NACOmatic

Effective: 17-December-2009
Expires: 14-January-2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	**RNAV (GPS) Rwy 16** **RNAV (GPS) Rwy 34** **VOR-A[1]**

NA when local weather not available.
[1]Category D, 800-2¼.

ALBANY, GA

SOUTHWEST GA. RGNL ...	**ILS or LOC Rwy 4** **LOC BC Rwy 22** **NDB Rwy 4** **RNAV (GPS) Rwy 4** **RNAV (GPS) Rwy 16** **RNAV (GPS) Rwy 22** **RNAV (GPS) Rwy 34** **VOR or TACAN Rwy 16**

Category D, 800-2½.

ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD	**RNAV (GPS) Rwy 23**

NA when local weather not available.

ALMA, GA

BACON COUNTY	**RNAV (GPS) Rwy 15** **RNAV (GPS) Rwy 33**

NA when local weather not available.

ANNISTON, AL

ANNISTON METROPOLITAN	**ILS or LOC Rwy 5[1]** **NDB Rwy 5[2]** **RNAV (GPS) Rwy 5[1]** **RNAV (GPS) Rwy 23[3]**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME	ALTERNATE MINIMUMS
ATHENS, GA	
ATHENS/ BEN EPPS	**ILS or LOC/DME Rwy 27** **RNAV (GPS) Rwy 2** **RNAV (GPS) Rwy 9** **RNAV (GPS) Rwy 20** **RNAV (GPS) Rwy 27** **VOR Rwy 2** **VOR Rwy 27**

NA when local weather not available.

ATLANTA, GA

DEKALB-PEACHTREE ..	**ILS or LOC Rwy 20L[1]** **RNAV (GPS) Rwy 20L[2]** **RNAV (GPS) Rwy 27[2]** **VOR/DME Rwy 20L[2]** **VOR/DME Rwy 27[2]**

[1]NA when control zone not in effect.
[2]NA when local weather not available.

FULTON COUNTY AIRPORT-BROWN FIELD	**ILS Rwy 8[1]** **NDB Rwy 8[24]** **RNAV (GPS) Rwy 26[34]** **RNAV (GPS) Y Rwy 8[34]** **VOR-A[5]**

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA COUNTY	**RNAV (GPS) Rwy 14** **RNAV (GPS) Rwy 32** **VOR/DME-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ATLANTA, GA (CON'T)

PEACHTREE CITY-
FALCON FIELD ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31
NA when local weather not available.
[1]Category D, 800-2½.

AUBURN, AL

AUBURN-OPELIKA
ROBERT G PITTS ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 36
NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ..... **ILS or LOC Rwy 17**[1]
ILS or LOC Rwy 35[23]
RADAR-1
NA when control tower closed.
[1]ILS, 700-2.
[2]Categories A,B,C,D, 700-2.
[3]NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL ..... **LOC Rwy 18**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 36[4]
[1]Category D, 800-2¼.
[2]Categories A, B, C, 900-2; Category D, 900-2¼.
[3]Category E, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ..... **ILS or LOC Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B
NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CARTERSVILLE, GA

CARTERSVILLE ..... **LOC Rwy 19**[12]
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1]
VOR/DME-A[3]
NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]NA when FBO closed.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CLAXTON, GA

CLAXTON-EVANS
COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.
Category D, 800-2¼.

CLAYTON, AL

CLAYTON MUNI ..... **RNAV (GPS) Rwy 27**
VOR/DME Rwy 27
NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ..... **ILS or LOC Rwy 6**
VOR-A
NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE ..... **NDB Rwy 10**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23
NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DALTON, GA

DALTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

DOTHAN, AL

DOTHAN RGNL ..... **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR or TACAN-A

NA when control tower closed.
NA when local weather not available.

DOUGLAS, GA

DOUGLAS MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.

DUBLIN, GA

W H 'BUD' BARRON ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR-A[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN .... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A

NA when local weather not available.

FLORALA, AL

FLORALA MUNI ..... **RNAV (GPS) Rwy 22**

NA when local weather not available.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL ..... **NDB Rwy 33R**
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST
ALABAMA RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36[1]
VOR Rwy 6

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

GAINESVILLE, GA

LEE GILMER
MEMORIAL ..... **ILS or LOC/DME Rwy 5**[1]
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.

GREENVILLE, AL

MAC CRENSHAW
MEMORIAL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

Category D, 800-2¼.

GULF SHORES, AL

JACK EDWARDS ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES
FIELD ..... **ILS or LOC Rwy 18L**[124]
ILS or LOC Rwy 18R[124]
ILS or LOC Rwy 36L[124]
ILS or LOC Rwy 36R[124]
RADAR-1[13]
RNAV (GPS) Rwy 18L[45]
RNAV (GPS) Rwy 18R[45]
RNAV (GPS) Rwy 36L[45]
RNAV (GPS) Rwy 36R[45]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E,700-2¼. LOC, Category E, 800-2¼.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL (CON'T)

MADISON COUNTY
EXECUTIVE ..... **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36[1]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C,900-2½, Category D, 900-2¾.

JEFFERSON, GA

JACKSON COUNTY ..... **RNAV (GPS) Rwy 35**
VOR/DME Rwy 35
NA when local weather not available.

MACON, GA

MIDDLE GEORGIA
RGNL ..... **ILS or LOC/DME Rwy 5**[1,2]
VOR Rwy 13[3]
VOR Rwy 23[4]
[1]NA when control tower closed.
[2]ILS, Category E, 900-2¾.LOC,Category E, 900-2¾.
[3]Category A,B, 1000-2; Category C,1000-2¾; Category D, 1000-3.
[4]Categories A,B,1300-2;Categories C,D, 1300-3.

MOBILE, AL

MOBILE DOWNTOWN ..... **ILS or LOC Rwy 32**[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MOBILE RGNL ..... **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
NA when control tower closed.

MONTGOMERY, AL

MONTGOMERY RGNL
(DANNELLY FIELD) ..... **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROME, GA

RICHARD B. RUSSELL ..... **ILS/DME Rwy 1**[1]
RNAV (GPS) Rwy 1[1,2]
RNAV (GPS) Rwy 7[1,2]
RNAV (GPS) Rwy 19[1,2]
RNAV (GPS) Rwy 25[1,2]
VOR/DME Rwy 1[1,2]
VOR/DME Rwy 19[2,3]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

SAVANNAH, GA

SAVANNAH HILTON
HEAD INTL ..... **ILS or LOC Rwy 1**[1,2]
ILS or LOC Rwy 10[1,2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A[3]
VOR/DME or TACAN Rwy 1[3]
VOR/DME or TACAN Rwy 19[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
COUNTY ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY ..... **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A
NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI ..... **NDB-A**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 27[2]
[1]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Category C, 800-2¼; Category D, 1100-3.

SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[1]
VOR-A[2]
VOR/DME Rwy 3[1]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

THOMASTON, GA

THOMASTON-UPSON
COUNTY ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

TROY, AL

TROY MUNI ..... **ILS or LOC Rwy 7**[1]
NDB Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 32

NA when local weather not available.
[1]NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL ..... **ILS Rwy 4**[12]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 11[3]
RNAV(GPS) Rwy 22[3]
RNAV (GPS) Rwy 29[3]
VOR or TACAN Rwy 4[1]

[1]NA when control tower closed.
[2]700-2.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

VALDOSTA, GA

VALDOSTA RGNL ..... **ILS or LOC Rwy 35**[1]
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35

NA when local weather not available.
[1]ILS, LOC, Category E, 900-3.

VIDALIA, GA

VIDALIA RGNL ..... **RNAV (GPS) Rwy 24**

NA when local weather not available.

WAYCROSS, GA

WAYCROSS-WARE
COUNTY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36[1]

NA when local weather not available.
[1]Category D, 800-2¼.

WINDER, GA

NORTHEAST GEORGIA
RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV **145**

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**660**/24	515	(600-½)	C	**660**/50	515	(600-1)
			D	**660**/60	515	(600-1¼)				
	35		AB	**700**/24	564	(600-½)	C	**700**/50	564	(600-1)
			D	**700**/60	564	(600-1¼)				
CIRCLING			AB	**780**-1	635	(700-1)	C	**780**-1¾	635	(700-1¾)
			D	**780**-2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV **423**

DANIEL FIELD

RADAR- 126.8 270.3 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29		AB	**860**-1	438	(500-1)	C	**860**-1¼	438	(500-1¼)
			D	**860**-1½	438	(500-1½)				
	11		AB	**920**-1	498	(500-1)	C	**920**-1¼	498	(500-1¼)
			D	**920**-1½	498	(500-1½)				
CIRCLING			AB	**920**-1	498	(500-1)	C	**920**-1½	498	(500-1½)
			D	**1020**-2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301

RADAR[1] **- (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°) (121.1 319.25 341°-020°) ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[2]	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6[2]		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

[1]Vis reduction by copters NA. [2]When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF)

RADAR[1] - Ctc ATLANTA APP CON **(E)** 121.0 268.7 ▽ **ELEV 1068**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	29[3]	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11[4]	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11[6]		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29[5]		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR[7]	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

[1]Opr 1200-0400Z++. [2]No-NOTAM MP 1100-1530Z++ Mon-Tue. [3]When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. [6]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. [7]CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475 ▽ ⚠NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)[1 2]						
ASR	10[3]		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR[4]	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)[5]						
PAR	10[6]	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

[1]Opr 1100-0500Z++. [2]Wx radar avbl. [3]For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. [4]Circling NA N of Rwy 10-28 for CAT D. [5]Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. [6]Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA) ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36R	AB	**1000**-½	405	(500-½)	C	**1000**- ¾	405	(500-¾)
		DE	**1000**-1	405	(500-1)				
	36L	ABC	**960**-½	345	(400-½)	DE	**960**-1	345	(400-1)
	18R	AB	**1060**/24	431	(500-½)	C	**1060**/40	431	(500-¾)
		DE	**1060**/50	431	(500-1)				
	18L	AB	**1160**-½	551	(600-½)	C	**1160**-1	551	(600-1)
		D	**1160**-1¼	551	(600-1¼)	E	**1160**-1½	551	(600-1½)
CIRCLING		AB	**1160**-1	531	(600-1)	C	**1160**-1½	531	(600-1½)
		D	**1240**-2	611	(700-2)	E	**1240**-2¼	611	(700-2¼)

Category E circling not authorized East of Rwys 18L/36R.
For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.
For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

LAWSON AAF(KLSF),(FORT BENNING),GA (Columbus) (Amdt2,07074USA) ELEV232

RADAR[1] - Ctc ATLANTA APP CON **(E)** (125.5 323.1 241°-360°) (126.55 353.75 001°-150°) (126.025 285.525 151°-240°) ▽ ⒶNA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33[2]		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR[3]	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

[1]Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. [2]For inop SALSF, increase CAT D vis to 2 miles. [3]Cir NA E of Rwy 15-33.

MAXWELL AFB (KMXF), AL (Montgomery) (06271 USAF) ELEV 171

RADAR[1] - 121.2 363.025S 380.225N ▽

	RWY	GS/TCH/RPI	CAT	DA MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15[4]		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR[3]	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

[1]Opr 1400-0350Z++. [2]5 min PN rqr for practice ASR apch. [3]Cir not auth E of Rwy 15-33. [4]When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA) ELEV **218**

MOBILE RGNL

RADAR- 118.5 269.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	AB	**660**-½	441	(500-½)	C	**660**-¾	441	(500-¾)
		DE	**660**-1	441	(500-1)				
	14	AB	**640**/24	425	(500-½)	C	**640**/40	425	(500-¾)
		DE	**640**/50	425	(500-1)				
CIRCLING		AB	**680**-1	461	(500-1)	C	**680**-1½	461	(500-1½)
		D	**780**-2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR.
For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA) ELEV **221**

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**600**/40	381	(400-¾)	DE	**600**/50	381	(400-1)
	28	ABC	**620**-¾	423	(400-¾)	DE	**620**-1	423	(400-1)
CIRCLING		AB	**680**-1	459	(500-1)	C	**680**-1½	459	(500-1½)
		DE	**780**-2	559	(600-2)				

Procedure NA when control tower closed.
Category E circling NA north of runway 10-28.
Category D S-28 visibility increased ¼ mile for inoperative MALSR.
Category E S-28 visibility increased ½ mile for inoperative MALSR.
Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR[1]**- (E)** (125.6 354.1E) (118.05 239.0W) ▽ ⚠ NA **ELEV 684**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17[2][3]	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

[1]GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. [2]When approach lights inoperative, increase CAT A, B visibility ¼ mile. [3]When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA) ELEV **24**

ST MARYS

RADAR- 127.0 ▼ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4		A	**640**-1	617	(700-1)	B	**640**-1¼	617	(700-1¼)
			C	**640**-1¾	617	(700-1¾)				
CIRCLING			AB	**680**-1¼	656	(700-1¼)	C	**680**-1¾	656	(700-1¾)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

TROY, AL

Amdt. 8, JAN 15, 2009 (FAA) **ELEV 398**

TROY MUNI

RADAR[1]- 121.1 319.25 ▼

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7	2.9/51/1007	ABCD	**592**-¾	200	(200-¾)				
ASR	7		AB	**960**-1	568	(600-1)	C	**960**-1½	568	(600-1½)
			D	**960**-1¾	568	(600-1¾)				
CIRCLING			AB	**960**-1	562	(600-1)	C	**960**-1½	562	(600-1½)
			D	**980**-2	582	(600-2)				

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5,** multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15,** multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23,** multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33,** multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME	TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1¼. **Rwy 34,** 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16,** rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34,** rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

ALBANY, GA

SOUTWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 700 before turning left. **Rwy 34,** climb heading 344° to 700 before turning right.

NOTE: **Rwy 4,** multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' rightof centerline, up to 79' AGL/275' MSL. **Rwy 16,** multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22,** tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL.**Rwy 34,** multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5,** trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23,** trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1500 before turning on course.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33,** trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

SOUTHER FIELD

NOTE: **Rwy 5,** vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9,** trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23,** trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27,** vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29,** multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB)

AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23,** Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5,** tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23,** tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2,** trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9,** tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20,** trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy27,** trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1900 before proceeding south. **Rwy 27,** climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9,** trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27,** multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up t o 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L,** 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R,** 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R,** std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1700 before proceeding on course. **Rwy 16,** climb heading 159° to 2000 before proceeding on course. **Rwy 20L,** climb heading 150° to 3100 before proceeding on course. **Rwy 20R,** climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27,** climb heading 268° to 1800 before proceeding on course. **Rwy 34,** for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L,** terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R,** trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9,** vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16,** trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/ 1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L,** trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R,** trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27,** vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34,** vehicles beginning 873' from departure end of runway, left and right of center line, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61'AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14,** 400-1. **Rwy 32,** 700-3 or std. with a min. climb of 290' per NM to 1600. **Rwys 26, 27,** 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9,** left turn, climb via heading 060° to 3100 before proceeding on course. **Rwy 14,** climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course. **Rwys 26, 27, 32,** climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R,** 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L,** 300-1¼ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R,** climb heading 092° to 1500 before turning right. **Rwy 9L,** climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L,** multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R,** Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L,** rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10,** tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L,** tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R,** multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L,** hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R,** tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68'AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28,** catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32,** tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18,** vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN-OPELIKA ROBERT G. PITTS

NOTE: **Rwy 18,** multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29,** multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36,** multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26,** 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8,** for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17,** climb heading 172° to 900 before turning east. **Rwy 26,** climb heading 262° to 1000 before turning east. **Rwy 35,** climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8,** numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17,** numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26,** numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23,** 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 214° to 1300 before turning west. **Rwy 29,** climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5,** rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11,** hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29,** numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31 1' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14,** trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27,** trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 259° to 800 before turning north.

NOTE: **Rwy 8,** trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26,** trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8,** brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26,** trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5,** numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23,** terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6,** 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18,** 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36,** 800-2.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1700 before turning on course. **Rwy 18,** climb runway heading to 2100 before turning on course. **Rwy 24,** climb runway heading to 2100 before turning on course. **Rwy 36,** climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23,** trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628'.right of centerline, up to 17'AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI

TAKE-OFF MINIMUMS: **Rwys 12, 24,** 300-1.

DEPARTURE PROCEDURE: **All runways,** climb runway heading to 400 before turning southbound.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline,38' AGL/57' MSL. **Rwy 25,** multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50'AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** 400-1.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11,** multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29,** multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18,** numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL . . . . . ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2: Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course. **Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75'AGL/ 344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/ 354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL. **Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19,** 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 007° to 2300 before proceeding on course. **Rwy 19,** climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1,** trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19,** terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)

ORIG 09099 (FAA)

NOTE: **Rwy 9,** trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27,** trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE MUNI

DEPARTURE PROCEDURE: **Rwy 27,** climb on runway heading to 1500 before turning left.

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** Climb heading 067° to 1400 before turning South. **Rwy 25,** Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7,** multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25,** multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28,** 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10,** brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28,** trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL

GRAGG-WADE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8,26,** climb runway heading to 1000 before turning on course.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)

ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27,** 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1700 before turning left. **Rwy 11,** climb heading107° to 1200 before turning left. **Rwy 23,** climb heading 229° to 900 before proceeding on course. **Rwy 29,** climb heading 287° to 900 before turning right.

NOTE: **Rwy 5,** trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11,** mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23,** road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29,** ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24,** 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31,** 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6,** climb via heading 056° to 1400 before turning southbound. **Rwy 13,** climb via heading 070° to 1900 before turning southbound. **Rwy 24,** climb via heading 280° to 1900 before turning southeastbound. **Rwy 31,** climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6,** multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13,** antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24,** multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Treee 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31,** multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

CORDELE, GA

CRISP COUNTY-CORDELE

NOTE: **Rwy 5,** multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10,** multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23,** multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28,** multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA

HABERSHAM COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 240' per NM to 1900.

NOTE: **Rwy 6,** tower 1.22 NM from departure end of runway, 249' right of centerline, 380' AGL/1656' MSL. Tank, 1.62 NM northeast of departure end of runway, 2391' right of centerline, 177' AGL/1746' MSL.

COURTLAND, AL

LAWRENCE COUNTY (9A4)

ORIG 09099 (FAA)

NOTE: **Rwy 31,** trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

COVINGTON, GA

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10,** terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28,** trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1. **Rwy 20,** 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1500 before turning on course.

DALLAS, GA

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31,** trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32,** climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32,** numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1or std. with a min. climb of 270' per NM to 600.

DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18,** multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36,** tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22,** trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA . . . . . AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36,** trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18,** trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32,** trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36,** trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4,** tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2,** trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20,** trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14,** trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32,** trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2,** trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20,** trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10,** tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28,** tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23,** trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. w/ min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 183° to 800 before turning left.

NOTE: **Rwy 1,** trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10,** trees and terrain beginning 41' from departure end of runway, 21 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19,** trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL **Rwy 28,** tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)
AMDT 1 08045 (FAA)

NOTE: **Rwy 18,** 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36,** 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18,** terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/ 418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36,** tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/ 370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 500-1.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 900 before turning right.

FLORALA, AL

FLORALA MUNI (0J4)
ORIG 09183 (FAA)

NOTE: **Rwy 4,** trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22,** trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36,** trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22,** 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22,** climb runway heading to 2000 before turning on course.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L,** NA-Obstacles.

NOTE: **Rwy 6L,** trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L,** trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R,** trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R,** trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 290' per NM to 2200 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° to 1300 before proceeding on course. **Rwy 18,** for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24,** climb heading 241° to 2000 before proceeding on course. **Rwy 36,** climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18,** trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24,** trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36,** trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 2100 before proceeding on course. **Rwy 11,** climb heading 110° to 1900 before turning north. **Rwy 23,** climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5,** multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11,** trees 770' from departure end of r unway, on centerline, 60' AGL/1317' MSL. **Rwy 23,** multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29,** trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 380' per NM to 1000.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1200 before turning left.

GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17,** multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27,** multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35,** multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL

GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21,** climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3,** multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21,** multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL

POSEY FIELD

TAKE-OFF MINIMUMS: **Rwys 18,36,** 200-1.

HAMILTON, AL

MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 500-1.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before making turn.

HAMPTON, GA

CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6,** trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24,** trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. . . . . ORIG, 08325

Rwy 17, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32,** trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. . . . . Rwy 28, 300-1*

* Or standard with minimum climb of 340/NM to 400. Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R,** climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.

NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA

JACKSON COUNTY (19A)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 168° to 2500 before turning. **Rwy 35,** climb heading 348° to 2500 before turning.

NOTE: **Rwy 17,** scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pilons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35,** trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)

ORIG 09295 (FAA)

NOTE: **Rwy 11,** trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29,** trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before proceeding on course. **Rwy 20,** climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2,** train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20,** train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

LANETT, AL

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . . .

07158

Rwy 15, Standard
Rwy 33, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15,** climb via heading 150° to 2000 before turning left. **Rwy 33,** Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.
All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.)

MACON, GA (CON'T)

MIDDLE GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 210' per NM to 1500, or 1300-2½ for climb in visual conditions. **Rwy 23,** 300-1¾ or std. with a min. climb of 204' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions: Cross Middle Georgia Rgnl at or above 1200.

NOTE: **Rwy 5,** aircraft equipment 111' from departure end of runway, 506' right of centerline, 12' AGL/364' MSL. Antenna on building 525' from departure end of runway, 308' right of centerline, 16' AGL/371' MSL, railroad 837' from departure end of runway, 580' right of centerline, 25' AGL/383' MSL. Railroad 999' from departure end of runway, 8' right of centerline, 25' AGL/383' MSL. Tree 1151' from departure end of runway, 372' left of centerline, 49' AGL/407' MSL, pole 1076' from departure end of runway, 653' left of centerline, 36' AGL/397' MSL. Tree 1216' from departure end of runway, 587' left of centerline, 52' AGL/413' MSL. Tree 2378' from departure end of runway, 847' left of centerline, 67' AGL/432' MSL. Tree 2577' from departure end of runway, 730' left of centerline, 78' AGL/436' MSL, 2669' from departure end of runway, 470' left of centerline, 66' AGL/431' MSL. Tree 2944' from departure end of runway, 674' right of centerline, 80' AGL/432' MSL. **Rwy 13,** tree 280' from departure end of runway, 355' left of centerline, 48' AGL/390' MSL. Tree 389' from departure end of runway, 425' left of centerline, 47' AGL/389' MSL. Railroad 529' from departure end of runway, 290' left of centerline, 31' AGL/529' MSL. Tree 711' from departure end of runway, 537' left of centerline, 87' AGL/429' MSL, tree 996' from departure end of runway, 534' left of centerline, 85' AGL/427' MSL. Tree 1022' from departure end of runway, 402' left of centerline, 80' AGL/418' MSL. Tree 1216' from departure end of runway, 283' left of centerline, 62' AGL/400' MSL, tree 2154' from departure end of runway, 138' right of centerline, 69' AGL/401' MSL, tree 2577' from departure end of runway, 286' right of centerline, 82' AGL/411' MSL. **Rwy 23,** tree 7' from departure end of runway, 367' right of centerline, 71' AGL/342' MSL. Tree 202' from departure end of runway, 477' left of centerline, 51' AGL/340' MSL. Tree 1719' from centerline, 355' left of centerline, 69' AGL/380' MSL. Tree 1803' from departure end of runway, 662' left of centerline, 97' AGL/383' MSL. Tree 1.5 NM from departure end of runway, 984' left of centerline, 98' AGL/564' MSL. **Rwy 31,** tree 925' from departure end of runway, 151' left of centerline, 66' AGL/391' MSL. Tree 1140' from departure end of runway, 399' left of centerline, 76' AGL/398' MSL, tree 1658' from departure end of runway, 480' right of centerline, 76' AGL/398' MSL. Tree 2158' from departure end of runway, 587' left of centerline, 89' AGL/423' MSL. Tree 2180' from departure end of runway 189' left of centerline, 92' AGL/424' MSL. Tree 2618' from departure end of runway, 55' left of centerline, 84' AGL/429' MSL.

MAXWELL AFB (KMXF)

MONTGOMERY, AL . . . . . AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

*Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/ 225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MCRAE, GA

TELFAIR-WHEELER (MQW)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21,** vehicles on road abeam departure end of runway, 301' left ofcenterline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/ 224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.

METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 700 before turning. **Rwy 28,** climb runway heading to 1400 before turning right.

MILLEN, GA

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/ 308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 001° to 900 before turning right.

NOTE: **Rwy 18,** trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32,** sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/ 109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36,** poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14,** tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18,** multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departue end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36,** multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21,** trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

MONROEVILLE, AL

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21,** vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA
DR. C.P. SAVAGE SR.
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
NOTE: **Rwy 18,** power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36,** trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL
MONTGOMERY RGNL
(DANNELLY FIELD)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)
VALDOSTA, GA. . . . . AMDT 1, 08129
DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R,** Cross DER at or above 1' AGL/234' MSL.
TAKE-OFF OBSTACLES: **Rwy 18R,** Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L,** Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R,** Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA
MOULTRIE MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1, or std. with a min. climb of 370' per NM to 500.

OZARK, AL
BLACKWELL FIELD
TAKE-OFF MINIMUMS: **Rwy 30,** 500-1
DEPARTURE PROCEDURE: **Rwy 30,** climb on runway heading to 1000 before turning northbound.

PELL CITY, AL
ST CLAIR COUNTY (PLR)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1or std. w/ min. climb of 312' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 205° to 1000 before turning east.
NOTE: **Rwy 3,** multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21,** multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA
PERRY-HOUSTON COUNTY (PXE)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 18,** vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36,** trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA
HARRIS COUNTY
TAKE-OFF MINIMUMS: **Rwy 9,** 600-1.
DEPARTURE PROCEDURE: **Rwy 9,** left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA
PETERSON FIELD (7A9)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36,** trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL
PRATTVILLE-GROUBY FIELD
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1 or std. with a min. climb of 600' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)
REDSTONE ARSENAL, AL 09043
Rwy 17, 500-3*
Rwy 35**
* Or standard with minimum climb rate of 240/NM to 1500.
** Standard with a minimum climb rate of 240/NM to 1500.
DEPARTURE PROCEDURE: **Rwy 17,** climb rwy hdg to 1700 before proceeding on course. **Rwy 35,** climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.
TAKE-OFF OBSTACLES: **Rwy 17:** Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL
NORTH PICKINS
TAKE-OFF MINIMUMS: **Rwy 19,** 500-1 or std. with a min. climb of 420' per NM to 800.
NOTE: **Rwy 19,** tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25** , for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557 from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7,** numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL /685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/ 687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/ 691' MSL. **Rwy 19,** bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway , 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980; from departure end of runway, 70' left of centerline 86' AGL/ 715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25,** bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1, 428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

RUSSELLVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1400 before proceeding on course. **Rwy 20,** climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20,** trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL

ST ELMO (2R5)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6,** trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24,** tree1730' from departure end of runway, 716' left of centerline, 100' AGL/ 229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS:**Rwy 13,** 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4,** NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13,** trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22,** trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31,** trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12,** tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 600 before proceeding southwest. **Rwy 10,** climb heading 097° to 700 proceeding southwest. **Rwy 19,** climb heading 186° to 1300 before turning right. **Rwy 28,** climb heading 277° to 1600 before turning left.

NOTE; **Rwy 1,** fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10,** trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19,** trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28,** pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22,** climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22,** trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15,** trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33,** tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13,** multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31,** multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27,** 300-2.

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1500, then climb on course.

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5,** trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15,** trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

Rwy 33, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 2100 before proceeding on course. **Rwy 21,** climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21,** trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30,** for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30,** trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12,** trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22,** terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32,** trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10,** numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway,19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/ 599' MSL. **Rwy 28,** tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10,** tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21,** tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33,** tree, 384' f rom departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27,** for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9,** climb heading 093° to 2000 before turning on course. **Rwy 20,** climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2,** tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9,** terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20,** pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/ 1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27,** WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32,** 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25,** climb runway heading to 1200 before turning on course. **Rwy 32,** climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7,** numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14,** numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25,** numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32,** numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11,** 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29,** 300-2¼ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4,** trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11,** trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22,** trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29,** light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)
ORIG 09099 (FAA)

NOTE: **Rwy 13,** trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31,** trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure endof runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13,** tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17,** multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22,** railroad and multiple trees beginning 75' from departure end of runway, 159' rightof centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31,** multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35,** multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

VIDALIA, GA

VIDALIA RGNL (VDI)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13,** vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24,** trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA

WAYCROSS-WARE COUNTY

NOTE: **Rwy 5,** numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23,** numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31,** numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36,** numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA

BURKE COUNTY

NOTE: **Rwy 8,** trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26,** trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/ 439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WINDER, GA

BARROW COUNTY AIRPORT

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31,** 200-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: Cross Winder-Barrow Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 6' from departure end of runway, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from departure end of runway, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 23,** multiple trees beginning 31' from departure end of runway, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from departure end of runway, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 13,** multiple trees beginning 835' from departure end of runway, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees beginning 82' from departure end of runway, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 31,** multiple trees beginning 493' from departure end of runway, 30' left of centerline, up to 100' AGL/ 1004' MSL. Multiple trees beginning 63' from departure end of runway, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from departure end of runway, on centerline 8' AGL/943' MSL. Tree 7804' from departure end of runway, 1990' left of centerline, 100' AGL/1139' MSL.

APP CRS	Rwy Idg	5000
160°	TDZE	575
	Apt Elev	587

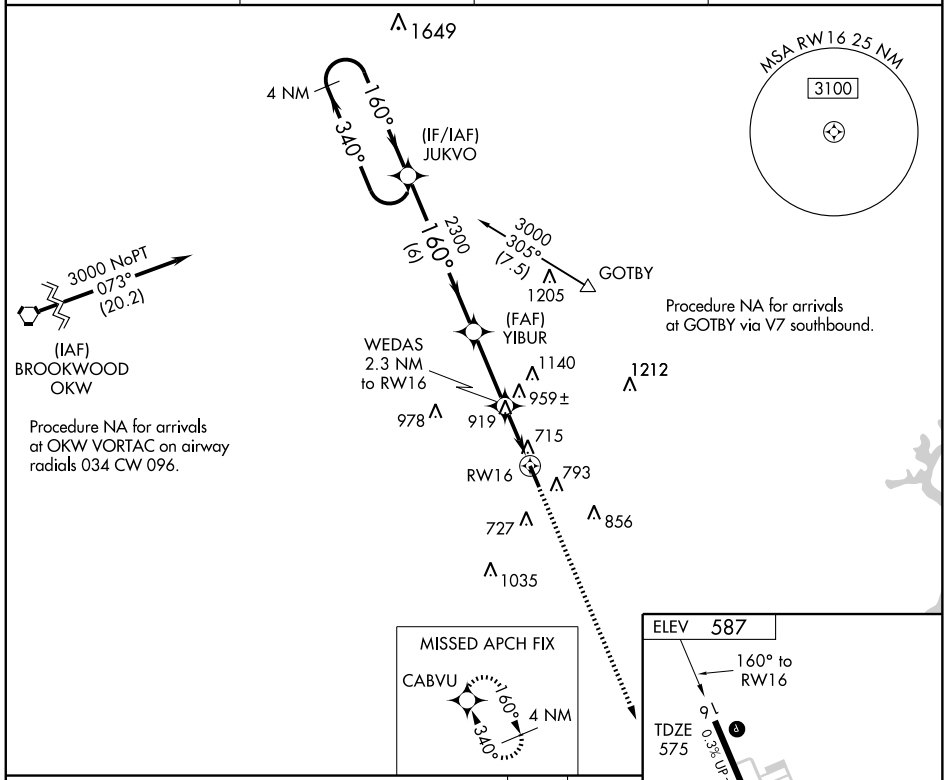
RNAV (GPS) RWY 16

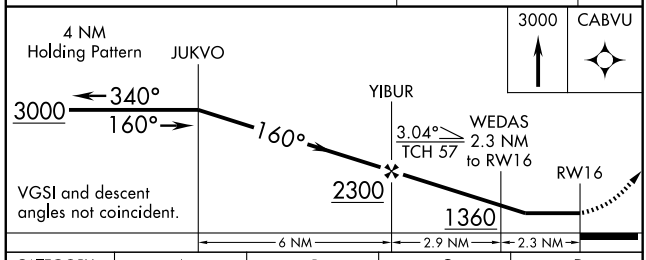
ALABASTER / SHELBY COUNTY (EET)

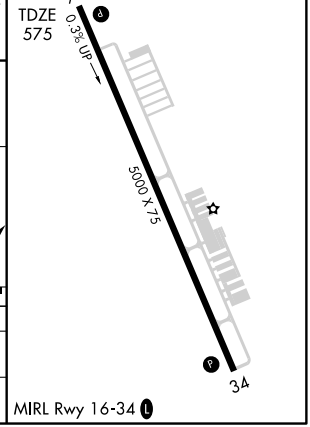
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 385.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	645 (700-1)	1220-1¾ 645 (700-1¾)	1220-2 645 (700-2)
CIRCLING	1220-1	633 (700-1)	1220-1¾ 633 (700-1¾)	1220-2 633 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
340°	TDZE	587
	Apt Elev	587

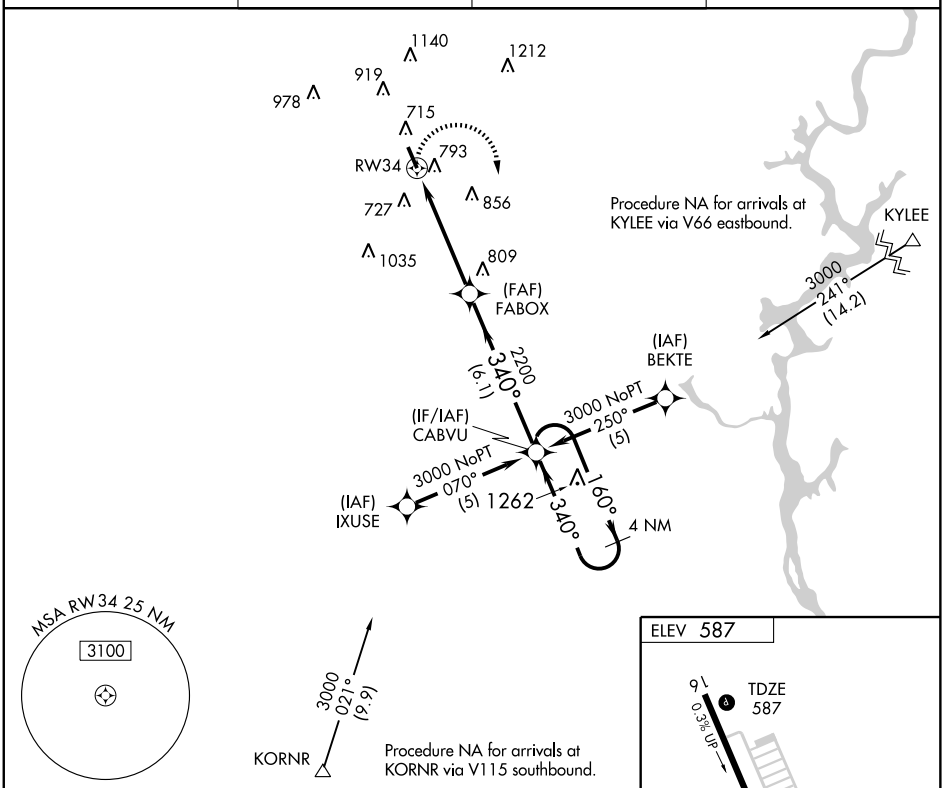
RNAV (GPS) RWY 34

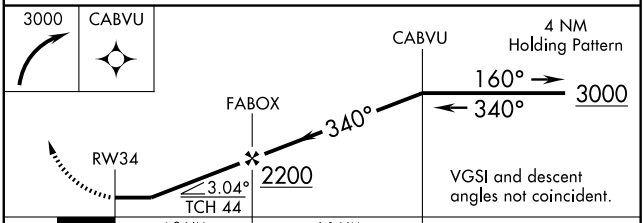
ALABASTER / SHELBY COUNTY (EET)

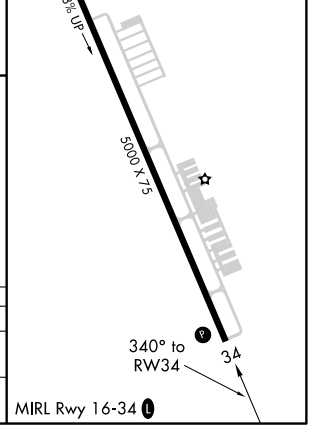
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 385.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 473 (500-1)		1060-1¼ 473 (500-1¼)	1060-1½ 473 (500-1½)
CIRCLING	1120-1 533 (600-1)		1120-1½ 533 (600-1½)	1220-2 633 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC OKW	APP CRS	Rwy Idg	N/A
111.0	099°	TDZE	N/A
Chan 47		Apt Elev	587

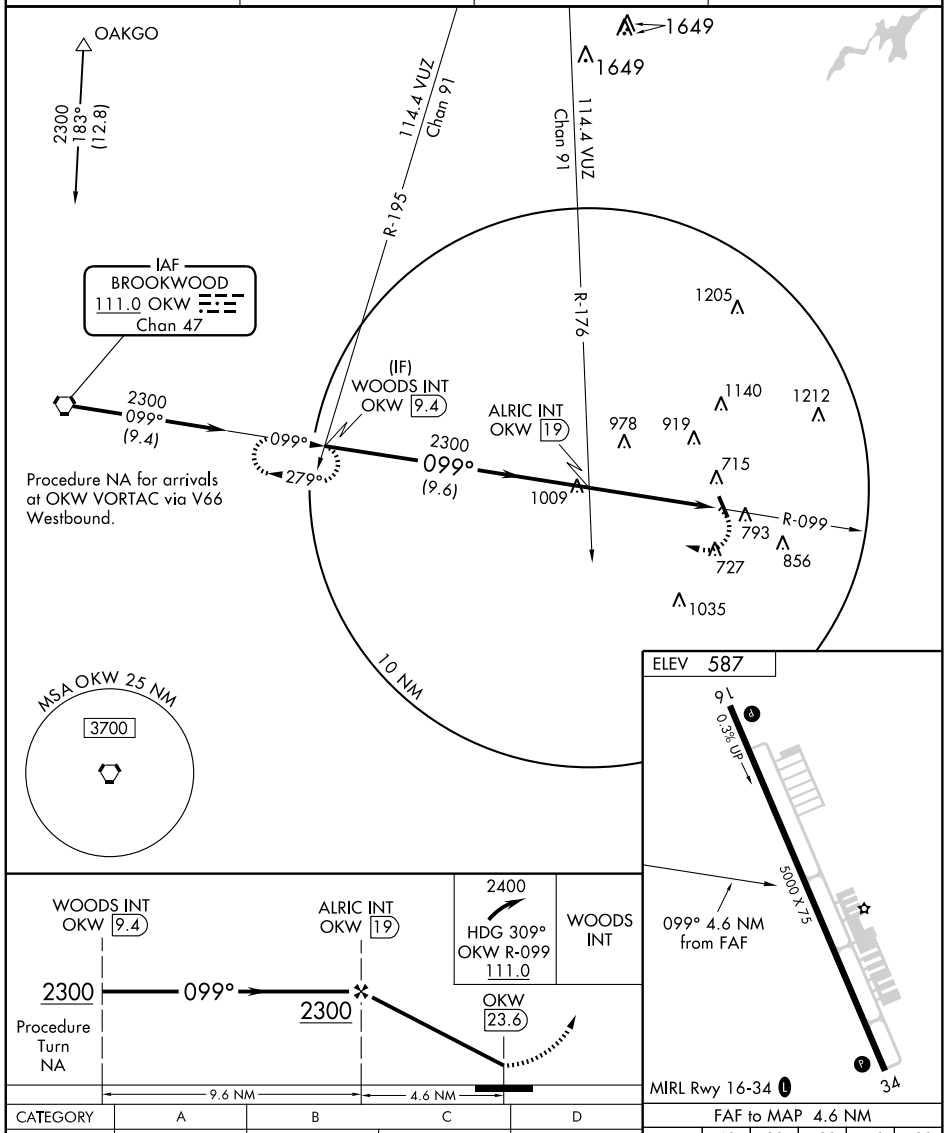
VOR-A

ALABASTER /SHELBY COUNTY (EET)

When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via heading 309° and OKW VORTAC R-099 to WOODS INT/9.4 DME and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 385.6	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1300-1 713 (800-1)	1300-1¼ 713 (800-1¼)	1300-2 713 (800-2)	1300-2¼ 713 (800-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB ARF	APP CRS	Rwy Idg	N/A
296	230°	TDZE	N/A
		Apt Elev	1032

NDB-A

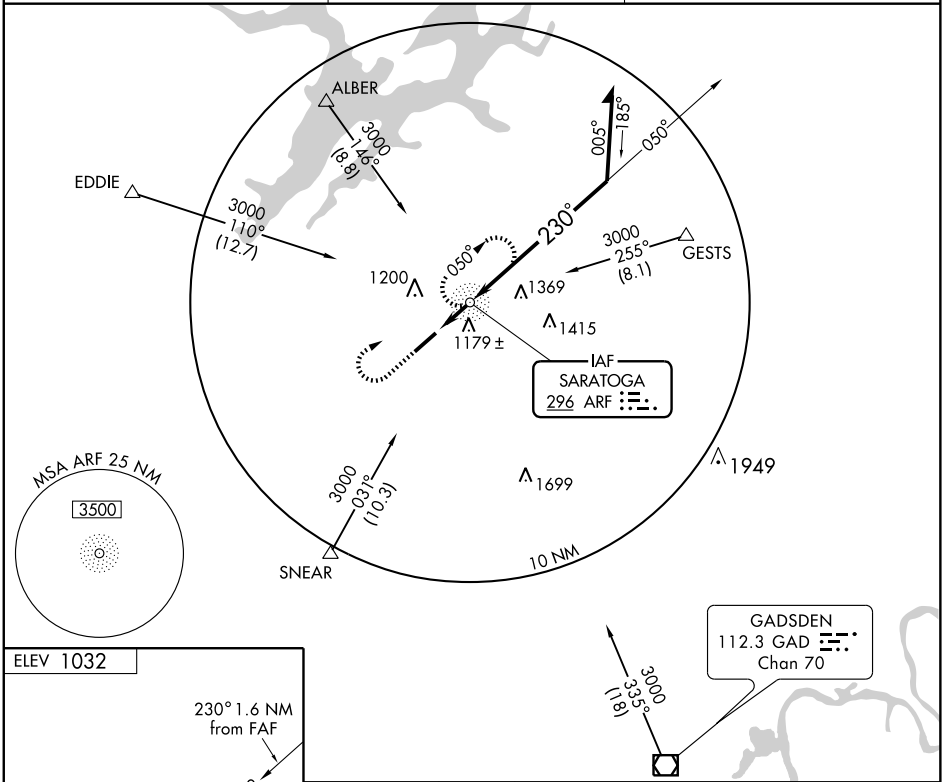
ALBERTVILLE/ ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

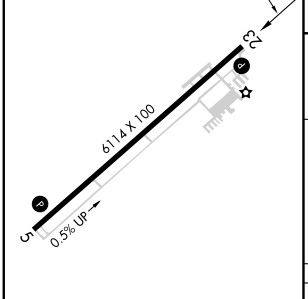
When local altimeter setting not received, use Huntsville Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ARF NDB and hold.

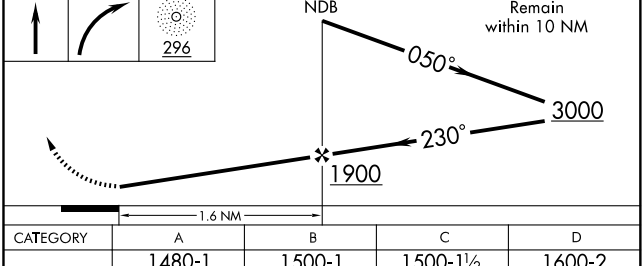
AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L





REIL Rwy 23 L
MIRL Rwy 5-23 L

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32



CATEGORY	A	B	C	D
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6114
050°	TDZE	1015
	Apt Elev	1032

RNAV (GPS) RWY 5

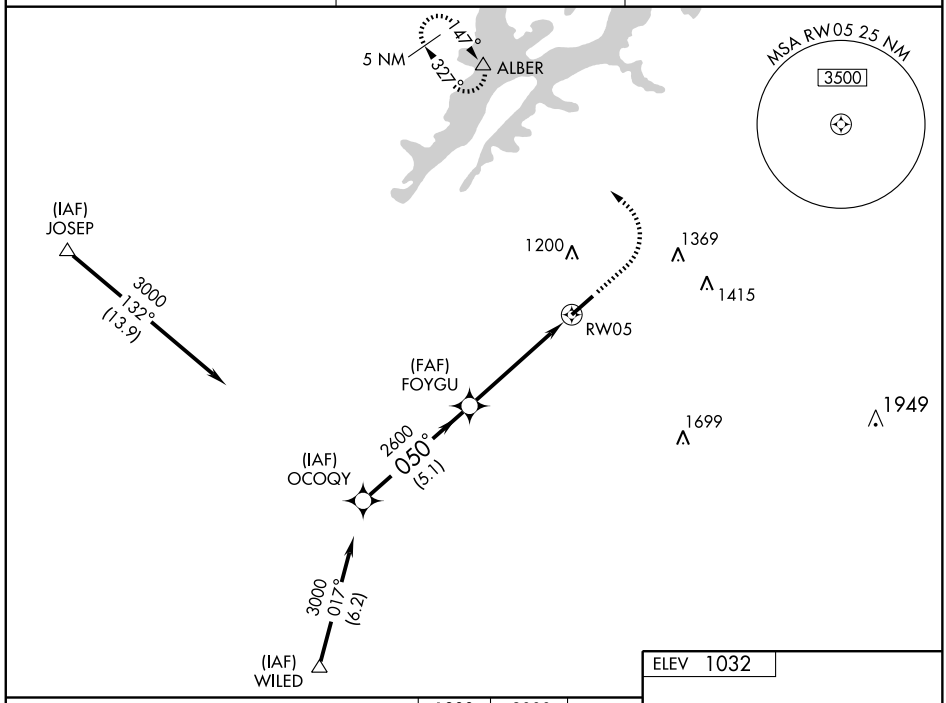
ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

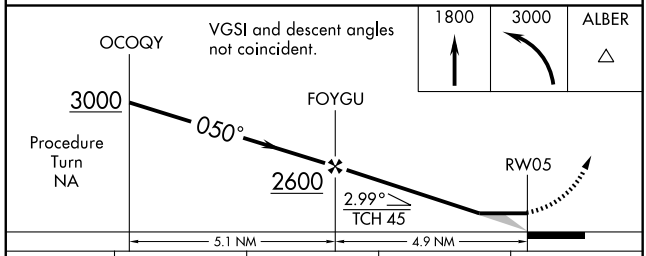
Obtain local altimeter setting on CTAF; when not received use Huntsville Intl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

NA

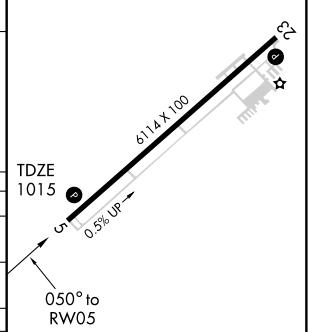
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct ALBER WP and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1420-1 405 (400-1)		1420-1¼ 405 (400-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1560-1 545 (600-1)		1560-1½ 545 (600-1½)	1560-1¾ 545 (600-1¾)
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)



REIL Rwy 23 L
MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6114
CH 96604	230°	TDZE	1032
W23A		Apt Elev	1032

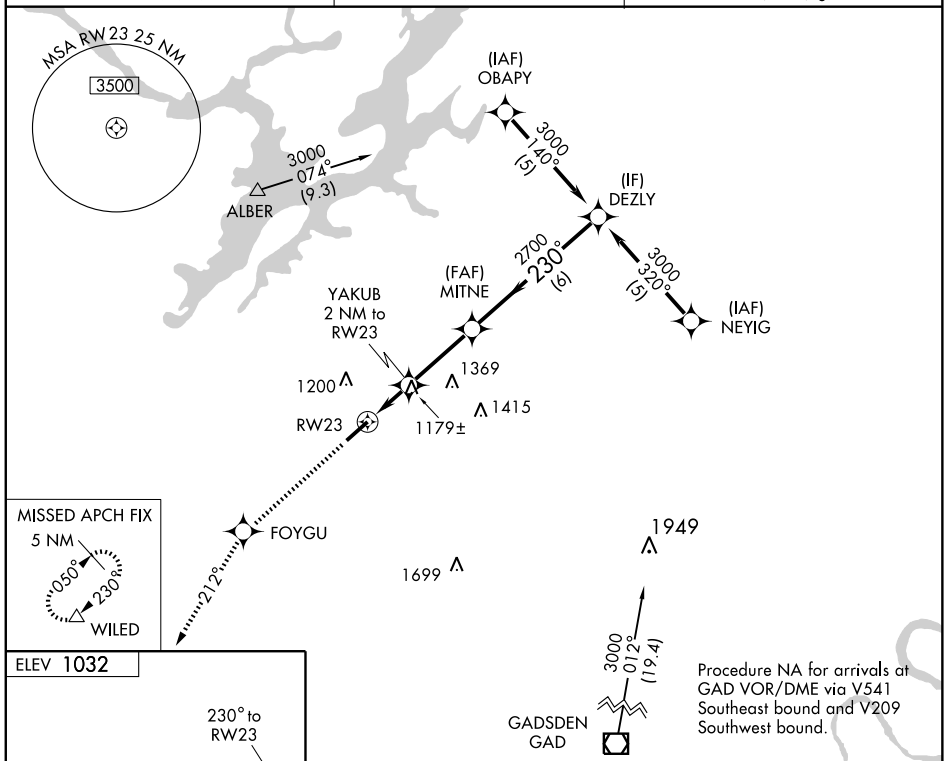
RNAV (GPS) RWY 23

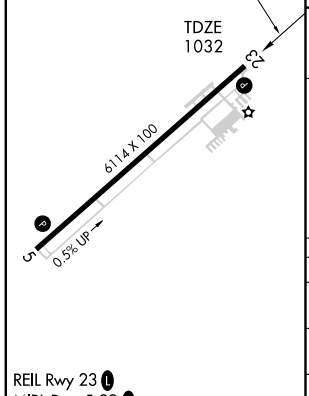
ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

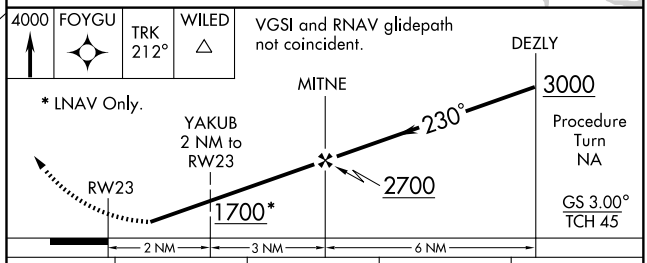
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct FOYGU and via 212° track to WILED and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1331-1 299 (300-1)			
LNAV MDA	1440-1 408 (500-1)		1440-1¼ 408 (500-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB DER	APP CRS	Rwy Idg	N/A
382	359°	TDZE	N/A
		Apt Elev	686

NDB or GPS-A

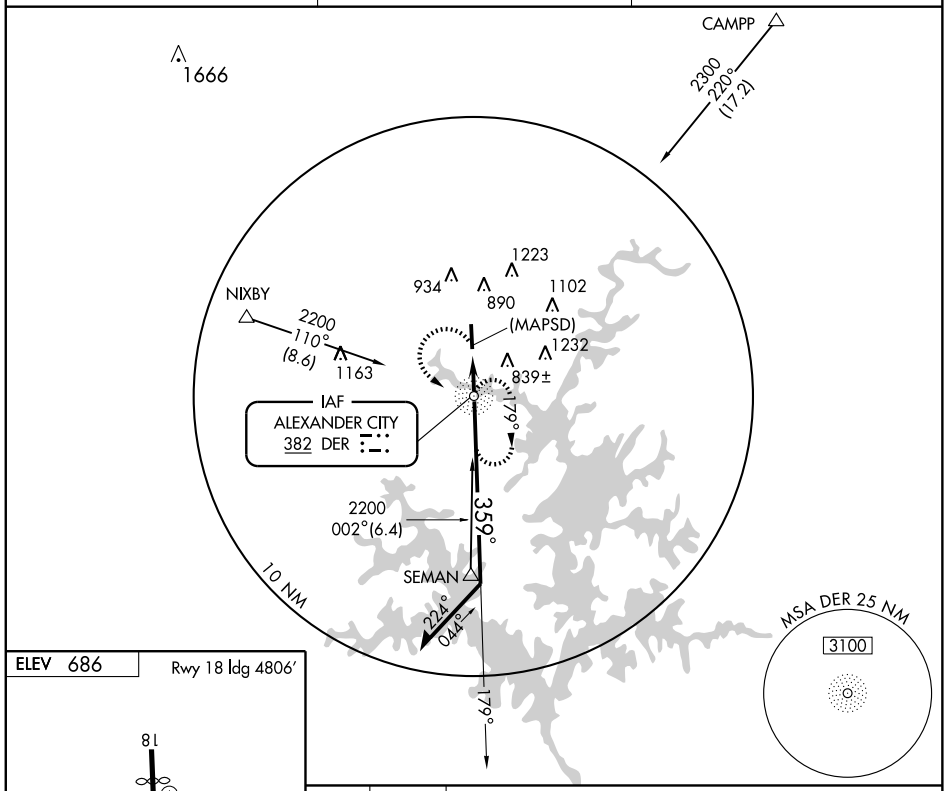
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

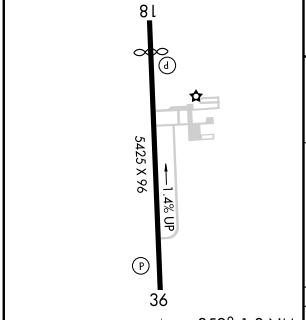
Obtain local altimeter setting on CTAF: if not received, use Montgomery altimeter setting.

NA

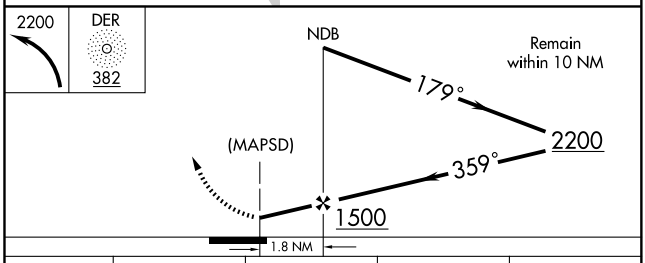
MISSED APPROACH: Climbing left turn to 2200 direct DER NDB and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L





FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36



CATEGORY	A	B	C	D
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	1200-1½ 514 (600-1½)	NA
MONTGOMERY ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 674 (700-1)	1400-1 714 (800-1)	1400-2 714 (800-2)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5425
359°	TDZE	666
	Apt Elev	686

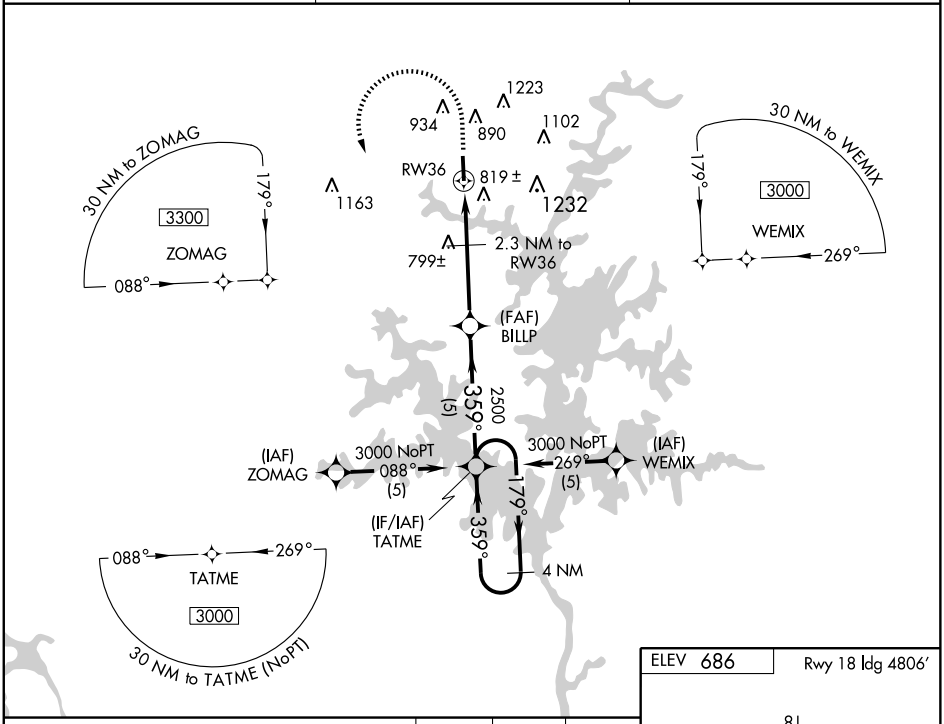
RNAV (GPS) RWY 36

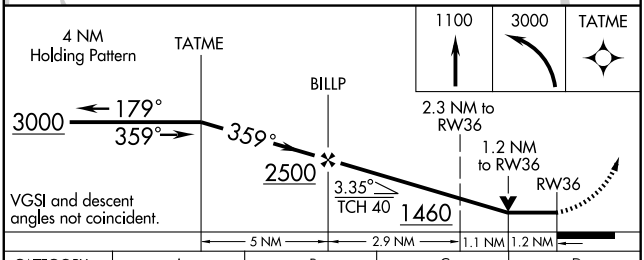
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

When local altimeter setting not received, use Montgomery altimeter setting.
VDP NA with Montgomery altimeter setting.
NA GPS or RNP-0.3 Required.
DME/DME-0.3 NA.

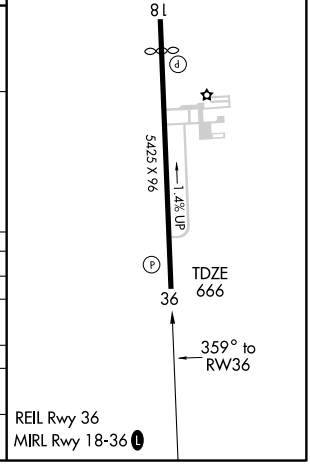
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct TATME WP and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1040-1 374 (400-1)			NA
CIRCLING	1180-1 494 (500-1)	1240-1 554 (600-1)	1240-1½ 554 (600-1½)	NA
MONTGOMERY ALTIMETER SETTING MINIMUMS				
LNAV MDA	1240-1 574 (600-1)		1240-1½ 574 (600-1½)	NA
CIRCLING	1360-1 674 (700-1)	1440-1¼ 754 (800-1¼)	1440-2¼ 754 (800-2¼)	NA



SE-4, 17 DEC 2009 to 14 JAN 2010

COPTER NDB RWY 29

NDB JUY	APCH CRS	Rwy Idg	5001
264	272°	TDZE	309
		Arpt Elev	309

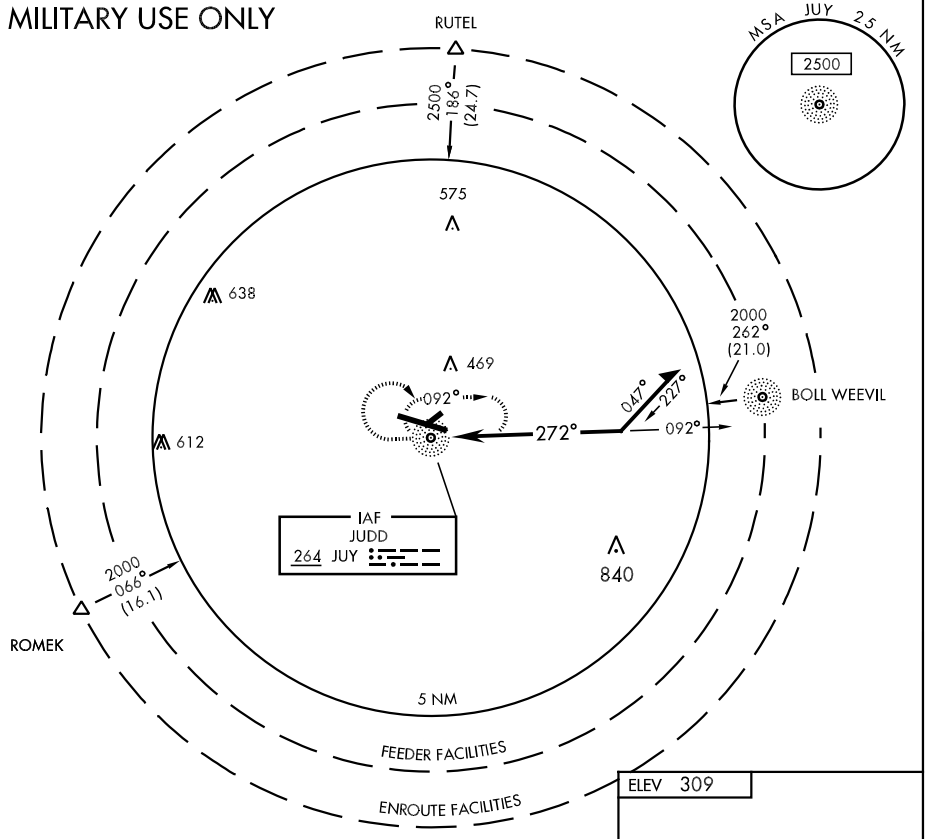
AL-6524 [USA] SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

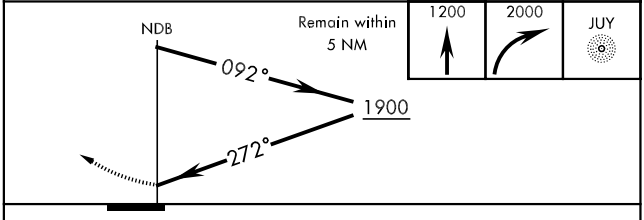
NA (When tower closed).
* If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDAs 100 feet.

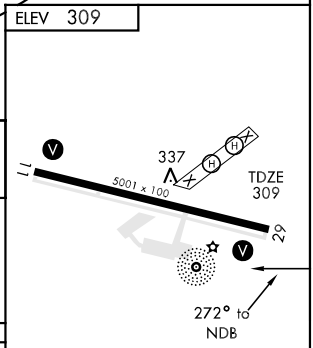
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct JUY NDB and hold.

CAIRNS APP CON	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
133.45 239.4	119.55 * (CTAF) 317.75	121.9 273.45	122.8

MILITARY USE ONLY







CATEGORY	COPTER		
S-29 *	780-½	471	(500-½)

MIRL Rwy 11-29 *

NDB JUY 264	APP CRS 240°	Rwy Idg N/A TDZE N/A Apt Elev 309

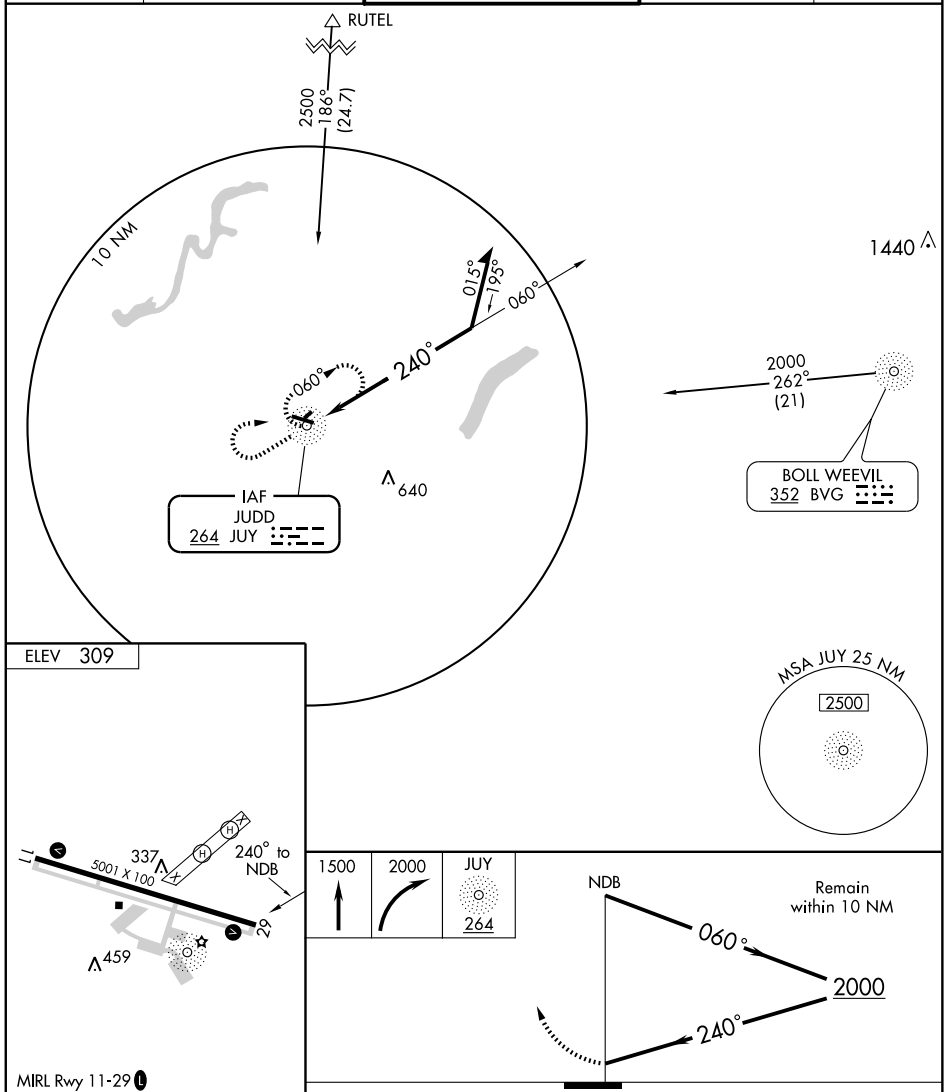
ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

NDB-A

▼ NA If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDA's 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) Ⓛ 317.75	121.9 273.45	122.8



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	880-1	571 (600-1)	880-1½ 571 (600-1½)	880-2 571 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5001
CH 82600	109°	TDZE	310
W11A		Apt Elev	310

ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

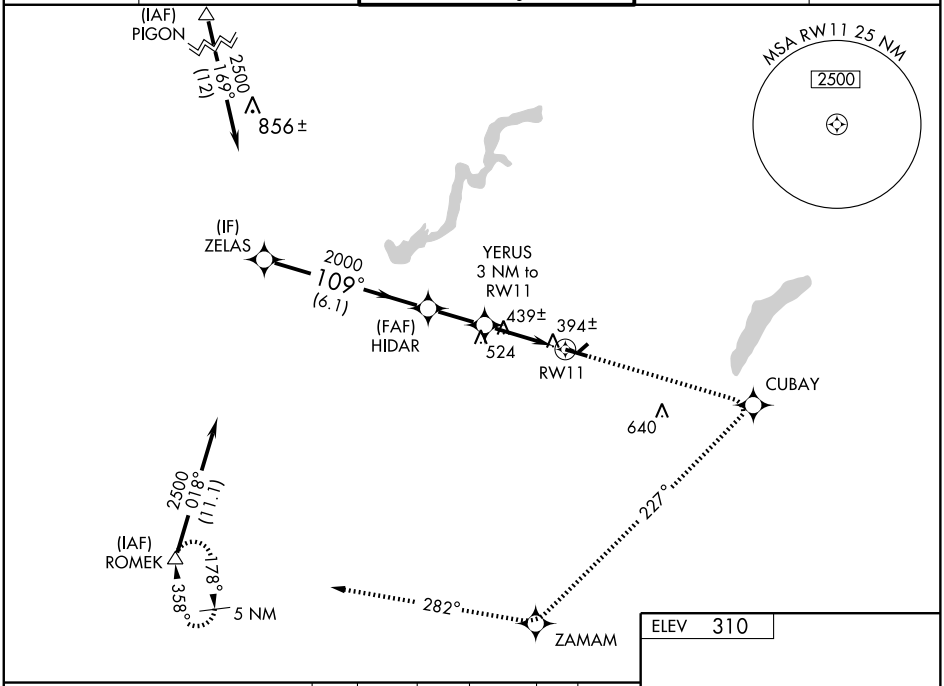
RNAV (GPS) RWY 11

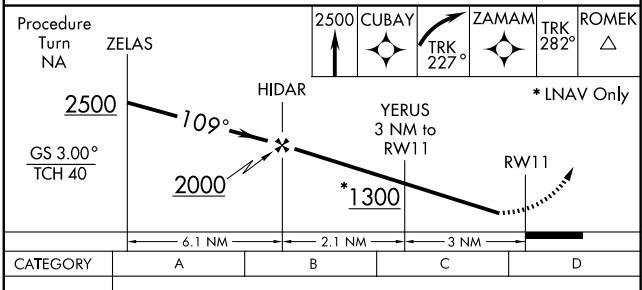
NA

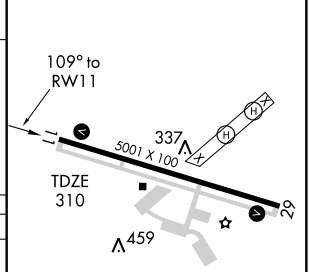
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Cairns AAF altimeter setting and increase LPV DA to 697 feet, LNAV/VNAV DA to 737 feet, and all MDAs 100 feet. Baro-VNAV NA when using Cairns AAF altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct CUBAY and right turn via 227° track to ZAMAM and 282° track to ROMEK and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8







CATEGORY	A	B	C	D
LPV DA	615-1 305 (400-1)			
LNAV/VNAV DA	655-1¼ 345 (400-1¼)			
LNAV MDA	760-1 450 (500-1)		760-1¼ 450 (500-1¼)	760-1½ 450 (500-1½)
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)

MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5001
CH 60929	289°	TDZE	308
W29A		Apt Elev	310

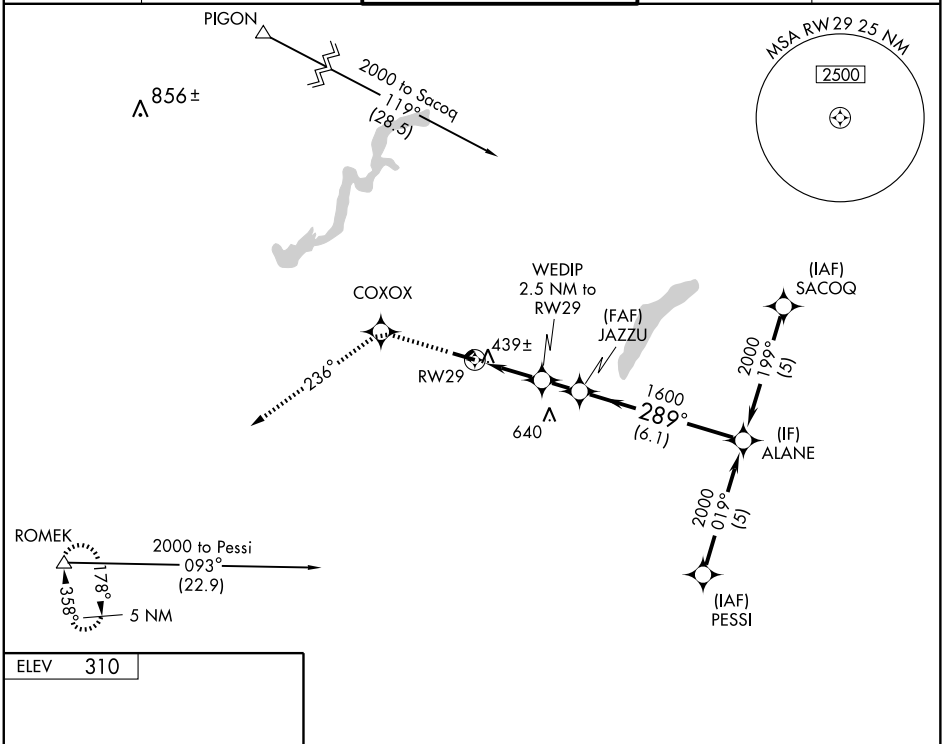
RNAV (GPS) RWY 29

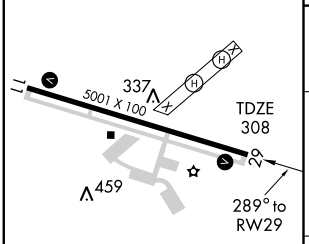
ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

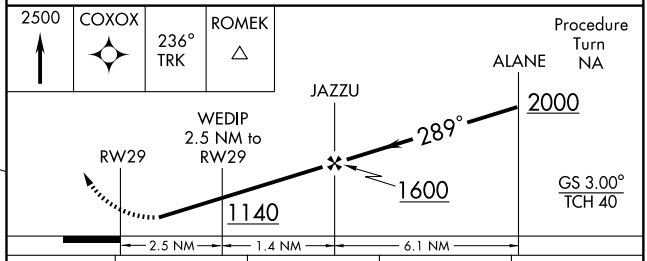
T A NA DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cairns AAF altimeter setting and increase DA to 712 feet and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct COXOX and via 236° track to ROMEK and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8







CATEGORY	A	B	C	D
LPV DA	630-1¼ 322 (400-1¼)			
LNAV MDA	720-1 412 (500-1)		720-1¼ 412 (500-1¼)	
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)

MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ANB	APP CRS	Rwy Idg	7000
111.5	049°	TDZE	595
		Apt Elev	612

ILS or LOC RWY 5

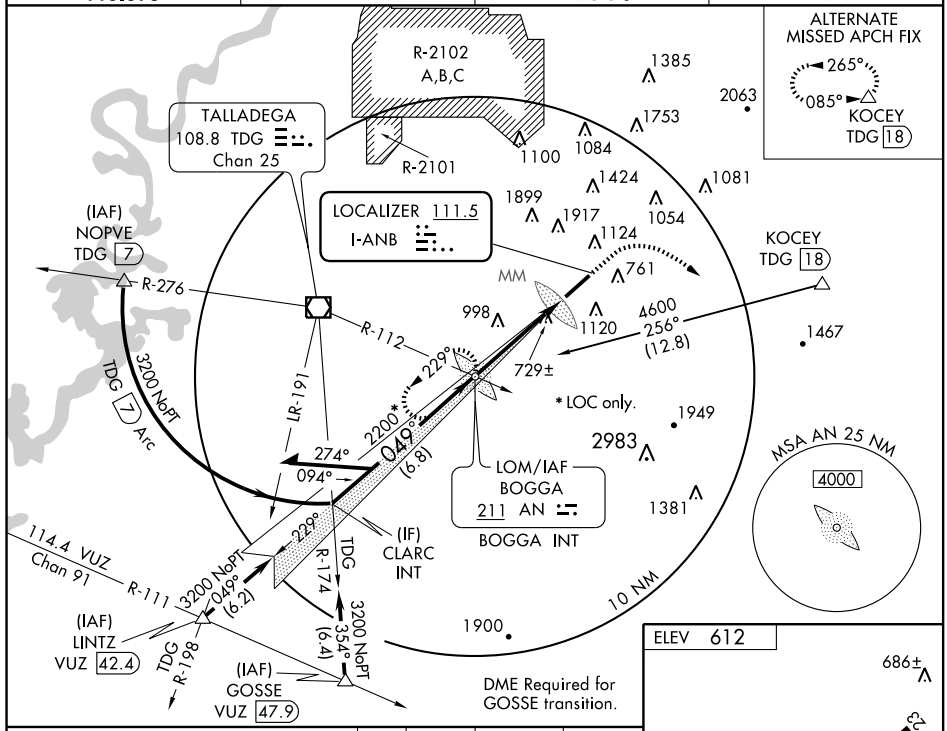
ANNISTON METROPOLITAN (ANB)

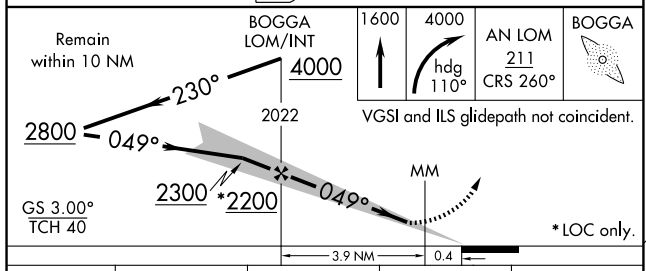
For inoperative MALSR when using Talladega altimeter setting, increase S-ILS 5 all Cats visibility to 1¼. Circling NA north of Rwy 5-23. ADF Required. When local altimeter setting not received, use Talladega altimeter setting and increase DA to 943 and increase all MDA 40 feet, increase S-ILS 5 all Cats and Circling Cat A, C, and D visibility ¼ mile. For inoperative MALSR increase S-ILS 5 all Cats visibility to 1.

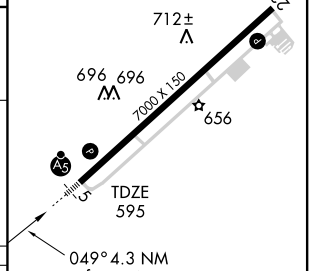
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 110° then via AN LOM 260° course to BOGGA LOM/INT and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
S-ILS 5	909-½ 314 (300-½)			
S-LOC 5	1120-½ 525 (600-½)		1120-1 525 (600-1)	1120-1¼ 525 (600-1¼)
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)

REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM AN	APP CRS		
211	050°	Rwy Idg	7000
		TDZE	595
		Apt Elev	612

NDB RWY 5

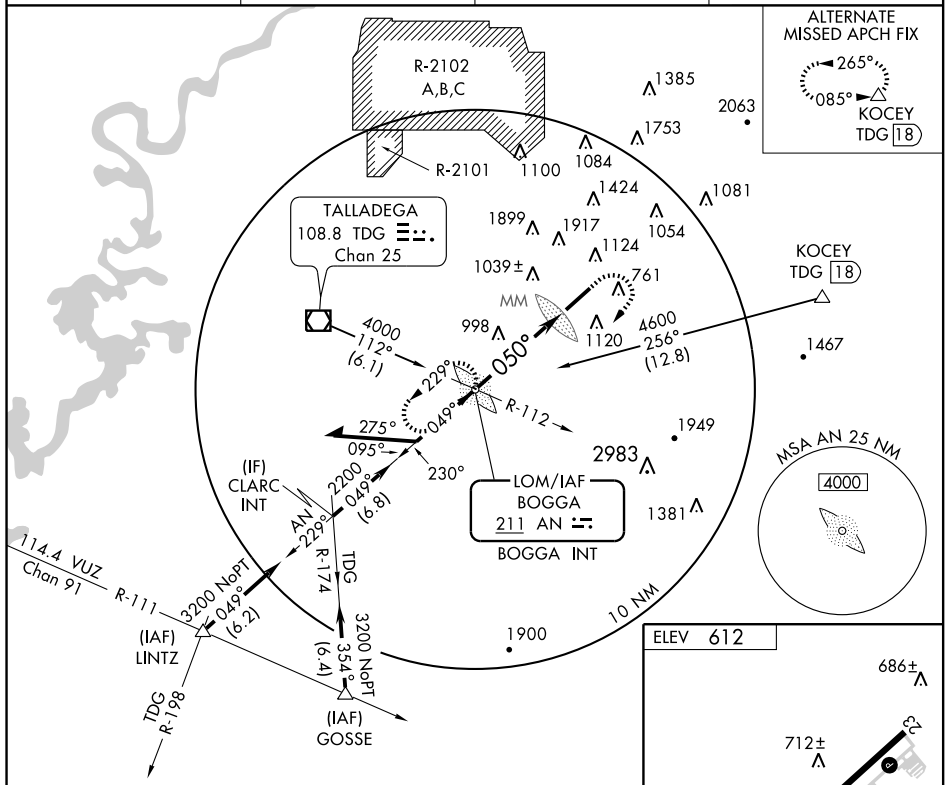
ANNISTON METROPOLITAN (ANB)

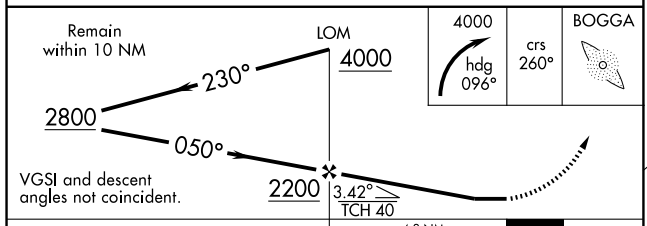
Circling NA North of Rwy 5-23.
When local altimeter setting not received, use Talladega altimeter setting and increase all MDA 40 feet.
For inoperative MALSR, increase S-5 Cat A visibility to 1¼ and Cat B to 1½ mile.

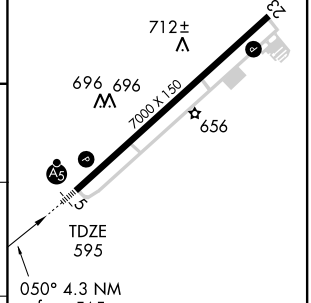
MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 096° and 260° course to BOGGA LOM and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







REIL Rwy 23 L
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-5	1600-¾ 1005 (1000-¾)	1600-1 1005 (1000-1)	1600-2½ 1005 (1000-2½)	1600-2¾ 1005 (1000-2¾)
CIRCLING	1600-1¼ 988 (1000-1¼)	1600-1½ 988 (1000-1½)	1600-3 988 (1000-3)	

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 78106	049°	TDZE	595
W05A		Apt Elev	612

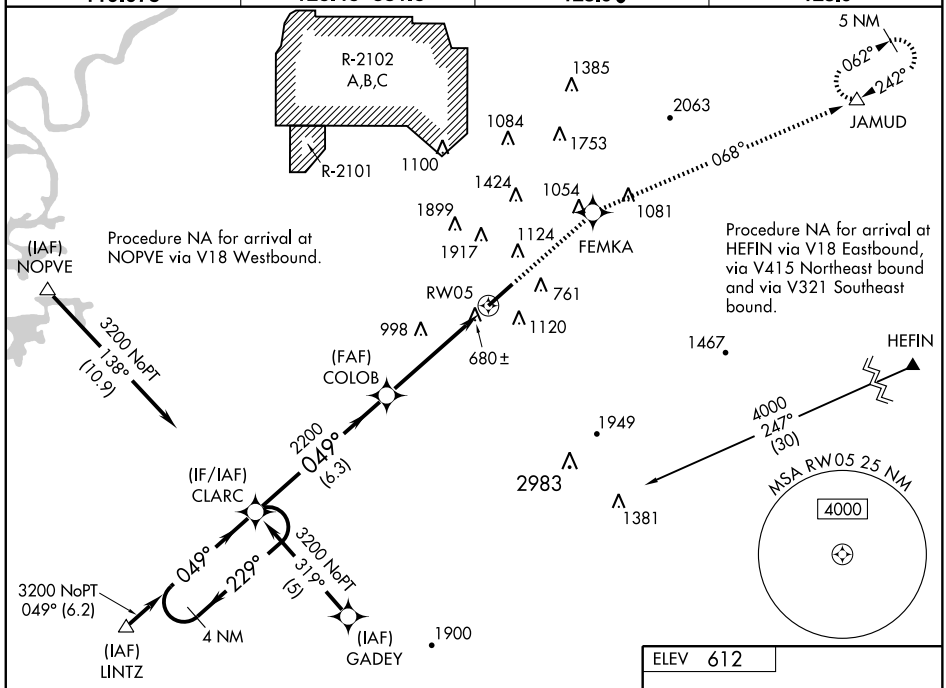
RNAV (GPS) RWY 5
ANNISTON METROPOLITAN (ANB)

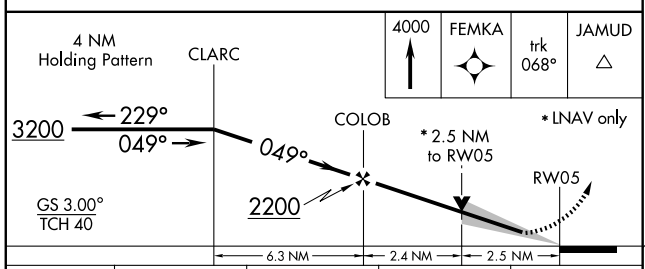
Circling NA North of Rwy 5/23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Talladega altimeter setting and increase all DAs 34 feet and all MDAs 40 feet and increase circling Cat A, C, and D visibility ¼ mile. For inoperative MALSR increase LPV visibility all Cats to 1¼, increase LNAV Cat A visibility to 1 mile.

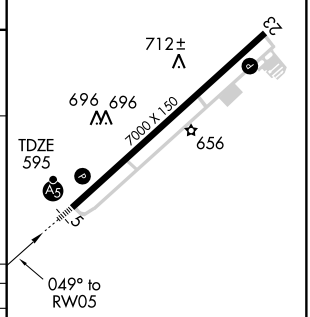
MALSR

MISSED APPROACH: Climb to 4000 direct FEMKA and via 068° track to JAMUD and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
LPV DA	918-¾ 323 (400-¾)			
LNAV MDA	1420-¾ 825 (900-¾)		1420-2 825 (900-2)	1420-2¼ 825 (900-2¼)
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

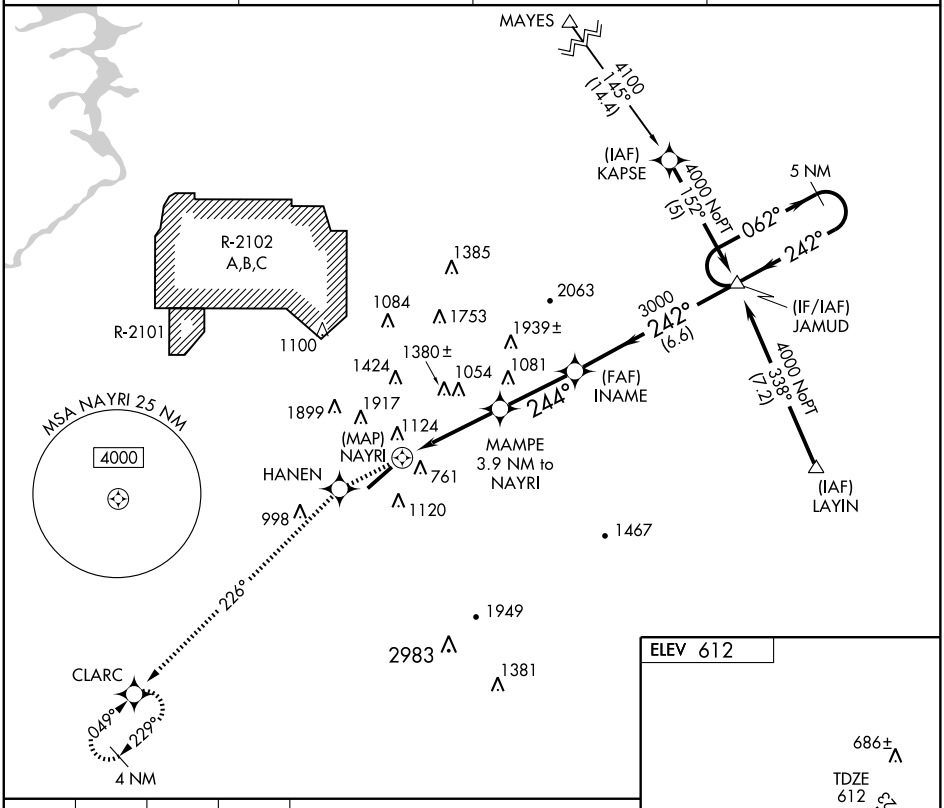
APP CRS	Rwy Idg	7000
244°	TDZE	612
	Apt Elev	612

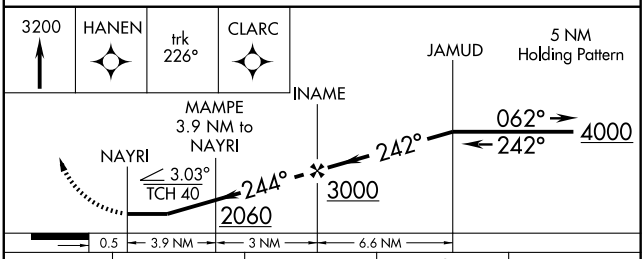
RNAV (GPS) RWY 23
ANNISTON METROPOLITAN (ANB)

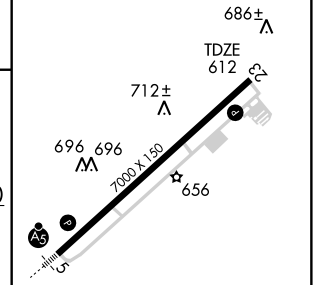
Circling NA North of Rwy 5-23.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Talladega altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3200 direct HANEN and via 226° track to CLARC and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
LNAV MDA	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)
CIRCLING	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4506
181°	TDZE	287
	Apt Elev	287

RNAV (GPS) RWY 18

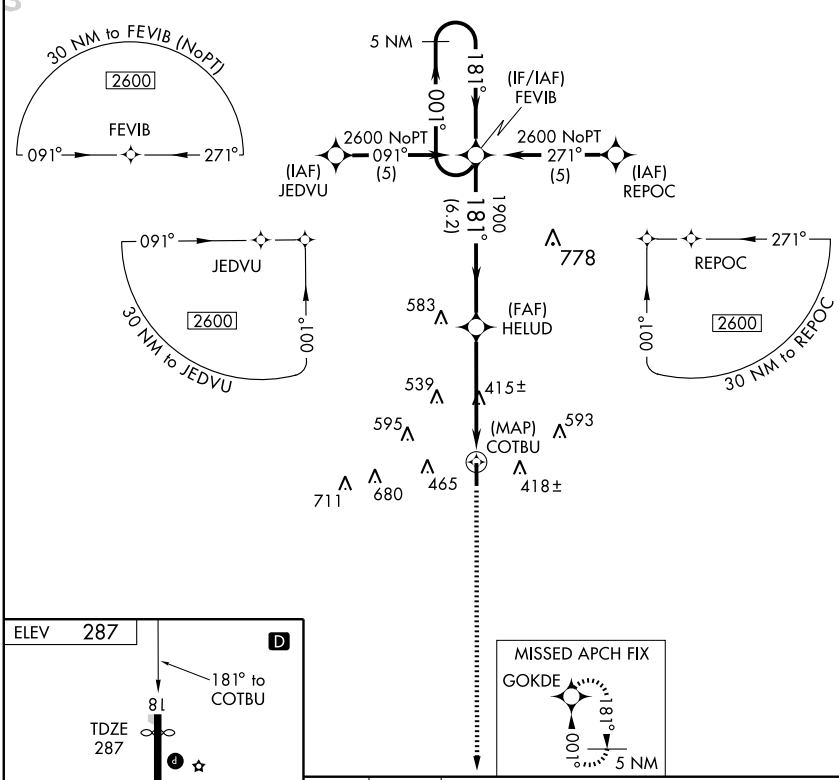
ATMORE MUNI (ØR1)

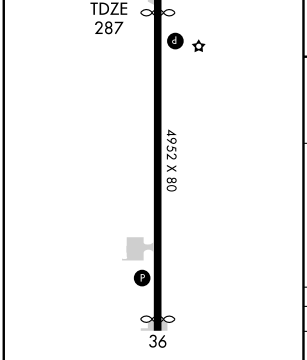
T
A NA

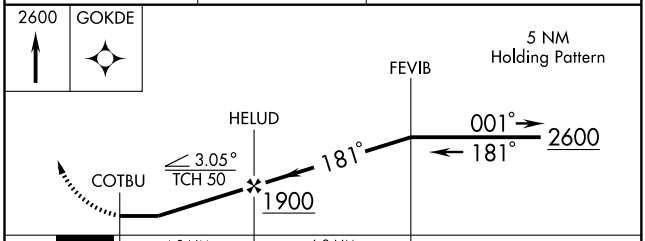
DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct GOKDE and hold.

EVERGREEN ASOS	PENSACOLA APP CON	UNICOM
133.425	126.85 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 473 (500-1)		760-1¼ 473 (500-1¼)	NA
CIRCLING	900-1 613 (700-1)		900-1¾ 613 (700-1¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4506
001°	TDZE	287
	Apt Elev	287

RNAV (GPS) RWY 36

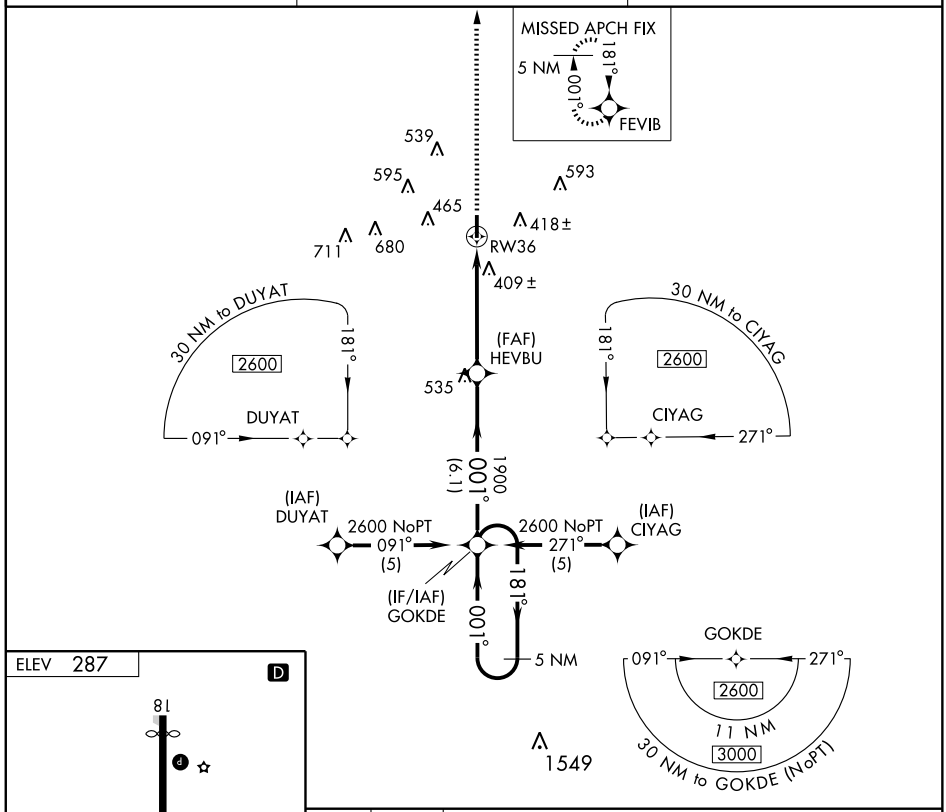
ATMORE MUNI (ØR1)

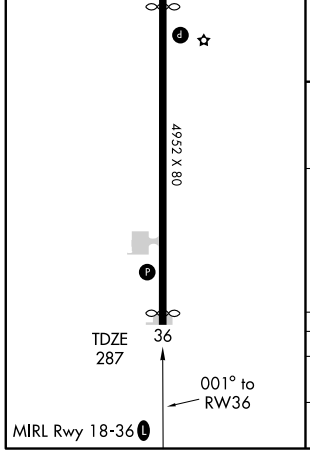
NA

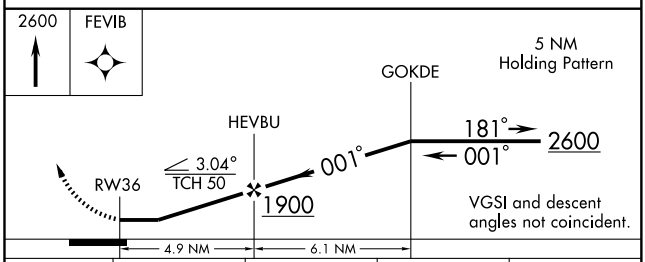
DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

EVERGREEN ASOS	PENSACOLA APP CON	UNICOM
133.425	126.85 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1 453 (500-1)		740-1¼ 453 (500-1¼)	NA
CIRCLING	900-1 613 (700-1)		900-1¾ 613 (700-1¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-AUO	APP CRS	Rwy ldg	5264
110.1	004°	TDZE	759
		Apt Elev	777

ILS or LOC RWY 36

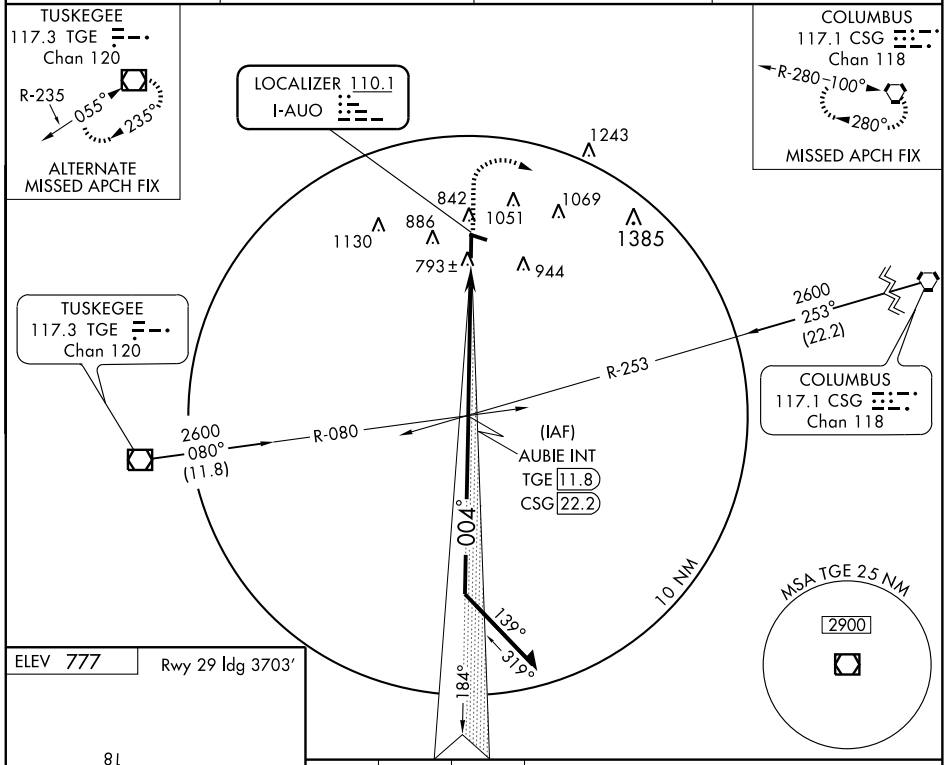
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

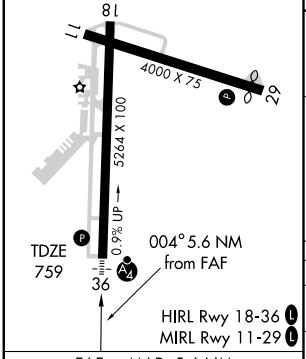
T A When local altimeter setting not received, use Columbus, GA altimeter setting and increase DA to 1072 feet and visibility ½ mile all Cats, increase all MDAs 120 feet and S-LOC 36 visibility Cat. C ½ mile and Cat. D ¼ mile.

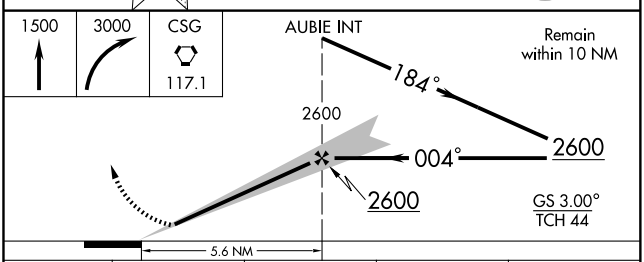
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CSG VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 36	959-¾ 200 (200-¾)			
S-LOC 36	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
110°	TDZE	775
	Apt Elev	777

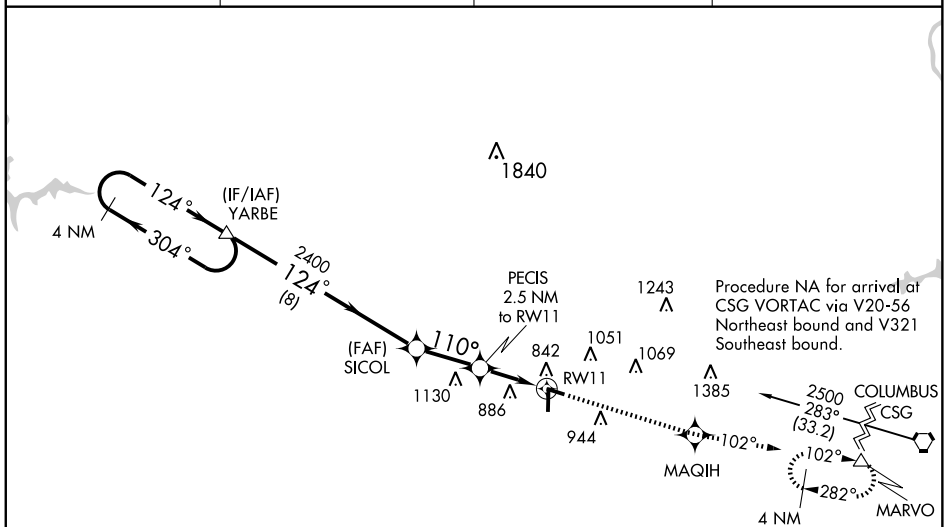
RNAV (GPS) RWY 11

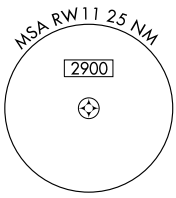
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

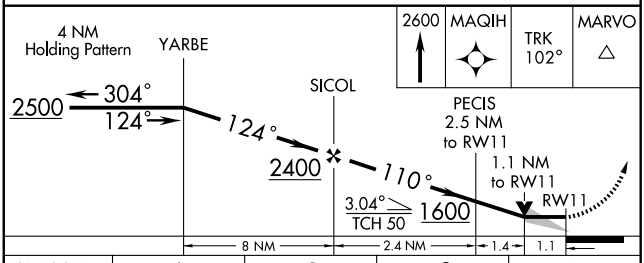
Straight-in minimums NA at night, circling to Rwy 11 and 18 NA at night.
DME/DME RNP -0.3 NA

MISSED APPROACH: Climb to 2600 direct MAQIH and via 102° track to MARVO and hold.

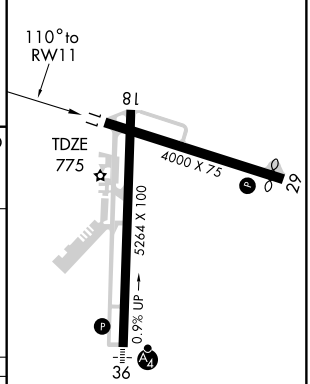
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 405 (500-1)		1180-1¼ 405 (500-1¼)	
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)



HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5264
184°	TDZE	776
	Apt Elev	777

RNAV (GPS) RWY 18

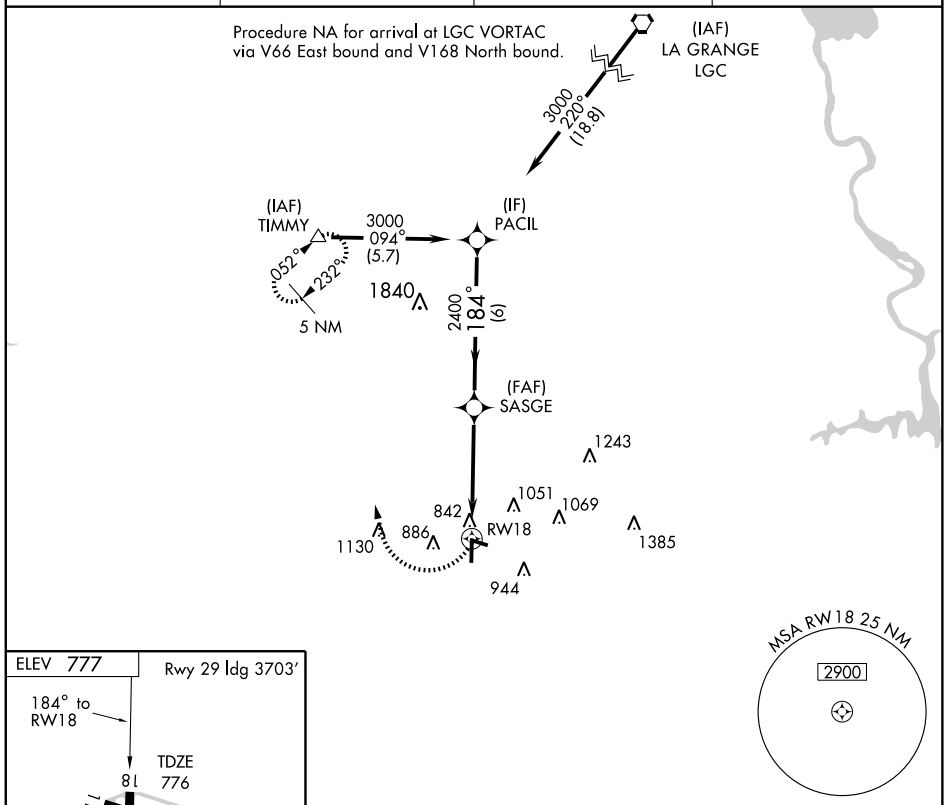
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

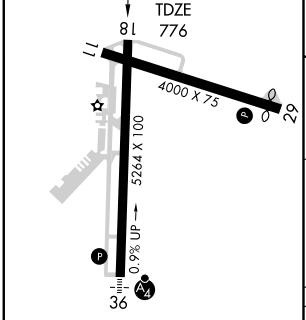
V A NA — Straight-in/circling Rwy 18 Procedure NA at night, circling to Rwy 11 NA at night. DME/DME RNP-0.3 NA

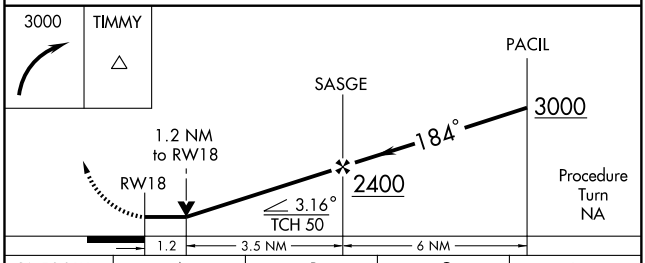
MISSED APPROACH: Climbing right turn to 3000 direct TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L

Procedure NA for arrival at LGC VORTAC via V66 East bound and V168 North bound.







CATEGORY	A	B	C	D
LNAV MDA	1240-1	464 (500-1)	1240-1¼ 464 (500-1¼)	1240-1½ 464 (500-1½)
CIRCLING	1240-1	463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3703
290°	TDZE	772
	Apt Elev	777

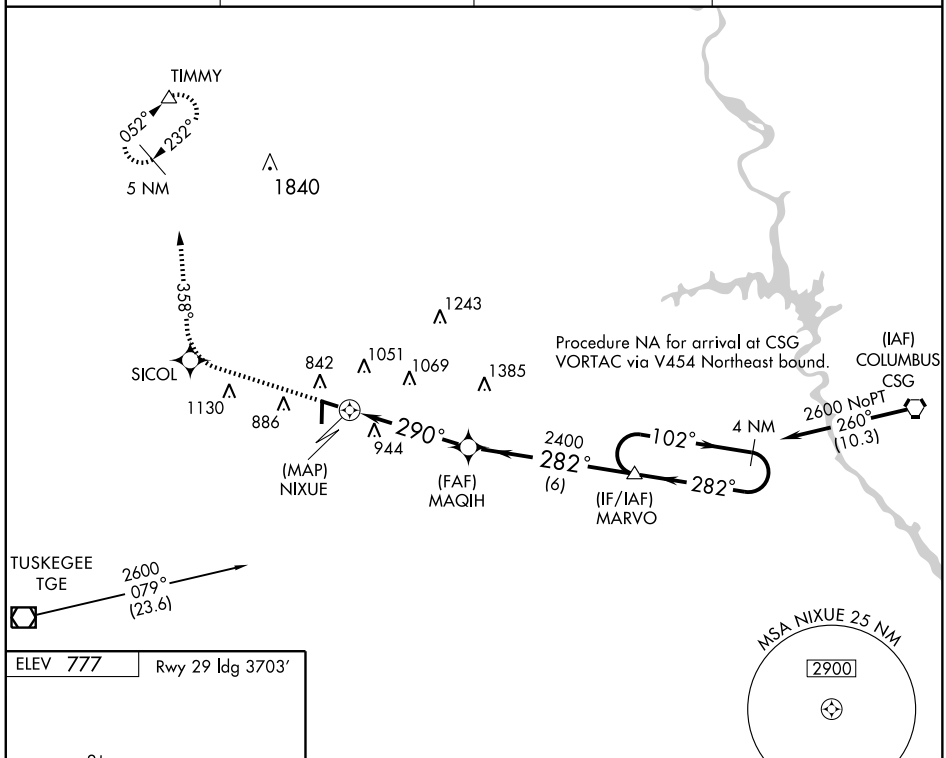
RNAV (GPS) RWY 29

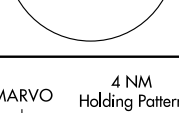
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

Circling to Rwy 11 and 18 NA at night.
DME/DME RNP-0.3 NA

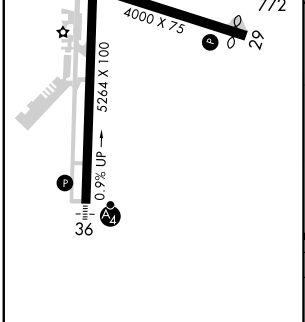
MISSED APPROACH: Climb to 3000 direct SICOL and via 358° track to TIMMY and hold.

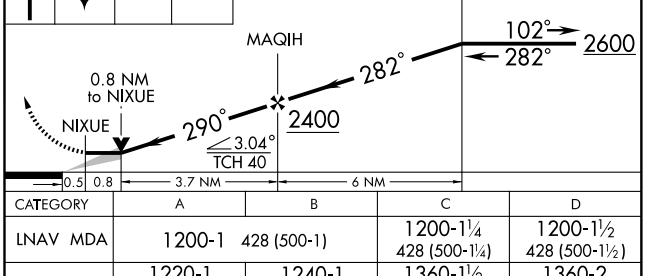
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L





ELEV 777 Rwy 29 ldg 3703′





CATEGORY	A	B	C	D
LNAV MDA	1200-1 428 (500-1)		1200-1¼ 428 (500-1¼)	1200-1½ 428 (500-1½)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5264
CH 58304	004°	TDZE	759
W36A		Apt Elev	777

RNAV (GPS) RWY 36

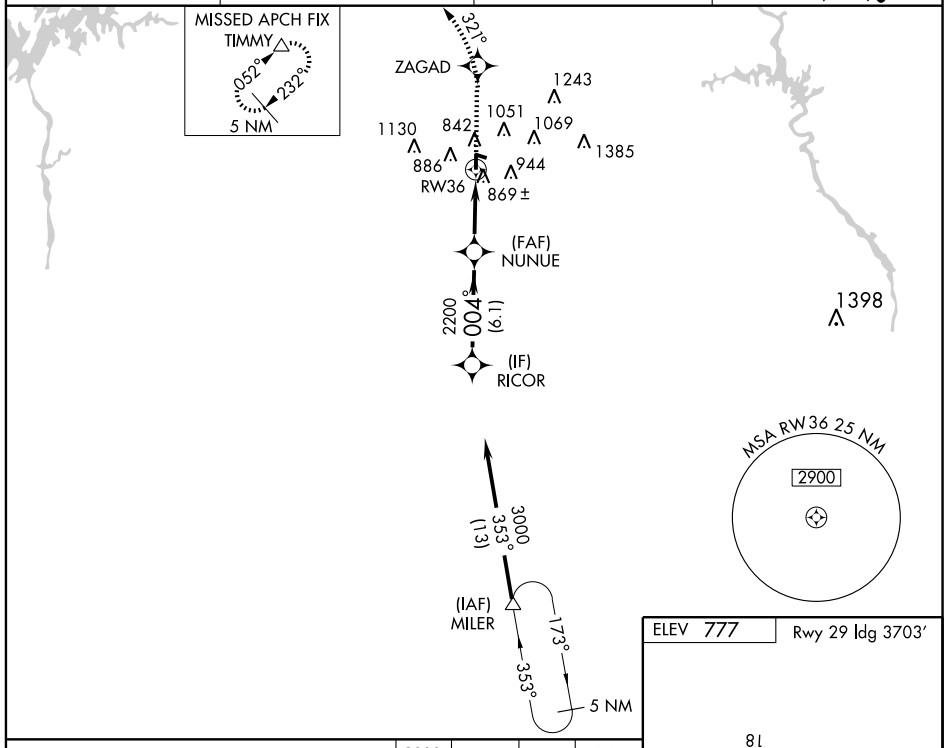
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

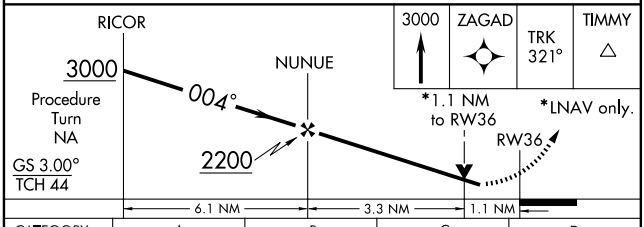
Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Columbus Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Columbus Metropolitan altimeter setting. If local altimeter setting not received, use Columbus Metropolitan altimeter setting and increase LPV DA to 1122 feet, LNAV/VNAV DA to 1254 feet; increase all MDAs 120 feet.

MALSF

MISSED APPROACH: Climb to 3000 direct ZAGAD and via 321° track to TIMMY and hold.

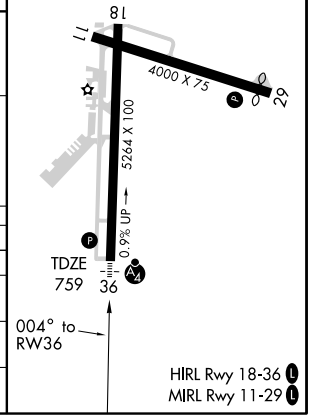
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1009-1 250 (300-1)			
LNAV/VNAV DA	1141-1½ 382 (400-1½)			
LNAV MDA	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

ELEV 777 Rwy 29 ldg 3703′



HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4. 17 DEC 2009 to 14 JAN 2010

VOR/DME TGE	APP CRS	Rwy Idg	N/A
117.3	055°	TDZE	N/A
Chan 120		Apt Elev	777

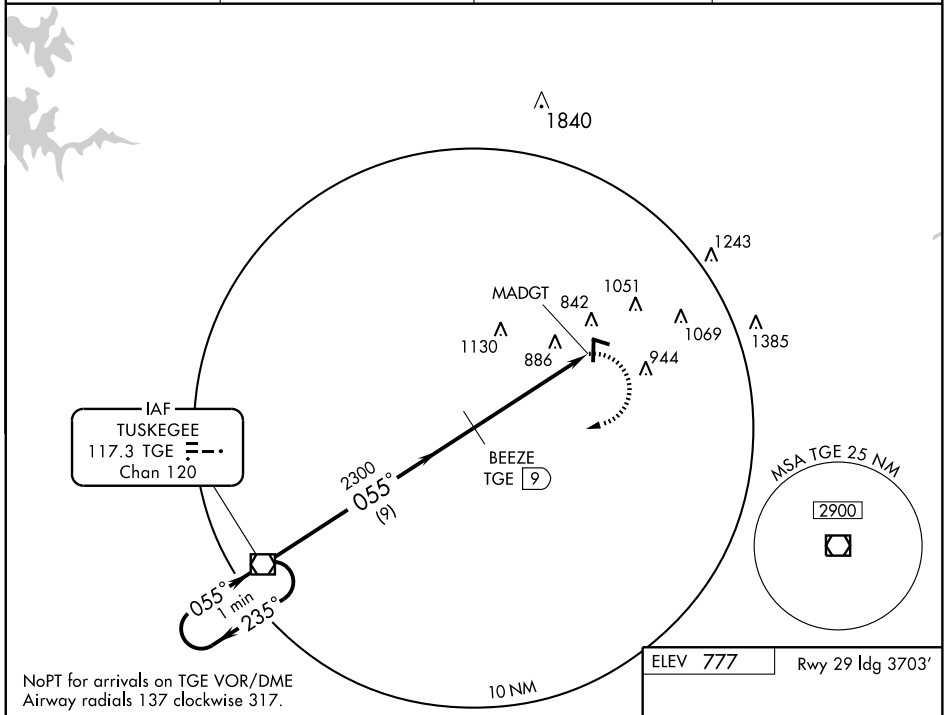
VOR/DME-A

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

NA

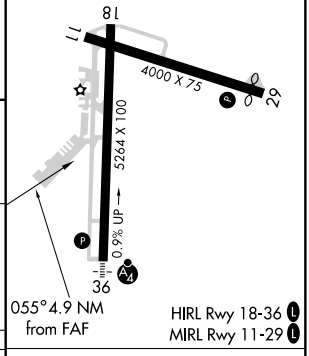
MISSED APPROACH: Climbing right turn to 2300 via TGE R-055 to TGE VOR/DME and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L

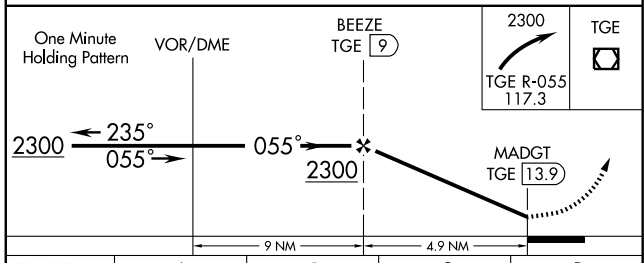


NoPT for arrivals on TGE VOR/DME
Airway radials 137 clockwise 317.

ELEV 777 Rwy 29 ldg 3703'



HIRL Rwy 18-36 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC CSG 117.1 Chan 118	APP CRS 269°	Rwy Idg 3703 TDZE 772 Apt Elev 777

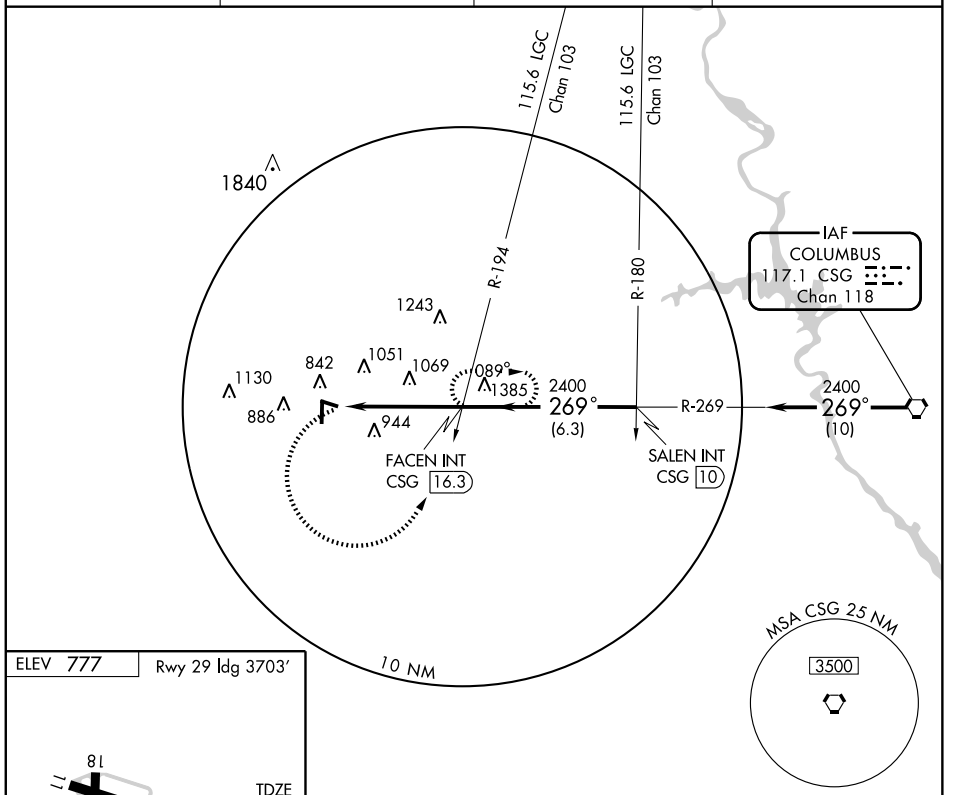
VOR RWY 29

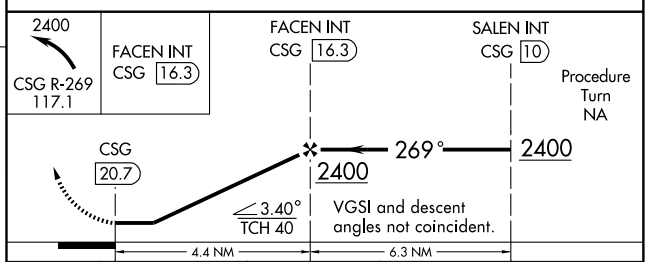
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

NA

MISSED APPROACH: Climbing left turn to 2400 via CSG R-269 to FACEN Int/CSG 16.3 DME and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L





HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-29	1320-1 548 (600-1)	1320-1¼ 548 (600-1¼)	1320-1½ 548 (600-1½)	1320-1¾ 548 (600-1¾)
CIRCLING	1320-1 543 (600-1)	1320-1¼ 543 (600-1¼)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5497
086°	TDZE	239
	Apt Elev	248

RNAV (GPS) RWY 8

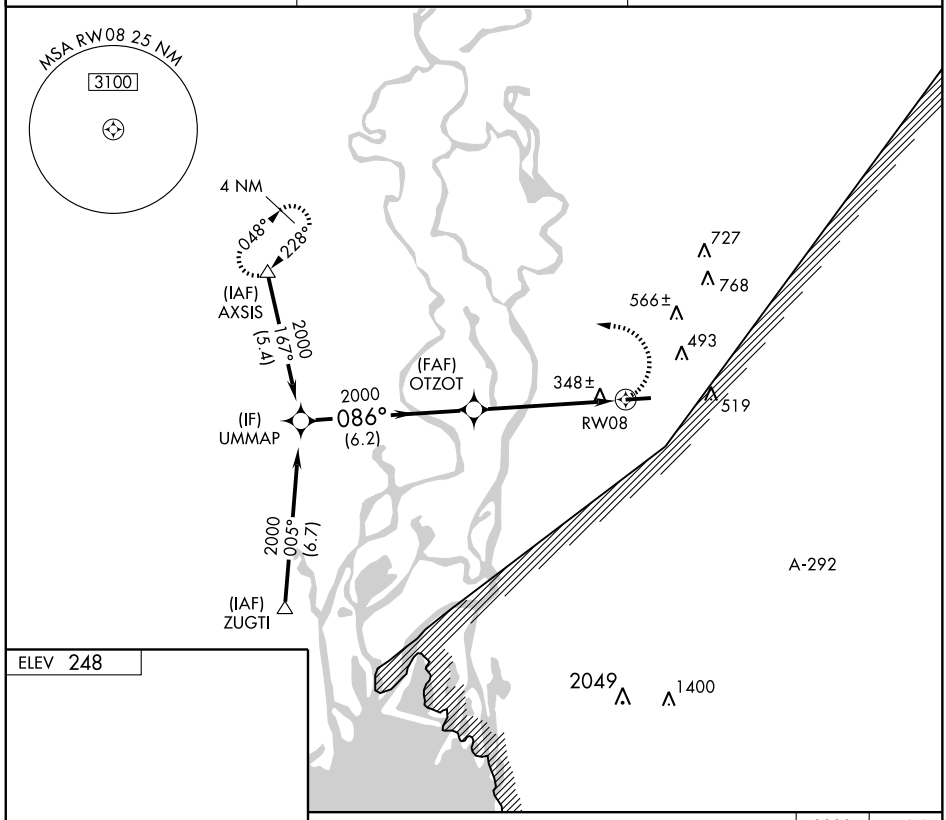
BAY MINETTE MUNI (1R8)

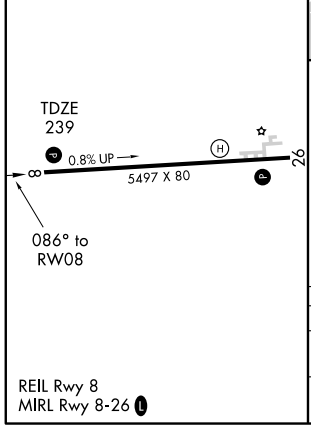
Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

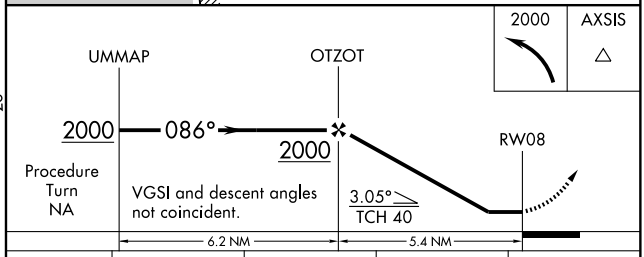
NA

MISSED APPROACH: Climbing left turn to 2000 direct AXSIS and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	NA
CIRCLING	740-1	492 (500-1)	740-1½ 492 (500-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5497
266°	TDZE	248
	Apt Elev	248

RNAV (GPS) RWY 26

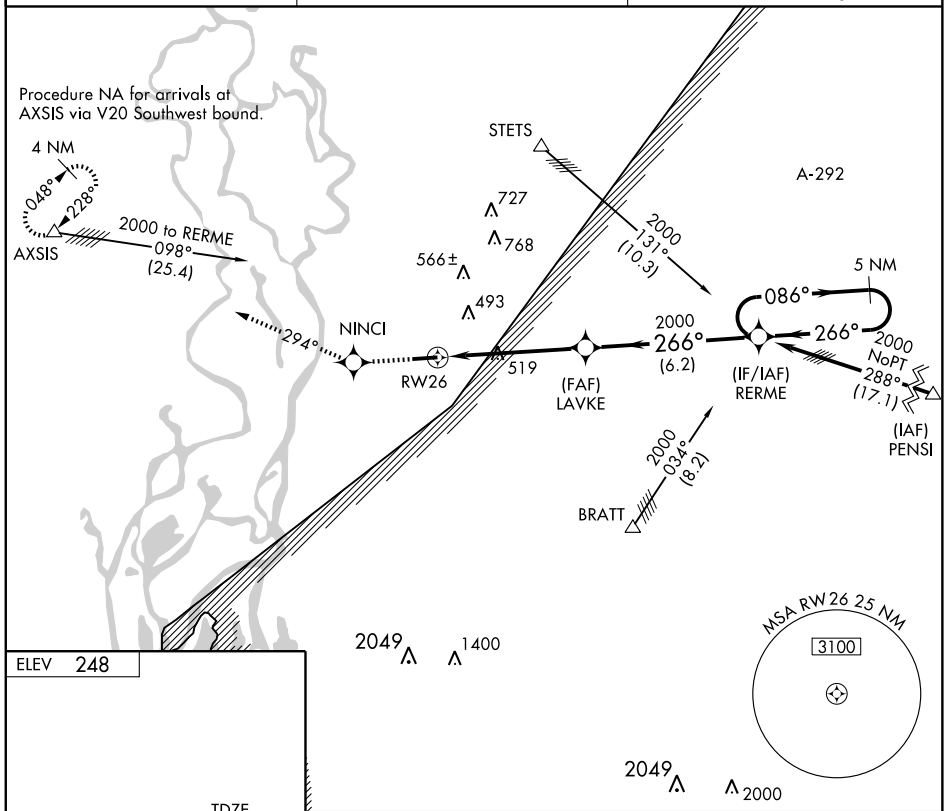
BAY MINETTE MUNI (1R8)

Straight-in minimums NA at night. Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

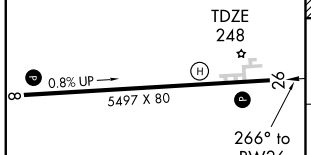
MISSED APPROACH: Climb to 2000 direct NINCI then via 294° track to AXSIS and hold.

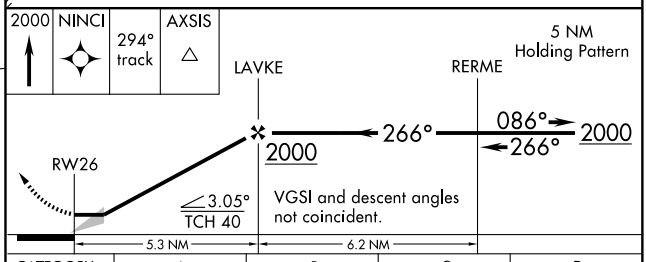
MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L

Procedure NA for arrivals at AXSIS via V20 Southwest bound.



ELEV 248





CATEGORY	A	B	C	D
LNAV MDA	880-1 632 (700-1)		880-1¾ 632 (700-1¾)	NA
CIRCLING	880-1 632 (700-1)		880-1¾ 632 (700-1¾)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

BAY MINETTE, ALABAMA AL-5847 (FAA)

VORTAC SJI	APP CRS	Rwy Idg	5497
115.3	067°	TDZE	239
Chan 100		Apt Elev	248

VOR RWY 8

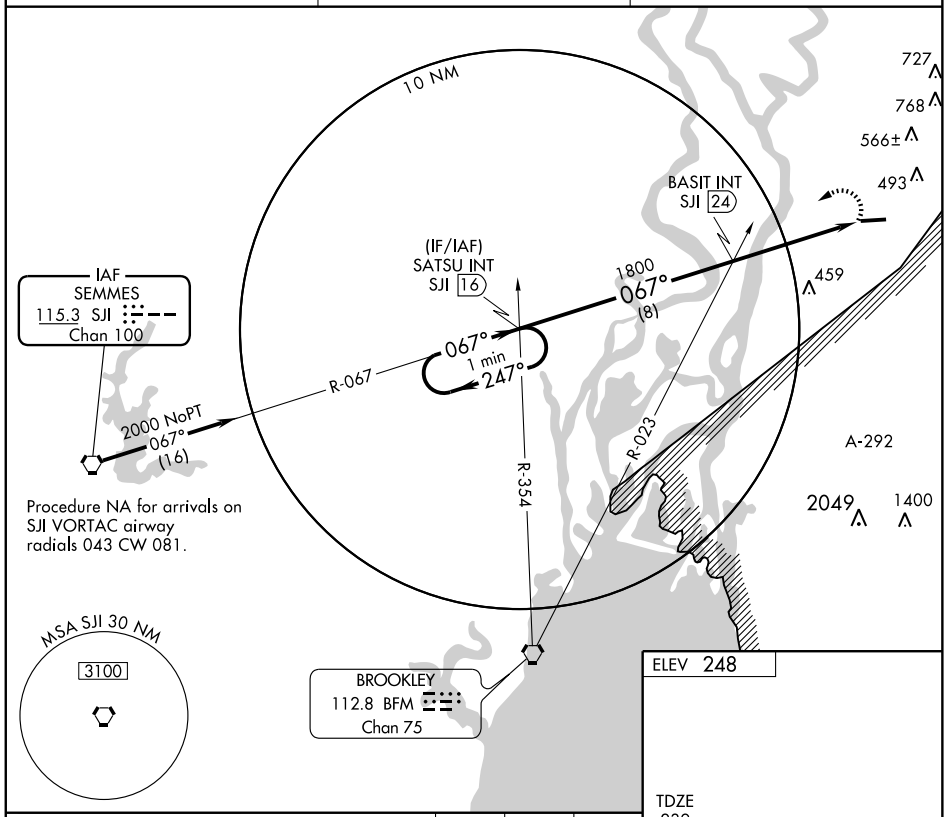
BAY MINETTE MUNI (1R8)

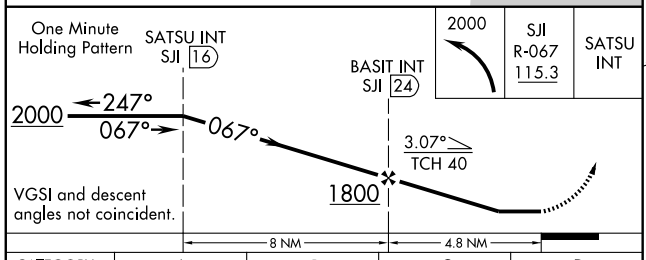
Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

NA

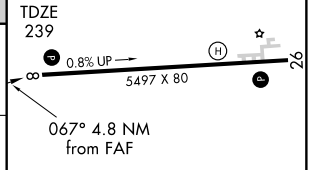
MISSED APPROACH: Climbing left turn to 2000 via SJI VORTAC R-067 to SATSU Int/16 DME and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L





2000	SJI R-067 115.3	SATSU INT



CATEGORY	A	B	C	D
S-8	820-1 581 (600-1)	820-1¼ 581 (600-1¼)	820-1½ 581 (600-1½)	NA
CIRCLING	820-1 572 (600-1)	820-1¼ 572 (600-1¼)	820-1½ 572 (600-1½)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 17 DEC 2009 to 14 JAN 2010

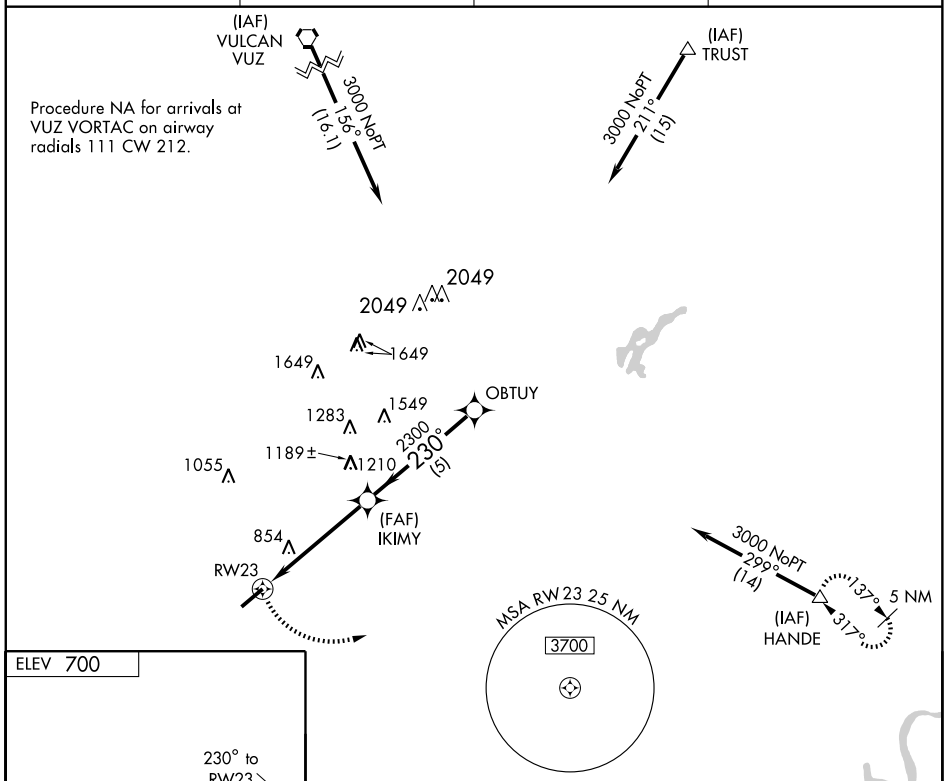
APP CRS	Rwy Idg	6007
230°	TDZE	700
	Apt Elev	700

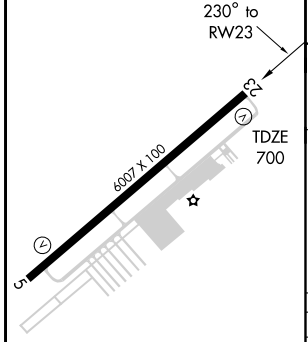
GPS RWY 23
BESSEMER (EKY)

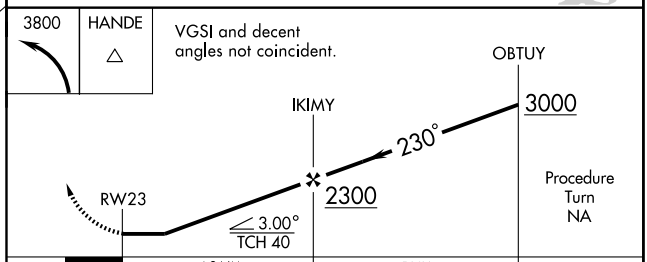
NA When local altimeter setting not received, use Alabaster altimeter setting and increase all MDA 60 feet and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3800 direct HANDE and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	NA
CIRCLING	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

LOC/DME I-EKY	APP CRS	Rwy Idg	6007
111.75	050°	TDZE	700
Chan 54 (Y)		Apt Elev	700

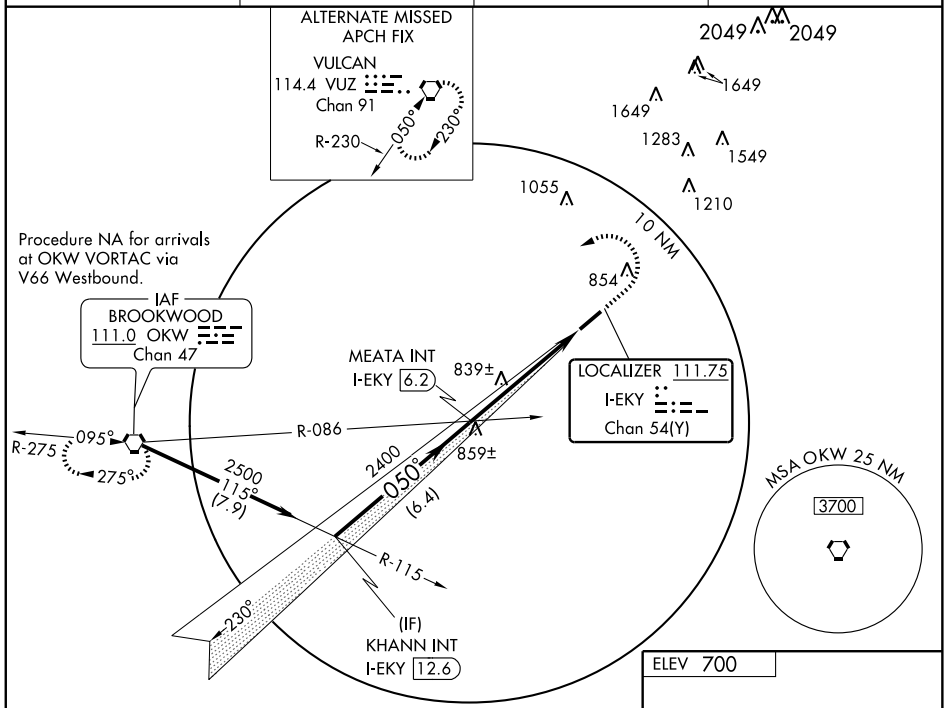
ILS or LOC RWY 5

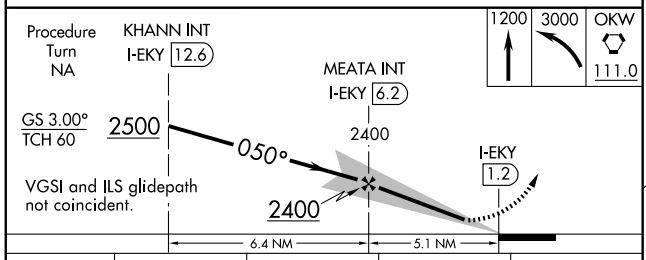
BESSEMER (EKY)

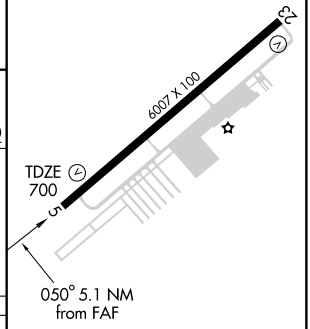
NA When local altimeter setting not received, use Alabaster altimeter setting and increase DA to 941 feet. Increase all MDA 60 feet and S-LOC 5 visibility Cat. C and D ¼ mile.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5	900-¾ 200 (200-¾)			
S-LOC 5	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6007
Chan 65999	050°	TDZE	700
W05A		Apt Elev	700

RNAV (GPS) RWY 5

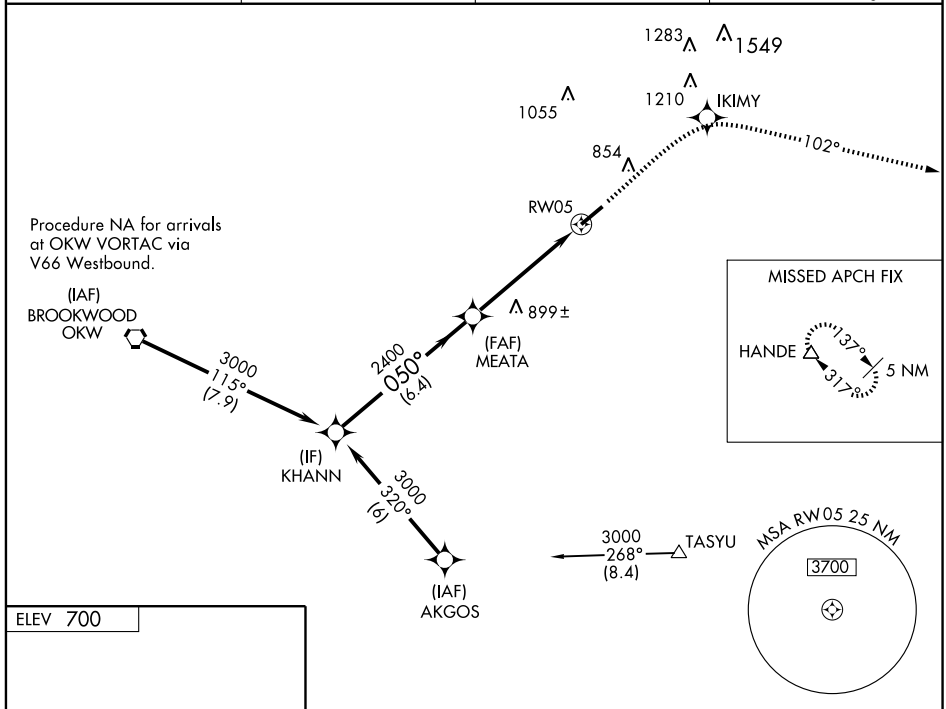
BESSEMER (EKY)

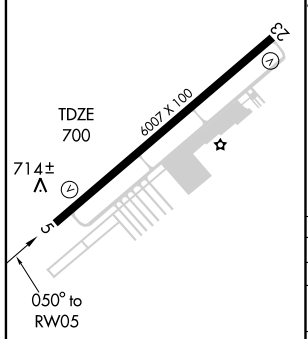
Baro-VNAV NA when using Alabaster altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 991 feet and all visibilities ¼ mile; LNAV/VNAV DA to 1260 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV visibility Cats. C and D ¼ mile.

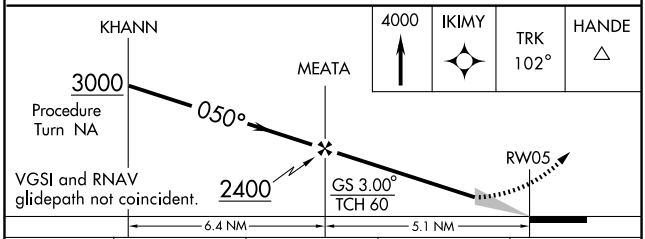
NA

MISSED APPROACH: Climb to 4000 direct IKIMY and via 102° track to HANDE and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75 △1649	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	950-¾	250 (300-¾)		
LNAV/VNAV DA	1219-1¾	519 (600-1¾)		
LNAV MDA	1160-1	460 (500-1)	1160-1¼ 460 (500-1¼)	1160-1½ 460 (500-1½)
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-1½)	1260-2 560 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

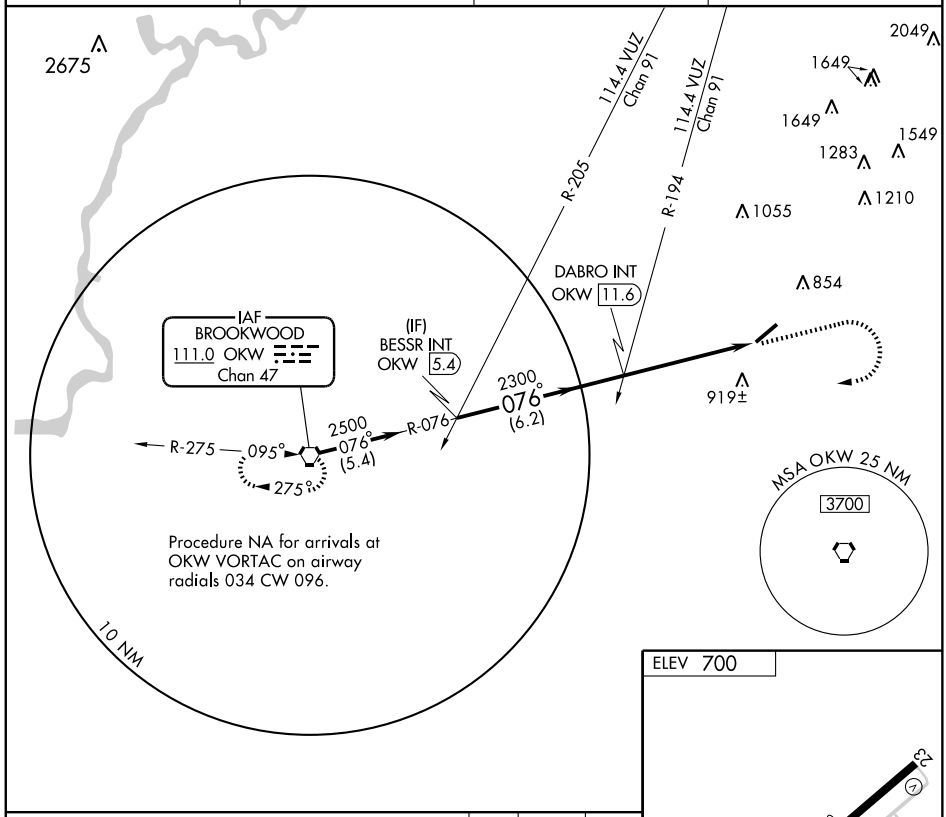
VORTAC OKW	APP CRS	Rwy Idg	6007
111.0	076°	TDZE	700
Chan 47		Apt Elev	700

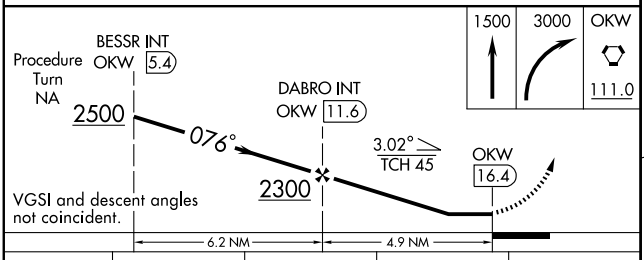
VOR RWY 5
BESSEMER (EKY)

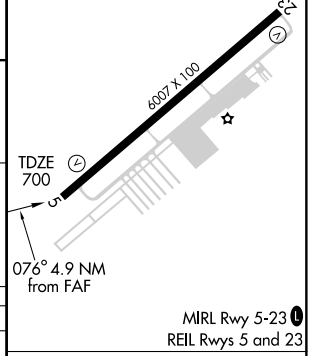
T A NA — Inoperative table does not apply. If local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1180-1 480 (500-1)		1180-1¼ 480 (500-1¼)	1180-1½ 480 (500-1½)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 4.9 NM

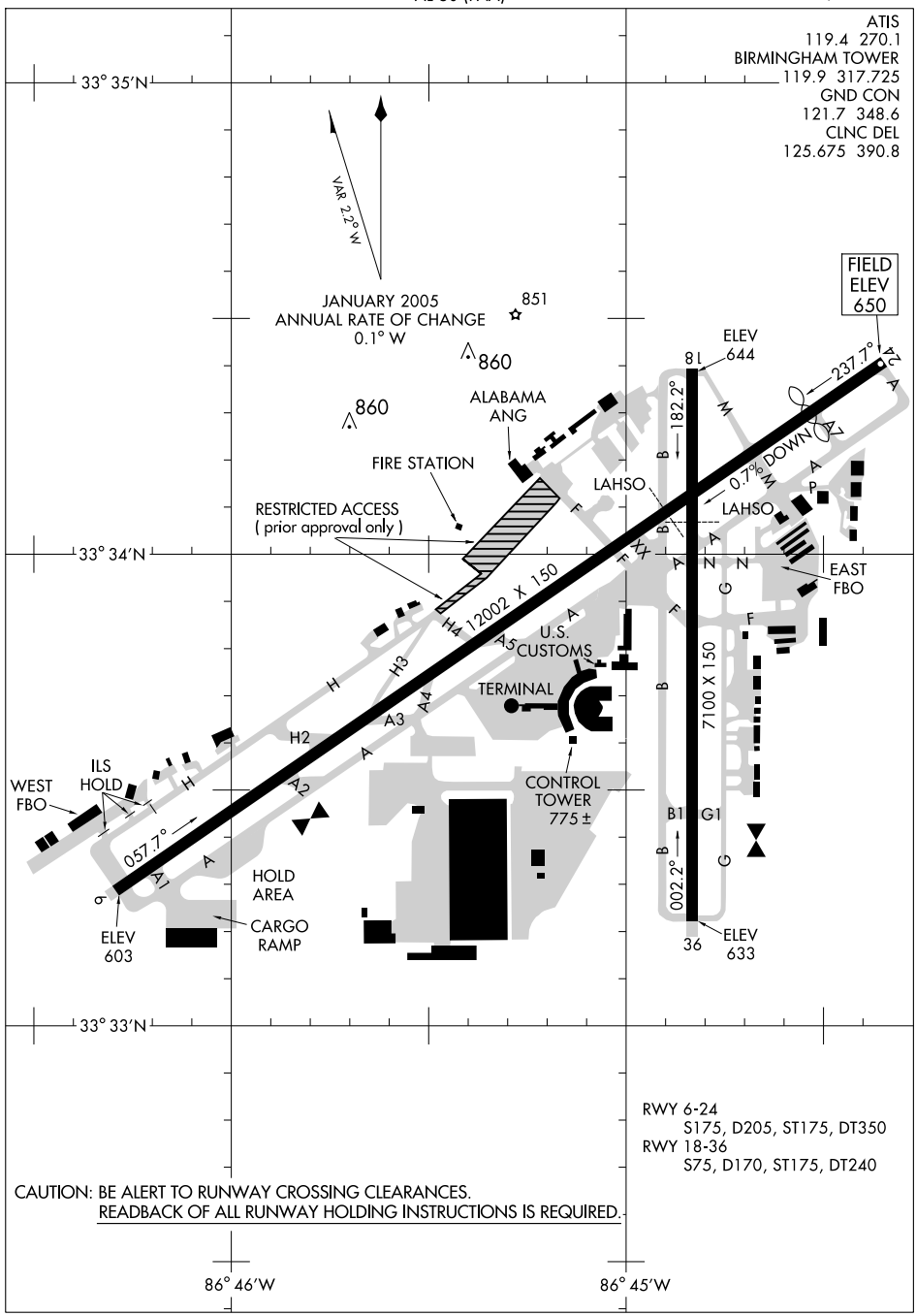
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

09295

AIRPORT DIAGRAM

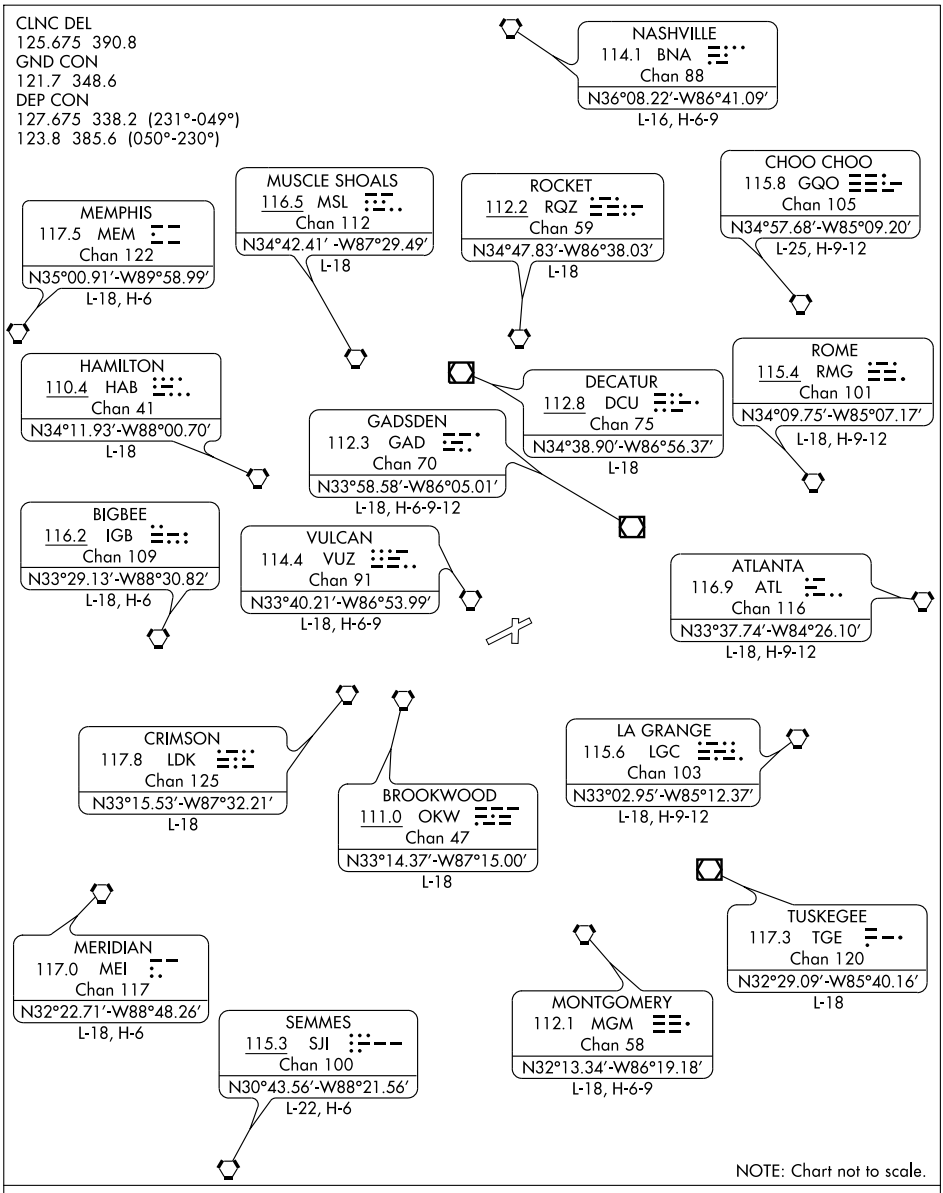
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
BIRMINGHAM, ALABAMA
AL-50 (FAA)



SE-4, 17 DEC 2009 to 14 JAN 2010

BIRMINGHAM THREE DEPARTURE

SL-50 (FAA) BIRMINGHAM, ALABAMA



DEPARTURE ROUTE DESCRIPTION

Maintain runway heading for departure vectors. Expect radar vectors to join filed route. Maintain 5,000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-ROE	APP CRS	Rwy Idg 10802
109.5	238°	TDZE 650
Chan 32		Apt Elev 650

ILS or LOC/DME RWY 24

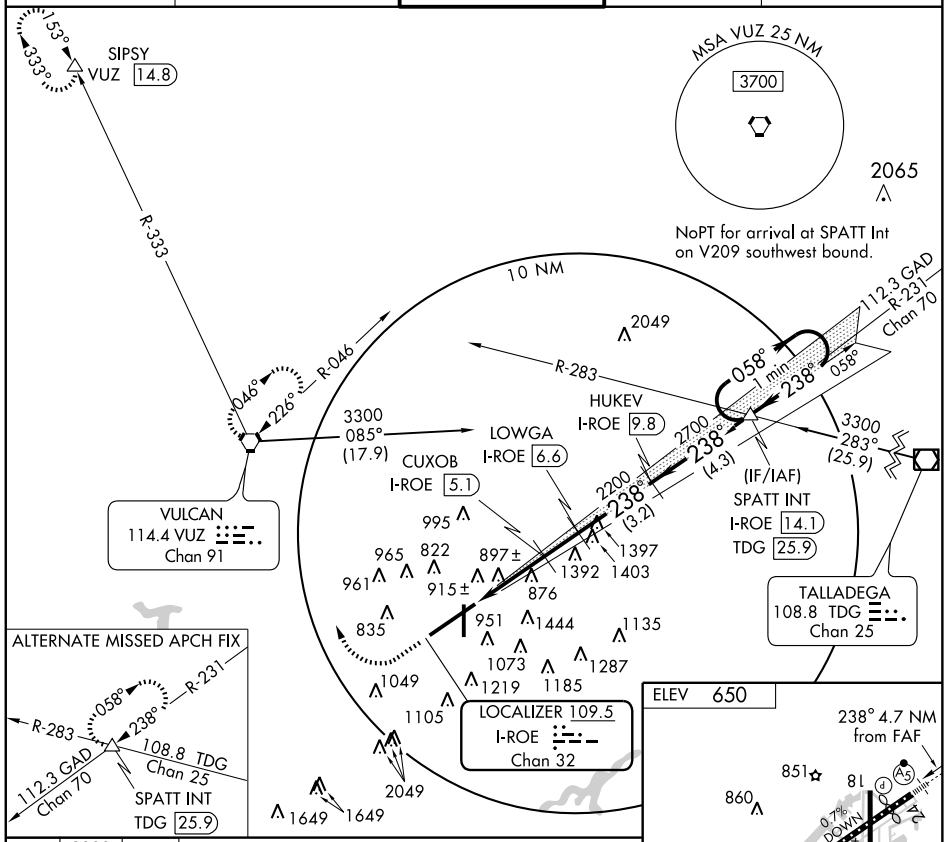
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¾. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/ VUZ 14.8 DME and hold NW, RT, 153 inbound.)

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D	E
S-ILS 24	942/40	292 (300-¾)			
S-LOC 24	1160/40	510 (600-¾)	1160/50	510 (600-1)	1160/60 510 (600-1¼)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-4, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

LOC I-BHM	APP CRS	Rwy Idg	12002
110.3	058°	TDZE	606
		Apt Elev	650

For inoperative ALSF, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to 1¾ Cat E procedure turn NA.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8

(IAF) NEGEE VUZ 16

3000 NoPT VUZ 16 Arc

MSA BH 25 NM 3700

VULCAN 114.4 VUZ Chan 91

ALTERNATE MISSED APCH FIX

R-283 051° 231° R-058 108.8 TDG Chan 25 SPATT GAD 28.8

I-ROE 112.3 GAD Chan 70 R-231

R-298 046° 226° R-162 R-198 R-182 3100 162° (6.9)

LOM/IAF McDEN 224 BH

McDEN INT

LR-205 CEMPO INT 2200 058° (4.3) 283° 103°

10 NM 995 1403 1392 965 822 915± 961 876 835 IM 951 1444 1287 1135 1073 1185 839± 1219 1049 1105 2049

LOCALIZER 110.3 I-BHM

IAF BROOKWOOD 111.0 OKW Chan 47

238° 3000(NoPT) 049° (16.3)

(IF) GUFLO INT VUZ 16

2600 058° (5.5) 1649 1649 1549

Procedure NA for arrivals at OKW VORTAC via V66 westbound.

ELEV 650

851 860 81 0.7% DOWN 24 TDZE 606 12002 X 150 7100 X 150 775± 747± 36

058° 4.5 NM from FAF

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

Remain within 10 NM

McDEN INT/LOM 3100 238° 2700 058° 2121 2200 GS 3.00° TCH 53

2000 3000 VUZ 114.4

VGSI and ILS glidepath not coincident.

MM IM

4.1 NM 0.3 0.1

CATEGORY	A	B	C	D	E
S-ILS 6	806/18 200 (200-½)				
S-LOC 6	1120/24 514 (500-½)		1120/50 514 (500-1)	1120/60 514 (500-1¼)	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-BHM	APP CRS	Rwy Idg	12002
110.3	058°	TDZE	606
		Apt Elev	650

ILS RWY 6 (CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative ALSF, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to 1¾. Cat E procedure turn NA.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8

(IAF) NEGEE VUZ 16

3000 NoPT

VUZ 16 Arc

MSA BH 25 NM 3700

VULCAN 114.4 VUZ Chan 91

R-298 046° 226° R-192 R-198 R-182 3100 (16.1)

LOM/IAF McDEN 224 BH

McDEN INT

LR-205

CEMPO INT

2200 058° (4.3)

283° 103°

2600 058° (5.5)

IAF BROOKWOOD 111.0 OKW Chan 47

238° 049° 3000(NoPT) (16.3)

(IF) GUFLO INT VUZ 16

Procedure NA for arrivals at OKW VORTAC via V66 westbound.

10 NM

995 1403 965 822 915± 1392 961 876 835 IM 951 1444 1287 1135 MM 839± 1219 1073 1185 1049 1105 2049 1649 1549

LOCALIZER 110.3 I-BHM

ALTERNATE MISSED APCH FIX

R-283 051° 231° R-058 108.8 TDG Chan 25 SPATT GAD 28.8 I-ROE R-231 112.3 GAD Chan 70

ELEV 650

851 860 81 0.7% DOWN 24 TDZE 606 12002 X 150 7100 X 150 775± 747± 36

058° 4.5 NM from FAF

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

Remain within 10 NM

McDEN INT/LOM 3100

2700 238° 058° 2200 056°

2121 MM IM DH (RA 118) 606 MSL

GS 3.00° TCH 53

2000 3000 VUZ 114.4

4.1 NM 1720′ 890′ 1018′

CATEGORY	A	B	C	D
S-ILS 6	RA 118/12	100	DA 706	

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 17 DEC 2009 to 14 JAN 2010

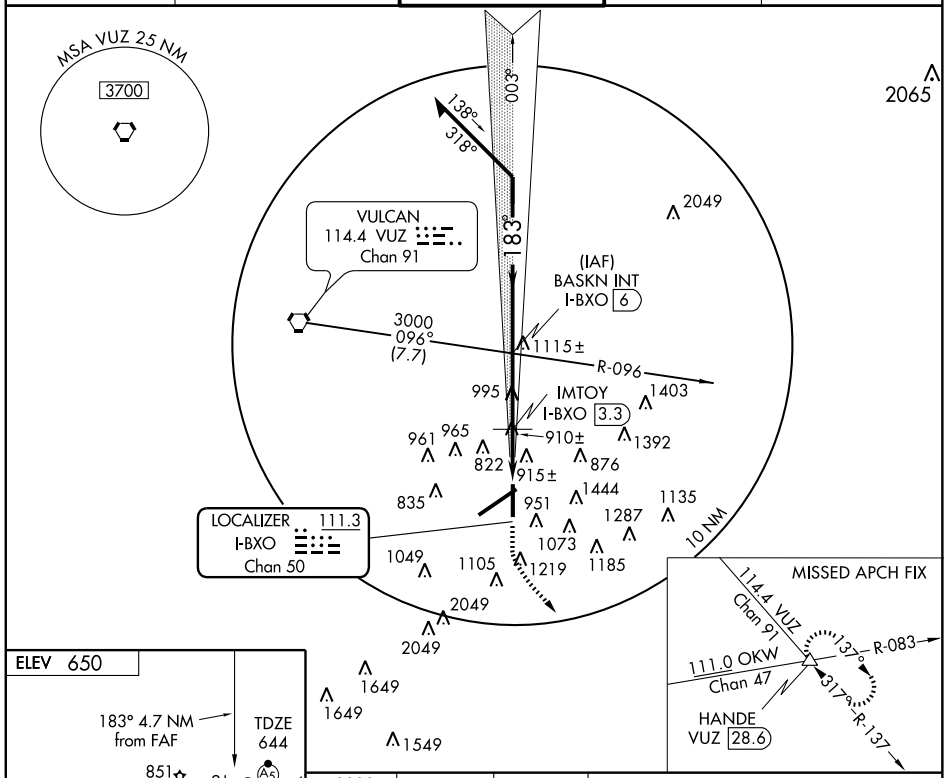
LOC/DME I-BXO	APP CRS	Rwy Idg	7100
111.3	183°	TDZE	650
Chan 50		Apt Elev	644

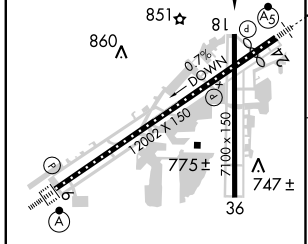
LOC RWY 18

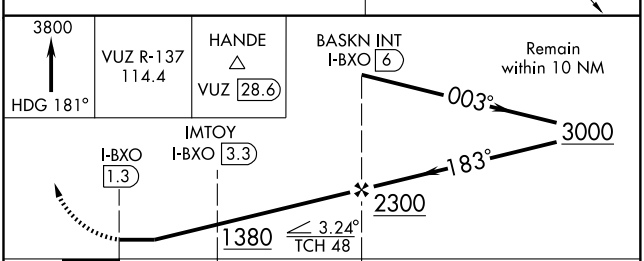
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MISSED APPROACH: Climb to 3800 via heading 181° and VUZ R-137 to HANDE Int/VUZ 28.6 DME and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8







REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-18	1380-1 736 (800-1)		1380-2 736 (800-2)	1380-2¼ 736 (800-2¼)
IMTOY FIX MINIMUMS				
S-18	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 82014 W06A	APP CRS 058°	Rwy ldg 12002 TDZE 606 Apt Elev 650

RNAV (GPS) RWY 6

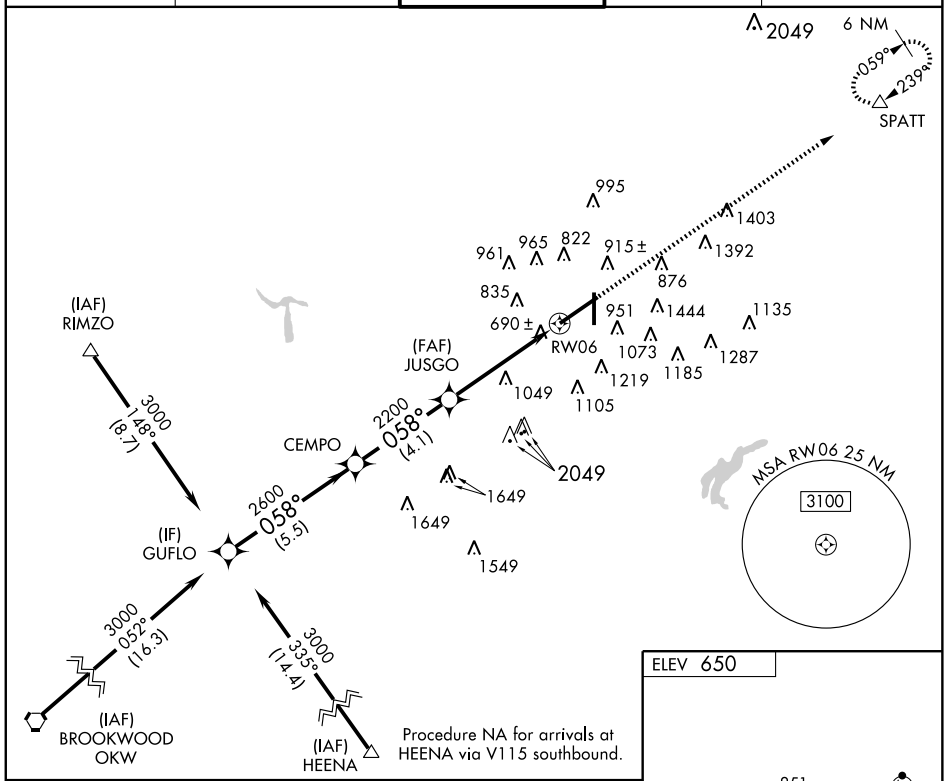
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

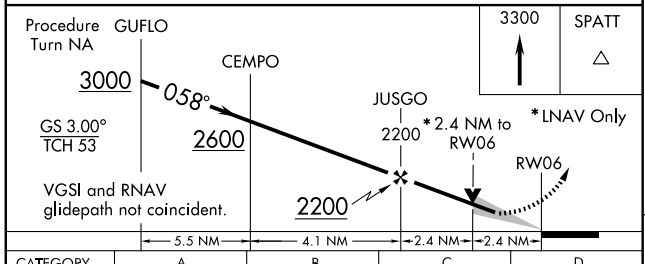
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

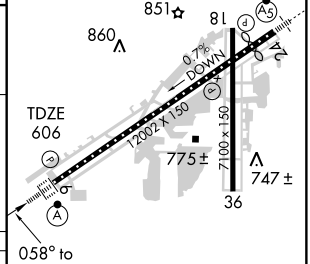
ALSF-2

MISSED APPROACH: Climb to 3300 direct SPATT and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8







CATEGORY	A	B	C	D
LPV DA		806/24	200 (200-½)	
LNAV/VNAV DA		1120/60	514 (500-1¼)	
LNAV MDA	1440/24 834 (800-½)	1440/40 834 (800-¾)	1440-2 834 (800-2)	1440-2¼ 834 (800-2¼)

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7100
183°	TDZE	644
	Apt Elev	650

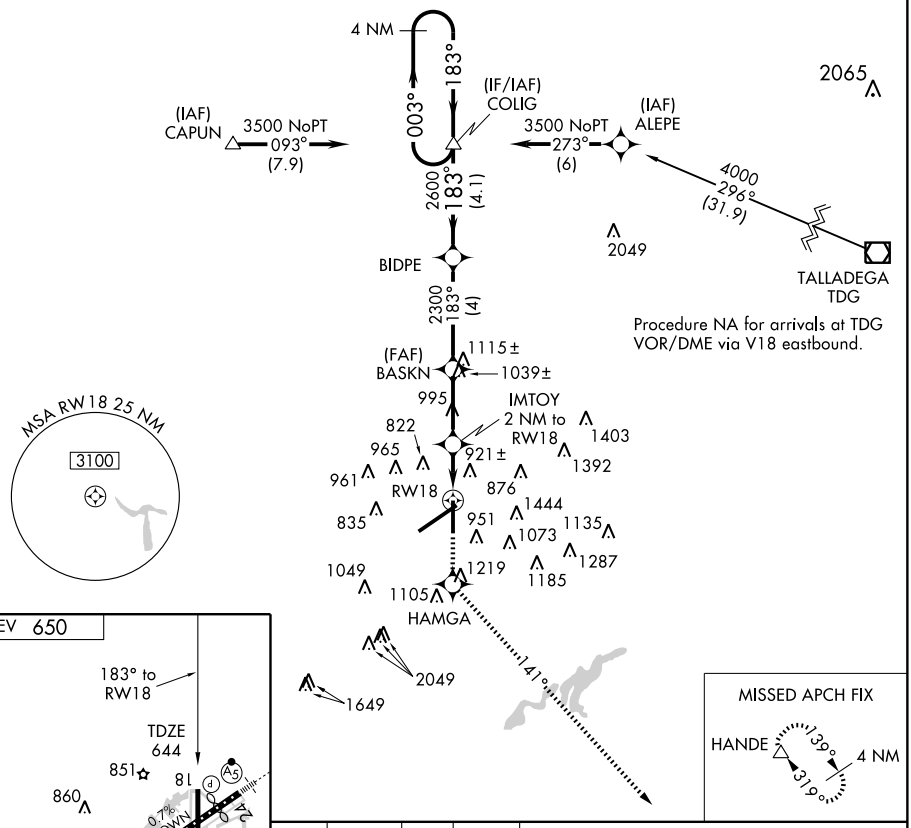
RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 direct HAMGA and via track 141° to HANDE and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

WAAS	APP CRS	Rwy Idg	10802
CH 53605	239°	TDZE	650
W24A		Apt Elev	650

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility to 1¼, LNAV Cat A/B visibility to 1 and Cat E visibility to 2¼.

MALSR

MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP then via track 012° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8

Procedure NA for arrivals at VUZ VORTAC via airway radials 046 CW 111.

NoPT for arrival at SPATT on V209 southwest bound.

(IAF) LEPHO
3300 NoPT
149° (6)
2049
6 NM
059°
239°
7 NM
049°
229°
3300
071° (15.6)
VULCAN
VUZ
012°
HUVUP
307°
(FAF) LOWGA
CUXOB
3.2 NM to RW24
2700
239° (4.3)
3300 NoPT
288° (6)
(IAF) EZRUB
3300
288° (19.9)
TALLADEGA
TDG
HUKEV
(IF/IAF) SPATT
995
1403
1397
1392
2200
239° (3.2)
965
822
915±
961
876
RW24
1299±
835
1444
1135
951
1073
1287
1219
1185
CASPO
1049
1105
2049
2049
1649
1649
1549

MSA RW24 25 NM
3100

ELEV 650

239° to RW24
851
860
18
0.7% DOWN
TDZE 650
12002 X 150
7100 X 150
775±
747±
36

3000	CASPO	TRK 307°	HUVUP	TRK 012°	VUZ

VGSI and RNAV glidepath not coincident.

*LNAV Only

SPATT
6 NM Holding Pattern
HUKEV
LOWGA
CUXOB 3.2 NM to RW24
*1.9 NM to RW24
059°
239°
3300
239°
2700
RW24
*1720
2200
GS 3.00°
TCH 51

1.9 NM | 1.3 NM | 1.5 NM | 3.2 NM | 4.3 NM

CATEGORY	A	B	C	D	E
LPV DA	971/40 321 (400-¾)				
LNAV MDA	1320/40 670 (700-¾)	1320/60 670 (700-1¼)	1320-1½ 670 (700-1½)	1320-1¾ 670 (700-1¾)	

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7100
003°	TDZE	633
	Apt Elev	650

RNAV (GPS) RWY 36

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BASKN and via track 281° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 385.6	119.9 317.725	121.7 348.6	125.675 390.8

MISSED APCH FIX
4 NM
049°
229°
VULCAN
VUZ

281°
BASKN
995
1403
965
915 ±
1392
961
822
876
835
951
1444
1135
RW36
1073
1287
1049
1105
1219
1185
1649
1239±
(FAF)
BERFY
2049
2300
003°
(4)
1649
1549
IMOBY

MSA RW36 25 NM
3100

Procedure NA for arrivals at TDG VOR/DME via V18 eastbound.

TALLADEGA
TDG
4000
240°
(28.8)
3000 NoPT
266°
(11.3)
(IAF)
HANDE

Procedure NA for arrivals on OKW VORTAC airway radials 034 CW 096.

BROOKWOOD
OKW
3000
086°
(19)
3000 NoPT
086°
(6.6)
(IAF)
JAPAM

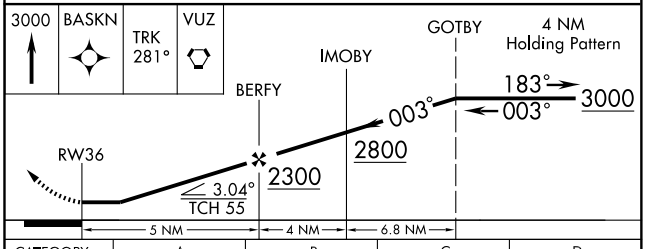
2800
003°
(6.8)
(IF/IAF)
GOTBY
183°
003°
4 NM

Procedure NA for arrivals at HANDE via V159-521 southeast bound.

ELEV 650
851
860
18
0.7%
DOWN
12002 X 150
7100 X 150
775 ±
747 ±
36
TDZE
633
003° to
RW36

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

3000	BASKN	TRK 281°	VUZ



CATEGORY	A	B	C	D
LNAV MDA	1480-1 847 (900-1)	1480-1¼ 847 (900-1¼)	1480-2½ 847 (900-2½)	1480-2¾ 847 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5136
064°	TDZE	81
	Apt Elev	96

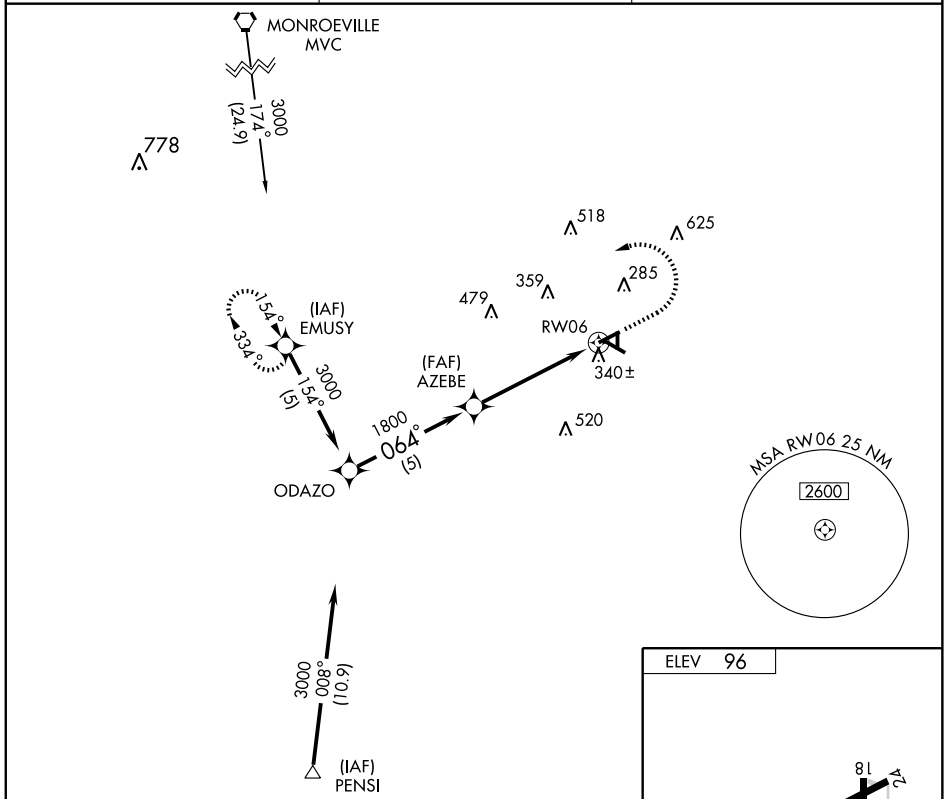
GPS RWY 6
BREWTON MUNI (12J)

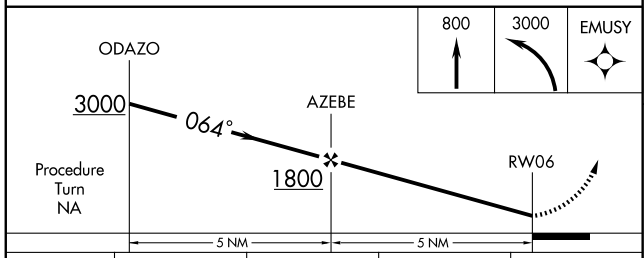
NA

Use Pensacola altimeter setting.

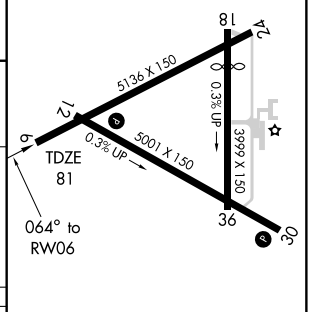
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct EMUSY WP and hold

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-6	680-1	599 (600-1)	680-1½ 599 (600-1½)	680-1¾ 599 (600-1¾)
CIRCLING	740-1	644 (700-1)	760-1¾ 664 (700-1¾)	780-2¼ 684 (700-2¼)



MIRL Rwy 12-30 L

SE-4, 17 DEC 2009 to 14 JAN 2010

BREWTON, ALABAMA

AL-5920 (FAA)

VORTAC CEW	APP CRS	Rwy Idg	5001
115.9	301°	TDZE	96
Chan 106		Apt Elev	96

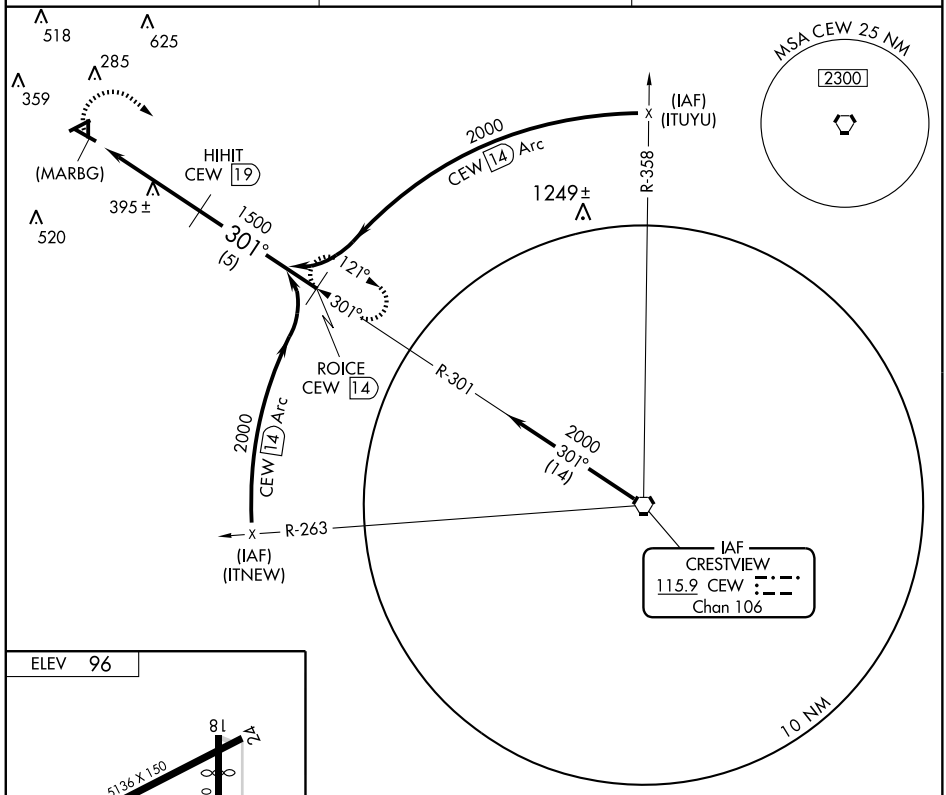
VOR/DME or GPS RWY 30

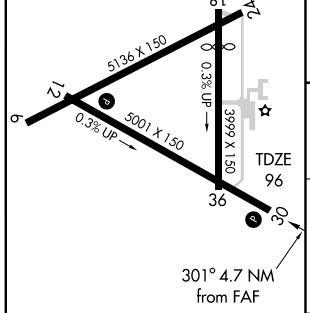
BREWTON MUNI (12J)

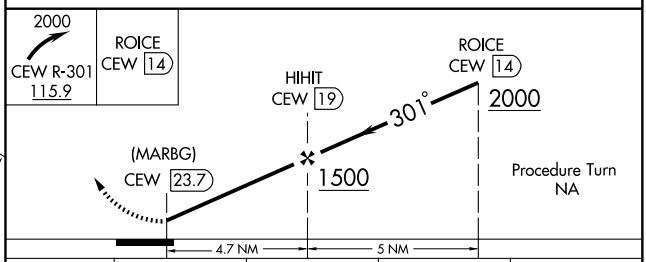
Use Pensacola altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 2000 via CEW R-301 to ROICE/CEW 14 DME and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-30	740-1 644 (700-1)	740-1¼ 644 (700-1¼)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)
CIRCLING	740-1 644 (700-1)	740-1¼ 644 (700-1¼)	760-1¾ 664 (700-1¾)	780-2¼ 684 (700-2¼)

MIRL Rwy 12-30 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4080
115°	TDZE	131
	Apt Elev	134

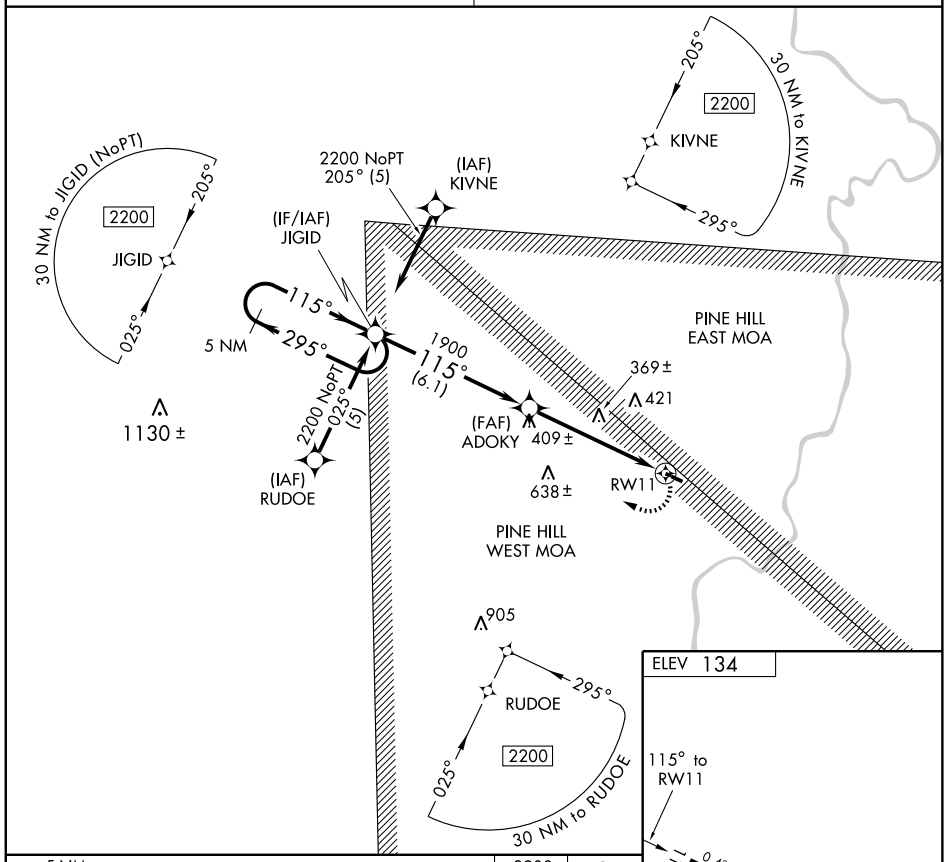
RNAV (GPS) RWY 11
BUTLER-CHOCTAW COUNTY (09A)

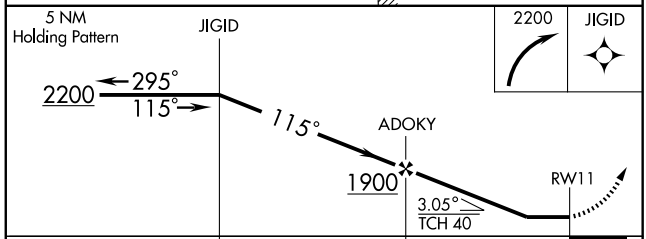
Use Meridian, MS altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. Circling not authorized. DME/DME RNP-0.3 NA.

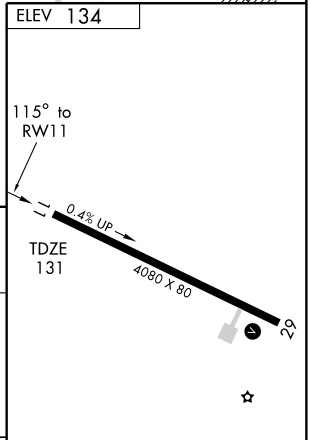
MISSED APPROACH: Climbing right turn to 2200 direct JIGID and hold.

MERIDIAN APP CON ★ **119.2 374.9**

UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1	609 (700-1)	740-1¾ 609 (700-1¾)	NA

MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4080
295°	TDZE	134
	Apt Elev	134

RNAV (GPS) RWY 29
BUTLER-CHOCTAW COUNTY (09A)

Use Meridian, MS altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. Circling not authorized. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct ZUNTI and hold.

MERIDIAN APP CON ★	UNICOM
119.2 374.9	122.8 (CTAF) L

PINE HILL EAST MOA
421
PINE HILL WEST MOA
638±
249±
RW29
30 NM to WOLUX
2500
205°
115°
WOLUX
(IAF) WOLUX
PINE HILL EAST/CAMDEN RIDGE MOA
1114
2500 NoPT
205° (5)
(FAF) CUTAV
1900
329±
295°
(6.2)
115°
5 NM
295°
905
YOTUL
30 NM to YOTUL
2500
025°
(IAF) YOTUL
(IF/IAF) ZUNTI
2500 NoPT
025°(5)
ZUNTI
205°
2500
025°
30 NM to ZUNTI (NoPT)
PINE HILL WEST/CAMDEN RIDGE MOA
PINE HILL WEST/CAMDEN RIDGE MOA

ELEV 134
11
0.4% UP
4080 X 80
29
TDZE 134
295° to RW29
263±

2500 ZUNTI
ZUNTI
5 NM Holding Pattern
115°
295°
2500
CUTAV
295°
RW29
1900
3.04°
TCH 40
VGSI and descent angles not coincident.
5.3 NM
6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	620-1	486 (500-1)	620-1¼ 486 (500-1¼)	NA

MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

CENTRE, ALABAMA

AL-6116 (FAA)

VORTAC RMG 115.4 Chan 101	APP CRS 270°	Rwy Idg 3401 TDZE 619 Apt Elev 619

VOR/DME or GPS RWY 27

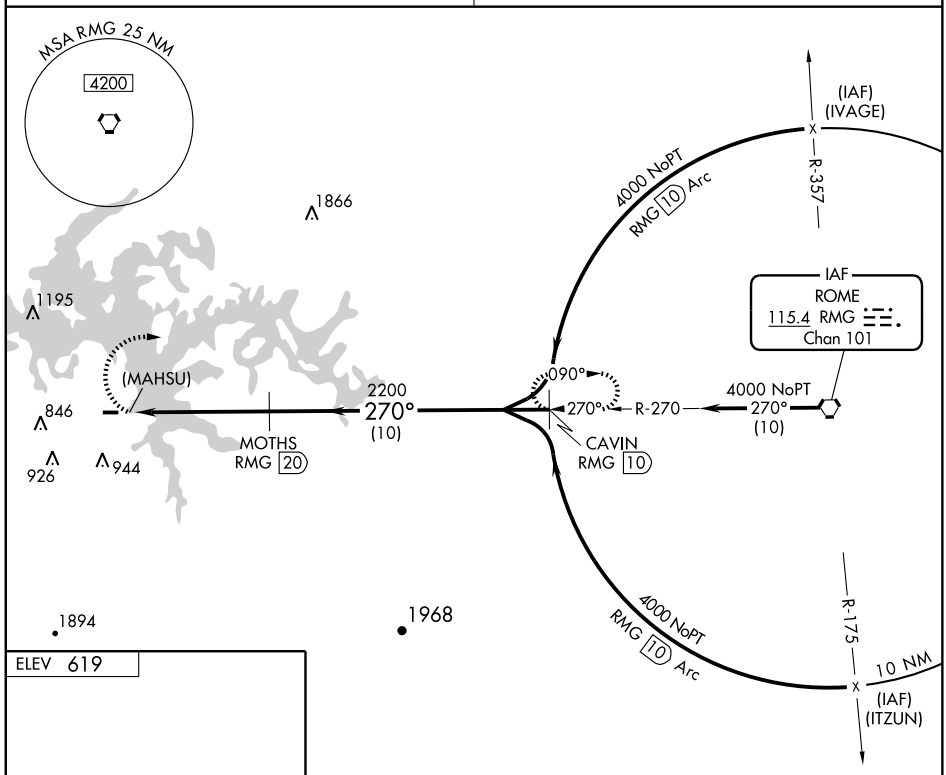
CENTRE MUNI (C22)

NA

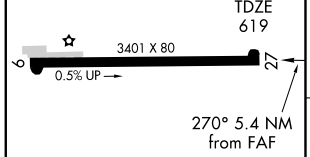
Use Anniston, AL altimeter settng.

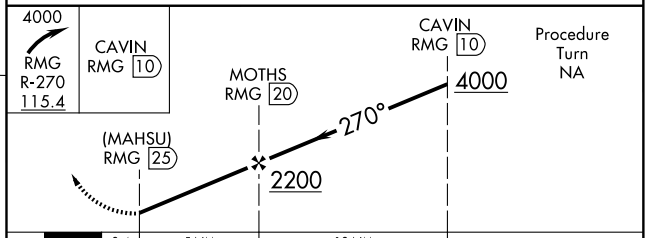
MISSED APPROACH: Climbing right turn to 4000 to CAVIN 10 DME Fix via R-270 RMG VORTAC and hold.

ATLANTA CENTER	CTAF
133.8 353.7	122.9



ELEV 619





CATEGORY	A	B	C	D
S-27	1360-1 741 (800-1)	1360-1¼ 741 (800-1¼)	1360-1½ 741 (800-1½)	1360-1¾ 741 (800-1¾)
CIRCLING	1360-1 741 (800-1)	1400-1¼ 781 (800-1¼)	1400-1½ 781 (800-1½)	1400-2 781 (800-2)

LIRL Rwy 9-27

SE-4, 17 DEC 2009 to 14 JAN 2010

CENTRE, ALABAMA

AL-10343 (FAA)

APP CRS	Rwy Idg	5500
070°	TDZE	585
	Apt Elev	596

RNAV (GPS) RWY 7

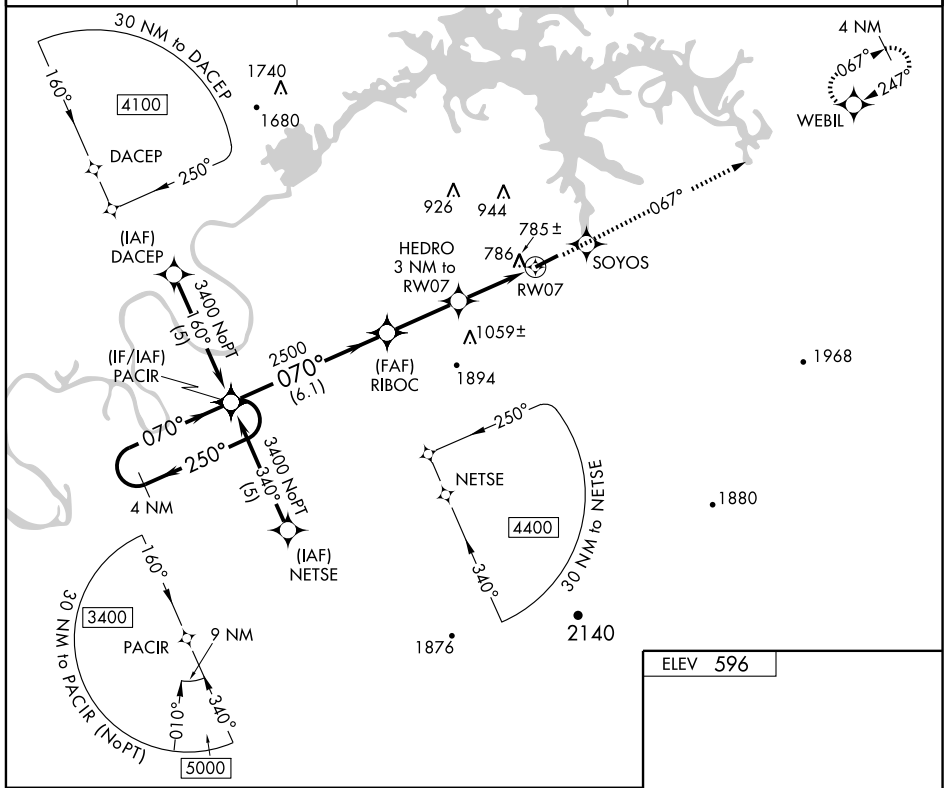
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

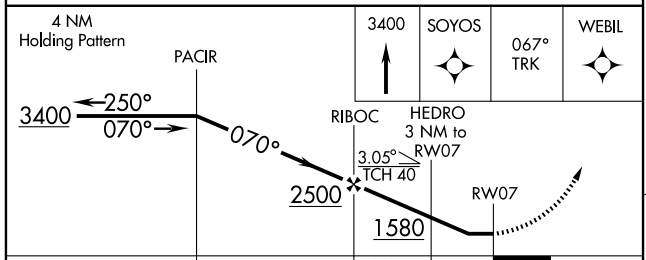
T NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

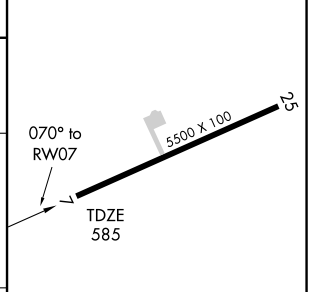
MISSED APPROACH: Climb to 3400 direct SOYOS and via 067° track to WEBIL and hold.

GADSDEN AWOS-3	ATLANTA APP CON	CTAF
127.825	133.8 353.7	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 515 (600-1)		1100-1½ 515 (600-1½)	1100-1¾ 515 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)



MIRL Rwy 7-25 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
247°	TDZE	595
	Apt Elev	596

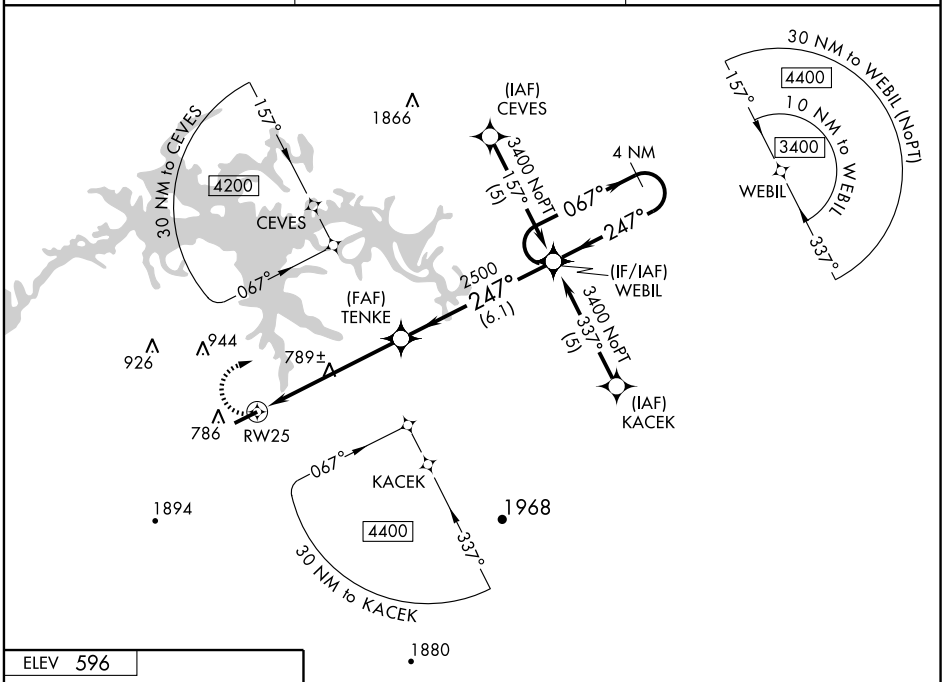
RNAV (GPS) RWY 25

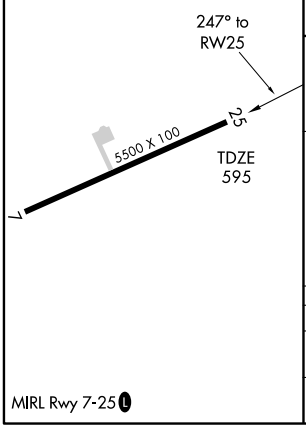
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

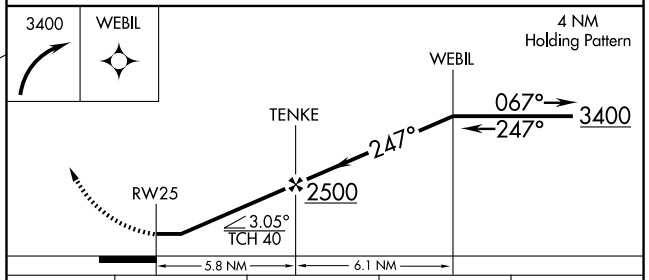
NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3400 direct WEBIL and hold.

GADSDEN AWOS-3	ATLANTA APP CON	CTAF
127.825	133.8 353.7	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1120-1 525 (600-1)		1120-1½ 525 (600-1½)	1120-1¾ 525 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)

MIRL Rwy 7-25 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

CENTREVILLE, ALABAMA AL-10338 (FAA)

APP CRS	Rwy Idg	4206
097°	TDZE	240
	Apt Elev	251

RNAV (GPS) RWY 10

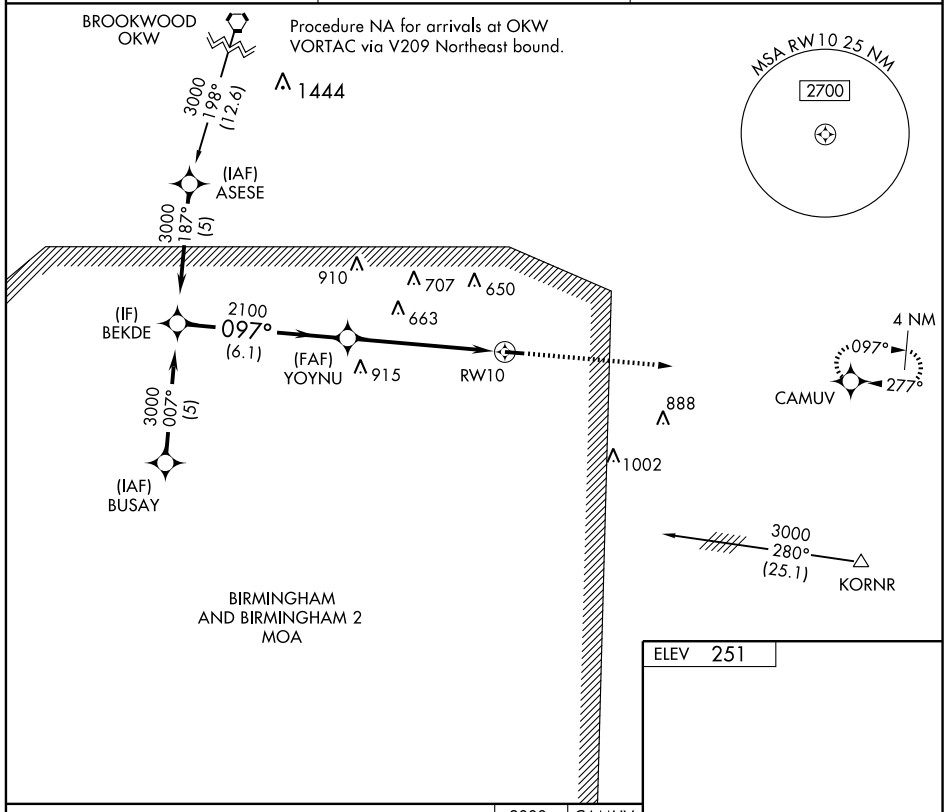
CENTREVILLE / BIBB COUNTY (ØA8)

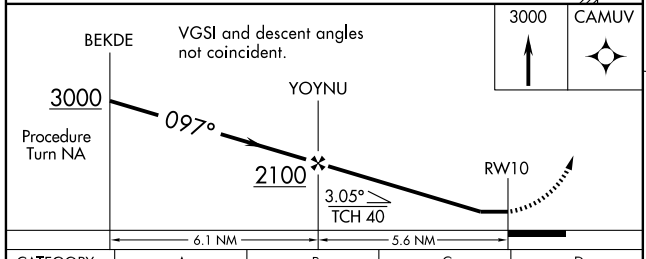
NA

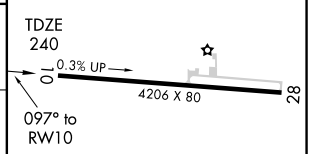
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS	ATLANTA CENTER	UNICOM
132.825	132.25 297.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1 720 (800-1)		960-2 720 (800-2)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 17 DEC 2009 to 14 JAN 2010

CENTREVILLE, ALABAMA AL-10338 (FAA)

APP CRS	Rwy Idg	4206
277°	TDZE	251
	Apt Elev	251

RNAV (GPS) RWY 28

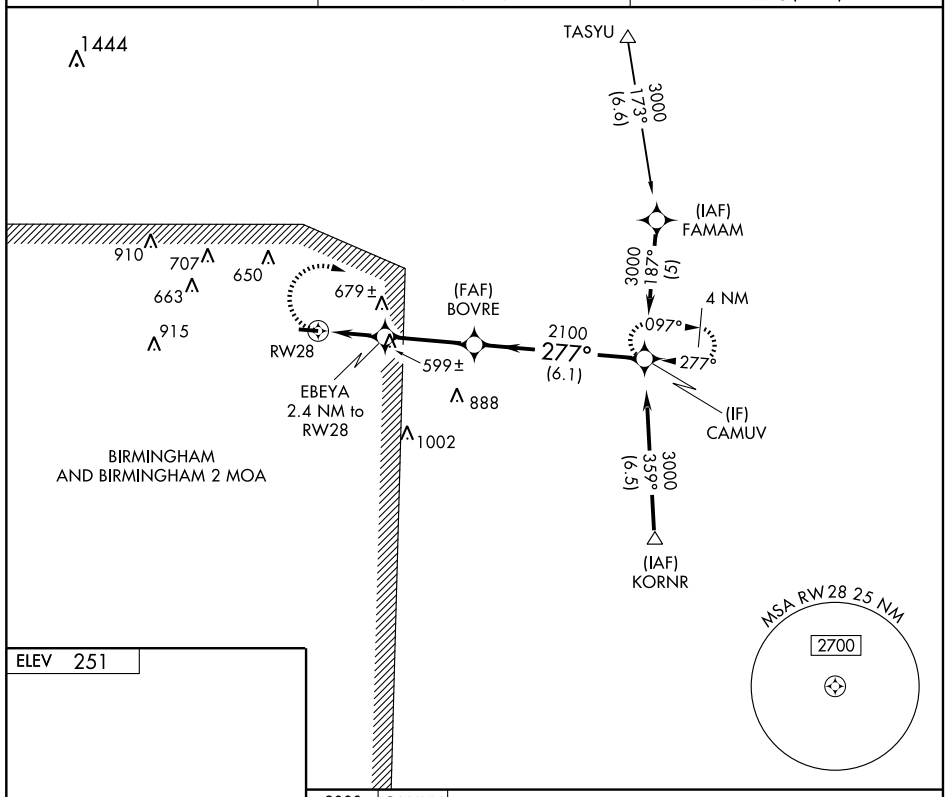
CENTREVILLE / BIBB COUNTY (ØA8)

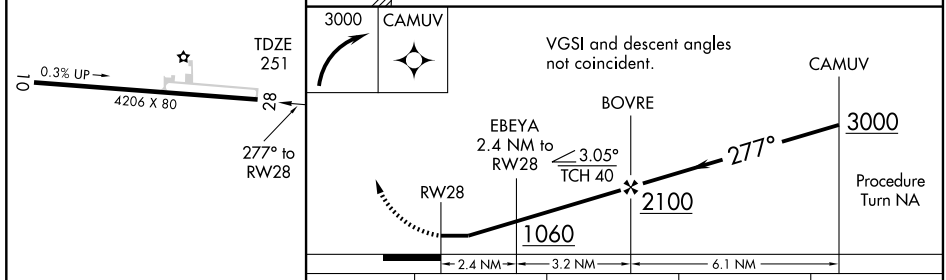
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS	ATLANTA CENTER	UNICOM
132.825	132.25 297.4	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	920-1 669 (700-1)		920-1¾ 669 (700-1¾)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB GGY	APP CRS	Rwy Idg	4008
338	269°	TDZE	585
		Apt Elev	585

NDB or GPS RWY 26

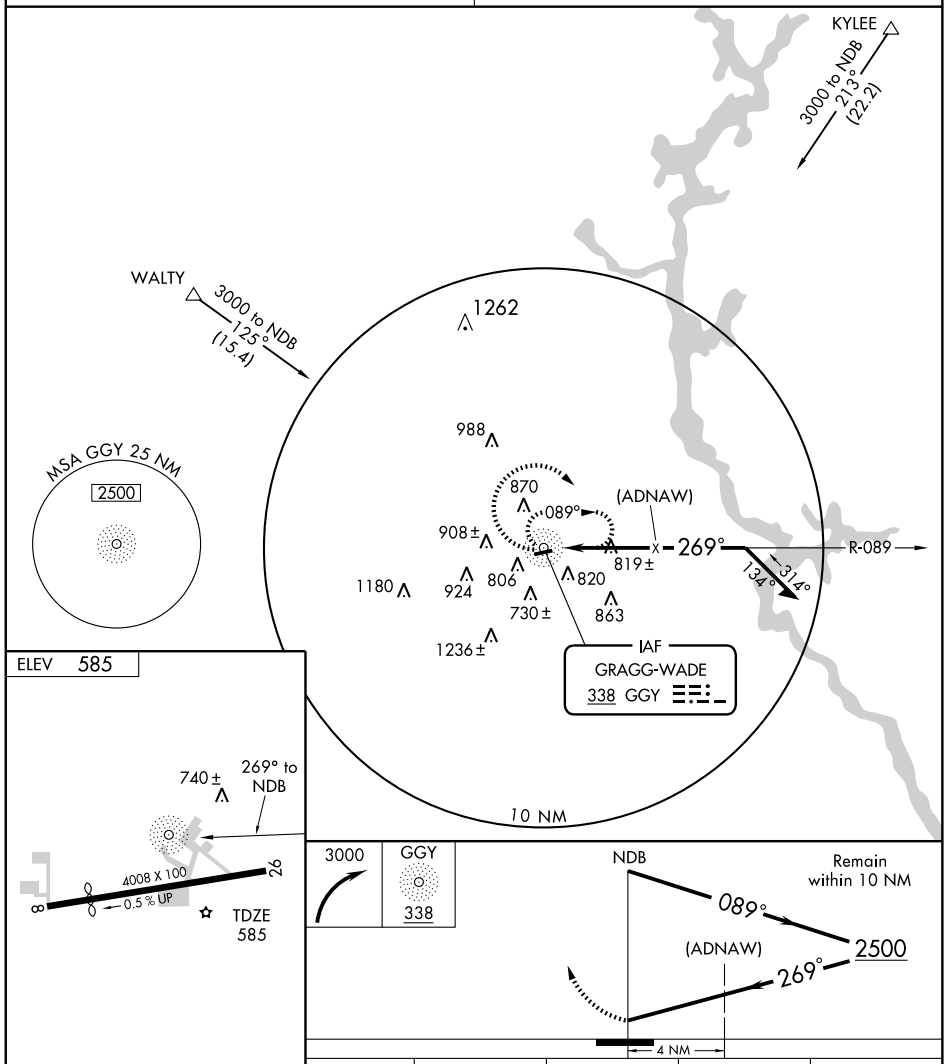
CLANTON/ GRAGG-WADE FIELD (Ø2A)

NA

Use Montgomery altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in GGY NDB holding pattern.

MONTGOMERY APP CON ★	UNICOM
121.2 380.225	122.8 (CTAF)



CATEGORY	A	B	C	D
S-26	1320-1 735 (800-1)		1320-2 735 (800-2)	NA
CIRCLING	1320-1 735 (800-1)		1320-2 735 (800-2)	NA

MIRL Rwy 8-26

SE-4, 17 DEC 2009 to 14 JAN 2010

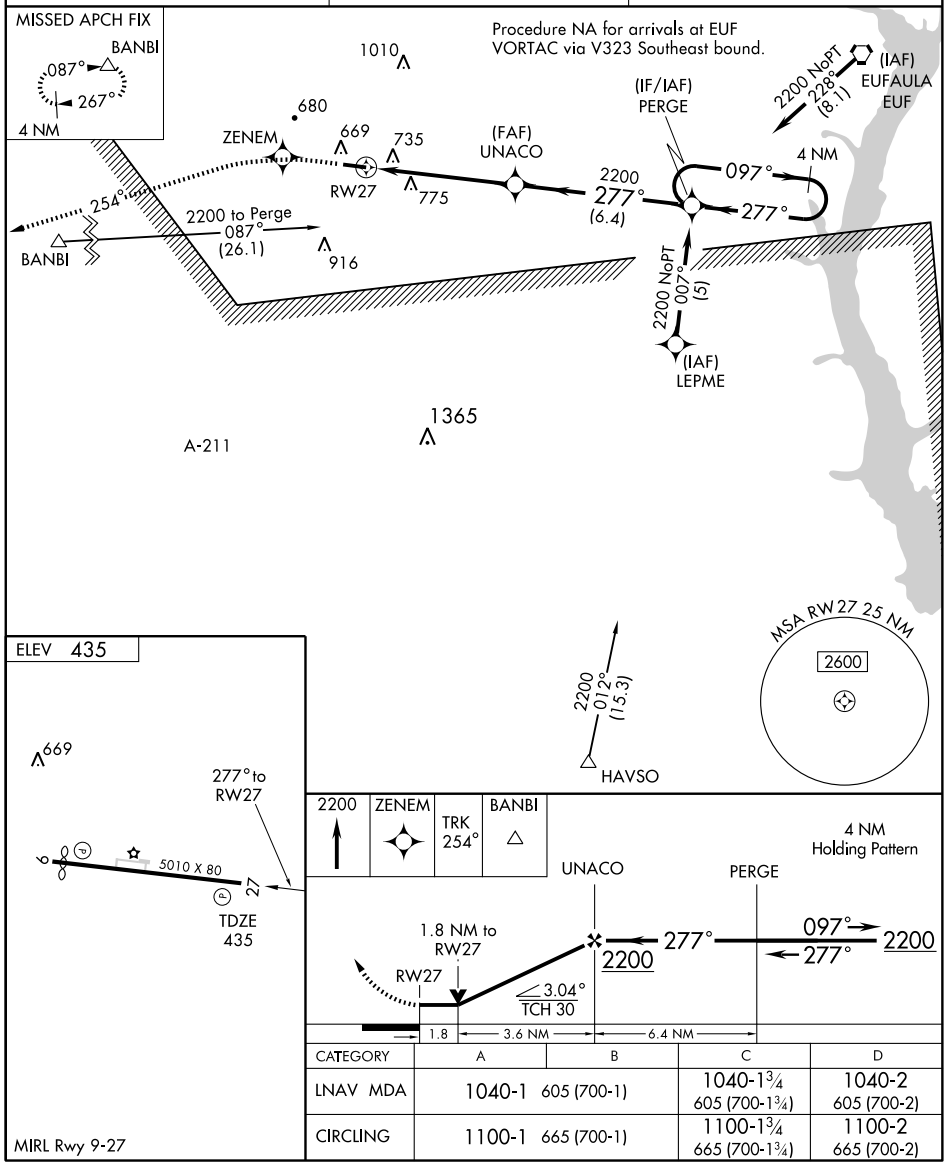
APP CRS	Rwy Idg	5010
277°	TDZE	435
	Apt Elev	435

RNAV (GPS) RWY 27
CLAYTON MUNI (11A)

When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼, circling Cat. B visibility ¼ and Cat. C and D visibility ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9-27. VDP NA when using Dothan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct ZENEM and via 254° track to BANBI and hold.

AWOS-3	CAIRNS APP CON ★	CTAF
118.775	121.1 319.25	122.9



CATEGORY	A	B	C	D
LNAV MDA	1040-1 605 (700-1)		1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1 665 (700-1)		1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

MIRL Rwy 9-27

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC EUF	APP CRS	Rwy Idg	5010
109.2	255°	TDZE	435
Chan 29		Apt Elev	435

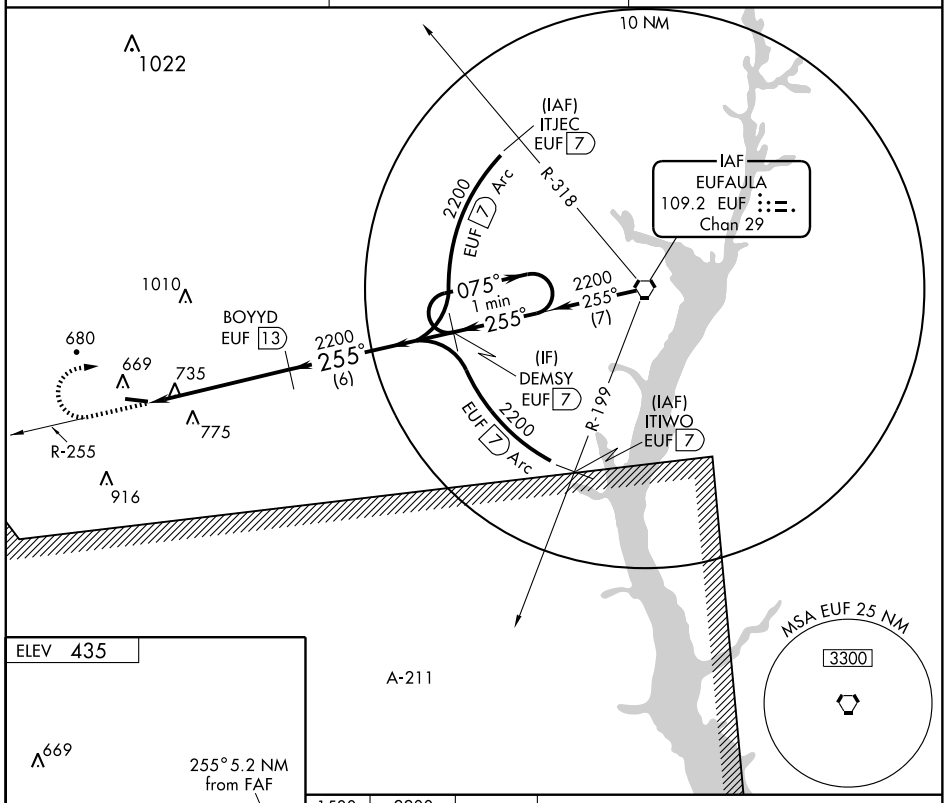
VOR/DME RWY 27

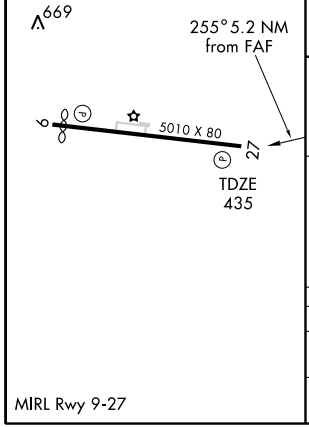
CLAYTON MUNI (11A)

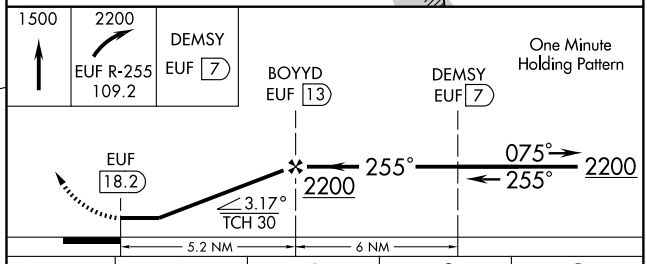
When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, S-27 Cat C and D visibility ¼, circling Cat B visibility ¼ and Cat C and D ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9/27.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 via EUF VORTAC R-255 to DEMSY/EUF 7 DME and hold.

AWOS-3	CAIRNS APP CON ★	CTAF
118.775	121.1 319.25	122.9







CATEGORY	A	B	C	D
S-27	1040-1 605 (700-1)		1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1 665 (700-1)		1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
131°	TDZE	581
	Apt Elev	588

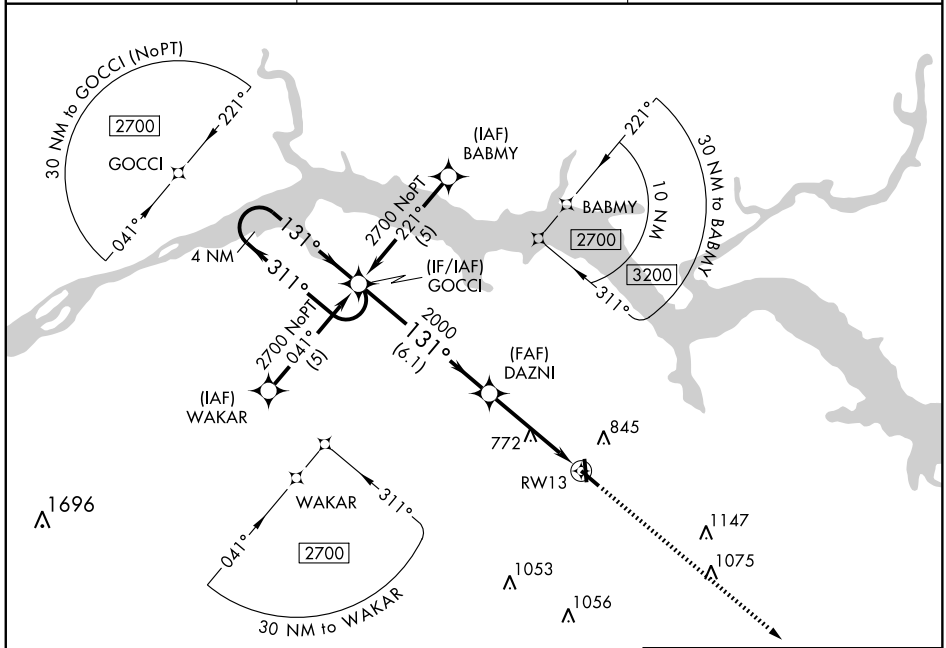
RNAV (GPS) RWY 13

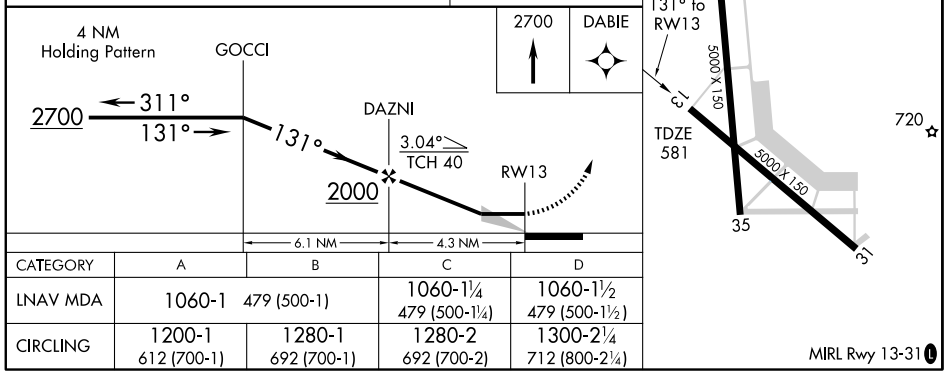
COURTLAND/LAWRENCE COUNTY (9A4)

DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet, increase LNAV Cat. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1060-1 479 (500-1)		1060-1¼ 479 (500-1¼)	1060-1½ 479 (500-1½)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

MIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
311°	TDZE	579
	Apt Elev	588

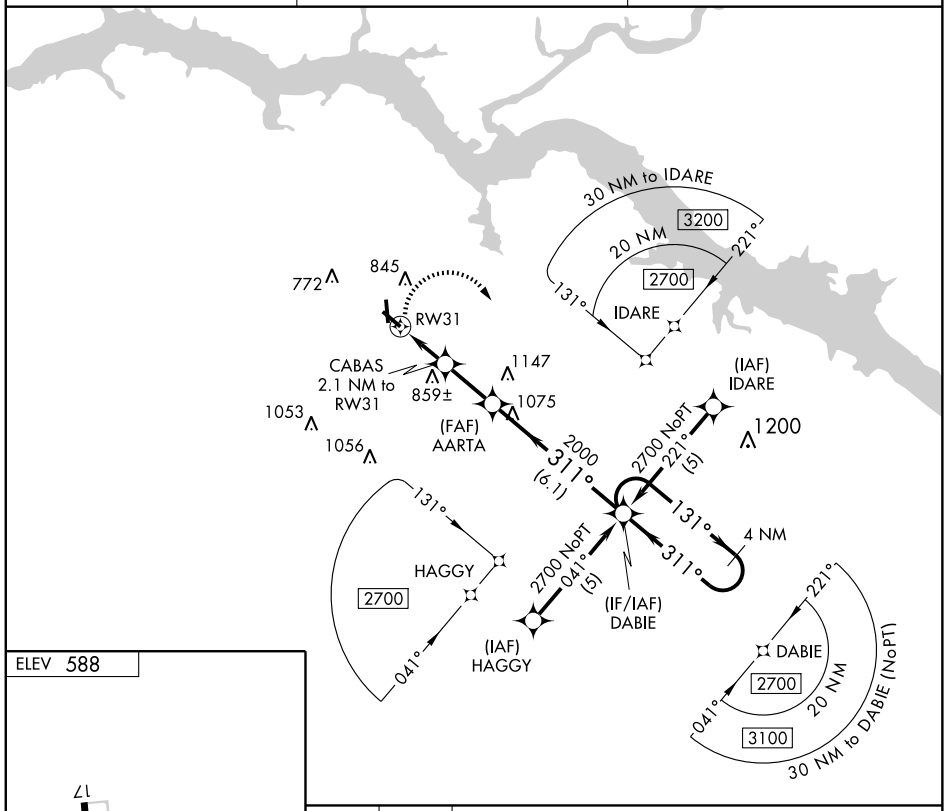
RNAV (GPS) RWY 31

COURTLAND/LAWRENCE COUNTY (9A4)

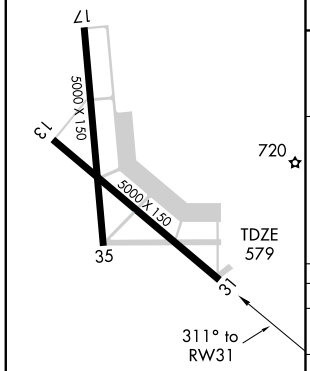
DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet and increase LNAV Cat. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct DABIE and hold.

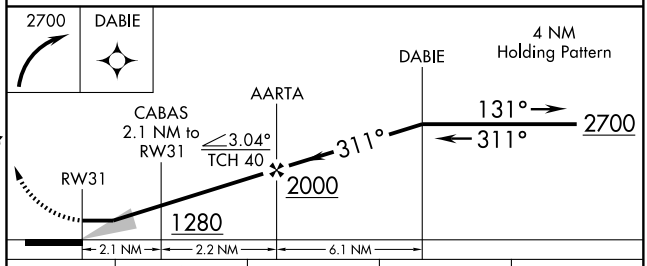
MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L



ELEV 588



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	1160-1	581 (600-1)	1160-1½ 581 (600-1½)	1160-1¾ 581 (600-1¾)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

COURTLAND, ALABAMA

AL-9123 (FAA)

VORTAC MSL	APP CRS	Rwy Idg	5000
116.5	111°	TDZE	581
Chan 112		Apt Elev	588

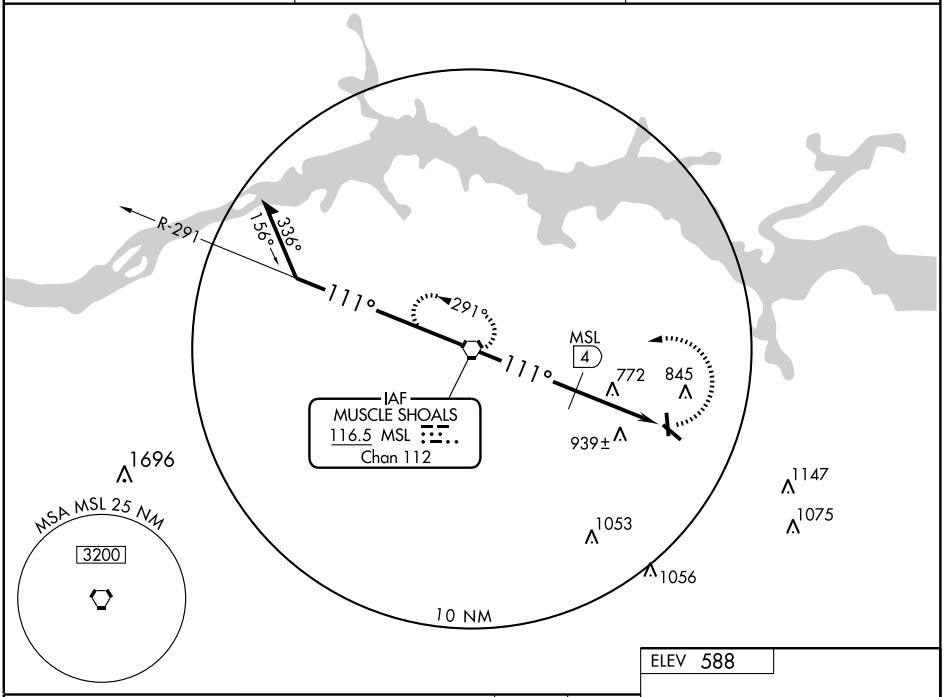
VOR RWY 13

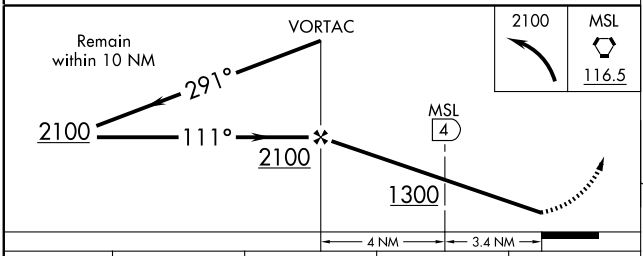
COURTLAND/LAWRENCE COUNTY (9A4)

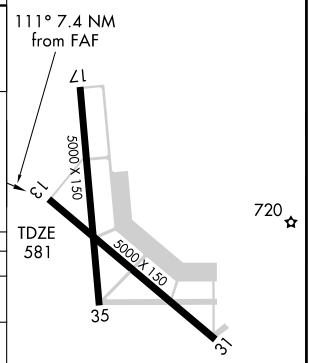
Use Muscle Shoals altimeter setting; when not received use Huntsville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2100 direct to MSL VORTAC and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1300-1	719 (800-1)	1300-2 719 (800-2)	1300-2¼ 719 (800-2¼)
CIRCLING	1300-1	712 (800-1)	1300-2 712 (800-2)	1300-2¼ 712 (800-2¼)
DME MINIMUMS				
S-13	1240-1	659 (700-1)	1240-1¾ 659 (700-1¾)	1240-2 659 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
018°	TDZE	957
	Apt Elev	969

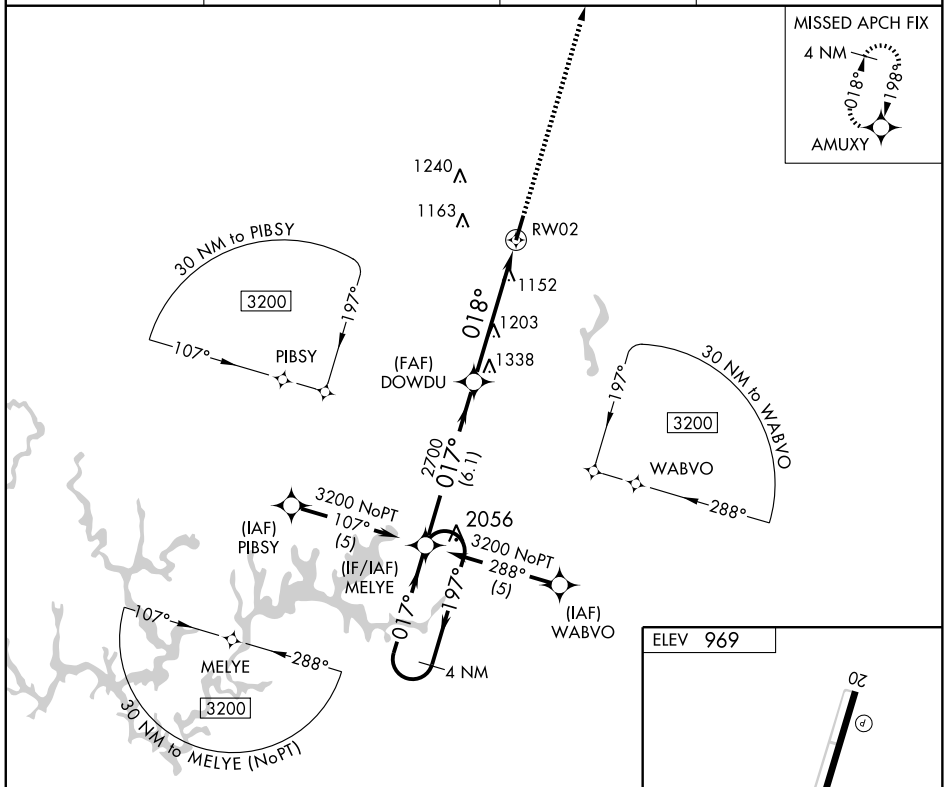
RNAV (GPS) RWY 2

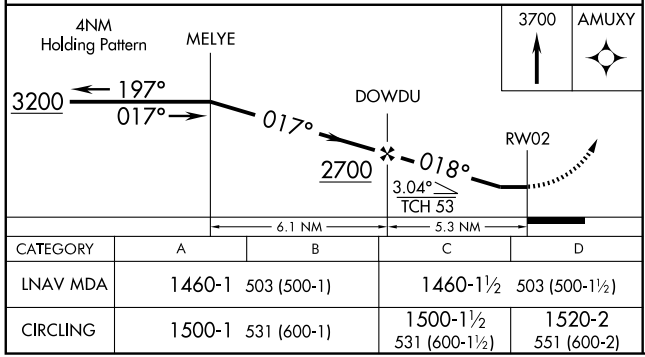
CULLMAN / FOLSOM FIELD (3A1)

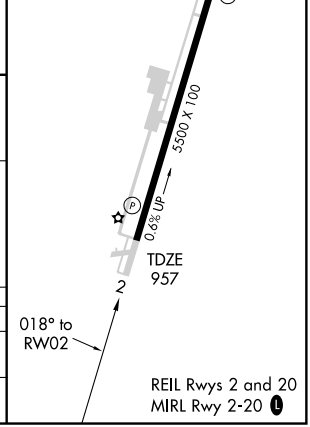
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hunstville altimeter setting and increase all MDA 100 feet, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile. When VGSI Inop, Straight-in/Circling Rwy 2 procedure NA at night.

MISSED APPROACH: Climb to 3700 direct AMUXY and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
124.175	118.05 239.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 503 (500-1)		1460-1½ 503 (500-1½)	
CIRCLING	1500-1 531 (600-1)		1500-1½ 531 (600-1½)	1520-2 551 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 50514	198°	TDZE	969
W20A		Apt Elev	969

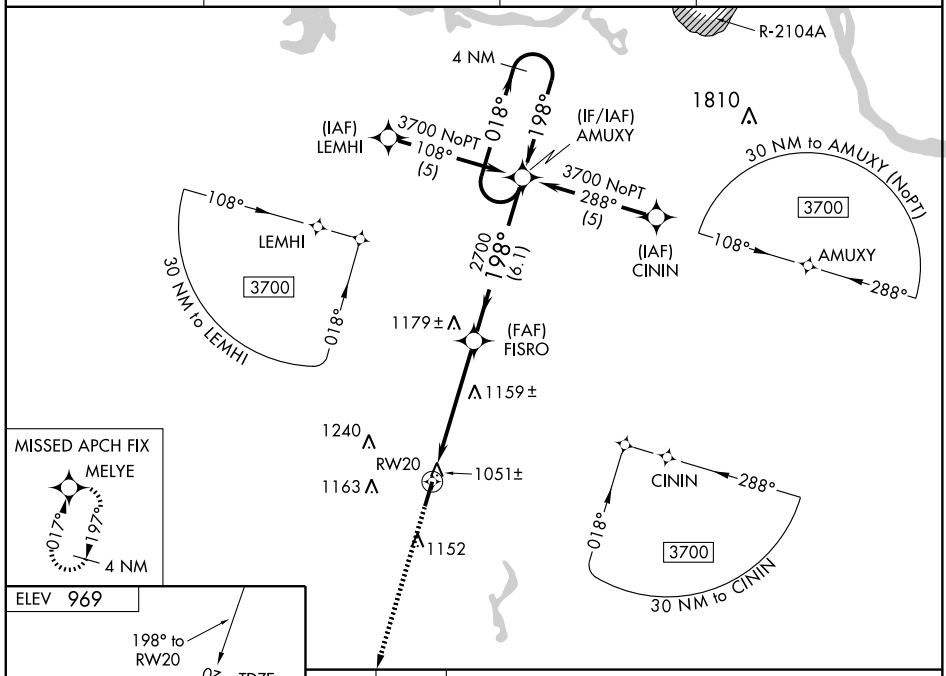
RNAV (GPS) RWY 20

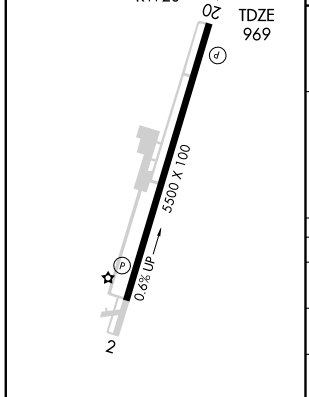
CULLMAN / FOLSOM FIELD (3A1)

When VGSI Inop, Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hunstville altimeter setting and increase all DA/MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C, D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Huntsville altimeter setting.

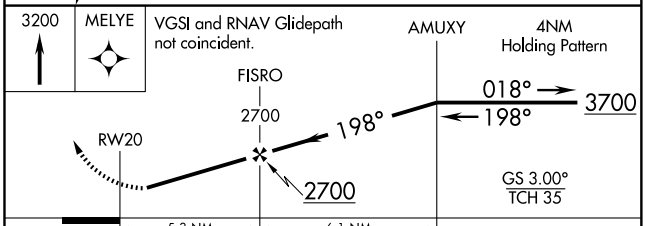
MISSED APPROACH: Climb to 3200 direct MELYE and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
124.175	118.05 239.0	121.725	122.8 (CTAF) L





REIL Rwys 2 and 20
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	1255-1 286 (300-1)			
LNAV/VNAV DA	1340-1¼ 371 (400-1¼)			
LNAV MDA	1420-1 451 (500-1)		1420-1¼ 451 (500-1¼)	1420-1½ 451 (500-1½)
CIRCLING	1500-1 531 (600-1)		1500-1½ 531 (600-1½)	1520-2 551 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6107
CH 82200	182°	TDZE	592
W18A		Apt Elev	592

RNAV (GPS) RWY 18

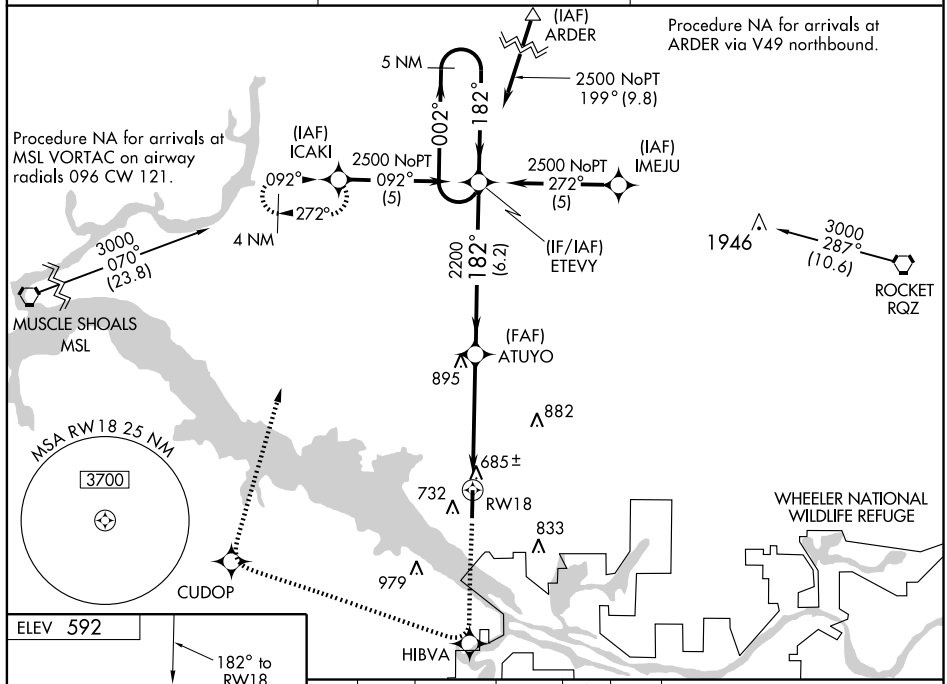
DECATUR/ PRYOR FIELD RGNL (DCU)

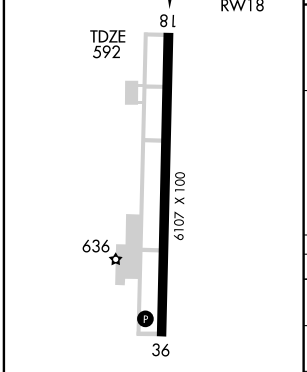
TA

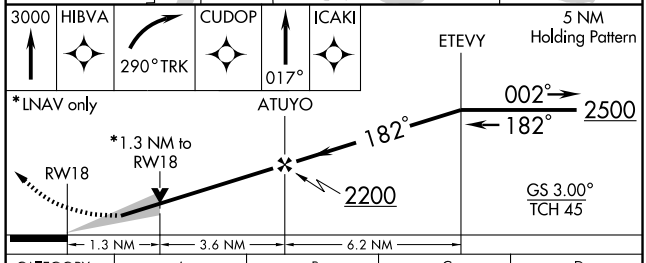
DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Huntsville-Carl T. Jones Field altimeter setting. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 867, LNAV/VNAV DA to 967, and increase all MDAs 40 feet. For inoperative MALSR, increase LPV all Cats. visibility to 1. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 3000 direct HIBVA and right turn via 290° track to CUDOP and via 017° to ICAKI and hold.

ASOS	HUNTSVILLE APP CON*	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	842-½		250 (300-½)	
LNAV/ VNAV DA	942- ¾		350 (400- ¾)	
LNAV MDA	1040-½	448 (500-½)	1040- ¾ 448 (500- ¾)	1040-1 448 (500-1)
CIRCLING	1040-1¼ 448 (500-1¼)	1060-1¼ 468 (500-1¼)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 90204 W36A	APP CRS 002°	Rwy Idg 6107 TDZE 588 Apt Elev 592

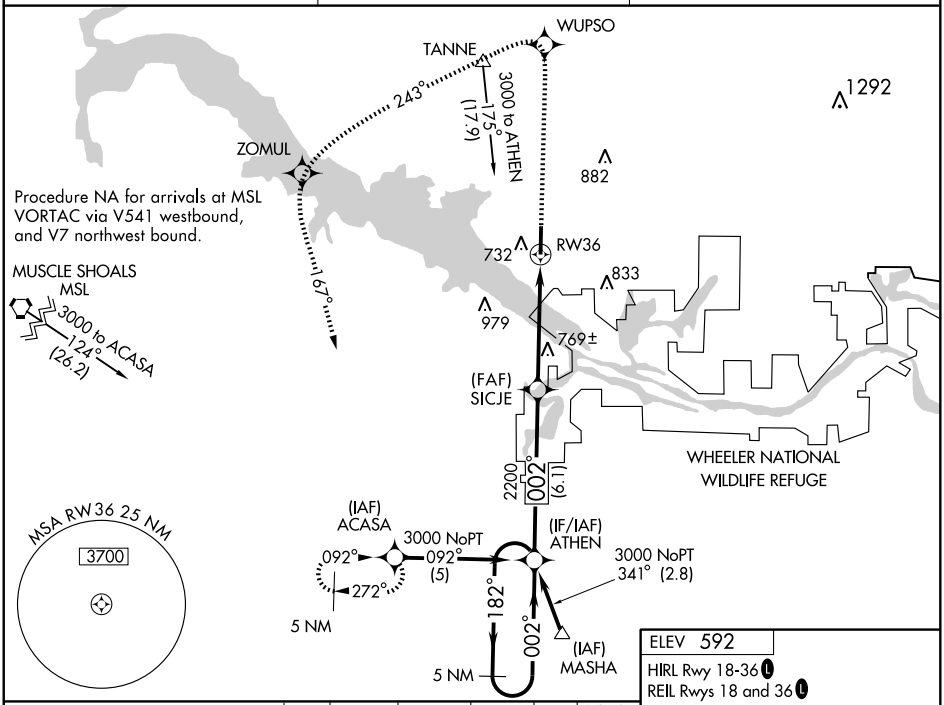
RNAV (GPS) RWY 36

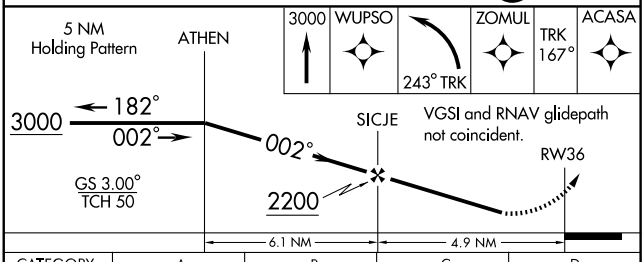
DECATUR/ PRYOR FIELD RGNL (DCU)

Baro-VNAV NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 930, LNAV/VNAV DA to 985, and increase all MDAs 40 feet.

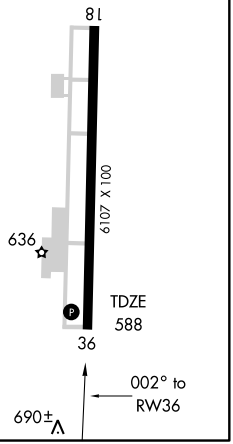
MISSED APPROACH: Climb to 3000 direct WUPSO and left turn via 243° track to ZOMUL and via 167° track to ACASA and hold.

ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L





ELEV 592
HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	905-1 317 (400-1)			
LNAV/ VNAV DA	960-1¼ 372 (400-1¼)			
LNAV MDA	1020-1 432 (500-1)		1020-1¼ 432 (500-1¼)	1020-1½ 432 (500-1½)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	170°	TDZE	592
Chan 75		Apt Elev	592

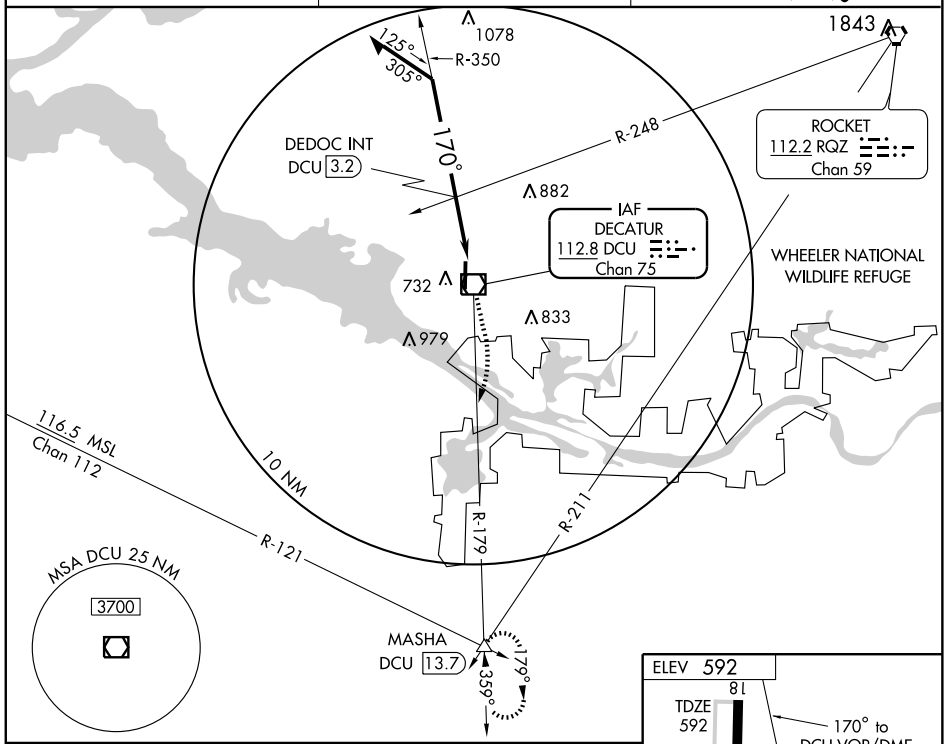
VOR RWY 18

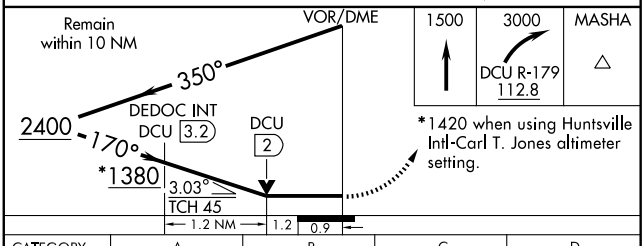
DECATUR/PRYOR FIELD RGNL (DCU)

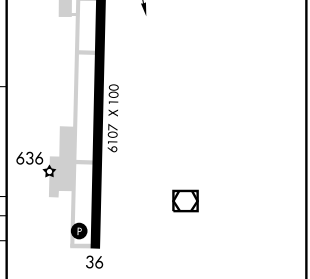
If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all MDAs 40 feet.
VDP NA when using Huntsville-Carl T. Jones Field altimeter setting.
DEDOC fix minimums: For inoperative MALSR increase S-18 Cat. D visibility to 1¼.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via DCU R-179 to MASHA Int/13.7 DME and hold.

ASOS	HUNTSVILLE APP CON★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-½ 788 (800-½)	1380-¾ 788 (800-¾)	1380-1¾ 788 (800-1¾)	1380-2 788 (800-2)
CIRCLING	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
DEDOC FIX MINIMUMS				
S-18	1000-½ 408 (500-½)		1000-¾ 408 (500-¾)	1000-1 408 (500-1)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	019°	TDZE	588
Chan 75		Apt Elev	592

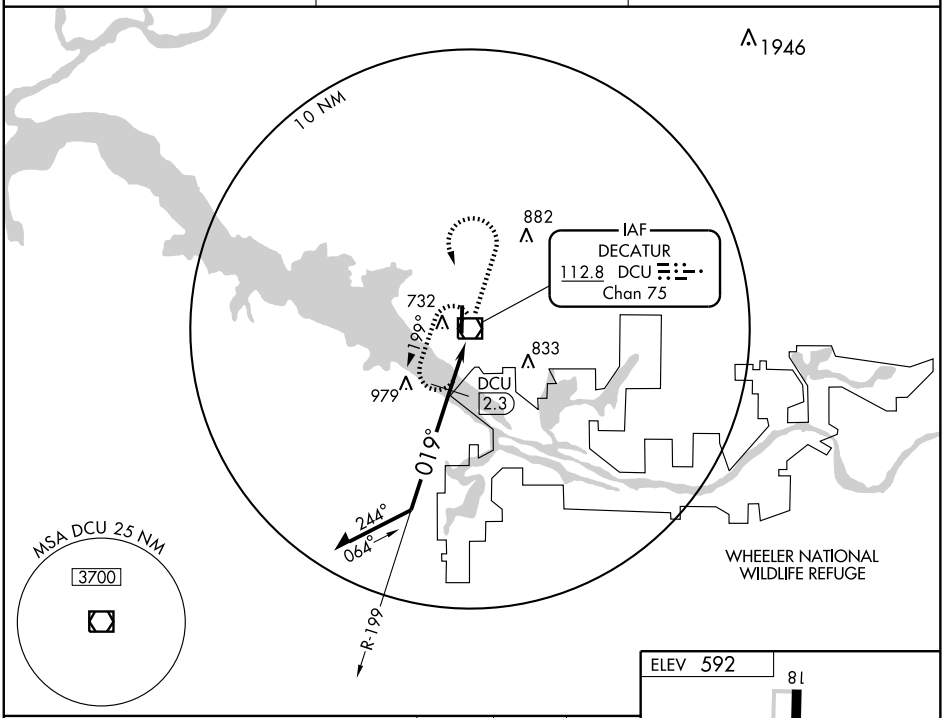
VOR RWY 36

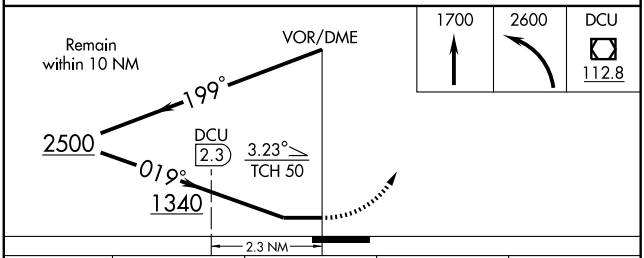
DECATUR/ PRYOR FIELD RGNL (DCU)

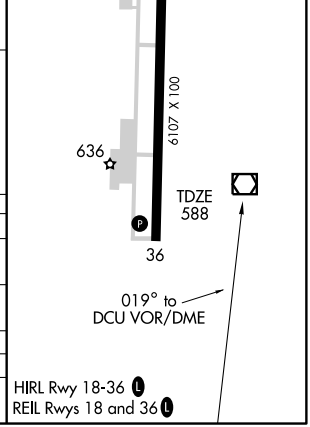
NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct DCU VOR/DME and hold.

ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-36	1340-1 752 (800-1)	1340-1¼ 752 (800-1¼)	1340-2¼ 752 (800-2¼)	1340-2½ 752 (800-2½)
CIRCLING	1340-1 748 (800-1)	1340-1¼ 748 (800-1¼)	1340-2¼ 748 (800-2¼)	1340-2½ 748 (800-2½)
DME MINIMUMS				
S-36	1000-1 412 (500-1)		1000-1¼ 412 (500-1¼)	
CIRCLING	1060-1 468 (500-1)		1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB RZO	APP CRS	Rwy Idg	5000
391	049°	TDZE	113
		Apt Elev	113

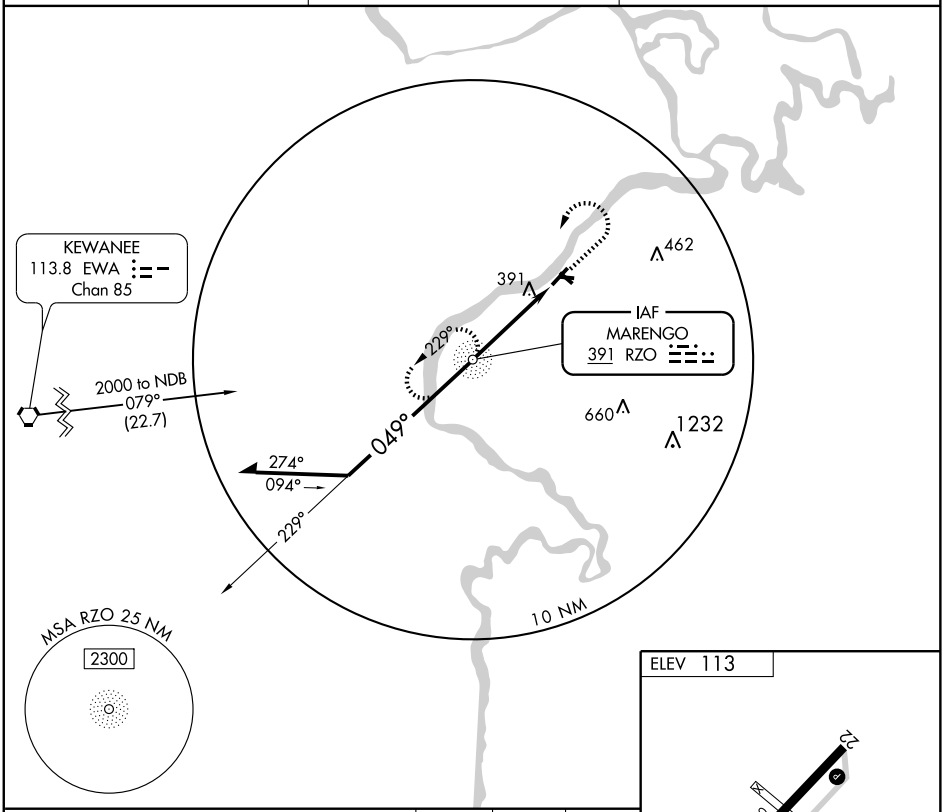
NDB RWY 4

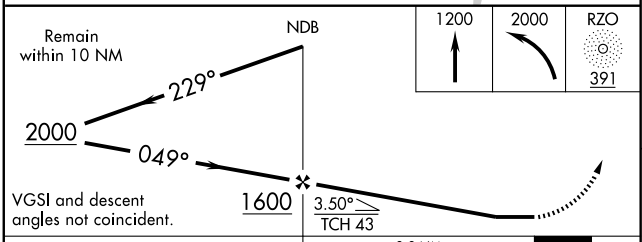
DEMOPOLIS MUNI (DYA)

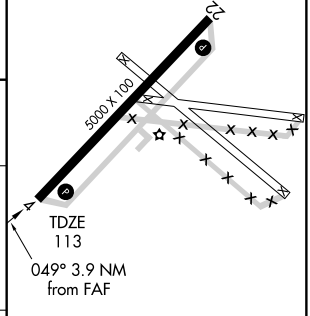
▼ ▲ NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase S-4 and Circling Cat. B visibility ¼ mile. Increase Cats. C/D visibility ½ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct RZO NDB and hold.

AWOS-3	MERIDIAN APP CON ★	UNICOM
119.475	119.2 374.9	122.8 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)
CIRCLING	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 17 DEC 2009 to 14 JAN 2010

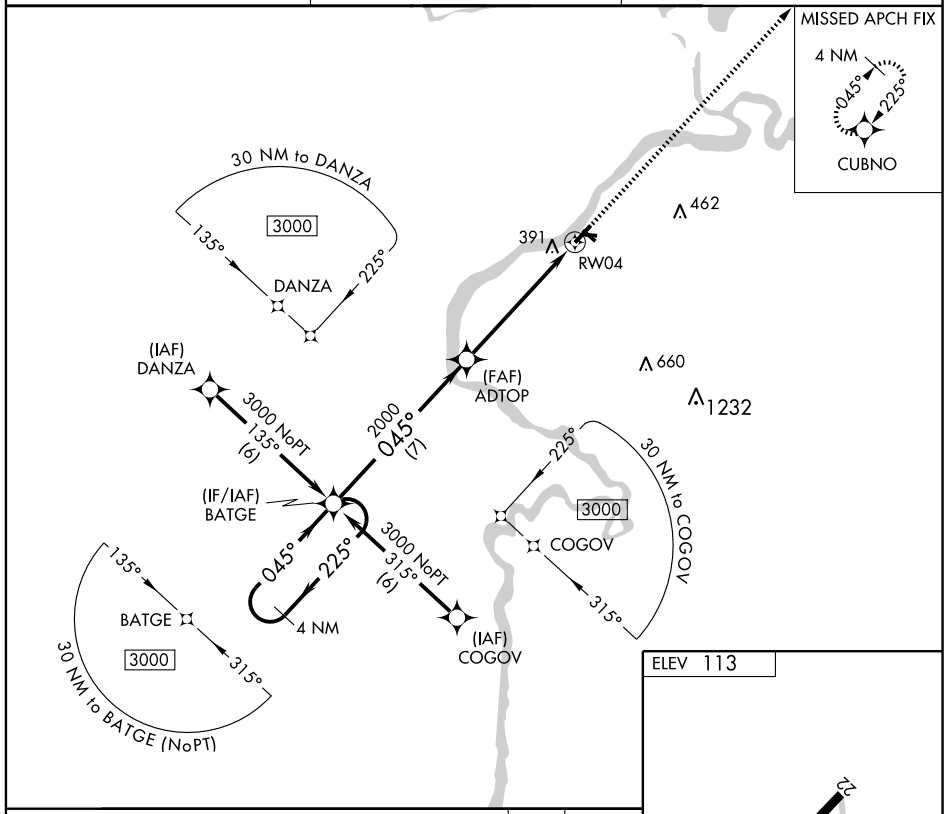
APP CRS	Rwy Idg	5000
045°	TDZE	113
	Apt Elev	113

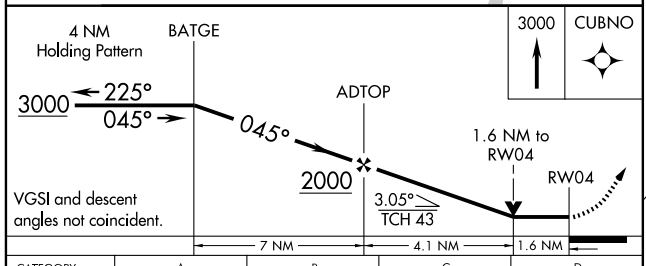
RNAV (GPS) RWY 4
DEMOPOLIS MUNI (DYA)

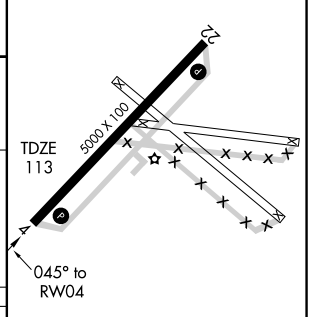
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C/D visibility ½ mile. Increase Circling visibility Cat. B ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH: Climb to 3000 direct CUBNO and hold.

AWOS-3	MERIDIAN APP CON★	UNICOM
119.475	119.2 374.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	587 (600-1)	700-1½ 587 (600-1½)	700-1¾ 587 (600-1¾)
CIRCLING	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)

MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
225°	TDZE	110
	Apt Elev	113

RNAV (GPS) RWY 22

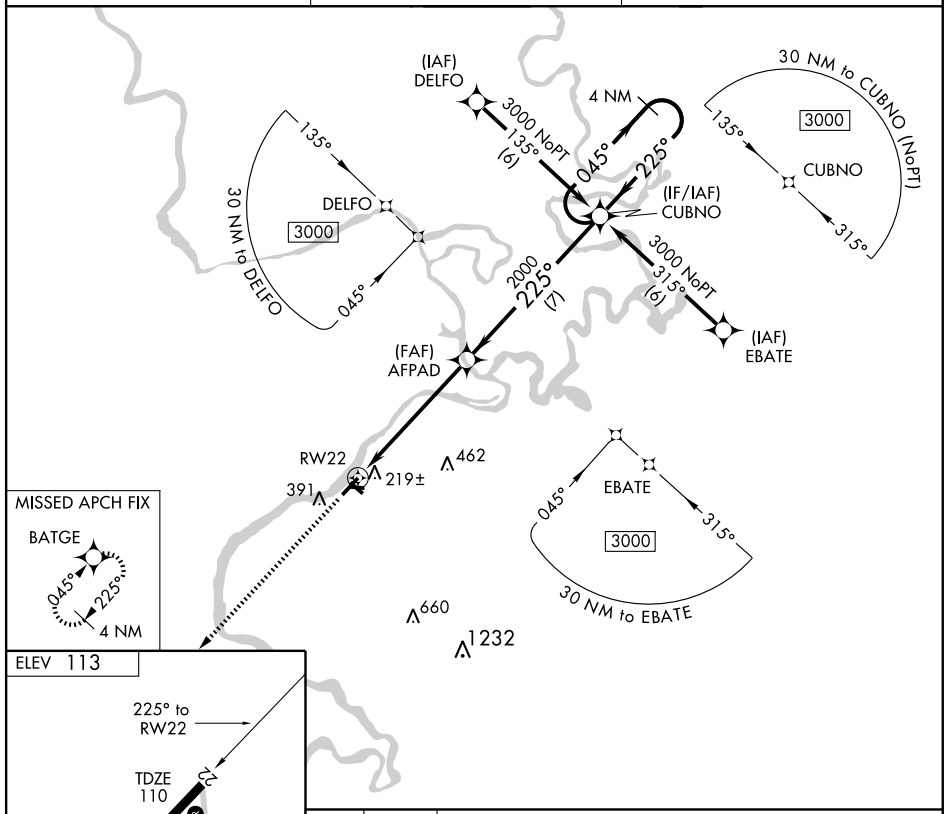
DEMOPOLIS MUNI (DYA)

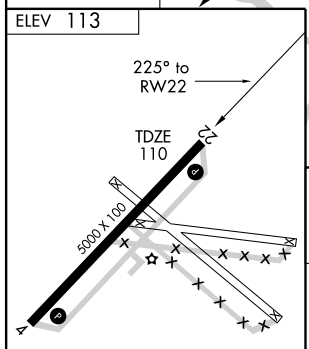
NA

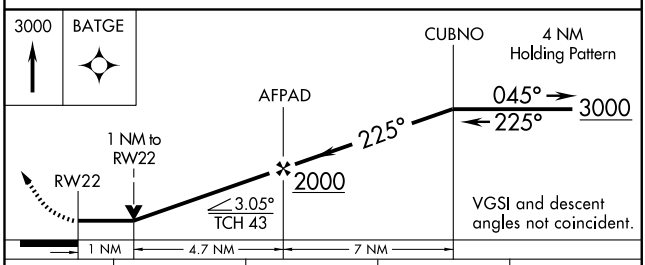
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cat. B visibility ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH: Climb to 3000 direct BATGE and hold.

AWOS-3	MERIDIAN APP CON★	UNICOM
119.475	119.2 374.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 370 (400-1)			480-1¼ 370 (400-1¼)
CIRCLING	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)

MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-123 (FAA)

DOTHAN RGNL (DHN)
DOTHAN, ALABAMA

ATIS
135.72
DOTHAN TOWER★
118.4 257.6
GND CON
121.7 348.6

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

31° 20′N

RWY 14-32
S75, D105, DT190
PCN 34 F/B/X/T

RWY 18-36
S75, D105, DT190
PCN 30 F/B/X/T

FIELD ELEV 401

14

137.7°

8498 X 150

ELEV 395

18

182.8°

HANGAR

5500 X 100

WATER TANK 555

FIRE STATION

CONTROL TOWER

31° 19′N

317.7°

TERMINAL

0.3% UP

002.8°

32

ELEV 382

ELEV 378

36

VAR 2.8° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

85° 27.5′W

85° 27′W

85° 26.5′W

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RRS	APCH CRS	Rwy Idg	NA
111.6	336°	TDZE	378
Chan 53		Arpt Elev	401

AL-123 [USA]

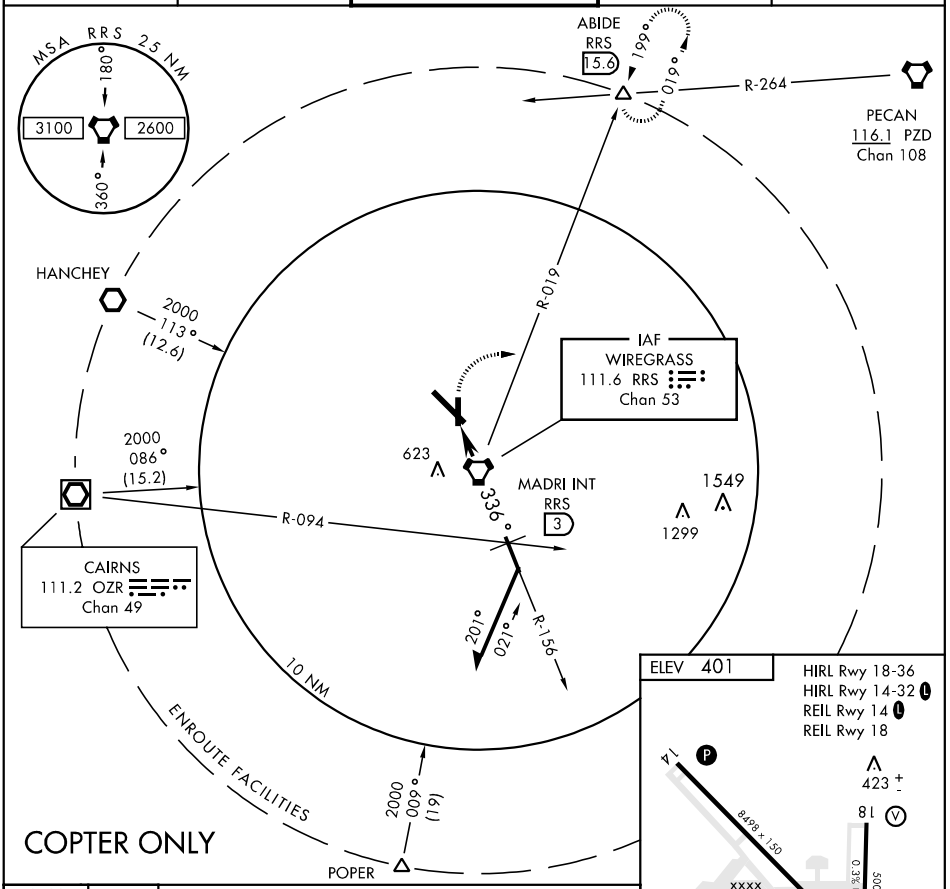
COPTER VOR 336°

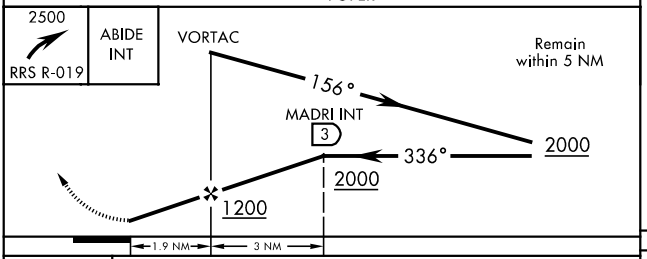
DOTHAN RGNL (KDHN)

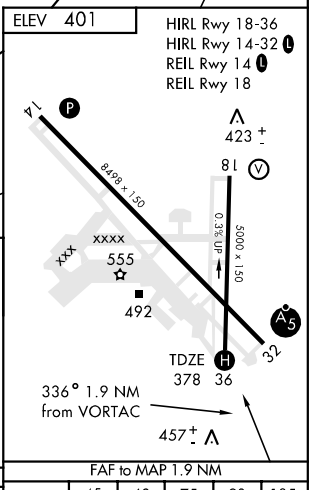
When control tower closed, obtain local altimeter setting on CTAF; when not received use Cairns altimeter setting and increase all MDAs 40 feet.
⚠ NA when FSS closed.

MISSED APPROACH: Climbing right turn to 2500 via RRS R-019 to ABIDE INT and hold; or when directed by ATC, climbing left turn to 2000 heading 240° within 10 NM.

ATIS	CAIRNS APP CON	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) 257.6	121.7 348.6	122.95







FAF to MAP 1.9 NM

CATEGORY	COPTER
H–336°	740-½ 362 (400-½)

Knots	45	60	75	90	105
Min:Sec	2:32	1:54	1:32	1:16	1:06

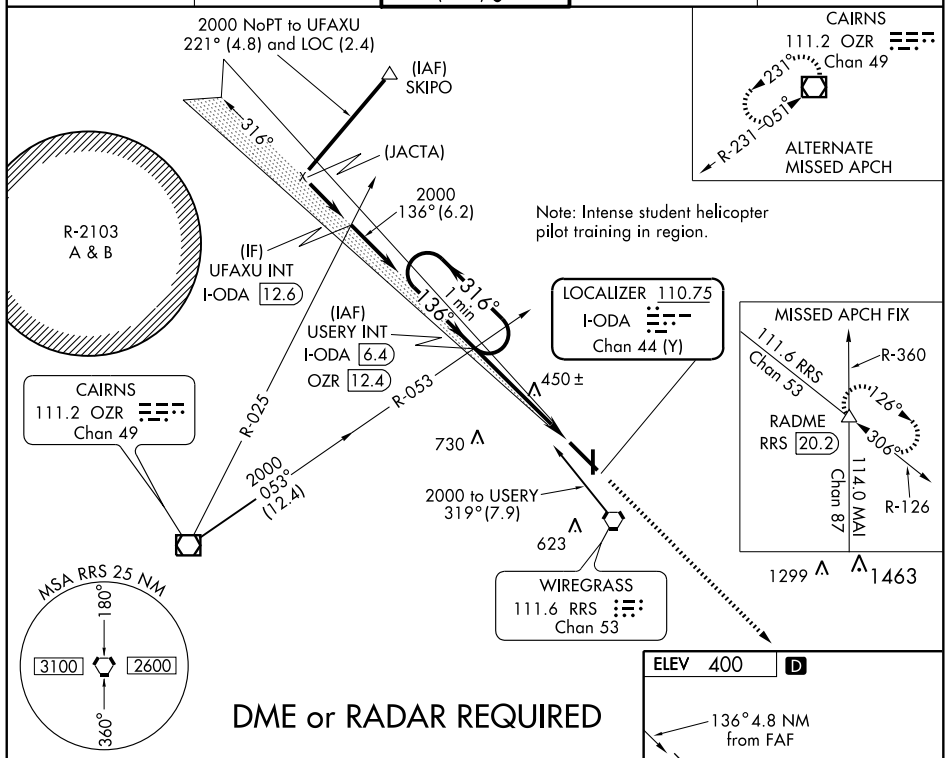
LOC/DME I-ODA	APP CRS	Rwy Idg	8498
110.75	136°	TDZE	400
Chan 44 (Y)		Apt Elev	400

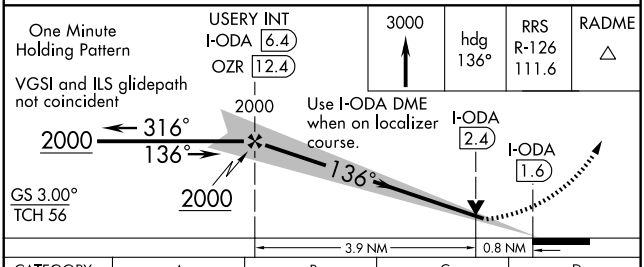
ILS or LOC RWY 14
DOTHAN REGIONAL (DHN)

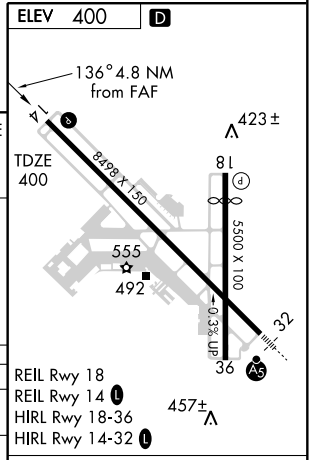
VDP NA when using Cairns altimeter setting.
When local altimeter setting not received, use Cairns altimeter setting and increase DA to 646, all MDAs 60 feet, and S-LOC 14 visibility Cat D ¼ mile.

MISSED APPROACH: Climb to 3000 via heading 136° and via RRS VORTAC R-126 to RADME INT/ RRS 20.2 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 14	600-¾ 200 (200-¾)			
S-LOC 14	700-1 300 (300-1)			
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-DHN	APP CRS	Rwy Idg	8498
108.3	316°	TDZE	381
		Apt Elev	401

ILS or LOC RWY 32

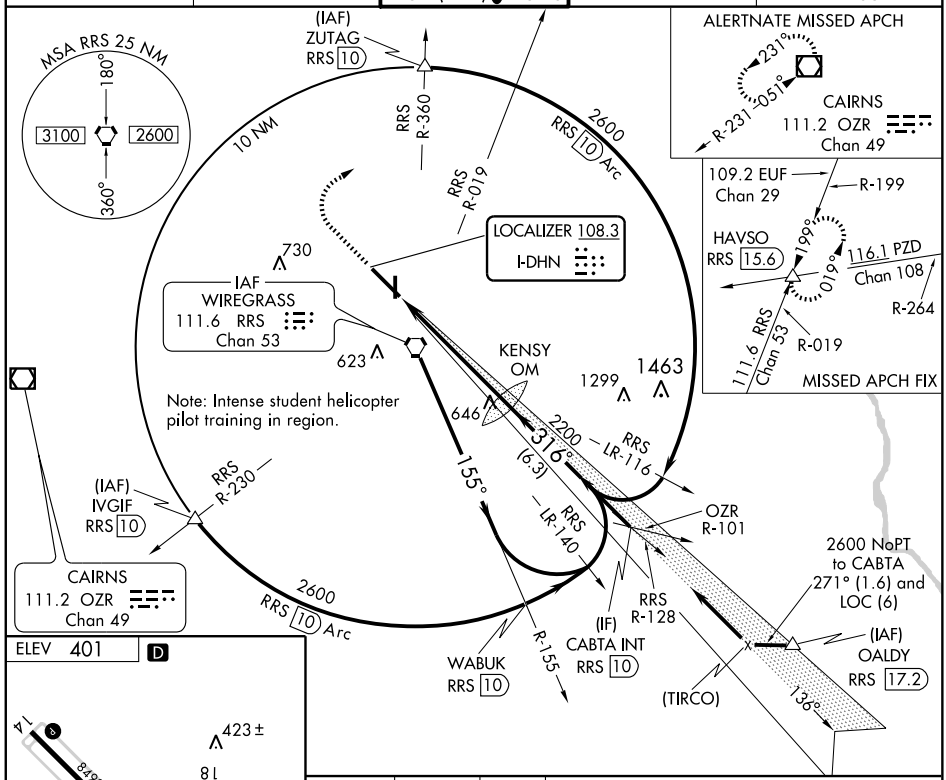
DOTHAN RGNL (DHN)

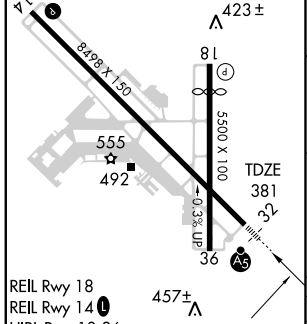
When local altimeter setting not received, use Cairns altimeter setting and increase DA to 627 and all MDAs 60 feet and increase visibility Cats C/D ¼ mile. * S-ILS 32 RVR 1800 authorized with the use of FD or AP or HUD to DA.

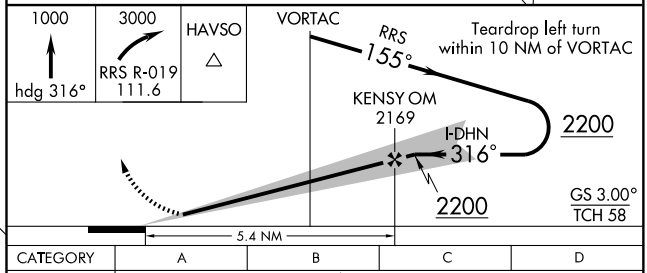
MALSR

MISSED APPROACH: Climb to 1000 via hdg 316° then climbing right turn to 3000 via RRS VORTAC R-019 to HAVSO INT and hold.

ATIS	CAIRNS APP CON *	DOTHAN TOWER *	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 32	*581/24 200 (200-½)			
S-LOC 32	960/24 579 (600-½)		960/50 579 (600-1)	960/60 579 (600-1¼)
CIRCLING	960-1 560 (600-1)		960-1½ 560 (600-1½)	980-2 580 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

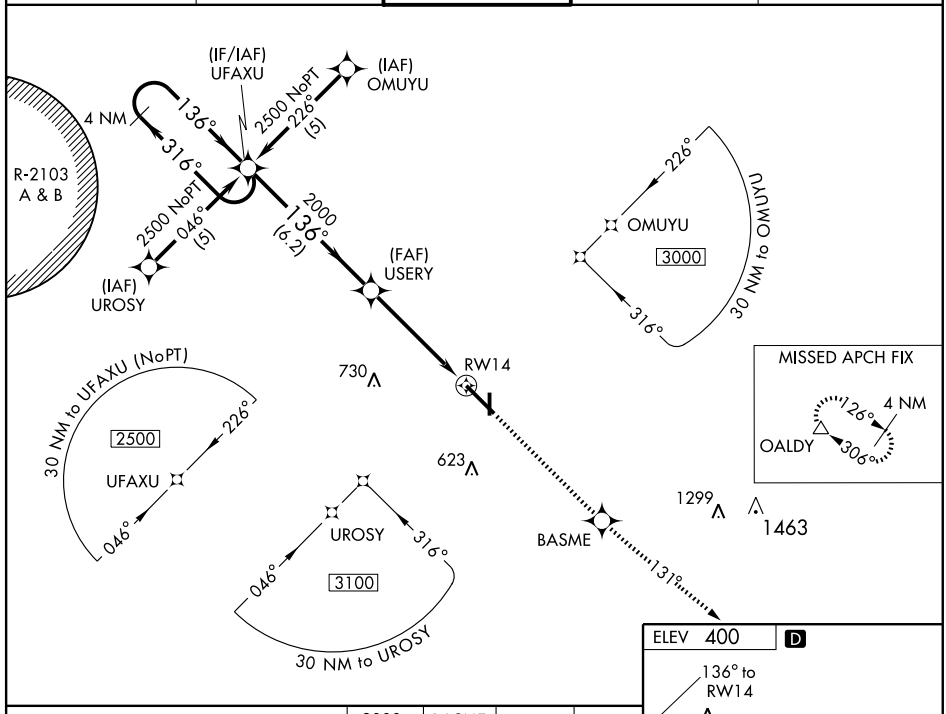
WAAS	APP CRS	Rwy Idg	8498
CH 86504	136°	TDZE	400
W14A		Apt Elev	400

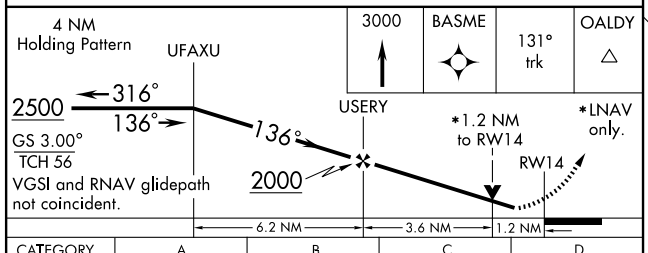
RNAV (GPS) RWY 14
DOTHAN RGNL (DHN)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). VDP NA when using Cairns altimeter setting. Baro-VNAV NA when using Cairns altimeter setting. When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 696, LNAV/VNAV DA to 830, all MDAs 60 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C ¼ mile.

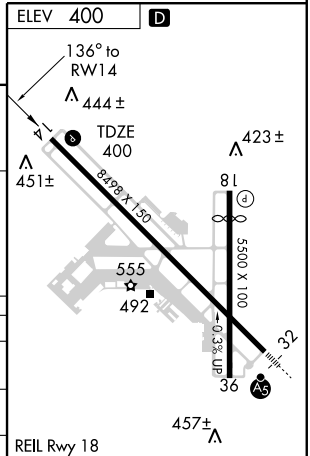
MISSED APPROACH: Climb to 3000 direct BASME and via 131° track to OALDY and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	650-¾ 250 (300-¾)			
LNAV/VNAV DA	784-1¼ 384 (400-1¼)			
LNAV MDA	760-1 360 (400-1)			760-1¼ 360 (400-1¼)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
181°	TDZE	395
	Apt Elev	401

RNAV (GPS) RWY 18

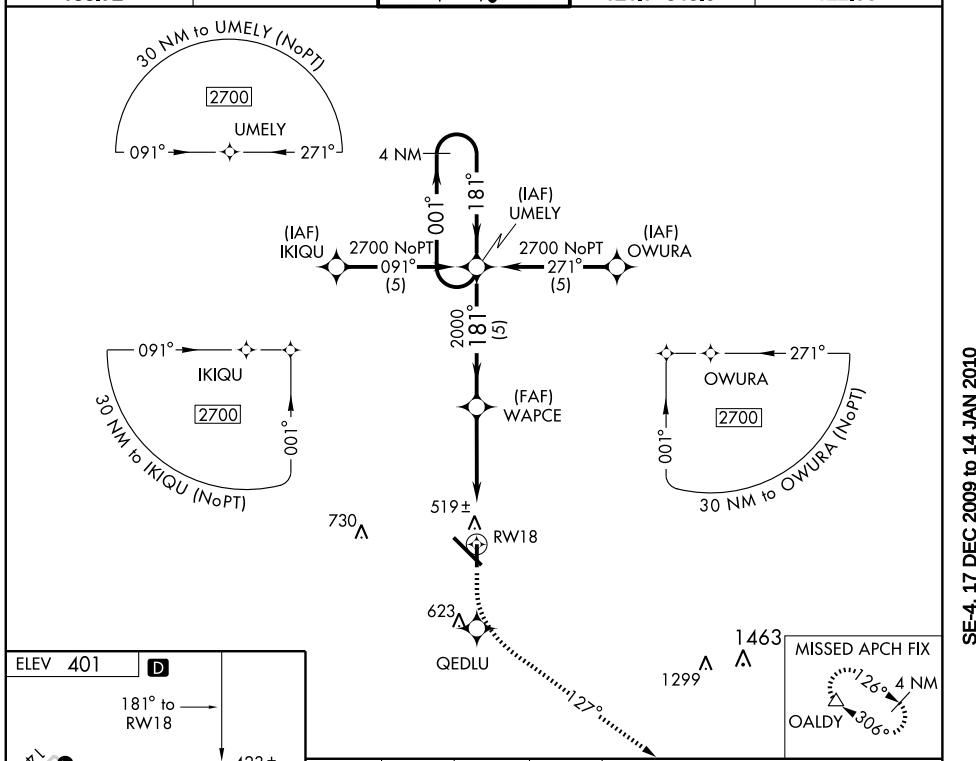
DOTHAN RGNL (DHN)

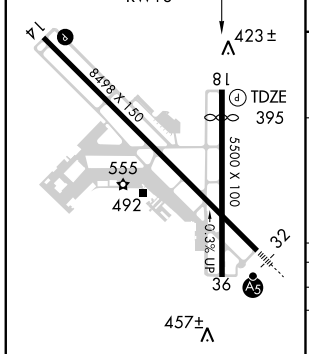
When local altimeter setting not received, use Cairns altimeter setting and increase LNAV/VNAV DA to 746; All MDA 60 feet, and increase LNAV/VNAV all Cats and LNAV Cat D visibilities ¼ mile. DME/DME RNP-0.3 NA.Baro-VNAV NA below -16°C (4°F). Baro-VNAV NA when using Cairns altimeter setting.

NA

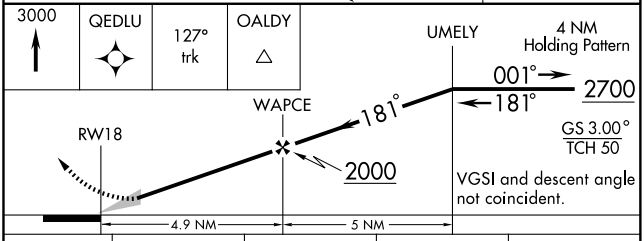
MISSED APPROACH: Climb to 3000 direct QEDLU and via 127° track to OALDY and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





REIL Rwy 18
REIL Rwy 14 L
HIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
GLS (PA)	NA			
LNAV/ VNAV DA	700-1 305 (300-1)			
LNAV MDA	800-1 405 (400-1)		800-1¼ 405 (400-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 93704 W32A	APP CRS 316°	Rwy Idg 8498 TDZE 381 Apt Elev 400

RNAV (GPS) RWY 32

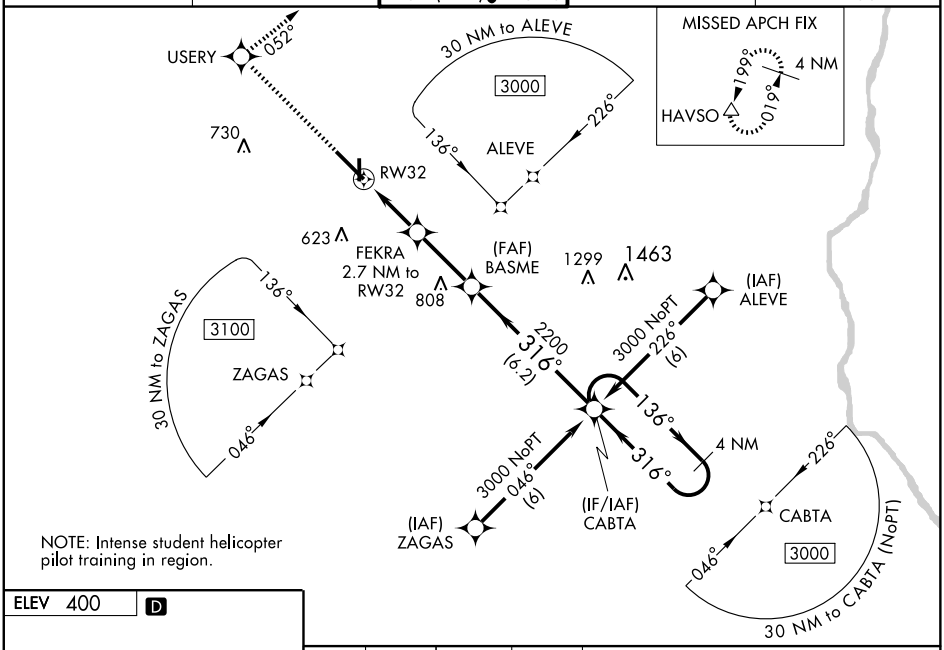
DOTHAN RGNL (DHN)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 677, LNAV/VNAV DA to 753, all MDAs 60 feet and increase visibility LNAV/VNAV all Cats and LNAV Cat C ¼ mile. When using Cairns altimeter setting increase LPV all Cats visibility ½ mile. Baro-VNAV NA when using Cairns altimeter setting. VDP NA when using Cairns altimeter setting.

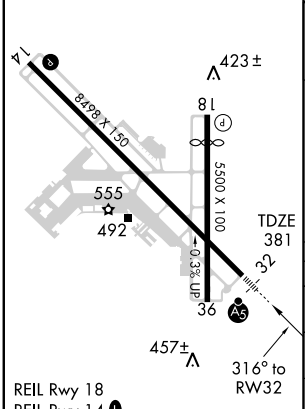
MALSR

MISSED APPROACH: Climb to 3000 direct USERY and right turn via 052° track to HAVSO and hold.

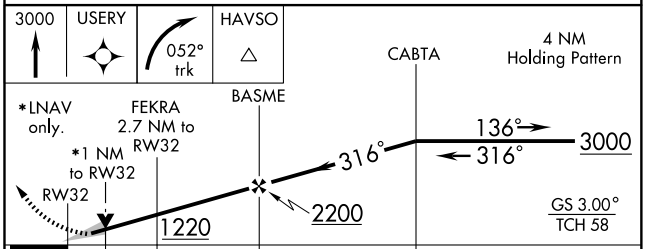
ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



NOTE: Intense student helicopter pilot training in region.



REIL Rwy 18
REIL Rwy 14 L
HIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	631/24 250 (300-½)			
LNAV/VNAV DA	707/24 326 (400-½)			707/40 326 (400-¾)
LNAV MDA	760/24 379 (400-½)			760/50 379 (400-1)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RRS	APP CRS	Rwy Idg	N/A
111.6	334°	TDZE	N/A
Chan 53		Apt Elev	400

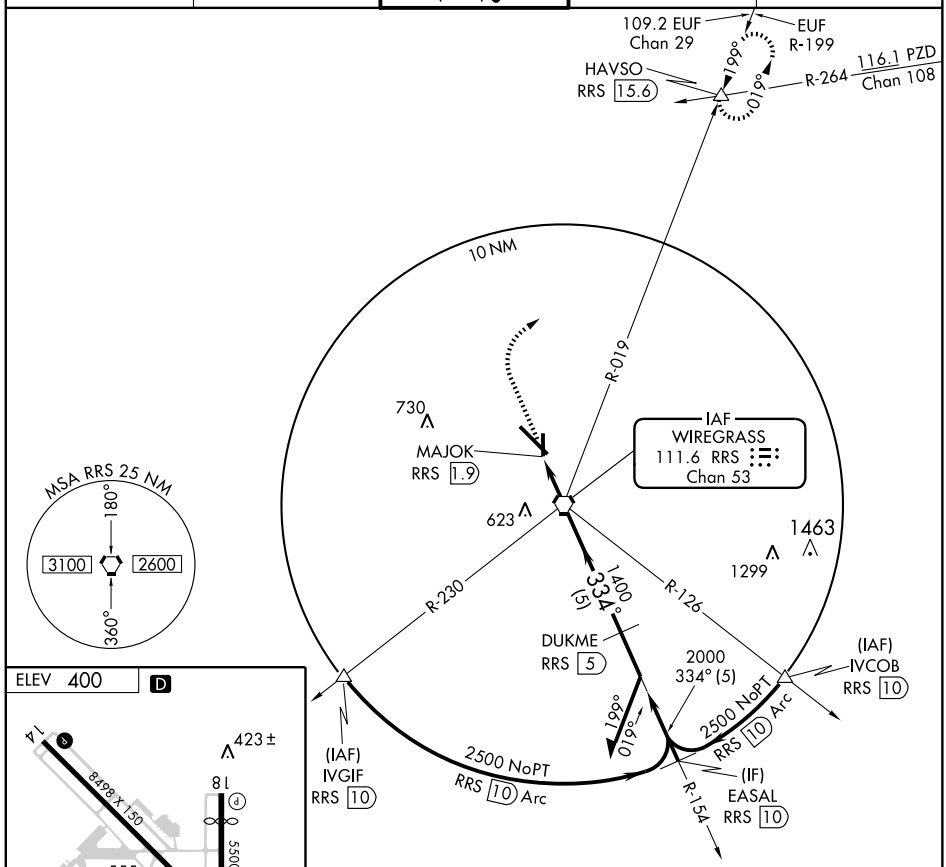
VOR or TACAN-A

DOTHAN RGNL (DHN)

When local altimeter setting not received, use Cairns altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 090° and RRS VORTAC R-019 to HAVSO INT/RRS 15.6 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	860-1	460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)

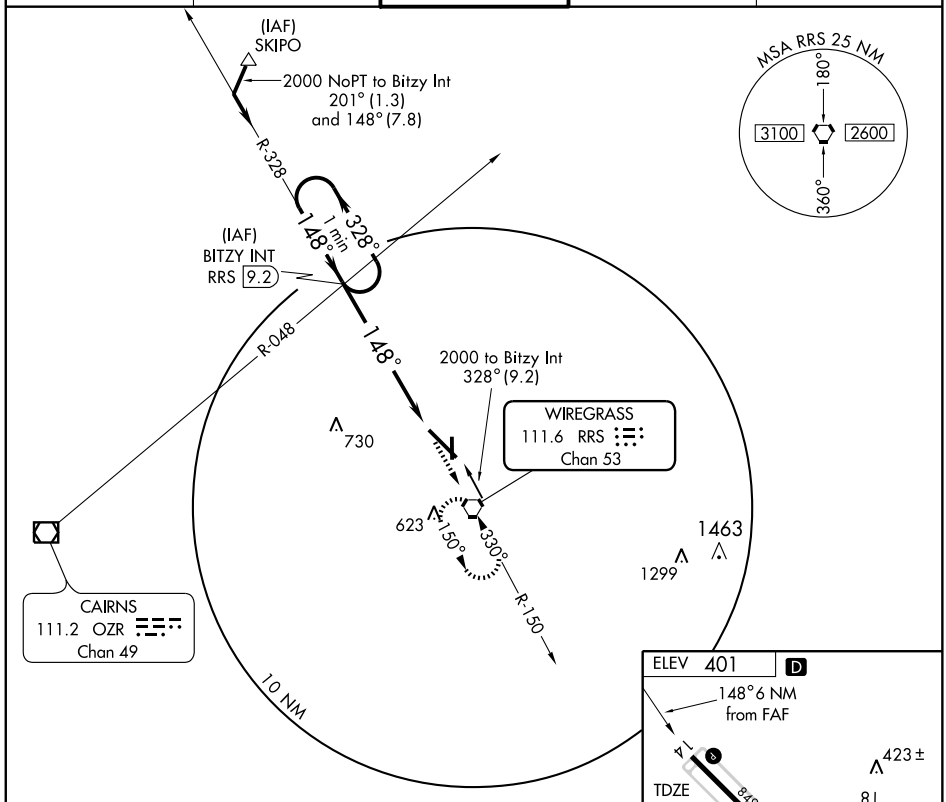
SE-4, 17 DEC 2009 to 14 JAN 2010

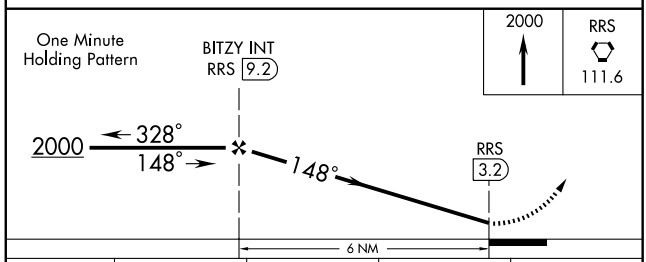
VORTAC RRS	APP CRS	Rwy Idg	8498
111.6	148°	TDZE	401
Chan 53		Apt Elev	401

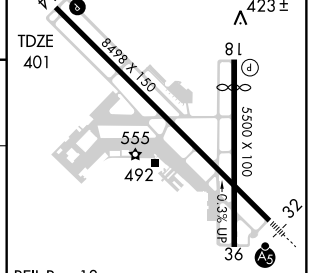
VOR RWY 14
DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-14	820-1	419 (500-1)	820-1¼	419 (500-1¼)
CIRCLING	860-1	459 (500-1)	860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

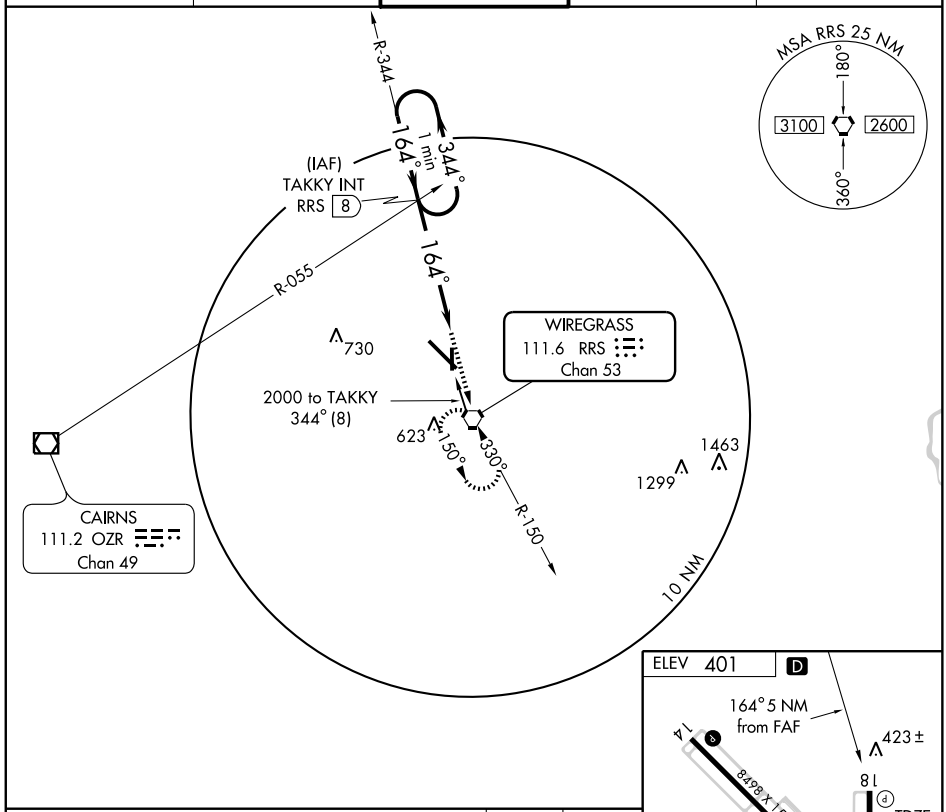
SE-4, 17 DEC 2009 to 14 JAN 2010

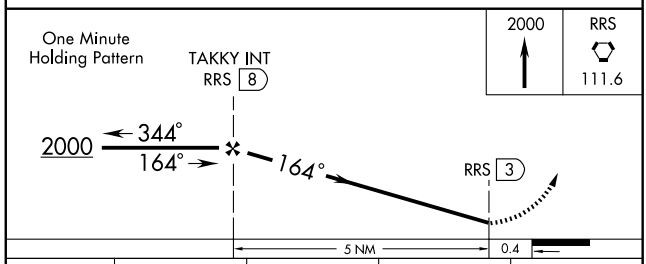
VORTAC RRS	APP CRS	Rwy Idg	5000
111.6	164°	TDZE	395
Chan 53		Apt Elev	401

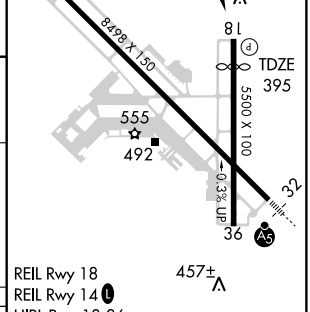
VOR RWY 18
DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-18	820-1 425 (500-1)		820-1¼ 425 (500-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 72614 W05A	APP CRS 055°	Rwy Idg 5080 TDZE 360 Apt Elev 361

RNAV (GPS) RWY 5

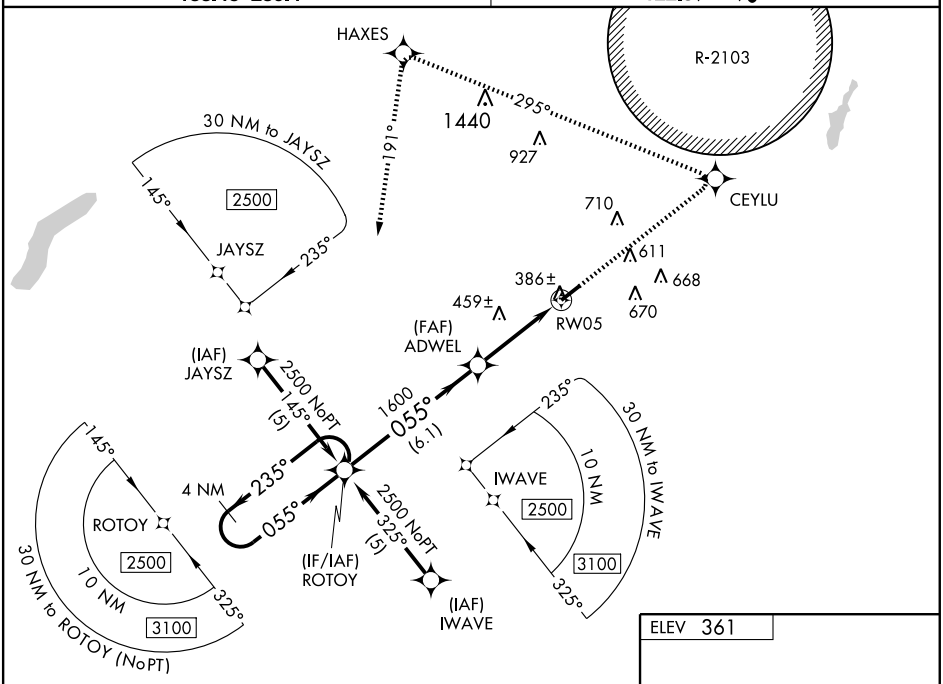
ENTERPRISE MUNI (EDN)

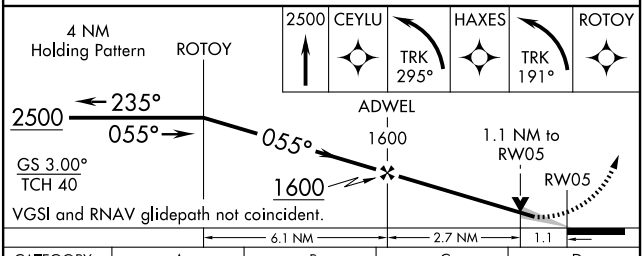
Baro-VNAV NA when using Cairns AAF (Fort Rucker) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, when not received, use Cairns AAF (Fort Rucker) altimeter setting and increase LPV DA to 642 feet, LNAV/VNAV DA to 688 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

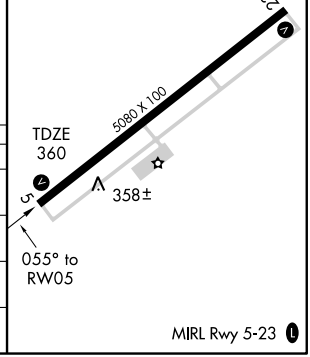
▼ NA

MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

CAIRNS APP CON ★	UNICOM
133.45 239.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	610-1 250 (300-1)			NA
LNAV/ VNAV DA	656-1 296 (300-1)			NA
LNAV MDA	720-1 360 (400-1)			NA
CIRCLING	820-1 459 (500-1)		820-1½ 459 (500-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR EDN 116.6	APP CRS 065°	Rwy Idg 5100 TDZE 364 Apt Elev 369

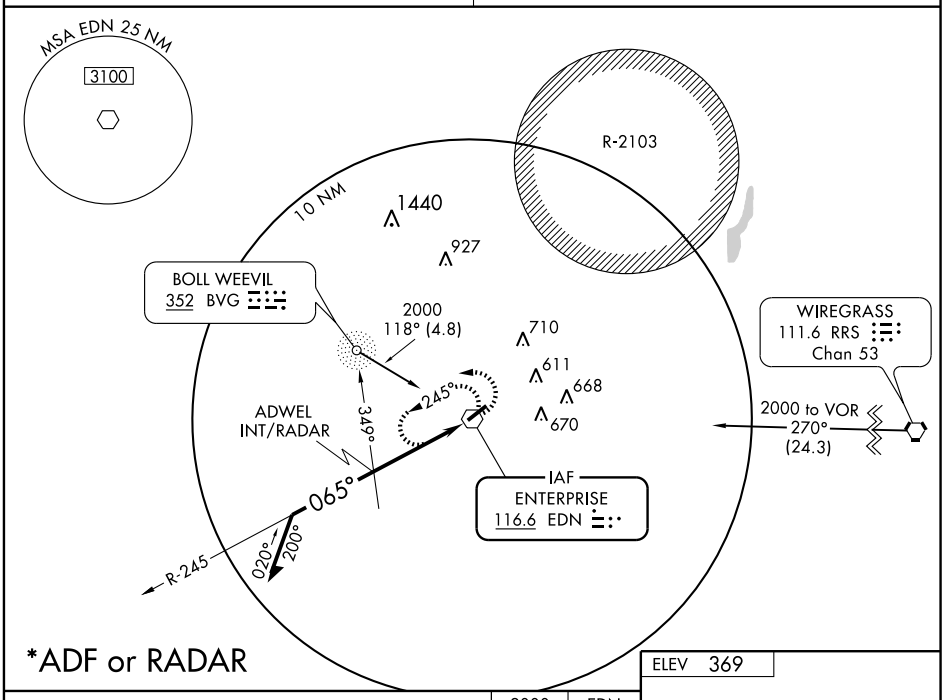
VOR RWY 5
ENTERPRISE MUNI (EDN)

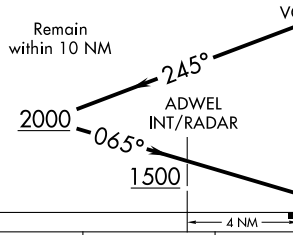
T
A NA — Use Cairns AAF (Fort Rucker) altimeter setting, if not received, use Dothan Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2000 in EDN VOR holding pattern.

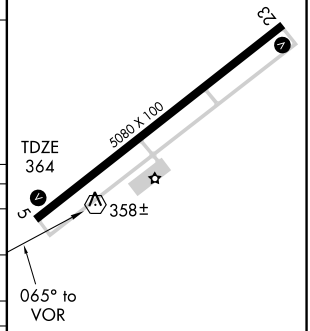
CAIRNS APP CON ★ 133.45 239.4

UNICOM 122.8 (CTAF) L





2000	EDN 116.6



CATEGORY	A	B	C	D
S-5	1500-1¼ 1136 (1200-1¼)	1500-1½ 1136 (1200-1½)	1500-3 1136 (1200-3)	NA
CIRCLING	1500-1¼ 1131 (1200-1¼)	1500-1½ 1131 (1200-1½)	1500-3 1131 (1200-3)	NA
*ADWEL INT MINIMUMS				
S-5	780-1 416 (500-1)		780-1¼ 416 (500-1¼)	NA
CIRCLING	860-1 491 (500-1)		860-1½ 491 (500-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
184°	TDZE	285
	Apt Elev	285

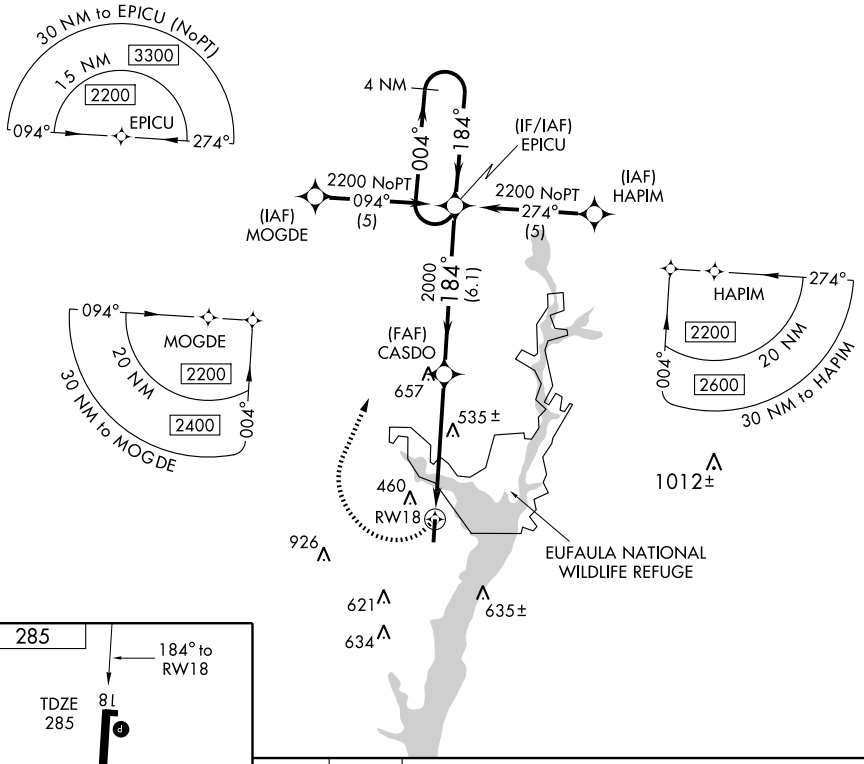
RNAV (GPS) RWY 18

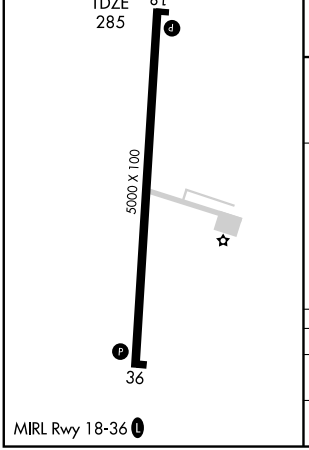
EUFAULA/ WEEDON FIELD (EUF)

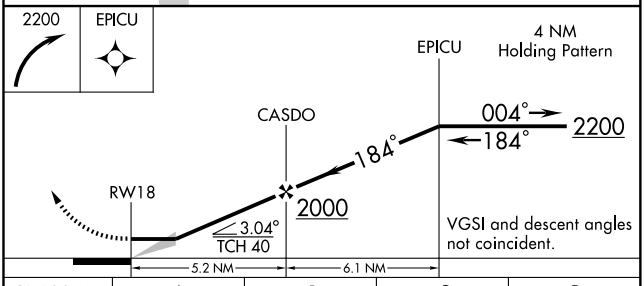
Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet, and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct EPICU and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS		
004°	Rwy Idg	5000
	TDZE	285
	Apt Elev	285

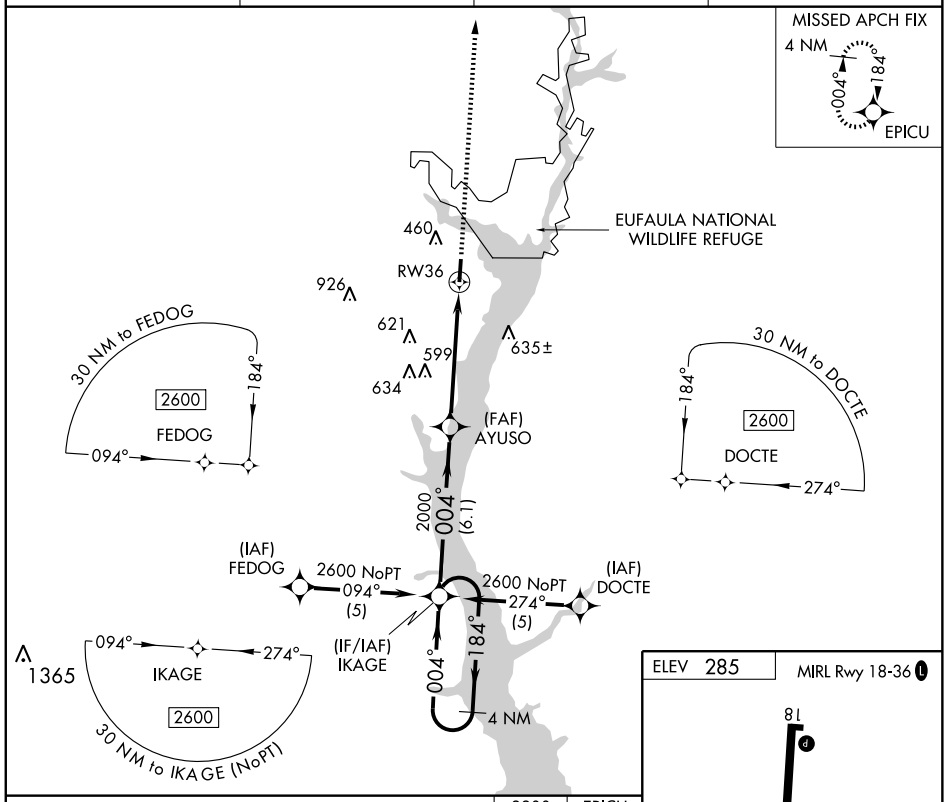
RNAV (GPS) RWY 36

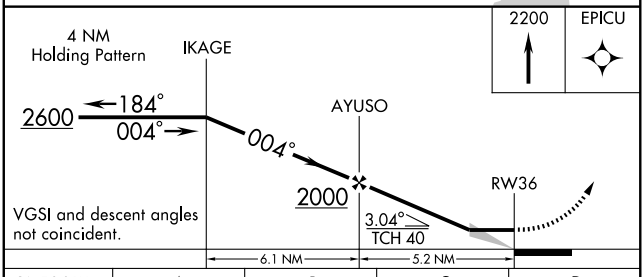
EUFAULA/ WEEDON FIELD (EUF)

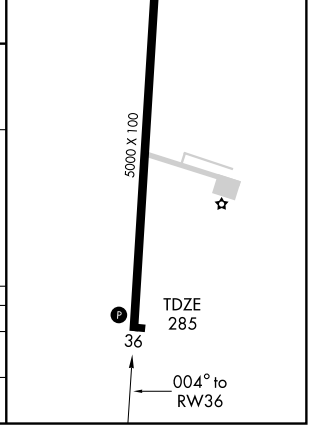
Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICU and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 675 (700-1)		960-2 675 (700-2)	960-2¼ 675 (700-2¼)
CIRCLING	960-1 675 (700-1)		960-2 675 (700-2)	960-2¼ 675 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	356°	TDZE	285
Chan 29		Apt Elev	285

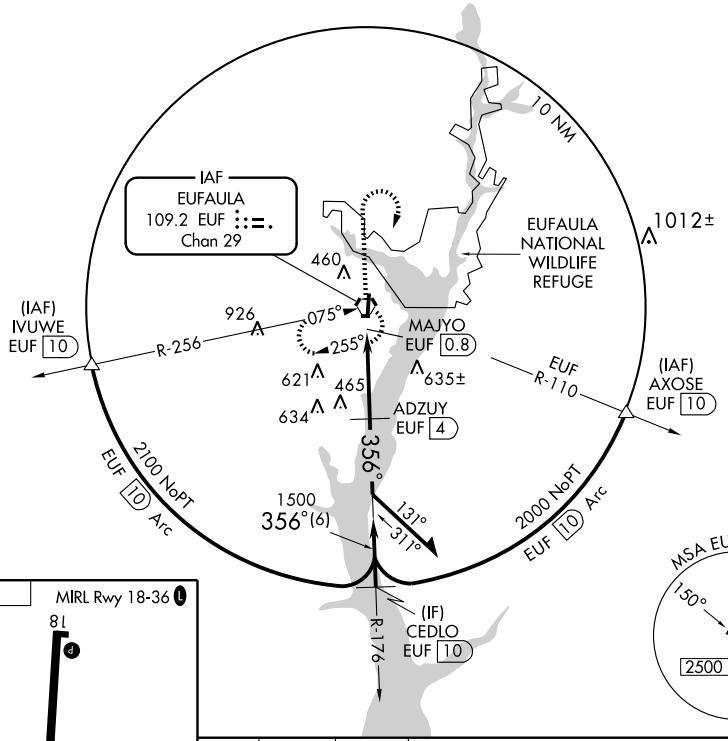
VOR/DME RWY 36

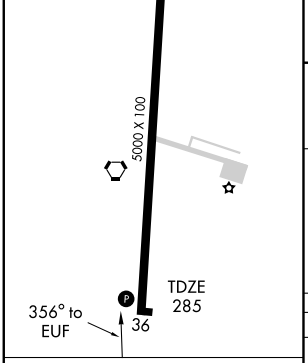
EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L

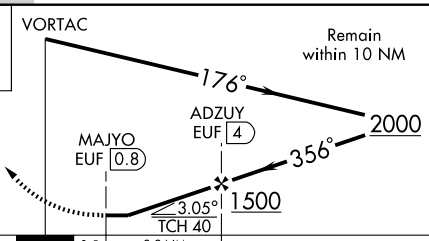




Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF
		109.2

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-36	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	187°	TDZE	285
Chan 29		Apt Elev	285

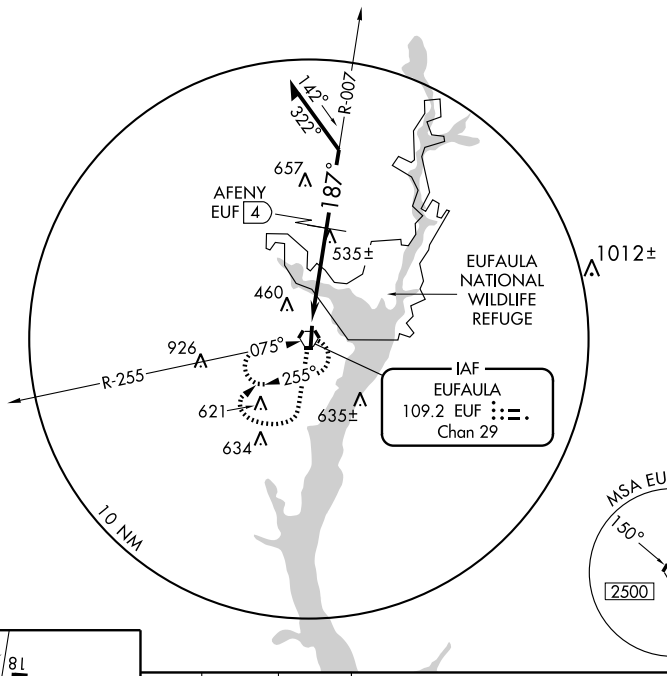
VOR RWY 18

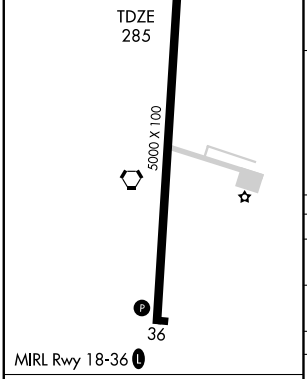
EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and AFENY Fix Minimums Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L

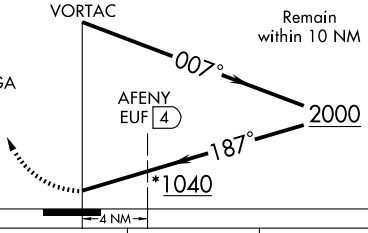




Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF
		109.2

*1080 when using Columbus, GA altimeter setting.



CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
AFENY FIX MINIMUMS				
S-18	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS		
003°	Rwy Idg	4002
	TDZE	259
	Apt Elev	259

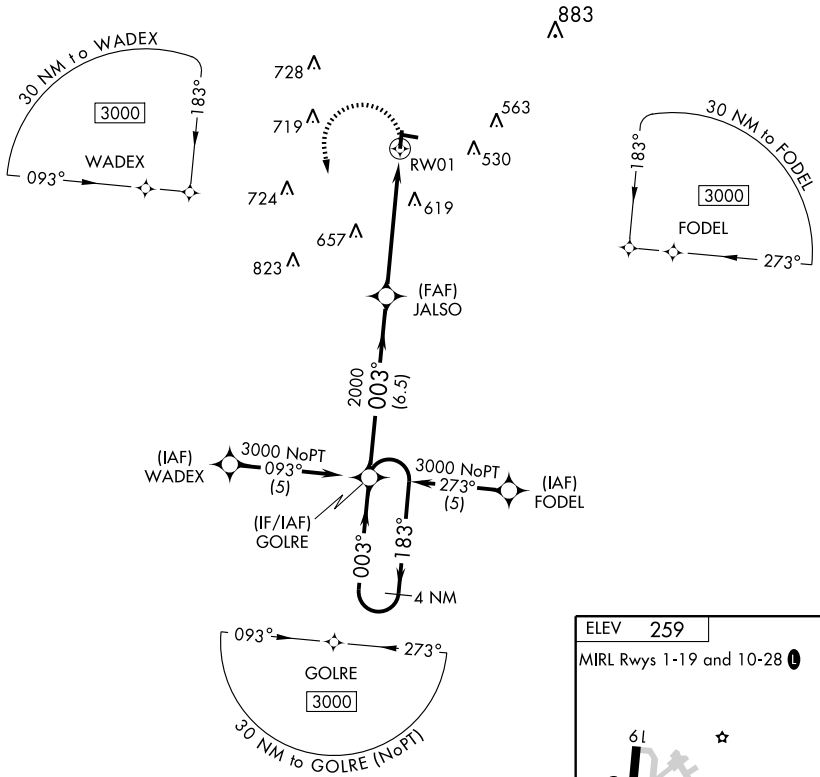
RNAV (GPS) RWY 1

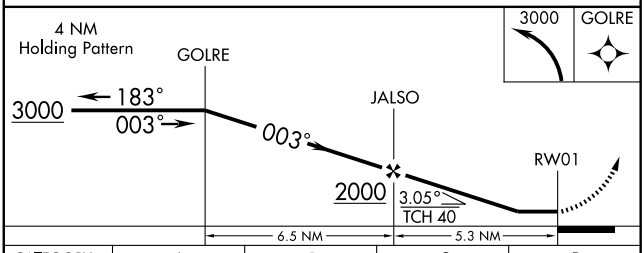
EVERGREEN/ MIDDLETON FIELD (GZH)

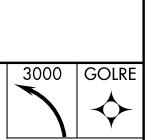
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GOLRE and hold.

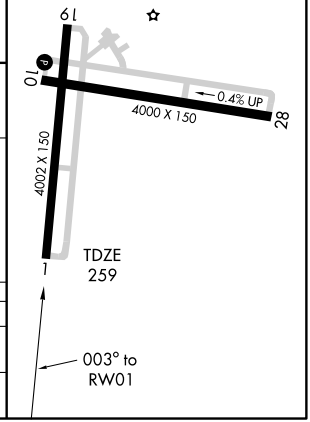
ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1	621 (700-1)	880-1¾ 621 (700-1¾)	880-2 621 (700-2)
CIRCLING	920-1	661 (700-1)	920-1¾ 661 (700-1¾)	920-2 661 (700-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
097°	TDZE	259
	Apt Elev	259

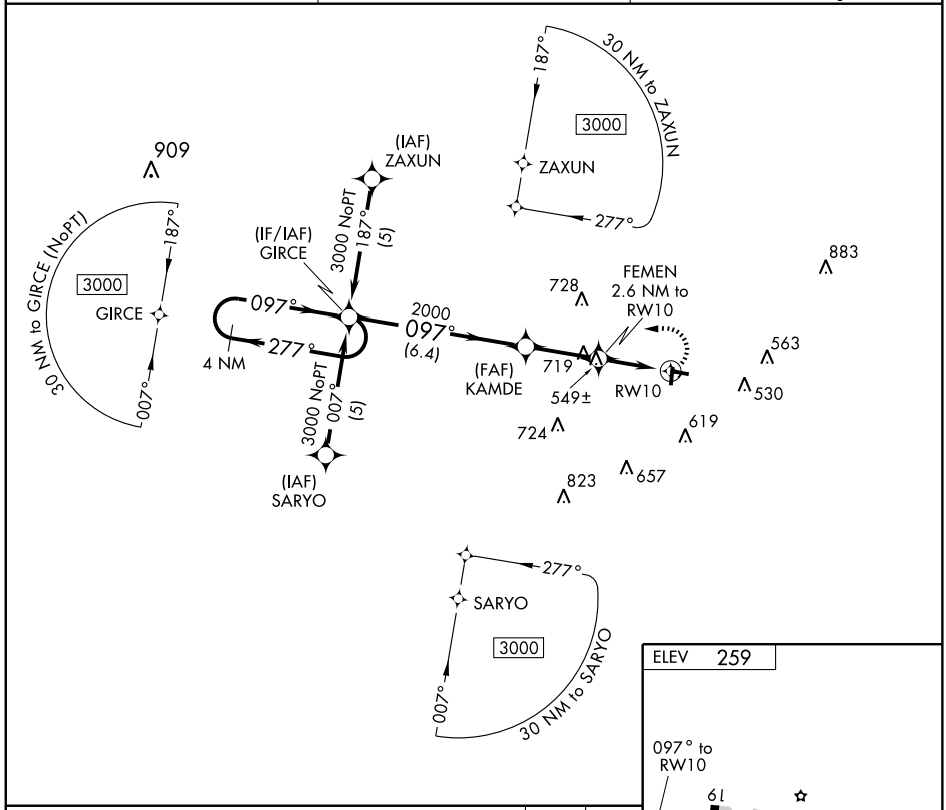
RNAV (GPS) RWY 10

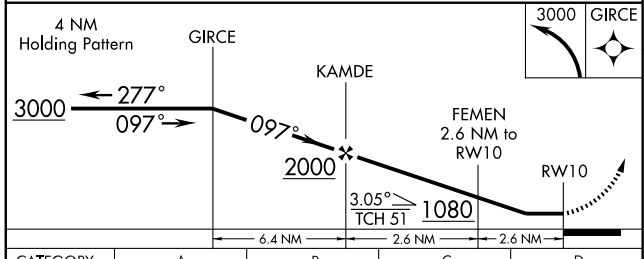
EVERGREEN/ MIDDLETON FIELD (GZH)

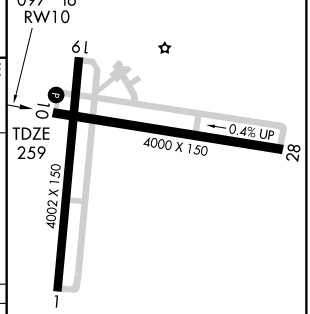
When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GIRCE and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 541 (600-1)		800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwys 1-19 and 10-28 L

SE-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4002
183°	TDZE	259
	Apt Elev	259

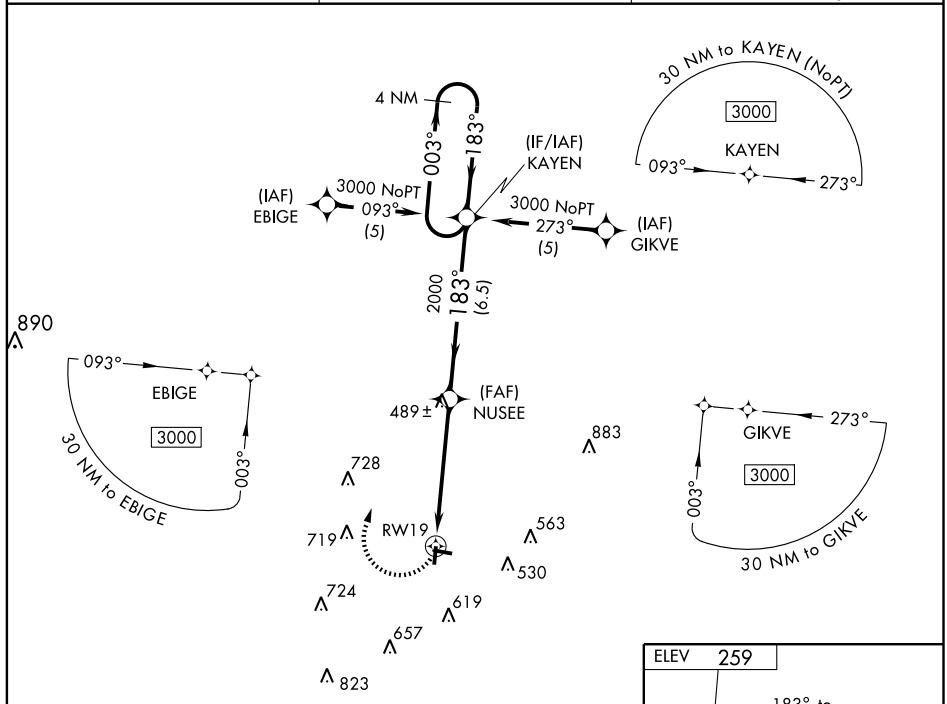
RNAV (GPS) RWY 19

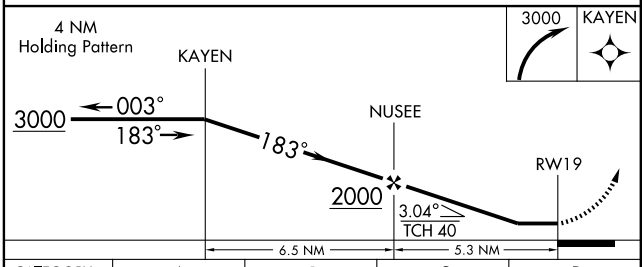
EVERGREEN/ MIDDLETON FIELD (GZH)

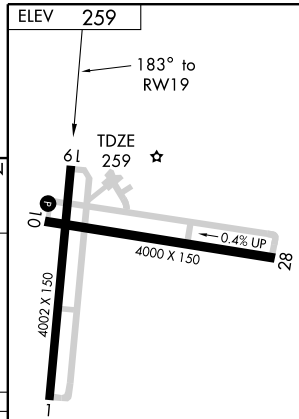
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct KAYEN and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1	481 (500-1)	740-1¼ 481 (500-1¼)	740-1½ 481 (500-1½)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwys 1-19 and 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
278°	TDZE	258
	Apt Elev	259

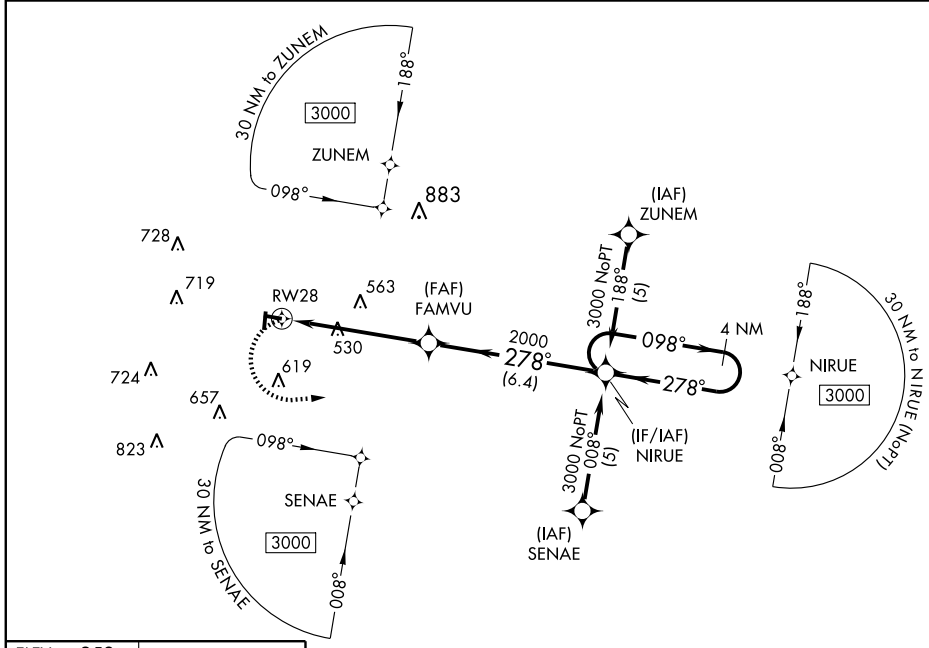
RNAV (GPS) RWY 28

EVERGREEN/MIDDLETON FIELD (GZH)

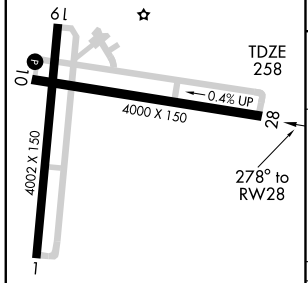
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct NIRUE and hold.

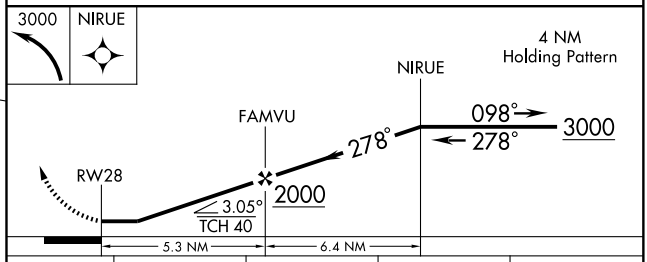
ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L



ELEV 259



MIRL Rwys 1-19 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 542 (600-1)		800-1½ 542 (600-1½)	800-1¾ 542 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MVC	APP CRS	Rwy Idg	4000
116.8	095°	TDZE	259
Chan 115		Apt Elev	259

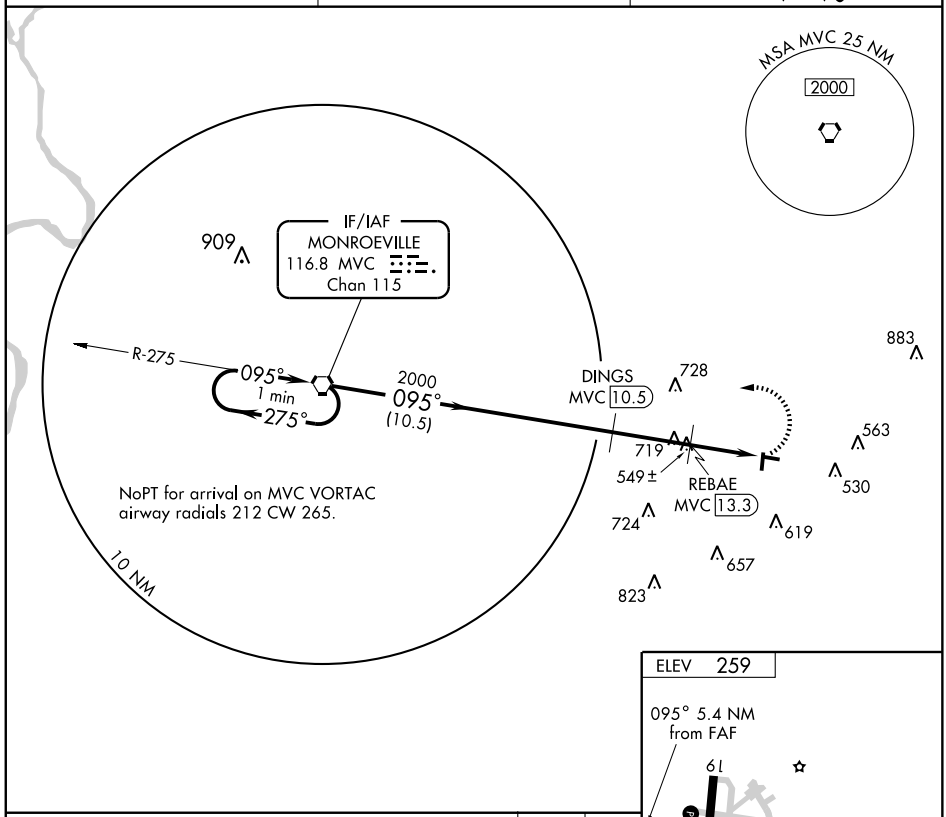
VOR/DME RWY 10

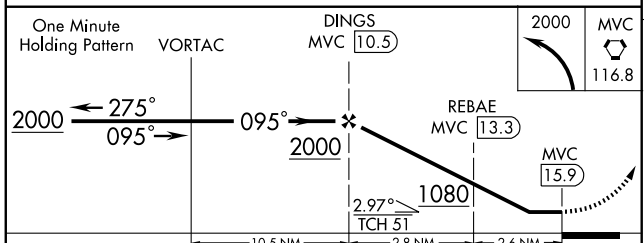
EVERGREEN/ MIDDLETON FIELD (GZH)

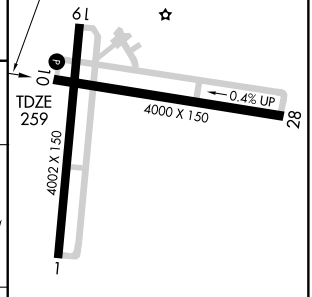
When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, S-10 visibility Cat. C/D ¼ mile, Circling visibility Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







MIRL Rwys 1-19 and 10-28 L

CATEGORY	A	B	C	D
S-10	800-1	541 (600-1)	800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 93513 W01A	APP CRS 010°	Rwy Idg 6604 TDZE 87 Apt Elev 91

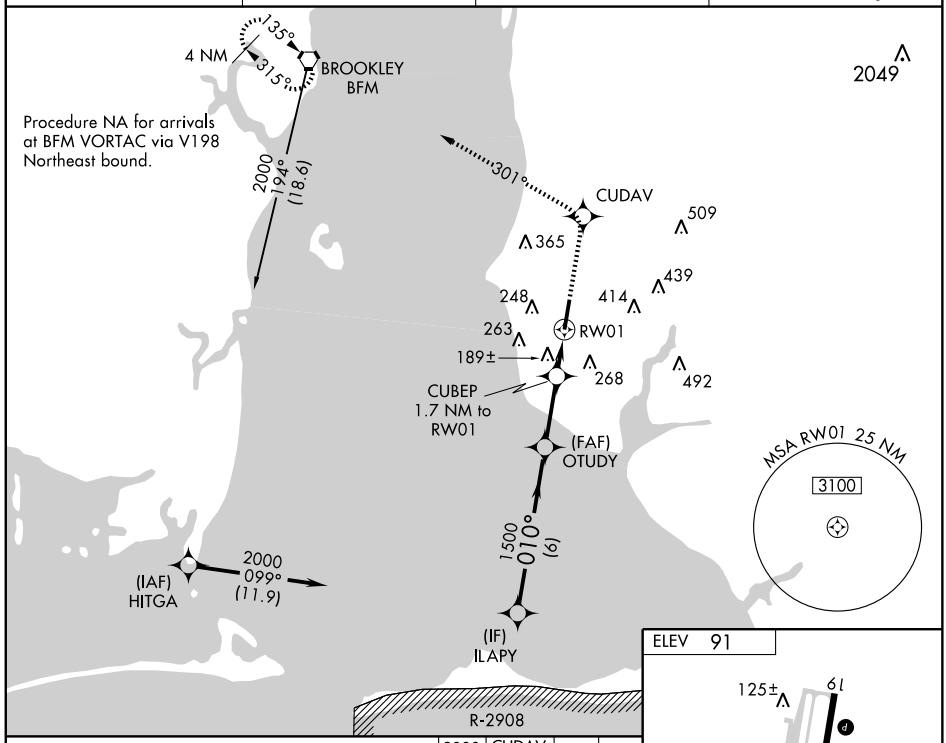
RNAV (GPS) RWY 1

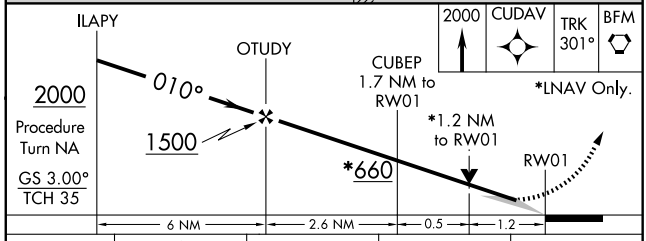
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase LPV DA 42 feet, LNAV/VNAV DA 132 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting.

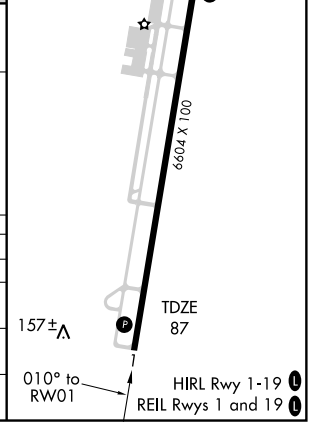
MISSED APPROACH: Climb to 2000 direct CUDAV and via track 301° to BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	337-1 250 (300-1)			
LNAV/ VNAV DA	427-1¼ 340 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH **99313** **W19A**	APP CRS **190°**	Rwy Idg **6604** TDZE **91** Apt Elev **91**

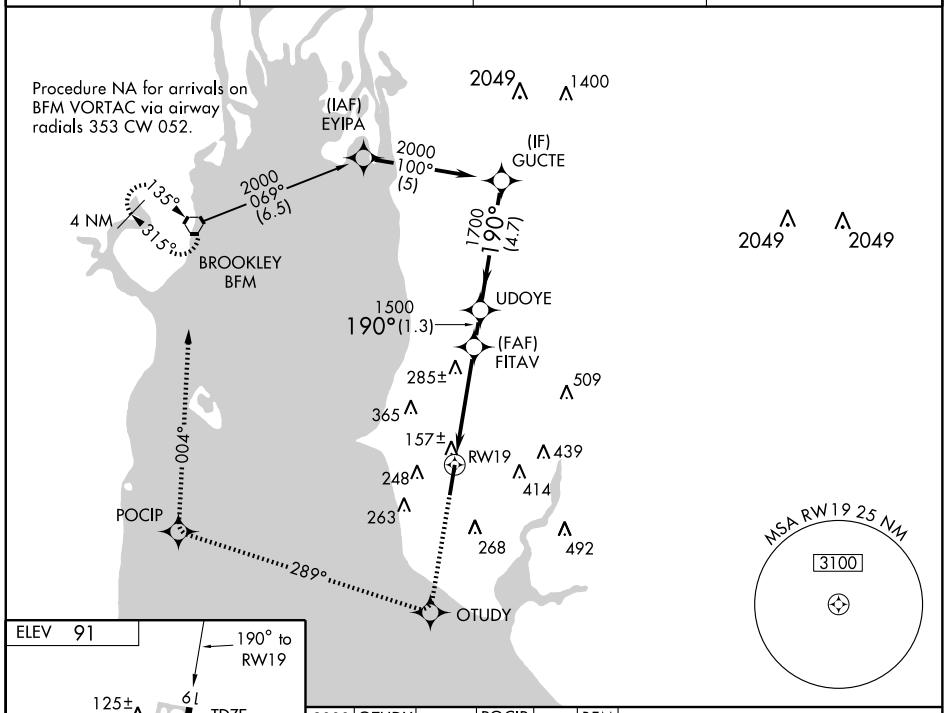
RNAV (GPS) RWY 19

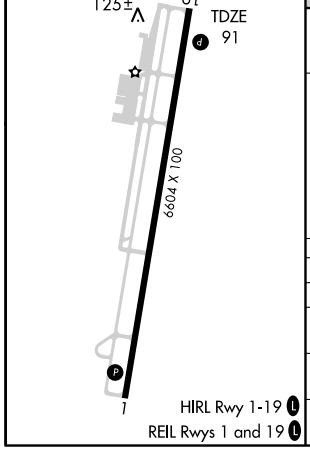
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

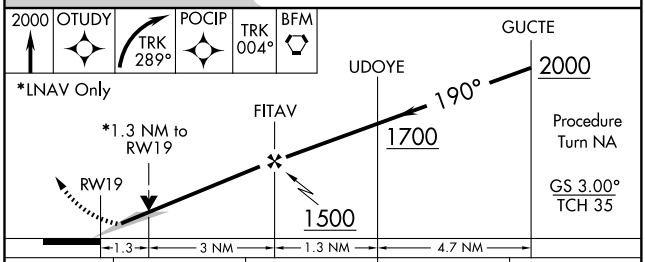
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OTUDY and right turn via track 289° to POCIP and via track 004° to BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	**135.575**	**118.5 269.3**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	373-1 282 (300-1)			
LNAV/ VNAV DA	429-1¼ 338 (400-1¼)			
LNAV MDA	540-1 449 (500-1)		540-1¼ 449 (500-1¼)	540-1½ 449 (500-1½)
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg N/A TDZE N/A Apt Elev 91

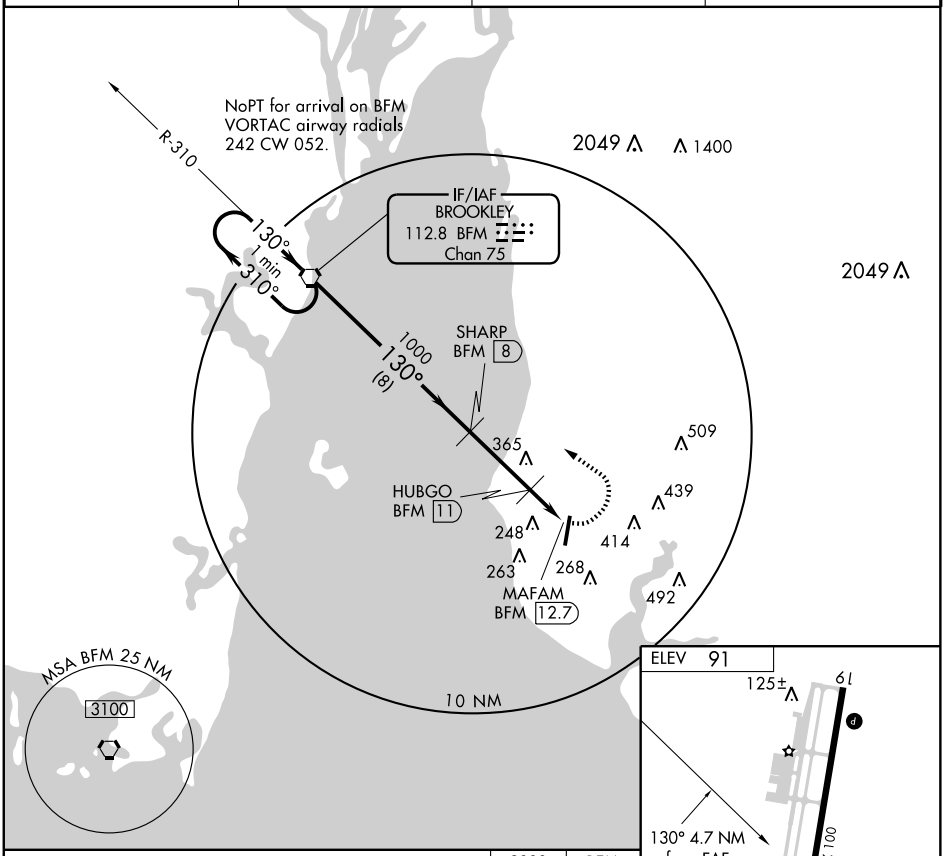
VOR/DME-A

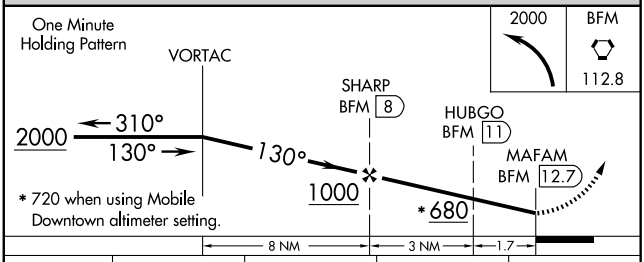
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all Cats MDA 40 feet.

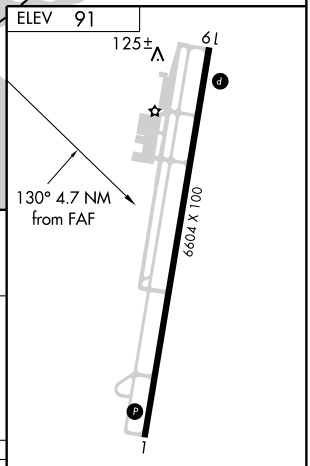
MISSED APPROACH: Climbing left turn to 2000 direct BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)



HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB FDF 204	APP CRS 171°	Rwy Idg 5008 TDZE 357 Apt Elev 357

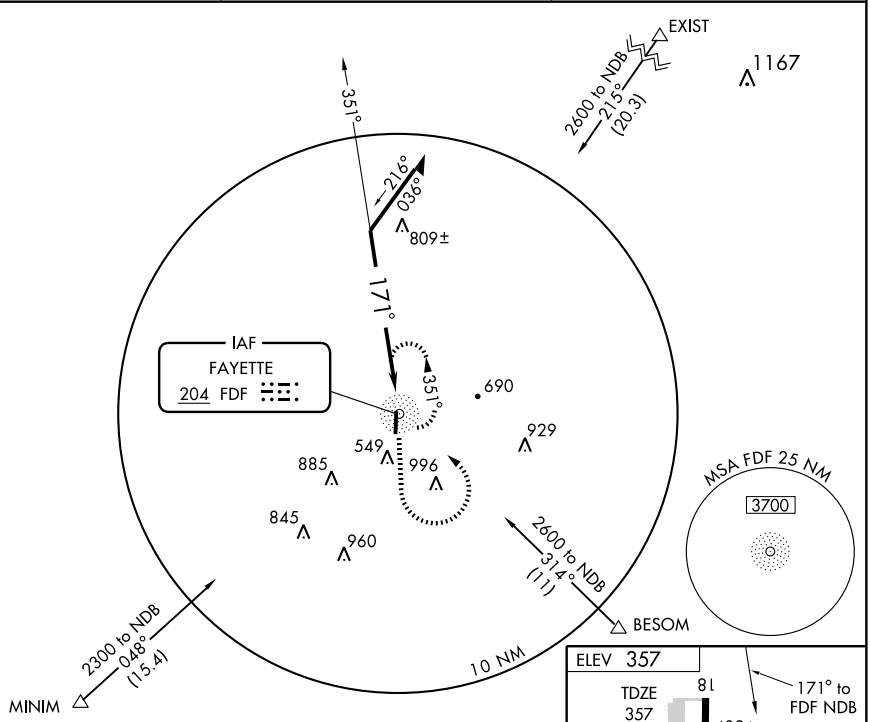
NDB RWY 18

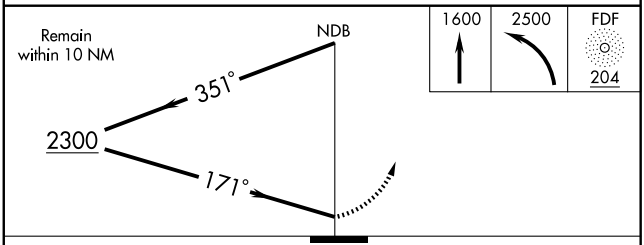
FAYETTE/ RICHARD ARTHUR FIELD (M95)

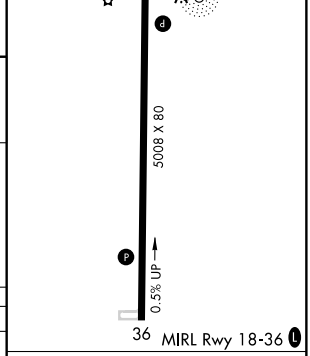
T NA — Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct FDF NDB and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1240-1¼	883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)
CIRCLING	1240-1¼	883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5008
183°	TDZE	357
	Apt Elev	357

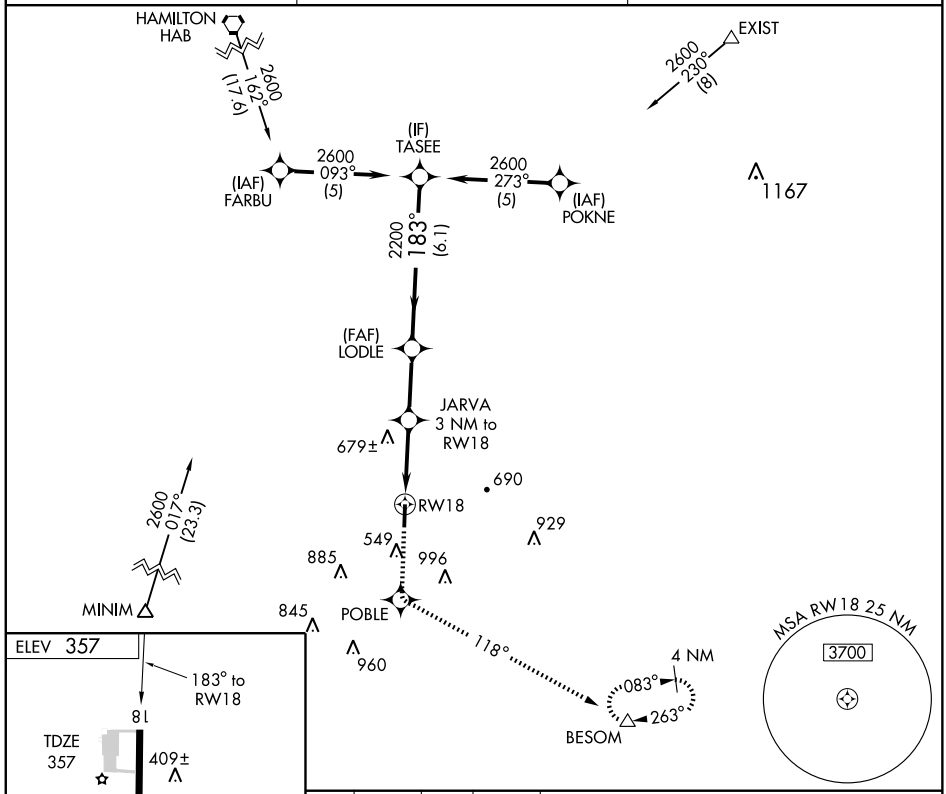
RNAV (GPS) RWY 18

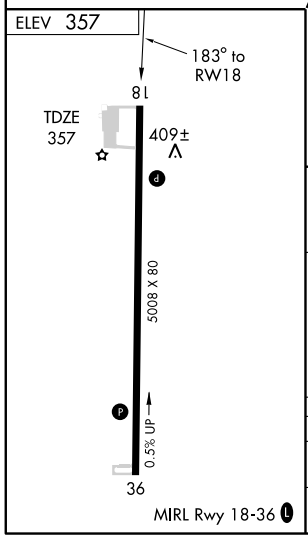
FAYETTE/ RICHARD ARTHUR FIELD (M95)

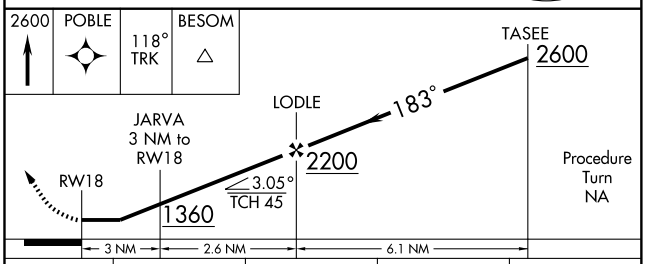
Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and LNAV visibility Cats C/D ¼ mile and circling Cat. D ½ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct POBLE and via 118° track to BESOM and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3	COLUMBUS APP CON ★	UNICOM
119.225	126.075 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	663 (700-1)	1020-1¾ 663 (700-1¾)	1020-2 663 (700-2)
CIRCLING	1020-1 663 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5008
003°	TDZE	346
	Apt Elev	357

RNAV (GPS) RWY 36

FAYETTE/ RICHARD ARTHUR FIELD (M95)

T
NA

Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and circling Cat. D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct LODLE and via 046° track to EXIST and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) L

HAMILTON HAB

Procedure NA for arrivals at HAB VORTAC via V159 Northwest Bound.

2600 to Cibex 174° (41)

MISSED APCH FIX

120° 4 NM EXIST 300°

046°

1167

LODLE

690

RW36

549 639± 929

885 996

POBLE 2.6 NM to RW36

699±

845 960

(FAF) JIMGO

Procedure NA for arrivals at MINIM via V245 Northwest Bound.

2100 003° (6.2)

BESOM

2600 216° (5.9)

MINIM 2600 106° (6)

2600 093° (5)

2600 273° (5)

(IAF) CIBEX

(IF) PUGME

(IAF) FEBSO

MSA RW36 25 NM

3700

ELEV 357

18

409±

5008 X 80

0.5% UP

TDZE 346

36

003° to RW36

MIRL Rwy 18-36 L

PUGME 2600 003° JIMGO 3.04° TCH 45 2100 POBLE 2.6 NM to RW36 RW36 1200

Procedure Turn NA

2600	LODLE	046° TRK	EXIST

6.2 NM 2.7 NM 2.6 NM

CATEGORY	A	B	C	D
LNAV MDA	980-1 634 (700-1)		980-1¾ 634 (700-1¾)	980-2 634 (700-2)
CIRCLING	1000-1 643 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3197
220°	TDZE	314
	Apt Elev	314

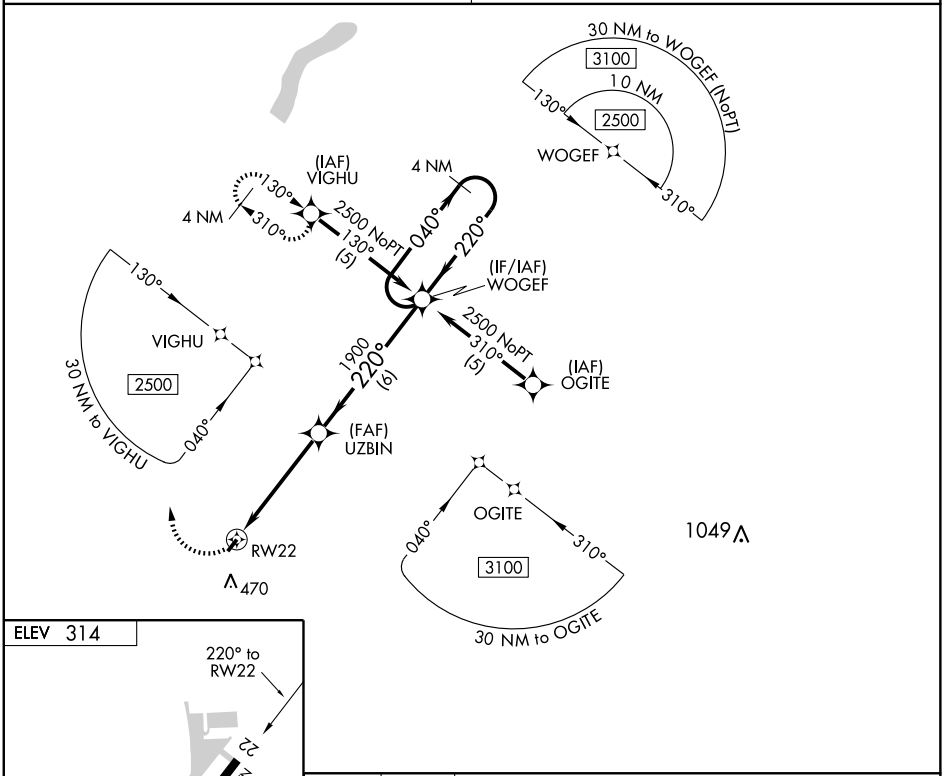
RNAV (GPS) RWY 22

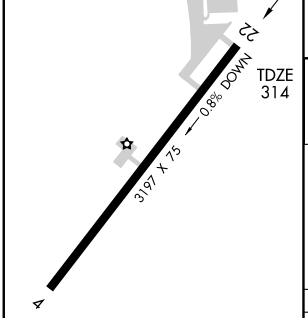
FLORALA MUNI (Ø J14)

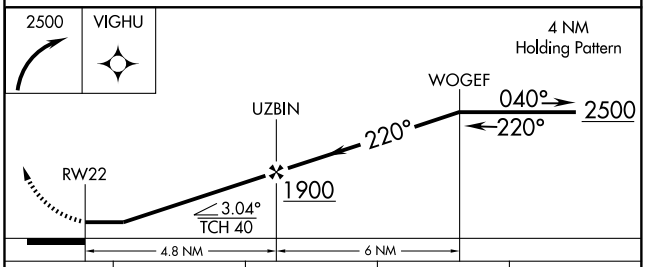
Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2500 direct VIGHU and hold.

CAIRNS APP CON	UNICOM
133.45 239.4	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA
CIRCLING	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA

MIRL Rwy 4-22

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB ESU	APP CRS		
204	164°	Rwy ldg	3700
		TDZE	72
		Apt Elev	74

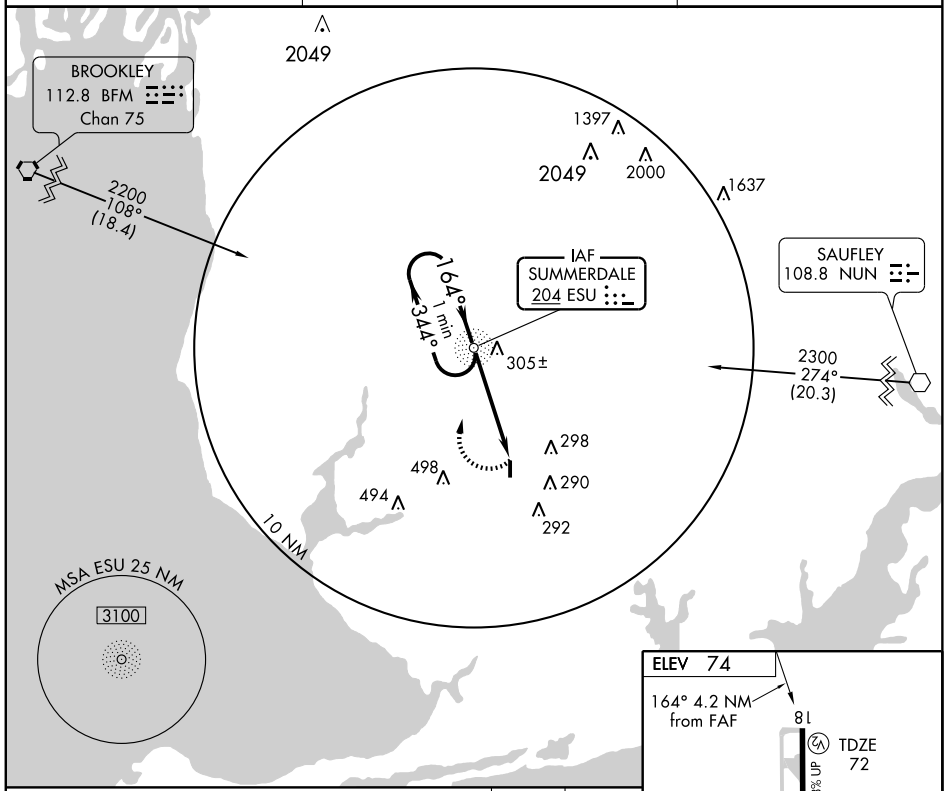
NDB RWY 18

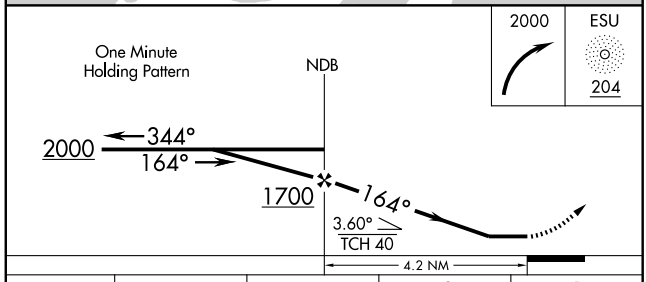
FOLEY MUNI (5R4)

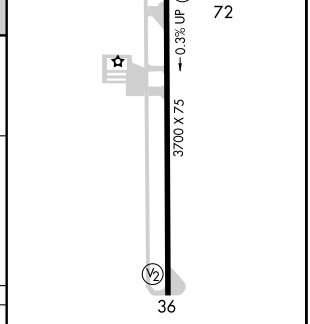
NA — Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet and visibilities Cat C and D¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ESU NDB and hold.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	800-1 728 (800-1)		800-2 728 (800-2)	NA
CIRCLING	800-1 726 (800-1)		800-2 726 (800-2)	NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45516 W18A	APP CRS 182°	Rwy Idg 3700 TDZE 72 Apt Elev 74

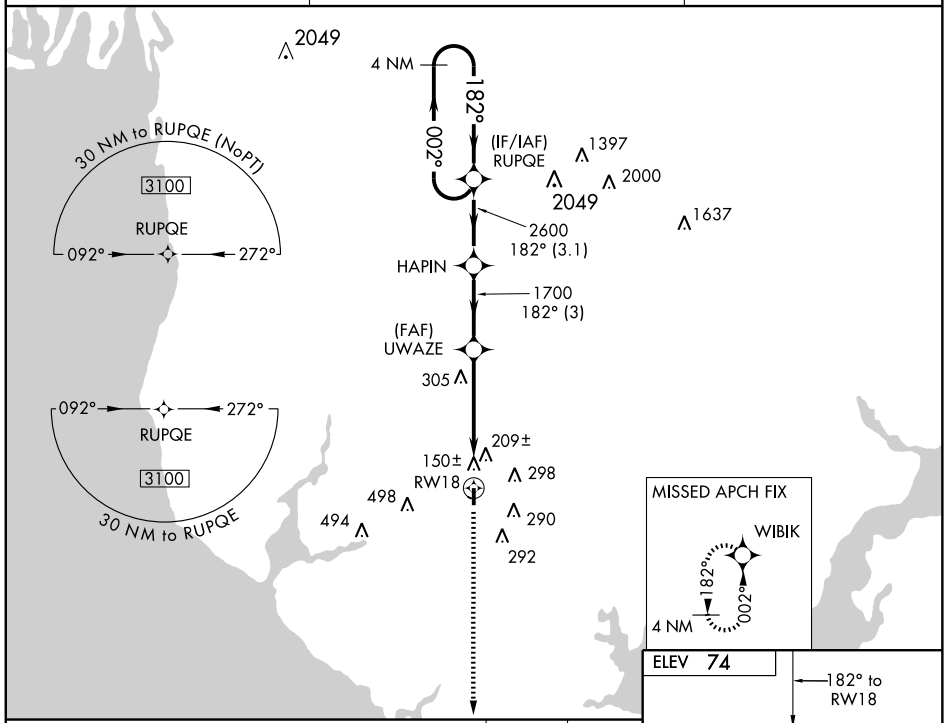
RNAV (GPS) RWY 18

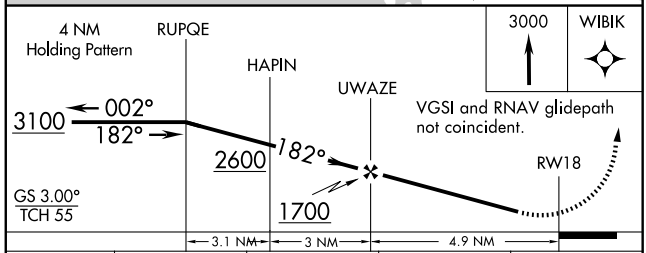
FOLEY MUNI (5R4)

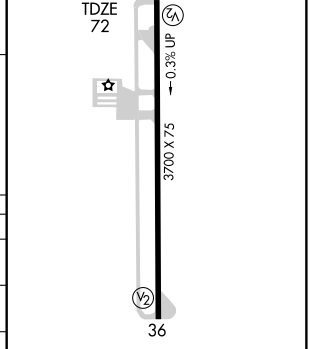
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	447-1¼ 375 (400-1¼)			NA
LNAV/VNAV DA	596-1¾ 524 (600-1¾)			NA
LNAV MDA	580-1 508 (600-1)		580-1½ 508 (600-1½)	NA
CIRCLING	680-1 606 (700-1)		720-1¾ 646 (700-1¾)	NA

MIRL Rwy 18-36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 93515 W36A	APP CRS 002°	Rwy Idg 3700 TDZE 74 Apt Elev 74

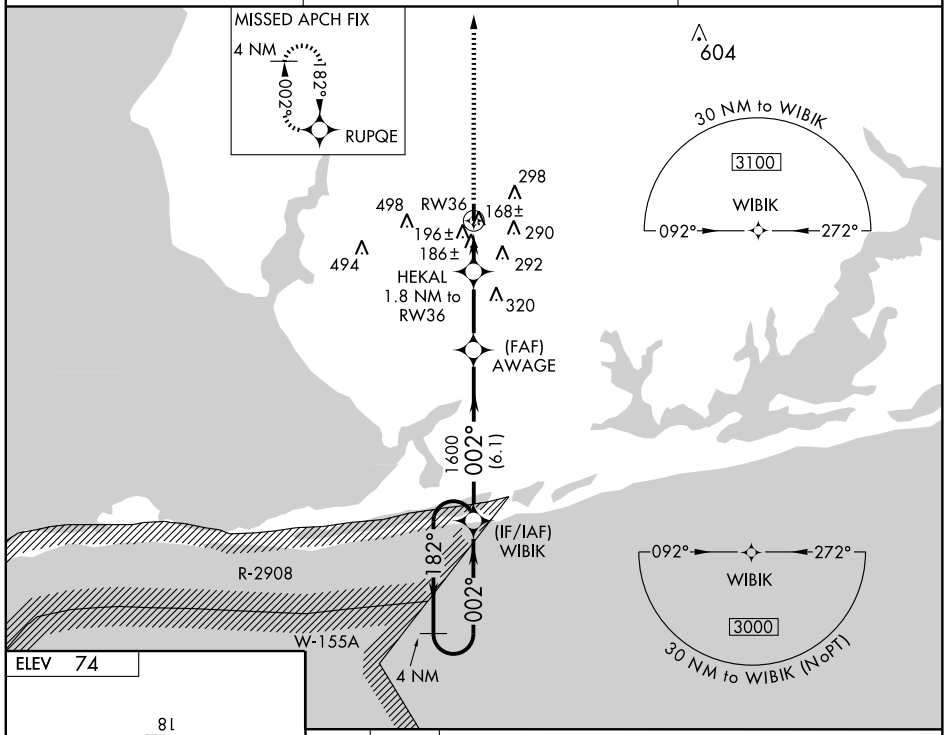
RNAV (GPS) RWY 36

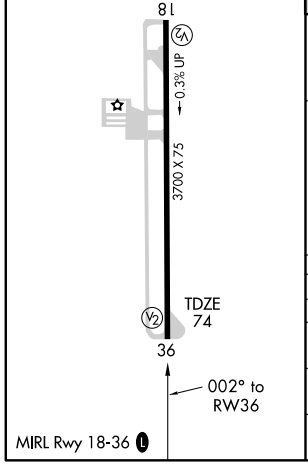
FOLEY MUNI (5R4)

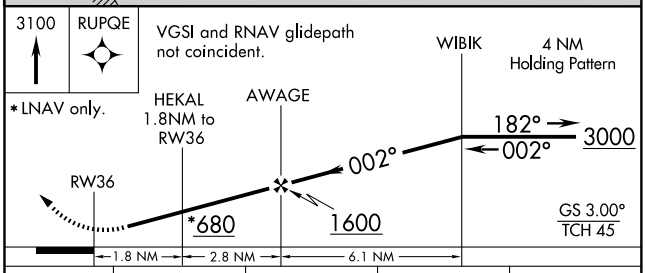
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	456-1¼ 382 (400-1¼)			NA
LNAV/VNAV DA	622-2 548 (600-1)			NA
LNAV MDA	640-1 566 (600-1)		640-1½ 566 (600-1½)	NA
CIRCLING	680-1 606 (700-1)		720-1¾ 646 (700-1¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
041°	TDZE	877
	Apt Elev	877

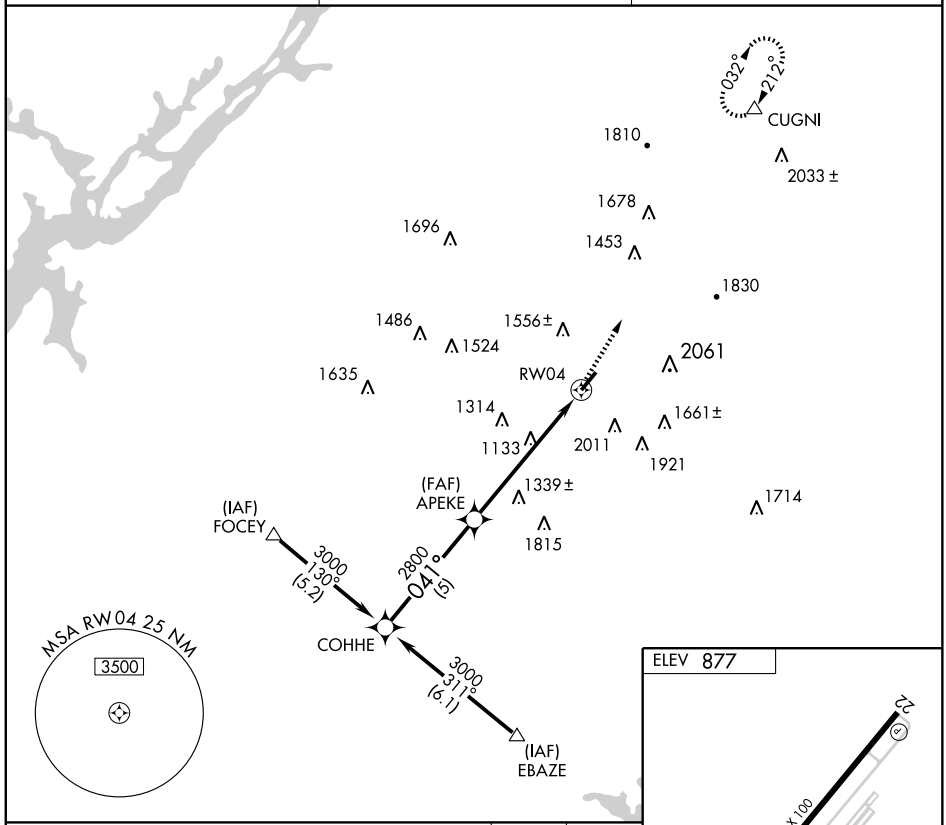
GPS RWY 4

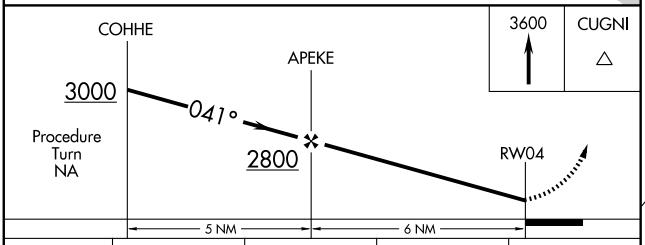
FORT PAYNE/ ISBELL FIELD (4A9)

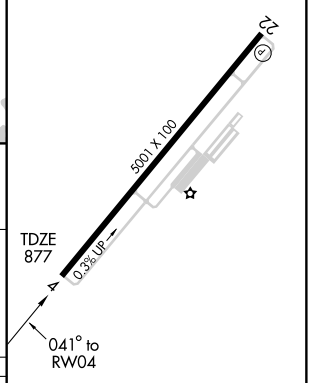
NA Circling not authorized southeast of Rwy 4-22.

MISSED APPROACH: Climb to 3600 direct CUGNI WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1800-1¼ 923 (1000-1¼)		1800-2¾ 923 (1000-2¾)	1800-3 923 (1000-3)
CIRCLING	1800-1¼ 923 (1000-1¼)		1860-3 983 (1000-3)	2060-3 1183 (1200-3)

MIRL Rwy 4-22 L
REIL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
212°	TDZE	877
	Apt Elev	877

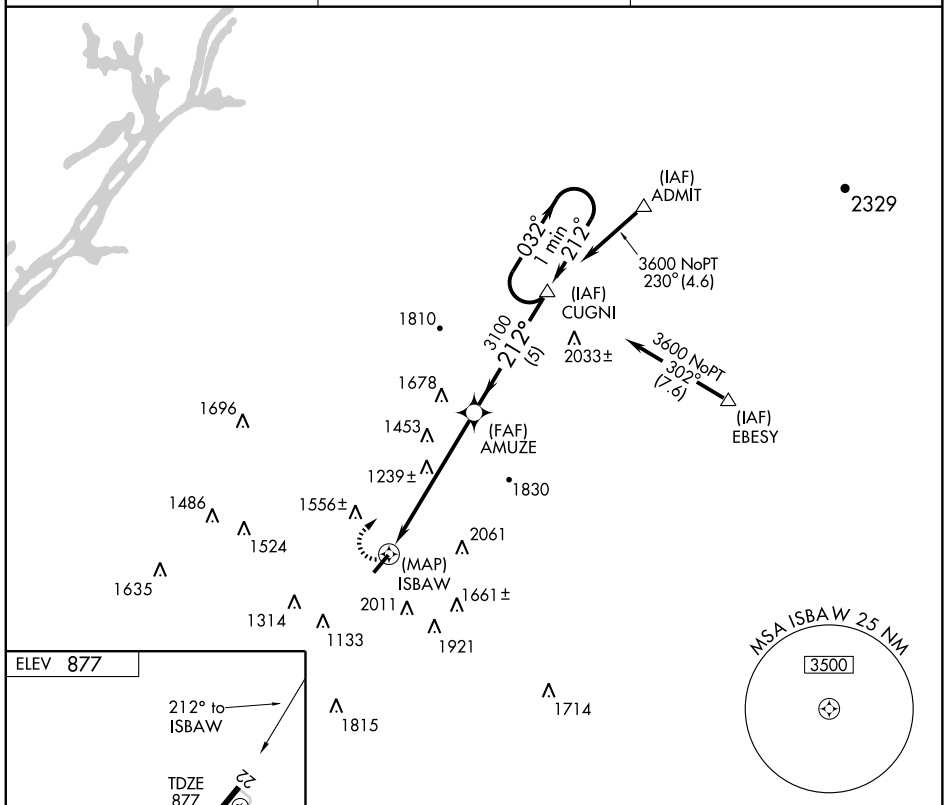
GPS RWY 22

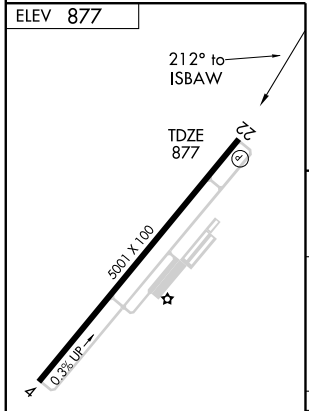
FORT PAYNE/ISBELL FIELD (4A9)

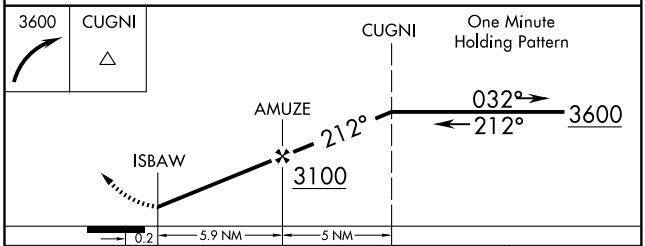
Circling not authorized southeast of Rwy 4-22.

MISSED APPROACH: Climbing right turn to 3600 direct CUGNI WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1700-2¾ 823 (900-2¾)
CIRCLING	1740-1 863 (900-1)	1800-1¼ 923 (1000-1¼)	1860-3 983 (1000-3)	2060-3 1183 (1200-3)

MIRL Rwy 4-22 L

REIL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB FTP	APP CRS	Rwy Idg	N/A
426	221°	TDZE	N/A
		Apt Elev	877

NDB or GPS-A

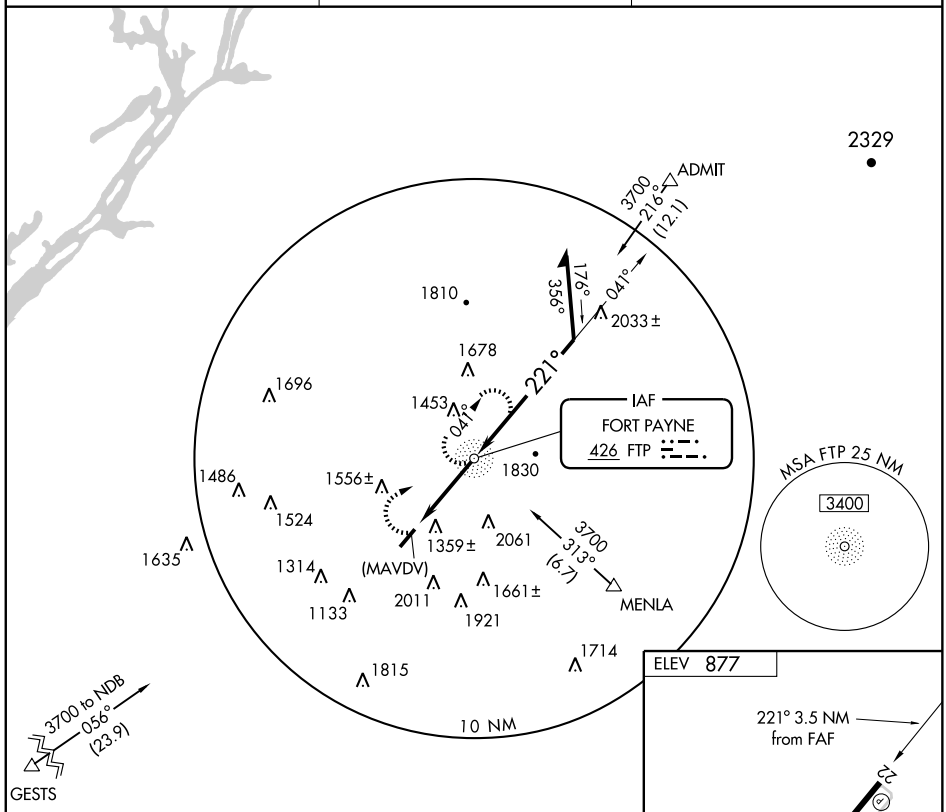
FORT PAYNE/ ISBELL FIELD (4A9)

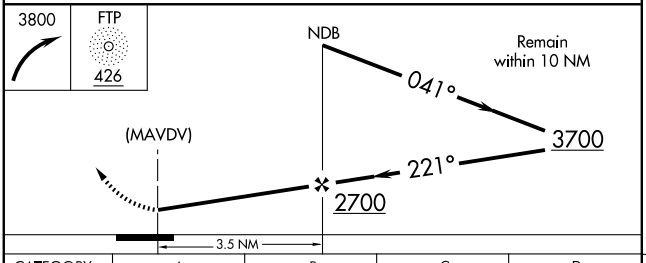
T
A NA

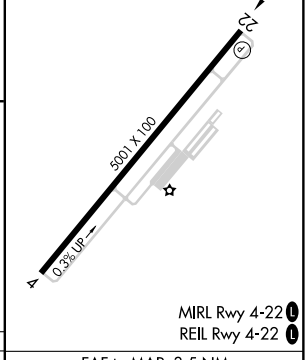
If local altimeter setting not received procedure not authorized.
Circling NA southeast of runway 4-22.

MISSED APPROACH: Climbing right turn to 3800 direct to FTP NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 983 (1000-1¼)	1860-1½ 983 (1000-1½)	2100-3 1223 (1300-3)	2360-3 1483 (1500-3)

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB HYE 221	APCH CRS 176°	Rwy Idg 467 TDZE 318 Arpt Elev 318

AL-5183 [USA]

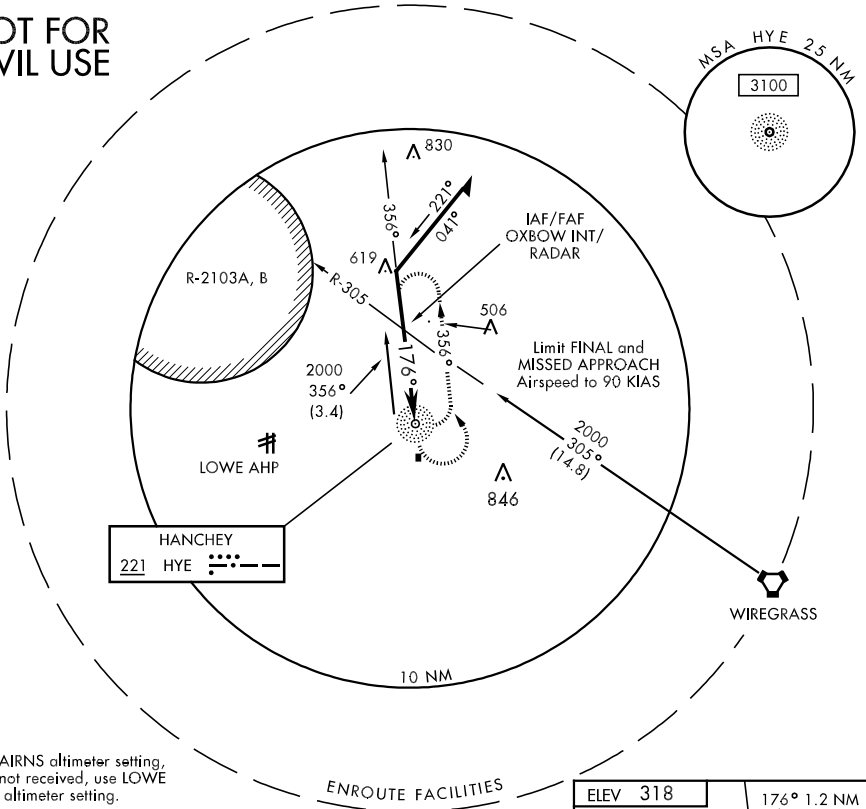
COPTER NDB RWY 17

HANCHEY AHP (STRIP) (KHEY)

MISSED APPROACH: Climbing left turn to 2000 in HYE NDB holding pattern.

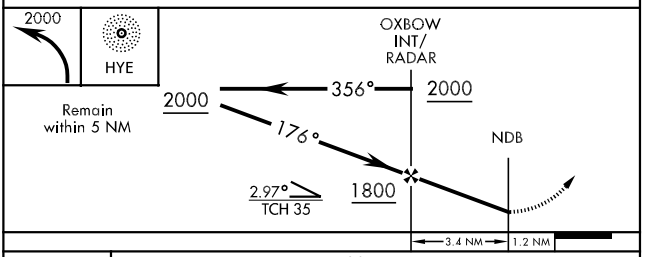
ATIS ★	LOWE ASOS	CAIRNS APP CON	HANCHEY TOWER ★	GND CON	CAIRNS CLNC DEL
141.375	118.225	125.4 327.125	141.8 387.7	149.6 225.575	118.075 380.1

NOT FOR CIVIL USE

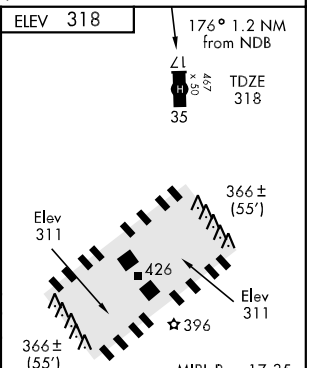


Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.

ENROUTE FACILITIES



CATEGORY	COPTER
H-17	840-¾ 522 (600-¾)



SE-4, 17 DEC 2009 to 14 JAN 2010

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	467
176°	TDZE	318
	Arpt Elev	318

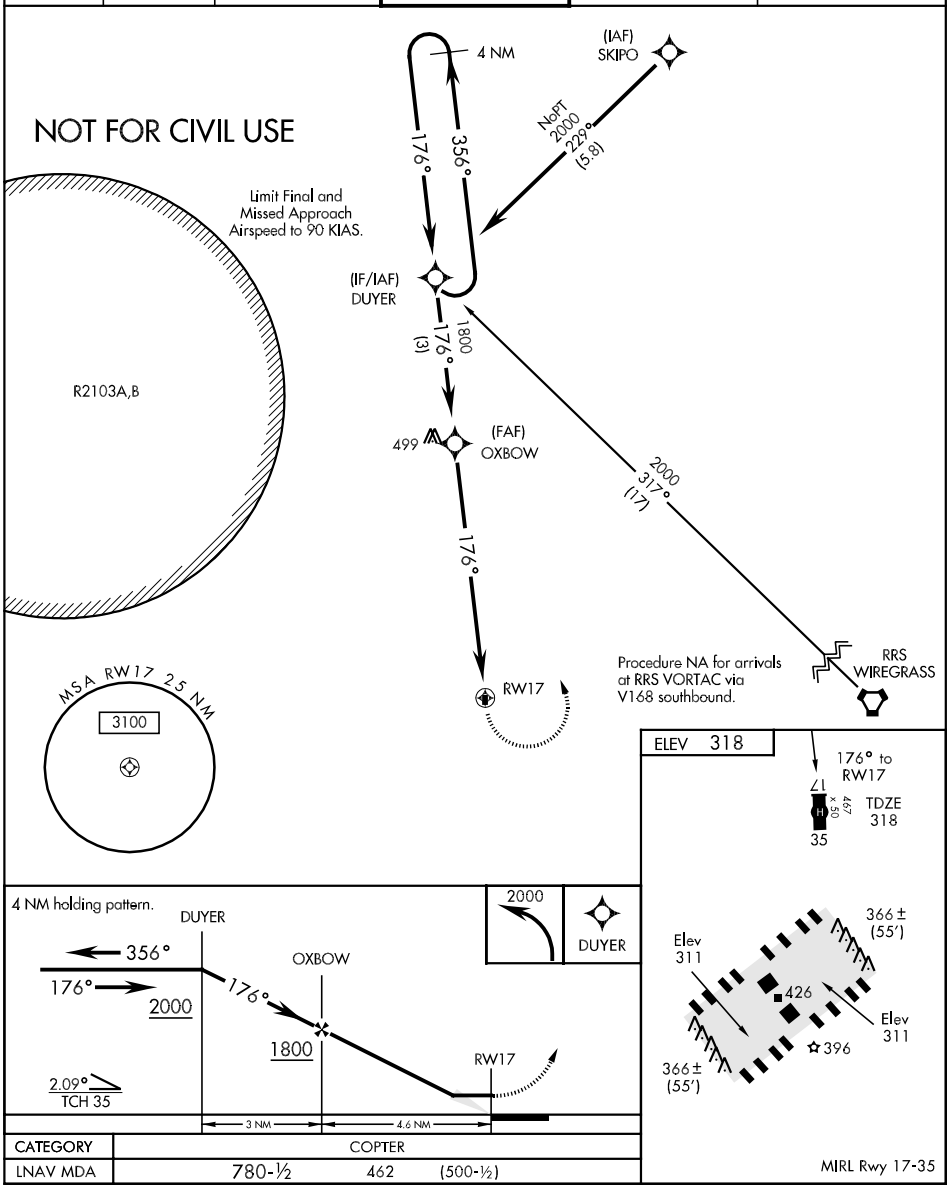
AL-5183 [USA]

HANCHEY AHP (STRIP) (KHEY)

DME/DME RNP-0.3 NA.
Use CARINS altimeter setting, when not received, use LOWE altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct DUYER and hold.

ATIS	LOWE ASOS	CAIRNS APP CON	HANCHEY TOWER	GND CON	CAIRNS CLNC DEL
141.375	118.225	125.4 327.125	141.8 387.7	149.6 225.575	118.075 380.1



CATEGORY	COPTER		
LNAV MDA	780-½	462	(500-½)

MIRL Rwy 17-35

COPTER NDB 066°

LOWE AHP (KLOR)

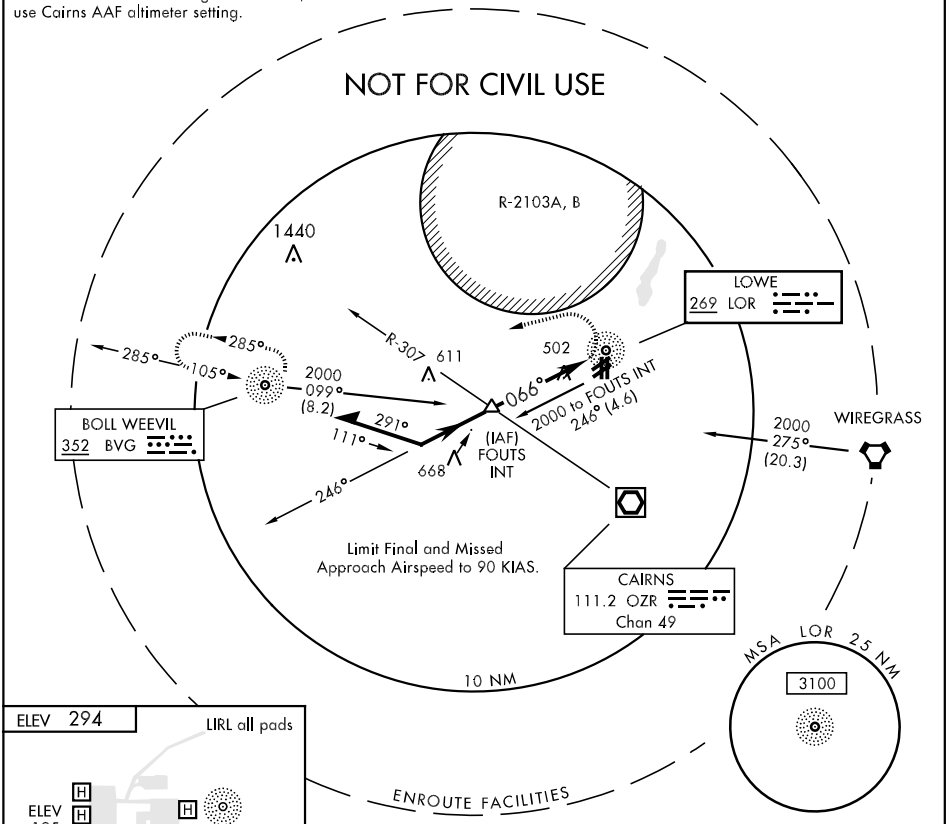
NDB LOR	APCH CRS	Rwy ldg	N/A
269	066°	TDZE	N/A
		Arpt Elev	294

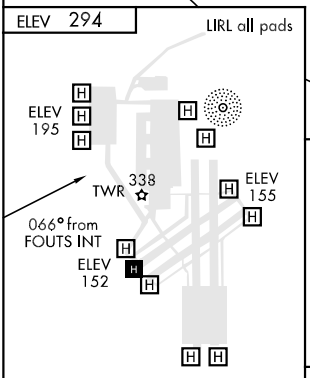
AL-5176 [USA]

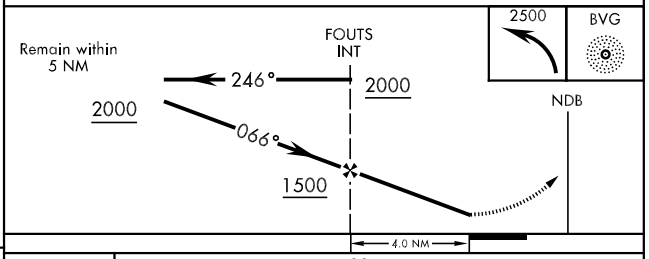
MISSED APPROACH: Climbing left turn to 2500 direct BVG NDB and hold.

ATIS	ASOS	CAIRNS APP CON		LOWE TOWER ★		GND CON
361.1	118.225	133.45	239.4	141.3	289.15	357.15

When local altimeter setting not received, use Cairns AAF altimeter setting.







FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
H-066°	820-¾ 579 (600-¾)

FORT RUCKER, ALABAMA

COPTER RNAV (GPS) 069°

APCH CRS	Rwy ldg	N/A
069°	TDZE	N/A
	Arpt Elev	294

AL-5176 [USA]

LOWE AHP (KLOR)

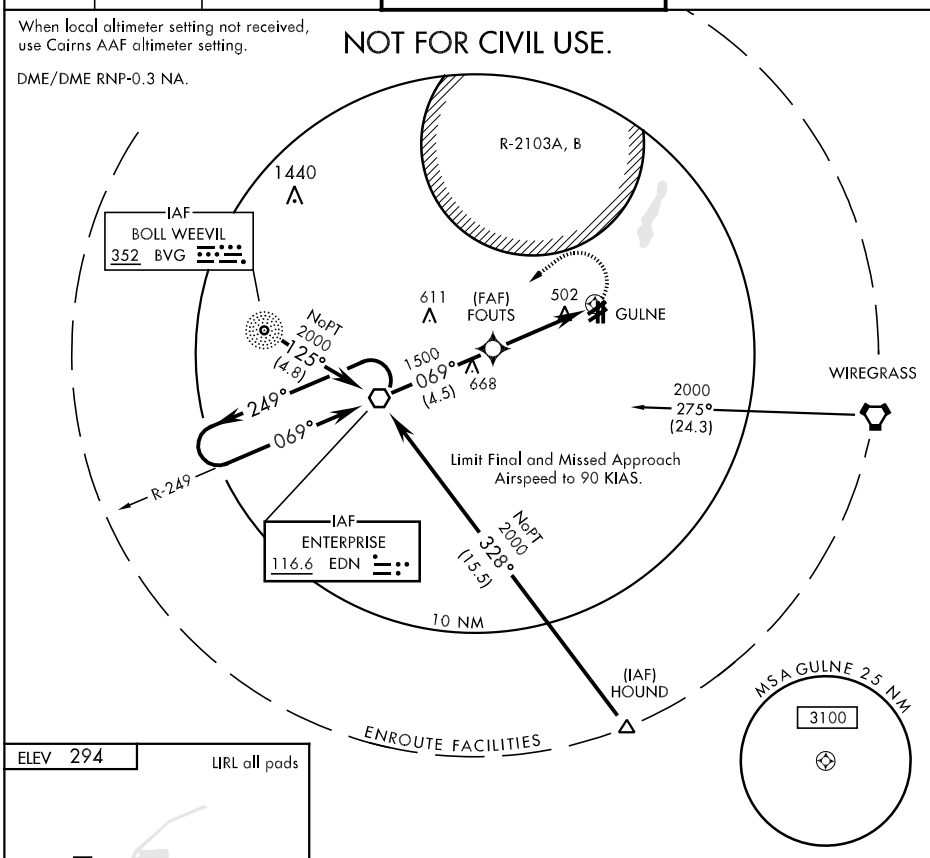
MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

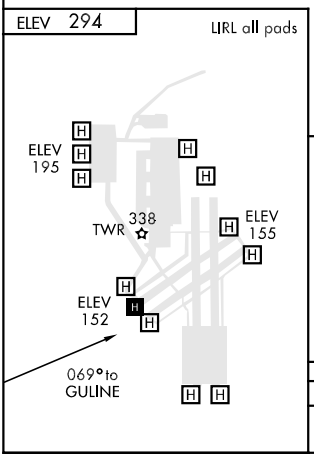
ATIS	ASOS	CAIRNS APP CON		LOWE TOWER ★		GND CON
361.1	118.225	133.45	239.4	141.3	289.15	357.15

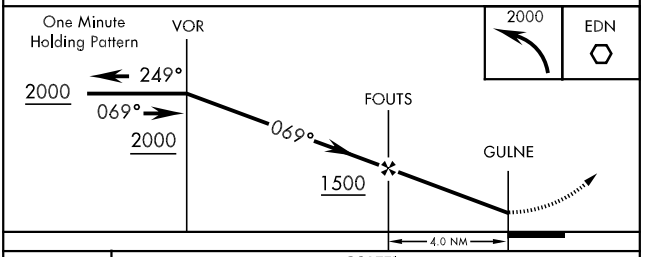
When local altimeter setting not received, use Cairns AAF altimeter setting.

DME/DME RNP-0.3 NA.

NOT FOR CIVIL USE.







CATEGORY	COPTER
LNAV-MDA	760-¾ 519 (600- ¾)

FORT RUCKER, ALABAMA

Amdt 1 09211

31° 21'N-85° 45'W

LOWE AHP (KLOR)

COPTER RNAV (GPS) 069°

SE-4, 17 DEC 2009 to 14 JAN 2010

COPTER VOR 069°

LOWE AHP (KLOR)

VOR EDN 116.6	APCH CRS 069°	Rwy Idg N/A TDZE N/A Arpt Elev 294

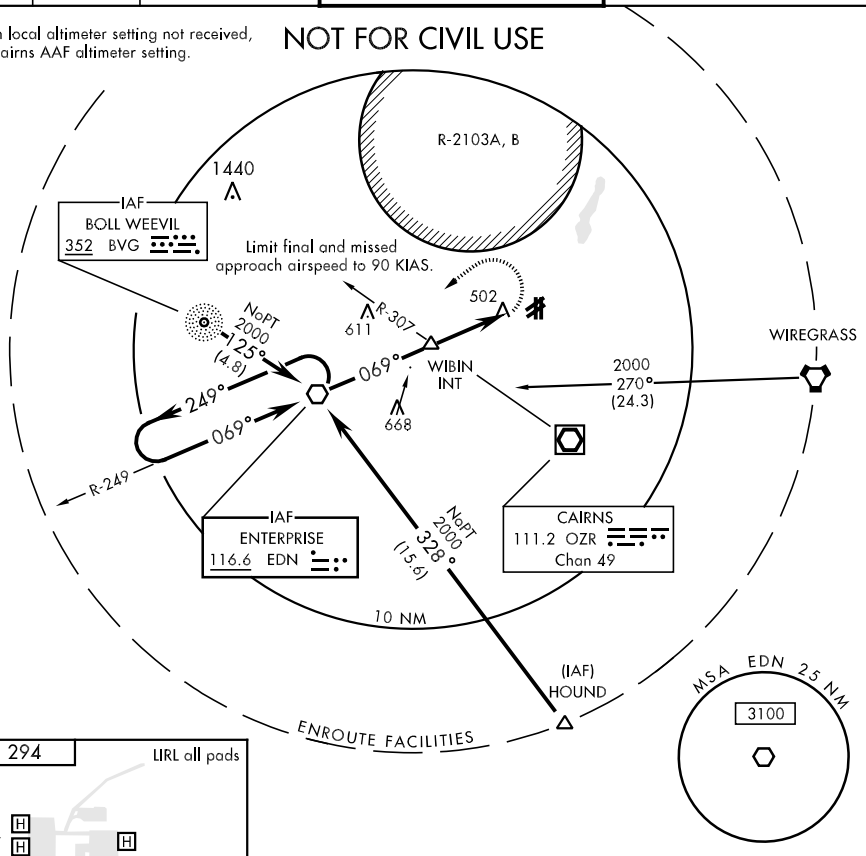
AL-5176 [USA]

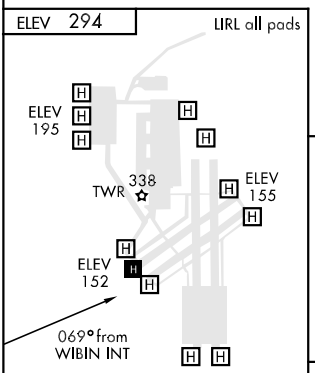
MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

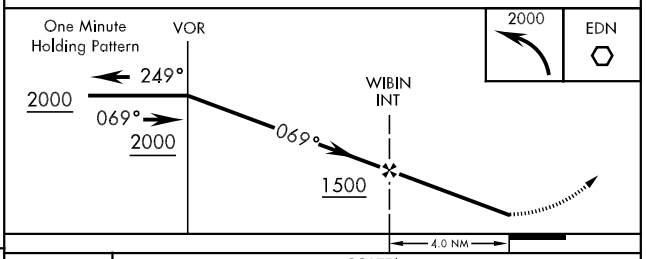
ATIS	ASOS	CAIRNS APP CON	LOWE TOWER ★	GND CON
361.1	118.225	133.45 239.4	141.3 289.15	357.15

When local altimeter setting not received, use Cairns AAF altimeter setting.

NOT FOR CIVIL USE

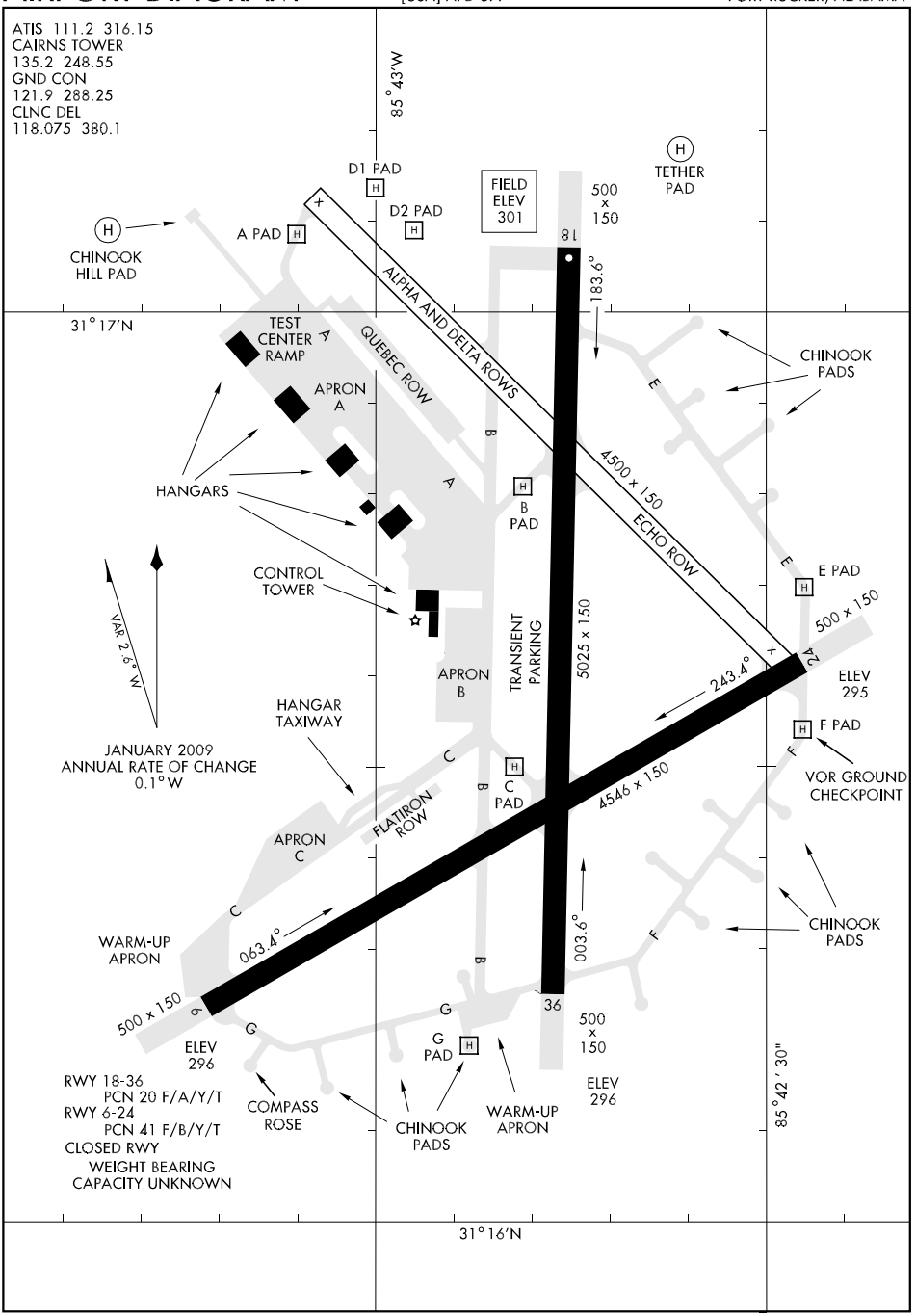






FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

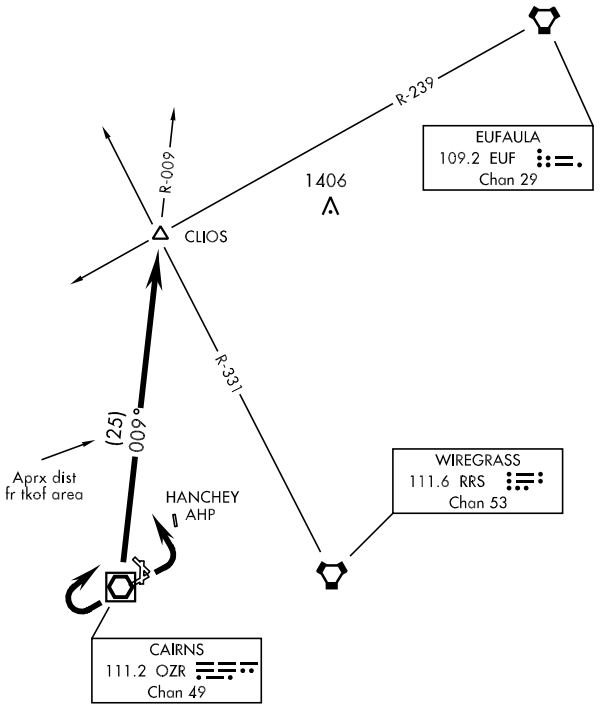
CATEGORY	COPTER
H-069°	760-¾ 519 (600- ¾)


ATIS 111.2 316.15
CAIRNS TOWER
135.2 248.55
GND CON
121.9 288.25
CLNC DEL
118.075 380.1
85° 43′W
D1 PAD
D2 PAD
A PAD
FIELD ELEV 301
500 x 150
TETHER PAD
CHINOOK HILL PAD
18
183.6°
ALPHA AND DELTA ROWS
31° 17′N
TEST CENTER RAMP
QUEBEC ROW
APRON A
CHINOOK PADS
HANGARS
B PAD
4500 x 150
ECHO ROW
CONTROL TOWER
E PAD
500 x 150
VAR 2.6° W
APRON B
TRANSIENT PARKING
5025 x 150
ELEV 295
243.4°
HANGAR TAXIWAY
JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W
C PAD
F PAD
VOR GROUND CHECKPOINT
4546 x 150
FLATIRON ROW
APRON C
CHINOOK PADS
WARM-UP APRON
063.4°
003.6°
500 x 150
36
ELEV 296
G PAD
500 x 150
ELEV 296
RWY 18-36
PCN 20 F/A/Y/T
RWY 6-24
PCN 41 F/B/Y/T
CLOSED RWY
WEIGHT BEARING
CAPACITY UNKNOWN
COMPASS ROSE
CHINOOK PADS
WARM-UP APRON
85° 42′ 30″
31° 16′N

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
121.1 319.25
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]

RADAR REQUIRED



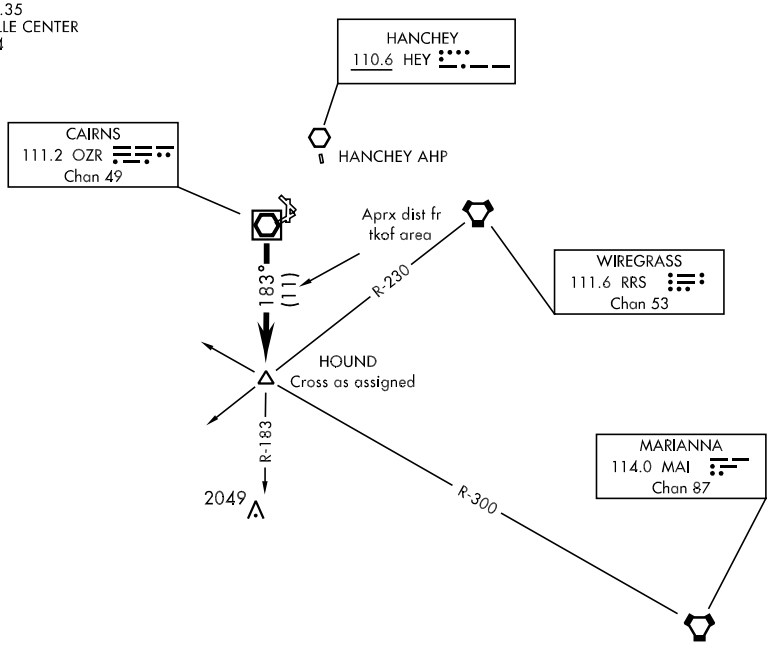
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 330° ....
TAKE-OFF RWY 24: Climbing right turn heading 050° ....
TAKE-OFF RWY 36: Climb on heading 350° ....
TAKE-OFF PAD D1: Climb on heading 350° ....
TAKE-OFF PAD D2: Climb on heading 350° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... Intercept OZR VOR/DME R-009 to CLIOS INT.

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205° ....
TAKE-OFF RWY 24: Climbing left turn heading 120° ....
TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... intercept OZR VOR/DME R-183 to HOUND INT.

HOUND-TWO DEPARTURE (HOUND2•HOUND)
FORT RUCKER, ALABAMA

ILS or LOC RWY 6

LOC I-OZR	APCH CRS	Rwy ldg	4546
109.7	064°	TDZE	298
Chan 34		Arpt Elev	301

AL-577 [USA]

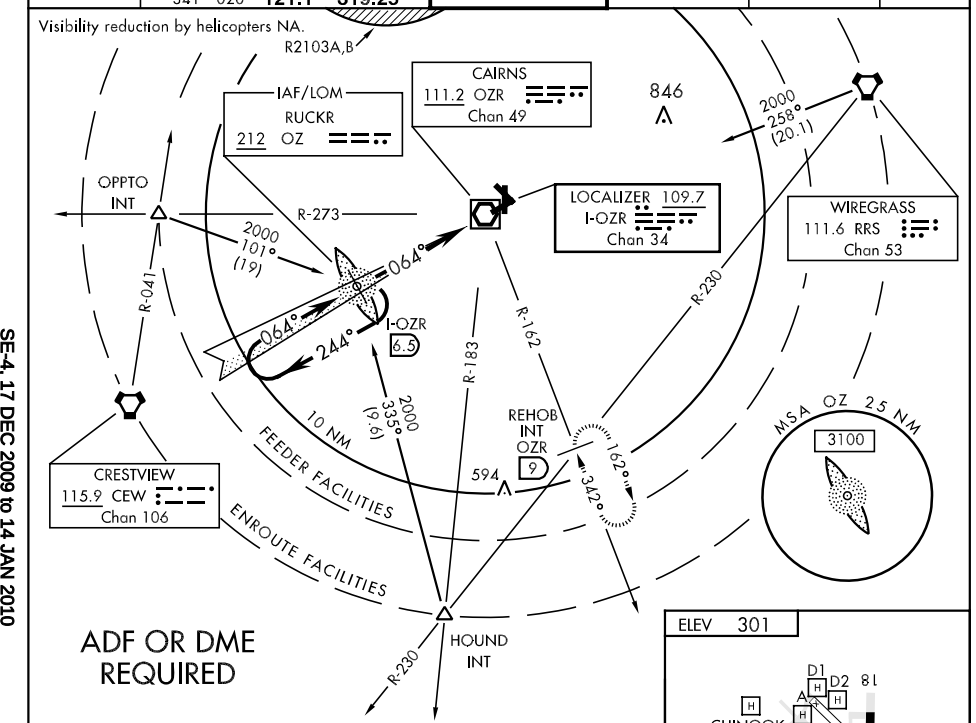
CAIRNS AAF (KOZR)

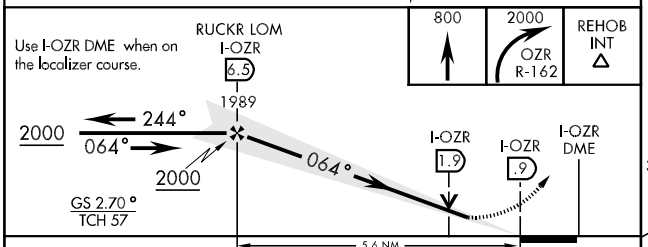
* When ALS inop, increase CAT ABC RVR to 5000 and vis to 1 mile, and CAT D RVR to 6000 and vis to 1¼ miles.

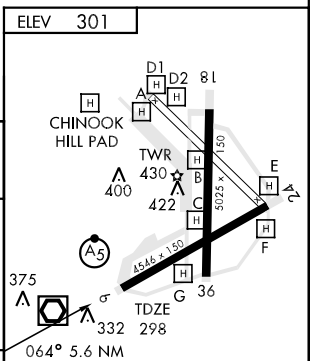
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT (OZR 9 DME) and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290°within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				







CATEGORY	A	B	C	D
S-ILS 6	548/40	250	(300-¾)	
S-LOC 6 *	640/40	342	(400-¾)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)
S-PAR 6	548/50	250	(300-1) GS 2.7°	

HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NDB RWY 6

NDB OZR	APCH CRS	Rwy Idg	4546
212	064°	TDZE	298
		Arpt Elev	301

AL-577 [USA]

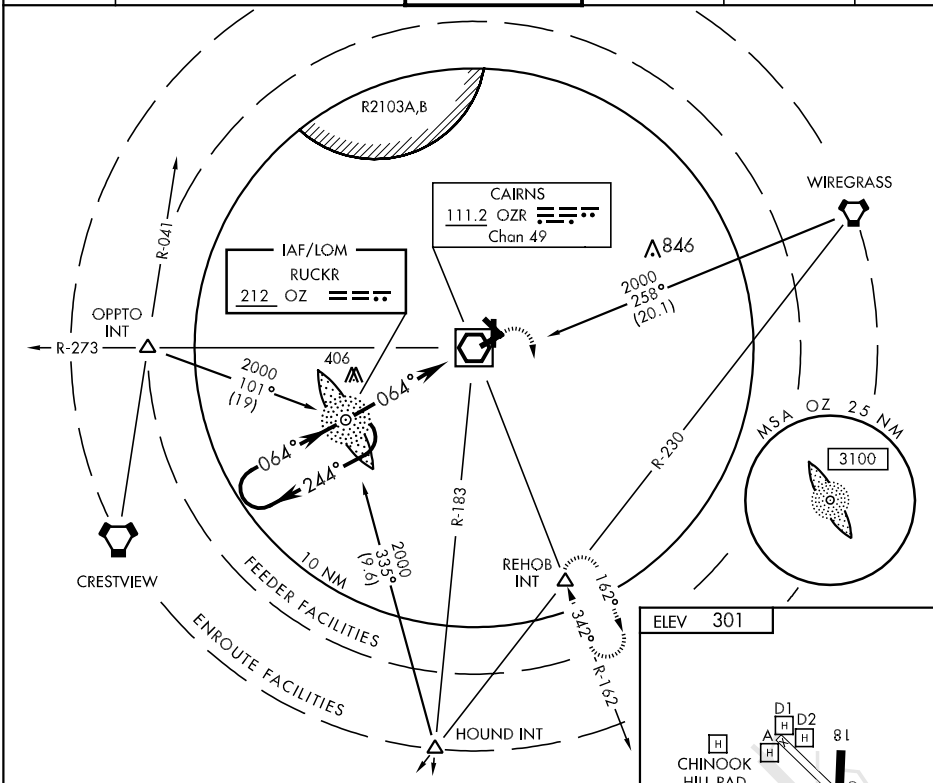
CAIRNS AAF (KOZR)

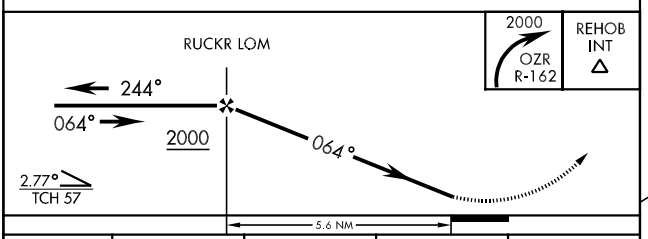
▼ * Visibility reduction by helicopters NA. When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

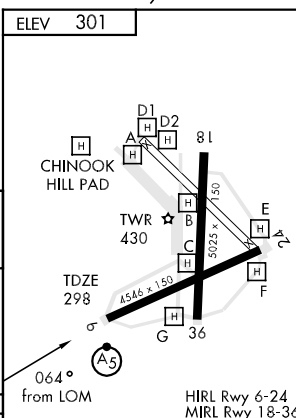
MALSR A5

MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				







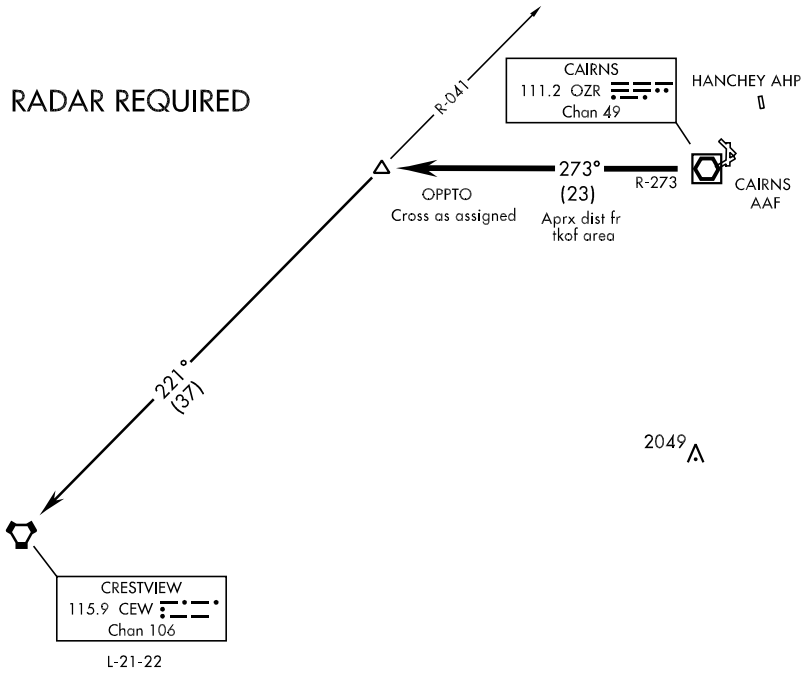
CATEGORY	A	B	C	D
S-6 *	720/40		422 (500-¾)	
CIRCLING	740-1	780-1	800-1½	860-2
	439 (500-1)	479 (500-1)	499 (500-1½)	559 (600-2)
S-PAR 6	548/50	250	(300-1) GS 2.7°	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1.52

SE-4, 17 DEC 2009 to 14 JAN 2010

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.45 239.4
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



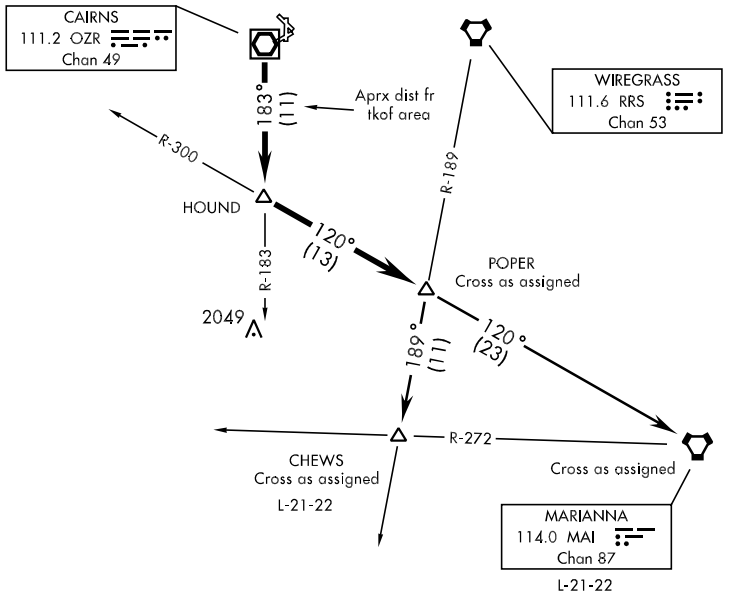
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climbing left turn heading 270° ....
TAKE-OFF RWY 18: Climbing right turn heading 205° ....
TAKE-OFF RWY 24: Climbing right turn heading 300° ....
TAKE-OFF RWY 36: Climbing left turn heading 270° ....
TAKE-OFF PAD A: Climb heading 310° ....
TAKE-OFF PAD D2: Climb heading 360° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
Expect Radar vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

CRESTVIEW TRANSITION: (OPPTO2 • CEW) Turn left via CEW R-041 to CEW VORTAC.

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205° ....
TAKE-OFF RWY 24: Climbing left turn heading 120° ....
TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205 ....
.... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1• CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.
MARIANNA TRANSITION: (POPER 1• MAI) Proceed via MAI R-300 to MAI VORTAC.

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	4546
064°	TDZE	298
	Arpt Elev	301

AL-577 [USA]

CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.
* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct REHOB and hold.

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				

DME/DME RNP-0.3 NA.

R-2103A,B

ENTERPRISE
116.6 EDN

(IAF) OPPTO

2100 NoPT 115° (14.5)

(IF/IAF) JONAL

2100 190° (7.2)

(FAF) JAMUP

2000 064° (6.1)

780

064°

244°

6 NM

2100 302° (11.3)

HOUND

594

REHOB

162°

342°

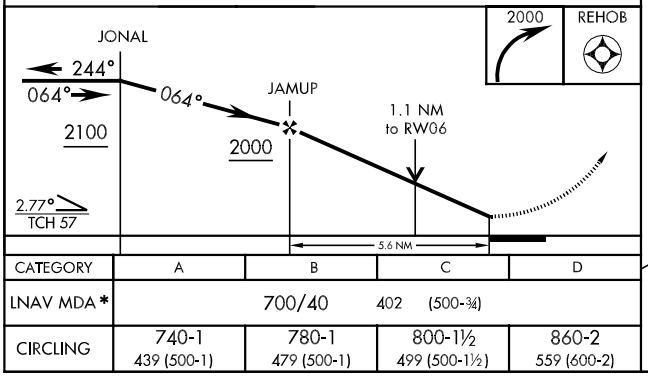
6 NM

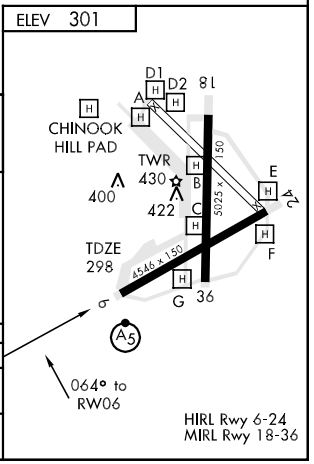
1049

MSA RW06 25 NM

3100

SE-4, 17 DEC 2009 to 14 JAN 2010





CATEGORY	A	B	C	D
LNAV MDA *	700/40 402 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

RNAV (GPS) RWY 36

WAAS	APCH CRS	Rwy ldg	5025
CH 63110	004°	TDZE	298
W36A		Arpt Elev	301

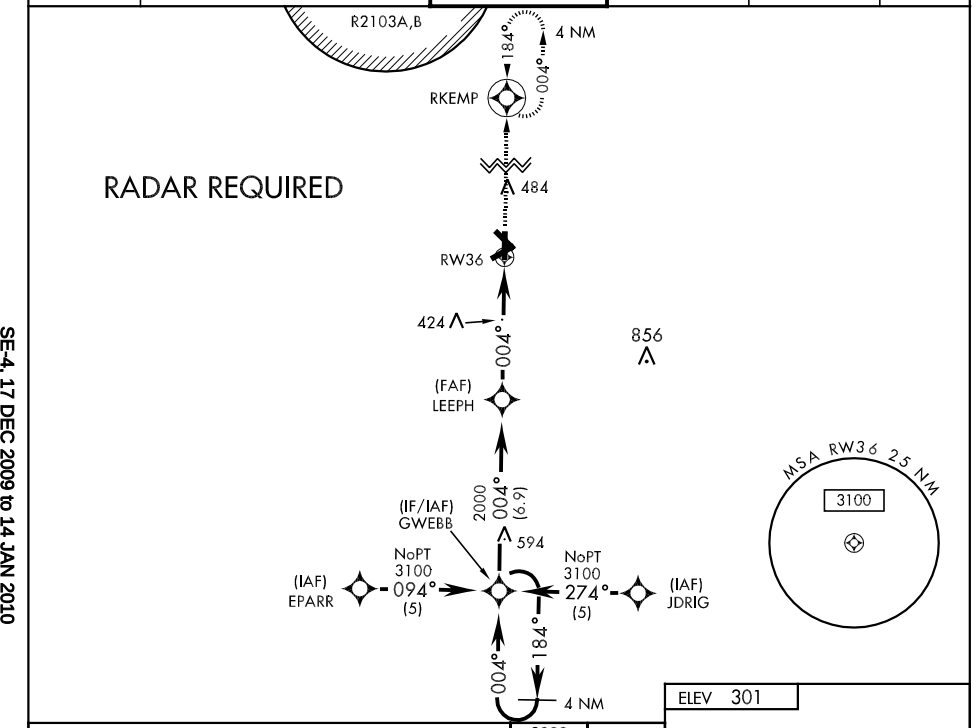
AL-577 [USA]

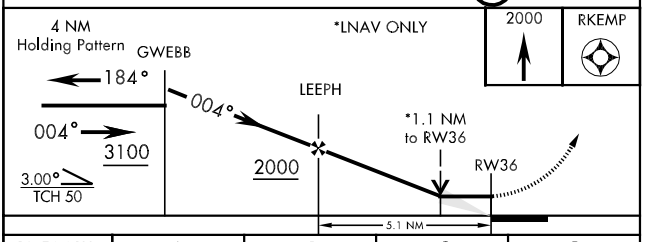
CAIRNS AAF (KOZR)

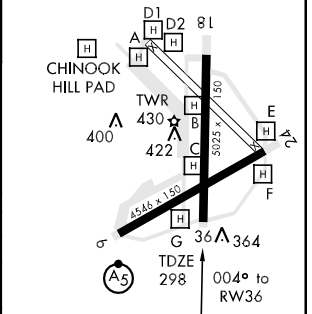
DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15C (5F) or above 48C (118F).

MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

ATIS	CAIRNS APP CON	CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2 316.15	021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	135.2 (CTAF) 248.55	121.9 288.25	118.075 380.1	







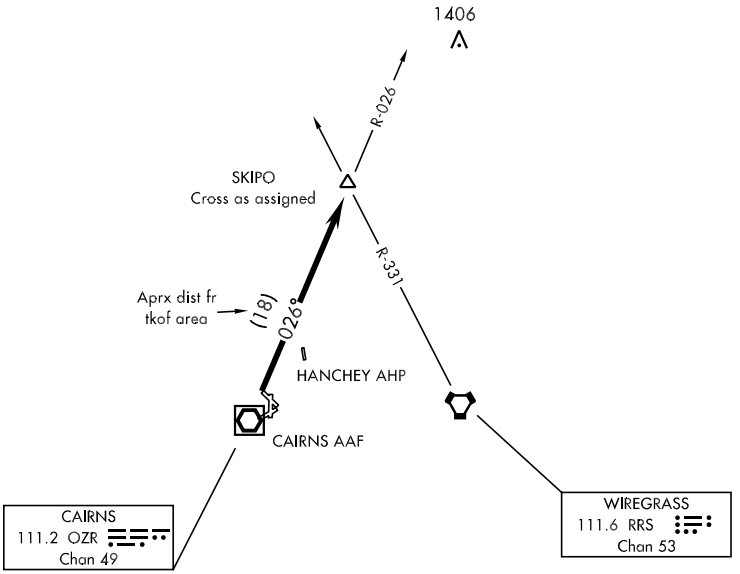
CATEGORY	A	B	C	D
LPV DA	565-1 267 (300-1)			
LNAV/VNAV DA	634-1¼ 336 (400-1¼)			
LNAV MDA	680-1 382 (400-1)			680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

HIRL Rwy 6-24
MIRL Rwy 18-36

SL-577 [USA]

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
125.4 327.125
JACKSONVILLE CENTER
120.2 346.4

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 360° ....
TAKE-OFF RWY 24: Climbing right turn heading 050° ....
TAKE-OFF RWY 36: Climb heading 360° ....
TAKE-OFF PAD D1: Climb heading 015° ....
TAKE-OFF PAD D2: Climb heading 360° ....
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... Intercept OZR VOR/DME R-026 to SKIPO INT.

VOR RWY 6

VOR/DME OZR	APCH CRS	Rwy ldg	4546
111.2	056°	TDZE	298
Chan 49		Arpt Elev	301

AL-577 [USA]

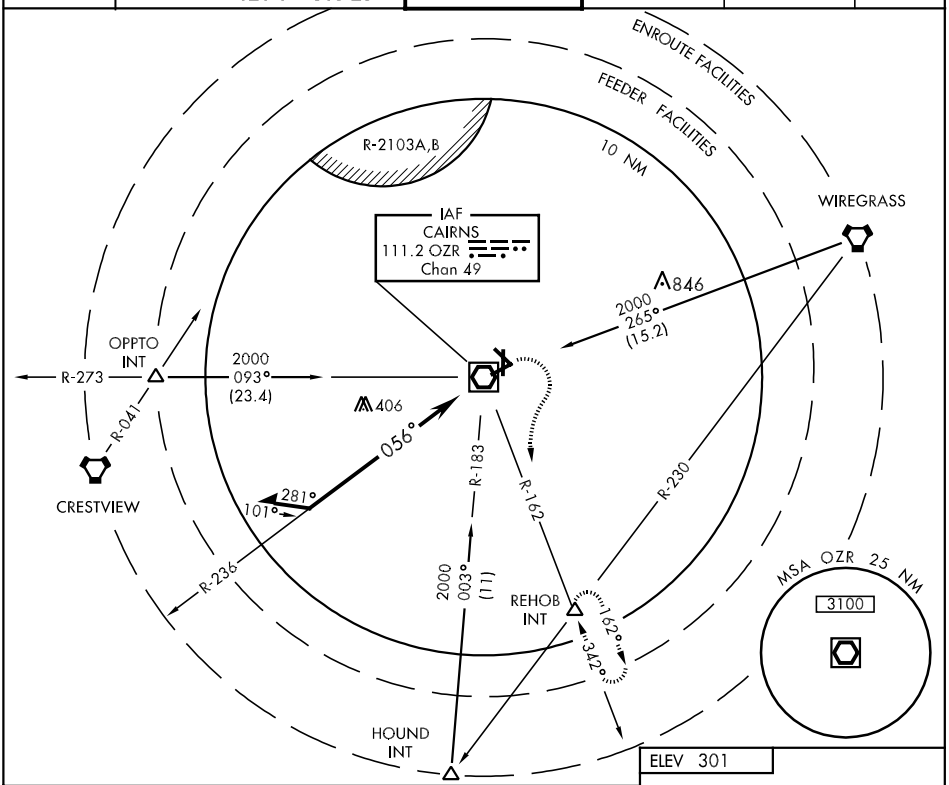
CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.
* When ALS inop, increase CAT AB RVR to 5000, vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

MALSR (A5)

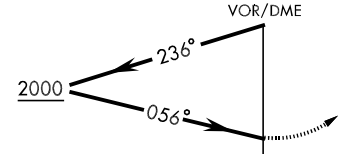
MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				

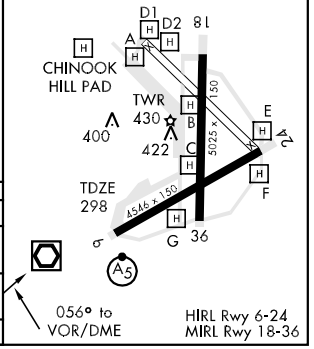


2000 OZR R-162 — REHOB INT

Remain within 10 NM



ELEV 301



CATEGORY	A	B	C	D
S-6 *	720/40 422 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)
S-PAR 6	548/50 250 (300-1) GS 2.7°			

VOR RWY 24

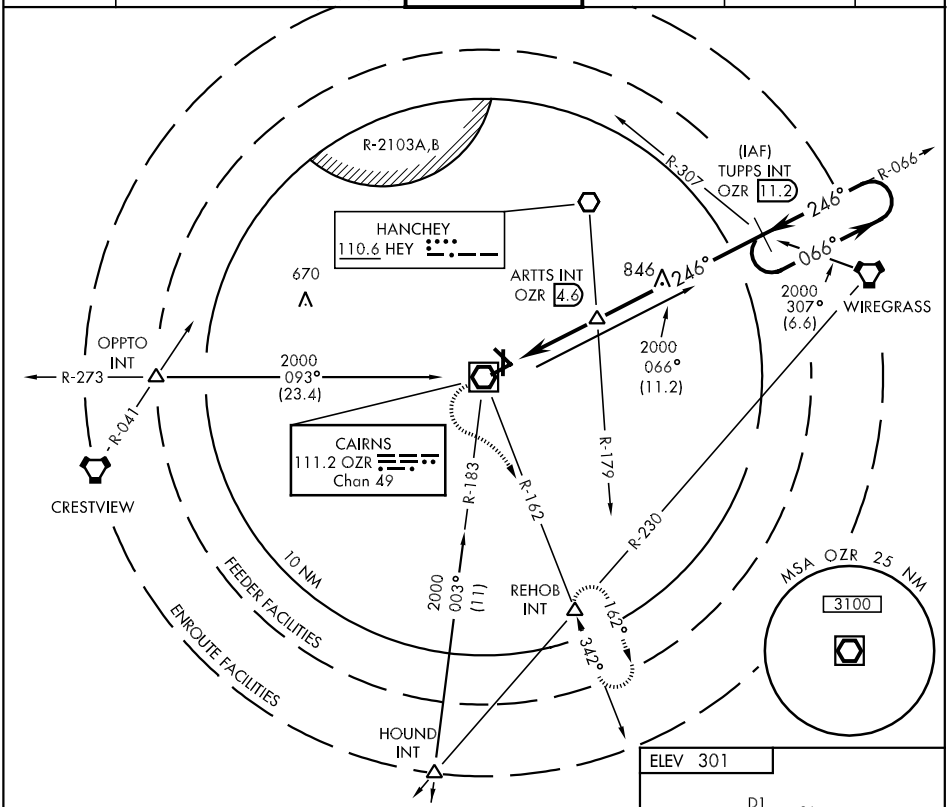
VOR/DME OZR	APCH CRS	Rwy ldg	4546
111.2	246°	TDZE	298
Chan 49		Arpt Elev	301

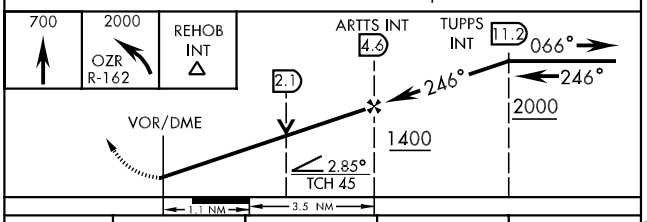
AL-577 [USA]

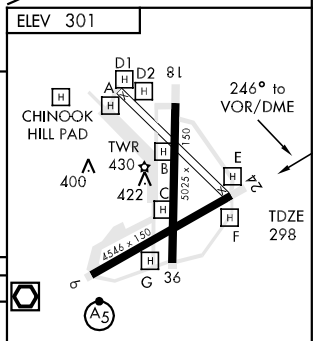
CAIRNS AAF (KOZR)

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to 700 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				







CATEGORY	A	B	C	D
S-24	680-1	382	(400-1)	680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

HIRL Rwy 6-24
MIRL Rwy 18-36

WAAS CH 65706 W06A	APP CRS 061°	Rwy Idg 6802 TDZE 569 Apt Elev 569

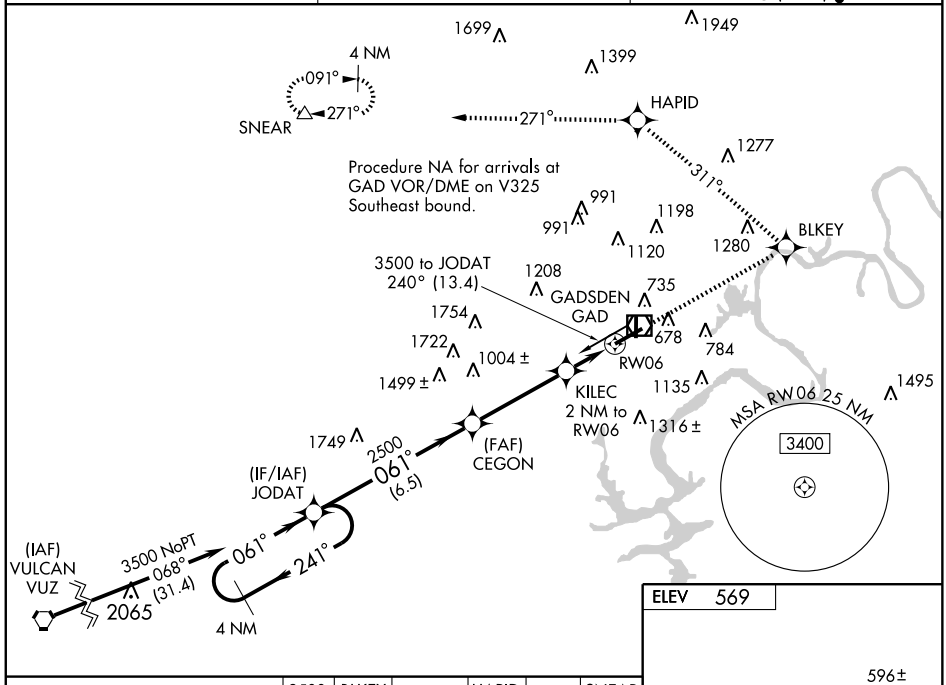
RNAV (GPS) RWY 6

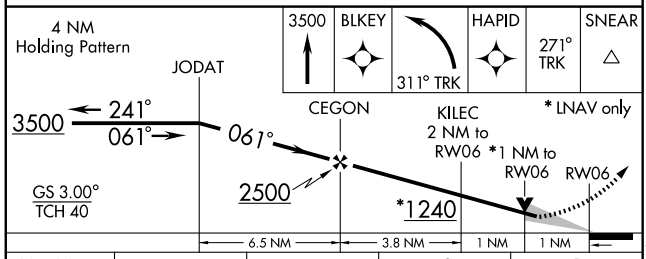
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

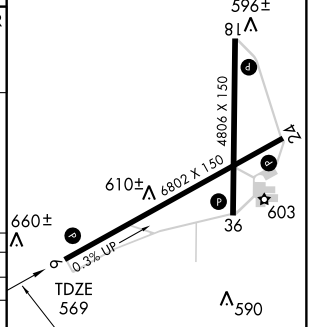
Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 941,LNAV/VNAV DA to 996 and all MDAs 80 feet; increase LPV and LNAV/VNAV visibility ¼ all Cats, LNAV Cat. C & D visibility ¼ , and Circling Cat. C visibility ¼ . VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 3500 direct BLKEY and left turn via 311° track to HAPID and 271° track to SNEAR and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	875-1 306 (400-1)			
LNAV/ VNAV DA	930-1¼ 361 (400-1¼)			
LNAV MDA	940-1 371 (400-1)			940-1¼ 371 (400-1¼)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 90500	180°	Rwy Idg	4806
W18A		TDZE	553
		Apt Elev	569

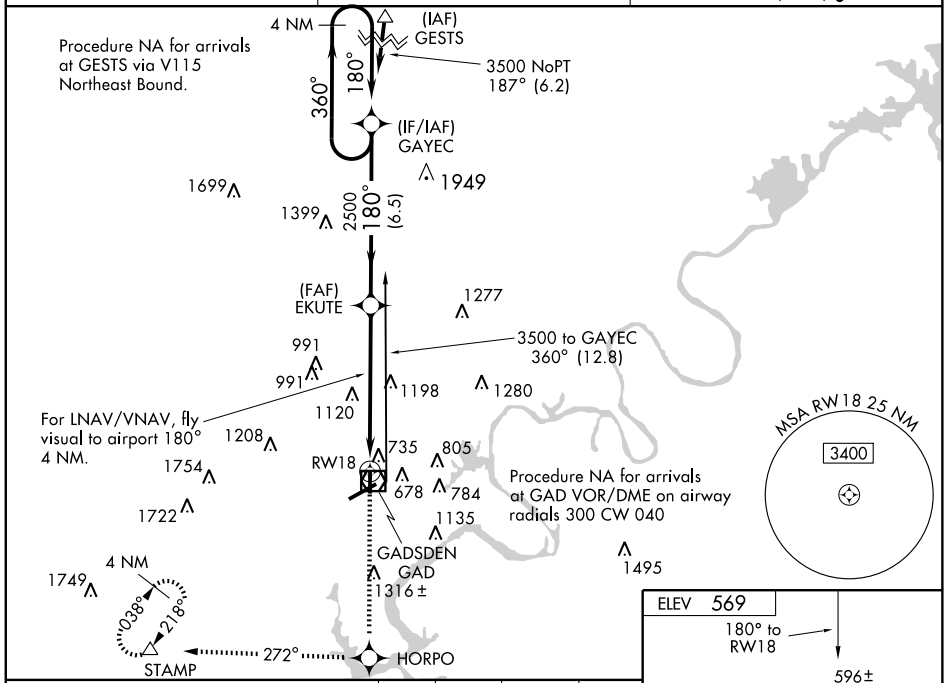
RNAV (GPS) RWY 18

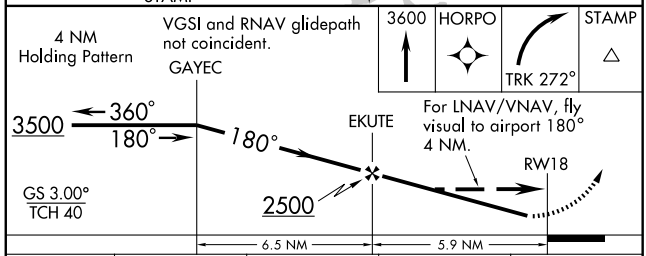
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

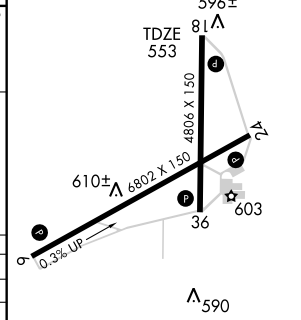
Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 1033, LNAV/VNAV DA to 1917, and all MDAs 80 feet; increase LPV visibility all Cats. ¼ mile, increase LNAV and Circling Cat. B & C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct HORPO and right turn via 272° track to STAMP and hold, continue climb-in-hold to 3600.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	967-1½ 414 (400-1½)			
LNAV/ VNAV DA	1851-2 1298 (1300-2)		1851-3 1298 (1300-3)	
LNAV MDA	1500-1¼ 947 (1000-1¼)		1500-2¾ 947 (1000-2¾)	1500-3 947 (1000-3)
CIRCLING	1500-1¼ 931 (1000-1¼)		1500-2¾ 931 (1000-2¾)	1500-3 931 (1000-3)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6802
CH 65905	241°	TDZE	560
W24A		Apt Elev	569

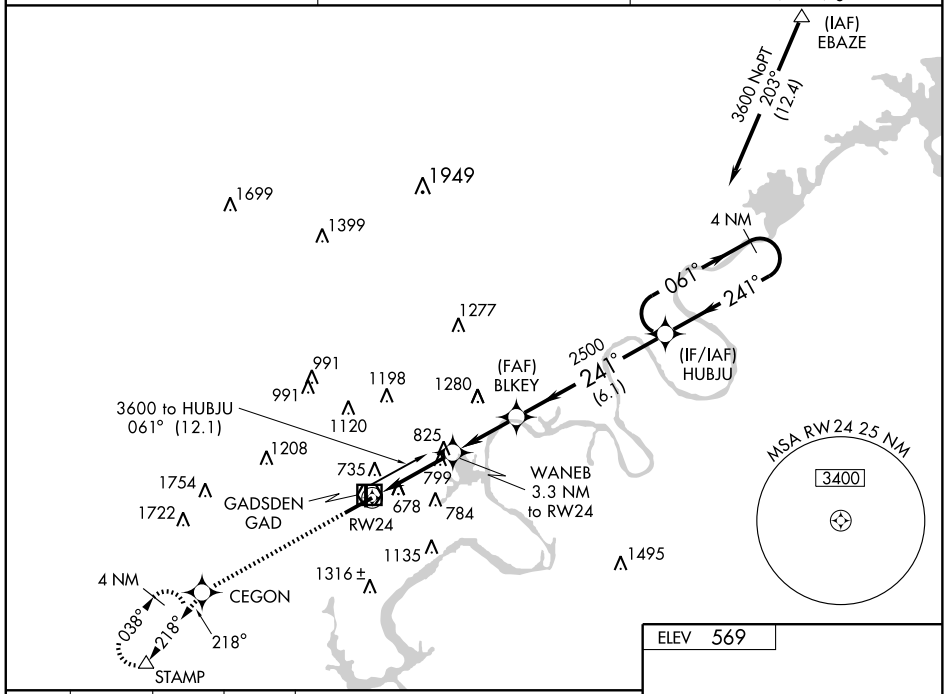
RNAV (GPS) RWY 24

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 918, LNAV/VNAV DA to 1145, and all MDAs 80 feet; increase LPV all Cats, LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CEGON and via 218° track to STAMP and hold, continue climb-in-hold to 3600.

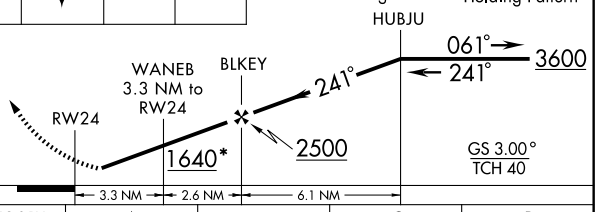
AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L

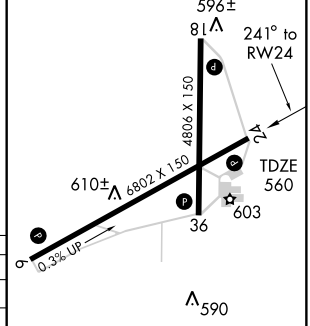


3600	CEGON	TRK 218°	STAMP

*LNAV only.
*1720 when using Anniston altimeter setting.

4 NM Holding Pattern





CATEGORY	A	B	C	D
LPV DA	852-1 292 (300-1)			
LNAV/ VNAV DA	1079-2 519 (600-2)			
LNAV MDA	1060-1 500 (500-1)		1060-1¼ 500 (500-1¼)	1060-1½ 500 (500-1½)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	4806
360°	TDZE	555
	Apt Elev	569

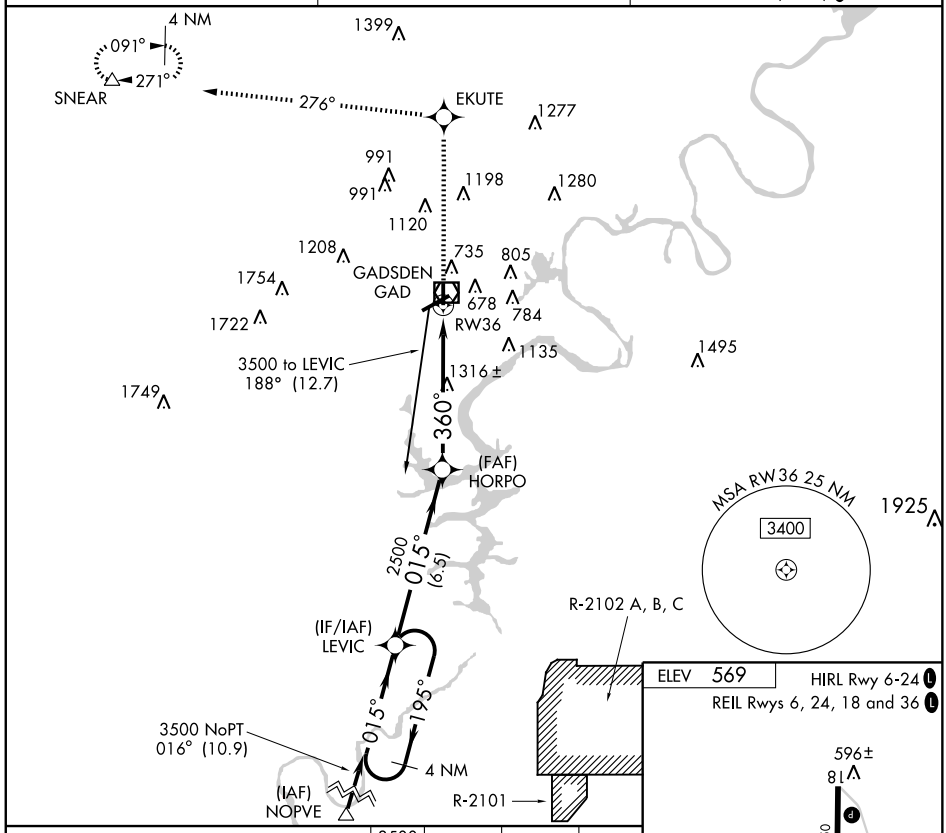
RNAV (GPS) RWY 36

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3500 direct EKUTE and via 276° track to SNEAR and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1¼ 1025 (1100-1¼)	1580-1½ 1025 (1100-1½)	1580-3	1025 (1100-3)
CIRCLING	1580-1¼ 1011 (1100-1¼)	1580-1½ 1011 (1100-1½)	1580-3	1011 (1100-3)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME GAD	APP CRS	Rwy Idg	6802
112.3	052°	TDZE	569
Chan 70		Apt Elev	569

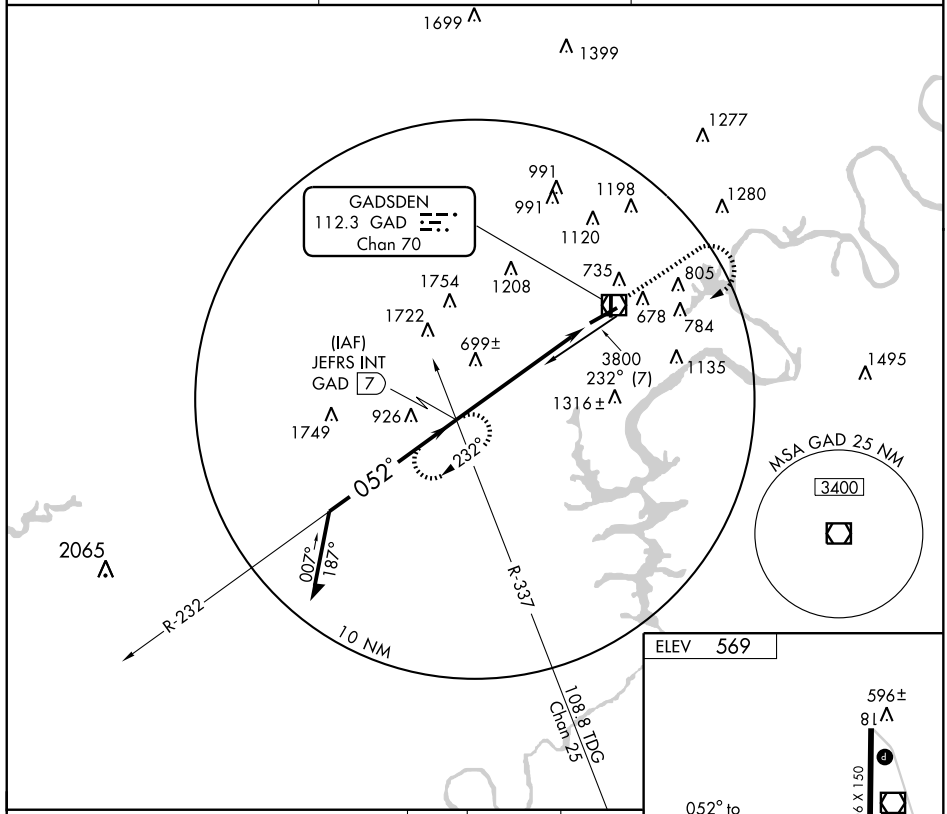
VOR RWY 6

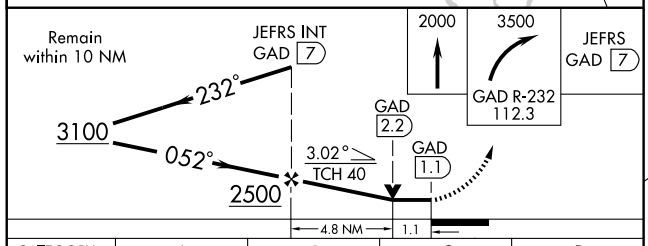
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

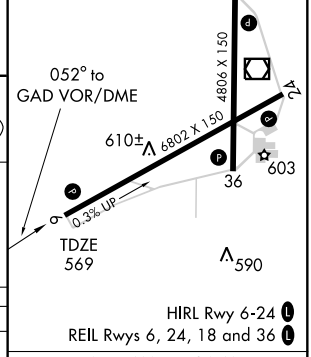
Circling to Rwy 18/36 NA at night. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat. C and D visibility ¼ mile. VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via GAD VOR/DME R-232 to JEFRS Int/7 DME and hold, continue climb-in-hold to 3500.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-6	960-1 391 (400-1)			960-1¼ 391 (400-1¼)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5200
142°	TDZE	451
	Apt Elev	451

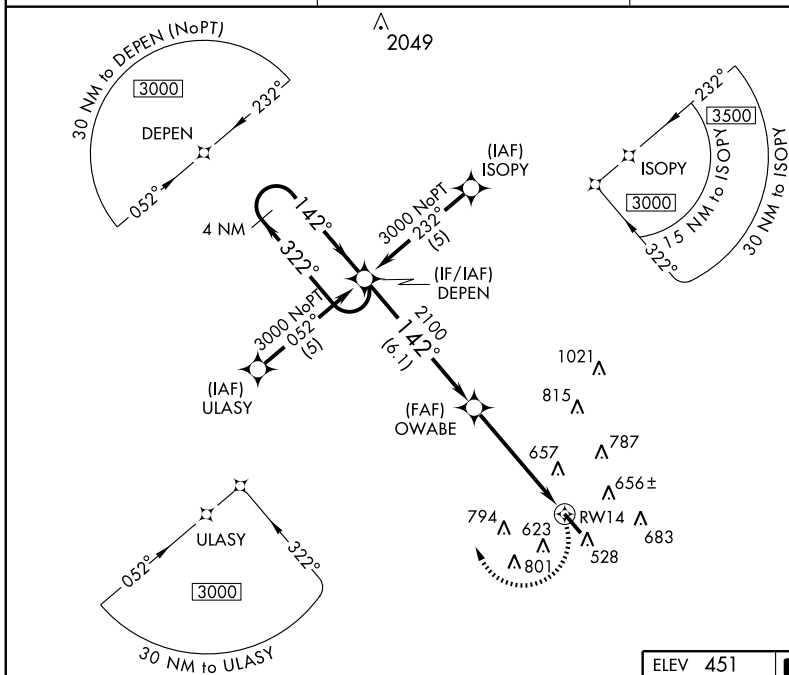
RNAV (GPS) RWY 14

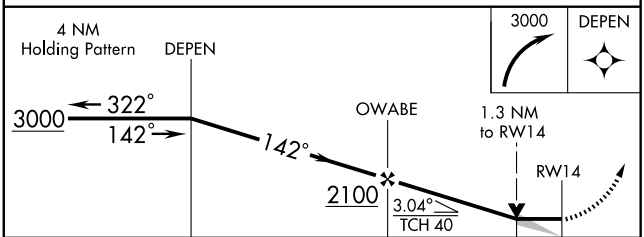
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

DME/DME RNP-0.3 NA.

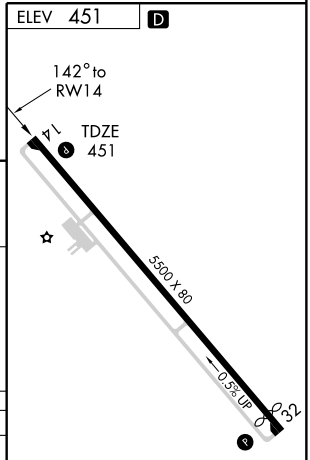
MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.

ASOS	ATLANTA CENTER	UNICOM
120.0	120.55 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	900-1 449 (500-1)		900-1¼ 449 (500-1¼)	900-1½ 449 (500-1½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)



MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5200
322°	TDZE	443
	Apt Elev	451

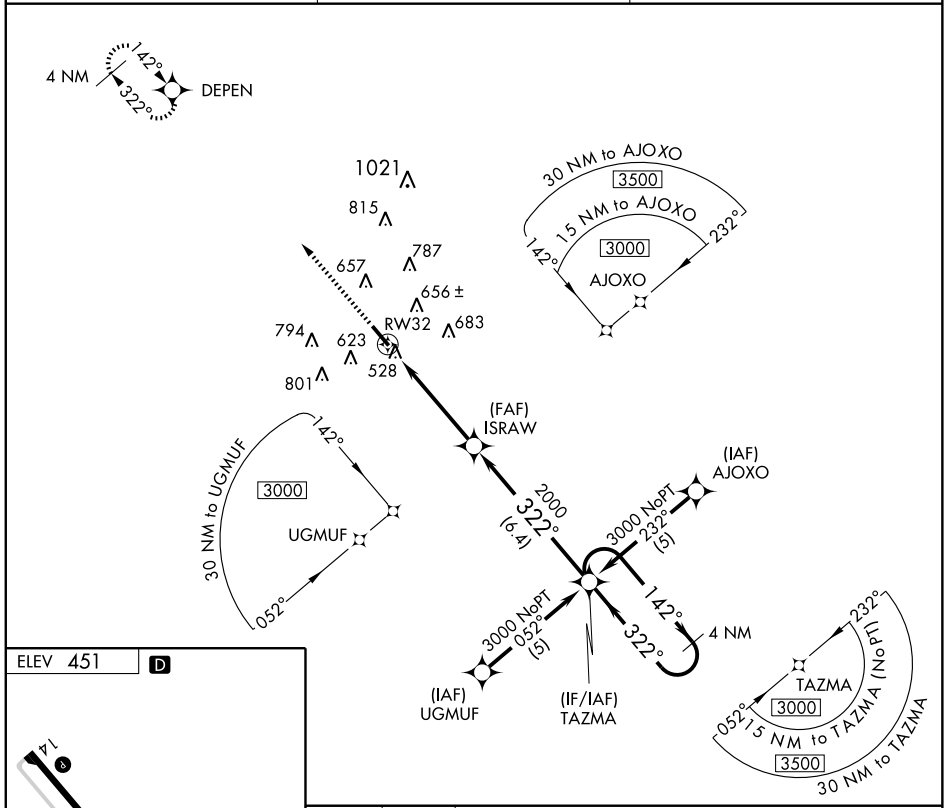
RNAV (GPS) RWY 32

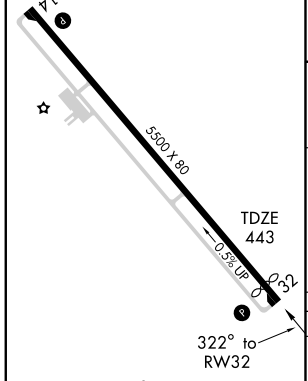
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

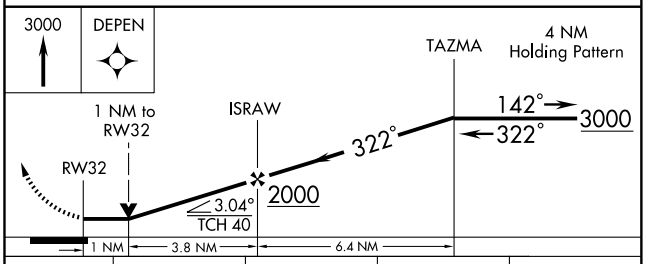
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DEPEN and hold.

ASOS	ATLANTA CENTER	UNICOM
120.0	120.55 270.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 337 (400-1)			
CIRCLING	840-1 389 (400-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

GULF SHORES, ALABAMA

AL-6827 (FAA)

LOC/DME I-JKA	APP CRS	Rwy Idg	6500
110.7	270°	TDZE	16
Chan 44		Apt Elev	16

ILS or LOC RWY 27

GULF SHORES/JACK EDWARDS (JKA)

MALSR

MISSED APPROACH: Climb to 2000 via 270° heading and BFM VORTAC R-145 to URIVY Int/BFM 16.6 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L

MSA NUN 25 NM
3100

1637

LOXLY
3000
125°
(29.6)

PENSI
3000
188°
(19.5)

IAF
SAUFLEY
108.8 NUN

URIVY INT
BFM 16.6

112.8 BFM
Chan 75

R-258

2500
207°
(12.3)

145°
325°
R-145

444

ORAXE INT
I-JKA 6 /
RADAR

R-227

R-207

170
140
169
380±
294
231

1600
270°
(6.2)

090°

WARLY INT
I-JKA 12.3

LOCALIZER 110.7
I-JKA
Chan 44

10 NM

ELEV 16 D

270° 4.8 NM
from FAF

17
6962 X 100
27
9
3596 X 75
TDZE
16
35

MIRL Rwy 17-35
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

2000	BFM R-145	URIVY INT
Hdg 270°	112.8	BFM 16.6

ORAXE INT
I-JKA 6
RADAR

WARLY
I-JKA 12.3

I-JKA
1.3

1600

270°

2500

Procedure
Turn NA

GS 3.00°

TCH 47

1600

4.8 NM

6.2 NM

CATEGORY	A	B	C	D
S-ILS 27 DH	216-½ 200 (200-½)			
S-LOC 27 MDA	540-½ 524 (600-½)		540-1 524 (600-1)	540-1¼ 524 (600-1¼)
CIRCLING	540-1 524 (600-1)		540-1½ 524 (600-1½)	580-2 564 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH **86503**	**090°**	Rwy Idg	**6500**
W09A		TDZE	**16**
		Apt Elev	**17**

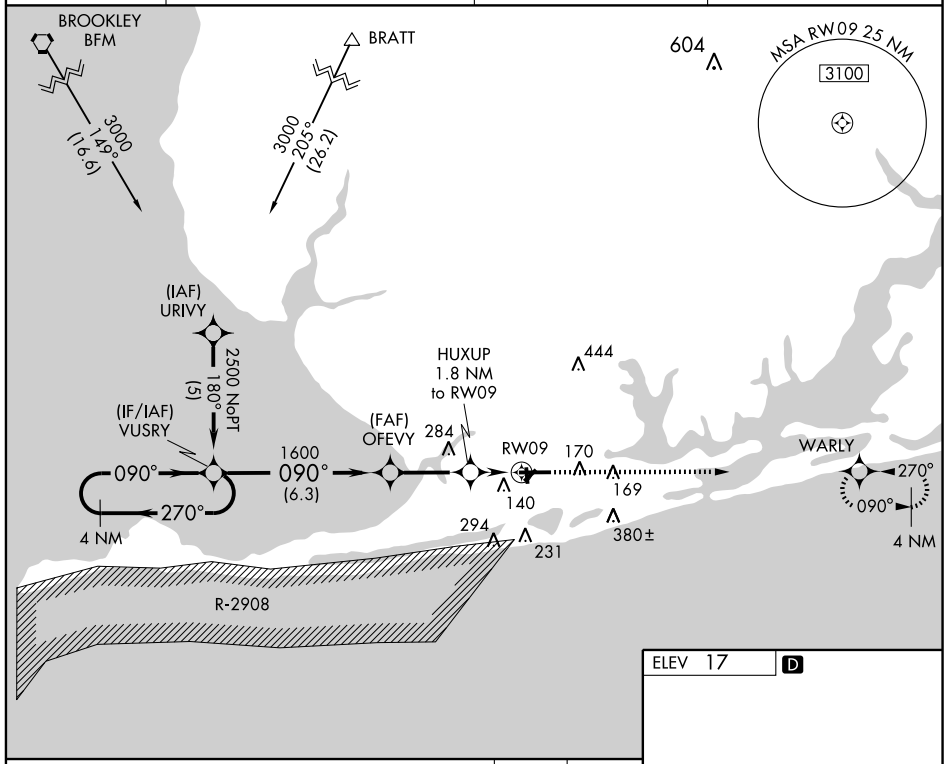
RNAV (GPS) RWY 9

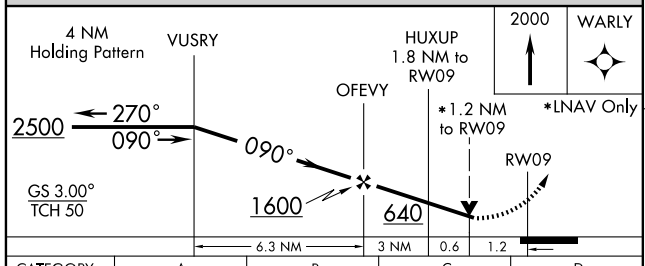
GULF SHORES/JACK EDWARDS (JKA)

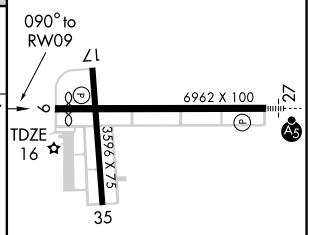
If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting.

MISSED APPROACH: Climb to 2000 direct WARLY and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	**120.05 376.8**	**124.55**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	354-1¼ 338 (400-1¼)			
LNAV/VNAV DA	476-1½ 460 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	480-1 463 (500-1)		480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 17-35
HIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 99503	270°	Rwy Idg	6500
W27A		TDZE	17
		Apt Elev	17

RNAV (GPS) RWY 27

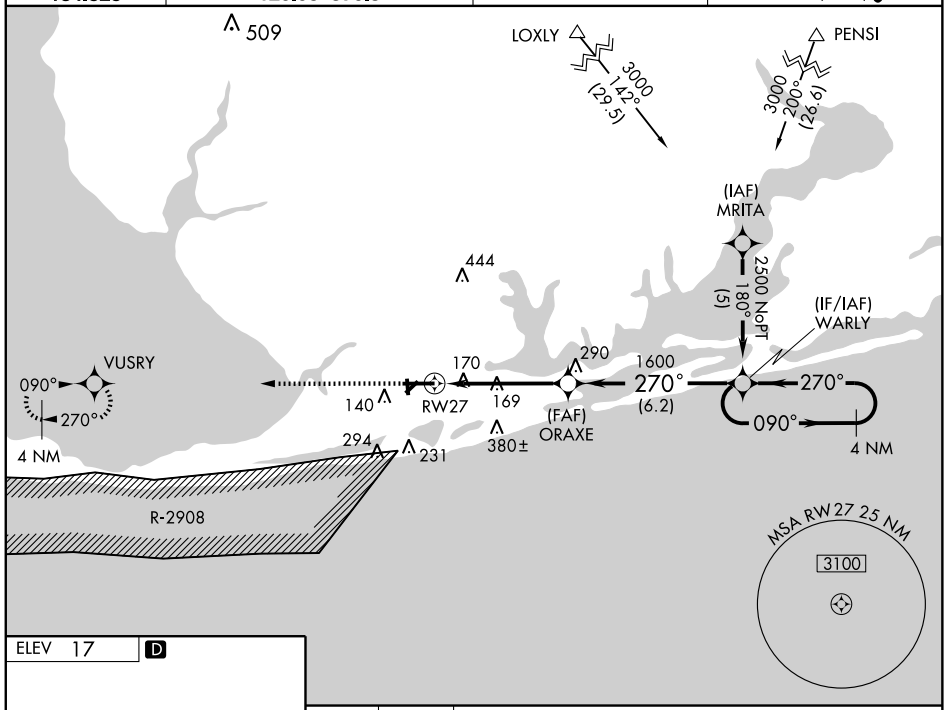
GULF SHORES/JACK EDWARDS (JKA)

T A If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cat D visibility to 1¼.

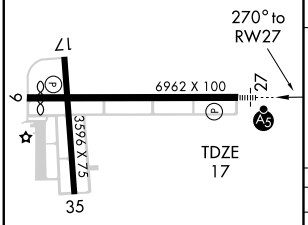
MALSR

MISSED APPROACH: Climb to 2000 direct VUSRY and hold.

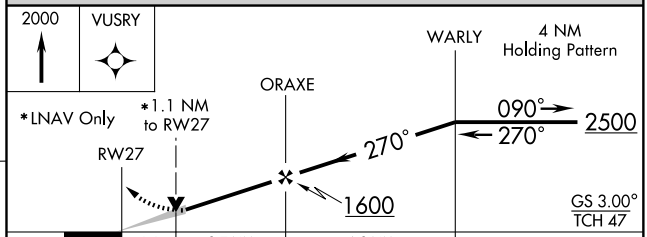
AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L



ELEV 17 D



MIRL Rwy 17-35
HIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	448-1 431 (500-1)			
LNAV/VNAV DA	480-1¼ 463 (500-1¼)			
LNAV MDA	420-½ 403 (500-½)		420-¾ 403 (500-¾)	420-1 403 (500-1)
CIRCLING	480-1 463 (500-1)		480-1½ 463 (500-1½)	580-2 563 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

GULF SHORES, ALABAMA

AL-6827 (FAA)

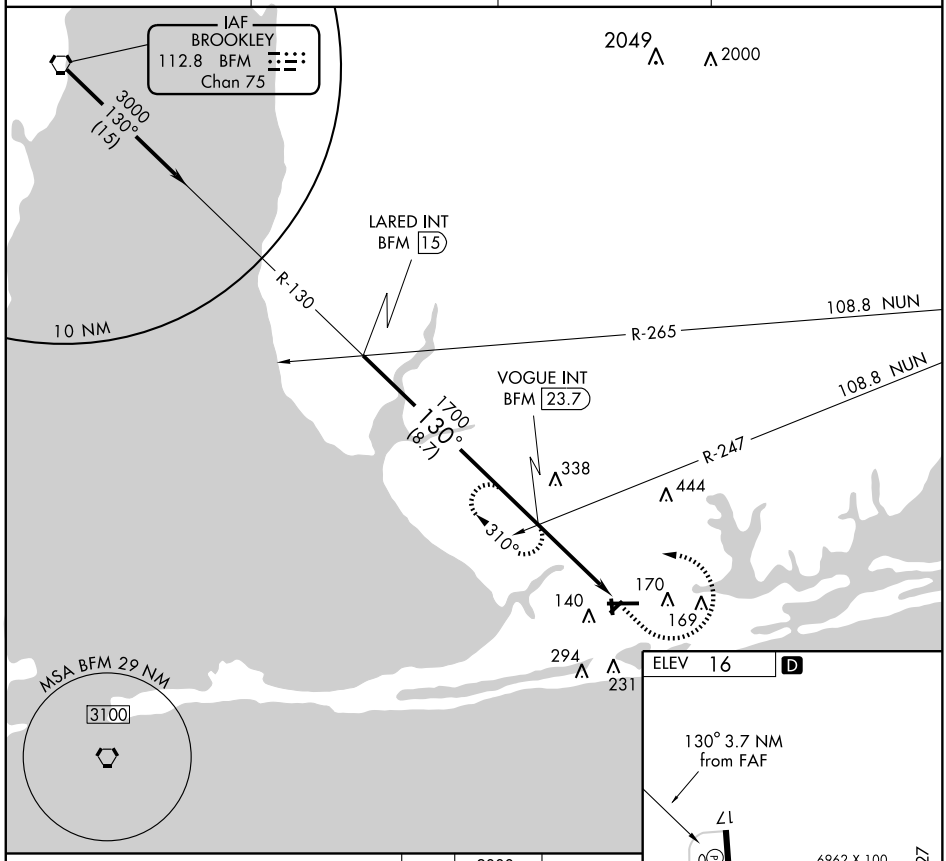
VOR-A

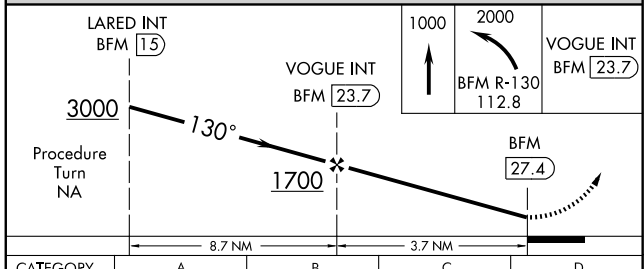
GULF SHORES/JACK EDWARDS (JKA)

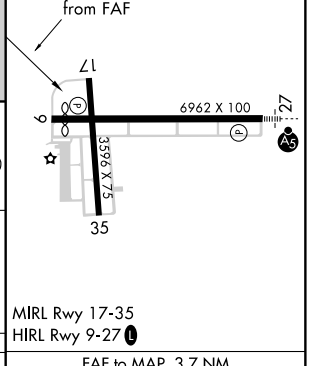
VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg N/A TDZE N/A Apt Elev 16

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via BFM R-130 to VOGUE Int/23.7 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L







MIRL Rwy 17-35
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	520-1 504 (600-1)	520-1¼ 504 (600-1¼)	520-1½ 504 (600-1½)	580-2 564 (600-2)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	N/A
222°	TDZE	N/A
	Apt Elev	613

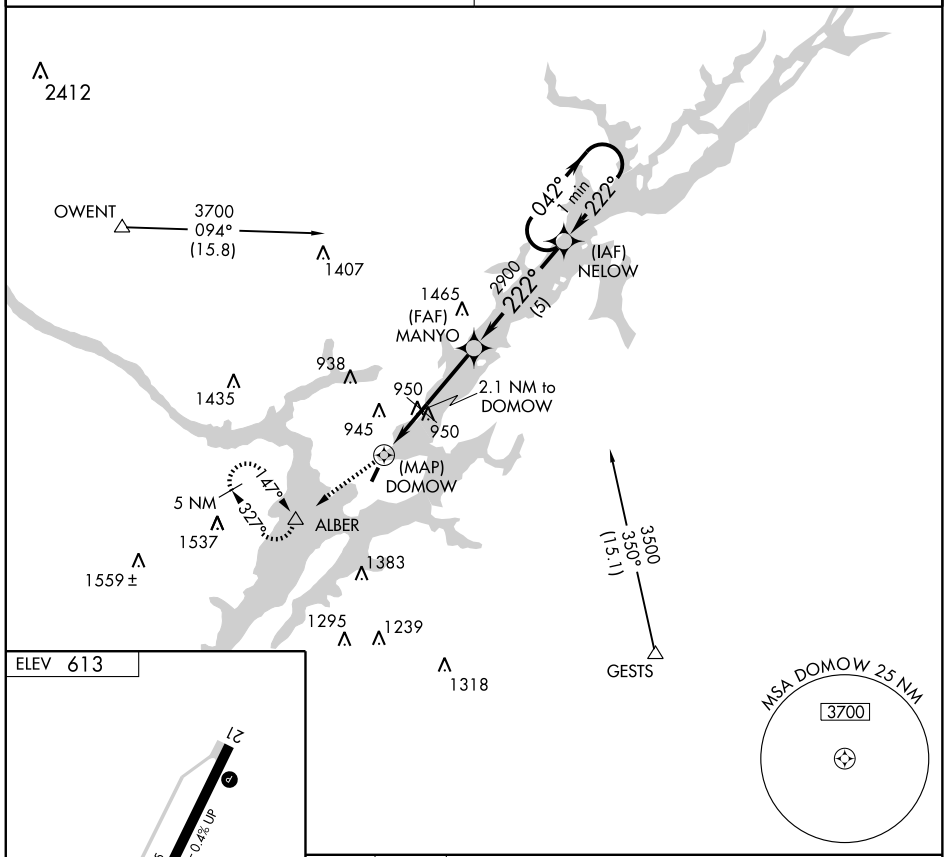
GPS-A

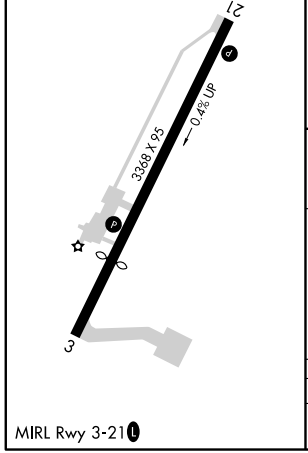
GUNTERSVILLE MUNI-JOE STARNES FIELD (8A1)

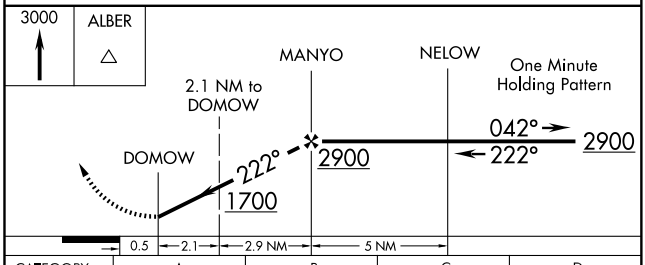
Procedure not authorized at night.
Use Huntsville Intl. altimeter setting.
Circling not authorized southeast of Rwys 3 and 21.

MISSED APPROACH: Climb to 3000 direct ALBER WP and hold.

HUNTSVILLE APP CON ★	UNICOM
125.6 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 927 (1000-1¼)		1540-2¾ 927 (1000-2¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5008
003°	TDZE	918
	Apt Elev	930

GPS RWY 36

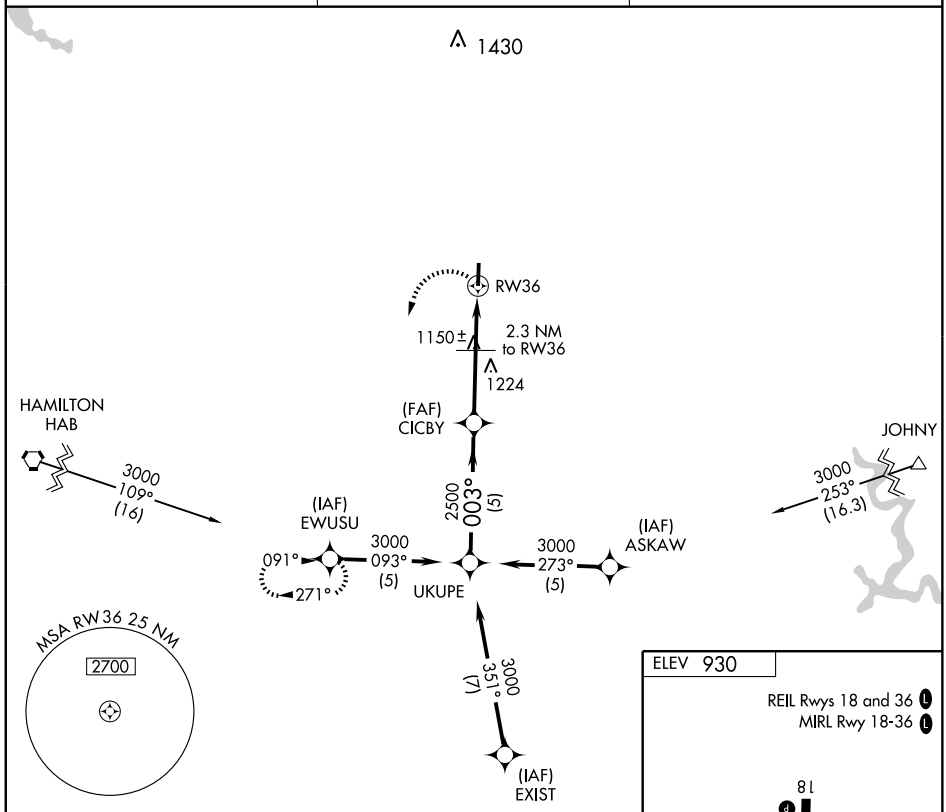
HALEYVILLE / POSEY FIELD (1M4)

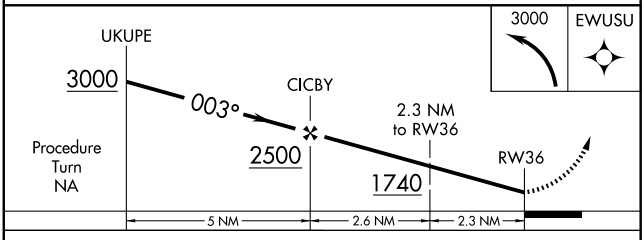
NA

Use Muscle Shoals altimeter setting.

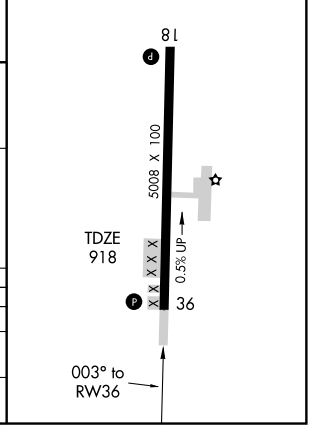
MISSED APPROACH: Climbing left turn to 3000 direct EWUSU WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1520-1	602 (600-1)	NA	
CIRCLING	1540-1	610 (700-1)	NA	



SE-4, 17 DEC 2009 to 14 JAN 2010

HALEYVILLE, ALABAMA

AL-5937 (FAA)

VORTAC HAB	APP CRS	Rwy Idg	N/A
110.4	074°	TDZE	N/A
Chan 41		Apt Elev	930

VOR/DME or GPS-A

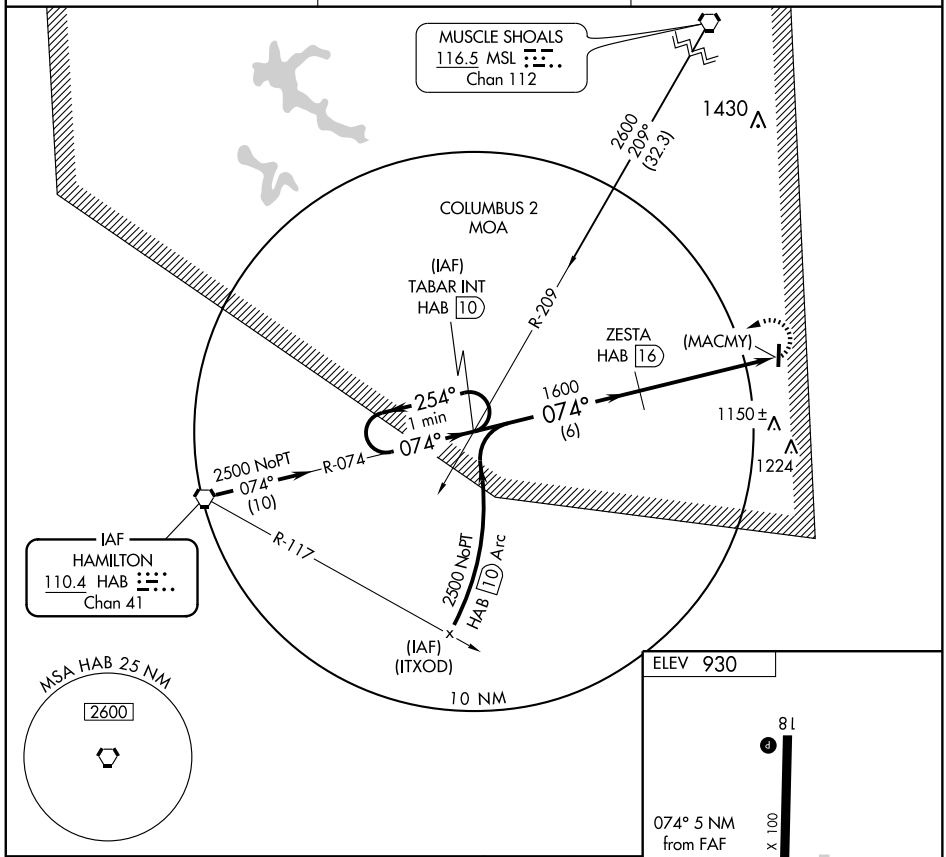
HALEYVILLE / POSEY FIELD (1M4)

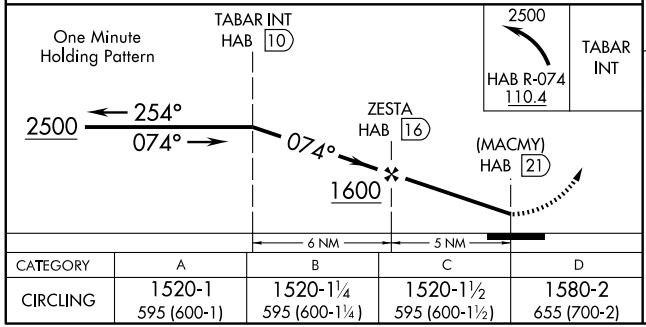
Use Muscle Shoals altimeter setting; when not received, use Huntsville altimeter setting and increase all MDAs 40 feet and visibility Cat. C and D ¼ mile.

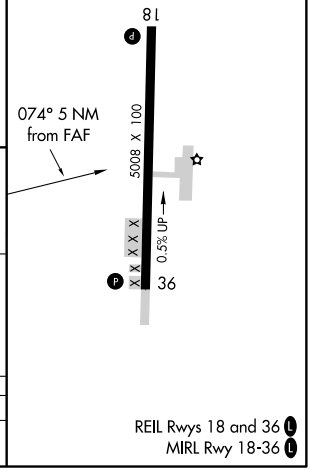
NA

MISSED APPROACH: Climbing left turn to 2500 via HAB R-074 to TABAR Int/10 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1 595 (600-1)	1520-1¼ 595 (600-1¼)	1520-1½ 595 (600-1½)	1580-2 655 (700-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

HALEYVILLE, ALABAMA

AL-5937 (FAA)

VORTAC	MSL	APP CRS	Rwy Idg	5008
116.5		190°	TDZE	930
Chan 112			Apt Elev	930

VOR/DME or GPS RWY 18

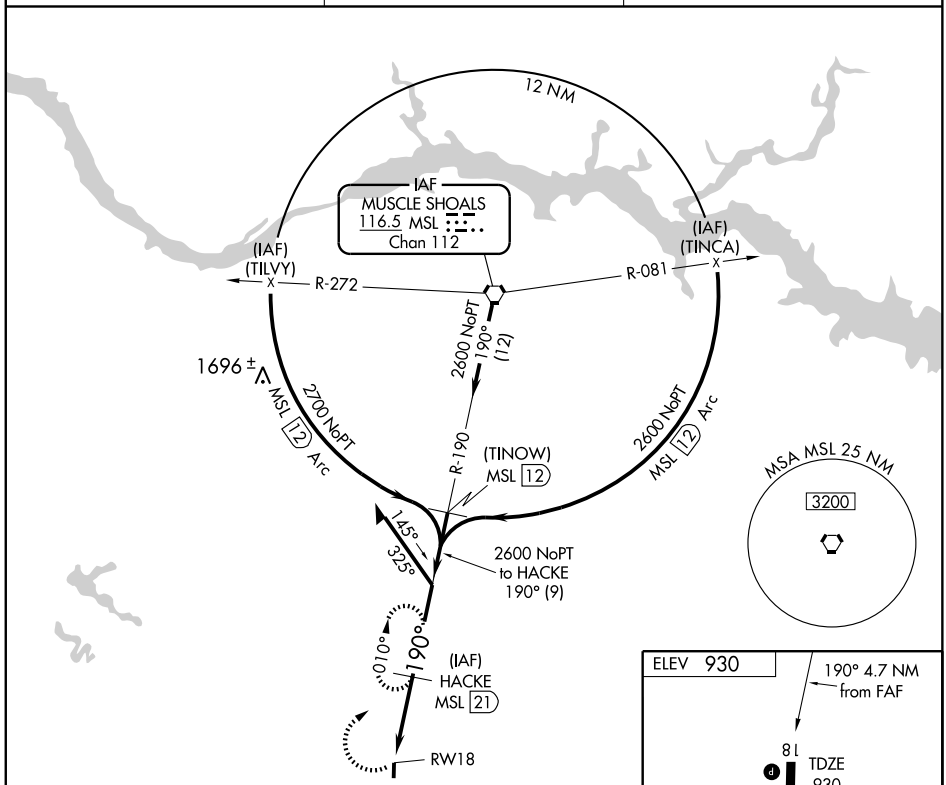
HALEYVILLE / POSEY FIELD (1M4)

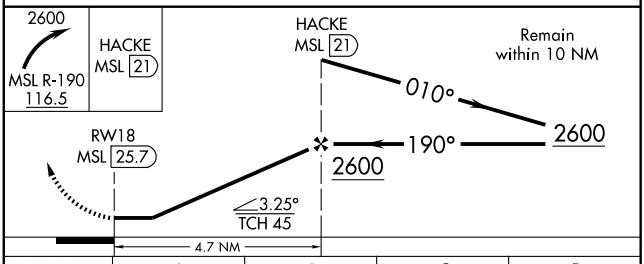
V
A NA

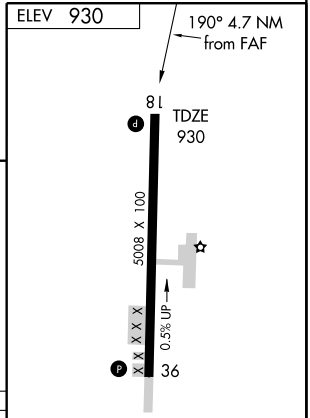
Use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via MSL R-190 to HACKE MSL 21 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1520-1 590 (600-1)	1520-1¼ 590 (600-1¼)	1520-1½ 590 (600-1½)	NA
CIRCLING	1540-1 610 (700-1)	1540-1¼ 610 (700-1¼)	1540-1¾ 610 (700-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5495
181°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 18

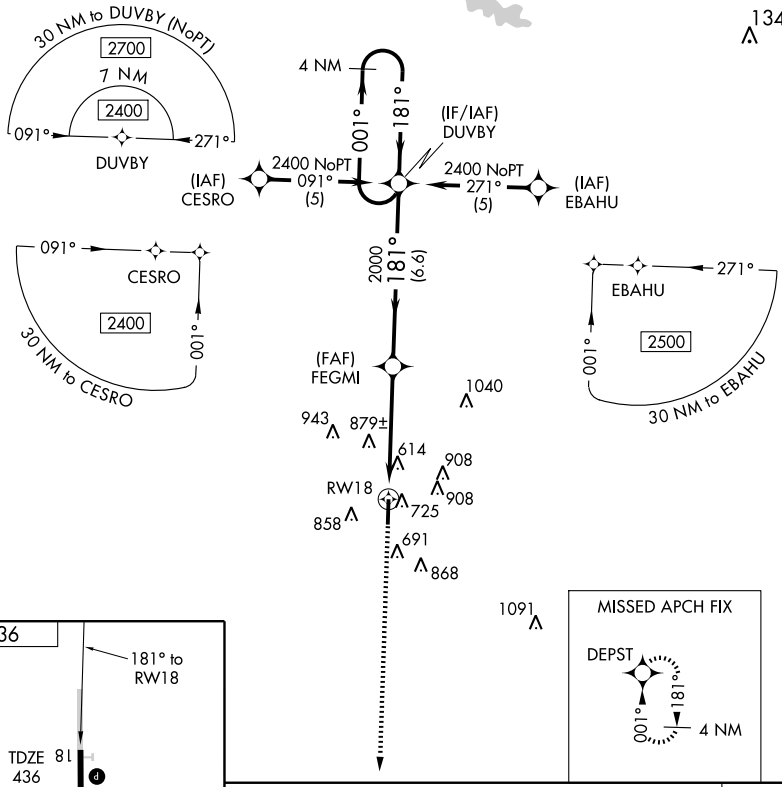
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

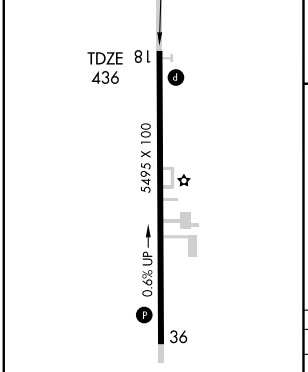
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF. When not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase LNAV MDA visibility Cat B ¼ mile, Cat C, D ½ mile and circling visibility Cats A, D ¼ mile, Cat C ½ mile.

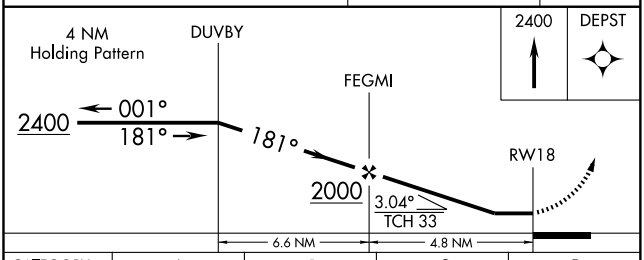
NA

MISSED APPROACH: Climb to 2400 direct DEPST and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1140-1	704 (800-1)	1140-2 704 (800-2)	1140-2¼ 704 (800-2¼)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2 784 (800-2¼)	1260-2¾ 824 (900-2¾)

REIL Rwy 18-36 (L)
MIRL Rwy 18-36 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5495
CH 42712	001°	TDZE	418
W36A		Apt Elev	436

RNAV (GPS) RWY 36

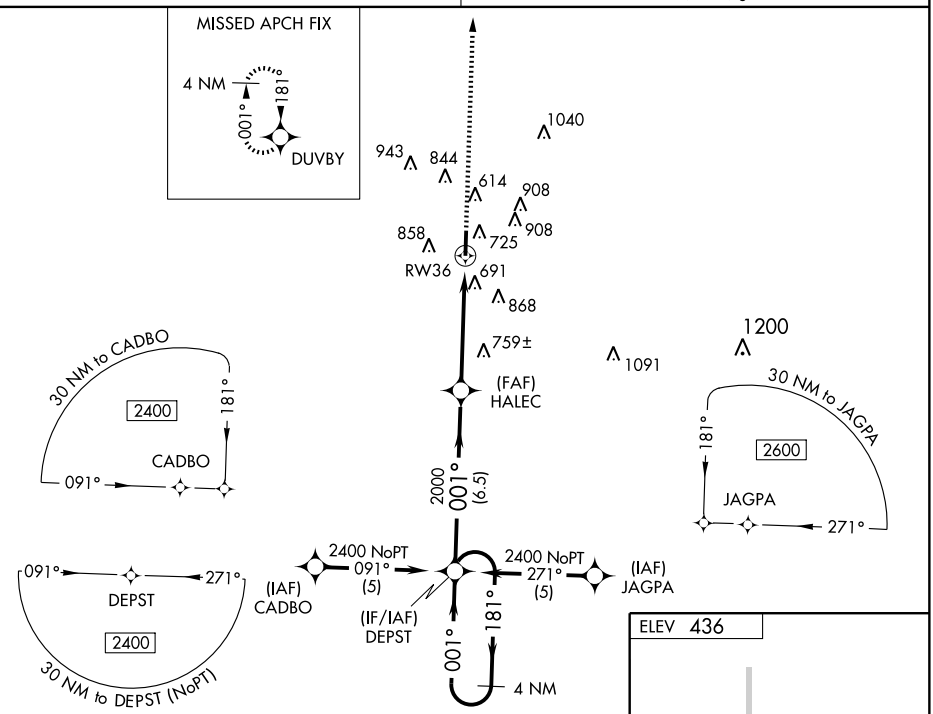
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

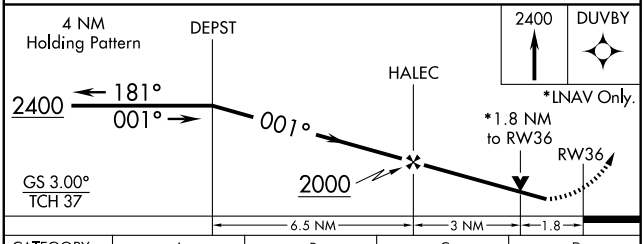
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDA 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ mile, Circling Cats A, D ¼ mile, and Cat C ½ mile. LNAV/VNAV NA when using Tupelo altimeter setting. VDP NA when using Tupelo altimeter setting.

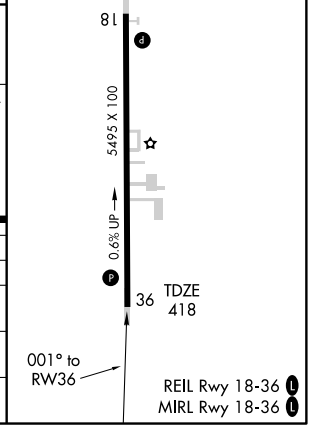
NA

MISSED APPROACH: Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	723-1¼ 305 (300-1¼)			
LNAV/VNAV DA	1219-3 801 (800-3)			
LNAV MDA	1020-1 602 (600-1)		1020-1¾ 602 (600-1¾)	1020-2 602 (600-2)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC HAB	APP CRS	Rwy Idg	5495
110.4	167°	TDZE	442
Chan 41		Apt Elev	446

VOR or GPS RWY 18

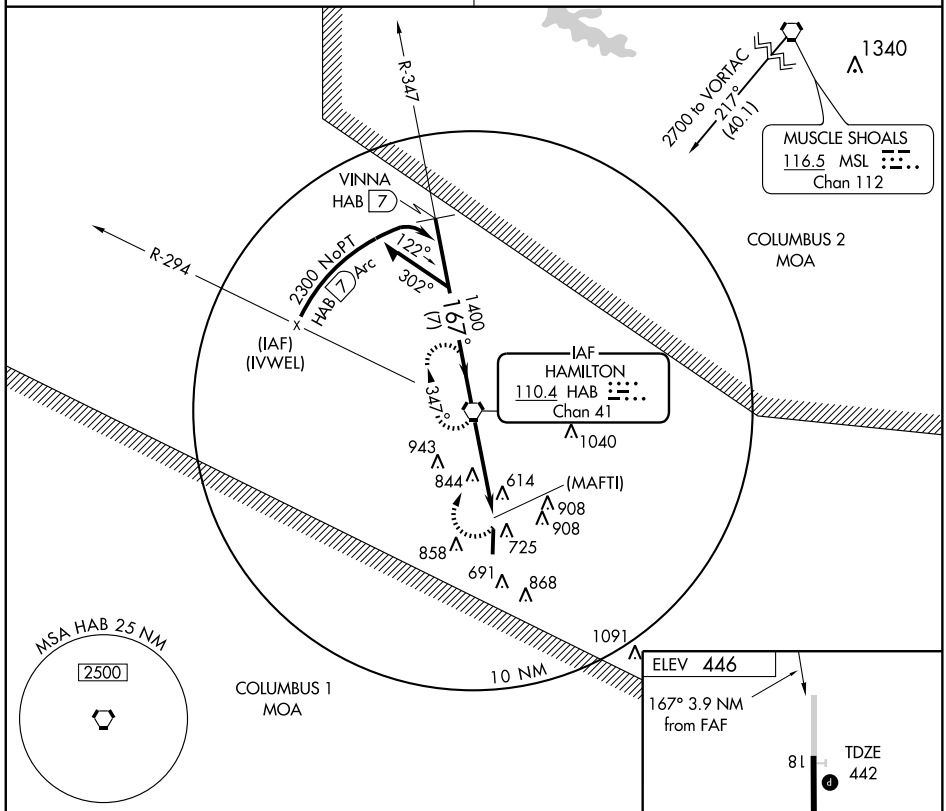
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

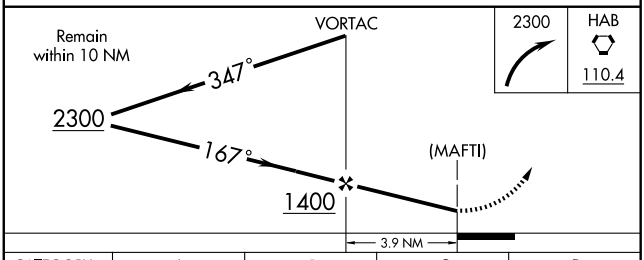
NA — Use Columbus AFB altimeter setting.

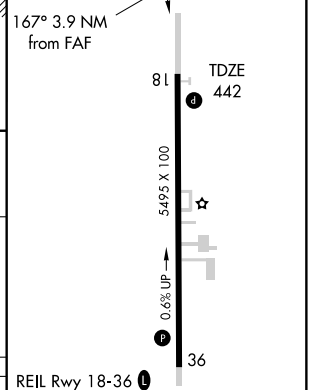
MISSED APPROACH: Climbing right turn to 2300 direct HAB VORTAC and hold.

MEMPHIS CENTER
127.1 269.4

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1300-1 858 (900-1)	1300-1¼ 858 (900-1¼)	1300-2½ 858 (900-2½)	1300-2¾ 858 (900-2¾)
CIRCLING	1340-1¼ 894 (900-1¼)		1340-2¾ 894 (900-2¾)	1440-3 994 (1000-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3599
181°	TDZE	628
	Apt Elev	628

RNAV (GPS) RWY 18

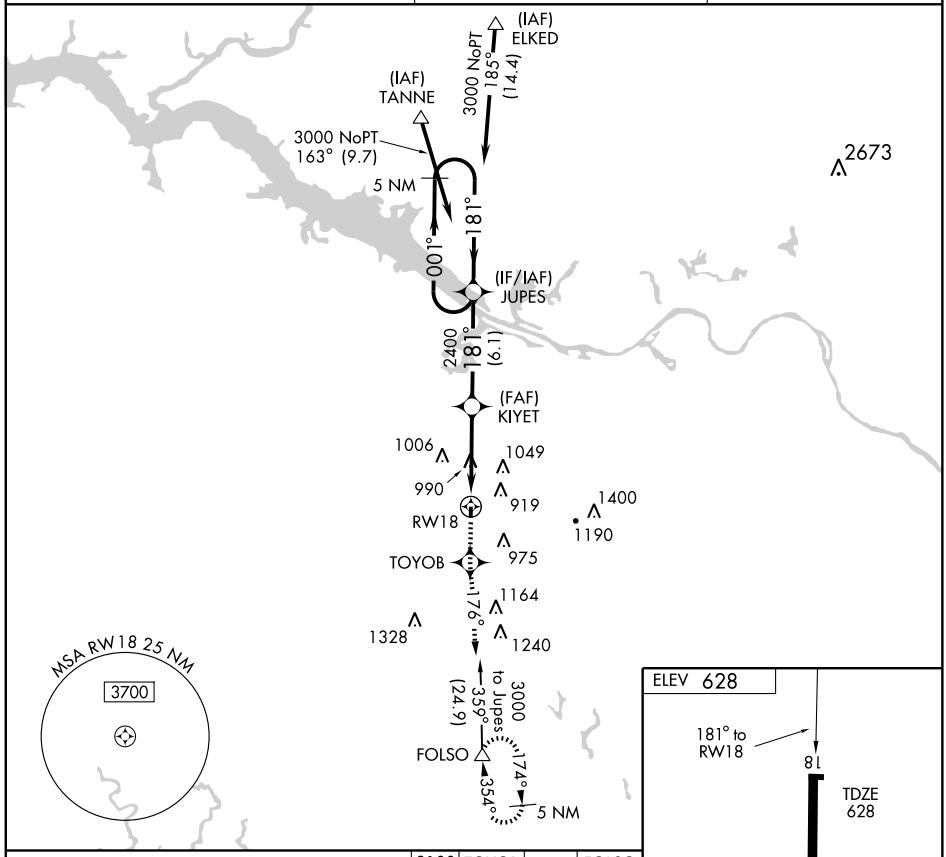
HARTSELLE-MORGAN COUNTY RGNL (5MØ)

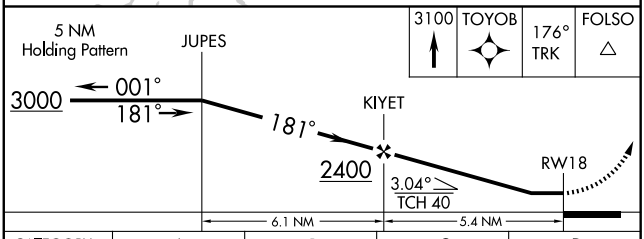
Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

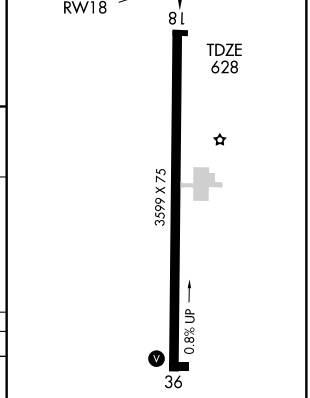
NA

MISSED APPROACH: Climb to 3100 direct TOYOB and via 176° track to FOLSO and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
121.25	118.05 239.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	712 (800-1)	1340-2 712 (800-2)	NA
CIRCLING	1340-1	712 (800-1)	1340-2 712 (800-2)	NA

MIRL Rwy 18- 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3599
001°	TDZE	599
	Apt Elev	628

RNAV (GPS) RWY 36

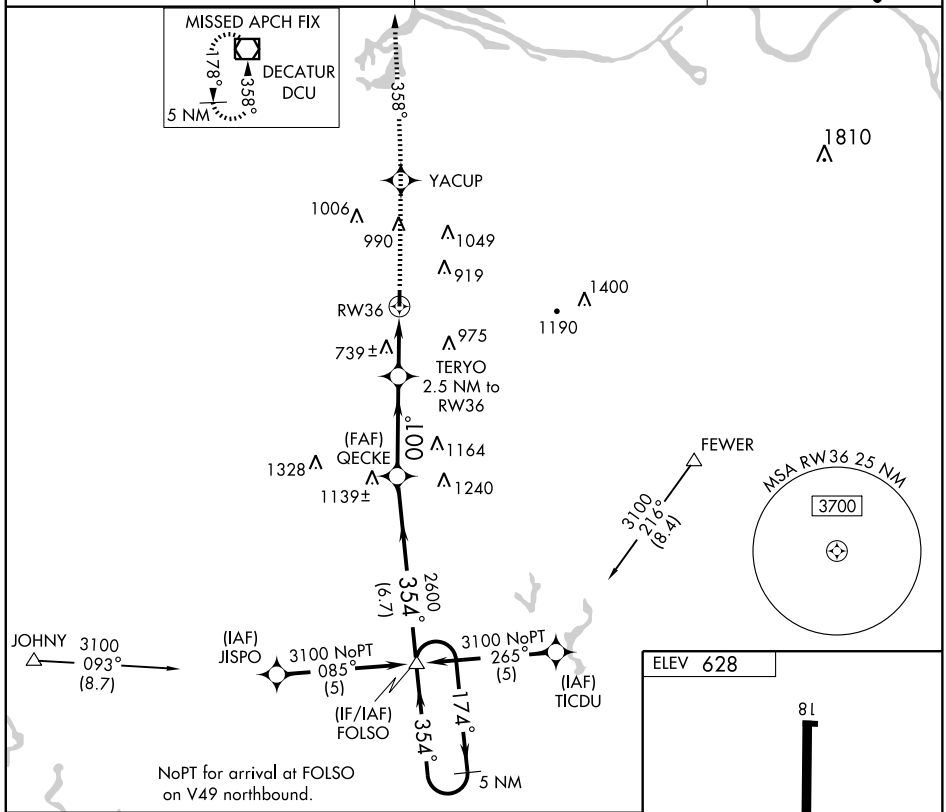
HARTSELLE-MORGAN COUNTY RGNL (5MØ)

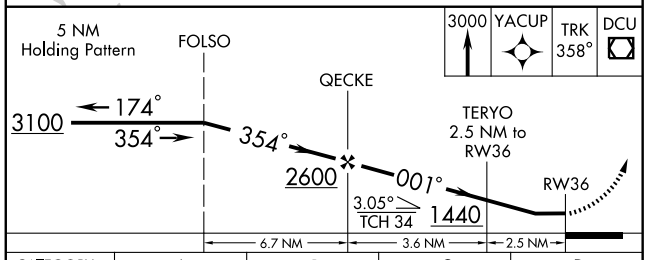
Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. When VGSI Inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

NA

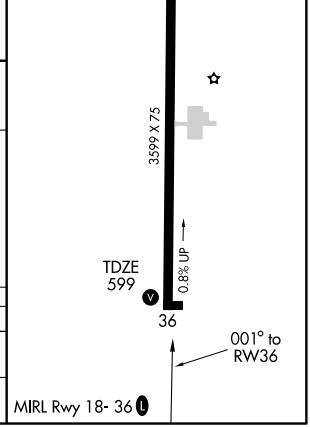
MISSED APPROACH: Climb to 3000 direct YACUP and via 358° track to DCU VOR/DME and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
121.25	118.05 239.0	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1040-1	441 (500-1)	1040-1¼ 441 (500-1¼)	NA
CIRCLING	1140-1 512 (600-1)	1160-1 532 (600-1)	1180-1½ 552 (600-1½)	NA



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
094°	TDZE	355
	Apt Elev	356

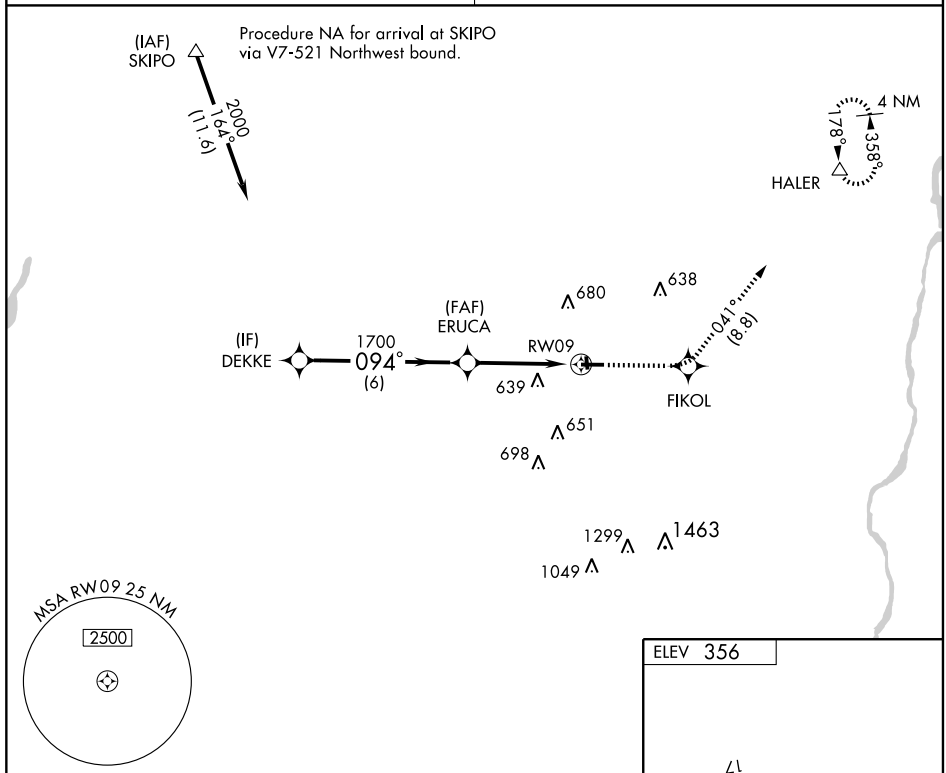
RNAV (GPS) RWY 9
HEADLAND MUNI (ØJ6)

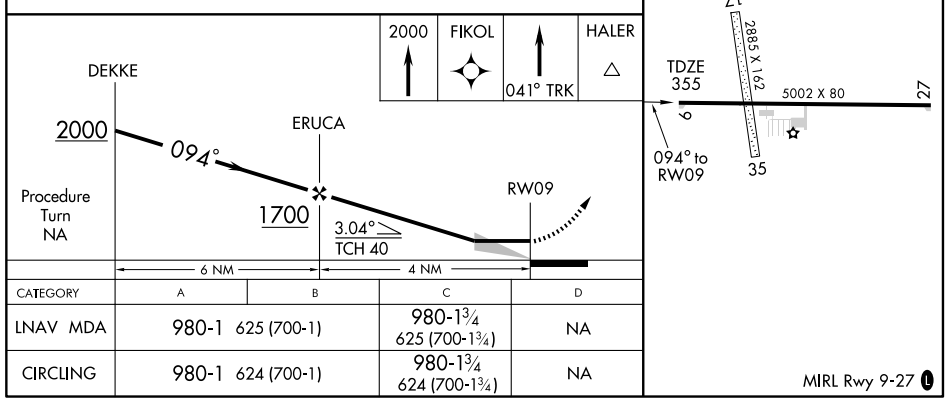
Use Dothan altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 direct FIKOL and via 041° track to HALER and hold.

CAIRNS APP CON ★	CTAF
125.4	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	980-1 625 (700-1)		980-1¾ 625 (700-1¾)	NA
CIRCLING	980-1 624 (700-1)		980-1¾ 624 (700-1¾)	NA

MIRL Rwy 9-27 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

HEADLAND, ALABAMA

AL-10187 (FAA)

APP CRS	Rwy Idg	5002
274°	TDZE	355
	Apt Elev	356

RNAV (GPS) RWY 27

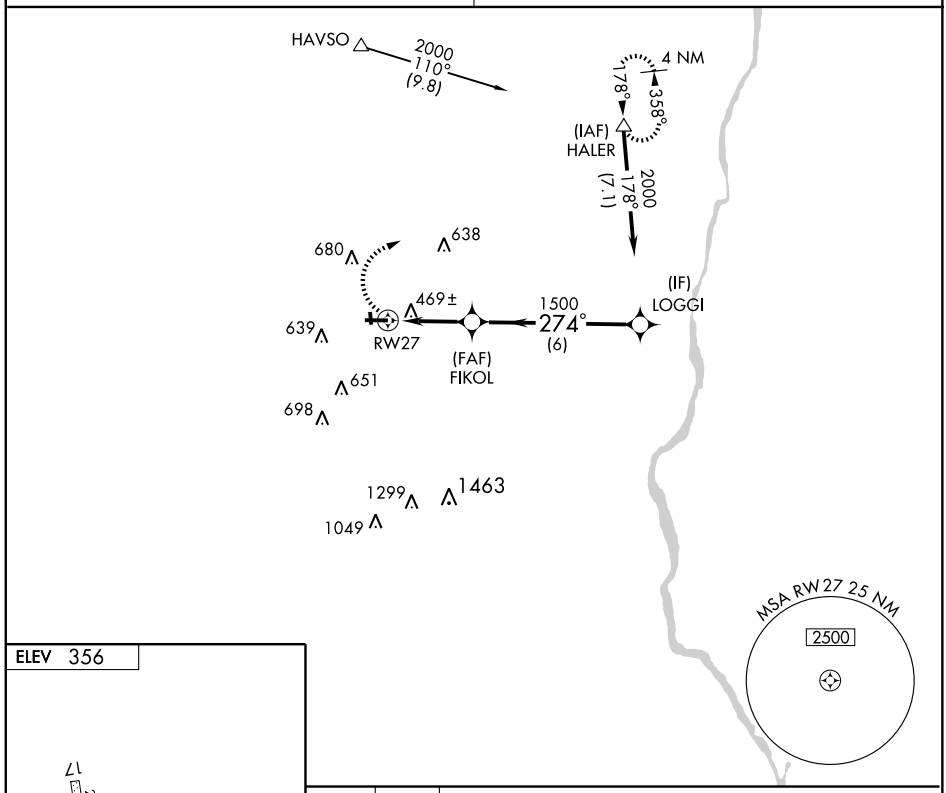
HEADLAND MUNI (ØJ6)

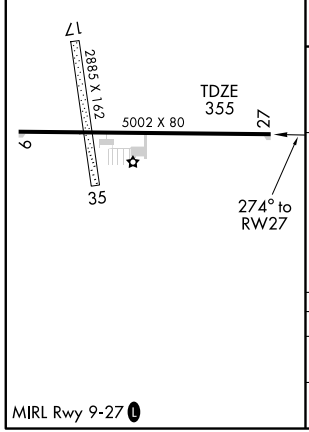
Use Dothan altimeter setting.
DME/DME RNP-0.3 NA.
Procedure NA at night.

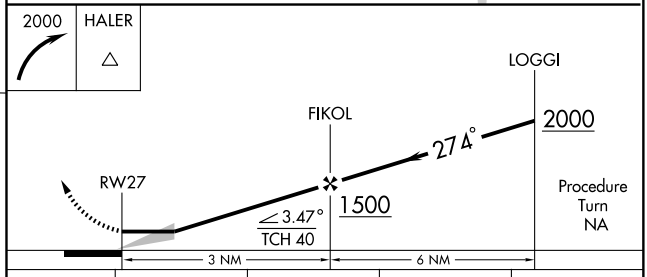
NA

MISSED APPROACH: Climbing right turn to 2000 direct HALER and hold.

CAIRNS APP CON ★	CTAF
125.4	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
CIRCLING	860-1 504 (600-1)		860-1½ 504 (600-1½)	NA

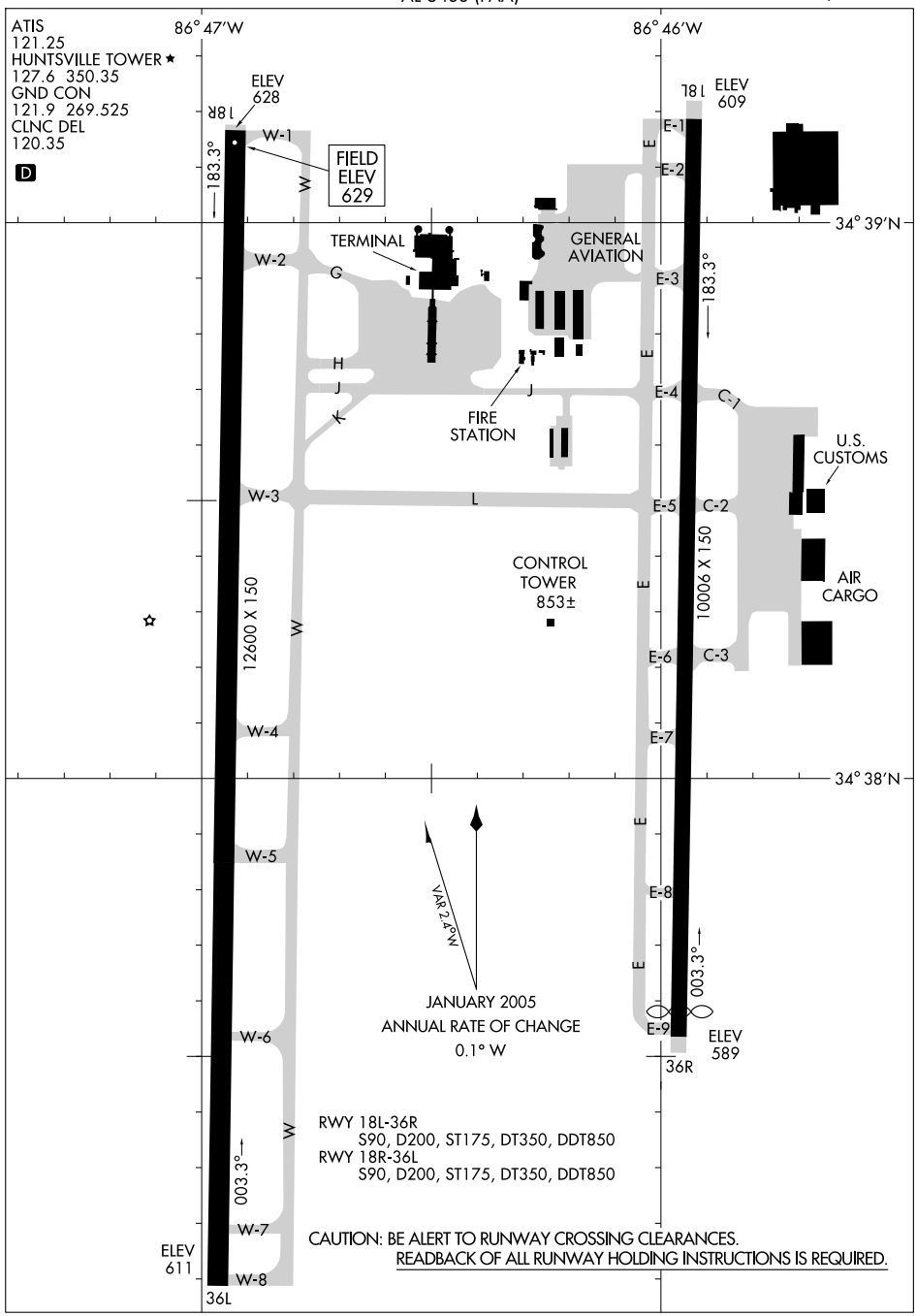
MIRL Rwy 9-27 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

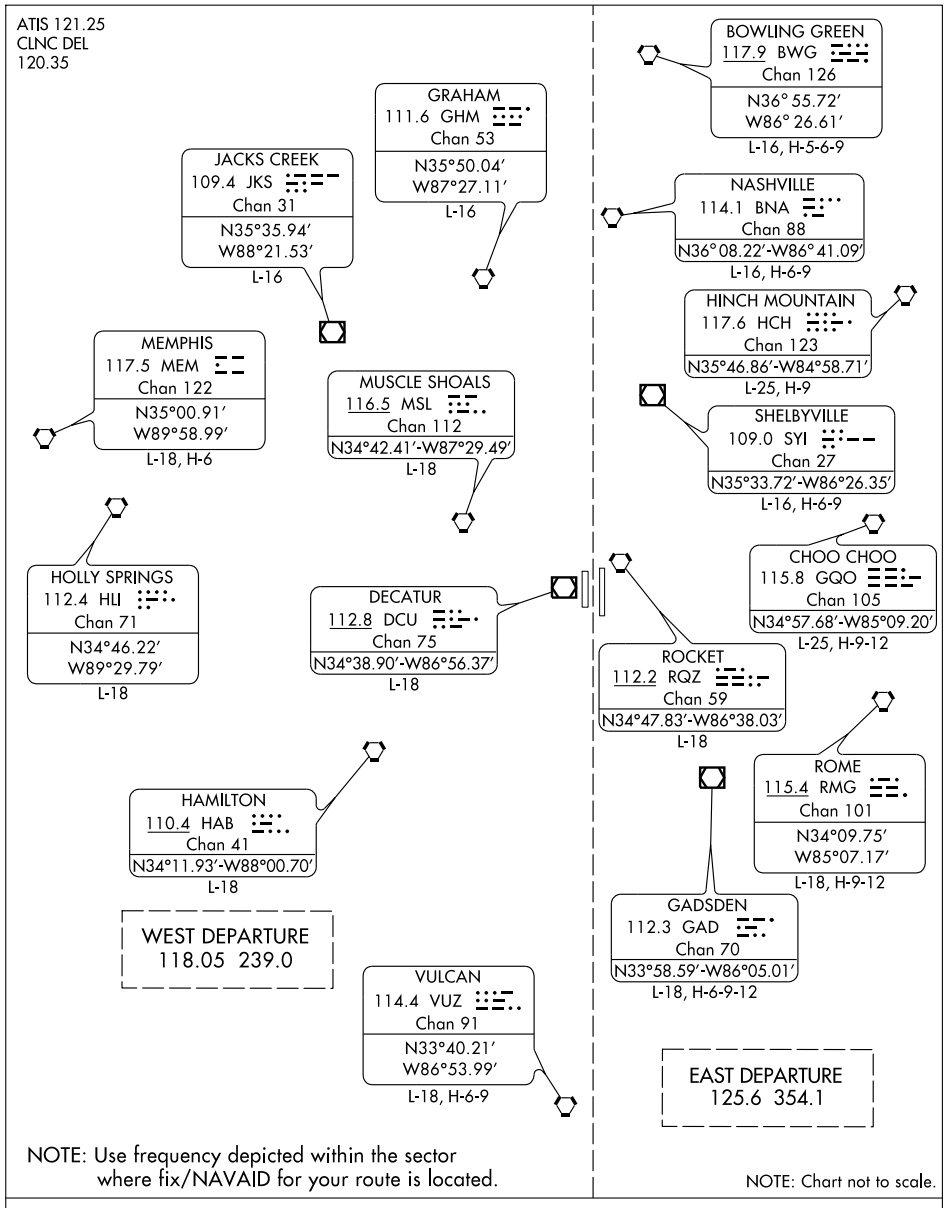
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA
AL-5488 (FAA)



SE-4, 17 DEC 2009 to 14 JAN 2010

HUNTSVILLE ONE DEPARTURE

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA



NOTE: Use frequency depicted within the sector where fix/NAVAID for your route is located.

NOTE: Chart not to scale.

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

LOC I-TVN	APP CRS		
111.9	182°	Rwy ldg	9800
		TDZE	609
		Apt Elev	629

ILS or LOC RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

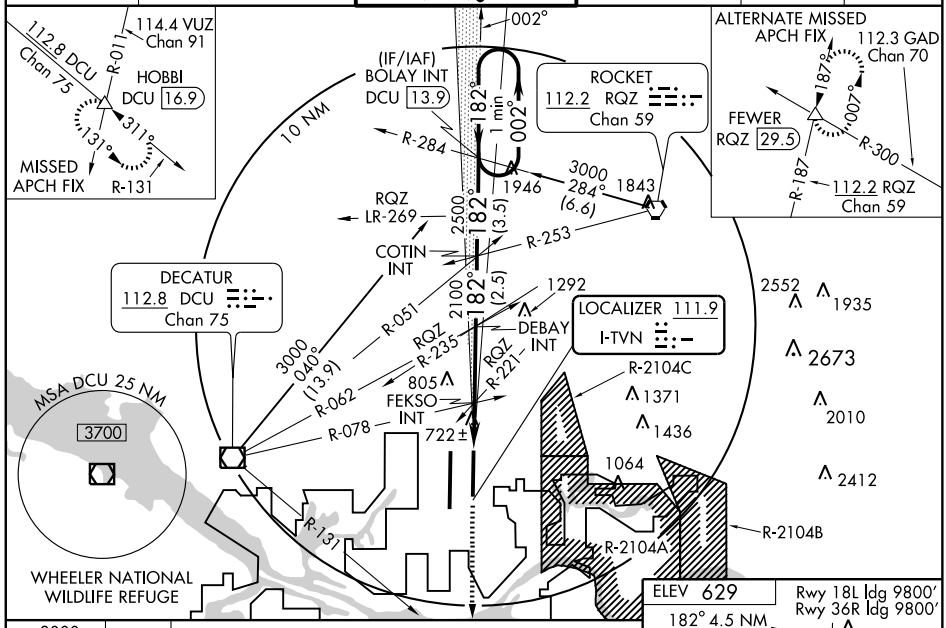
When local altimeter setting not received, use Decatur altimeter setting and increase DA 834 and all MDA 40 feet, increase FEKSO fix minimums S-LOC 18L Cat. C visibility to RVR 4000, and Cat. E visibility to RVR 5000. For inoperative MALSR increase S-ILS 18L Cat. E visibility to RVR 4000 and S-LOC 18L Cat. E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat. E visibility to RVR 6000. For inoperative MALSR when using Decatur altimeter setting, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat. E visibility to 1½. Circling NA for Cat. E east of Rwy 18L-36R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

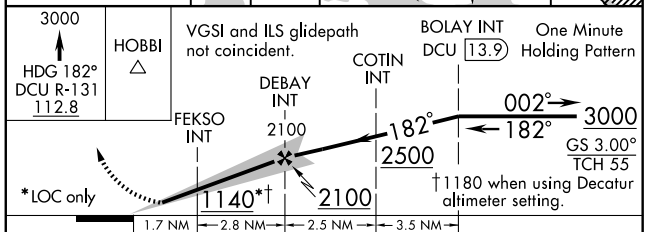
T A ASR

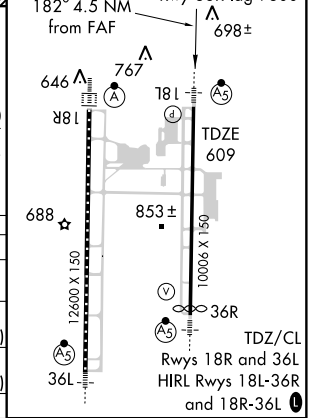
MALSR

MISSED APPROACH: Climb to 3000 via heading 182° and DCU VOR/DME R-131 to HOBBI Int/DCU 16.9 DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 18L	**809/24 200 (200-½)				809/24 200 (200-½)
S-LOC 18L	1140/24 531 (600-½)		1140/50 531 (600-1)	1140/60 531 (600-1¼)	1140-1½ 531 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
FEKSO FIX MINIMUMS					
S-LOC 18L	980/24 371 (400-½)			980/40 371 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HSV	APP CRS	Rwy ldg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS or LOC RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

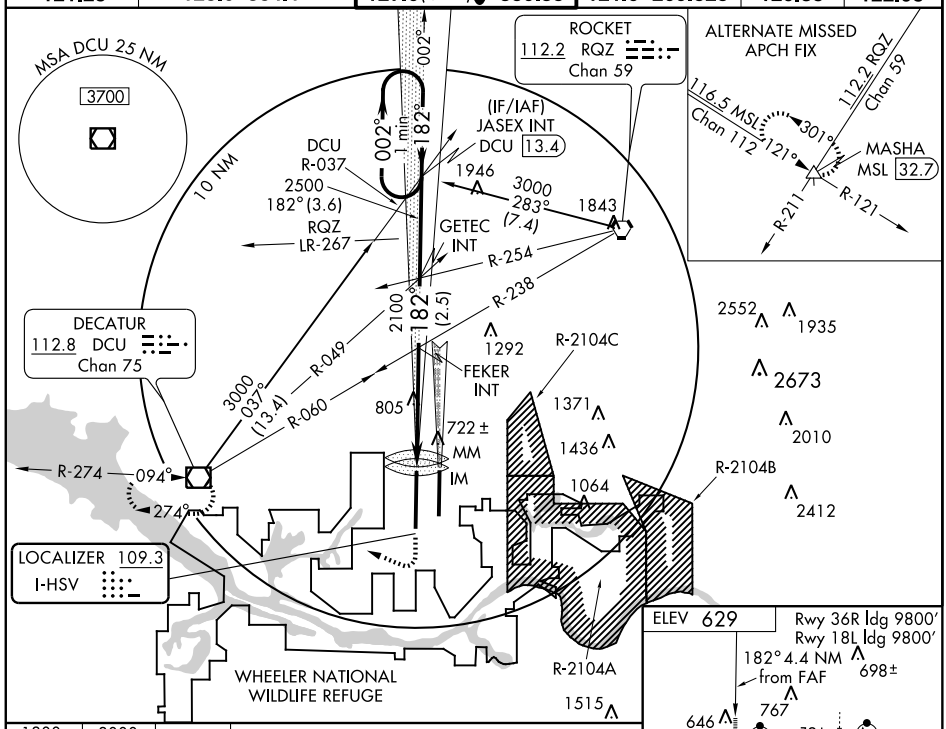
For inoperative ALSF-2, increase S-ILS 18R Cat. E visibility to RVR 4000 and S-LOC 18R Cat. E visibility to 1½ miles, when using Decatur altimeter setting increase S-ILS 18R Cat. E visibility to RVR 4000, and S-LOC 18R Cat. E visibility to 1¾. Circling NA for Cat. E east of Rwy 18L-36R. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 18R DA to 854 and all MDA 40 feet, and increase S-LOC 18R Cat. E visibility to RVR 6000. Cat II and III minimums NA.

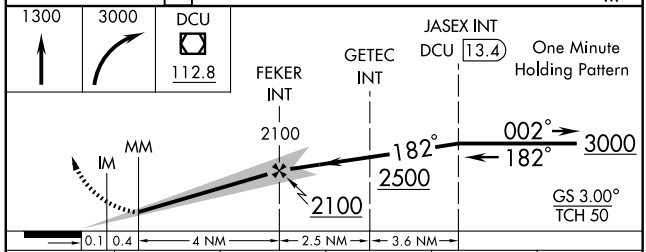
ASR

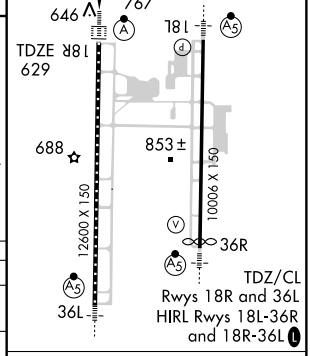
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 18R	829/18 200 (200-½)				829/24 200 (200-½)
S-LOC 18R	1060/24 431 (500-½)		1060/40 431 (500-¾)	1060/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ELL	APP CRS	Rwy Idg	12600
108.5	002°	TDZE	615
		Apt Elev	629

ILS or LOC RWY 36L

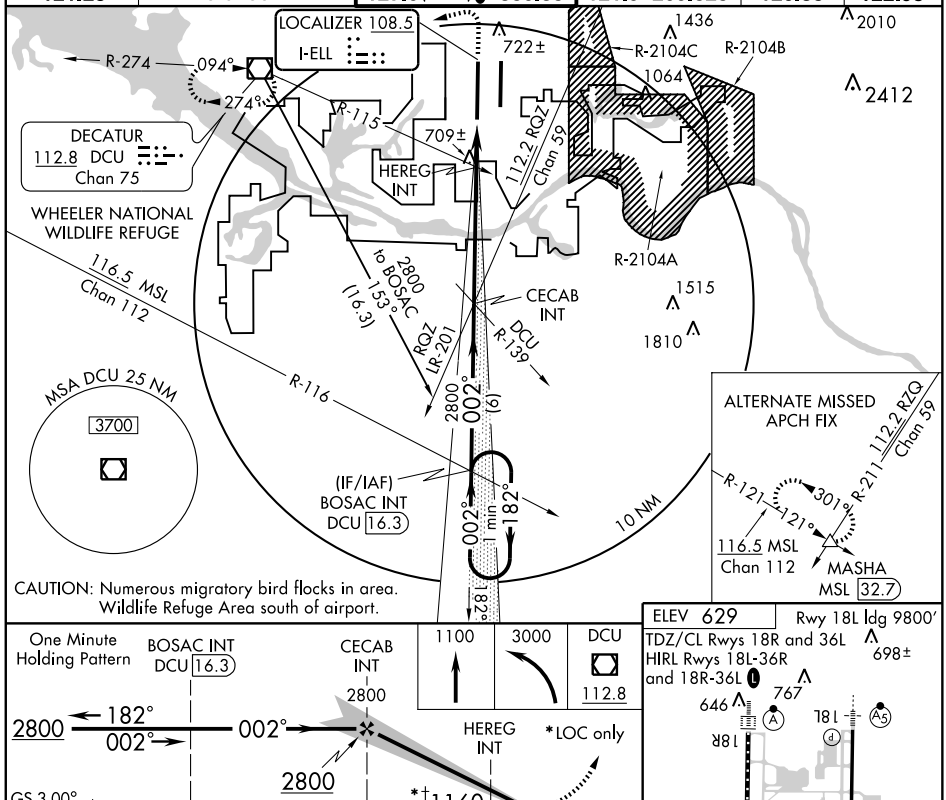
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

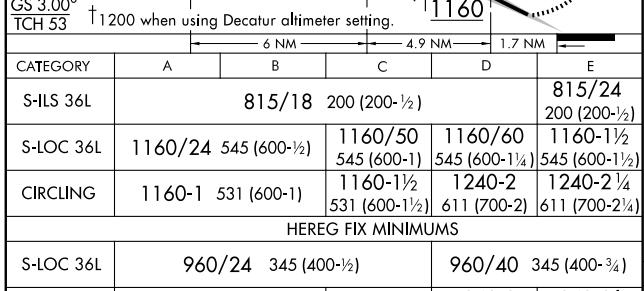
T A ASR — For inoperative MALSR, increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles. HEREG fix minimums S-LOC 36L increase Cat. E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase DA to 840 and all MDA 40 feet. For inoperative MALSR when using Decatur altimeter setting increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles, HEREG fix minimums: S-LOC 36L increase Cat. E visibility to RVR 6000. Circling NA for Cat. E east of Rwy 18L-36R.

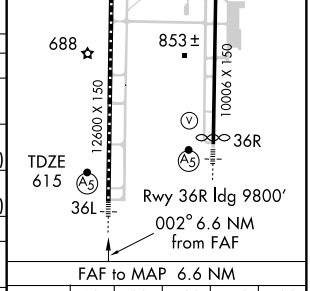
MALSR (A5)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct DCU VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 36L	815/18 200 (200-½)				815/24 200 (200-½)
S-LOC 36L	1160/24 545 (600-½)		1160/50 545 (600-1)	1160/60 545 (600-1¼)	1160-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
HEREG FIX MINIMUMS					
S-LOC 36L	960/24 345 (400-½)			960/40 345 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SE-4, 17 DEC 2009 to 14 JAN 2010

HUNTSVILLE, ALABAMA AL-5488 (FAA)

LOC/DME I-JJC	APP CRS	Rwy Idg	9800
109.55	002°	TDZE	595
Chan 32(Y)		Apt Elev	629

ILS or LOC RWY 36R

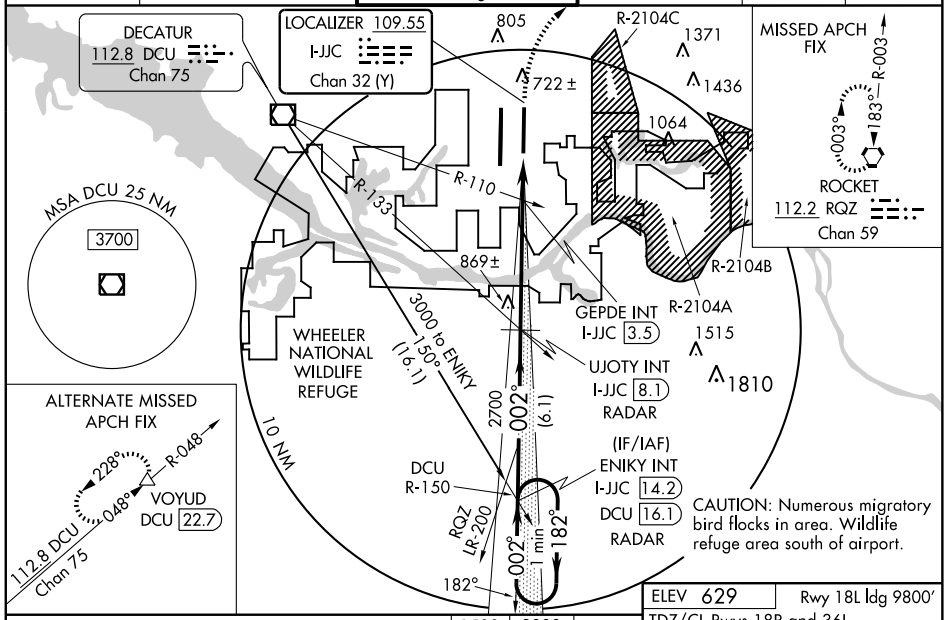
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

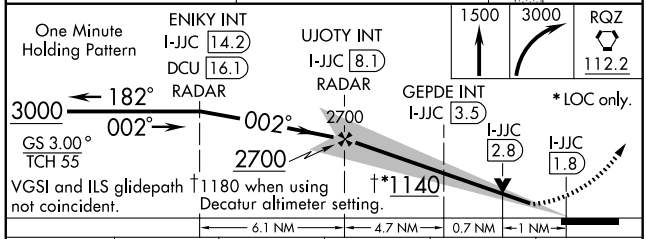
For inoperative MALSR, increase S-ILS 36R Cat. E visibility to RVR 4000, S-LOC 36R Cat. E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat. E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 36R DA to 821 feet and all MDAs 40 feet, and GEPDE fix minimums S-LOC 36R Cat. C and E visibility ¼ mile. For inoperative MALSR, when using Decatur altimeter setting, increase S-ILS 36R Cat. E visibility to RVR 4000, S-LOC 36R Cat. E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat. E visibility to 1½ miles. VDP NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R.

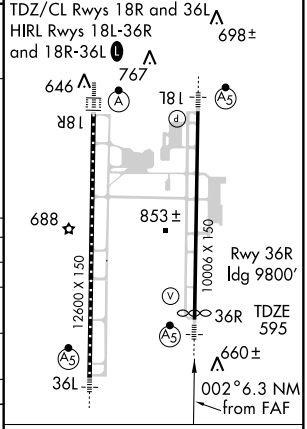
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct RQZ VORTAC and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 36R	796/24 201 (200-½)				
S-LOC 36R	1140/24 545 (600-½)		1140/50 545 (600-1)	1140/60 545 (600-1¼)	1140-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
GEPDE FIX MINIMUMS					
S-LOC 36R	980/24 385 (400-½)			980/40 385 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-4, 17 DEC 2009 to 14 JAN 2010

HUNTSVILLE, ALABAMA AL-5488 (FAA)

LOC I-HSV	APP CRS	Rwy ldg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS RWY 18R (CAT II)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

ASR

Cat II minimums NA when Control Tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95

MSA DCU 25 NM
3700
10 NM
ROCKET
112.2 RQZ
Chan 59
ALTERNATE MISSED APCH FIX
112.2 RQZ Chan 59
116.5 MSL Chan 112
301°
121°
MASHA
MSL 32.7
R-211
R-121
002°
1 min
182°
(IF/IAF)
JASEX INT
DCU 13.4
DCU
R-037
2500
182° (3.6)
RQZ
LR-267
1946
3000
283° (7.4)
1843
GETEC INT
R-254
R-238
182°
2100
(2.5)
R-049
R-060
DECATUR
112.8 DCU
Chan 75
3000
037°
(13.4)
FEKER INT
1292
R-2104C
805
722±
MM
IM
1371
1436
1064
R-2104B
2552
1935
2673
2010
2412
R-274
094°
274°
LOCALIZER 109.3
I-HSV
WHEELER NATIONAL WILDLIFE REFUGE
R-2104A
1515

ELEV 629
Rwy 18L ldg 9800′
Rwy 36R ldg 9800′
698±
646
767
TDZE 629
18R
18L
688
853±
12600 X 150
10006 X 150
36R
36L
TDZ/CL Rwys 18R and 36L
HIRL Rwys 18L-36R and 18R-36L L

1300	3000	DCU 112.8

JASEX INT
DCU 13.4
One Minute Holding Pattern
FEKER INT
GETEC INT
DH
RA 105
629 MSL
2100
MM
IM
182°
2500
002°
182°
3000
2100
GS 3.00°
TCH 50

1079′	729′	2021′	4 NM	2.5 NM	3.6 NM

CATEGORY	A	B	C	D
S-ILS 18R	RA 105/12 100 DA 729			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

HUNTSVILLE, ALABAMA AL-5488 (FAA)

LOC I-HSV	APP CRS	Rwy ldg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS RWY 18R (CAT III)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

ASR

Cat III minimums NA when Control Tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95

MSA DCU 25 NM 3700

10 NM

ROCKET 112.2 RQZ Chan 59

ALTERNATE MISSED APCH FIX

112.2 RQZ Chan 59

116.5 MSL Chan 112

301° 121°

MASHA MSL 32.7

R-211 R-121

002° 1 min 182°

(IF/IAF) JASEX INT DCU 13.4

DCU R-037 2500 182°(3.6)

1946 3000 283° (7.4) 1843

RQZ LR-267

GETEC INT

R-254 R-238

2100 182° (2.5)

DECATUR 112.8 DCU Chan 75

R-049 R-060

3000 037° (13.4)

1292 R-2104C

FEKER INT

805 722± MM IM

1371 1436 1064

R-2104B

2552 1935 2673 2010 2412

R-274 094° 274°

LOCALIZER 109.3 I-HSV

WHEELER NATIONAL WILDLIFE REFUGE

R-2104A 1515

ELEV 629

Rwy 18L ldg 9800′

Rwy 36R ldg 9800′

698±

646 767 688 853±

TDZE 18R 629

18L 36R

12600 X 150

10006 X 150

36L

TDZ/CL Rwys 18R and 36L

HIRL Rwys 18L-36R and 18R-36L L

1300 3000 DCU 112.8

JASEX INT DCU 13.4

One Minute Holding Pattern

GETEC INT

FEKER INT

MM 829

IM 729

2100

629 MSL

182° 2500

002° 182° 3000

GS 3.00° TCH 50

1079′ 859′ 1891′ 4 NM 2.5 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 18R		CAT IIIa	RVR 07	
S-ILS 18R		CAT IIIb	RVR 06	
S-ILS 18R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 72906	182°	Rwy Idg	9800
W18A		TDZE	609
		Apt Elev	629

RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

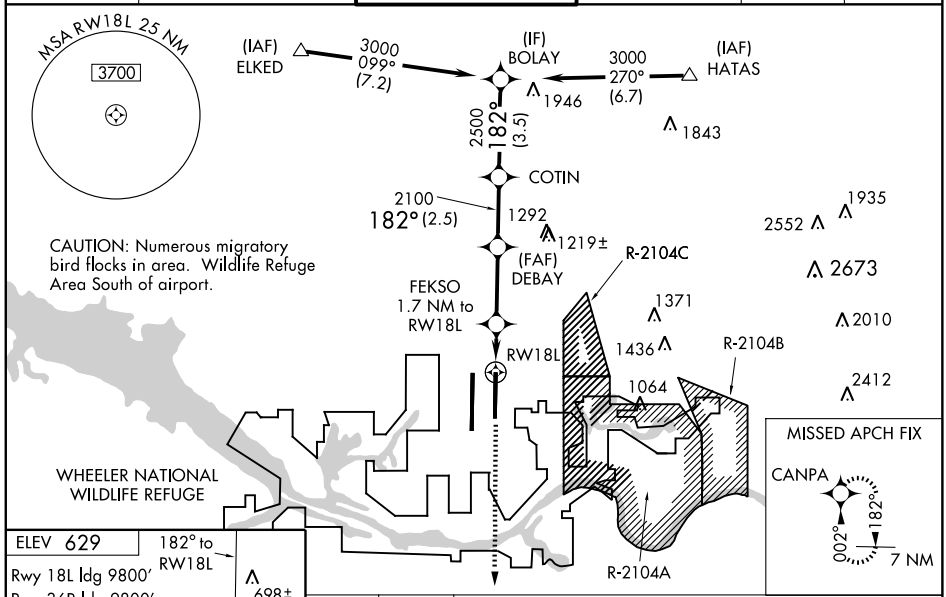
T A ASR

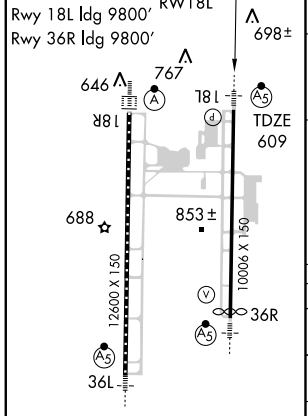
For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1½ . Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 834, LNAV/VNAV DA to 1042 and all MDAs 40 feet. VDP NA when using Decatur altimeter setting. For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1¾ .

MALSR

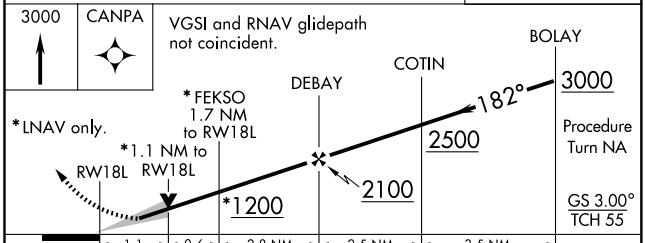
MISSED APPROACH: Climb to 3000 direct CANPA and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95





TDZ/CL Rwys 18R and 36L
HIRL Rwys 18L-36R and 18R-36L L



CATEGORY	A	B	C	D	E
LPV DA	809/24 200 (200-½)				
LNAV/ VNAV DA	1017/50 408 (400-1)				
LNAV MDA	1040/24 431 (500-½)		1040/40 431 (500-¾)	1040/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 58206 W18B	APP CRS 182°	Rwy Idg 12600 TDZE 629 Apt Elev 629

RNAV (GPS) RWY 18R

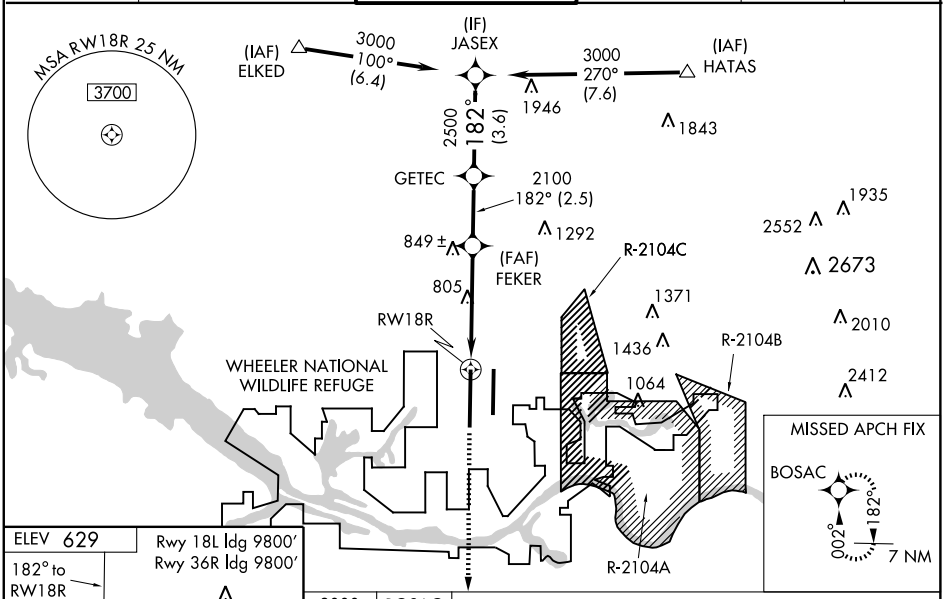
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

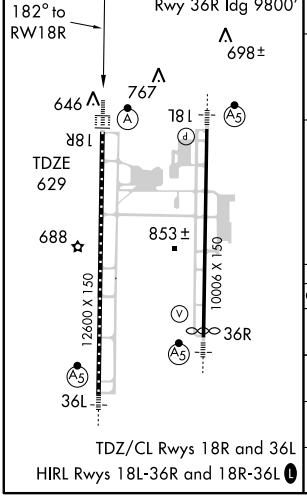
T A ASR — For inoperative ALSF-2, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1½ , when using Decatur altimeter setting, increase LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1¾ . Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase visibility to RVR 5000 and LNAV Cat. E visibility to RVR 6000. VDP NA when using Decatur altimeter setting.

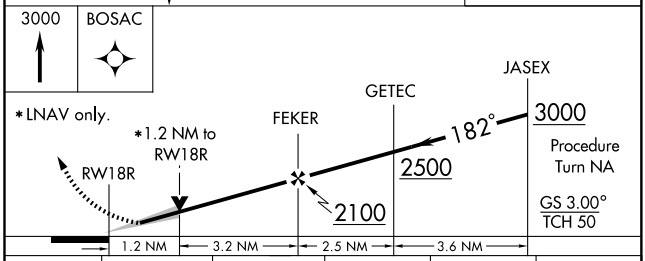
ALSF-2 (A)

MISSED APPROACH: Climb to 3000 direct BOSAC WP and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) (L) 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	829/24 200 (200-½)				
LNAV/VNAV DA	1017/40 388 (400-¾)				
LNAV MDA	1060/24 431 (500-½)		1060/40 431 (500-¾)	1060/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

WAAS	APP CRS	Rwy Idg	12600
CH 82606	002°	TDZE	615
W36A		Apt Elev	629

RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

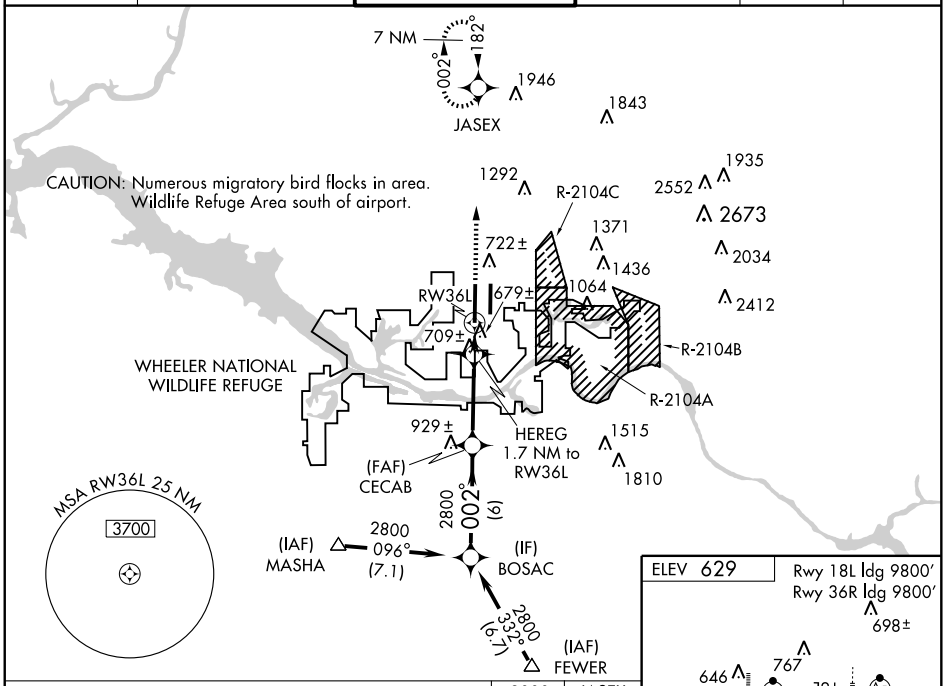
For inoperative MALSR, increase LNAV Cat. D and E visibility to RVR 6000, LPV Cat. E visibility to RVR 4000, and LNAV/VNAV Cat. E visibility to RVR 6000. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R.

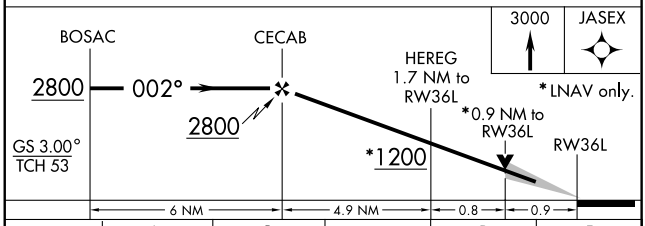
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 840, LNAV/VNAV DA to 994 and all MDA 40 feet. VDP NA when using Decatur altimeter setting.

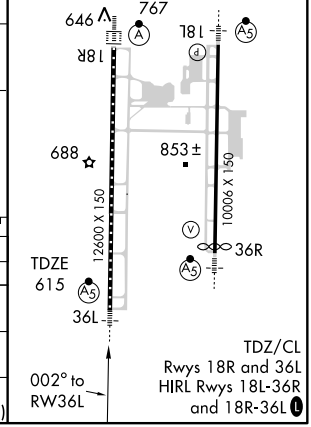
MALSR

MISSED APPROACH: Climb to 3000 direct JASEX and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	815/24 200 (200-½)				
LNAV/VNAV DA	969/40 354 (400-¾)				
LNAV MDA	960/24 345 (400-½)			960/50 345 (400-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 86606 W36B	APP CRS 002°	Rwy Idg 9800 TDZE 595 Apt Elev 629

RNAV (GPS) RWY 36R

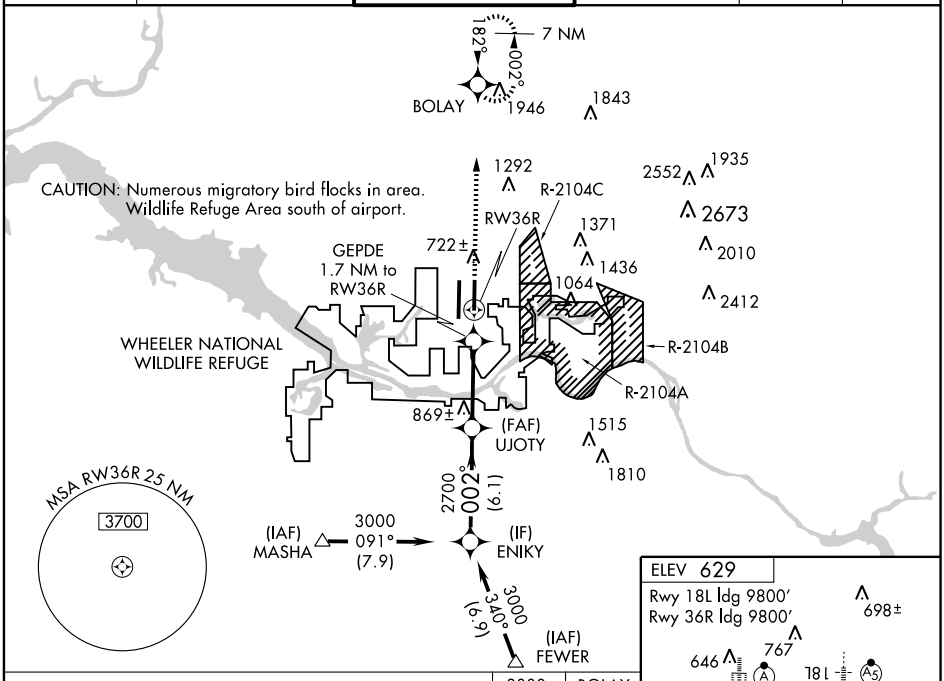
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

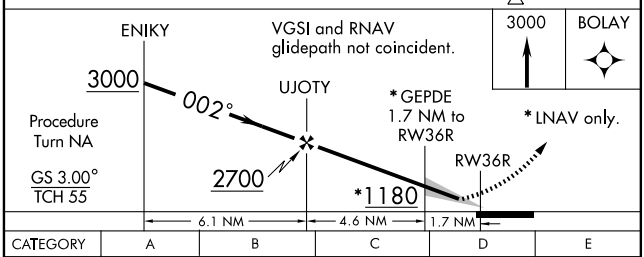
T A ASR — For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000, and LNAV Cat. E visibility to 1¾ mile. For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1½ mile. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 821, LNAV/VNAV DA to 958 and MDA 40 feet, and LNAV Cat. E visibility to RVR 6000.

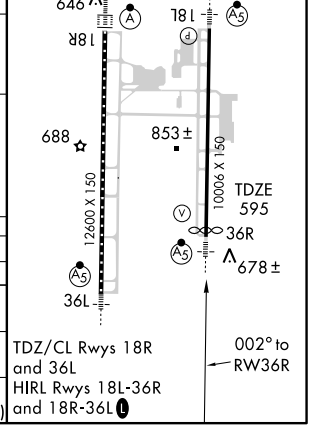
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct BOLAY and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) (L) 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	796/24 201 (200-½)				
LNAV/VNAV DA	933/40 338 (400-¾)				
LNAV MDA	1040/24 445 (500-½)		1040/40 445 (500-¾)	1040/50 445 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

VOR/DME DCU	APP CRS	Rwy Idg	N/A
112.8	094°	TDZE	N/A
Chan 75		Apt Elev	629

VOR-A

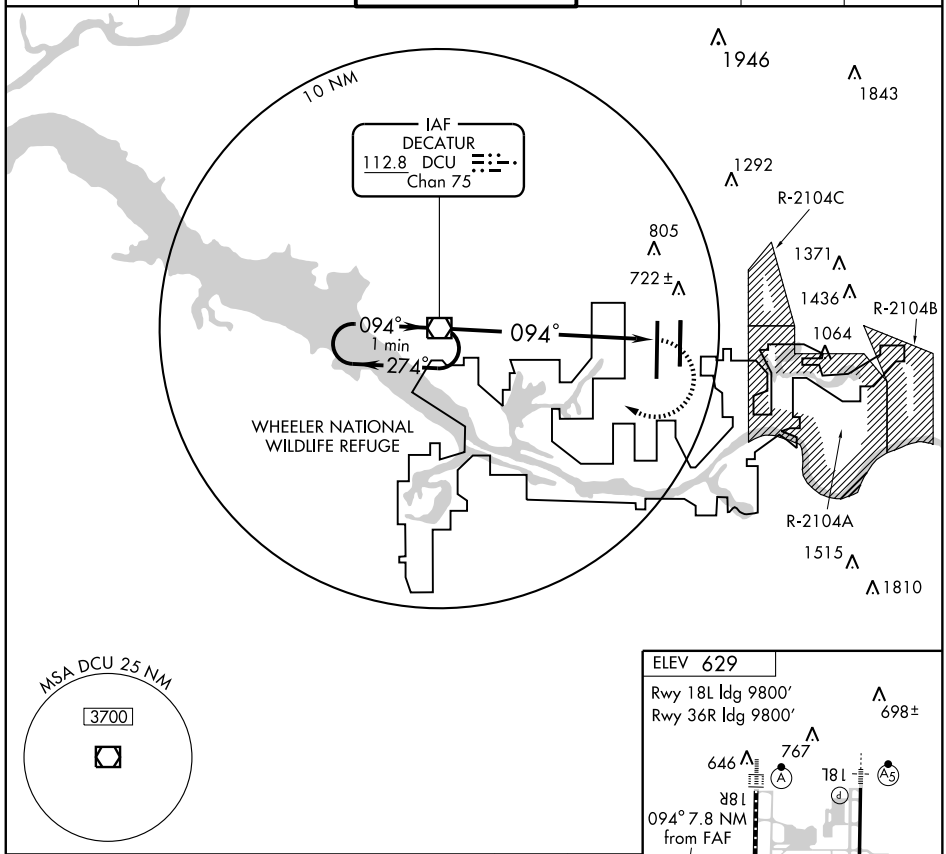
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

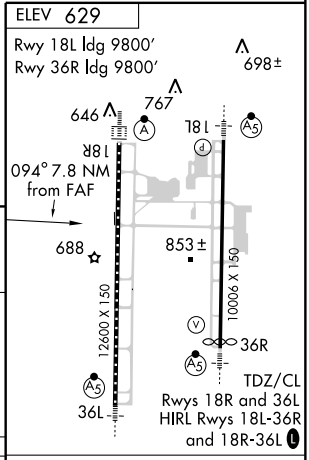
ASR

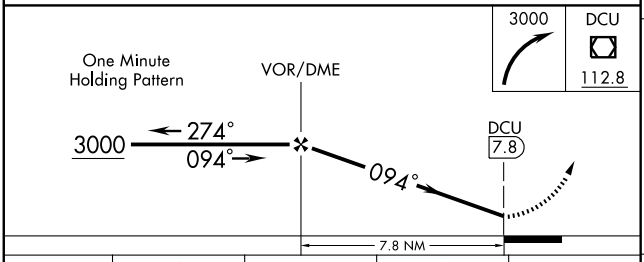
CAUTION: Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.

MISSED APPROACH: Climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D
CIRCLING	1180-1 551 (600-1)		1180-1½ 551 (600-1½)	1240-2 611 (700-2)

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-MDQ	APP CRS	Rwy Idg	5008
109.75	183°	TDZE	740
Chan 34 (Y)		Apt Elev	756

ILS or LOC/DME RWY 18

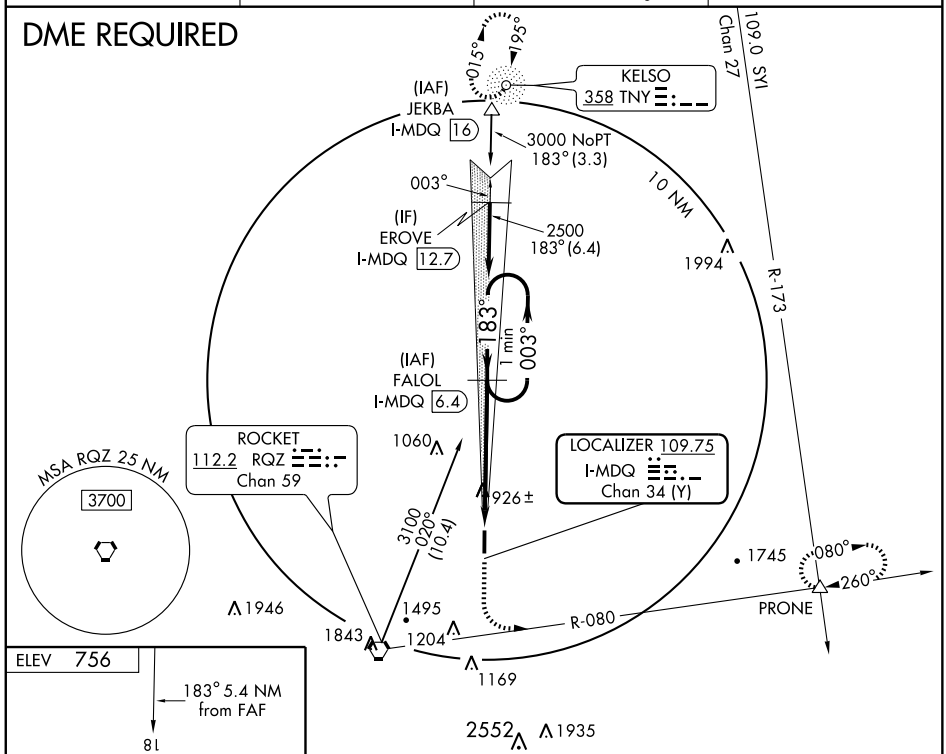
HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

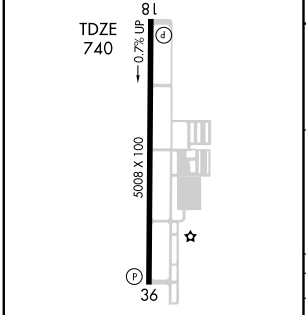
If local altimeter setting not received, use Huntsville Intl altimeter setting and increase DA to 998 feet; increase all MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting.

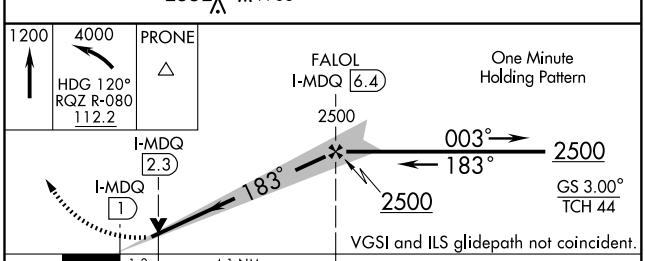
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 120° and RQZ VORTAC R-080 to PRONE Int and hold, continue climb-in-hold to 4000.

AWOS-3	HUNTSVILLE APP CON ★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 18	940-¾ 200 (200-¾)			
S-LOC 18	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)
CIRCLING	1260-1 504 (600-1)		1260-1½ 504 (600-1½)	1320-2 564 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5008
CH 86501	183°	TDZE	740
W18A		Apt Elev	756

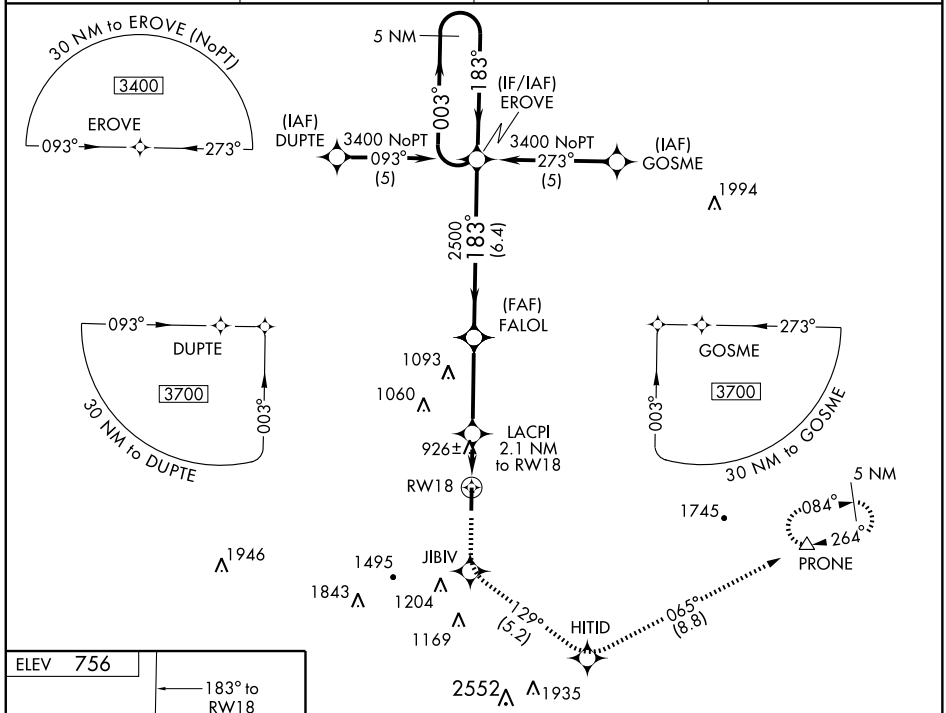
RNAV (GPS) RWY 18

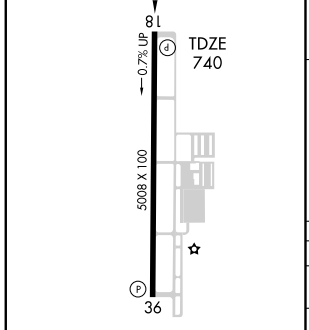
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Huntsville Intl altimeter setting.

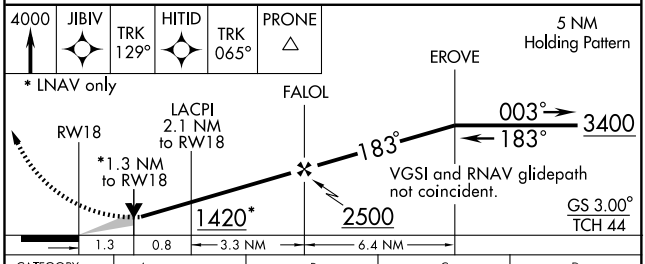
MISSED APPROACH: Climb to 4000 direct JIBIV and via 129° track to HITID and via 065° track to PRONE and hold.

AWOS-3	HUNTSVILLE APP CON ★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1212-1¾ 472 (500-1¾)			
LNAV/VNAV DA	1236-1¾ 496 (500-1¾)			
LNAV MDA	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)
CIRCLING	1260-1¾ 504 (600-1¾)			1320-2 564 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5008
CH 53702	003°	TDZE	756
W36A		Apt Elev	756

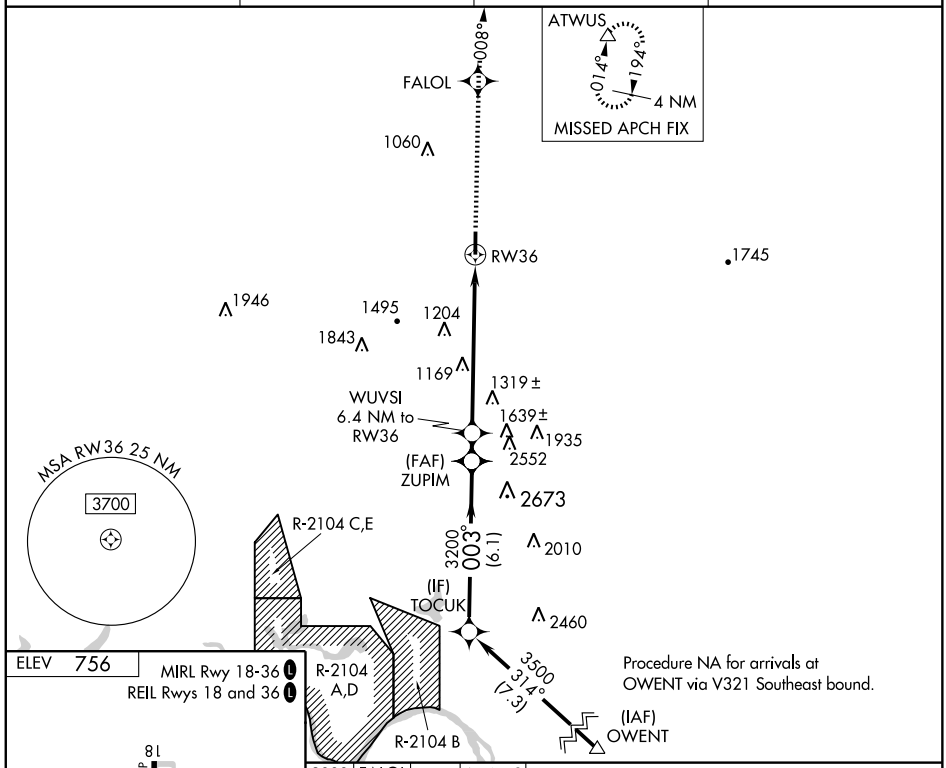
RNAV (GPS) RWY 36

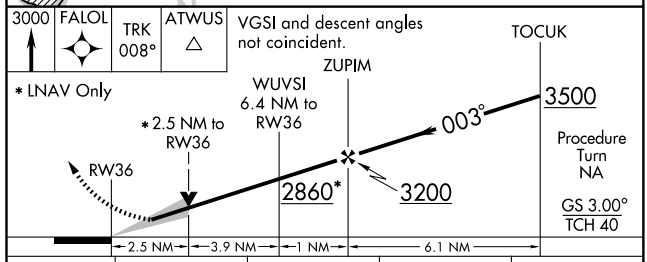
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FALOL and via 008° track to ATWUS and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LPV DA	1006-1 250 (300-1)			
LNAV MDA	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)
CIRCLING	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RQZ 112.2 Chan 59	APP CRS 042°	Rwy Idg N/A TDZE N/A Apt Elev 755

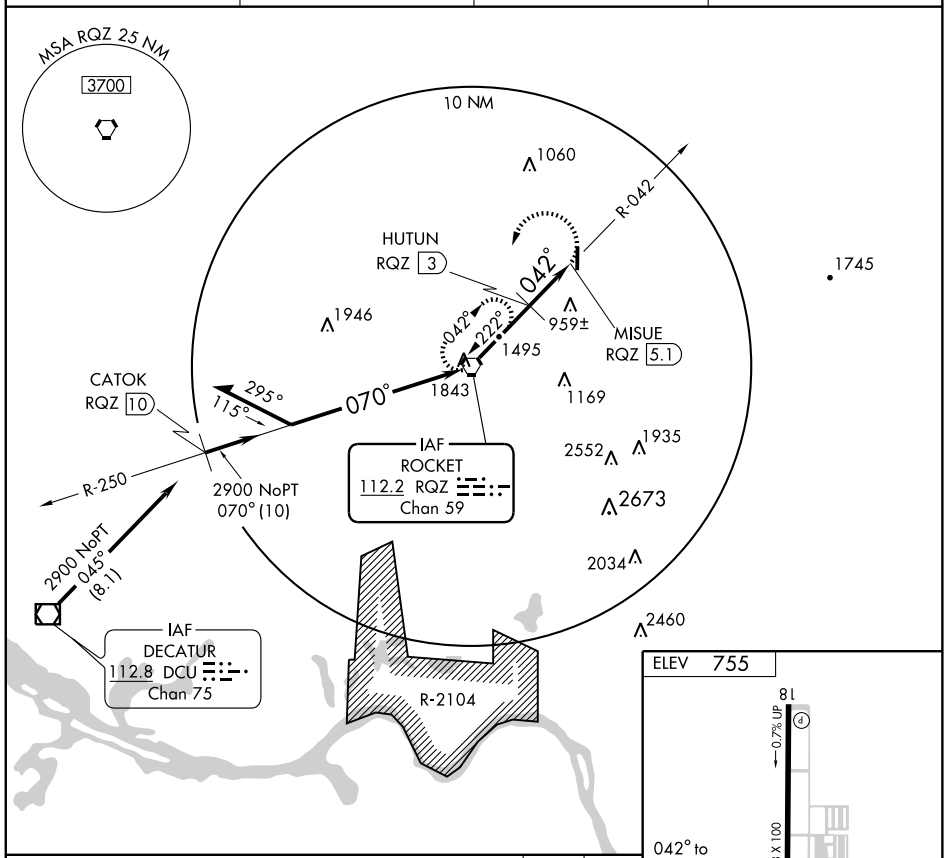
VOR/DME-B

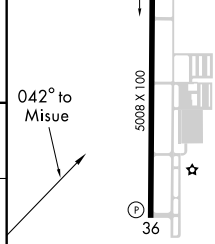
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

T
ANA

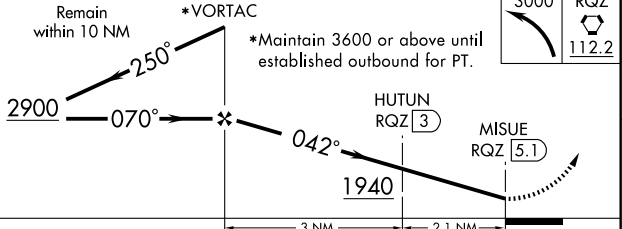
MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725





042° to Misue



*Maintain 3600 or above until established outbound for PT.

3000 RQZ 112.2

CATEGORY	A	B	C	D
CIRCLING	1320-1 565 (600-1)		1320-1½ 565 (600-1½)	1340-2 585 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JFX	APP CRS	Rwy Idg	4800
108.9	273°	TDZE	479
Chan 26		Apt Elev	482

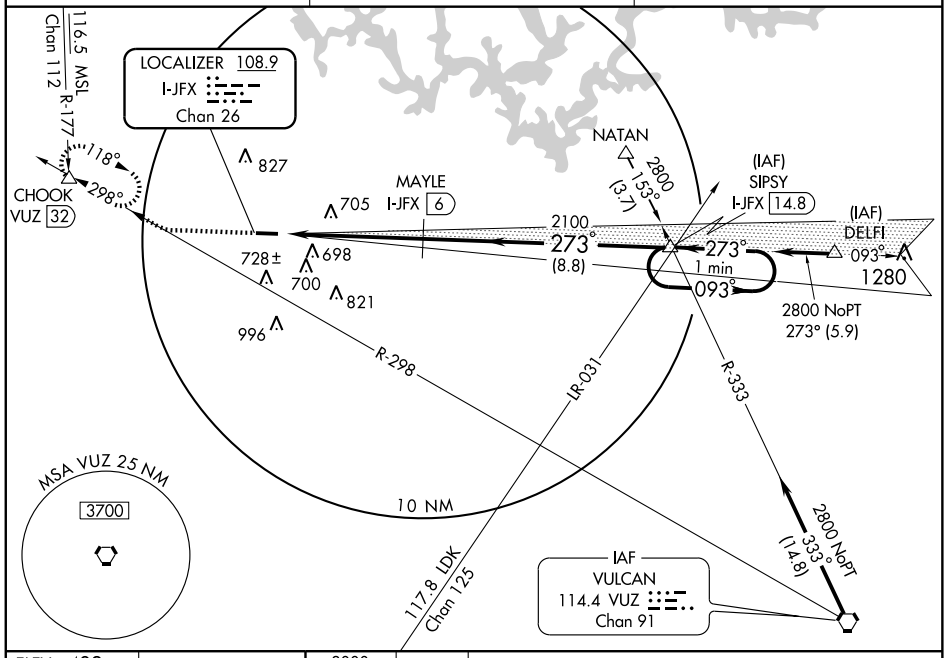
ILS/DME RWY 27

JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

When local altimeter setting not received, use Birmingham altimeter setting.

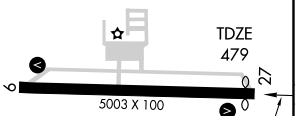
MISSED APPROACH: Climb to 3000 via heading 273° and VUZ R-298 to CHOOK Int and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.225	127.675 338.2	122.7 (CTAF) L

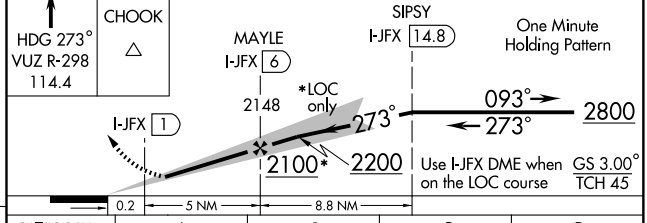


ELEV 482

Rwy 9 ldg 4800′
Rwy 27 ldg 4800′



273° 5.2 NM from FAF



CATEGORY	A	B	C	D
S-ILS 27	679-¾ 200 (200-¾)			NA
S-LOC 27	940-1 461 (500-1)		940-1¼ 461 (500-1¼)	NA
CIRCLING	1000-1 518 (600-1)		1000-1½ 518 (600-1½)	NA
BIRMINGHAM ALTIMETER SETTING				
S-ILS 27	902-1½ 423 (500-1½)			NA
S-LOC 27	1160-1 681 (700-1)		1160-2 681 (700-2)	NA
CIRCLING	1240-1½ 758 (800-1½)		1240-2¼ 758 (800-2¼)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC VUZ	APP CRS	Rwy Idg	N/A
114.4	302°	TDZE	N/A
Chan 91		Apt Elev	482

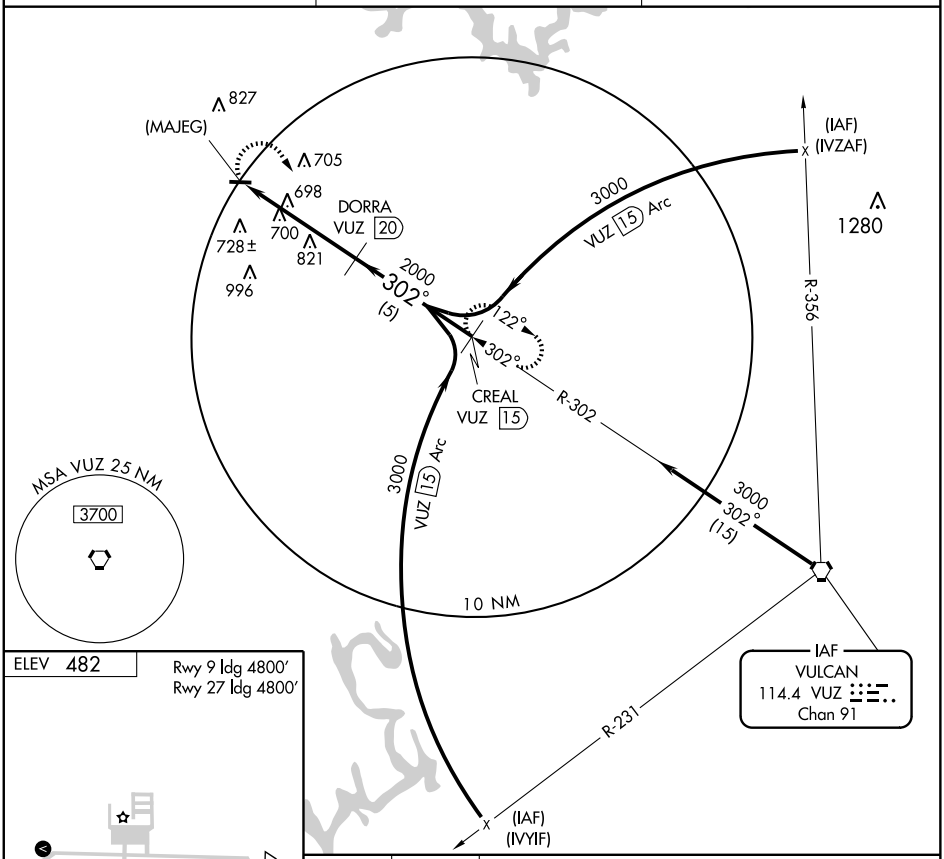
VOR/DME or GPS-A

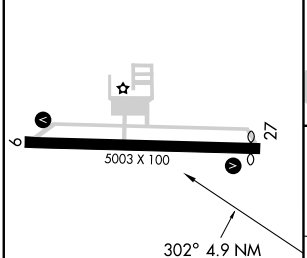
JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

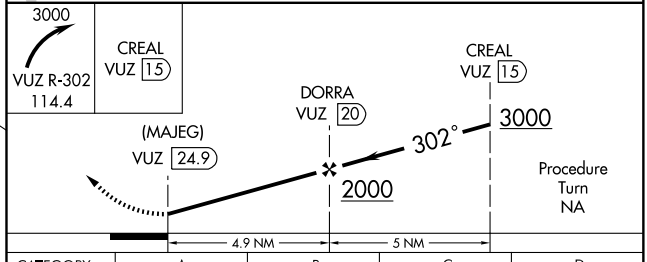
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 160 feet. ACTIVATE MIRL Rwy 9-27 and VASI Rwys 9 and 27-CTAF.

MISSED APPROACH: Climbing right turn to 3000 via VUZ R-302 to CREAL 15 DME and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.225	127.675 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1160-1 680 (700-1)	1160-1¼ 680 (700-1¼)	1160-2 680 (700-2)	1160-2¼ 680 (700-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC CSG 117.1 Chan 118	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 624

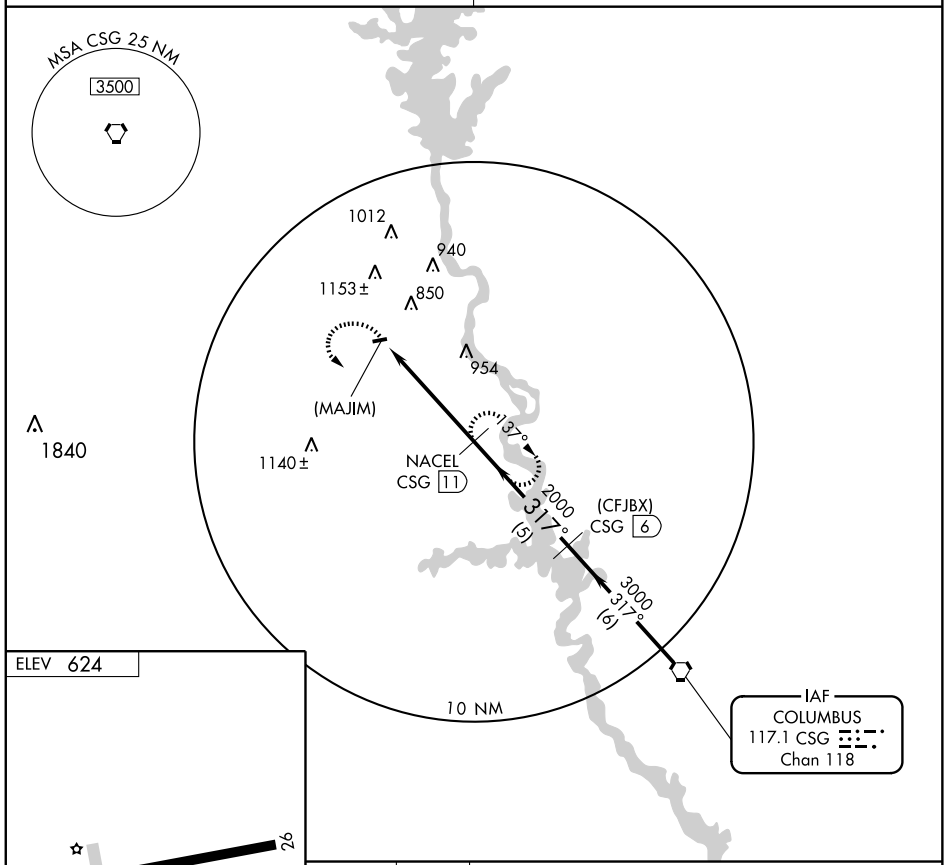
VOR/DME or GPS-A

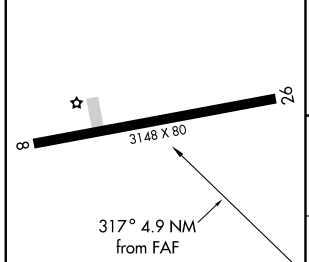
LANETT MUNI (7A3)

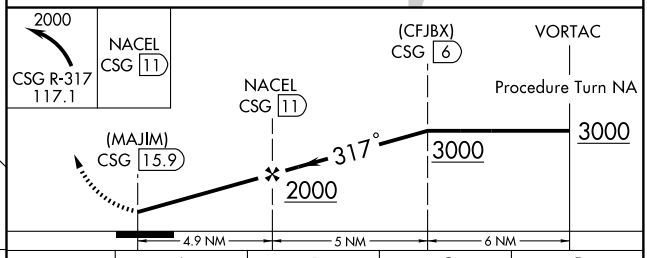
Use Columbus altimeter setting.
ACTIVATE MIRL Rwy 8-26-CTAF.

MISSED APPROACH: Climbing left turn to 2000 via CSG R-317 to NACEL 11 DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1240-1 617 (700-1)		1240-1¾ 617 (700-1¾)	NA

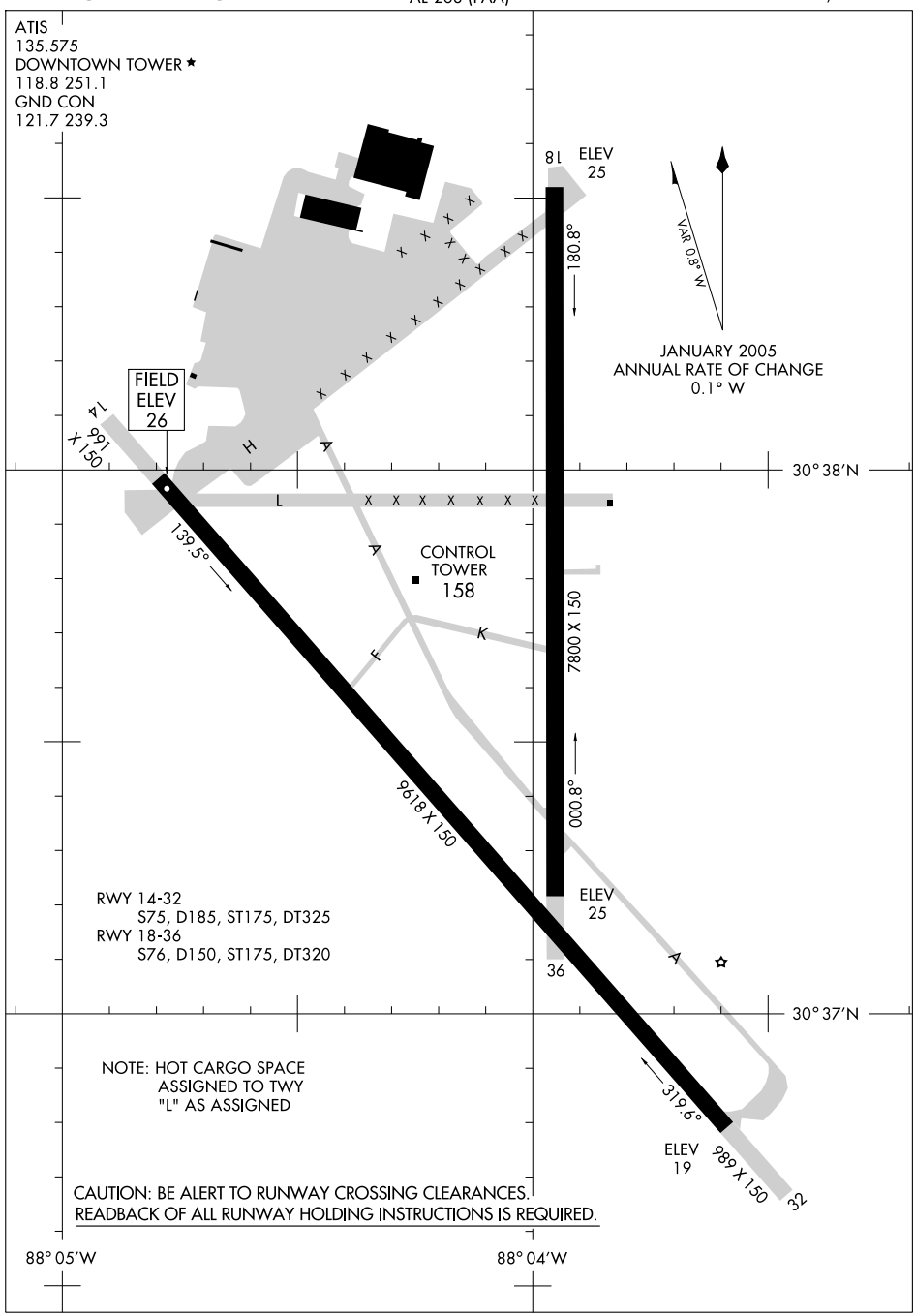
SE-4, 17 DEC 2009 to 14 JAN 2010

07298

AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-RUJ	APP CRS	Rwy Idg	9618
108.5	320°	TDZE	25
Chan 22		Apt Elev	26

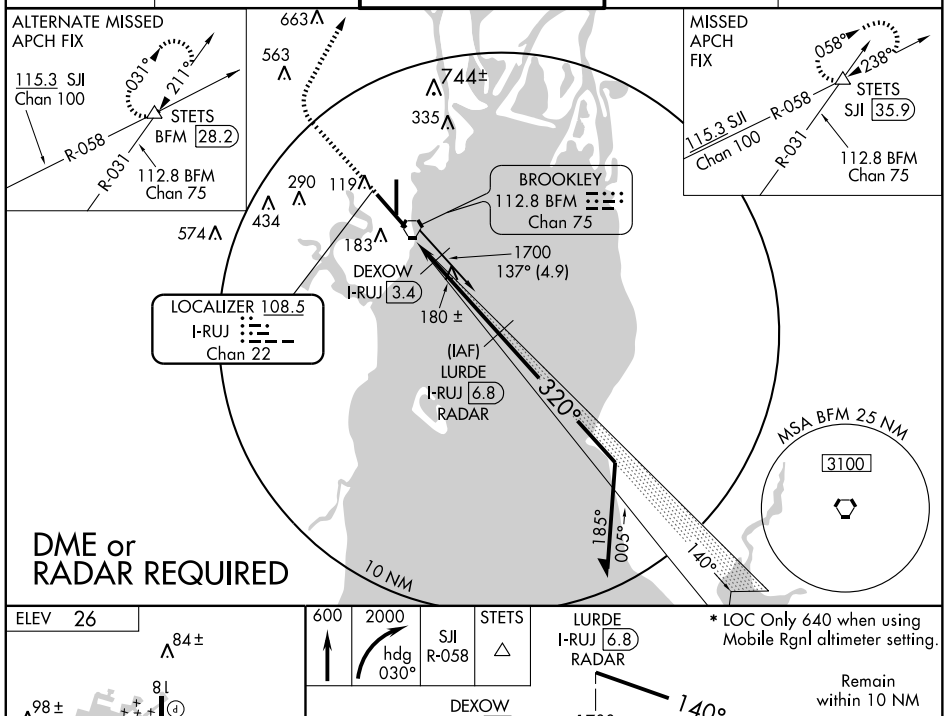
ILS or LOC RWY 32
MOBILE DOWNTOWN (BFM)

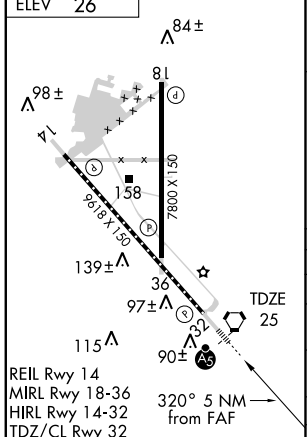
DME or Radar Required. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet. For inoperative MALSR, increase ILS all Cats visibility to RVR 4000, DEXOW fix minimums LOC Cat D to RVR 5000. For inoperative MALSR when using Mobile Rgnl altimeter setting increase ILS all Cats visibility to RVR 4000.

MALSR

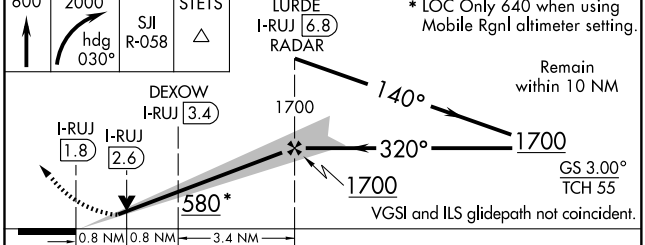
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 030° and SJI R-058 to STETS INT/SJI 35.9 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 32	225/18 200 (200-½)			
S-LOC 32	580/24 555 (600-½)		580/50 555 (600-1)	580/60 555 (600-1¼)
CIRCLING	580-1 554 (600-1)		580-1½ 554 (600-1½)	580-2 554 (600-2)
DEXOW FIX MINIMUMS				
S-LOC 32	360/24 335 (400-½)			360/40 335 (400-¾)
CIRCLING	520-1 494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

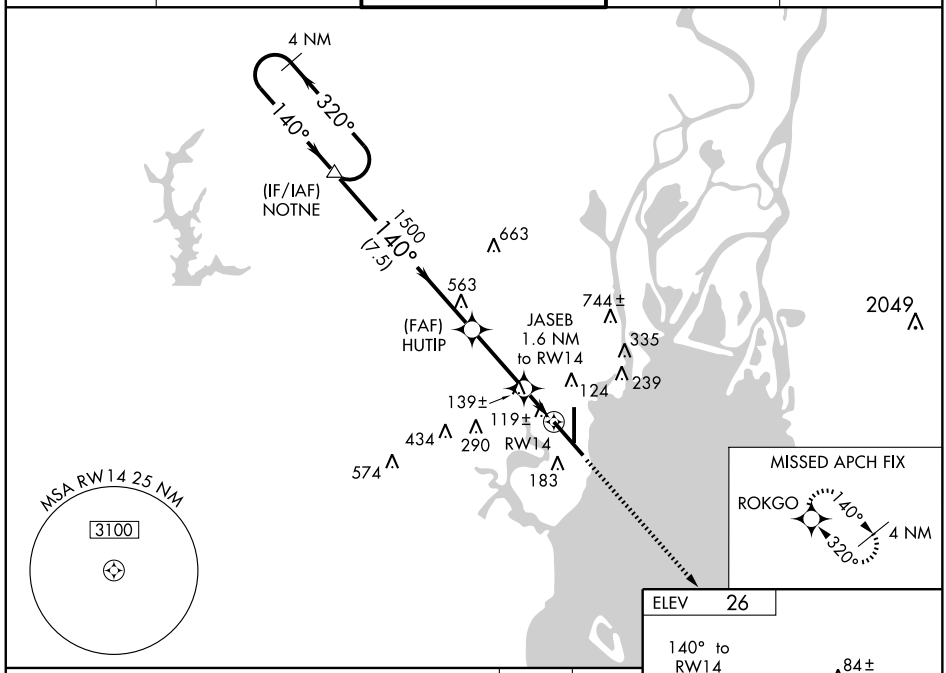
WAAS	APP CRS	Rwy Idg	9618
CH 50411	140°	TDZE	26
W14A		Apt Elev	26

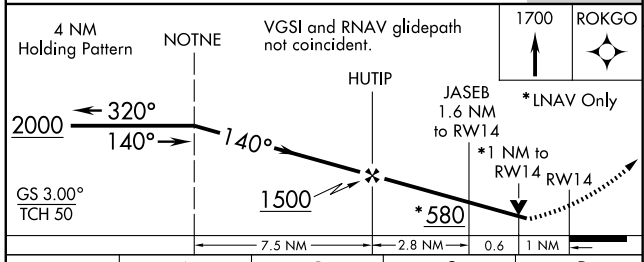
RNAV (GPS) RWY 14
MOBILE DOWNTOWN (BFM)

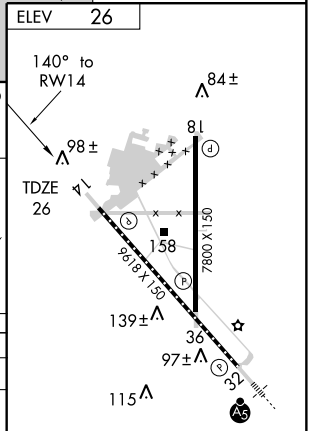
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1700 direct ROKGO and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	343-1 317 (400-1)			
LNAV/VNAV DA	396-1¼ 370 (400-1¼)			
LNAV MDA	400-1 374 (400-1)			400-1¼ 374 (400-1¼)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4. 17 DEC 2009 to 14 JAN 2010

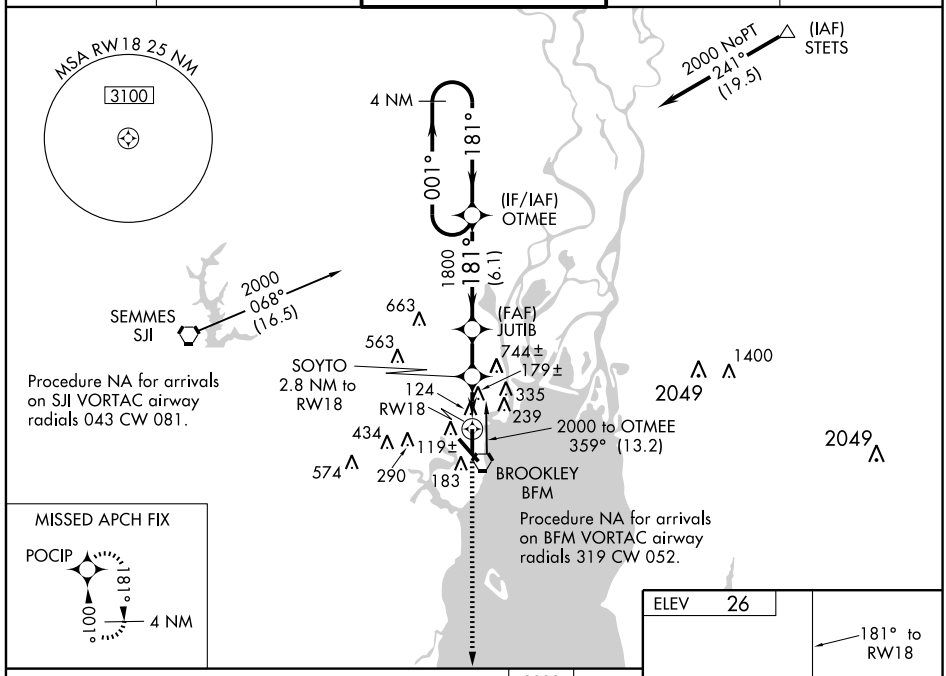
WAAS	APP CRS	Rwy Idg	7800
CH 97611	181°	TDZE	26
W18A		Apt Elev	26

RNAV (GPS) RWY 18
MOBILE DOWNTOWN (BFM)

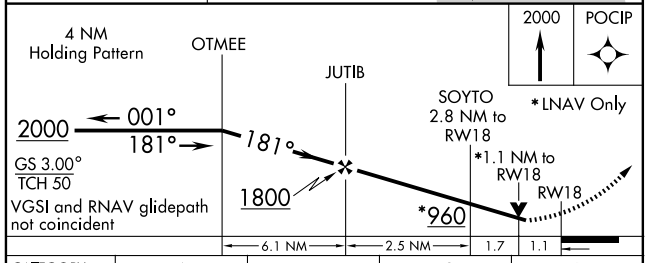
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct POCIP and hold.

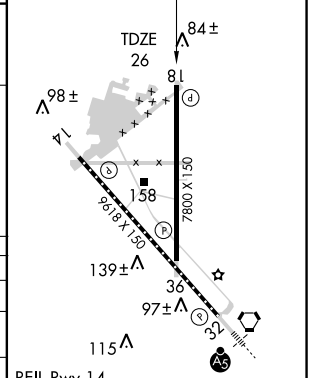
ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	351-1 325 (400-1)			
LNAV/VNAV DA	397-1¼ 371 (400-1¼)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)



REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 70304 W32A	APP CRS 320°	Rwy Idg 9618	TDZE 25	Apt Elev 26

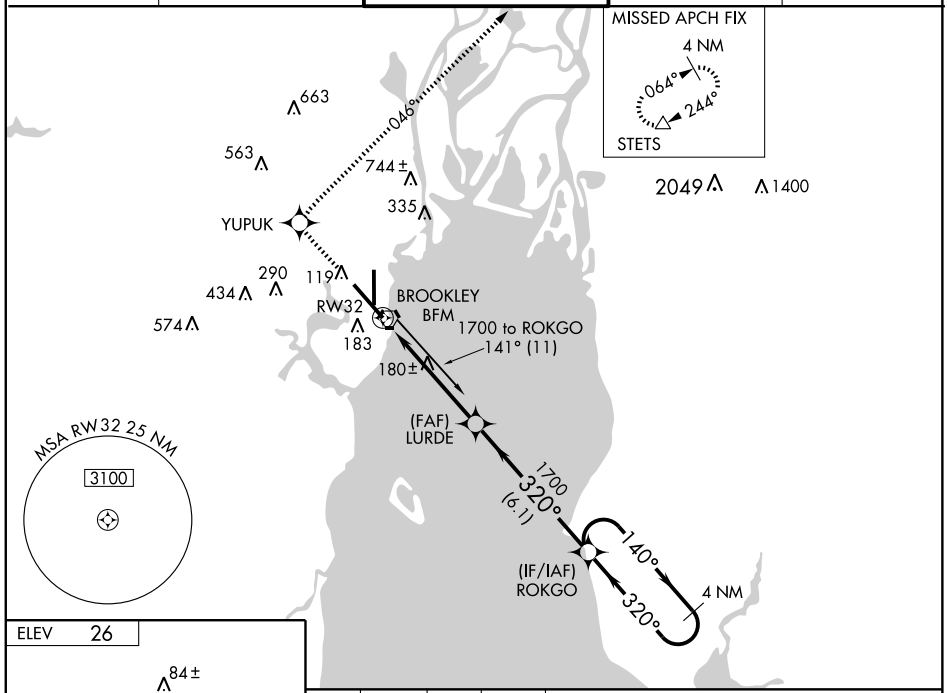
RNAV (GPS) RWY 32
MOBILE DOWNTOWN (BFM)

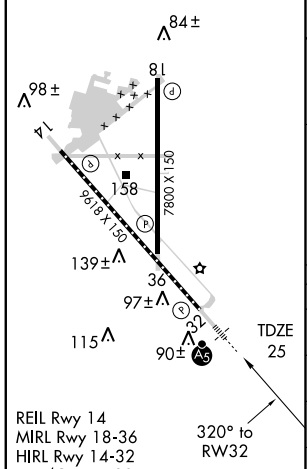
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility to RVR 5000, Cat D to RVR 6000. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

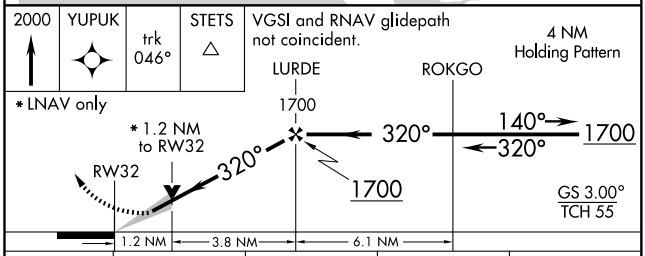
MALSR

MISSED APPROACH: Climb to 2000 direct YUPUK and via track 046° to STETS and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	225/24 200 (200-½)			
LNAV/VNAV DA	368/40 343 (400-¾)			
LNAV MDA	480/24 455 (500-½)		480/40 455 (500-¾)	480/50 455 (500-1)
CIRCLING	520-1 494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

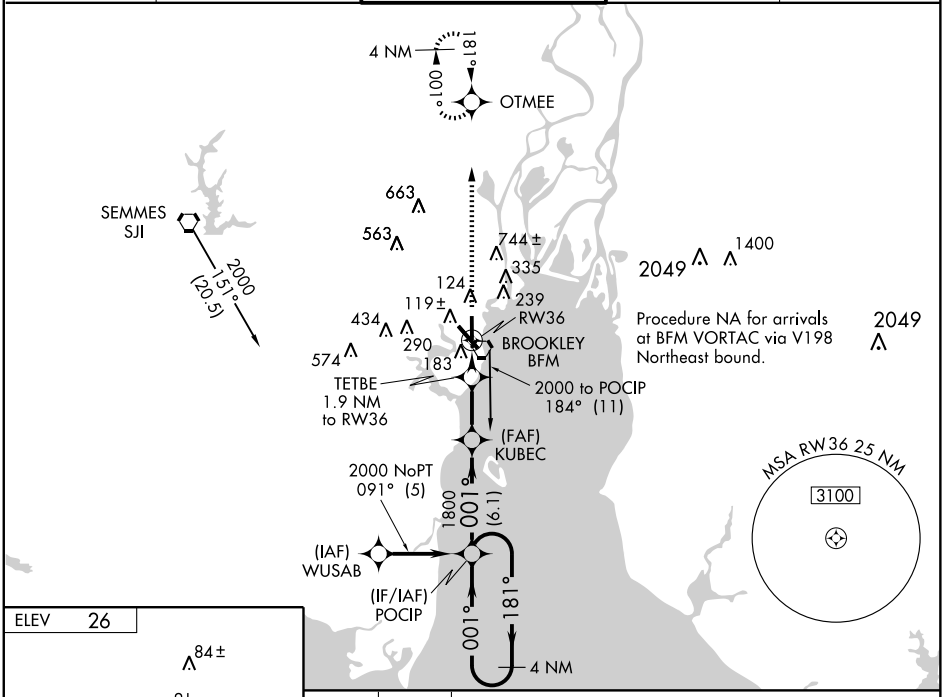
WAAS	APP CRS	Rwy Idg	7800
CH 56511	001°	TDZE	26
W36A		Apt Elev	26

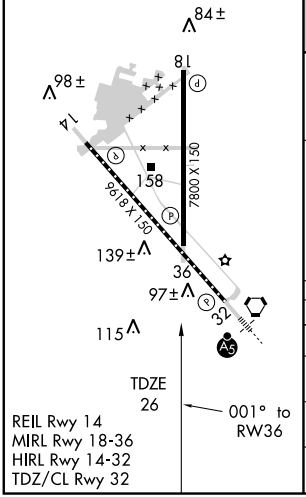
RNAV (GPS) RWY 36
MOBILE DOWNTOWN (BFM)

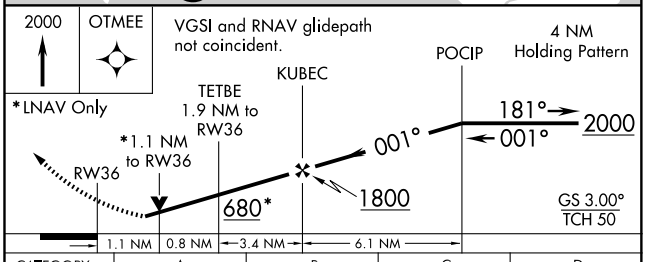
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats., LNAV Cat. D and Circling Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OTMEE and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	340-1 314 (400-1)			
LNAV/VNAV DA	586-2 560 (600-2)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

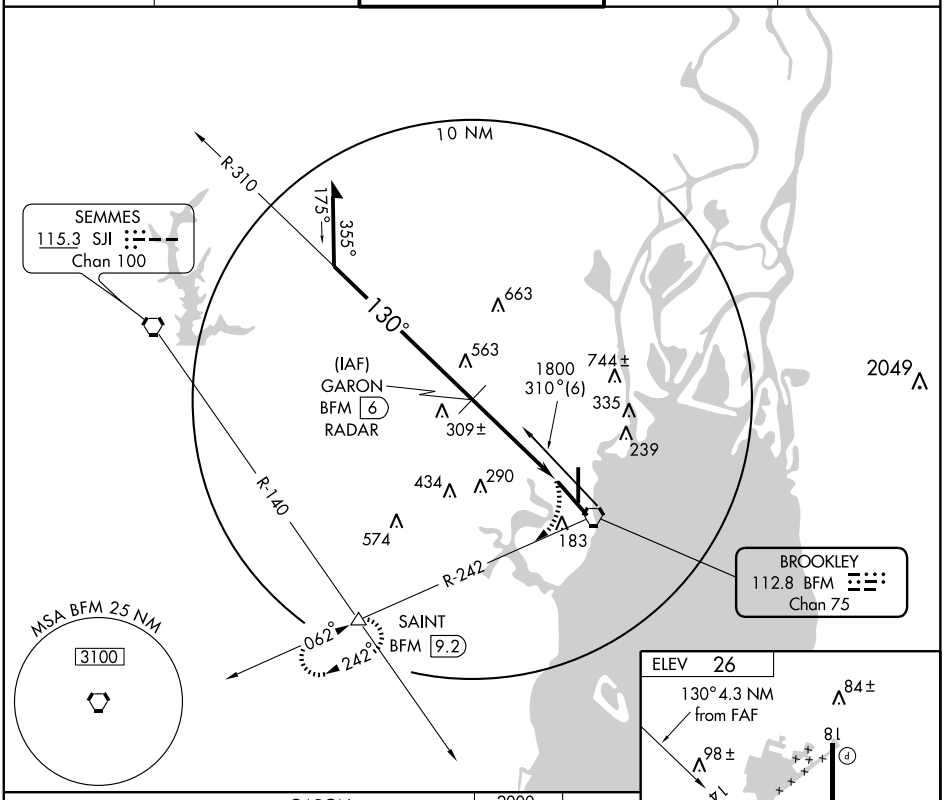
VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg 9618 TDZE 26 Apt Elev 26

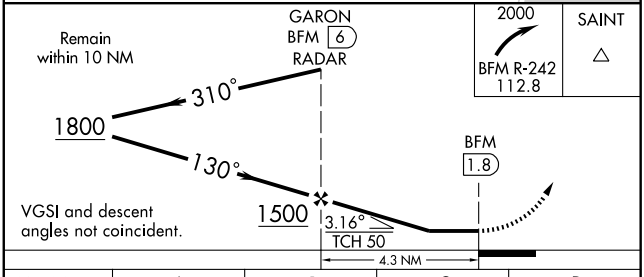
VOR RWY 14
MOBILE DOWNTOWN (BFM)

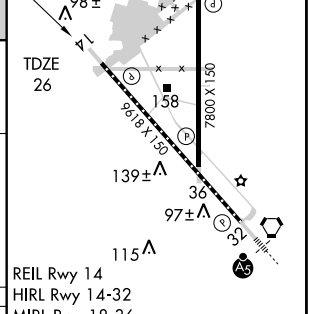
RADAR or DME Required.

MISSED APPROACH: Climbing right turn to 2000 via BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-14	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

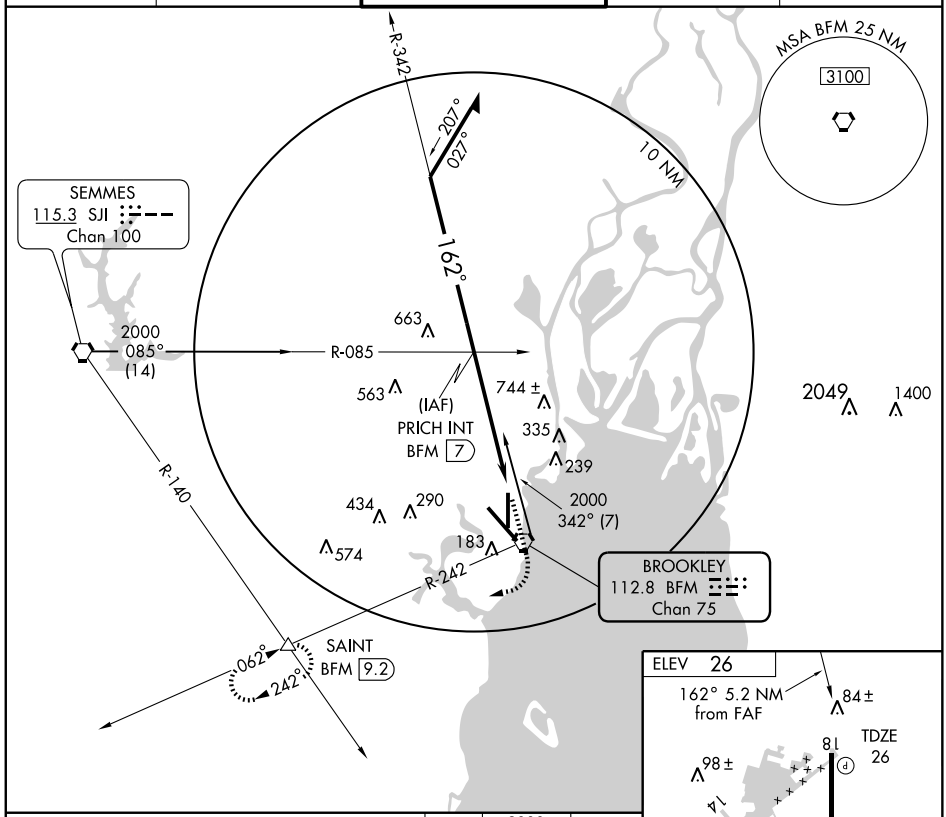
SE-4, 17 DEC 2009 to 14 JAN 2010

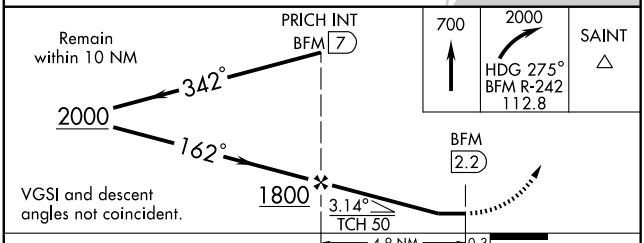
VORTAC BFM 112.8 Chan 75	APP CRS 162°	Rwy Idg 7800 TDZE 26 Apt Elev 26

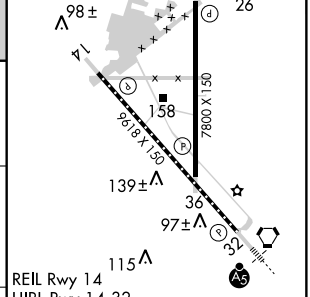
VOR RWY 18
MOBILE DOWNTOWN (BFM)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 275° and BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) Ⓛ 251.1	121.7 239.3	122.95







REIL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 18-36
TDZ/CL Rwy 32

CATEGORY	A	B	C	D
S-18	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC BFM 112.8 Chan 75	APP CRS 333°	Rwy Idg 9618 TDZE 25 Apt Elev 26

VOR RWY 32

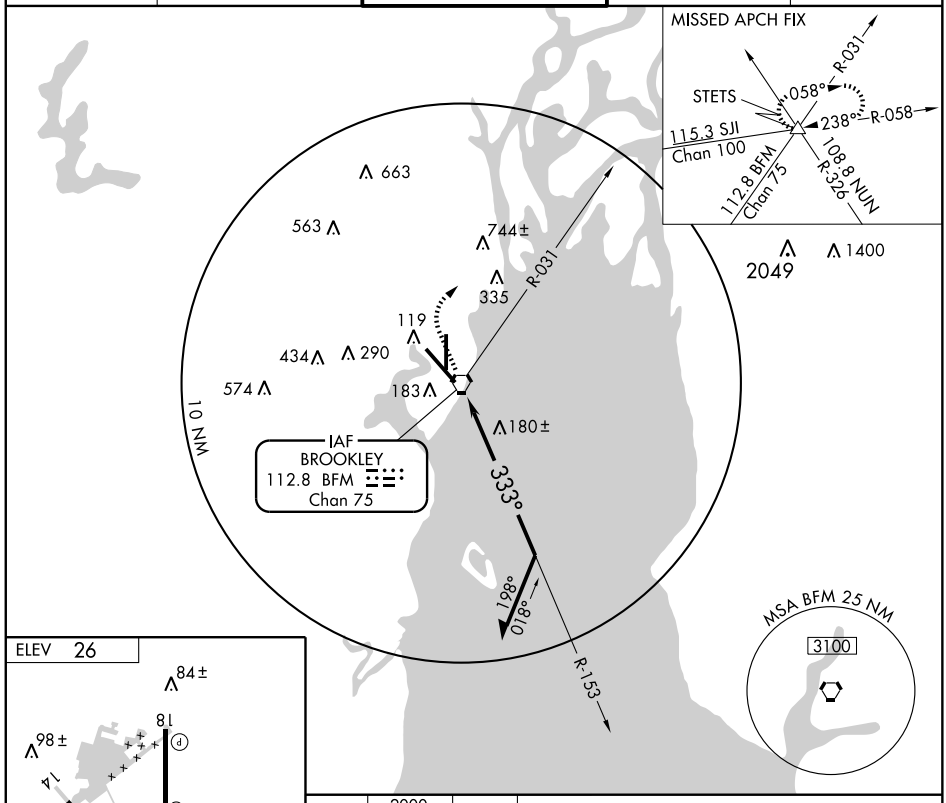
MOBILE DOWNTOWN (BFM)

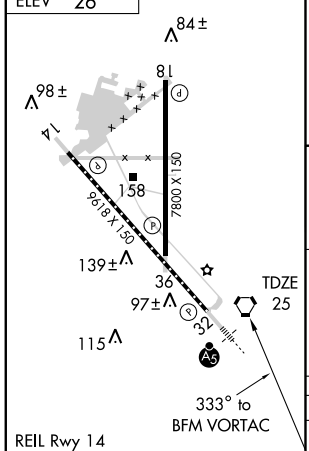
When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 60 feet.
When using local altimeter setting or Mobile Rgnl altimeter setting, inoperative table does not apply to Cat D.

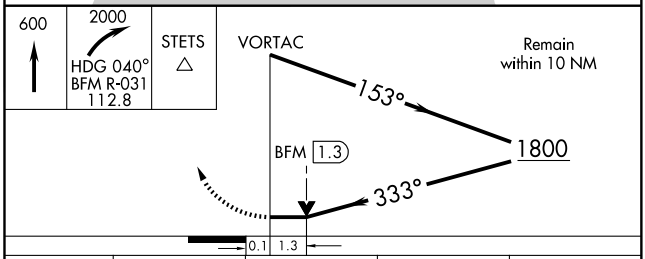
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INTand hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-32	540/24	515 (600-½)	540/50 515 (600-1)	540-1¾ 515 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

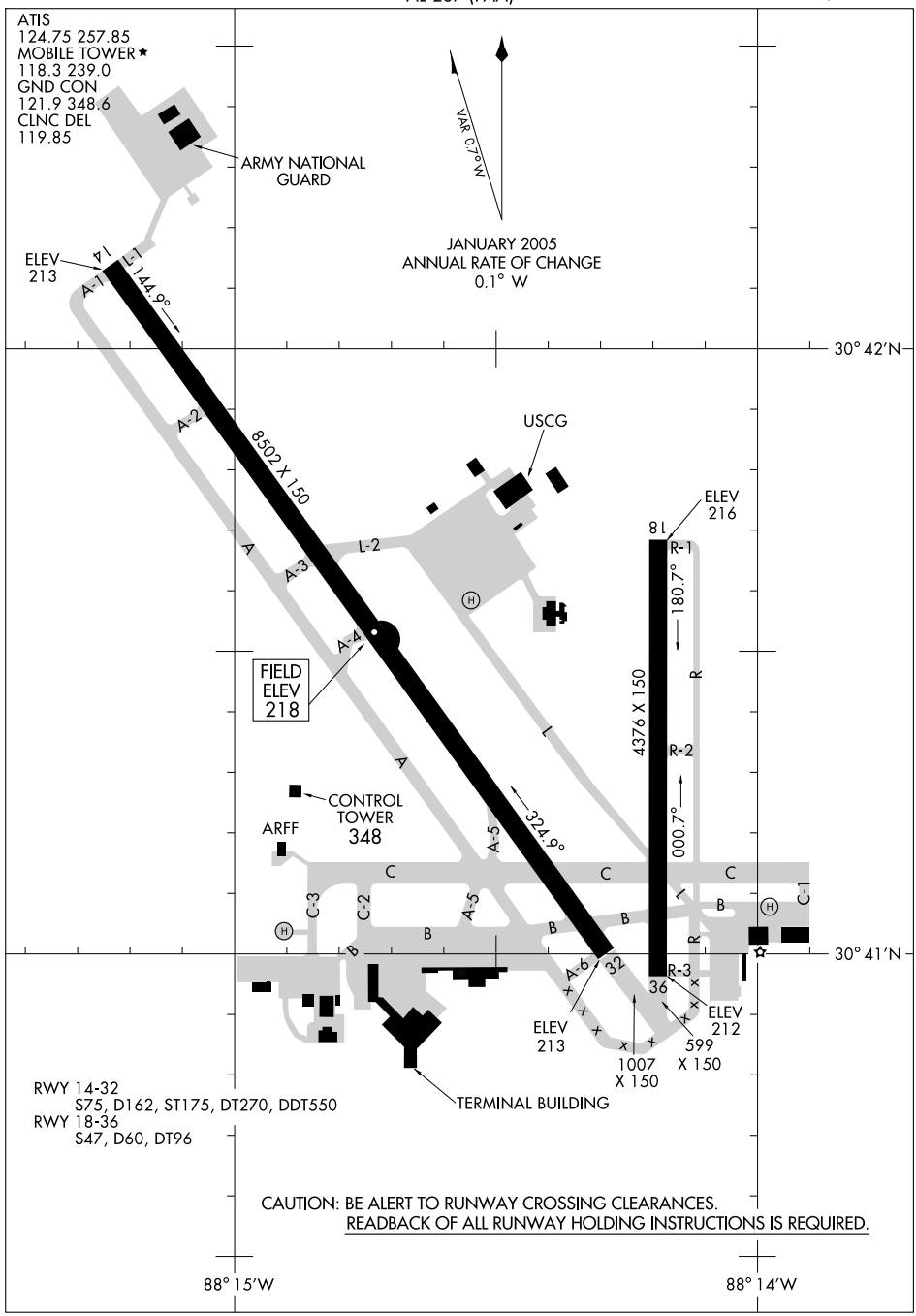
SE-4, 17 DEC 2009 to 14 JAN 2010

08101

AIRPORT DIAGRAM

AL-267 (FAA)

MOBILE RGNL (MOB)
MOBILE, ALABAMA



RWY 14-32
S75, D162, ST175, DT270, DDT550
RWY 18-36
S47, D60, DT96

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-MOB	APP CRS	Rwy Idg	8502
109.9	142°	TDZE	215
		Apt Elev	219

ILS or LOC RWY 14
MOBILE RGNL (MOB)

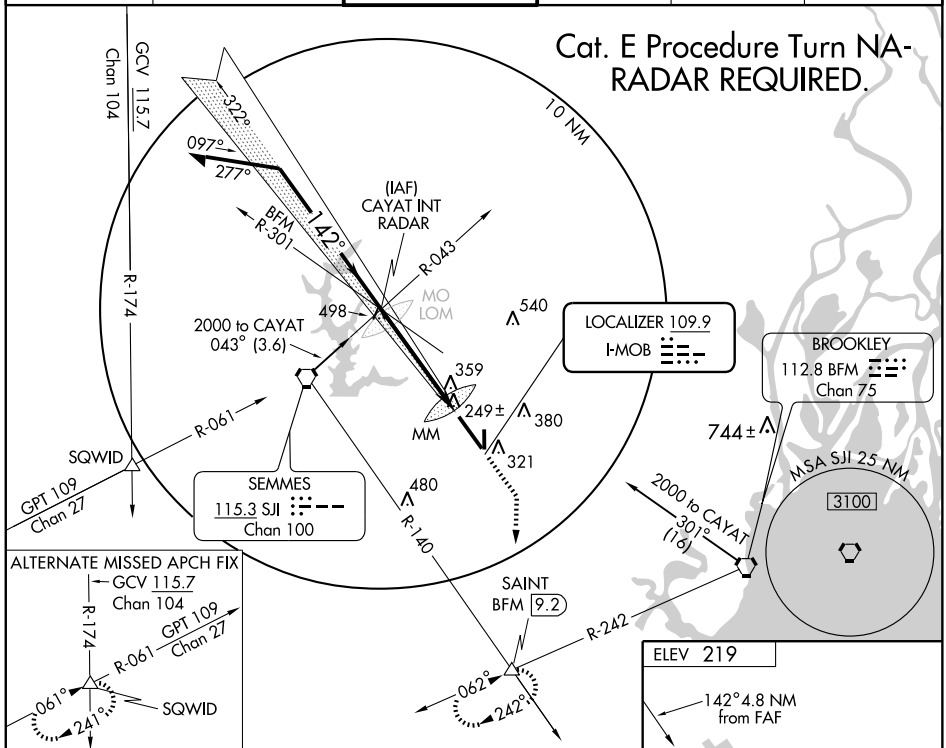
ASR For inoperative MALSR, increase S-ILS 14 Cat. E visibility to RVR 4000, and S-LOC 14 Cat. E visibility to RVR 6000. *Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

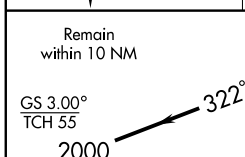
MALSR

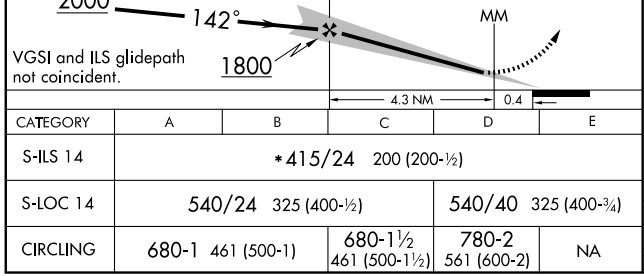
MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI VORTAC R-140 to SAINT Int/BFM 9.2 DME and hold.

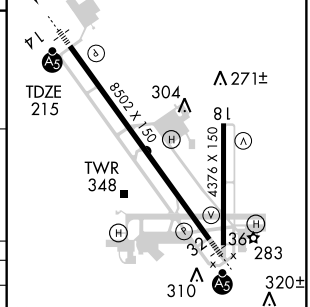
ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) L 239.0	121.9 348.6	119.85	122.95

Cat. E Procedure Turn NA-
RADAR REQUIRED.









CATEGORY	A	B	C	D	E
S-ILS 14	*415/24 200 (200-½)				
S-LOC 14	540/24 325 (400-½)			540/40 325 (400-¾)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ATE	APP CRS	Rwy Idg	8502
111.5	322°	TDZE	219
		Apt Elev	219

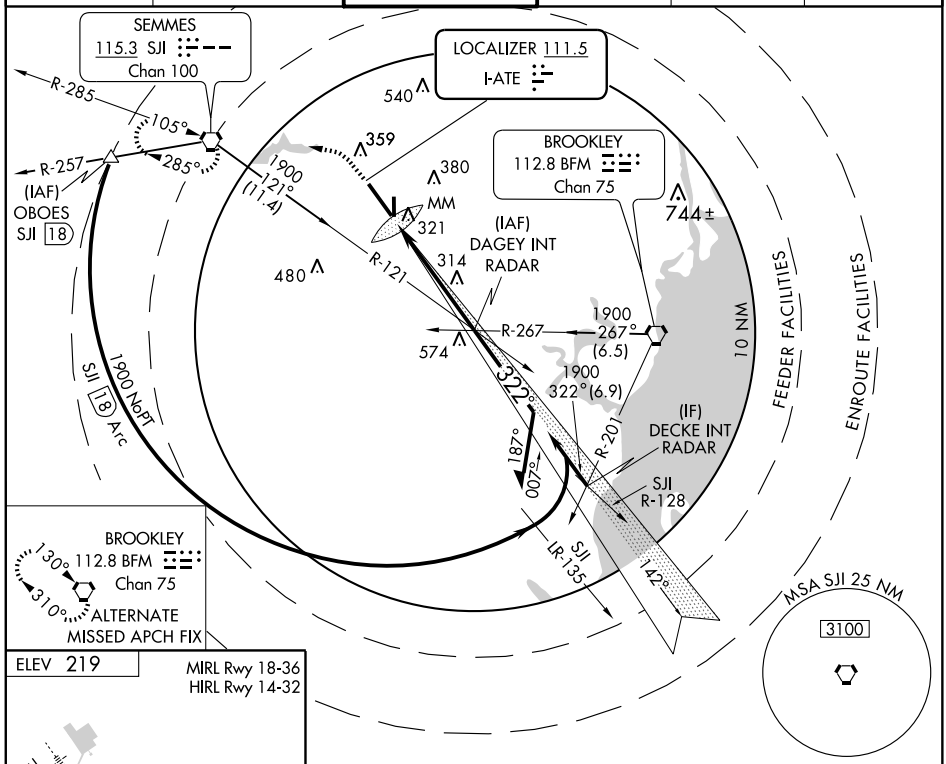
ILS or LOC RWY 32

MOBILE RGNL (MOB)

ASR — For inoperative MALSR, increase S-LOC Cat. D visibility to 1 mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

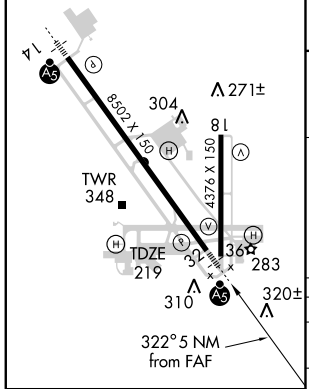
ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95



BROOKLEY
112.8 BFM
Chan 75
130°
310°
ALTERNATE
MISSED APCH FIX

ELEV 219

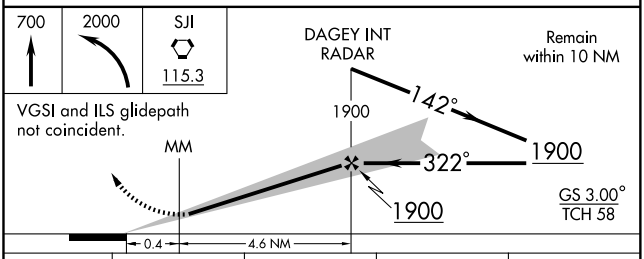
MIRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

700 | 2000 | SJI 115.3

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 32	*419/24 200 (200-½)			
S-LOC 32	560/24 341 (400-½)			560/40 341 (400-¾)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM MO	APP CRS	Rwy Idg	8502
248	142°	TDZE	215
		Apt Elev	219

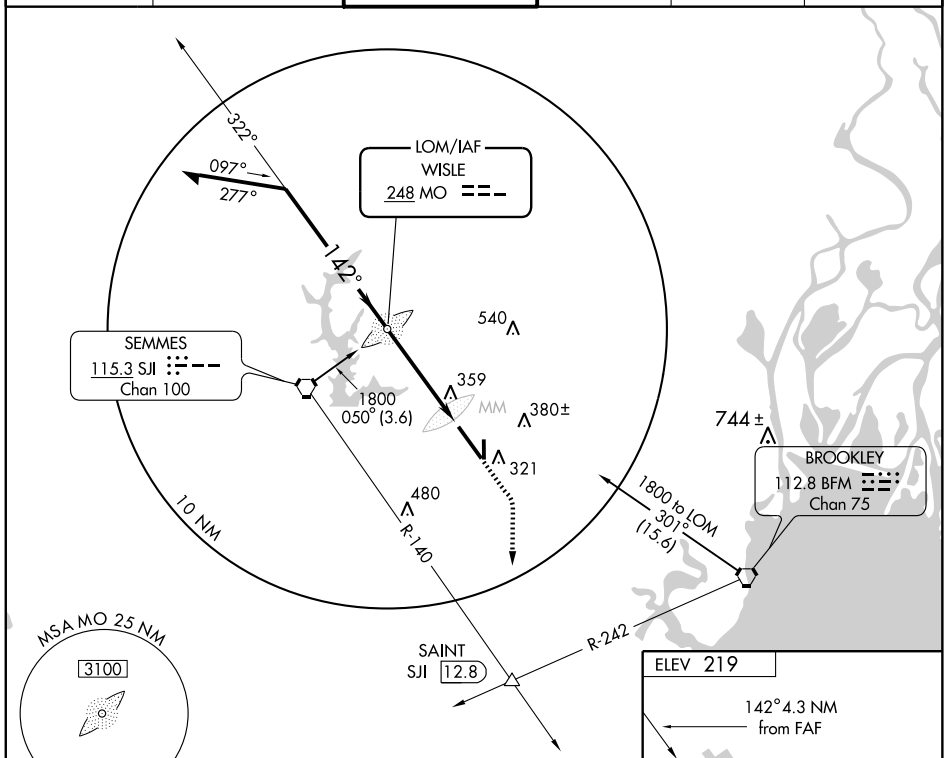
NDB RWY 14
MOBILE RGNL (MOB)

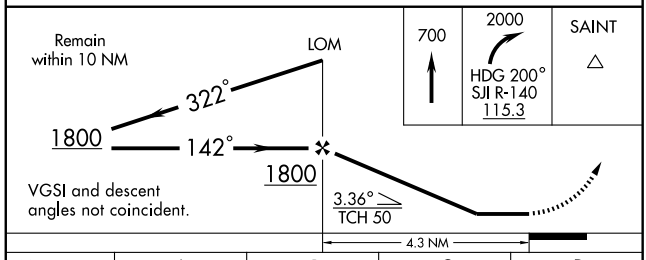
ASR

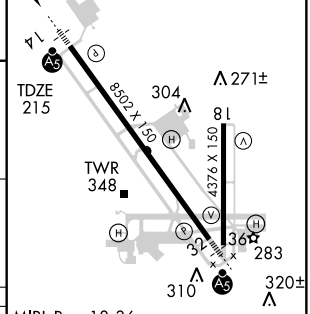
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95







CATEGORY	A	B	C	D
S-14	680/40 465 (500-¾)			680/60 465 (500-1¼)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8502
CH 97506	142°	TDZE	215
W14A		Apt Elev	219

RNAV (GPS) RWY 14

MOBILE RGNL (MOB)

ASR

For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct JOTEN and via 179° track to SAINT and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95

Procedure NA for arrivals at BURIN via V11 Northwest bound and V209 Northbound.

(IAF) BURIN

2000 177° (7.8)

(IAF) GIKEY

2000 232° (4.6)

2000 254° (12.2)

AXSIS

Procedure NA for arrivals at AXSIS via V20 Northeast bound.

(IF) BAYAS

1800 142° (6.1)

(FAF) CAYAT

498

540

365±

359

380

RW14

321

744±

JOTEN

480

179°

MSA RW14 25 NM

3100

2000 058° (19.5)

(IAF) OBOES

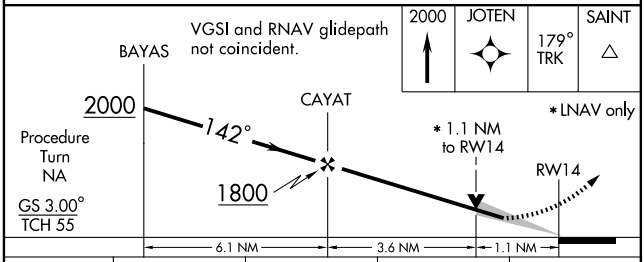
Procedure NA for arrivals at OBOES via V552 Westbound.

SAINT

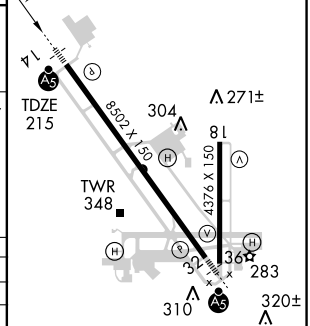
062° 242°

4 NM

SE-4, 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
LPV DA	465/24 250 (300-½)			
LNAV/VNAV DA	650/50 435 (500-1)			
LNAV MDA	620/24 405 (500-½)		620/40 405 (500-¾)	620/50 405 (500-1)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)



MIRL Rwy 18-36
HIRL Rwy 14-32

APP CRS	Rwy Idg	4376
178°	TDZE	217
	Apt Elev	219

RNAV (GPS) RWY 18
MOBILE RGNL (MOB)

NA ASR

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct SAYOK WP and left turn via 101° track to BFM VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95

(IAF) BURIN
2000 NoPT
125° (9.3)
Procedure NA for arrival at BURIN on V209 Northbnd and V11 Northwestbnd.

4 NM
358° 178°
(IF/IAF) CECAP
2000 178° (6)

(IAF) AXSIS
2000 NoPT
244° (9.1)
Procedure NA for arrival at AXSIS on V20 Northeastbnd.

(FAF) BAKAY
558
540
DIDEC
2 NM to RW18
359
380
RW18
321
744±
480
SAYOK
101° (9.6)

2000
032° (11.4)
SEMMES SJI

MSA RW18 25 NM
3100

BROOKLEY BFM
130° 310° 4 NM

SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 219
178° to RW18
271±
304
8
TDZE 217
TWR 348
8602 X 150
4376 X 150
14
32
36
283
310
320±

MIRL Rwy 18-36
HIRL Rwy 14-32

4 NM Holding Pattern

2000 SAYOK 101° TRK BFM

CECAP 358° 178° BAKAY
2000 2000
DIDEC 2 NM to RW18
3.04° TCH 45 900
RW18
6 NM 3.4 NM 2 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	640-1 423 (500-1)		640-1¼ 423 (500-1¼)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

WAAS	APP CRS	Rwy Idg	8502
CH 69306	322°	TDZE	219
W32A		Apt Elev	219

RNAV (GPS) RWY 32

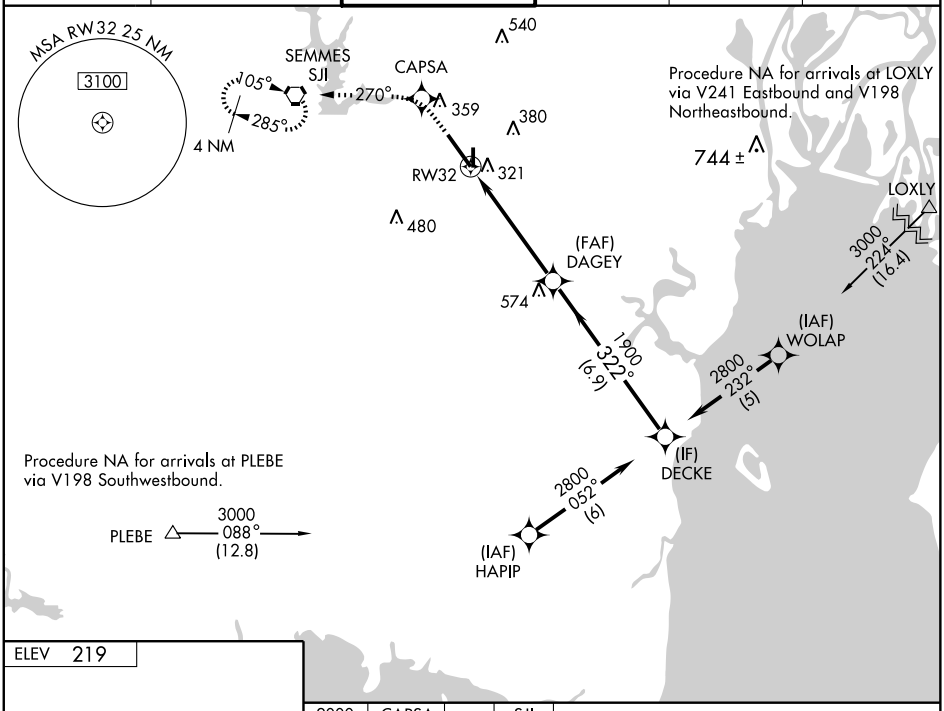
MOBILE RGNL (MOB)

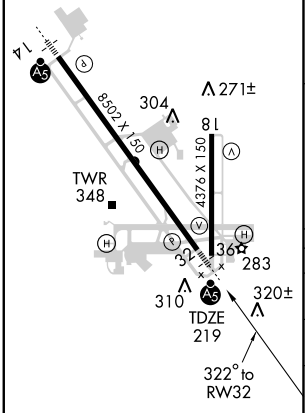
T NA ASR — DME/DME RNP-0.3 NA. Circling Rwy 18 NA at night. For inoperative MALSR, increase LPV all Cats. visibility to 1 and LNAV Cat. D visiblity to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

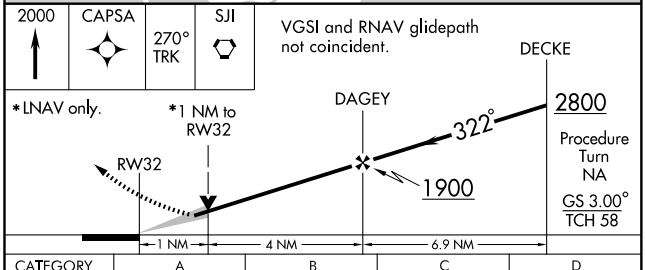
MISSED APPROACH: Climb to 2000 direct CAPSA and via 270° track to SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	510/24	291 (300-½)		
LNAV/VNAV DA	586/40	367 (400-¾)		
LNAV MDA	580/24	361 (400-½)		
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4376
CH 50215	358°	TDZE	216
W36A		Apt Elev	219

RNAV (GPS) RWY 36

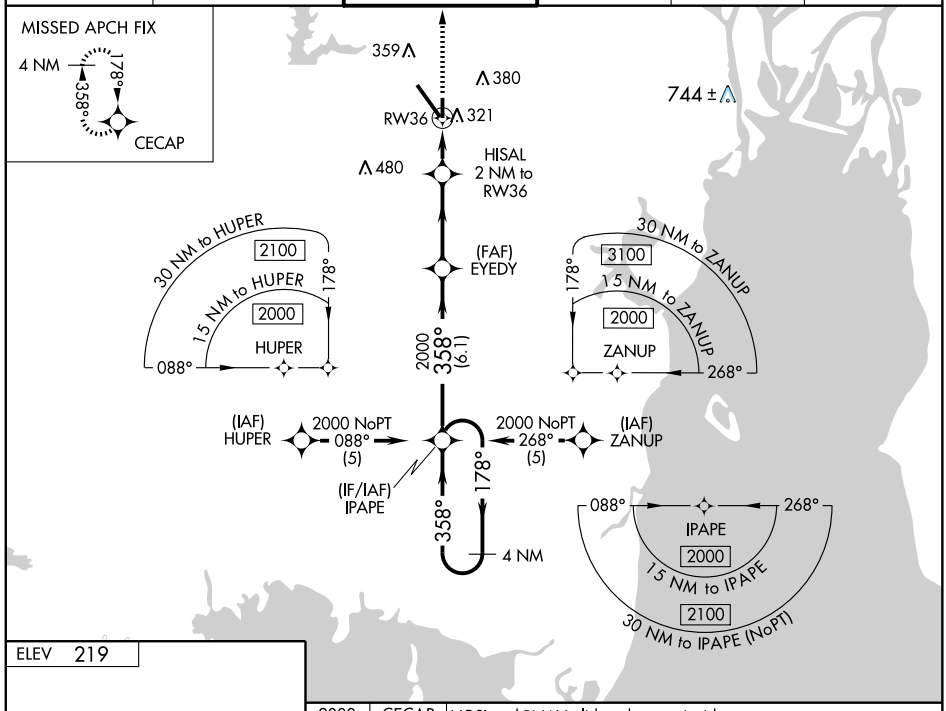
MOBILE RGNL (MOB)

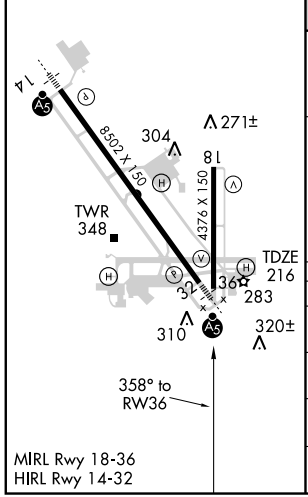
ASR

Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CECAP and hold.

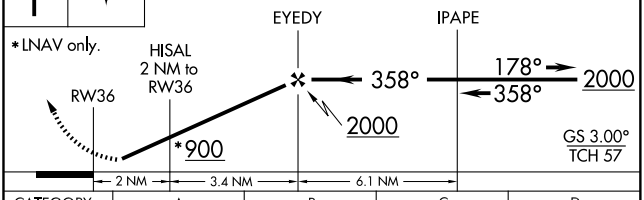
ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





2000 CECAP VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	515-1 299 (300-1)			
LNAV/ VNAV DA	571-1¼ 355 (400-1¼)			
LNAV MDA	600-1 384 (400-1)			600-1¼ 384 (400-1¼)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC SJI	APP CRS	Rwy Idg	N/A
115.3	104°	TDZE	N/A
Chan 100		Apt Elev	219

VOR or TACAN-A

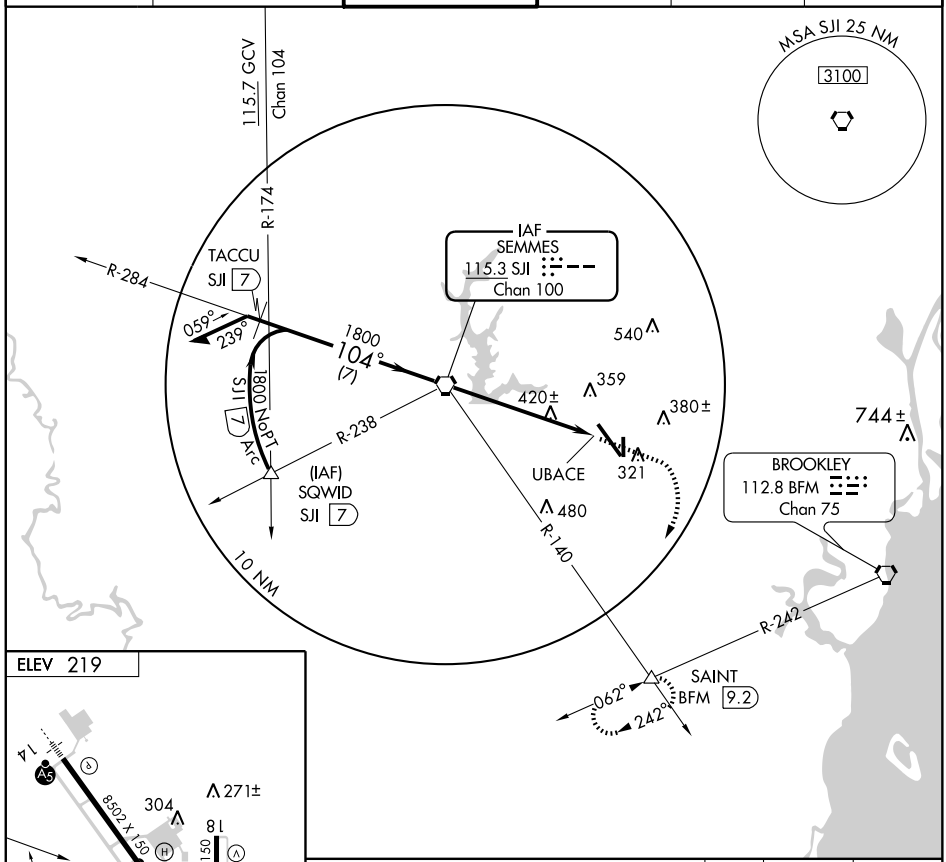
MOBILE RGNL (MOB)

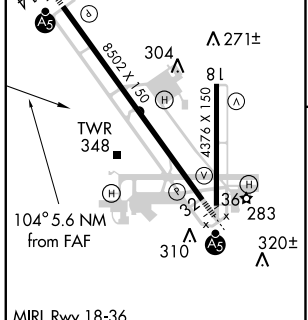
ASR

Circling to Rwy 18 NA at night.

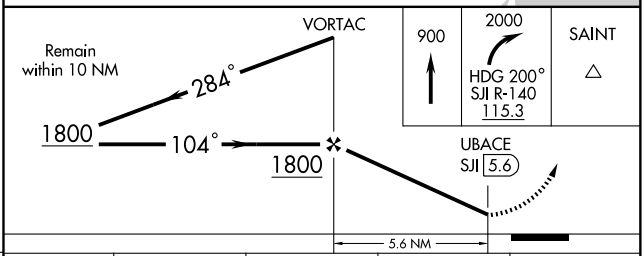
MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6028
028°	TDZE	418
	Apt Elev	419

RNAV (GPS) RWY 3

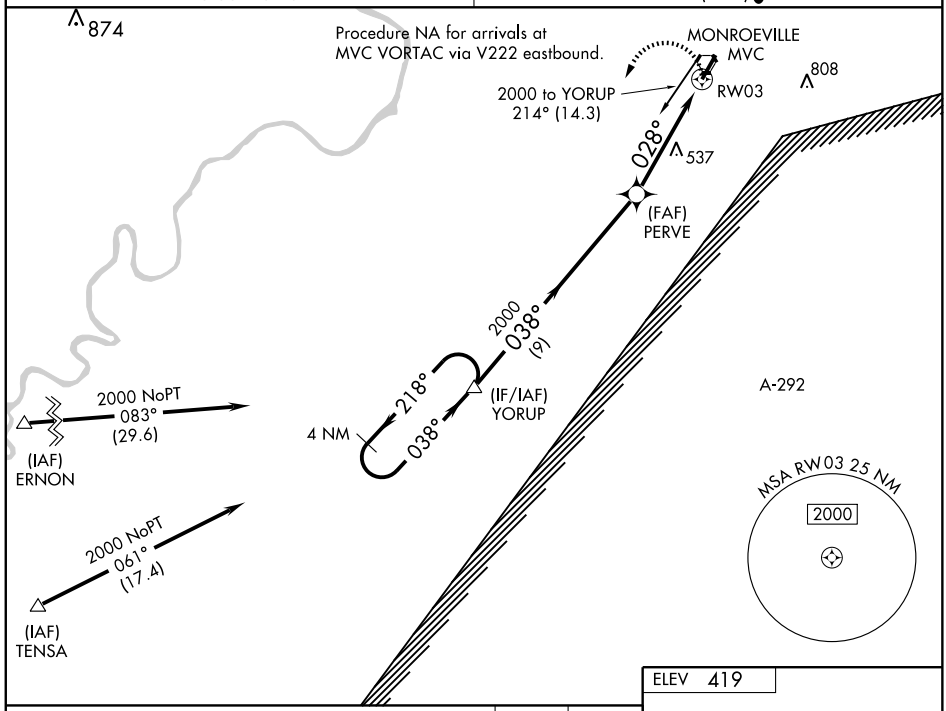
MONROEVILLE / MONROE COUNTY (MVC)

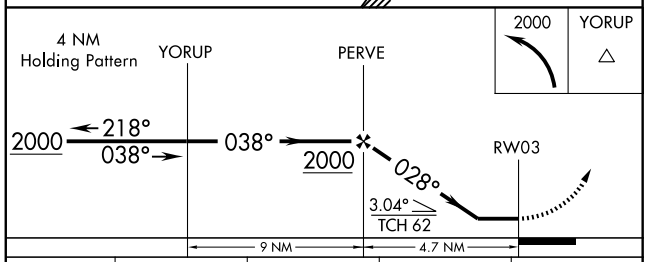
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

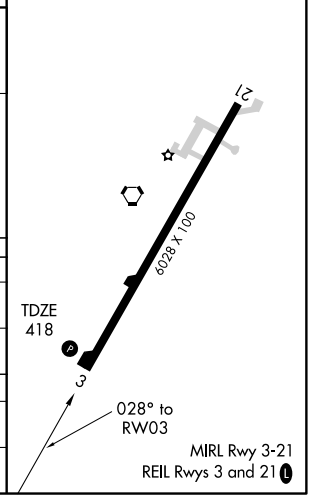
NA

MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 422 (500-1)		840-1¼ 422 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		980-1½ 561 (600-1½)	1020-2 601 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6028
208°	TDZE	419
	Apt Elev	419

RNAV (GPS) RWY 21

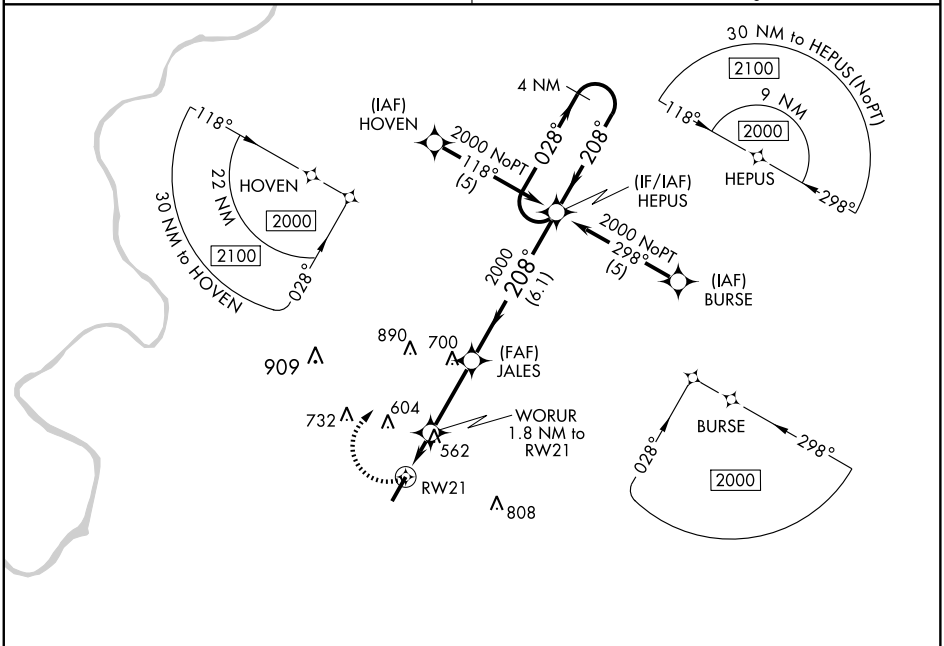
MONROEVILLE/MONROE COUNTY (MVC)

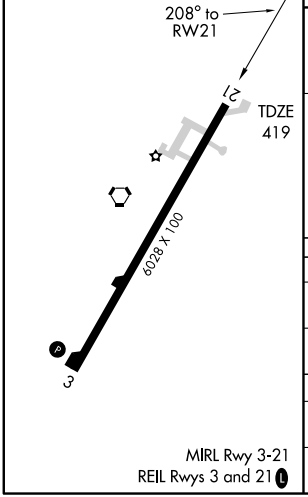
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

NA

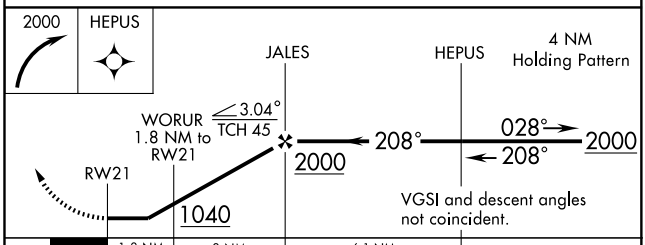
MISSED APPROACH: Climbing right turn to 2000 direct HEPUS and hold.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L





MIRL Rwy 3-21
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV/MDA	880-1 461 (500-1)		880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1 461 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV/MDA	940-1 521 (600-1)		940-1½ 521 (600-1½)	940-1¾ 521 (600-1¾)
CIRCLING	940-1 521 (600-1)		980-1½ 561 (600-1½)	1020-2 601 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MVC	APP CRS	Rwy Idg	6028
116.8	018°	TDZE	418
Chan 115		Apt Elev	419

VOR RWY 3

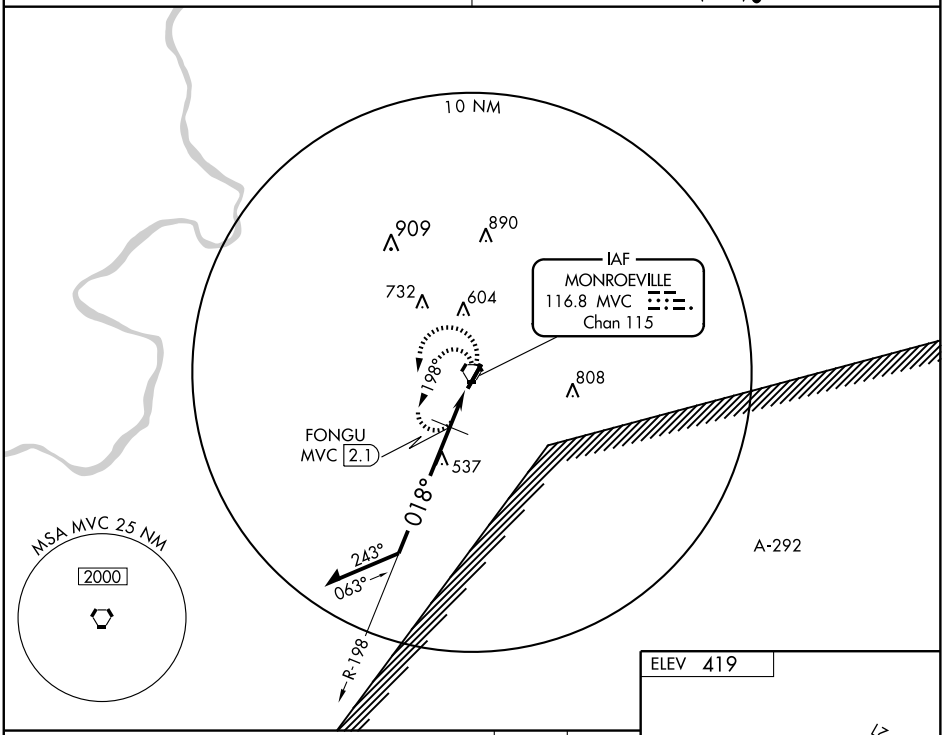
MONROEVILLE / MONROE COUNTY (MVC)

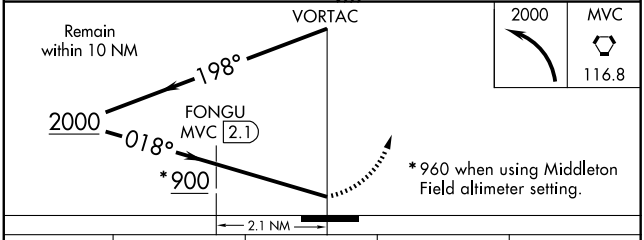
Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-3 visibility Cats C and D ¼ mile, and FONGU fix minimums increase S-3 visibility Cat D ¼ mile. Visibility reduction by helicopters NA.

NA

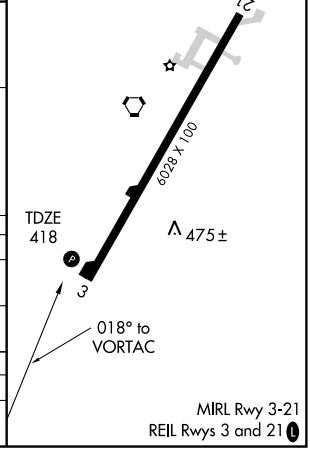
MISSED APPROACH: Climbing left turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-3	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
FONGU FIX MINIMUMS				
S-3	820-1 402 (500-1)		820-1¼ 402 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MVC 116.8 Chan 115	APP CRS 215°	Rwy Idg 6028 TDZE 419 Apt Elev 419

VOR RWY 21

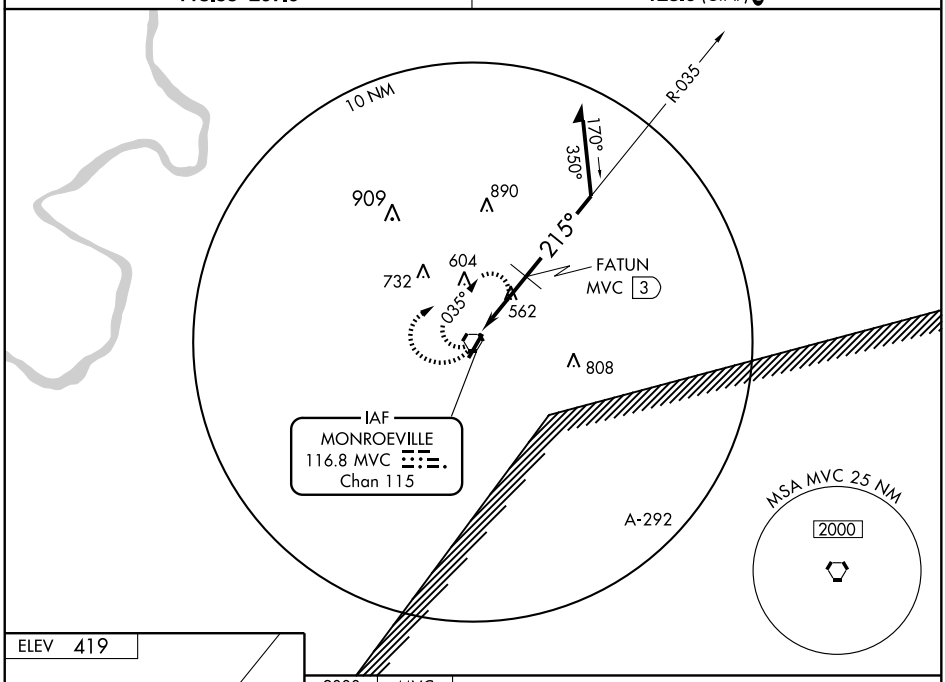
MONROEVILLE / MONROE COUNTY (MVC)

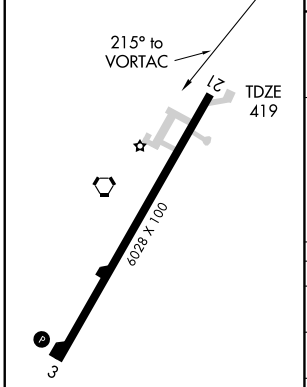
V
A NA

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-21 visibility Cats. C and D ¼ mile and circling Cat. C visibility ¼ mile, and FATUN fix minimums increase S-21 visibility Cats. C and D ¼ mile. Visibility reduction by helicopters NA.

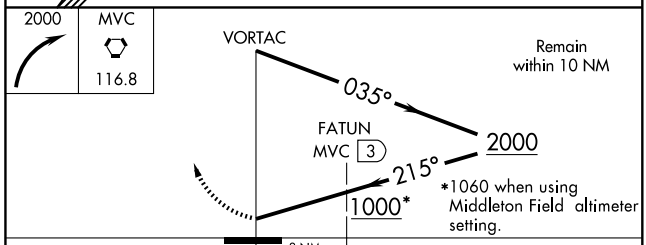
MISSED APPROACH: Climbing right turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L





MIRL Rwy 3-21
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
S-21	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-1¾ 581 (600-1¾)
CIRCLING	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-2 581 (600-2)
FATUN FIX MINIMUMS				
S-21	880-1	461 (500-1)	880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1	461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

09071

AIRPORT DIAGRAM

MONTGOMERY RGNL (DANNELLY FIELD)(MGM)
MONTGOMERY, ALABAMA
AL-272 (FAA)

ATIS
120.675
DANNELLY TOWER ★
119.7 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3

VAR 2.3°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

32° 19′N

GENERAL AVIATION PARKING
TERMINAL
TERMINAL RAMP
ALABAMA ANG
FIRE STATION
WEST
EAST
ELEV 219
ELEV 186
ELEV 195
HOT 2
HOT 1
BAK 12
098.3°
0.3% DOWN
9010 X 150
0.9% UP
215.2°
278.3°
4010 X 150
035.2°
ILS HOLD
ILS HOLD
CONTROL TOWER
368
FIELD ELEV 221
ALABAMA ARMY NATIONAL GUARD

32° 18′N

RWY 3-21
PCN 28 F/C/X/T
S40, D95
RWY 10-28
PCN 35 F/C/X/T
S105, D116, DT180, DDT500

32° 17′N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

86° 24′W
86° 23′W

SE-4, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC RWY 10

LOC I-MGM	APCH CRS	Rwy ldg 9010 TDZE 219 Arpt Elev 221
109.9	097°	

JAL-272 [USAF]

MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

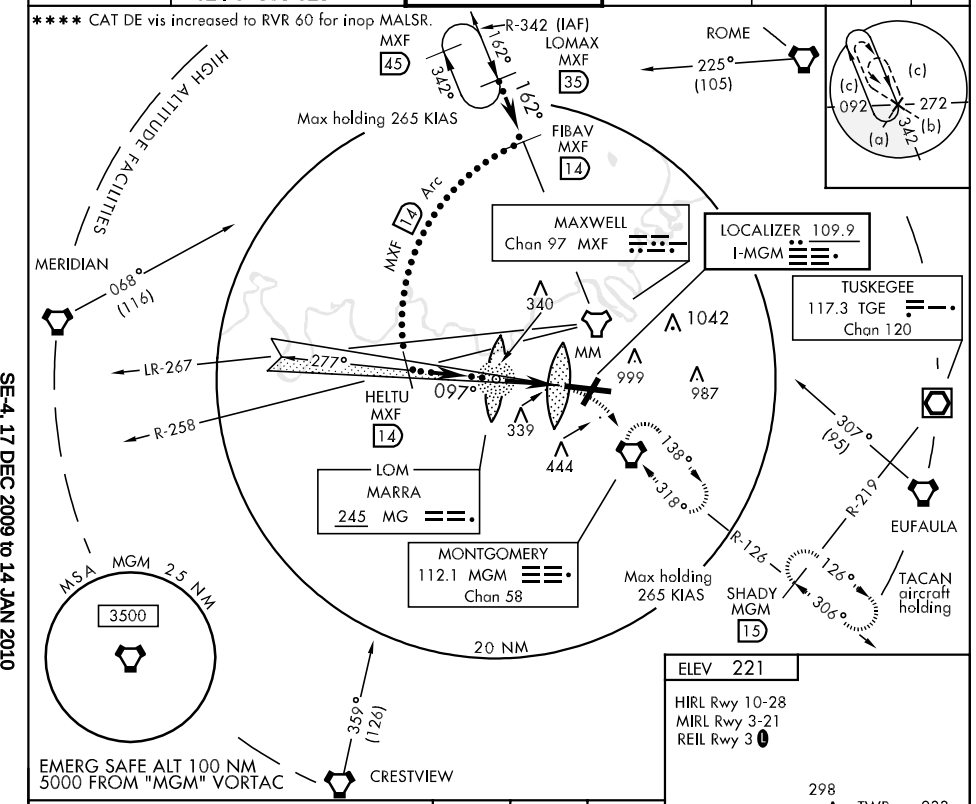
▼* For inop MALSR incr vis all CATs to RVR 40.
**For inop MALSR, incr CAT C vis to RVR 50, CAT DE RVR 60.
***Circling not authorized for CAT E N of Rwy 10-28.

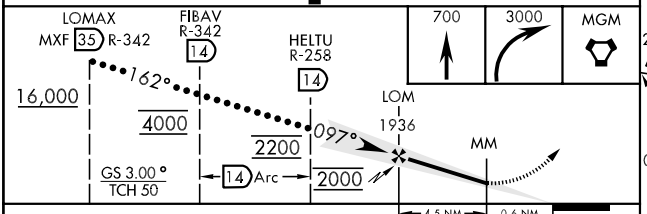
MALSR

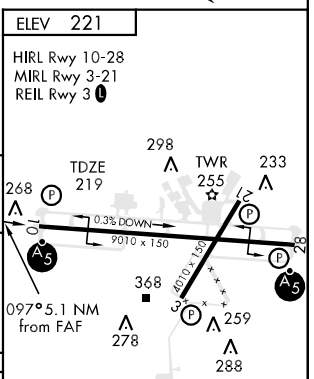
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue to 3500 via MGM R-126 to SHADY INT.

ATIS ★	MONTGOMERY APP CON	MONTGOMERY TOWER★	GND CON	CLNC DEL	ASR
120.675	121.2 380.225 N 124.0 363.025 S	119.7(CTAF) 360.85	121.7 348.6	118.3 270.3	ASOS

**** CAT DE vis increased to RVR 60 for inop MALSR.







CATEGORY	C	D	E
S-ILS 10 *		419/24 200 (200-½)	
S-LOC 10**		600/40 381 (400-¾)	
CIRCLING ***	700-1½ 479 (500-1½)	800-2 579 (600-2)	
S-ASR 10 ****	600/40 381 (400-¾)	600/50 381 (400-1)	

FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

HI-TACAN-A

MGM 112.1 Chan 58	APCH CRS 133°	Rwy ldg 9010 TDZE N/A Arpt Elev 221

JAL-272 [USAF]

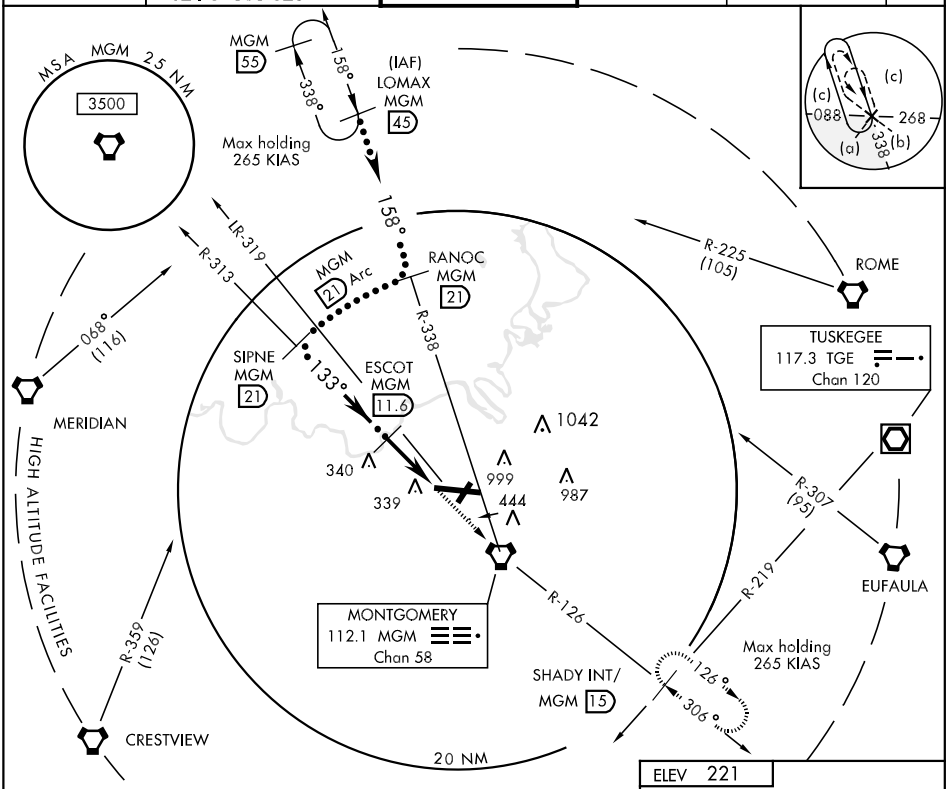
MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

* Circling not authorized for CAT E N of Rwy 10-28.

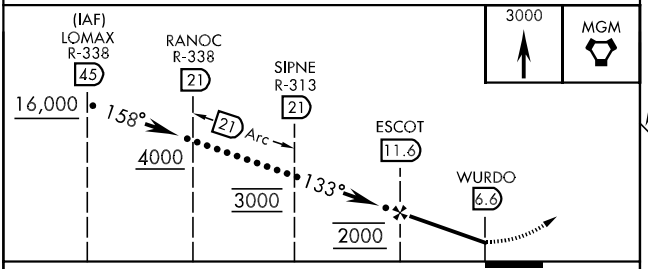
MALSR

MISSED APPROACH: Climb to 3000 direct MGM VORTAC. Continue climb to 3500 via MGM R-126 to SHADY INT and hold.

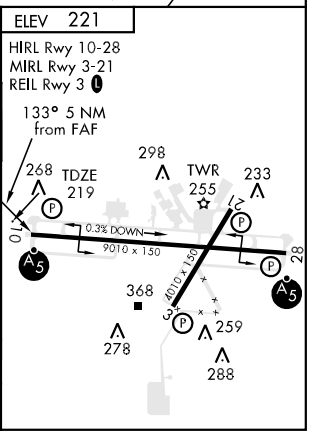
ATIS *	MONTGOMERY APP CON	MONTGOMERY TOWER *	GND CON	CLNC DEL	ASR ASOS
120.675	121.2 380.225 N 124.0 363.025 S	119.7(CTAF) 360.85	121.7 348.6	118.3 270.3	



EMERG SAFE ALT 100 NM 5000 FROM "MGM" VORTAC



CATEGORY	C	D	E
CIRCLING *	700-1½ 479 (500-1½)	800-2 579 (600-2)	



LOC I-MGM	APP CRS	Rwy Idg	9010
109.9	097°	TDZE	219
		Apt Elev	221

ILS or LOC RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

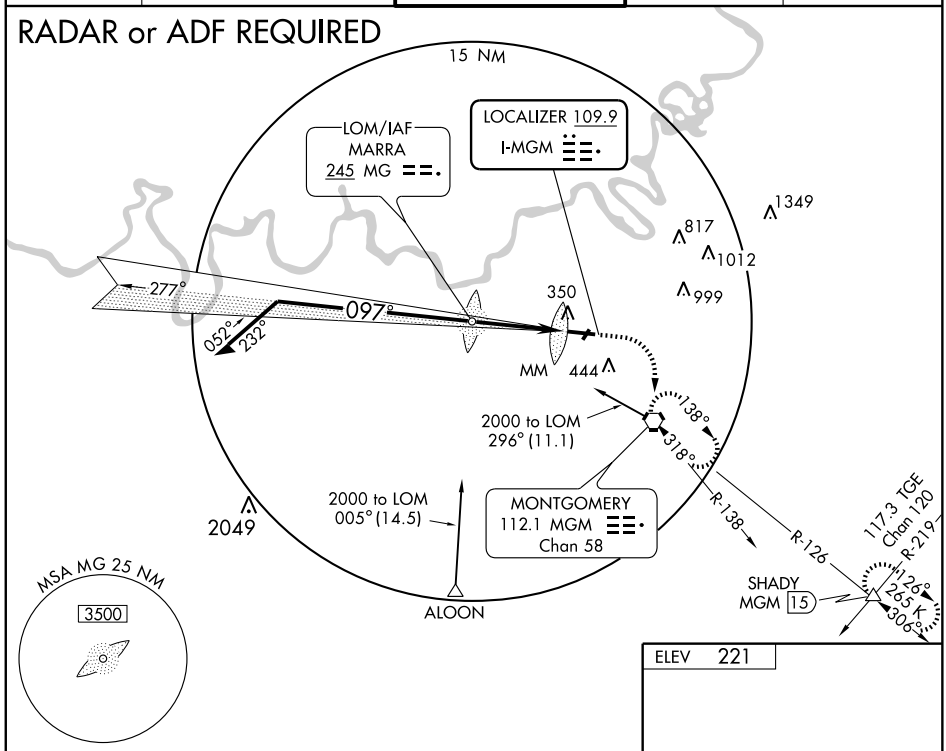
Circling NA for Cat. E North of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to RVR 4000 and S-LOC-28 Cat. E visibility to RVR 6000. *Vis Cats. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD or DA.

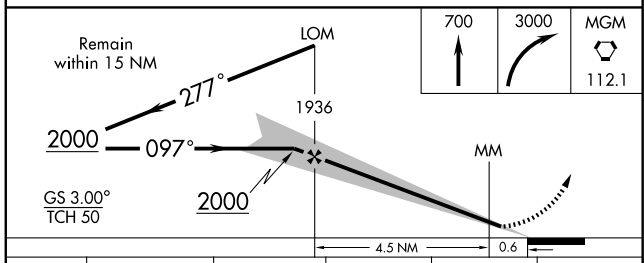
MALSR

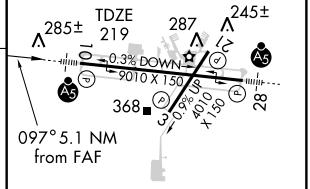
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3

RADAR or ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 10	* 419/24 200 (200-½)				
S-LOC 10	600/24 381 (400-½)			600/40 381 (400-¾)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-DLV	APP CRS	Rwy Idg	9010
108.5	277°	TDZE	197
		Apt Elev	221

ILS or LOC RWY 28

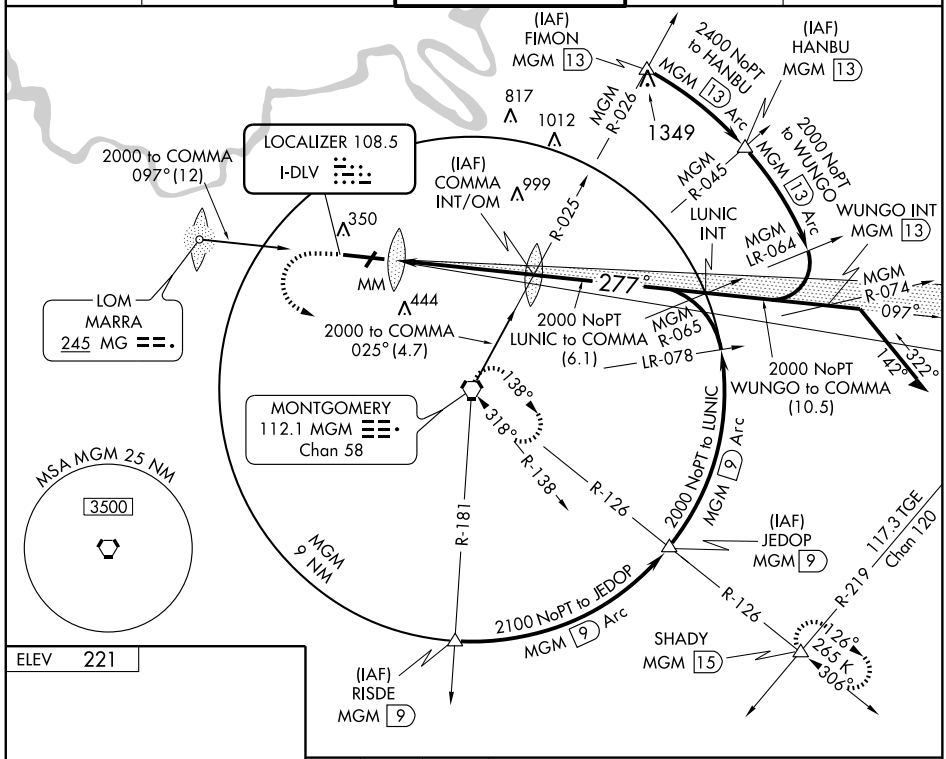
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

T A ASR — Autopilot coupled approach not authorized below 842 MSL. Circling NA for Cat. E north of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to ¾ and S-LOC-28 Cat. E visibility to 1¼.

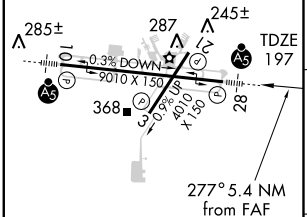
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3

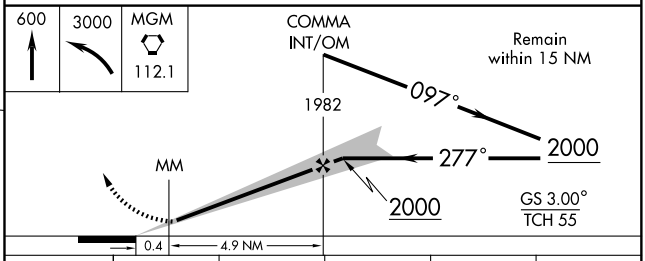


ELEV 221



REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 28	397-½ 200 (200-½)				
S-LOC 28	580-½ 383 (400-½)			580-¾ 383 (400-¾)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM MG	APP CRS	Rwy Idg	9010
245	097°	TDZE	219
		Apt Elev	221

NDB RWY 10

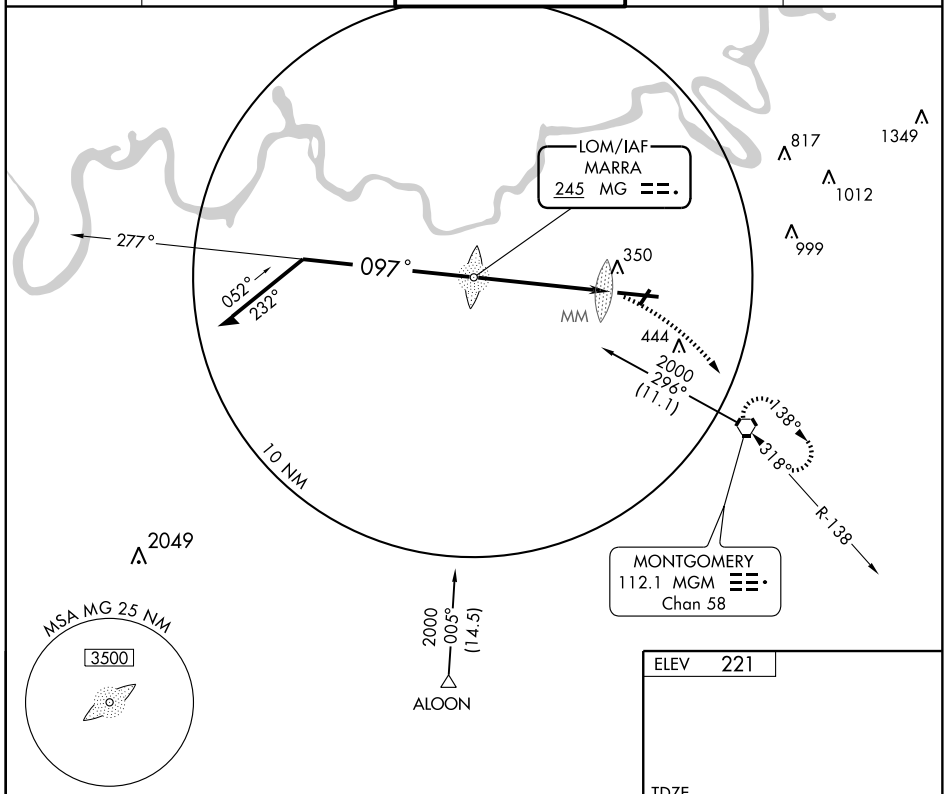
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

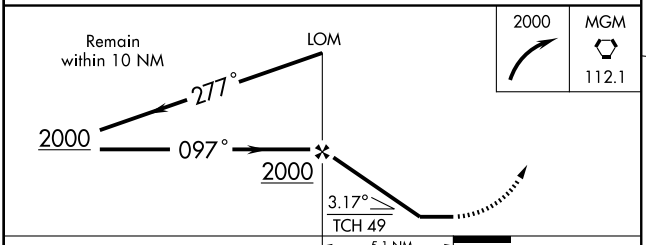
ASR

MALSR

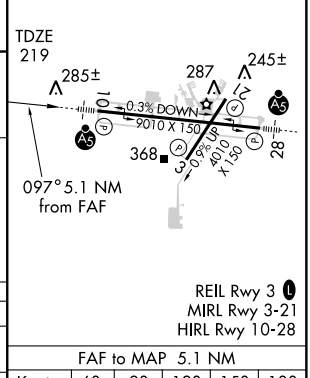
MISSED APPROACH: Climbing right turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) (L) 360.85	121.7 348.6	118.3 270.3





2000	MGM
	112.1



CATEGORY	A	B	C	D
S-10	700/40 481 (500-¾)			700/60 481 (500-1¼)
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4010
034°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 3

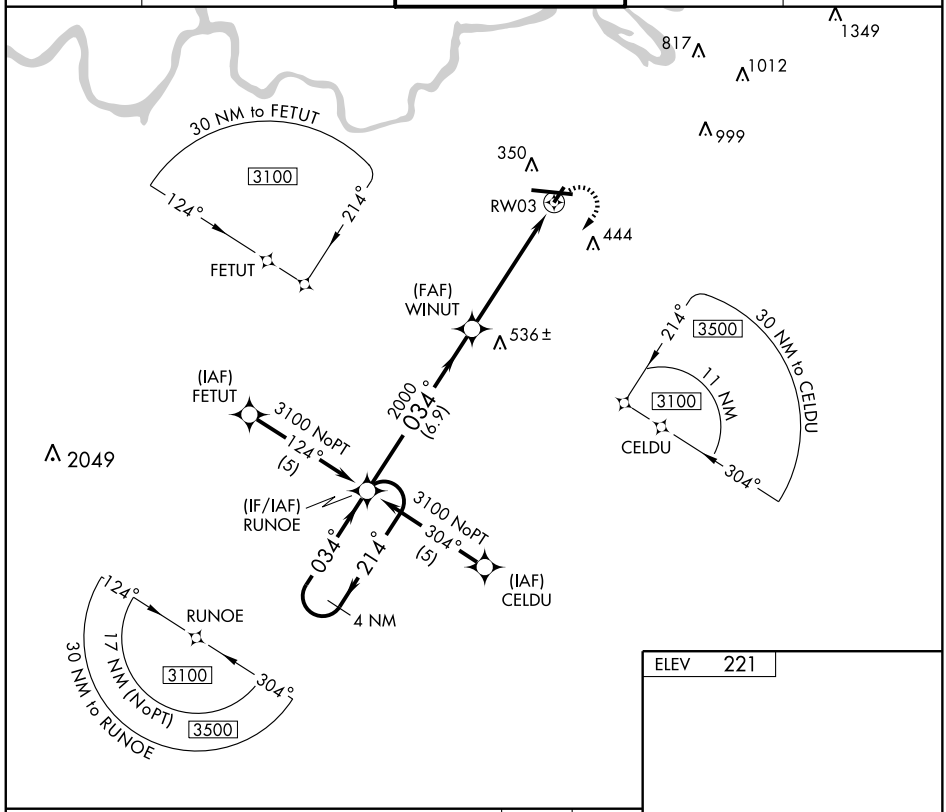
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

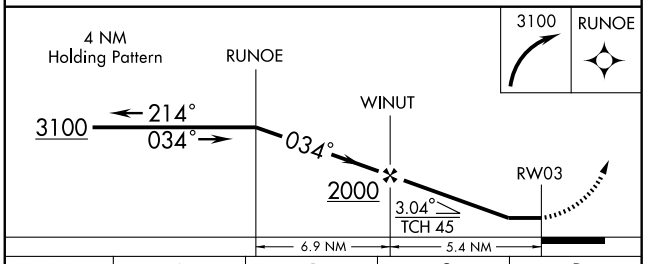
ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 21.

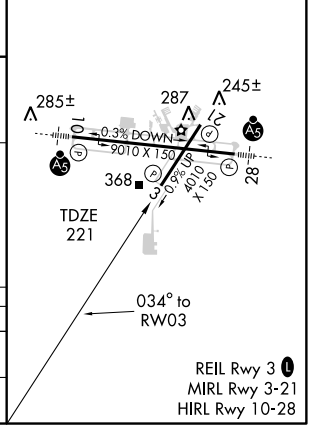
MISSED APPROACH: Climbing right turn to 3100 direct RUNOE WP and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3





CATEGORY	A	B	C	D
LNAV MDA	640-1 419 (500-1)		640-1¼ 419 (500-1¼)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)



REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9010
CH 50100	097°	TDZE	219
W10A		Apt Elev	221

RNAV (GPS) RWY 10

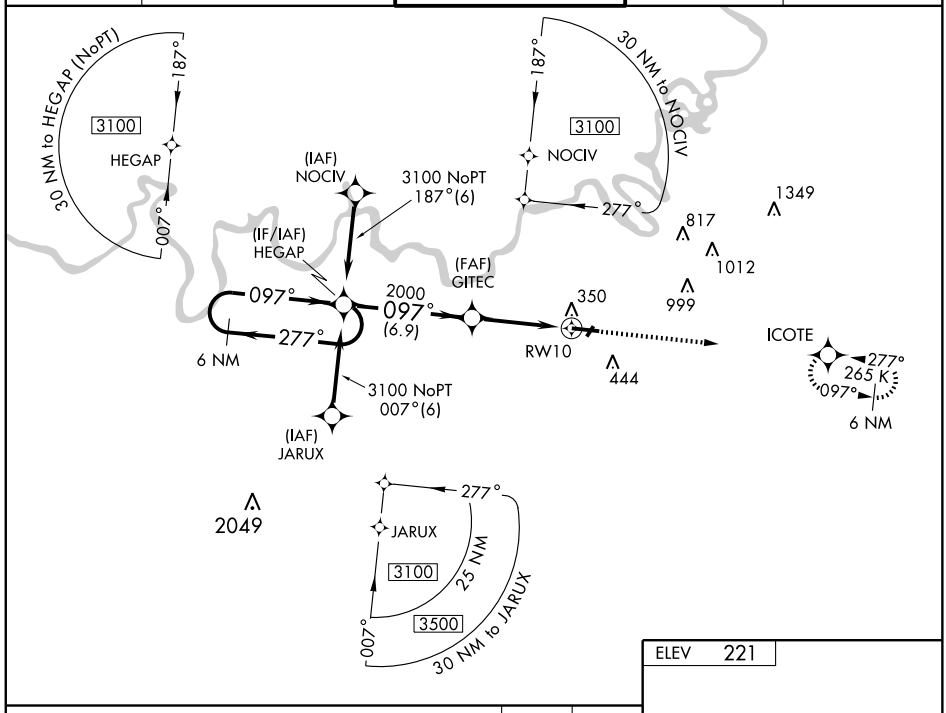
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

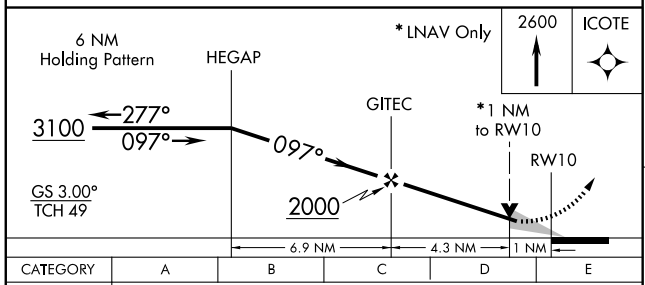
T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
A For inoperative MALSR, increase LPV Cat. E visibility to RVR 5000, LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 6000. Circling NA at night to Rwy 21.
ASR Circling NA for Cat. E North of Rwy 10-28.

MALSR

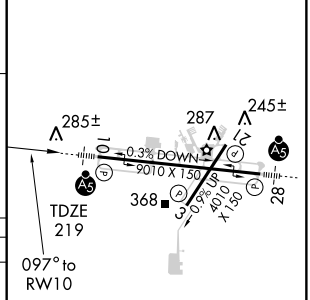
MISSED APPROACH: Climb to 2600 direct ICOTE and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3





CATEGORY	A	B	C	D	E
LPV DA	500/24 281 (300-½)				
LNAV/VNAV DA	600/40 381 (400-¾)				
LNAV MDA	600/24 381 (400-½)			600/50 381 (400-1)	
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)	800-2 579 (600-2)	



REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9010
CH 56200	277°	TDZE	197
W28A		Apt Elev	221

RNAV (GPS) RWY 28

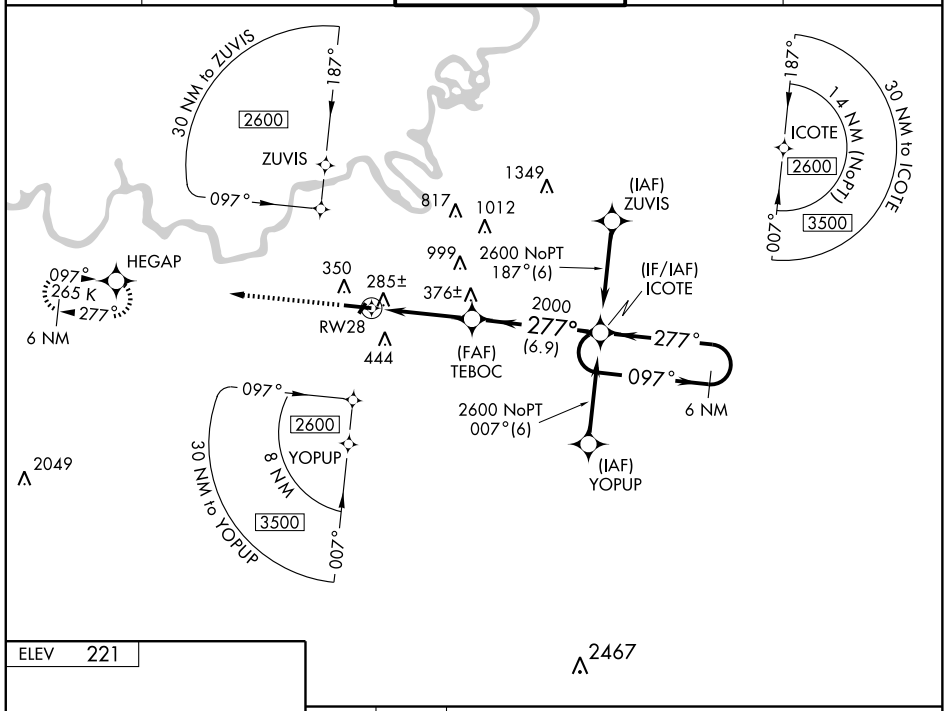
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

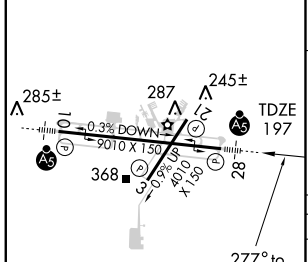
T A ASR GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). For inoperative MALSR, increase LPV Cat. E visibility to 1 and LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 1¼ . Circling NA at night to Rwy 21. Circling NA for Cat. E North of Rwy 10-28.

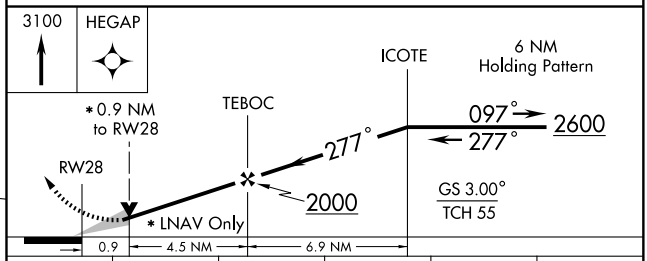
MALSR

MISSED APPROACH: Climb to 3100 direct HEGAP and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3







CATEGORY	A	B	C	D	E
LPV DA	500-½ 303 (300-½)				
LNAV/VNAV DA	560-¾ 363 (400-¾)				
LNAV MDA	580-½ 383 (400-½)			580-1 383 (400-1)	
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MGM 112.1 Chan 58	APP CRS 318°	Rwy Idg N/A TDZE N/A Apt Elev 221

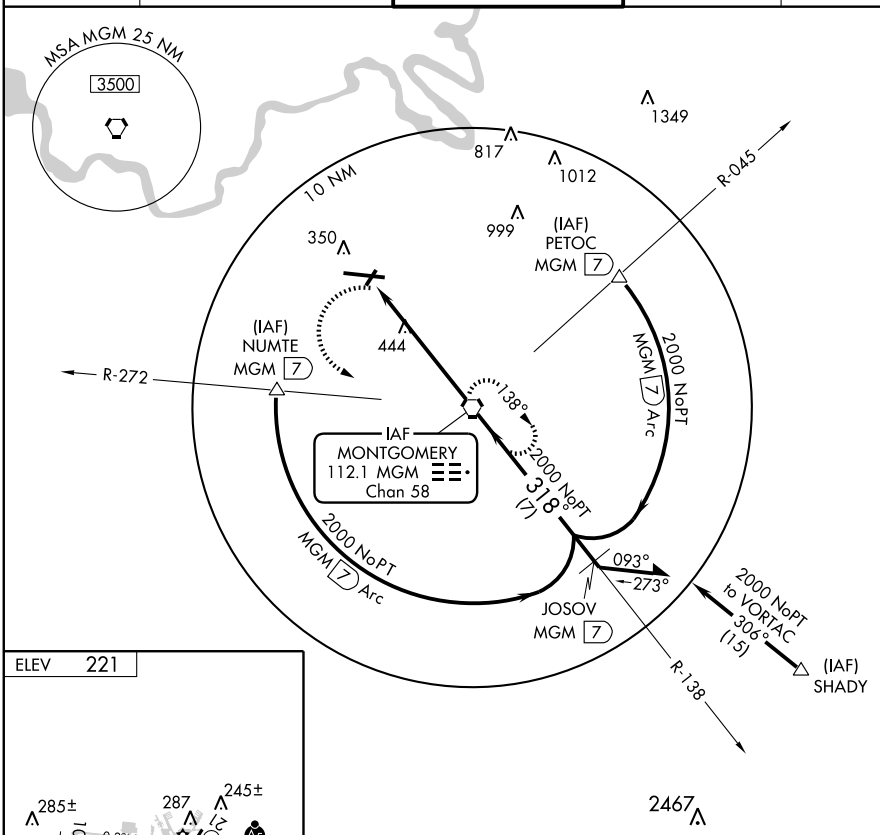
VOR-A

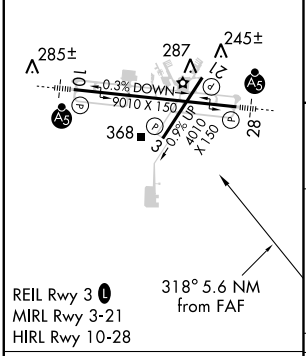
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

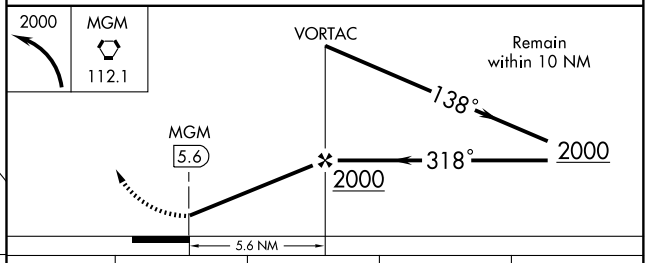
ASR

MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7(CTAF)(L) 360.85	121.7 348.6	118.3 270.3



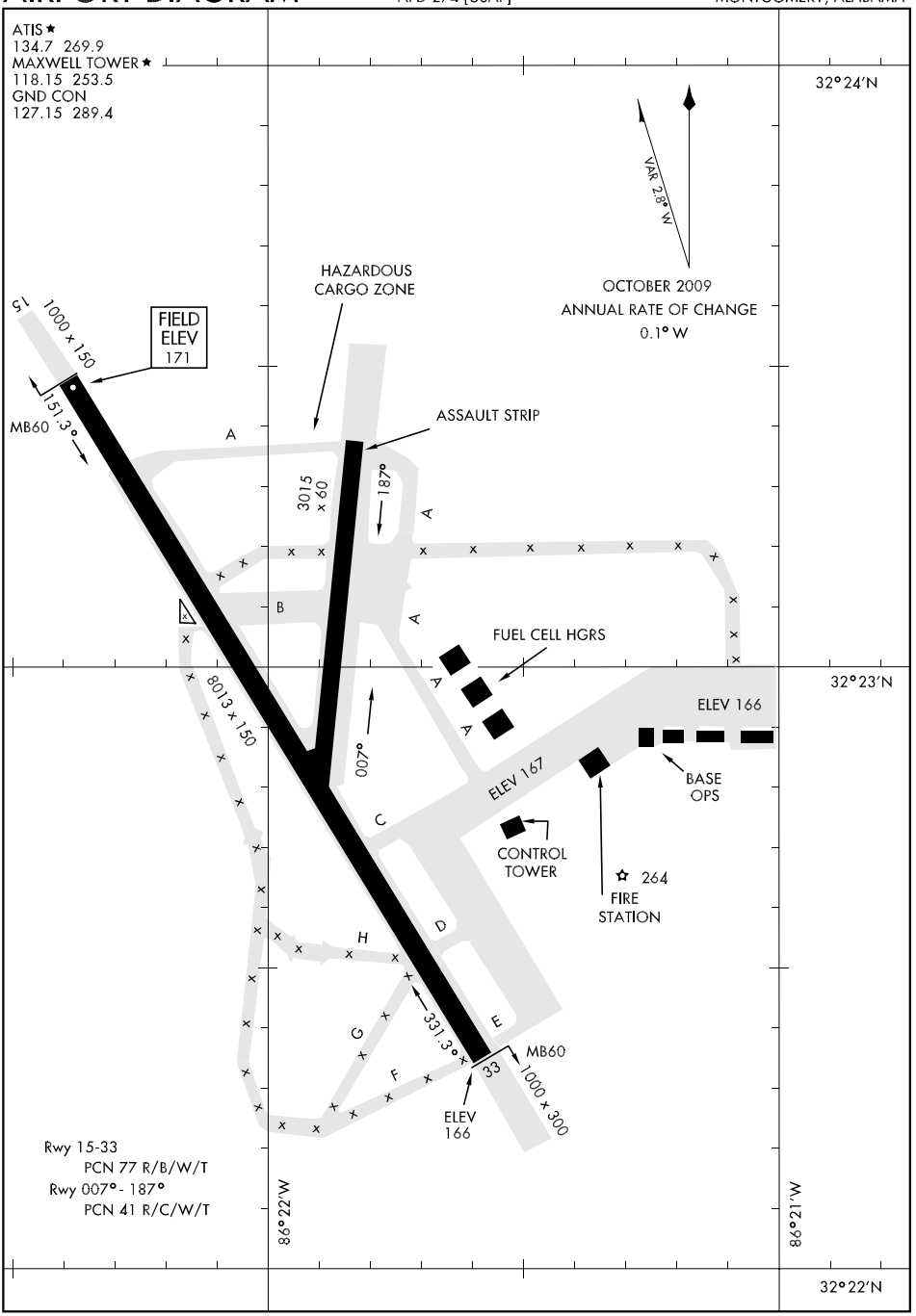




FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	760-1 539 (600-1)		760-1½ 539 (600-1½)	800-2 579 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010


ATIS ★
134.7 269.9
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
32°24'N
VAR 2.8° W
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W
HAZARDOUS
CARGO ZONE
FIELD
ELEV
171
1000 x 150
151.3°
MB60
ASSAULT STRIP
3015
x 60
187°
A
B
C
D
E
F
G
H
FUEL CELL HGRS
8013 x 150
007°
ELEV 167
ELEV 166
BASE
OPS
CONTROL
TOWER
264
FIRE
STATION
331.3°
MB60
33
1000 x 300
ELEV
166
Rwy 15-33
PCN 77 R/B/W/T
Rwy 007°- 187°
PCN 41 R/C/W/T
86°22'W
86°21'W
32°23'N
32°22'N

ILS or LOC/DME RWY 15

MAXWELL AFB (KMXF)

LOC I-MXF	APCH CRS	Rwy ldg 8013 TDZE 171 Arpt Elev 171
109.3	150°	AL-274 [USAF]

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** Circling not authorized E of Rwy 15-33.

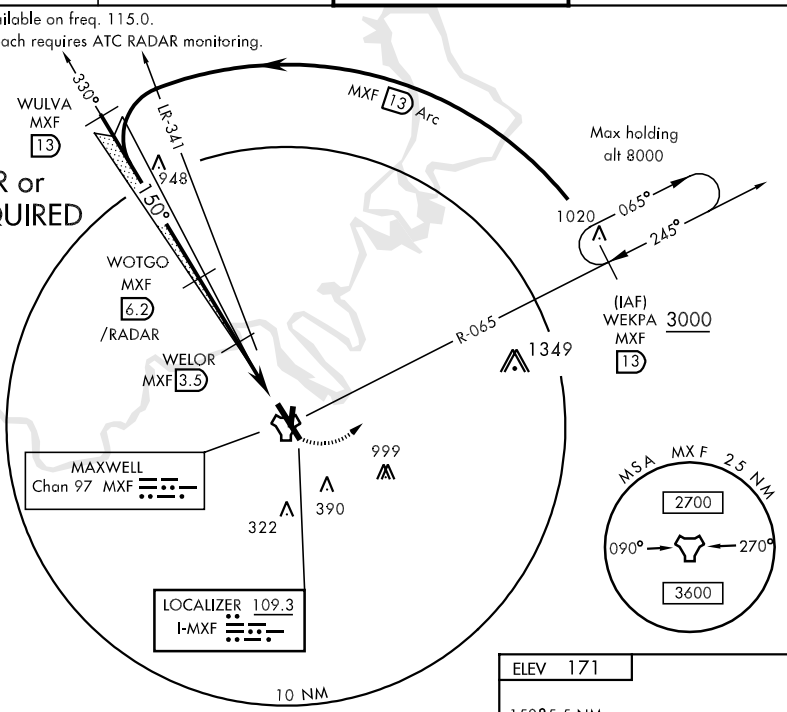
ALSF-1

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

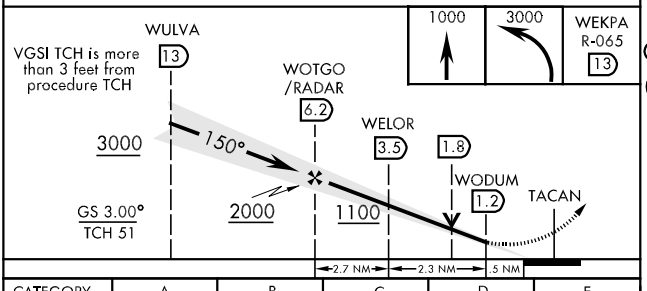
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

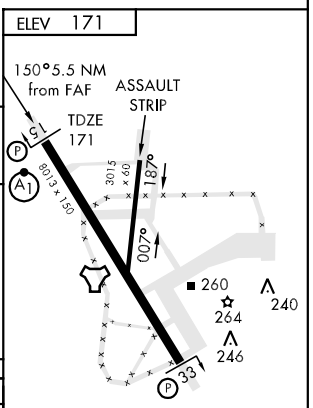
MXF DME available on freq. 115.0.
Missed Approach requires ATC RADAR monitoring.

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 5100





HIRL Rwy 15-33

CATEGORY	A	B	C	D	E
S-ILS 15 *	371/24 200 (200-½)				
S-LOC 15**	560/24 389 (400-½)		560/40 389 (400-¾)		
CIRCLING***	680-1 509 (600-1)		680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

TACAN RWY 15

MAXWELL AFB (KMXF)

TACAN MXF Chan 97	APCH CRS 158°	Rwy ldg 8013 TDZE 171 Arpt Elev 171

AL-274 [USAF]

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized E of Rwy 15-33

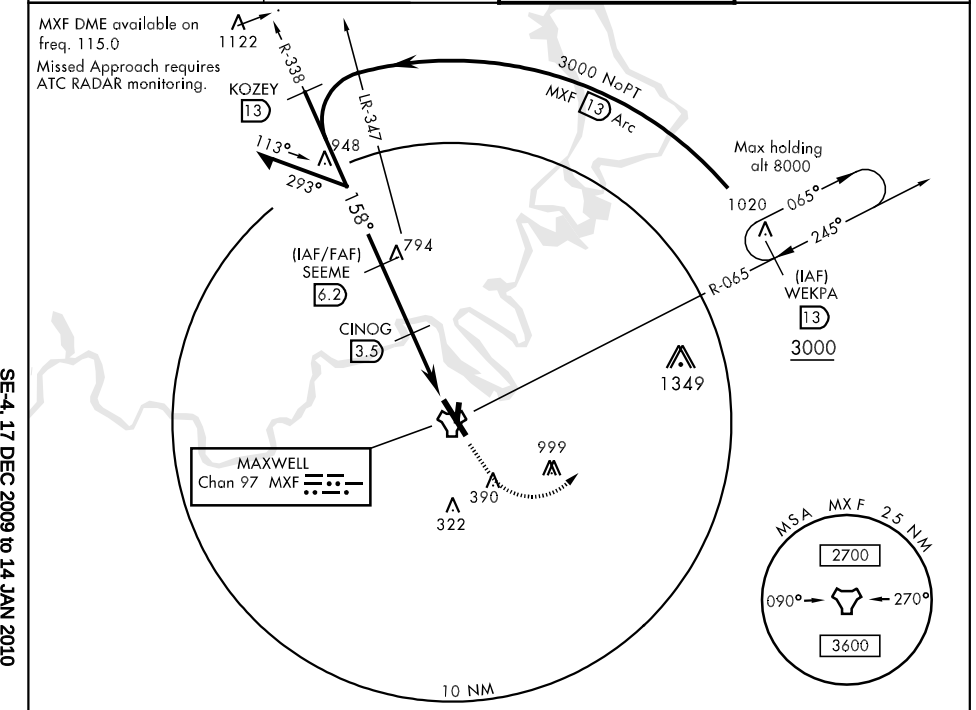
ALSF-1

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

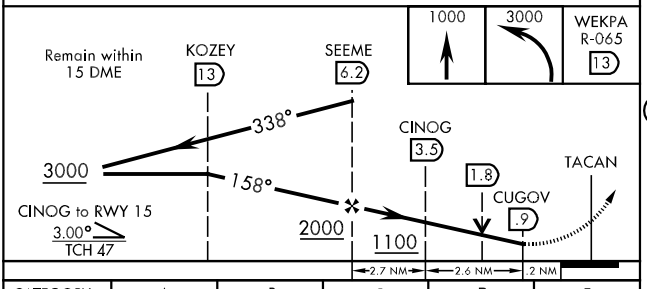
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

MXF DME available on freq. 115.0

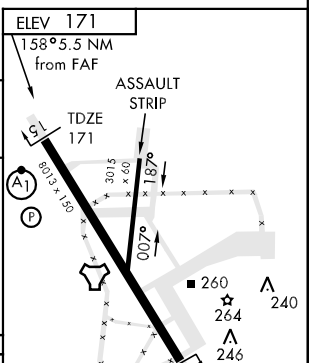
Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-15 *	560/24	389 (400-½)	560/40	389 (400-¾)	
CIRCLING**	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A



HIRL Rwy 15-33

SE-4, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 33

MAXWELL AFB (KMXF)

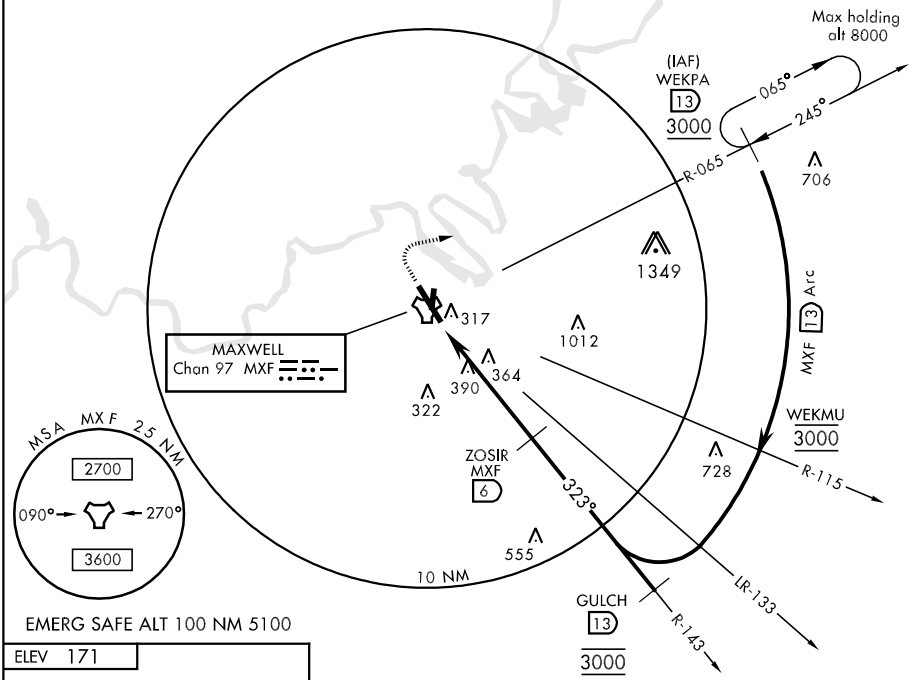
TACAN MXF Chan 97	APCH CRS 323°	Rwy ldg 8013 TDZE 166 Arpt Elev 171	AL-274 [USAF]

* Circling not authorized E of Rwy 15-33.

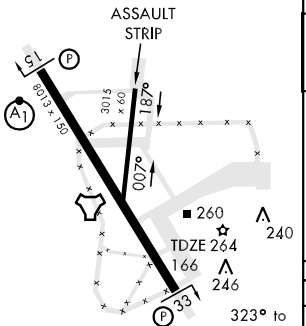
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WEKPA and hold.

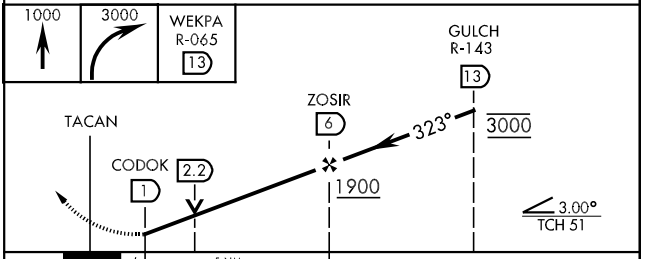
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

MXF DME available on freq. 115.0.
Missed Approach requires ATC RADAR monitoring.



ELEV 171





CATEGORY	A	B	C	D	E
S-33	740-1	574 (600-1)	740-1½ 574 (600-1½)	740-1¾ 574 (600-1¾)	740-2 574 (600-2)
CIRCLING *	740-1	569 (600-1)	740-1½ 569 (600-1½)	740-2 569 (600-2)	N/A

LOC I-MSL	APP CRS	Rwy Idg	6694
109.7	294°	TDZE	550
		Apt Elev	550

ILS or LOC RWY 29

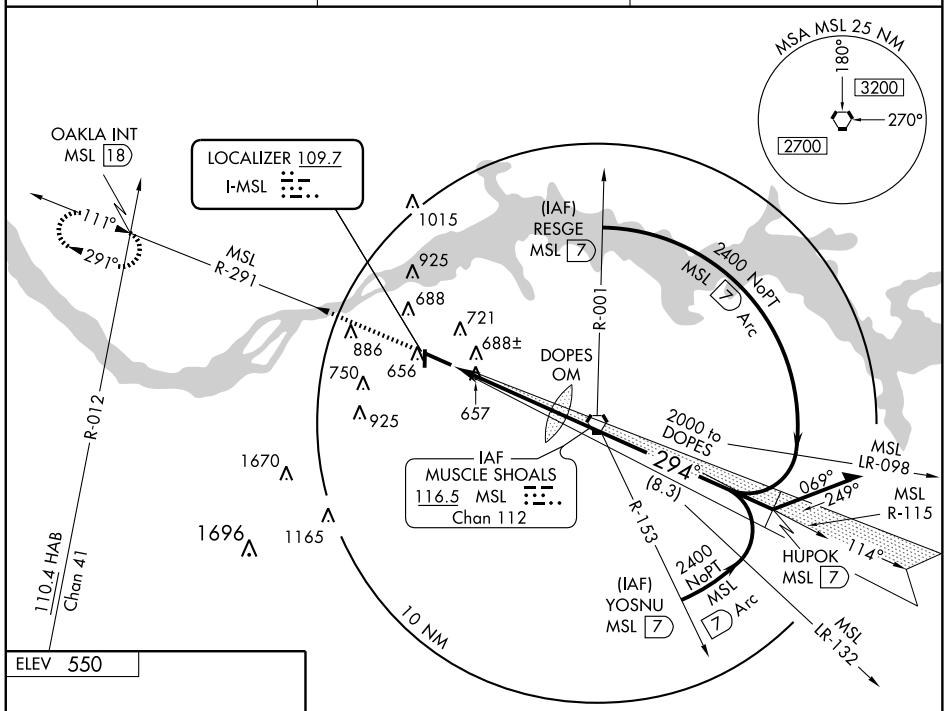
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

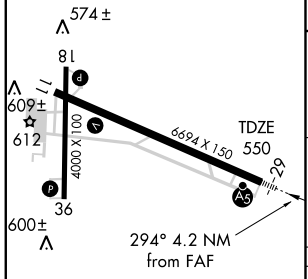
NA Circling NA at night to Rwy 18.

MALSR

MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int and hold.

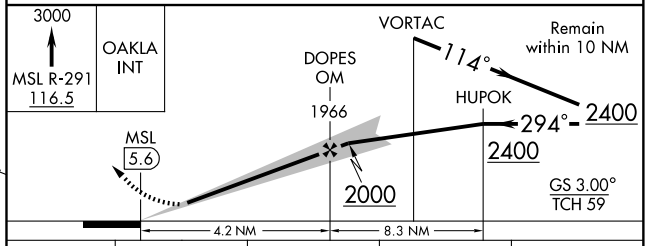
ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 29	750-½ 200 (200-½)			
S-LOC 29	960-½ 410 (500-½)		960-¾ 410 (500-¾)	
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

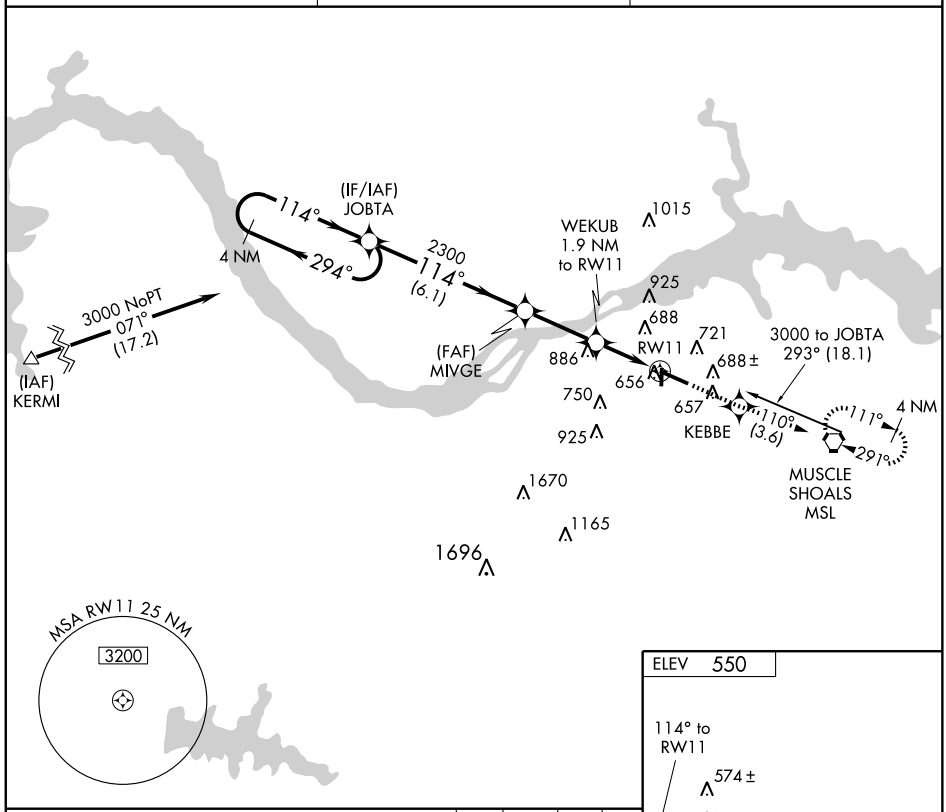
APP CRS	Rwy Idg	6694
114°	TDZE	544
	Apt Elev	550

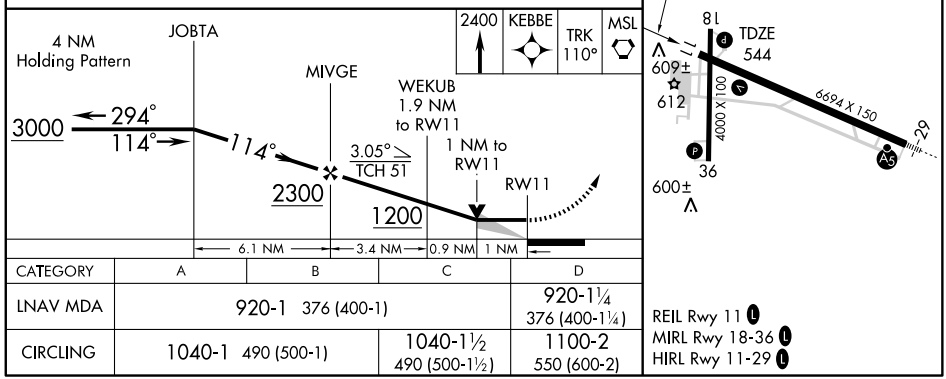
RNAV (GPS) RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA	MISSED APPROACH
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 18.	Climb to 2400 direct KEBBE WP and via 110° track to MSL VORTAC and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 376 (400-1)			920-1¼ 376 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

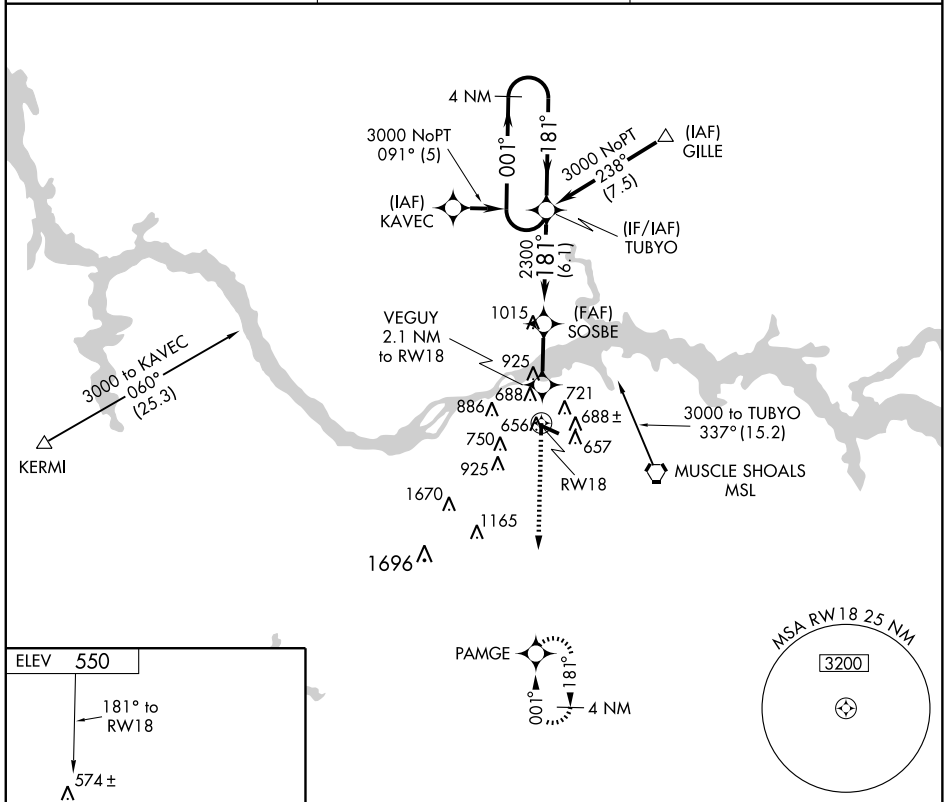
APP CRS	Rwy Idg	4000
181°	TDZE	547
	Apt Elev	550

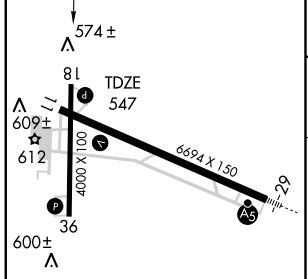
RNAV (GPS) RWY 18

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

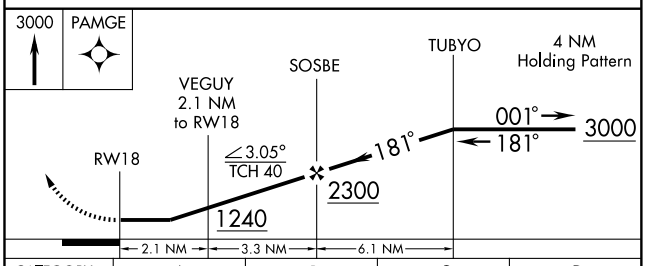
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct PAMGE WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6694
CH 40000	294°	TDZE	550
W29A		Apt Elev	550

RNAV (GPS) RWY 29

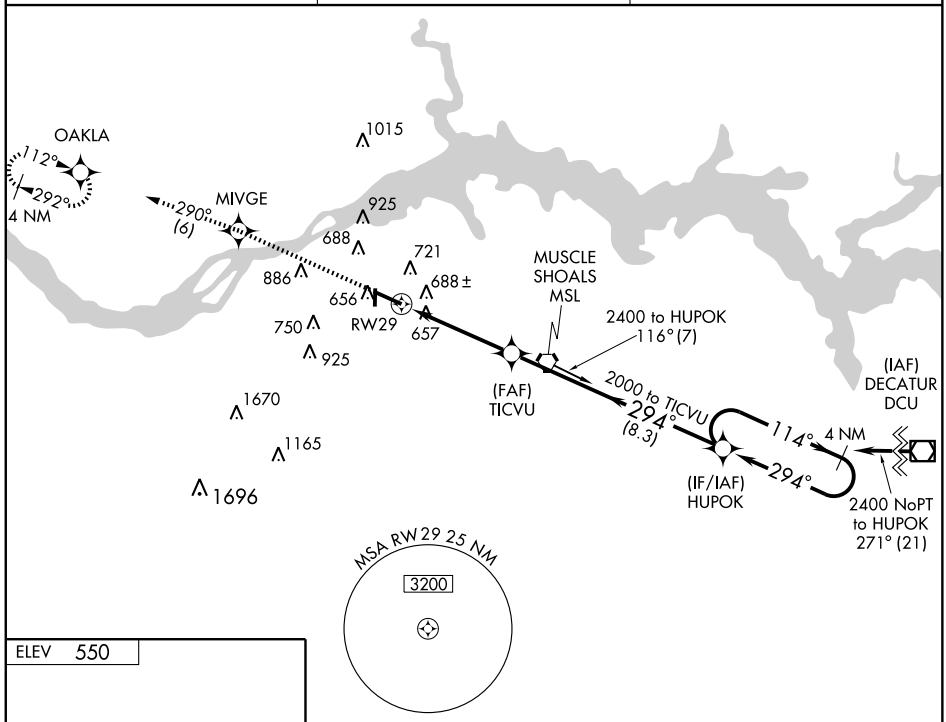
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 18. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

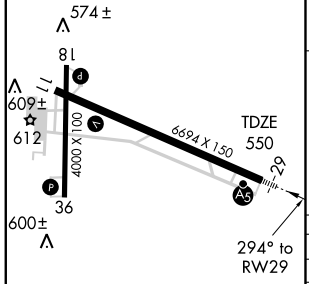
MALSR

MISSED APPROACH: Climb to 3000 direct MIVGE and via 290° track to OAKLA and hold.

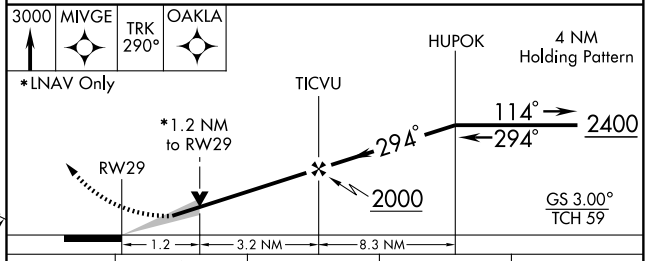
ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L



ELEV 550



REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LPV DA	800-½ 250 (300-½)			
LNAV/VNAV DA	980-1 430 (500-1)			
LNAV MDA	980-½ 430 (500-½)		980-¾ 430 (500-¾)	980-1 430 (500-1)
CIRCLING	1040-1½ 490 (500-1½)			1100-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

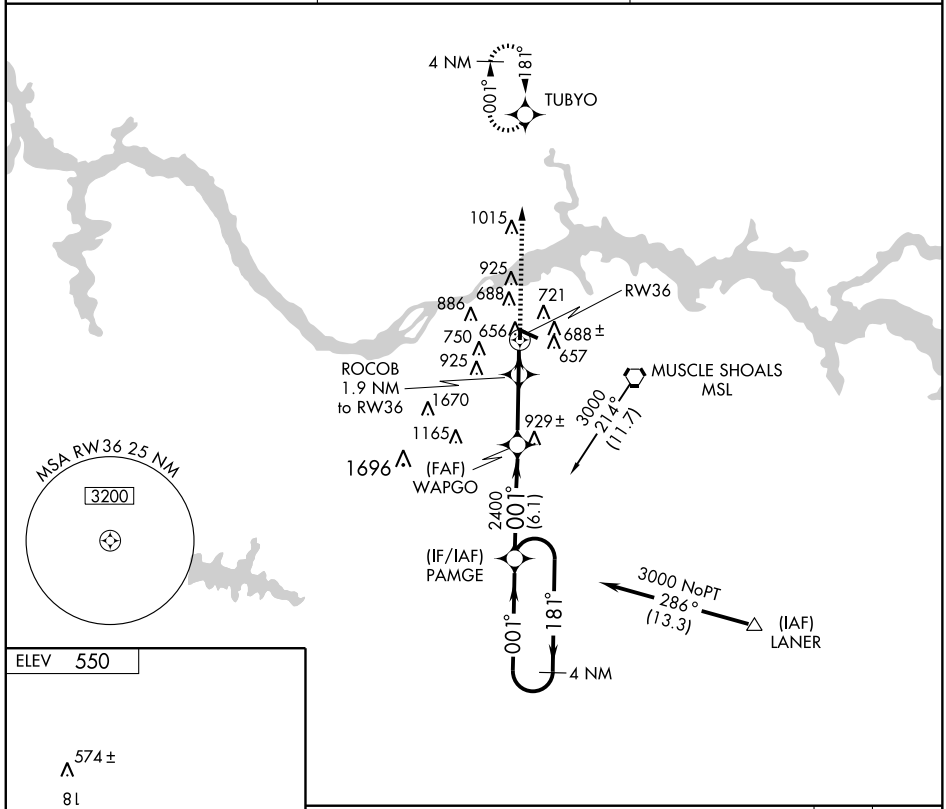
APP CRS	Rwy Idg	4000
001°	TDZE	547
	Apt Elev	550

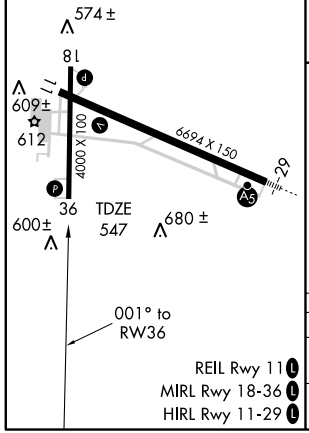
RNAV (GPS) RWY 36

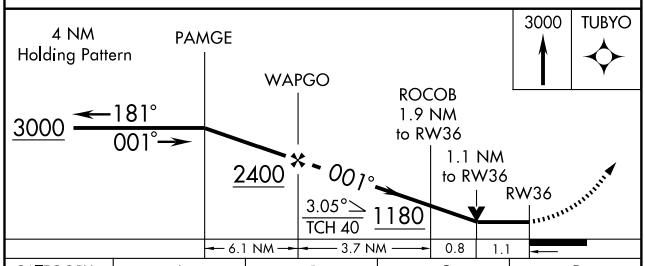
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

NA	Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 18.	MISSED APPROACH: Climb to 3000 direct TUBYO WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MSL	APP CRS	Rwy Idg	6694
116.5	111°	TDZE	544
Chan 112		Apt Elev	550

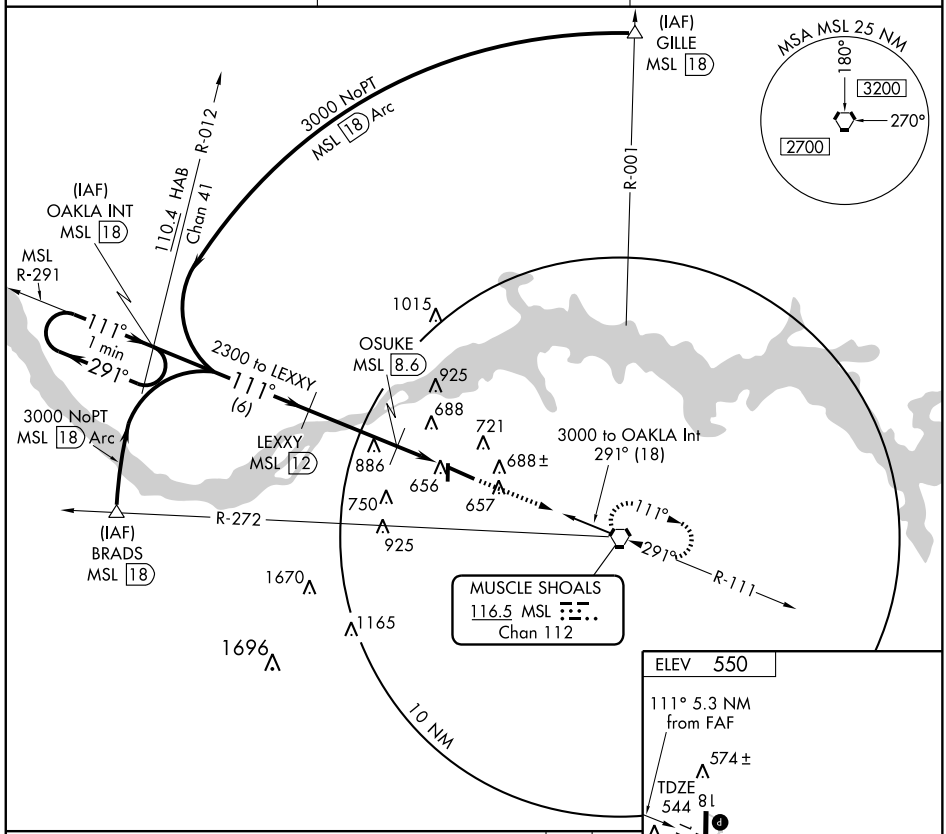
VOR/DME RWY 11

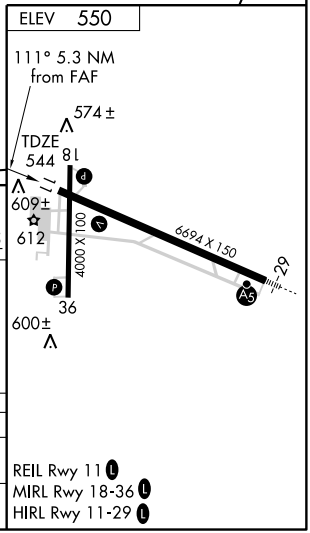
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

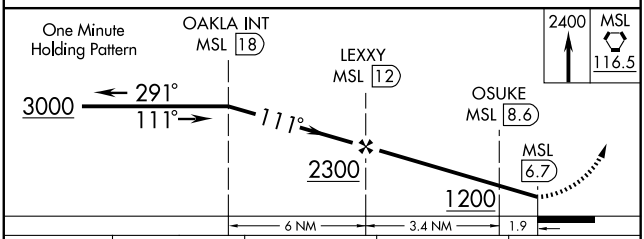
NA — Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct MSL VORTAC and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-11	940-1 396 (400-1)			940-1¼ 396 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MSL	APP CRS		
116.5	**291°**	Rwy Idg	**6694**
Chan **112**		TDZE	**550**
		Apt Elev	**550**

VOR RWY 29

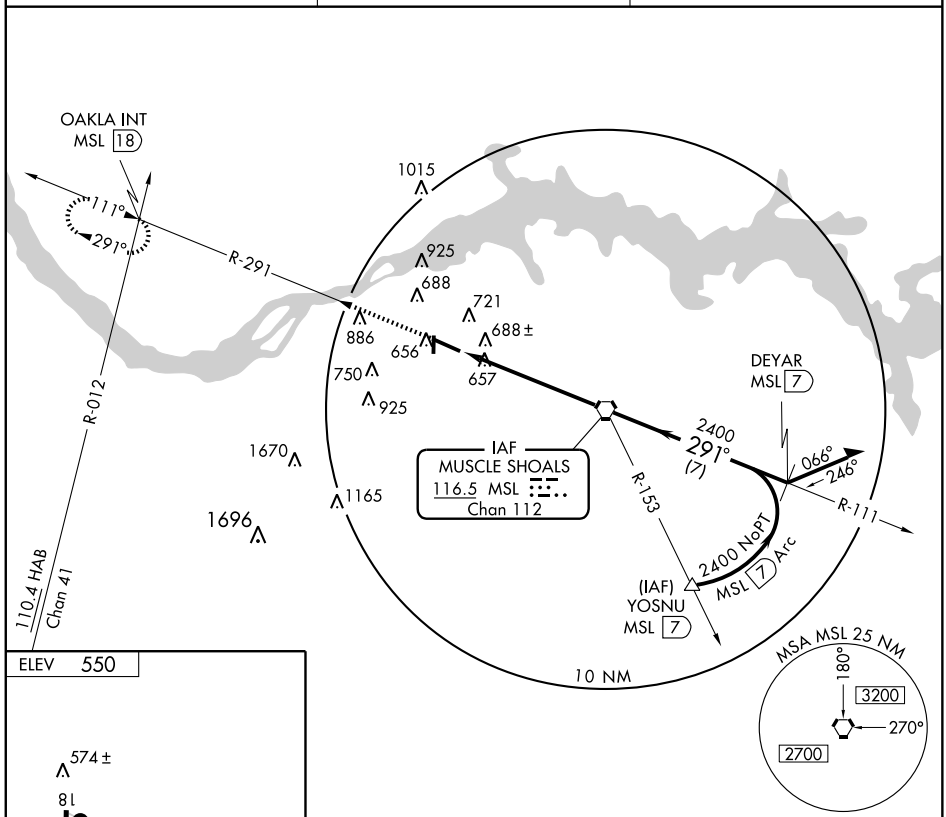
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

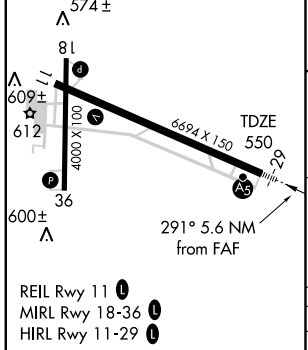
NA For inoperative MALSR, increase S-29 Cat. D visibility to 1¼.
Circling NA at night to Rwy 18.

MALSR

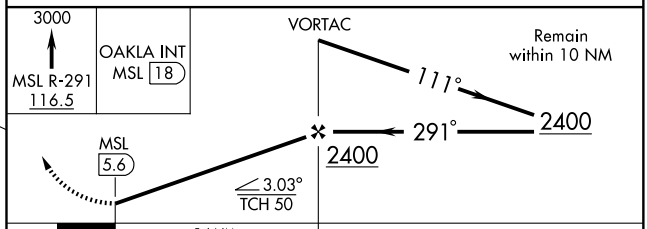
MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int/MSL 18 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	**120.8 307.0**	**123.05** (CTAF) L





REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-29	960-½ 410 (500-½)		960-¾ 410 (500-¾)	960-1 410 (500-1)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

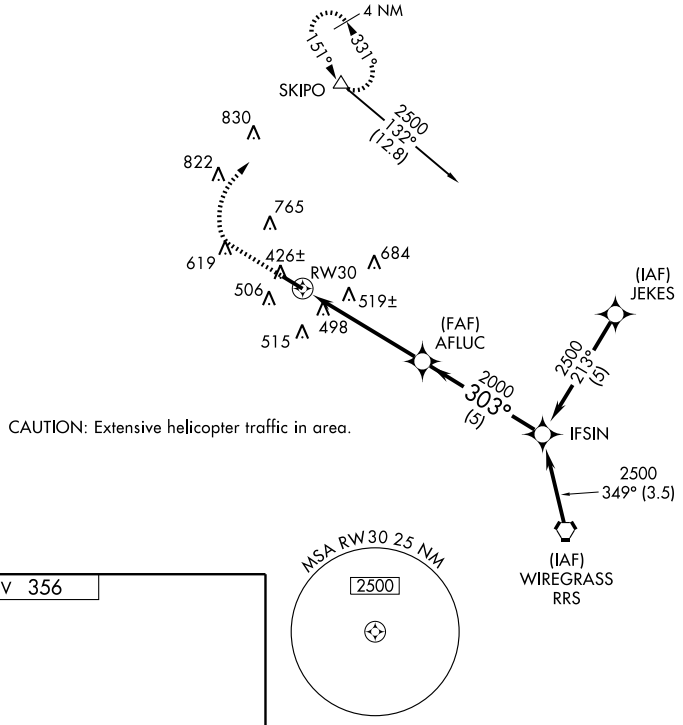
SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5152
303°	TDZE	353
	Apt Elev	356

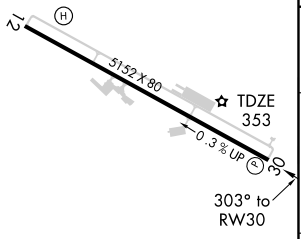
GPS RWY 30

OZARK / BLACKWELL FIELD (71J)

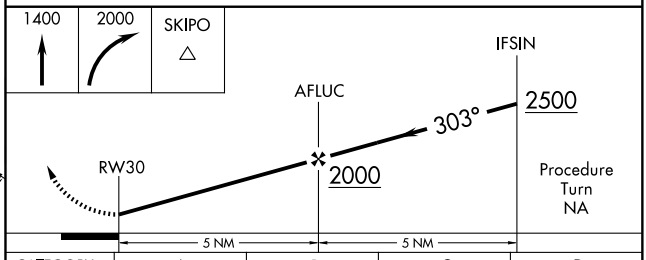
NA Use Cairns AAF (Fort Rucker) altimeter setting.	MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct SKIPO WP and hold.
CAIRNS APP CON ★ **125.4 327.125**	UNICOM **122.7** (CTAF) L



ELEV 356



REIL Rwy 12
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-30	820-1 467 (500-1)		820-1¼ 467 (500-1¼)	NA
CIRCLING	940-1 584 (600-1)		960-1¾ 604 (700-1¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RRS	APP CRS	Rwy Idg	5152
111.6	311°	TDZE	354
Chan 53		Apt Elev	356

VOR RWY 30

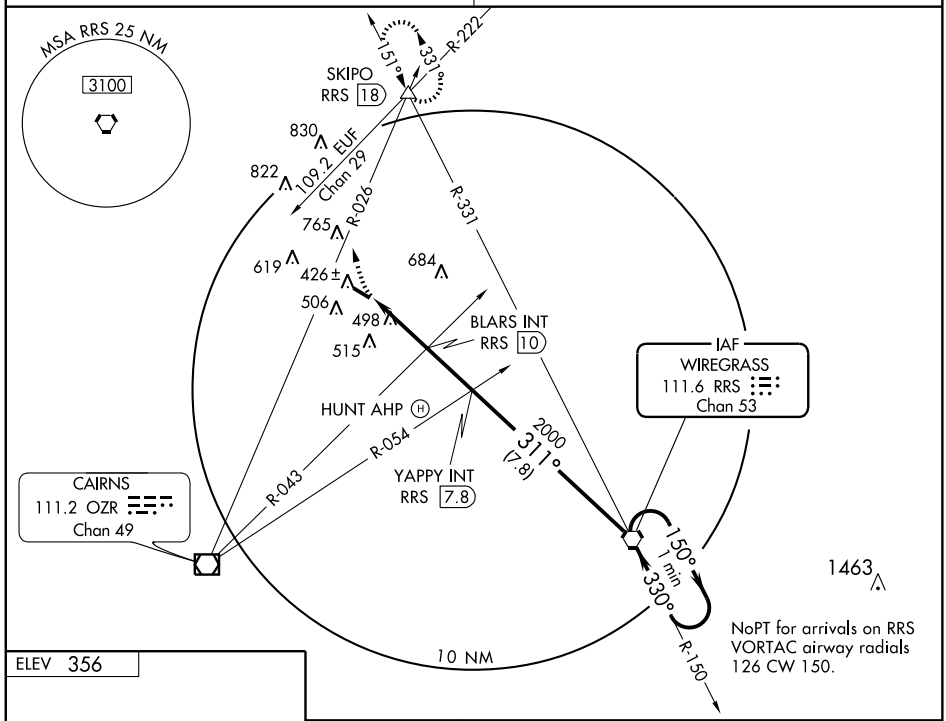
OZARK / BLACKWELL FIELD (71J)

Use Cairns altimeter setting.
NA CAUTION: Extensive helicopter traffic in area.

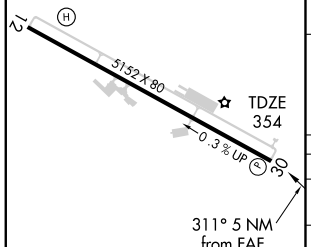
MISSED APPROACH: Climbing right turn to 2000 via OZR R-021 to SKIPO Int and hold.

CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF) L

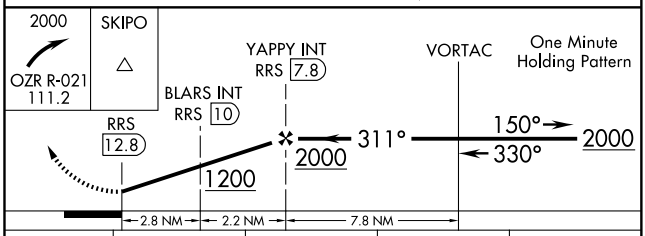


ELEV 356



REIL Rwy 12
MIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-30	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
CIRCLING	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
BLARS FIX MINIMA				
S-30	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	NA
CIRCLING	880-1 526 (600-1)		920-1½ 566 (600-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

PELL CITY, ALABAMA

AL-5886 (FAA)

09351

APP CRS	Rwy Idg	4951
025°	TDZE	483
	Apt Elev	485

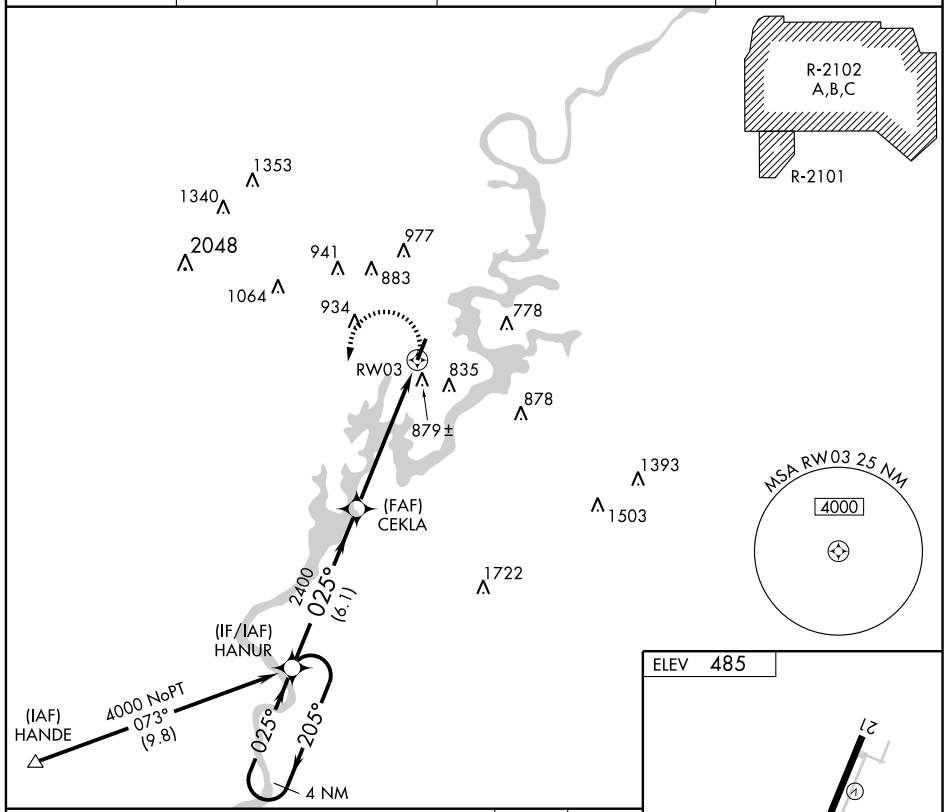
RNAV (GPS) RWY 3

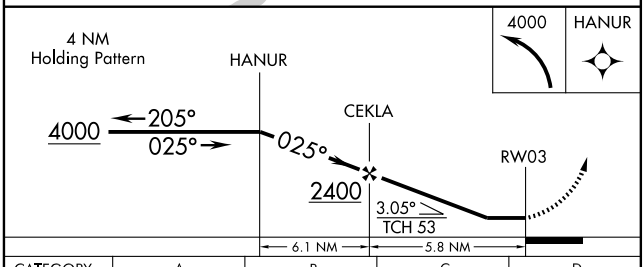
PELL CITY/ST CLAIR COUNTY (PLR)

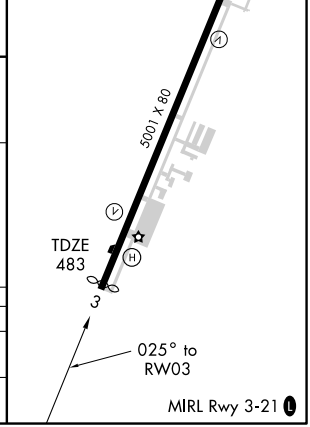
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet. Increase LNAV Cat C/D and Circling Cats B/C/D, visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	UNICOM
119.625	118.425	123.8 381.5	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	657 (700-1)	1140-1¾ 657 (700-1¾)	1140-2 657 (700-2)
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78304	205°	TDZE	485
W21A		Apt Elev	485

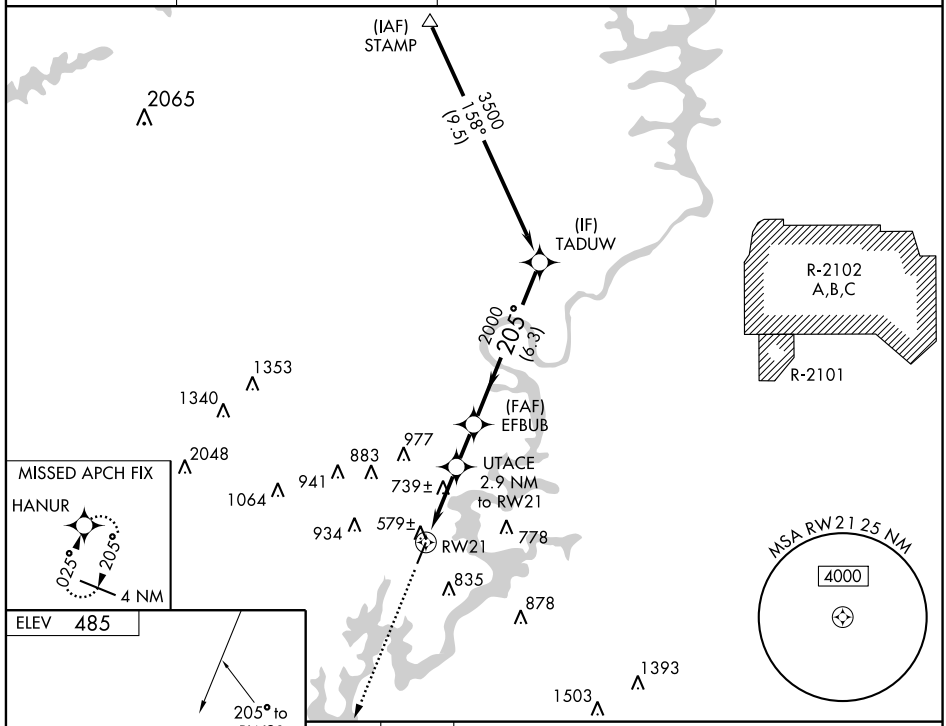
RNAV (GPS) RWY 21

PELL CITY/ST CLAIR COUNTY (PLR)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV and LNAV/VNAV DA 64 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, and Circling Cats B/C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	UNICOM
119.625	118.425	123.8 381.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	787-1 302 (400-1)			
LNAV/VNAV DA	945-1½ 460 (500-1½)			
LNAV MDA	1000-1 515 (600-1)		1000-1½ 515 (600-1½)	1000-1¾ 515 (600-1¾)
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME TDG	APP CRS	Rwy Idg	N/A
108.8 Chan 25	263°	TDZE	N/A
		Apt Elev	485

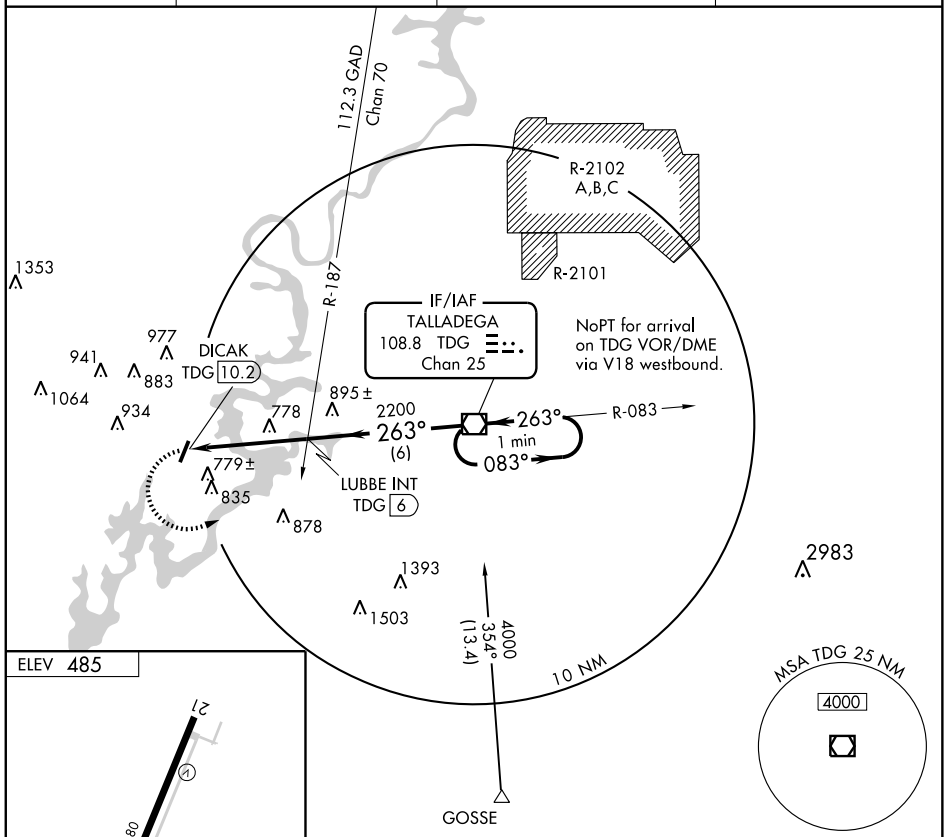
VOR-A

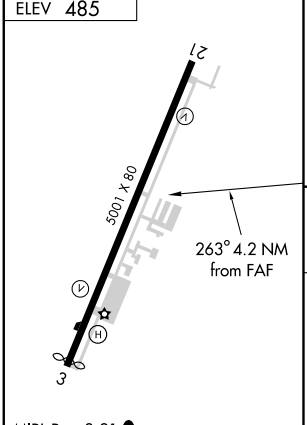
PELL CITY/ ST CLAIR COUNTY (PLR)

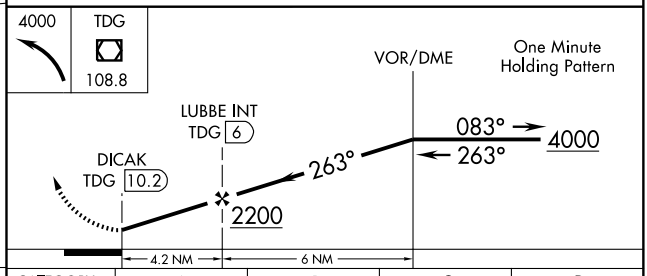
T NA — When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet, and Circling Cats B/C/D visibility ¼ mile. Dual VOR or DME Required.

MISSED APPROACH: Climbing left turn to 4000 direct TDG VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	UNICOM
119.625	118.425	123.8 381.5	123.05 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5400
089°	TDZE	225
	Apt Elev	225

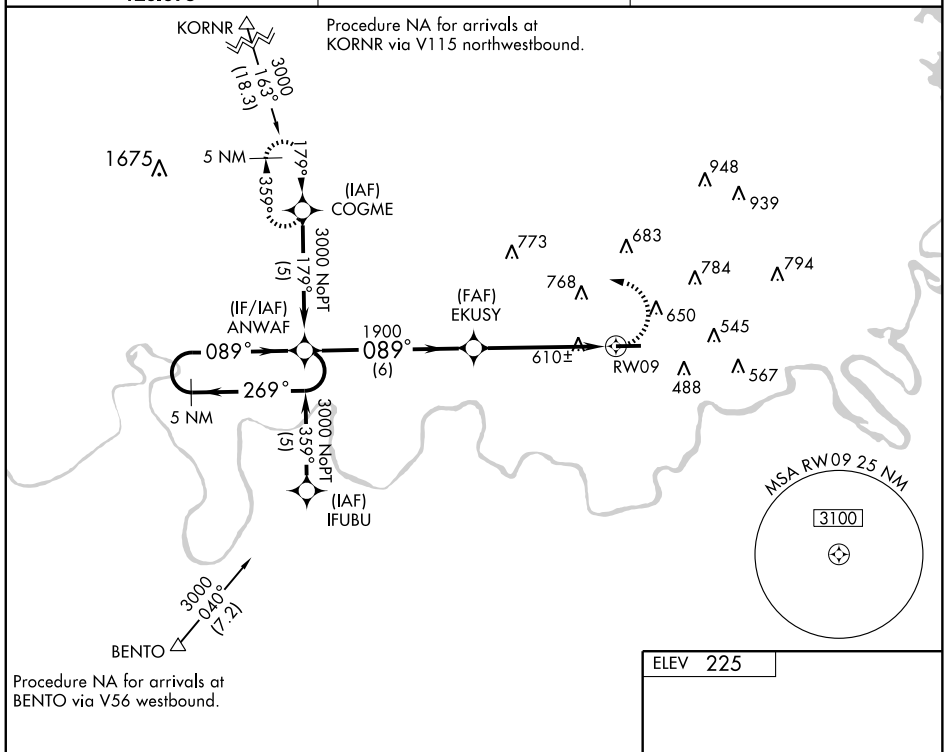
RNAV (GPS) RWY 9

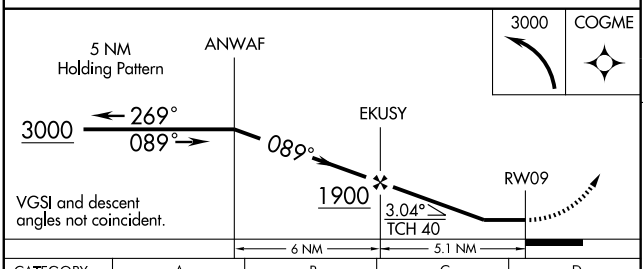
PRATTVILLE-GROUBY FIELD (1A9)

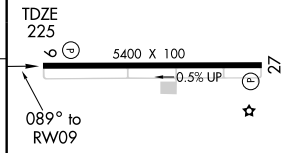
Use Montgomery altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct COGME and hold.

MONTGOMERY ASOS	MONTGOMERY APP CON ★	UNICOM
120.675	121.2 380.225	122.8 (CTAF) L







ELEV 225

CATEGORY	A	B	C	D
LNAV MDA	900-1	675 (700-1)	900-2 675 (700-1)	NA
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MGM 112.1 Chan 58	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 225

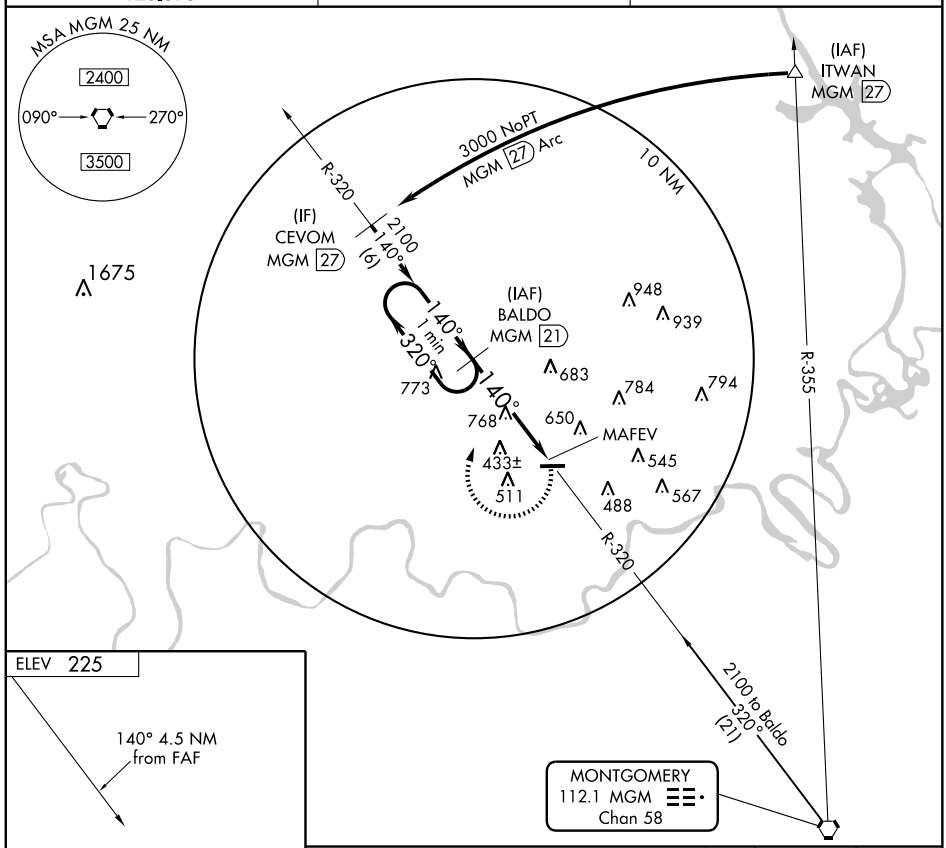
VOR/DME-A

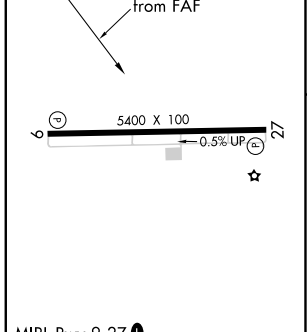
PRATTVILLE-GROUBY FIELD (1A9)

Use Montgomery altimeter setting; if not received, use Alexander City altimeter setting and increase all MDAs 140 feet.

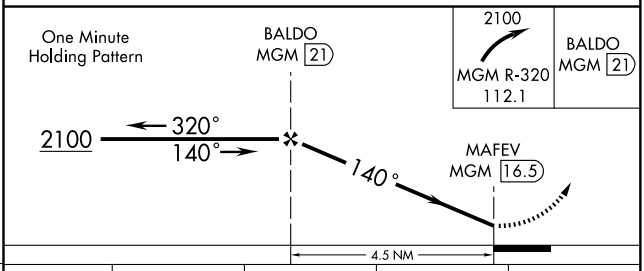
MISSED APPROACH: Climbing right turn to 2100 via MGM VORTAC R-320 to BALDO/21 DME and hold.

MONTGOMERY ASOS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.8 (CTAF) L





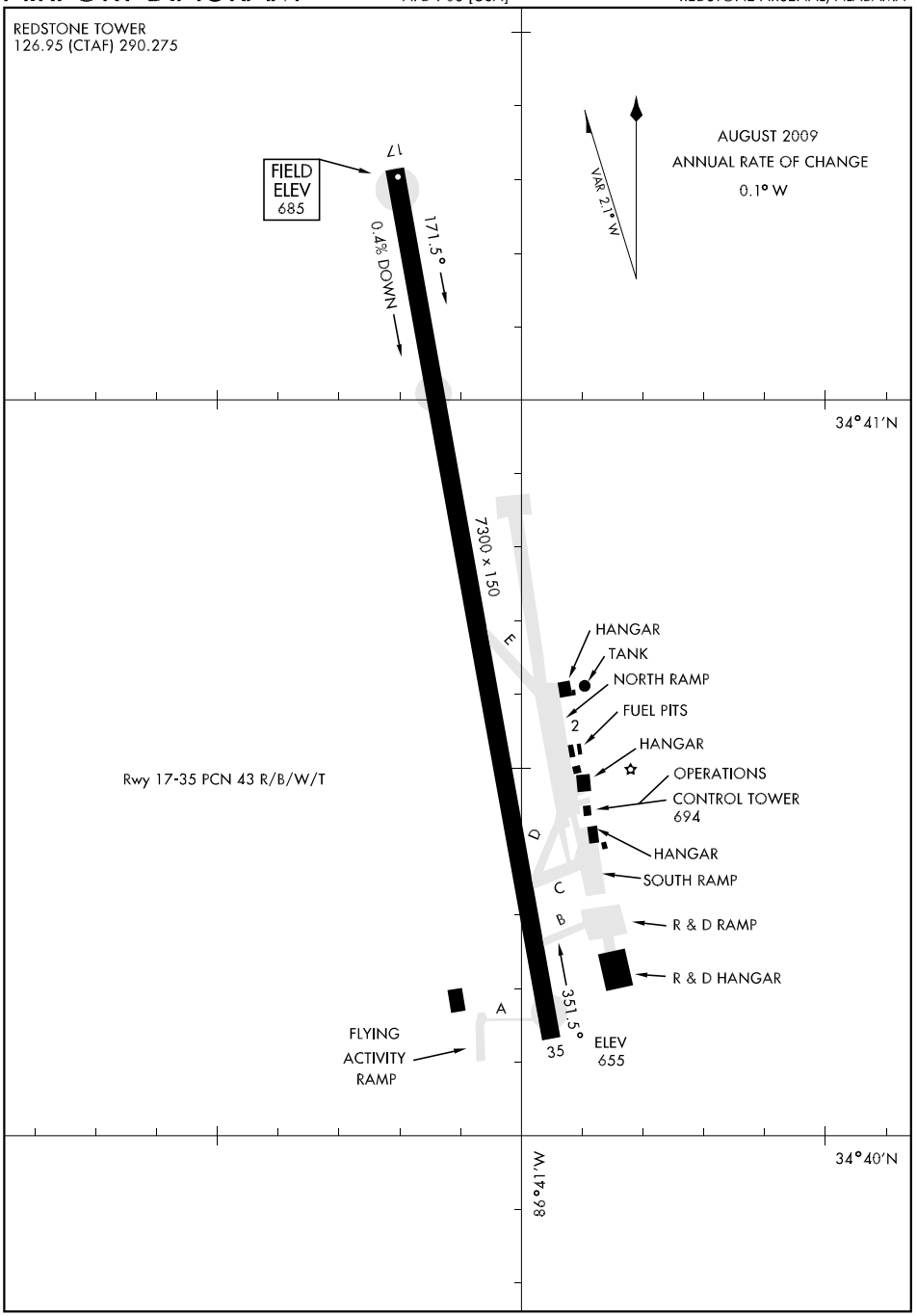
MIRL Rwy 9-27 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010



SE-4, 17 DEC 2009 to 14 JAN 2010

NDB RWY 17

NDB HUA 287	APCH CRS 183°	Rwy ldg 7300 TDZE 684 Arpt Elev 684

AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT BCD vis ¼ mile.
** When ALS inop, increase CAT CD vis ¼ mile.
*** Circling not authorized E of Rwy 17-35.

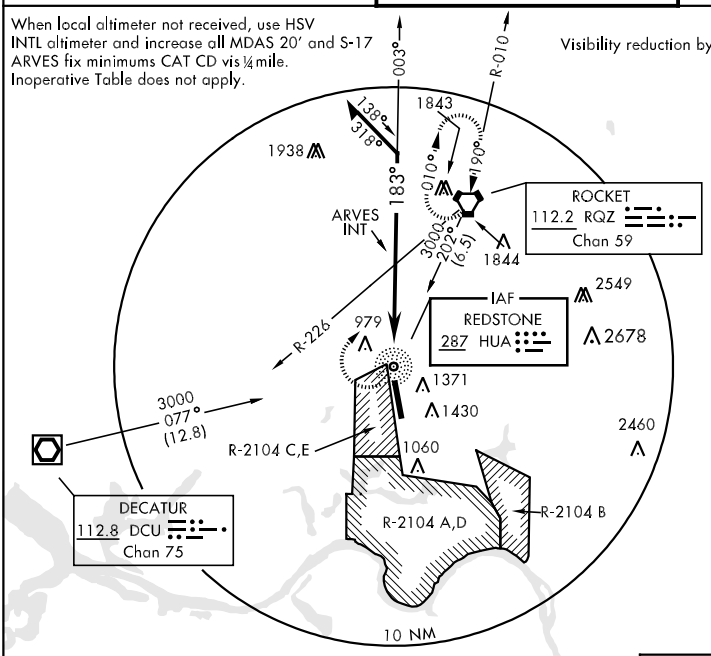
SALS A2

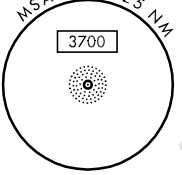
MISSED APPROACH: Climbing right turn to 3000 direct RQZ VORTAC and hold.

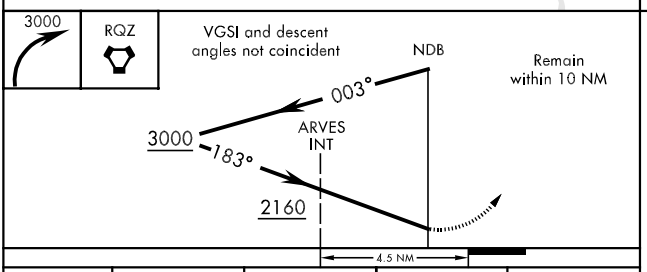
HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

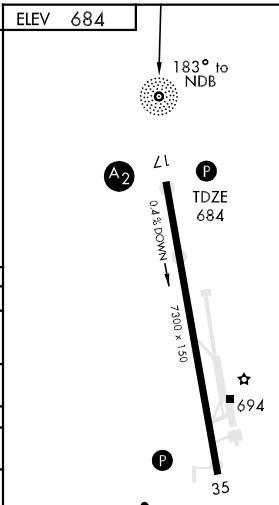
When local altimeter not received, use HSV INTL altimeter and increase all MDAS 20' and S-17 ARVES fix minimums CAT CD vis ¼ mile.
Inoperative Table does not apply.

Visibility reduction by helicopters NA.









CATEGORY	A	B	C	D
S-17*	2160-1¼ 1476 (1500-1¼)		2160-2¾ 1476 (1500-2¾)	
CIRCLING***	2160-1¼ 1476 (1500-1¼)	2160-1½ 1476 (1500-1½)	2160-3 1476 (1500-3)	
ARVES FIX MINIMUMS				
S-17**	1280-1 596 (600-1)		1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)
CIRCLING***	1280-1 596 (600-1)		1280-1½ 596 (600-1½)	1280-2 596 (600-2)
S-PAR 17	950-1 266 (300-1) GS 3.0°			

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	7300
169°	TDZE	684
	Arpt Elev	684

AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT CDE vis ¼ mile.
** Circling not authorized E of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 3000 direct FASOV and hold.

HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

Visibility reduction by helicopters NA.

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20' and increase LNAV CAT CDE and circling CAT C vis ¼ mile.

Procedure NA for arrivals on RQZ VORTAC radials R-261 cw 010.

Procedure NA for arrivals at DCU VOR/DME via V49 southbound.

6 NM

Max holding 230 KIAS

169° 349°

(IAF) IPUDE

2600 169° (6.3)

3000 318° (7.2)

ROCKET 112.2 RQZ Chan 59

(FAF) OYOVA

1700 169° (2.8)

1292 NICGI 954

2678

3000 036° (17.5)

DECATUR 112.8 DCU Chan 75

R-2104 C,E

RW17

R-2104 A,D

R-2104 B

FASOV

170° 350°

Max holding 230 KIAS

6 NM

MSA RW17 25 NM

3700

IPUDE 169° 3000 349°

VGSI and descent angles not coincident

OYOVA 169°

NICGI

2600 1700 RW17

3.05° TCH 55

2.8 NM 3 NM

3000 FASOV

ELEV 684

169° 5.8 NM from OYOVA

A2 17 P TDZE 684

3.4% DOWN

7300 x 150

694

P 35

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
LNAV MDA *	1280-1	596 (600-1)	1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)	1280-1¾ 596 (600-1¾)
CIRCLING **	1280-1	596 (600-1)	1280-1½ 596 (600-1½)	1280-2 596 (600-2)	1600-3 916 (1000-3)

RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	7300
349°	TDZE	657
	Arpt Elev	684

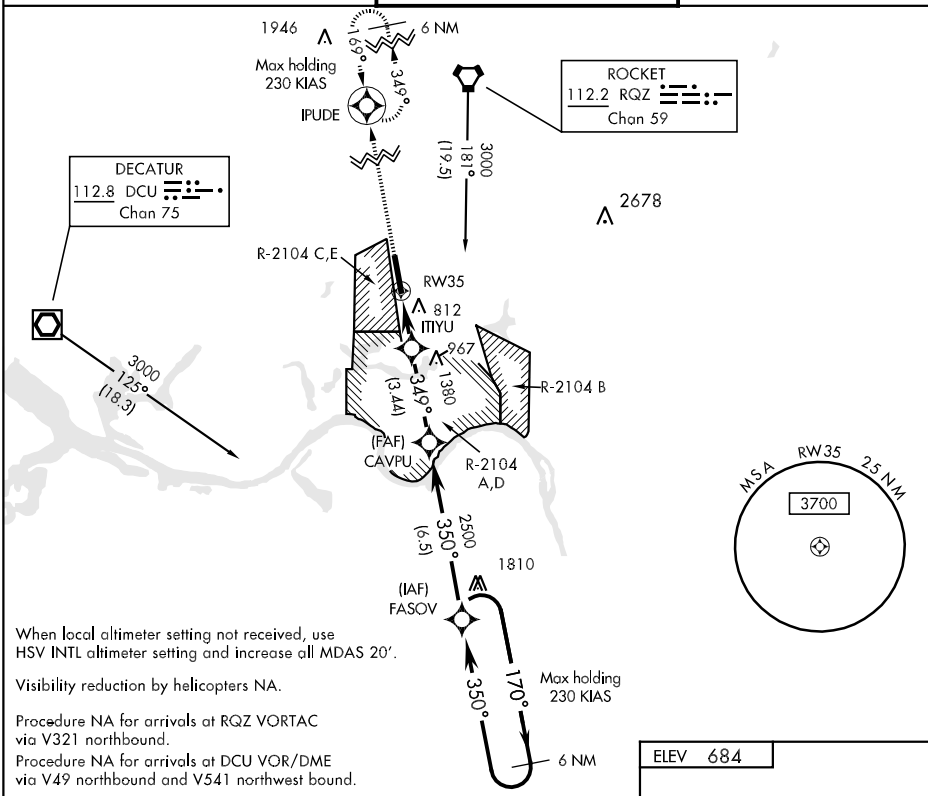
AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT CDE vis ¼ mile.
** Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 direct IPUDE and hold.

HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

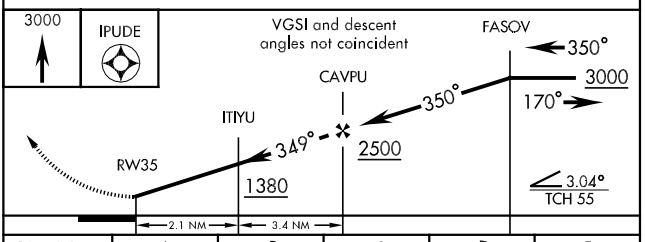


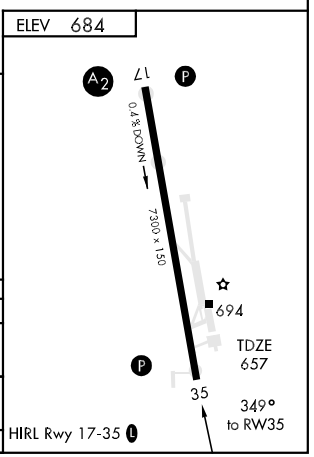
When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20'.

Visibility reduction by helicopters NA.

Procedure NA for arrivals at RQZ VORTAC via V321 northbound.

Procedure NA for arrivals at DCU VOR/DME via V49 northbound and V541 northwest bound.





CATEGORY	A	B	C	D	E
LNAV MDA *	1260-1	603 (600-1)	1260-1½ 603 (600-1½)	1260-1¾ 603 (600-1¾)	1260-2 603 (600-2)
CIRCLING **	1260-1	576 (600-1)	1260-1¾ 576 (600-1¾)	1280-2 596 (600-2)	1600-3 916 (1000-3)
S-PAR 35	955-1		298 (300-1)	GS 3.0°	

VOR/DME RWY 35

REDSTONE AAF (KHUA)

VORTAC RQZ	APCH CRS	Rwy ldg 7300
112.2	015°	TDZE 657
Chan 59		Arpt Elev 684

AL-703 [USA]

NA

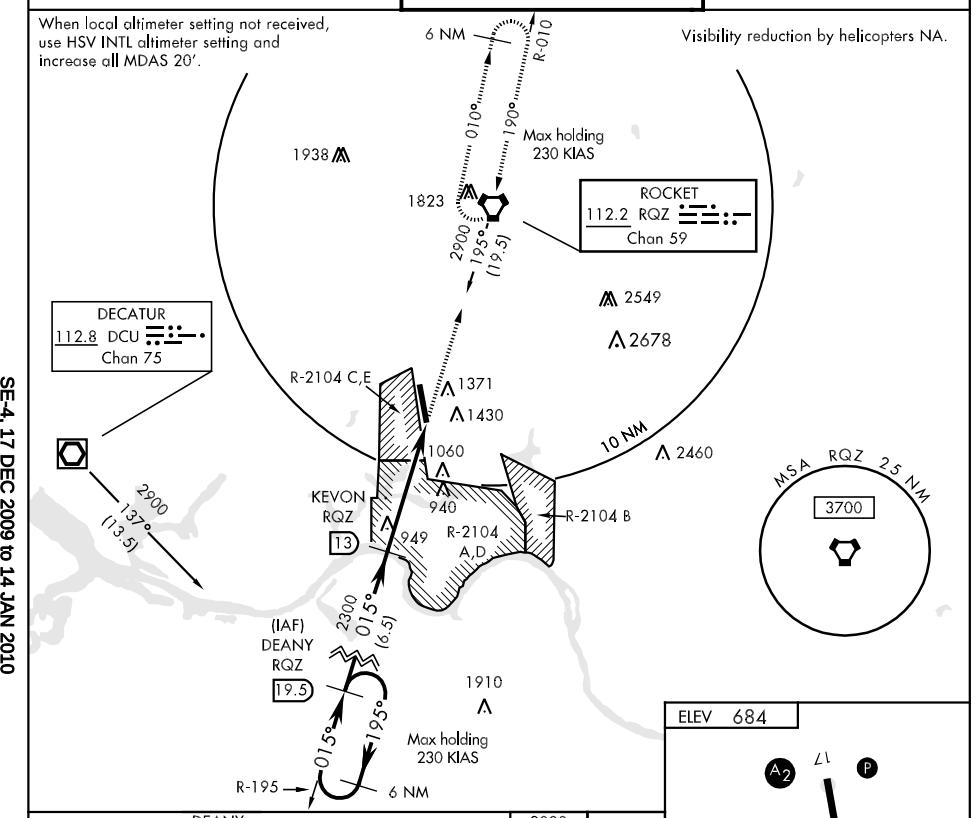
* Circling not authorized E of Rwy 17-35. High terrain and 1430' twr 1.7 NM E.

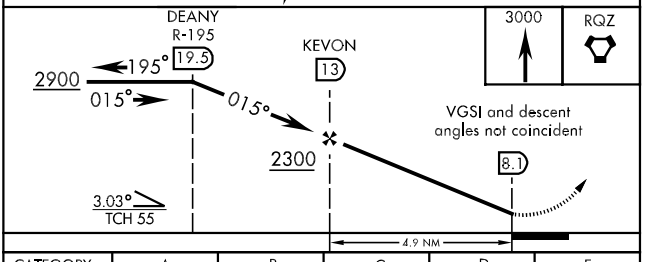
MISSED APPROACH: Climb to 3000 direct RQZ VORTAC and hold.

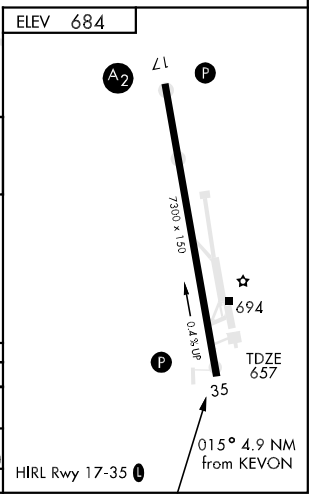
HUNTSVILLE APP CON	REDSTONE TOWER *	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) L 290.275	

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20'.

Visibility reduction by helicopters NA.







CATEGORY	A	B	C	D	E
S-35	1500-1 843 (900-1)	1500-1¼ 843 (900-1¼)	1500-2½ 843 (900-2½)	1500-2¾ 843 (900-2¾)	1500-3 843 (900-3)
CIRCLING *	1500-1 816 (900-1)	1500-1¼ 816 (900-1¼)	1500-2½ 816 (900-2½)	1500-2¾ 816 (900-2¾)	1600-3 916 (1000-3)
S-PAR 35	955-1	298 (300-1)	GS 3.0°		

APP CRS	Rwy Idg	5144
188°	TDZE	237
	Apt Elev	237

RNAV (GPS) RWY 19

REFORM/NORTH PICKENS (3M8)

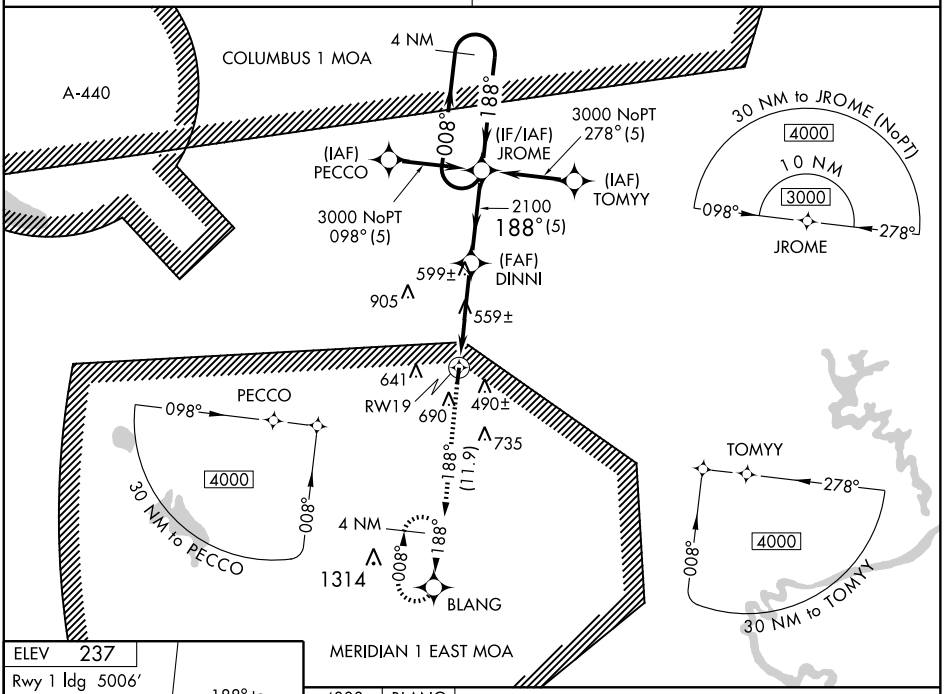
Obtain local altimeter setting on CTAF. When not received, use Tuscaloosa altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. VDP NA with Tuscaloosa altimeter setting.

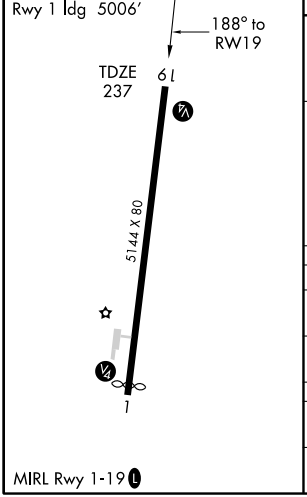
NA

MISSED APPROACH: Climb to 4000 via 188° course to BLANG WP and hold.

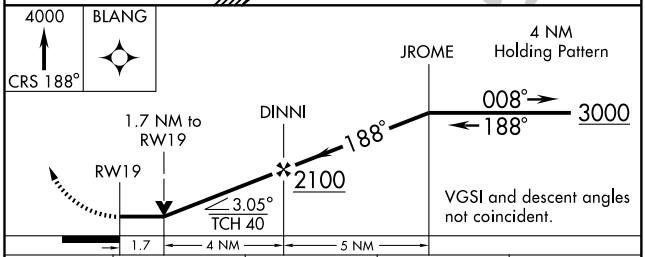
COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9 L





MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 583 (600-1)		820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)
CIRCLING	1000-1 763 (800-1)	1000-1¼ 763 (800-1¼)	1000-2¼ 763 (800-2¼)	1000-2½ 763 (800-2½)
TUSCALOOSA ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 643 (700-1)		880-1¾ 643 (700-1¾)	880-2 643 (700-2)
CIRCLING	1060-1 823 (900-1)	1060-1¼ 823 (900-1¼)	1060-2½ 823 (900-2½)	1060-2¾ 823 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

RUSSELLVILLE, ALABAMA

AL-10061 (FAA)

APP CRS	Rwy Idg	5500
003°	TDZE	721
	Apt Elev	723

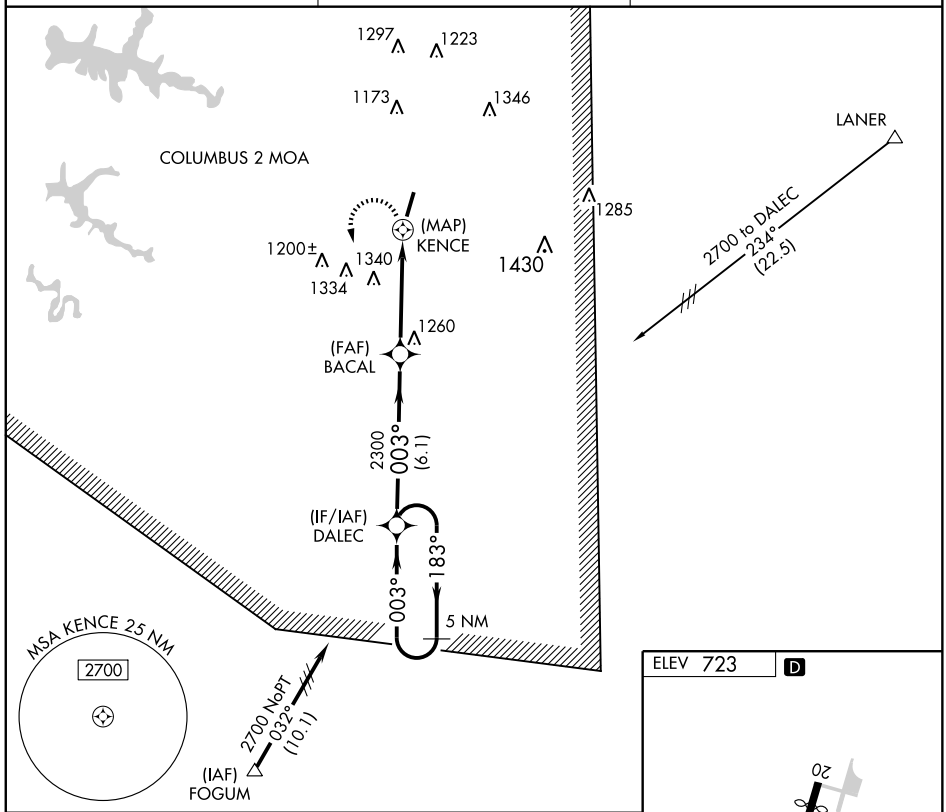
RNAV (GPS) RWY 2

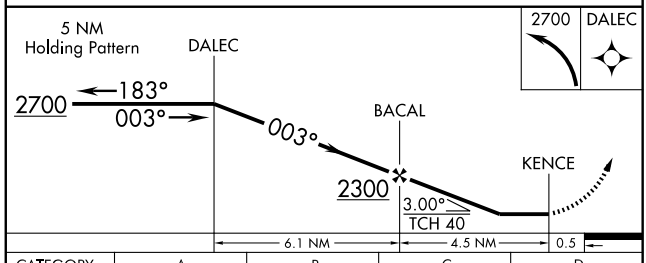
RUSSELLVILLE MUNI (M22)

Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

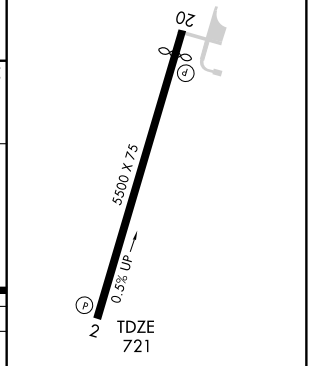
MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

MUSCLE SHOALS ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼	939 (1000-1¼)	1660-2¾ 939 (1000-2¾)	1660-3 939 (1000-3)
CIRCLING	1660-1¼	937 (1000-1¼)	1660-2¾ 937 (1000-2¾)	1660-3 937 (1000-3)



MIRL Rwy 2-20 L
REIL Rwys 2 and 20

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
198°	TDZE	721
	Apt Elev	723

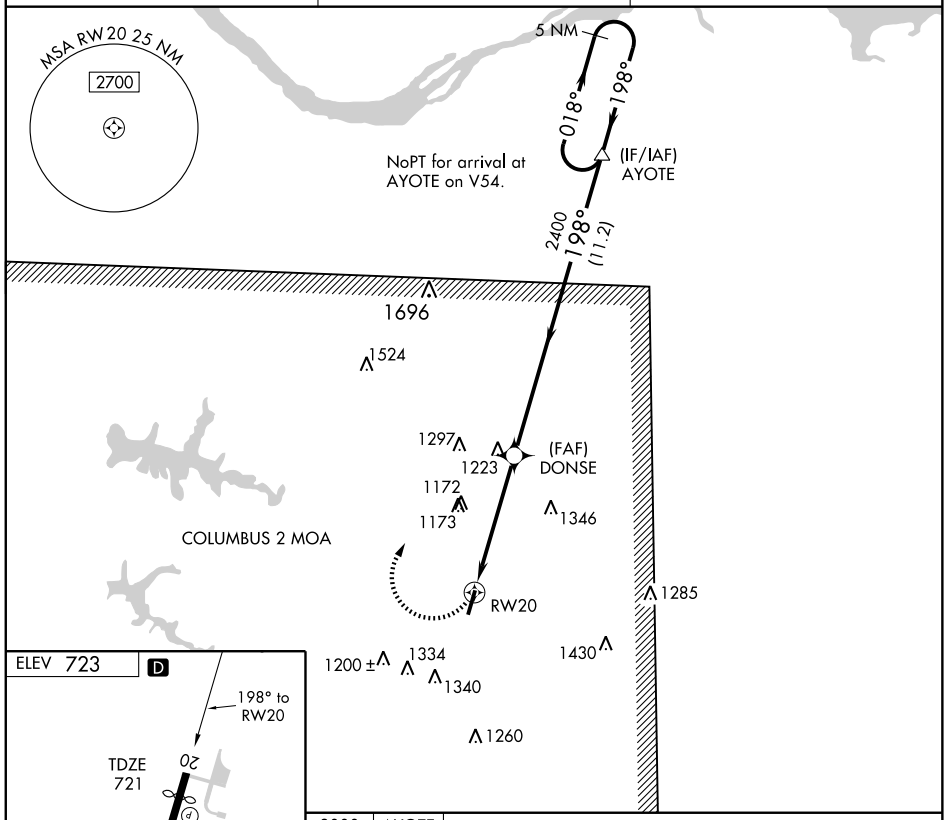
RNAV (GPS) RWY 20

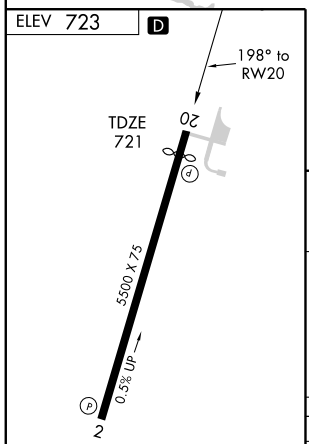
RUSSELLVILLE MUNI (M22)

Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

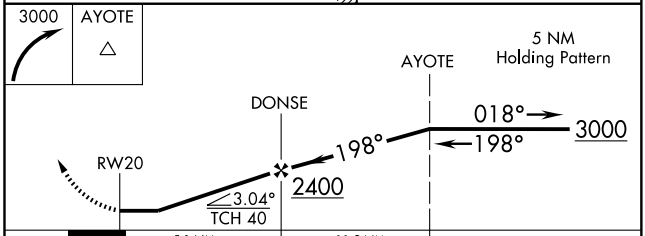
MISSED APPROACH: Climbing right turn to 3000 direct AYOTE and hold.

MUSCLE SHOALS ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	122.8 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20



CATEGORY	A	B	C	D
LNAV MDA	1340-1	619 (700-1)	1340-1¾ 619 (700-1¾)	1340-2 619 (700-2)
CIRCLING	1520-1 797 (800-1)	1540-1¼ 817 (900-1¼)	1540-2½ 817 (900-2½)	1540-2¾ 817 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

SCOTTSBORO, ALABAMA

AL-10275 (FAA)

RNAV (GPS) RWY 4

SCOTTSBORO MUNI-WORD FIELD (4A6)

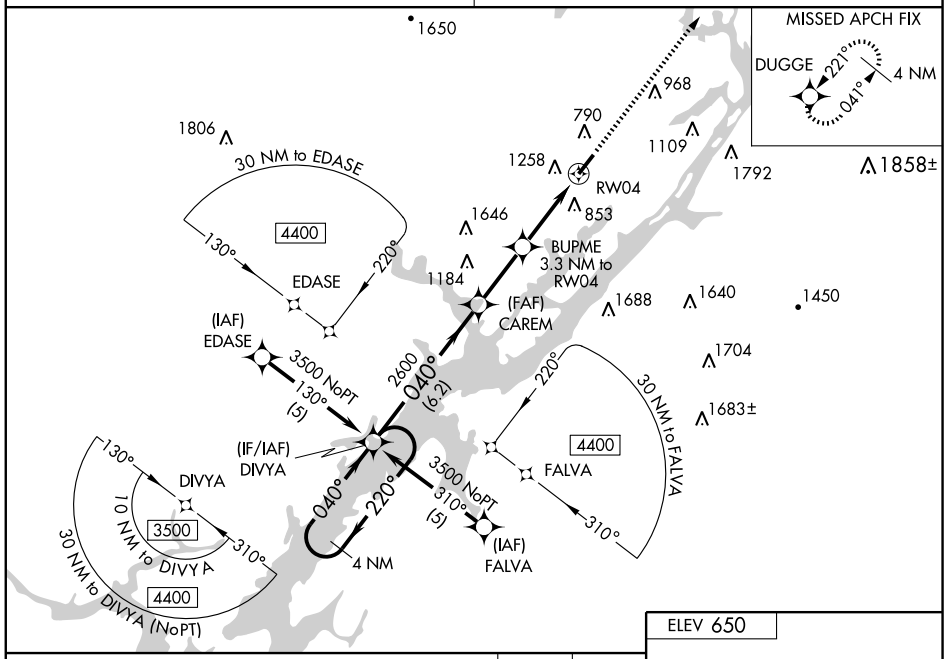
APP CRS		
040°	Rwy Idg	5250
	TDZE	650
	Apt Elev	650

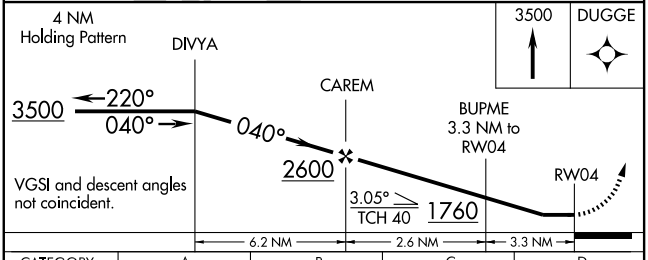
NA

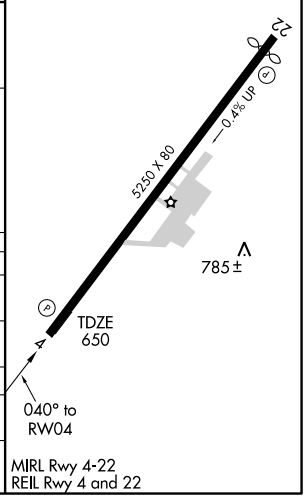
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

MISSED APPROACH: Climb to 3500 direct DUGGE and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1520-1 870 (900-1)	1520-1¼ 870 (900-1¼)	1520-2½ 870 (900-2½)	1520-2¾ 870 (900-2¾)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3 1150 (1200-3)	
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1600-1¼ 950 (1000-1¼)		1600-2¾ 950 (1000-2¾)	1600-3 950 (1000-3)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)	

SE-4. 17 DEC 2009 to 14 JAN 2010

SCOTTSBORO, ALABAMA

AL-10275 (FAA)

RNAV (GPS) RWY 22

SCOTTSBORO MUNI-WORD FIELD (4A6)

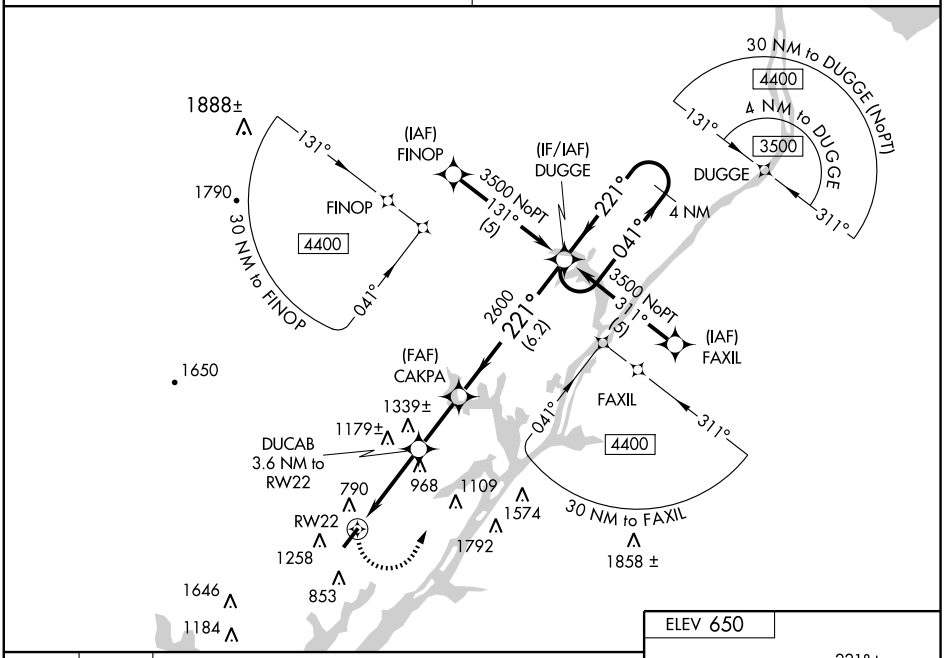
APP CRS		
221°	Rwy Idg	5020
	TDZE	639
	Apt Elev	650

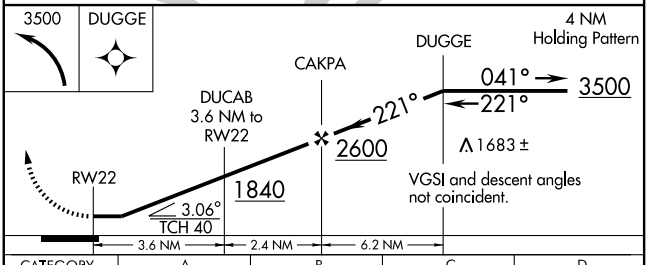
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

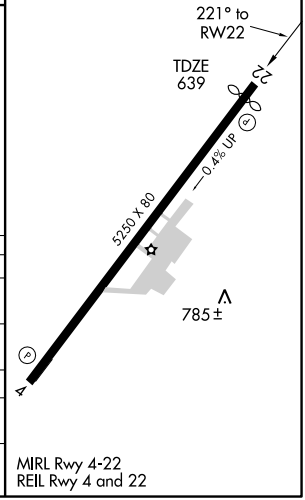
MISSED APPROACH: Climbing left turn to 3500 direct DUGGE and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1360-1 721 (800-1)		1360-2 721 (800-2)	1360-2¼ 721 (800-2¼)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3 1150 (1200-3)	
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1 801 (800-1)	1440-1¼ 801 (800-1¼)	1440-2¼ 801 (800-2¼)	1440-2½ 801 (800-2½)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)	



MIRL Rwy 4-22
REIL Rwy 4 and 22

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-SEM	APP CRS	Rwy Idg	8002
110.5	327°	TDZE	165
		Apt Elev	166

ILS or LOC RWY 33

SELMA/ CRAIG FIELD (SEM)

Inoperative table does not apply to S-LOC 33 Cat. C.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase ILS DA to 592 feet: increase all MDAs 100 feet.

MALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct JYU VOR/DME and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L

LOM POLLK 344 SE
146°
326°
ALTERNATE MISSED APCH FIX

MSA SE 25 NM
3100

R-329
422
316
149°
329°
708
LOCALIZER 110.5
I-SEM
JUNIOR
113.6 JYU
Chan 83
422
419
SAFFO
3100
074°
(11.9)
3100 to CADIP
146° (11.8)
369 ±
LOM POLLK
344 SE
JYU 5.5
IAF MONTGOMERY
112.1 MGM
Chan 58
1800
327°
(6.3)
LR-138
3100 NoPT
262°
(27.6)
R-262
(IF/IAF)
CADIP INT
JYU 11.8
MGM 27.6
1 min
147°
327°
JYU R-146
1995
2049
10 NM
147°

ELEV 166
315
15
8002 X 150
TDZE 165
33
327° 4.7 NM from FAF
REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1300	3100	JYU
		113.6

VGSI and ILS glidepath not coincident.

CADIP INT JYU 11.8
One Minute Holding Pattern
POLLK LOM JYU 5.5
147°
3100
327°
327°
JYU 0.8
1748
1800
GS 3.00°
TCH 54
4.7 NM
6.3 NM

CATEGORY	A	B	C	D
S-ILS 33	493-1 328 (400-1)			
S-LOC 33	700-¾ 535 (600-¾)		700-1½ 535 (600-1½)	700-1¾ 535 (600-1¾)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM SE	APP CRS	Rwy Idg	8002
344	326°	TDZE	165
		Apt Elev	166

NDB RWY 33

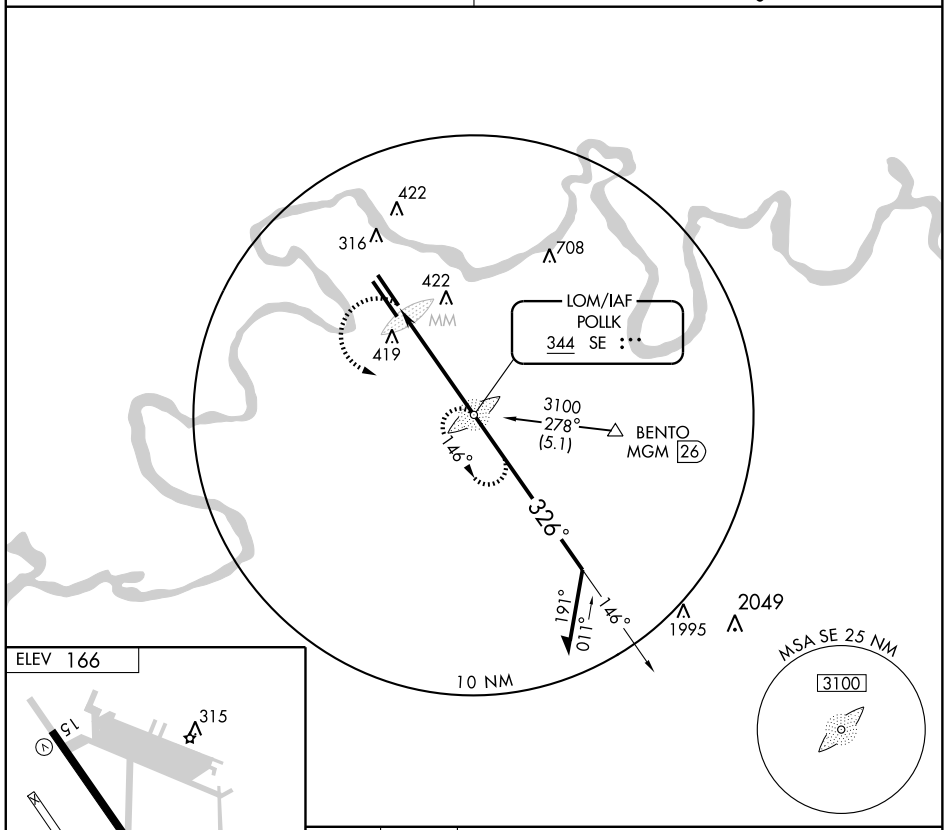
SELMA/ CRAIG FIELD (SEM)

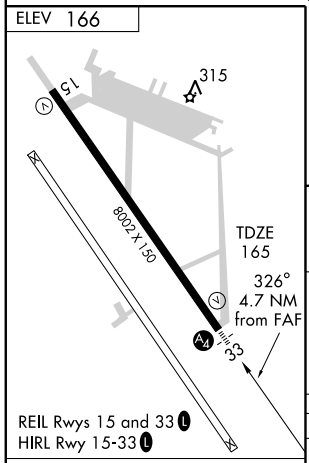
Inoperative table does not apply to S-33 Cat. C.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MALS

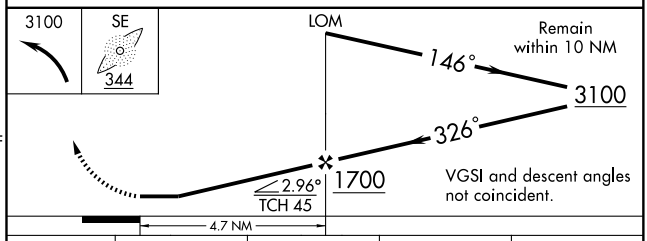
MISSED APPROACH: Climbing left turn to 3100 direct POLLK LOM and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-33	800-¾ 635 (700-¾)		800-1¾ 635 (700-1¾)	800-2 635 (700-2)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8002
147°	TDZE	166
	Apt Elev	166

RNAV (GPS) RWY 15

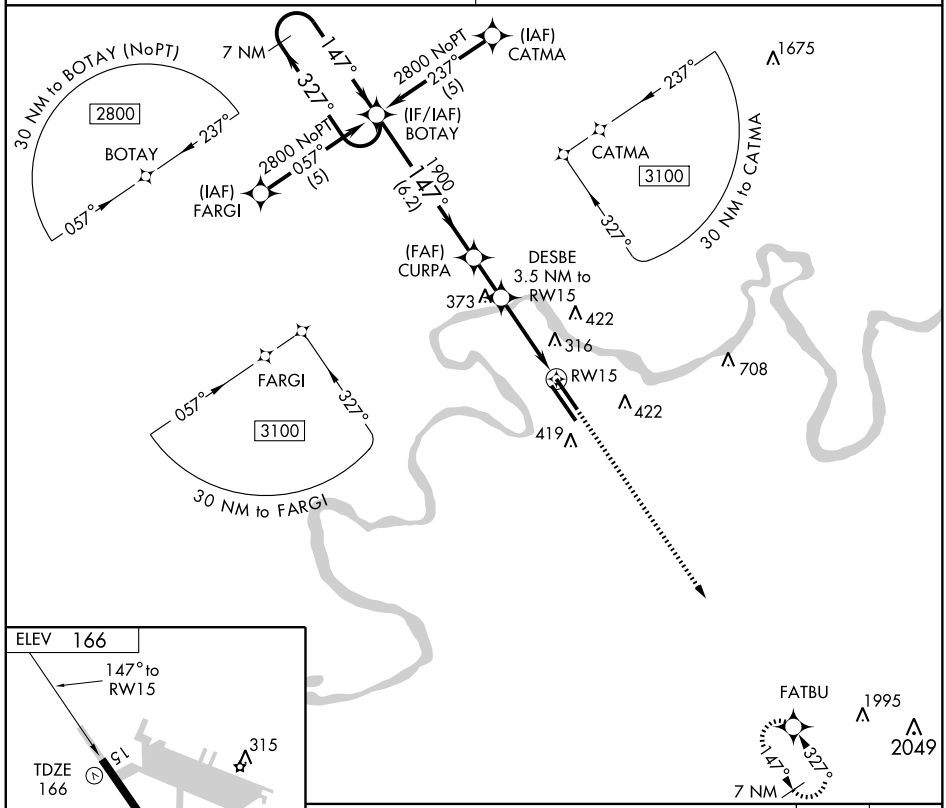
SELMA/ CRAIG FIELD (SEM)

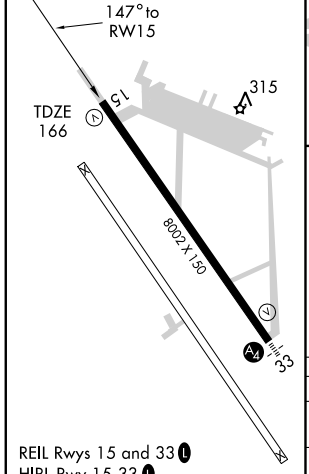
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

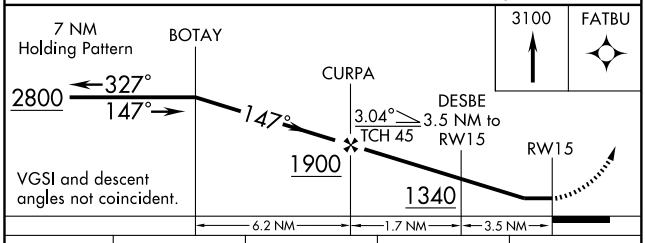
MISSED APPROACH: Climb to 3100 direct FATBU and hold.

MONTGOMERY APP CON ★ **124.0 363.025**

UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 474 (500-1)		640-1¼ 474 (500-1¼)	640-1½ 474 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8002
CH 90205	327°	TDZE	165
W33A		Apt Elev	166

RNAV (GPS) RWY 33

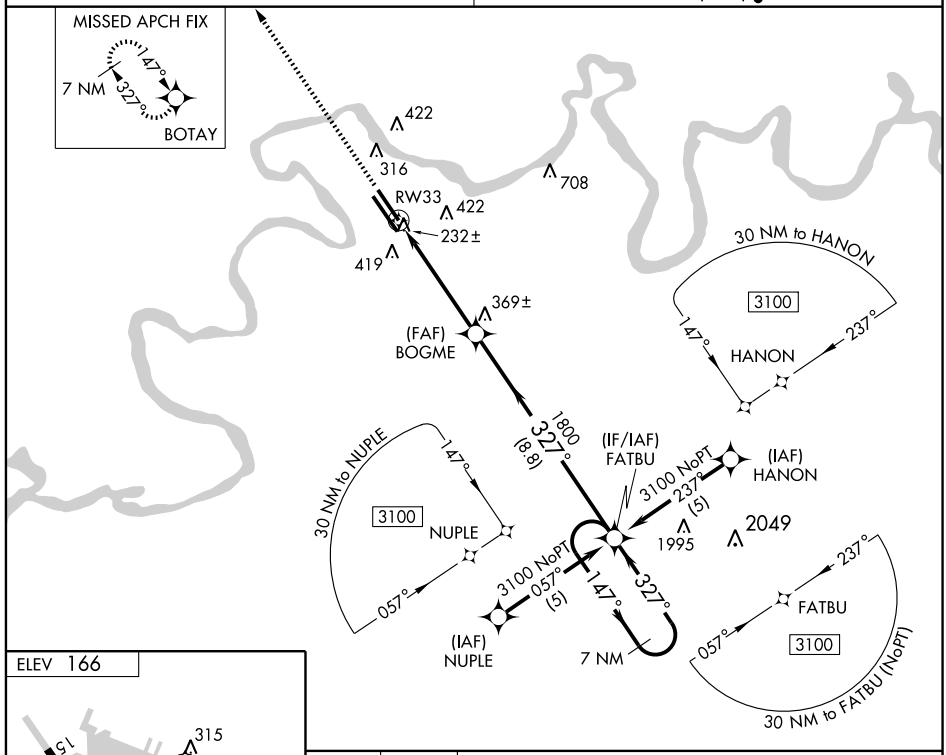
SELMA/ CRAIG FIELD (SEM)

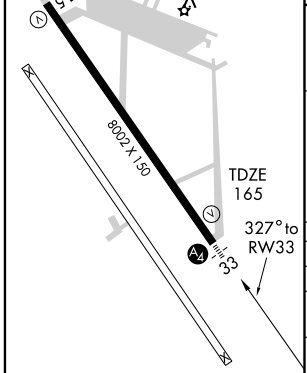
V A NA — Inoperative table does not apply to LNAV Cat C. Baro-VNAV NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase LPV DA to 627′; LNAV/VNAV DA to 804′; increase all MDAs 100′.

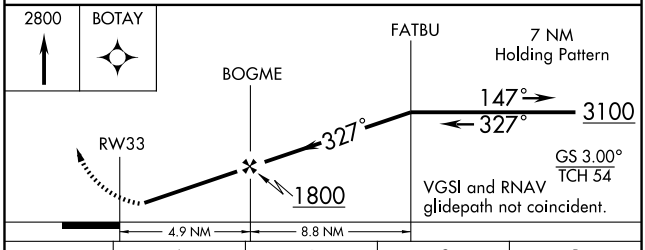
MALS A4

MISSED APPROACH: Climb to 2800 direct BOTAY and hold.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	528-1¼ 363 (400-1¼)			
LNAV/ VNAV DA	705-2 540 (600-2)			
LNAV MDA	640-¾ 475 (500-¾)		640-1¼ 475 (500-1¼)	640-1½ 475 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	154°	TDZE	166
Chan 83		Apt Elev	166

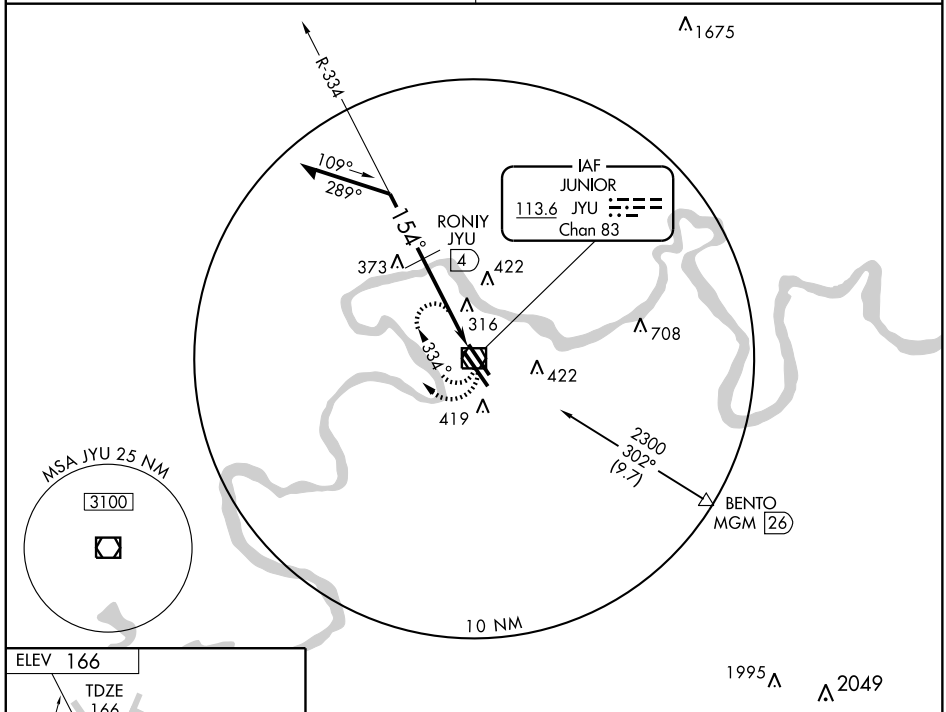
VOR RWY 15

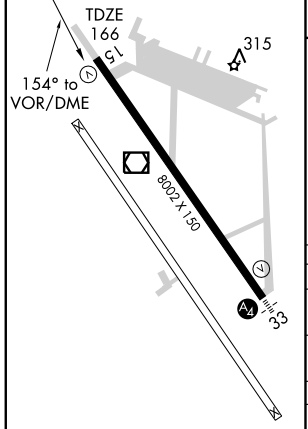
SELMA/ CRAIG FIELD (SEM)

Visibility reduction by helicopters NA.
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

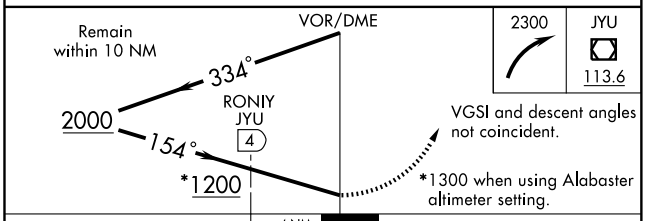
MISSED APPROACH: Climbing right turn to 2300 in JYU VOR/DME holding pattern, continue climb-in-hold to 2300.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
S-15	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3 1034 (1100-3)	
CIRCLING	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3 1034 (1100-3)	
RONIY FIX MINIMUMS				
S-15	660-1 494 (500-1)		660-1¼ 494 (500-1¼)	660-1½ 494 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	325°	TDZE	165
Chan 83		Apt Elev	166

VOR RWY 33

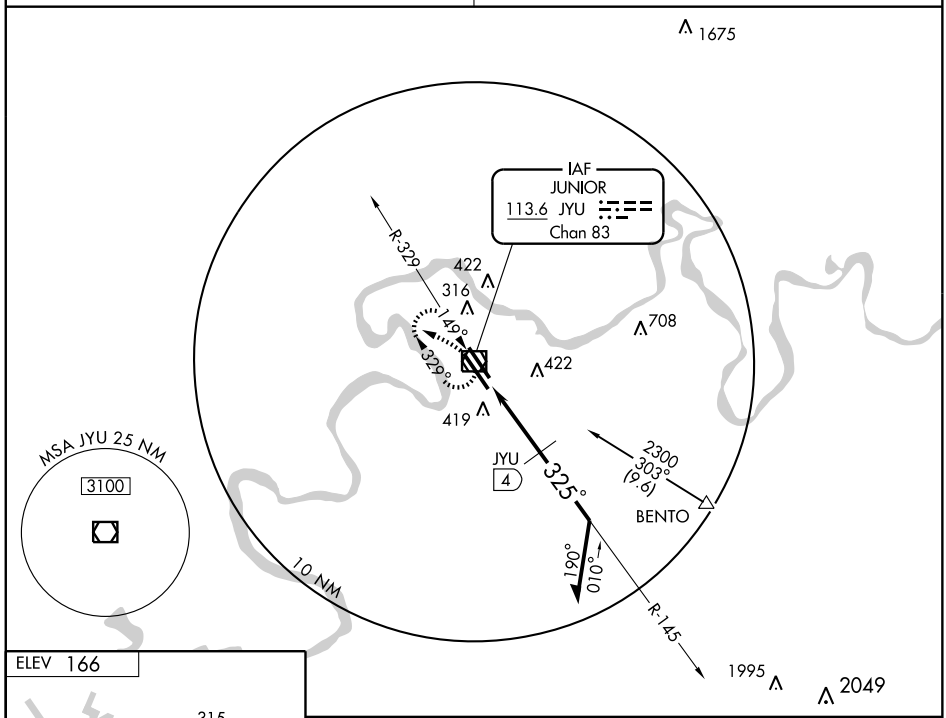
SELMA/ CRAIG FIELD (SEM)

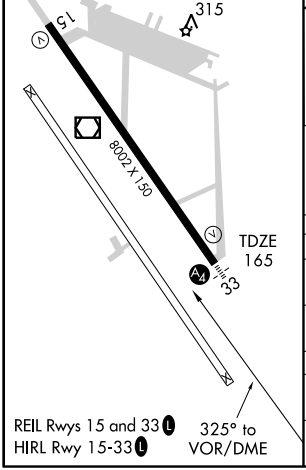
NA Use Montgomery altimeter setting.
VOR MINIMUMS: Inoperative table does not apply.
DME MINIMUMS: Inoperative table does not apply to CATs C and D.

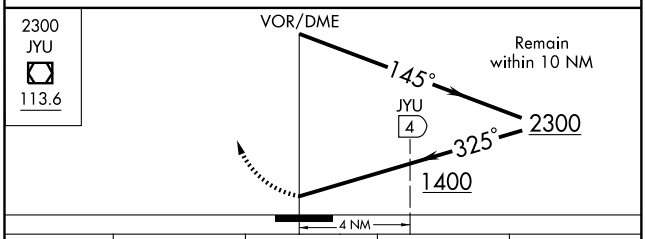
MALS

MISSED APPROACH: Climb to 2300 in JYU VOR/DME holding pattern.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1400-1¼ 1235 (1300-1¼)	1400-1½ 1235 (1300-1½)	1400-3 1235 (1300-3)	
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	
DME MINIMUMS				
S-33	760-¾ 595 (600-¾)		760-1½ 595 (600-1½)	760-1¾ 595 (600-1¾)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	3998
CH 69507	059°	TDZE	132
W06A		Apt Elev	132

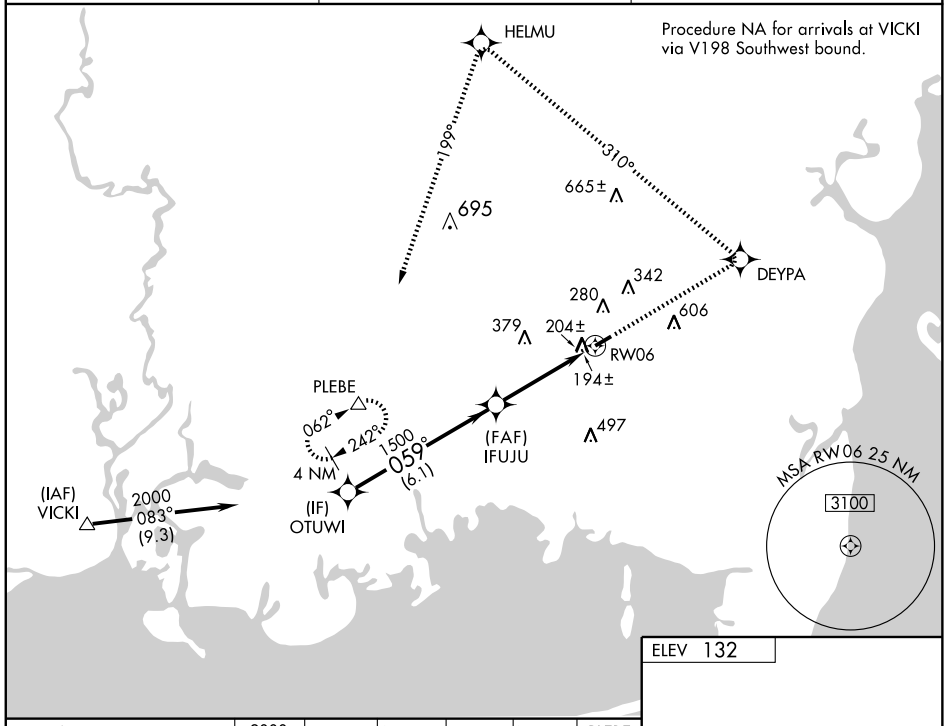
RNAV (GPS) RWY 6
ST. ELMO (2R5)

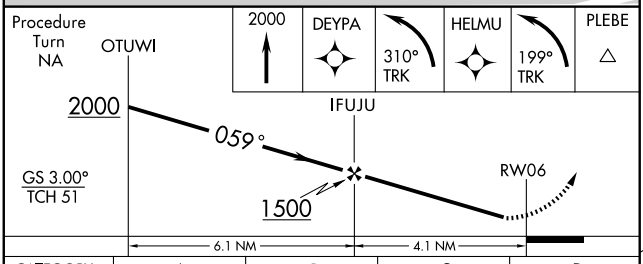
NA

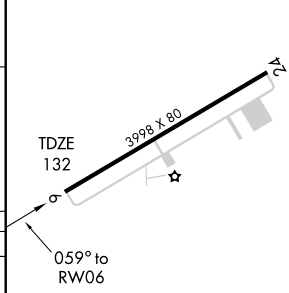
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON	CTAF	
121.0 307.1	122.9	122.75 L







CATEGORY	A	B	C	D
LPV DA	475-1¼ 343 (400-1¼)			NA
LNAV MDA	540-1 408 (500-1)		540-1¼ 408 (500-¼)	NA
CIRCLING	620-1 488 (500-1)		700-1½ 568 (600-1½)	NA

MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB SCD	APP CRS	Rwy Idg	N/A
284	080°	TDZE	N/A
		Apt Elev	569

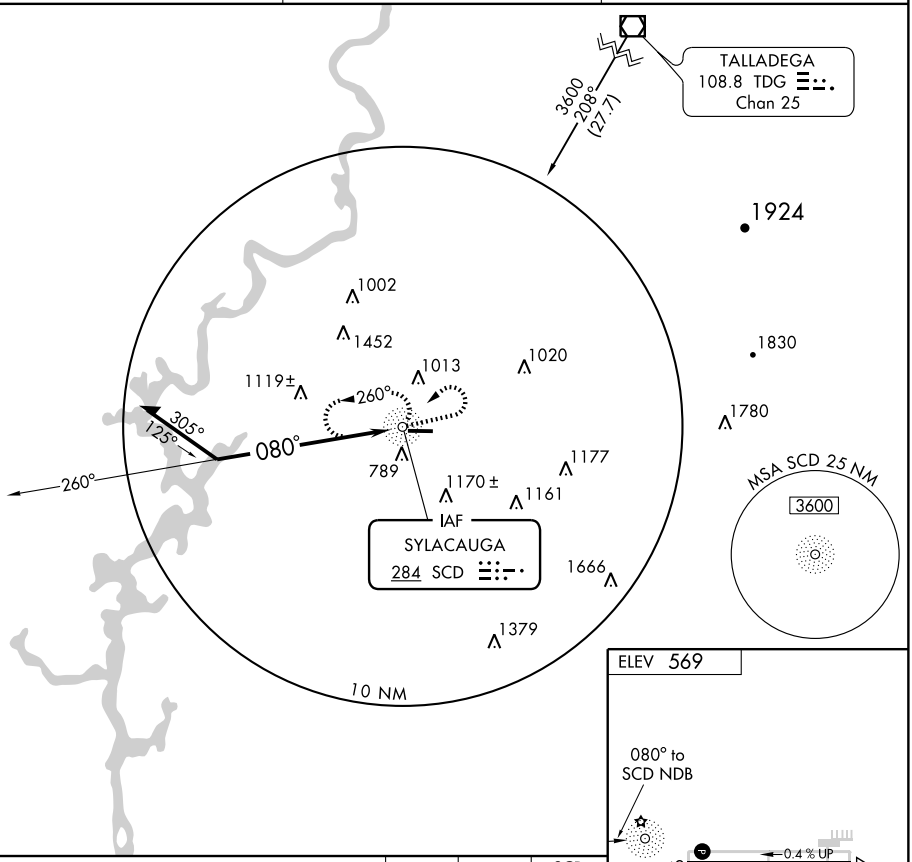
NDB-A

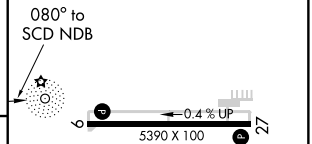
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

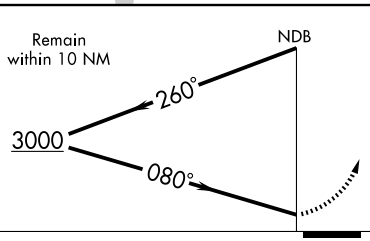
If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SCD NDB and hold

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 385.6	122.8 (CTAF) L







2000	3000	SCD
		284

CATEGORY	A	B	C	D
CIRCLING	1480-1¼	911 (1000-1¼)	1480-2¾ 911 (1000-2¾)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5390
093°	TDZE	569
	Apt Elev	569

RNAV (GPS) RWY 9

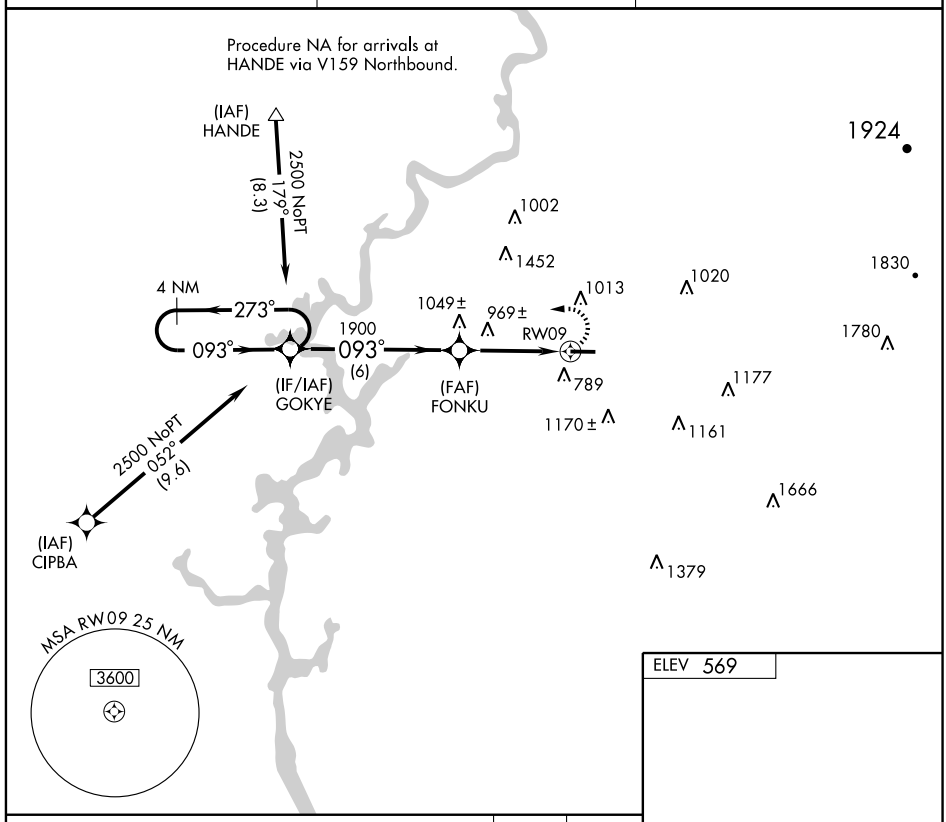
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

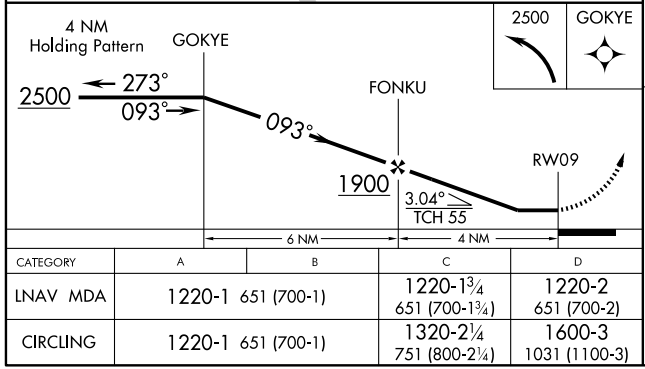
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.

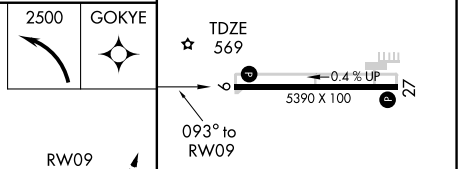
MISSED APPROACH: Climbing left turn to 2500 direct GOKYE and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 385.6	122.8 (CTAF) L

Procedure NA for arrivals at HANDE via V159 Northbound.







ELEV 569

CATEGORY	A	B	C	D
LNAV MDA	1220-1 651 (700-1)		1220-1¾ 651 (700-1¾)	1220-2 651 (700-2)
CIRCLING	1220-1 651 (700-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5390
274°	TDZE	551
	Apt Elev	569

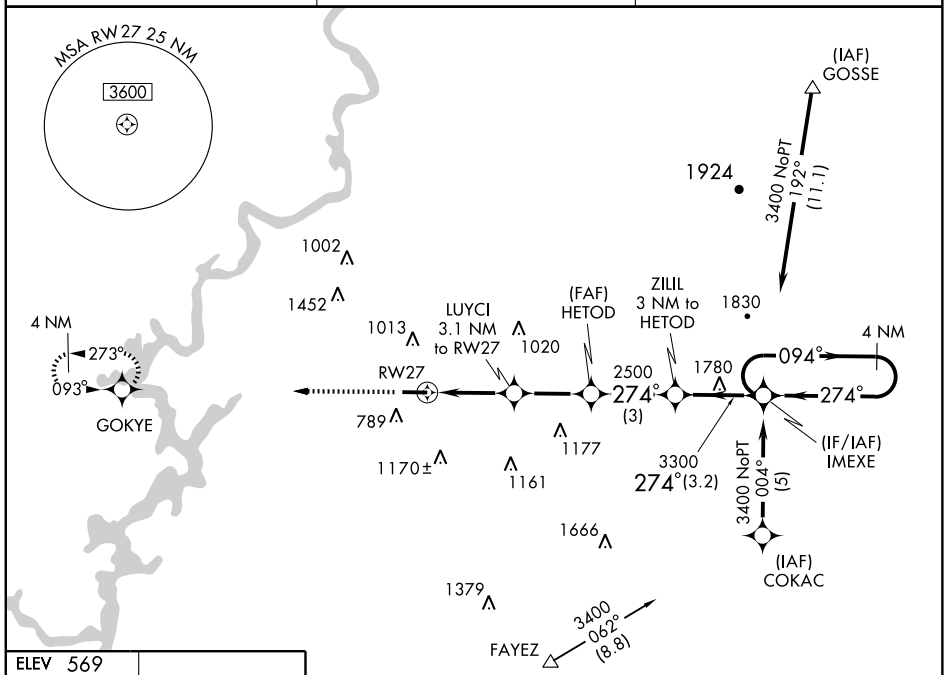
RNAV (GPS) RWY 27

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

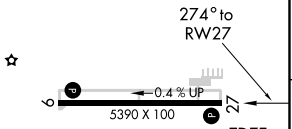
If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet. VDP NA when using Birmingham altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

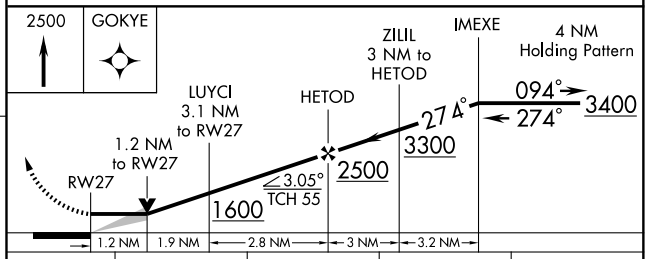
MISSED APPROACH: Climb to 2500 direct GOKYE and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 385.6	122.8 (CTAF) L



ELEV 569





CATEGORY	A	B	C	D
LNAV MDA	980-1 429 (500-1)		980-1¼ 429 (500-1¼)	980-1½ 429 (500-1½)
CIRCLING	1140-1 571 (600-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

TALLADEGA, ALABAMA

AL-5656 (FAA)

WAAS	APP CRS	Rwy Idg	6001
CH 61008	035°	TDZE	511
W03A		Apt Elev	529

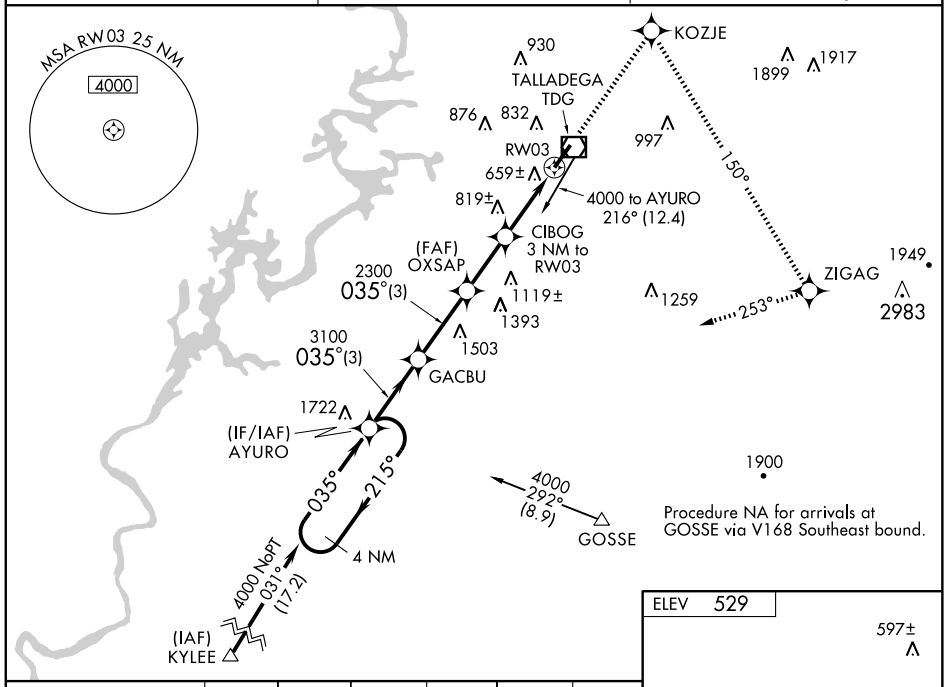
RNAV (GPS) RWY 3

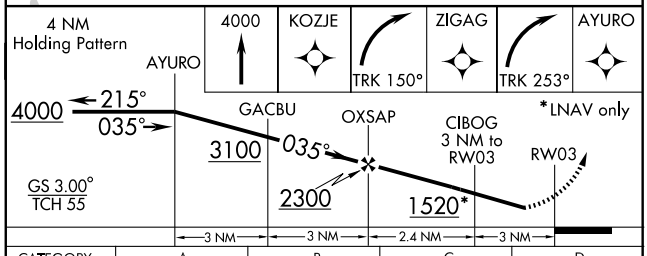
TALLADEGA MUNI (ASN)

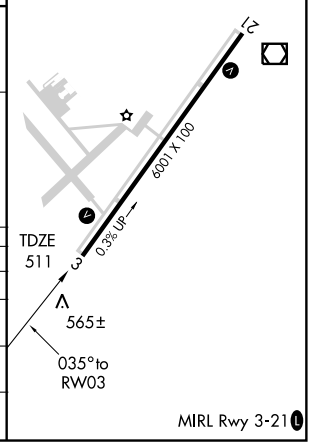
Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 902, LNAV/VNAV DA to 1002, and all MDA 40 feet; Increase LNAV/VNAV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct KOZJE and right turn via 150° track to ZIGAG and right turn via 253° track to AYURO and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	868-1¼ 357 (400-1¼)			
LNAV/VNAV DA	968-1½ 457 (500-1½)			
LNAV MDA	1080-1 569 (600-1)		1080-1½ 569 (600-1½)	1080-1¾ 569 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45608 W21A	APP CRS 215°	Rwy Idg 6001 TDZE 529 Apt Elev 529

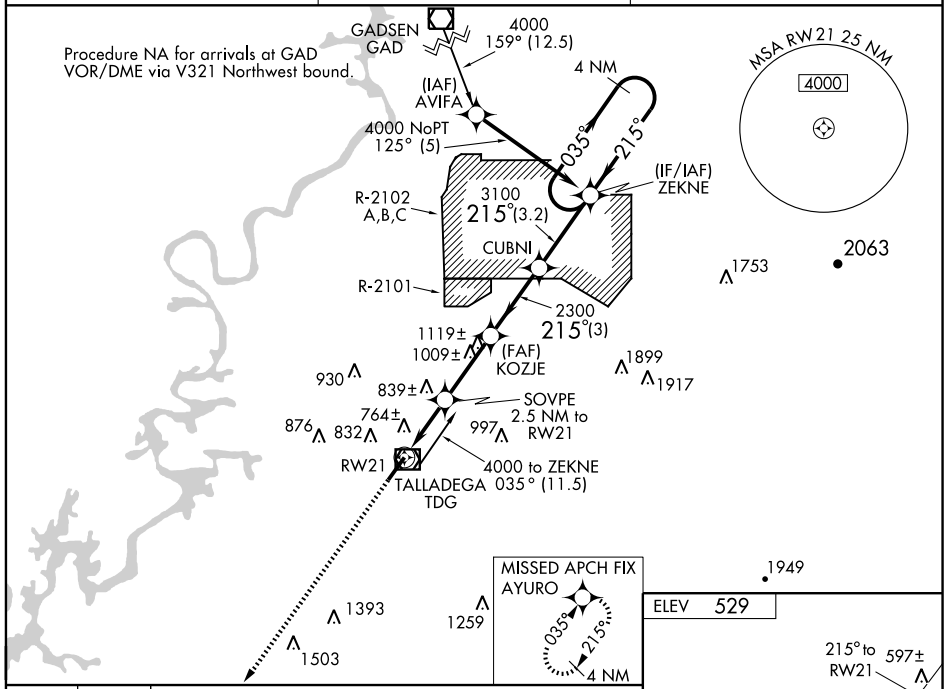
RNAV (GPS) RWY 21

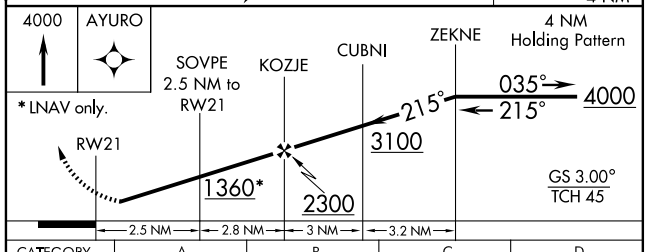
TALLADEGA MUNI (ASN)

Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 922, LNAV/VNAV DA to 1179, and all MDA 40 feet; increase LPV visbility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

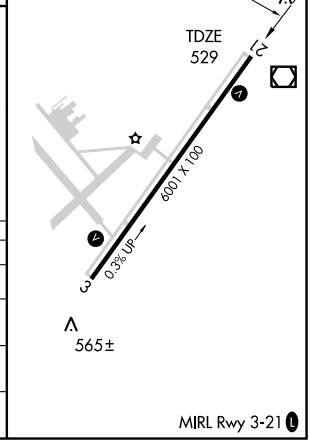
MISSED APPROACH: Climb to 4000 direct AYURO and hold, continue climb-in-hold to 4000.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	888-1¼ 359 (400-1¼)			
LNAV/VNAV DA	1145-2¼ 616 (700-2¼)			
LNAV MDA	1100-1 571 (600-1)		1100-1½ 571 (600-1½)	1100-1¾ 571 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)



SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME TDG	APP CRS	Rwy Idg	N/A
108.8	070°	TDZE	N/A
Chan 25		Apt Elev	529

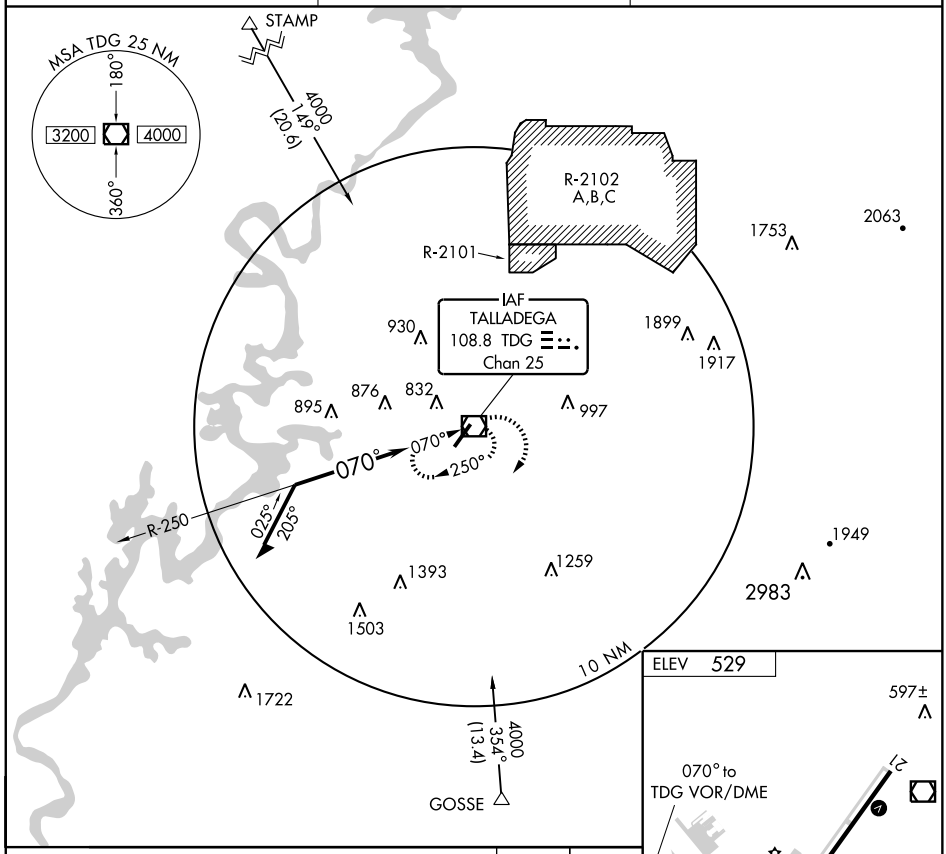
VOR-A

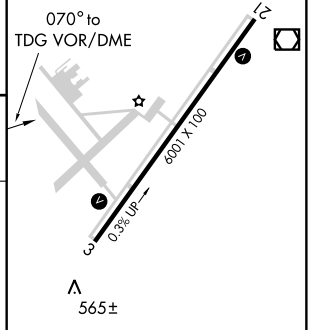
TALLADEGA MUNI (ASN)

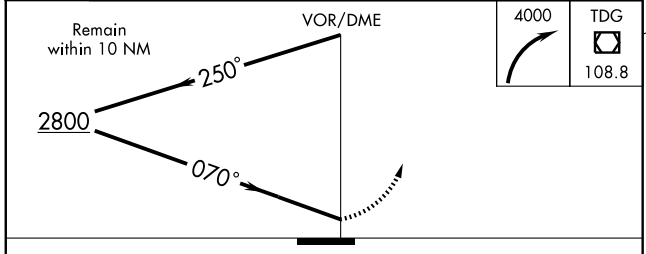
When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in TDG VOR/DME holding pattern.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1 771 (800-1)	1300-1¼ 771 (800-1¼)	1300-2¼ 771 (800-2¼)	1300-2½ 771 (800-2½)

MIRL Rwy 3-21 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME TDG	APP CRS	Rwy Idg	6001
108.8	039°	TDZE	511
Chan 25		Apt Elev	529

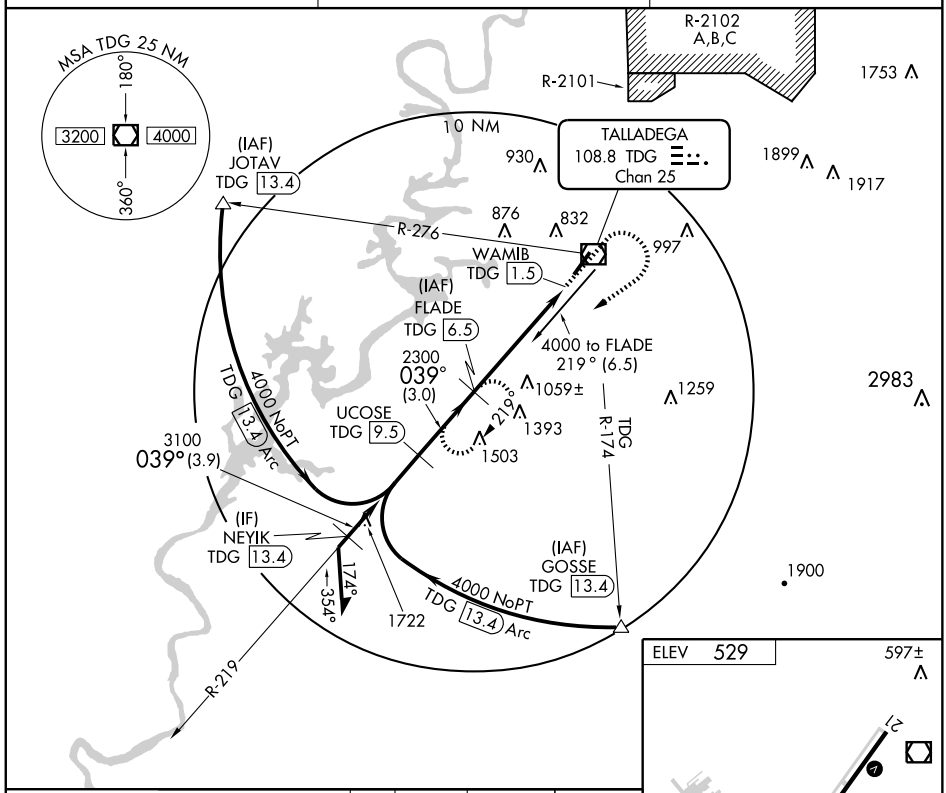
VOR/DME RWY 3

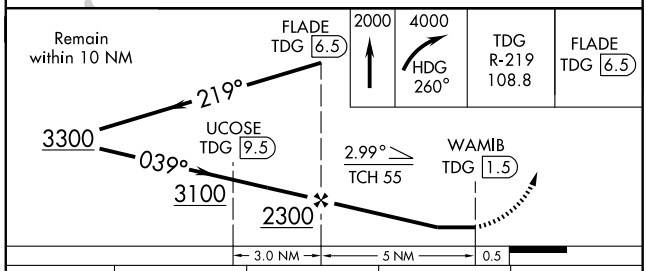
TALLADEGA MUNI (ASN)

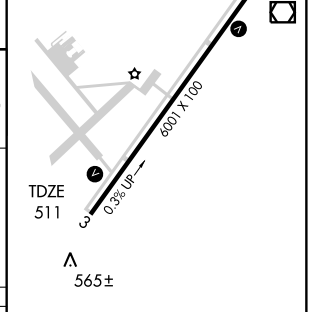
Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase S-3 Cats C/D visibility and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 260° and TDG VOR/DME R-219 to FLADE/6.5 DME and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1180-1	669 (700-1)	1180-1¾ 669 (700-1¾)	1180-2 669 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

MIRL Rwy 3-21 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-TOI	APP CRS	Rwy Idg	5009
108.9	070°	TDZE	392
		Apt Elev	398

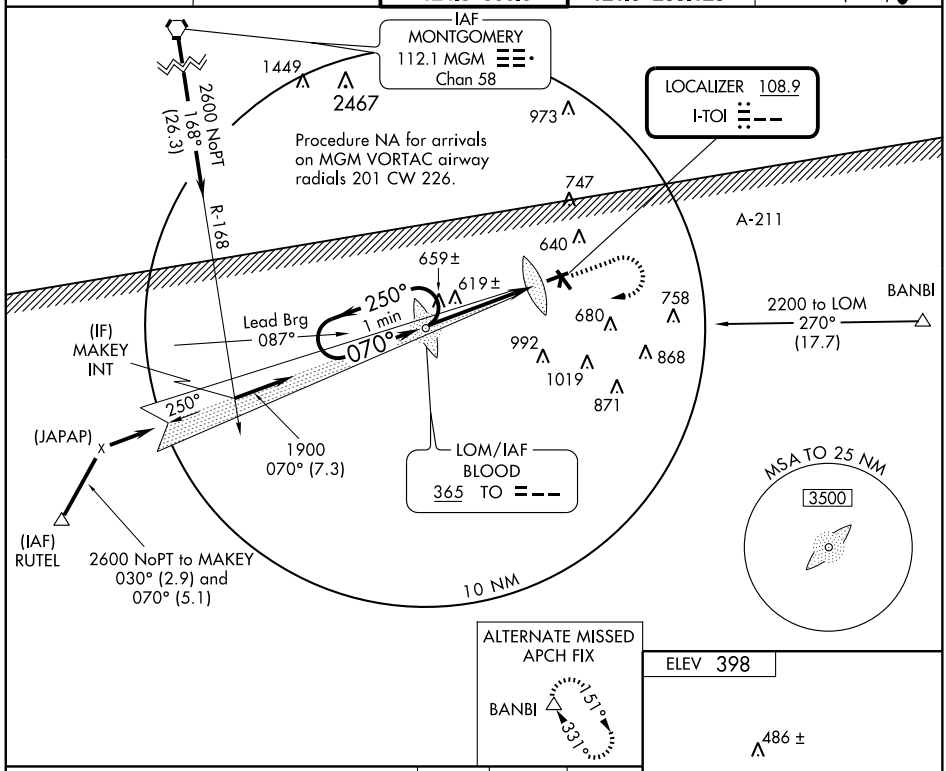
ILS or LOC RWY 7
TROY MUNI (TOI)

ASR/PAR

ADF Required. When local altimeter setting not received, use Montgomery altimeter setting and increase S-ILS 7 DA to 698 and all MDAs 120 feet; increase S-ILS 7 visibility all Cats ¼ mile, S-LOC 7 and Circling visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

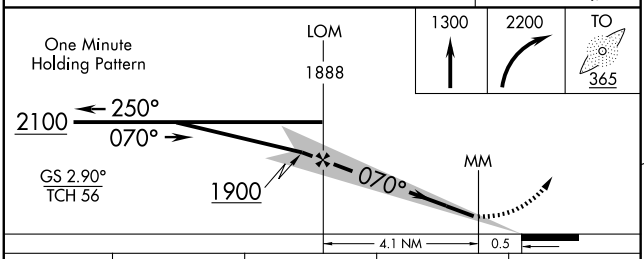
ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L

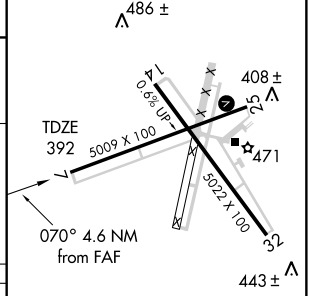


ALTERNATE MISSED APCH FIX

BANBI 151° 331°

ELEV 398





CATEGORY	A	B	C	D
S-ILS 7	597-¾ 205 (200-¾)			
S-LOC 7	880-1 488 (500-1)		880-1¼ 488 (500-1¼)	880-1½ 488 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM TO	APP CRS		
365	070°	Rwy Idg	5009
		TDZE	392
		Apt Elev	398

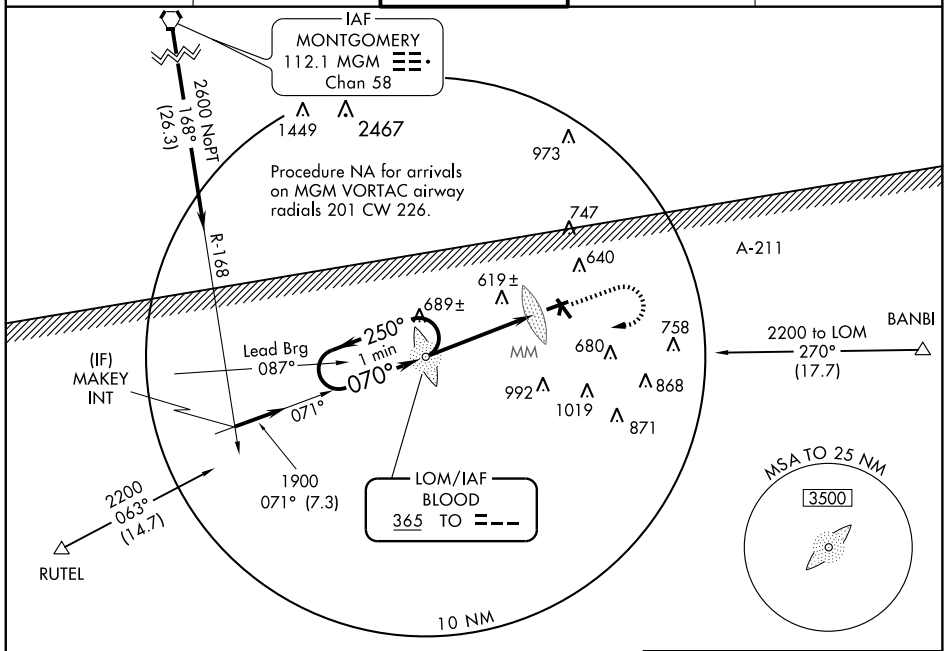
NDB RWY 7
TROY MUNI (TOI)

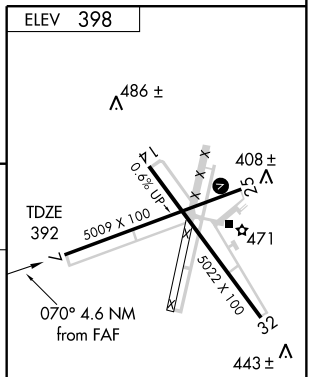
ASR/PAR

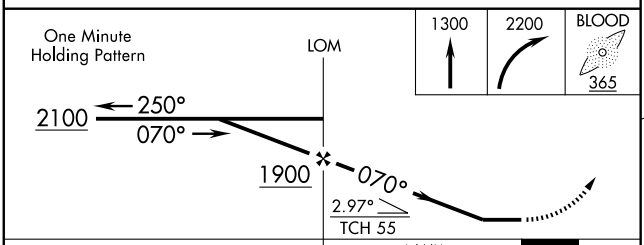
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase S-7 and Circling Cats. C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	920-1	528 (600-1)	920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1	542 (600-1)	940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L★
MIRL Rwy 7-25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5009
CH 82006	070°	TDZE	392
W07A		Apt Elev	398

RNAV (GPS) RWY 7

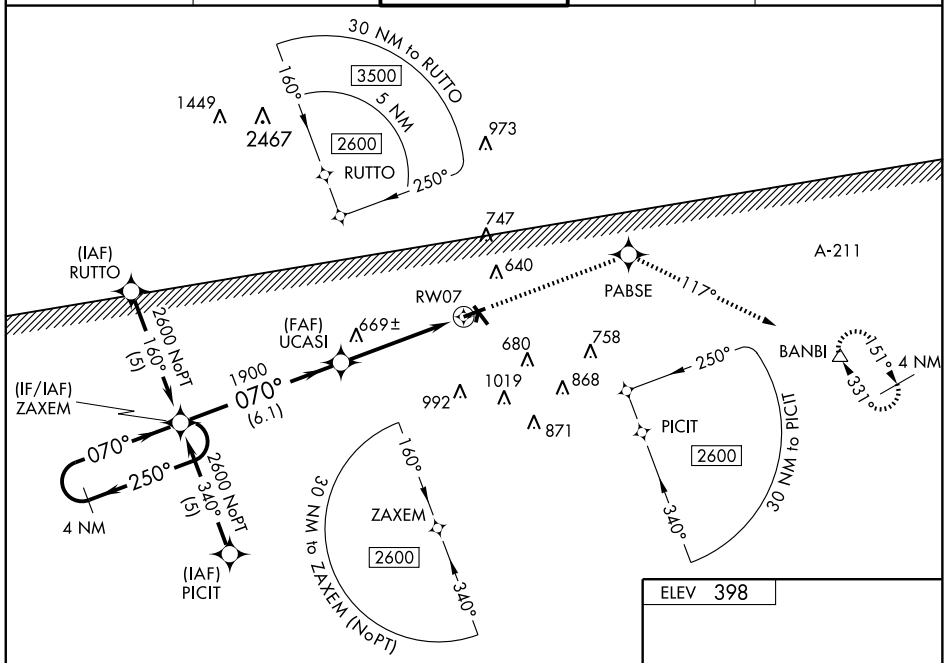
TROY MUNI (TOI)

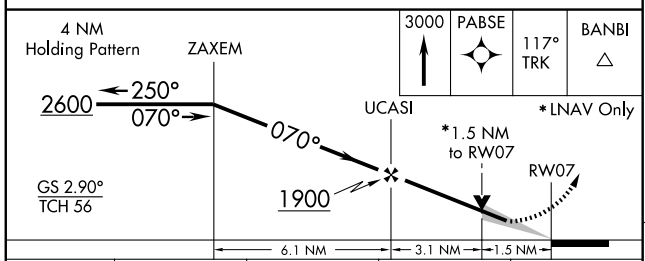
ASR/PAR

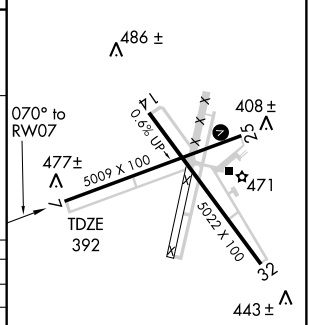
Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling visibility Cats. C and D ¼ mile. VDP and Baro-VNAV NA when using Montgomery altimeter setting.

MISSED APPROACH: Climb to 3000 direct PABSE and via 117° track to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	597-¾ 205 (200-¾)			
LNAV/ VNAV DA	727-1¼ 335 (400-1¼)			
LNAV MDA	920-1 528 (600-1)		920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5022
158°	TDZE	398
	Apt Elev	398

RNAV (GPS) RWY 14

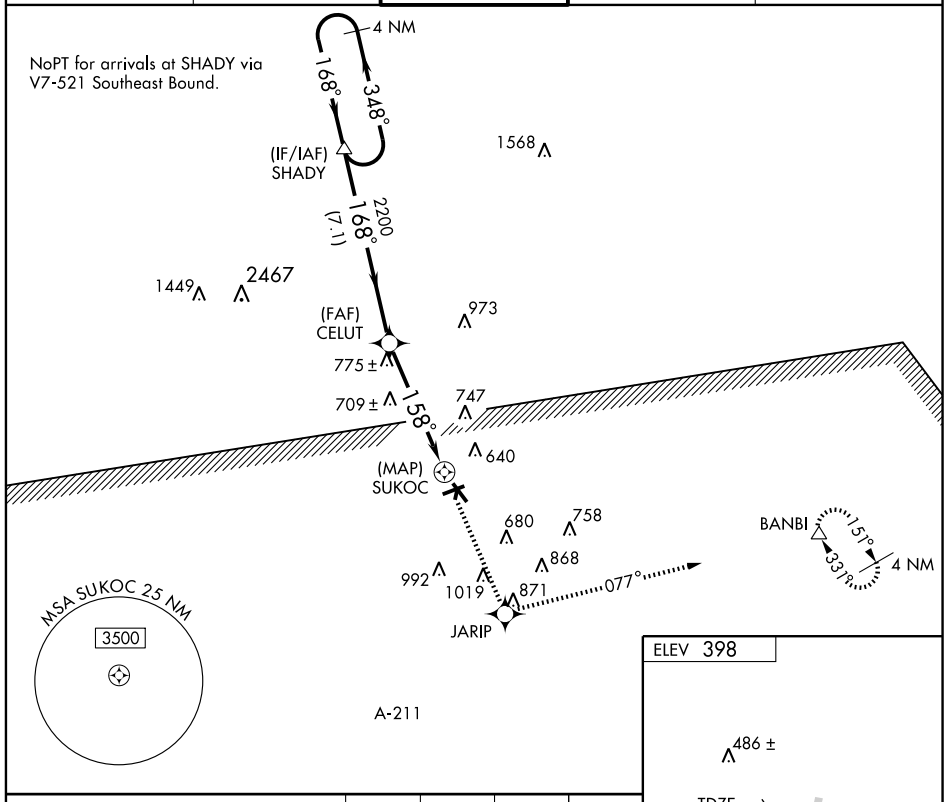
TROY MUNI (TOI)

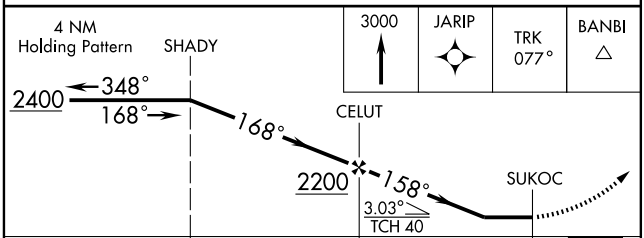
ASR/PAR

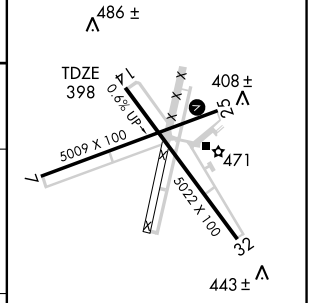
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV visibility Cats. C and D ¼ mile, increase Circling visibility Cat. C ½ mile and Cat. D ¼ mile.

MISSED APPROACH: Climb to 3000 direct JARIP and via 077° track to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1	562 (600-1)	960-1½ 562 (600-1½)	960-1¾ 562 (600-1¾)
CIRCLING	960-1	562 (600-1)	960-1½ 562 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5009
251°	TDZE	394
	Apt Elev	398

RNAV (GPS) RWY 25

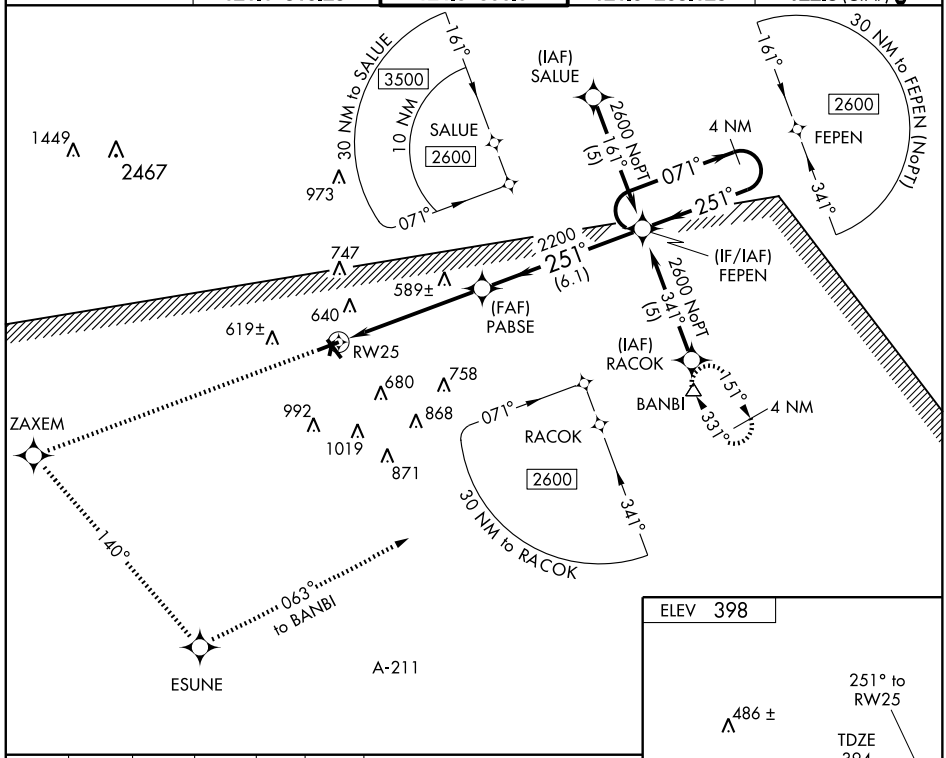
TROY MUNI (TOI)

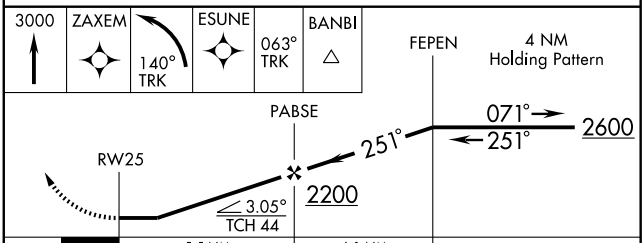
ASR/PAR

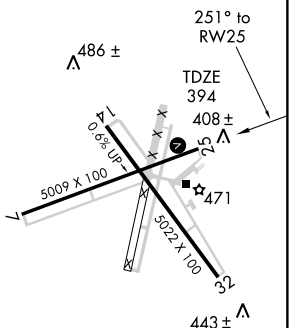
Circling to Rwy 14 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, Straight-in/Circling Rwy 25 NA at night. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV and Circling visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZAXEM and left turn via 140° track to ESUNE and via 063° track to BANBI and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 446 (500-1)		840-1¼ 446 (500-1¼)	840-1½ 446 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L★
MIRL Rwy 7-25 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 53506 W32A	APP CRS 324°	Rwy Idg 5022 TDZE 393 Apt Elev 398

RNAV (GPS) RWY 32

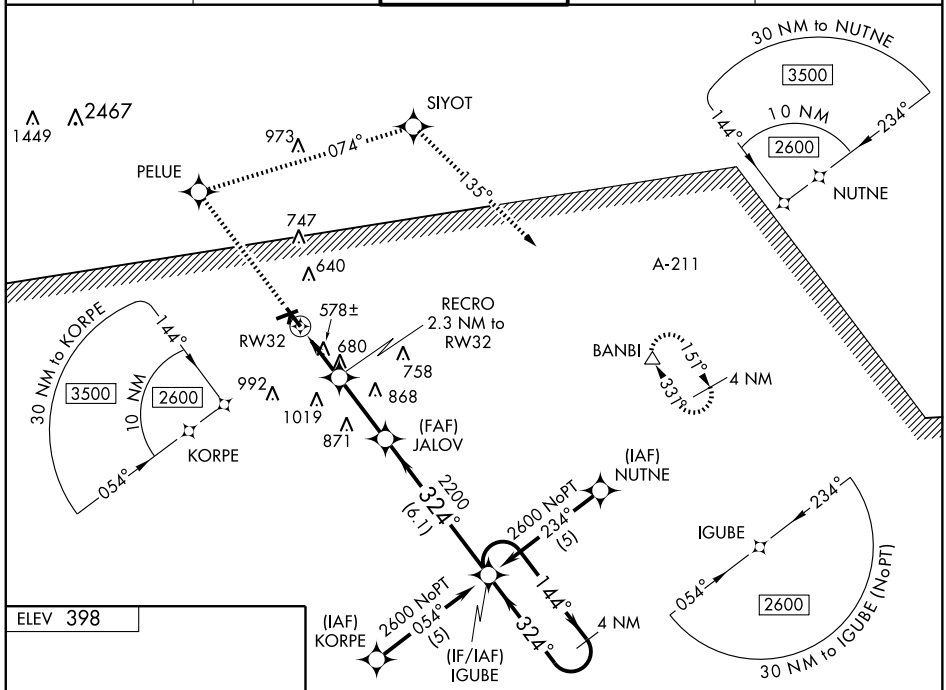
TROY MUNI (TOI)

ASR/PAR

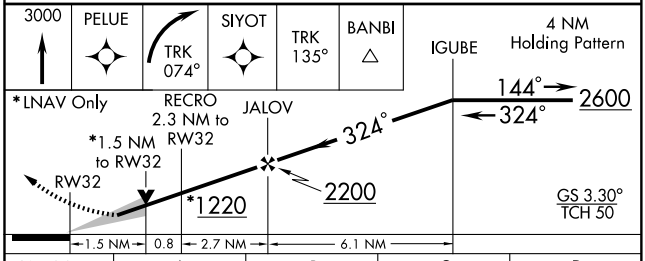
Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV, VDP, and Baro-VNAV NA when using Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. and Circling Cats. C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct PELUE and right turn via 074° track to SIYOT and via 135° track to BANBI and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L



MIRL Rwy 14-32 L★
MIRL Rwy 7-25 L



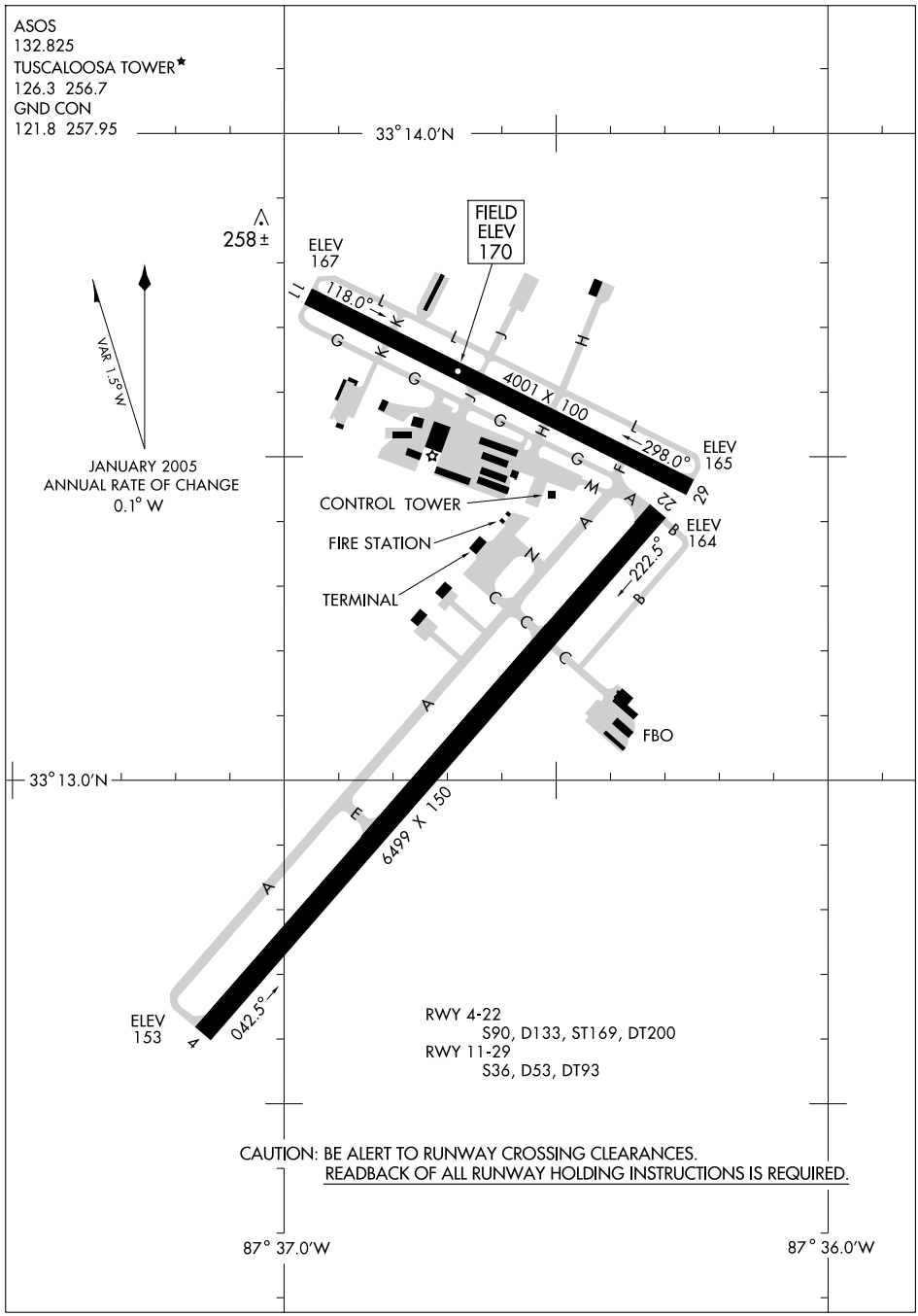
CATEGORY	A	B	C	D
LPV DA	645-1 252 (300-1)			NA
LNAV/VNAV DA	879-1¾ 486 (500-1¾)			NA
LNAV MDA	940-1 547 (600-1)		940-1½ 547 (600-1½)	940-1¾ 547 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

SE-4. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-487 (FAA)

TUSCALOOSA RGNL (TCL)
TUSCALOOSA, ALABAMA



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-TCL	APP CRS	Rwy Idg	6499
109.1	041°	TDZE	159
		Apt Elev	170

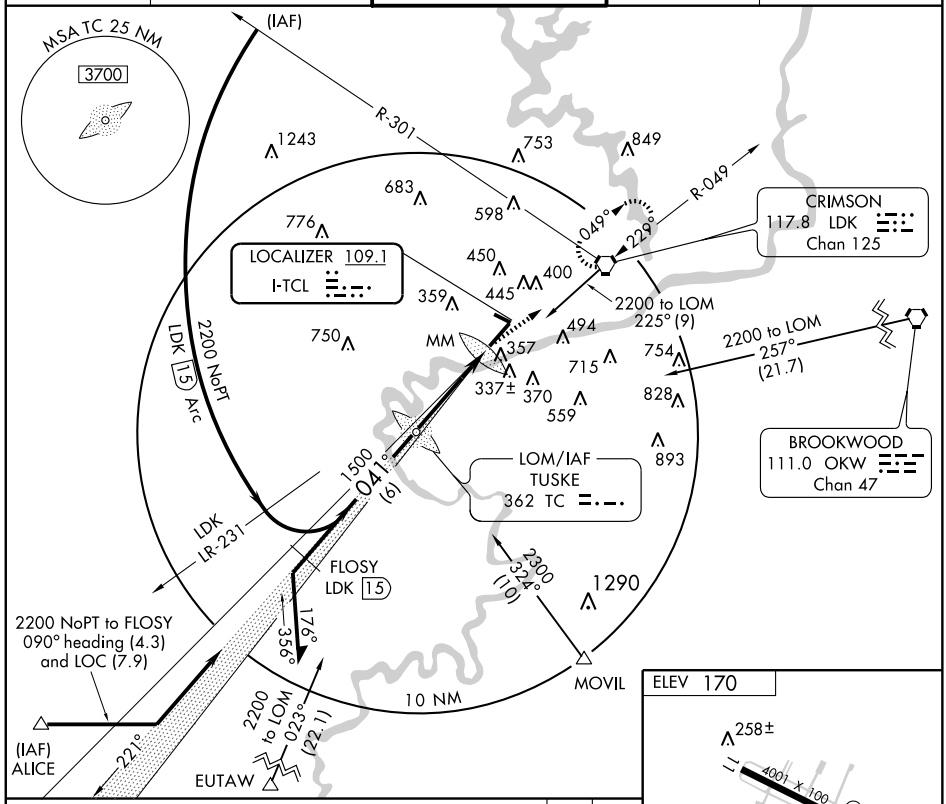
ILS RWY 4
TUSCALOOSA RGNL (TCL)

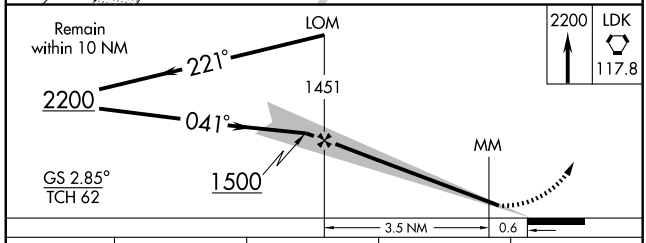
For inoperative MALSR increase S-LOC 4 visibility to 1.

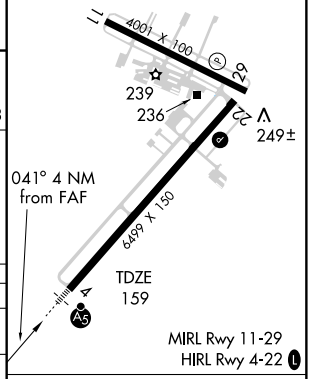
MALSR

MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)			500-¾ 341 (400-¾)
CIRCLING	800-1 630 (700-1)		800-1¾ 630 (700-1¾)	800-2 630 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6499
CH 48906	041°	TDZE	159
W04A		Apt Elev	170

RNAV (GPS) RWY 4

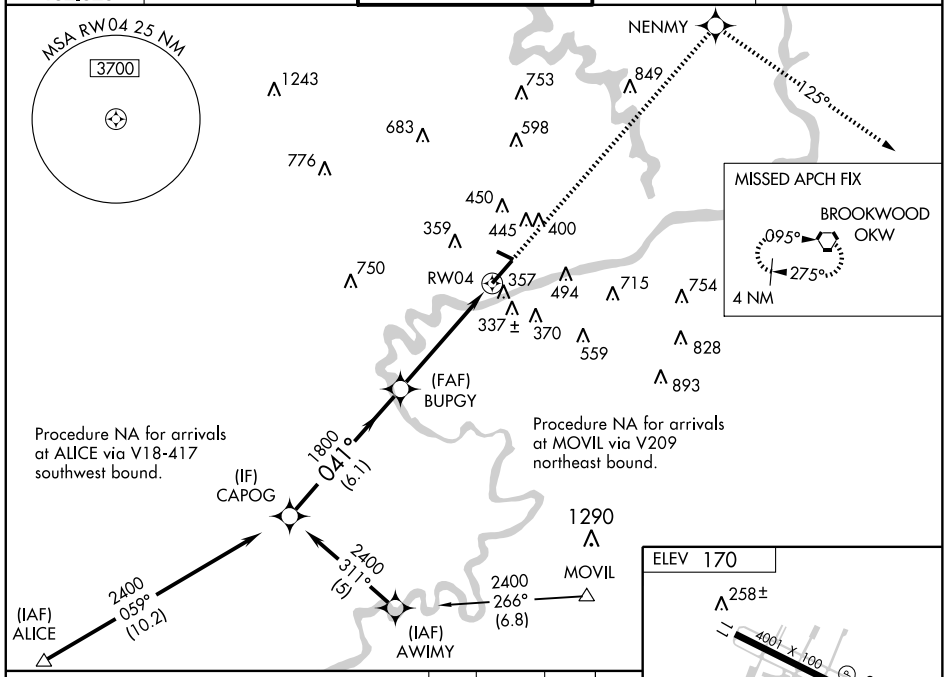
TUSCALOOSA RGNL (TCL)

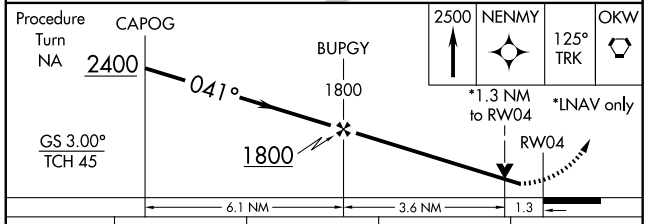
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV and LNAV/VNAV DA 177′, all MDAs 180′, LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile, and Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Birmingham altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility ¼ mile. For inoperative MALSR, when using Birmingham altimeter setting; increase LPV all Cats visibility ½ mile, and LNAV Cat A and B visibility ¼ mile.

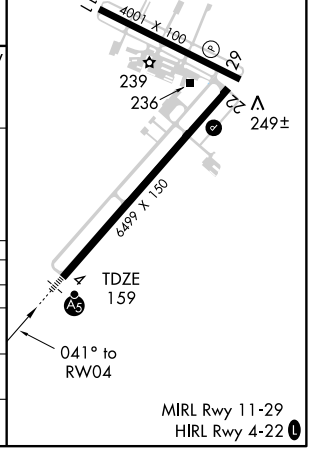
MALSR

MISSED APPROACH: Climb to 2500 direct NENMY then via 125° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LPV DA	409-¾ 250 (300-¾)			
LNAV/ VNAV DA	608-1 449 (500-1)			
LNAV MDA	620-¾ 461 (500-¾)			620-1 461 (500-1)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

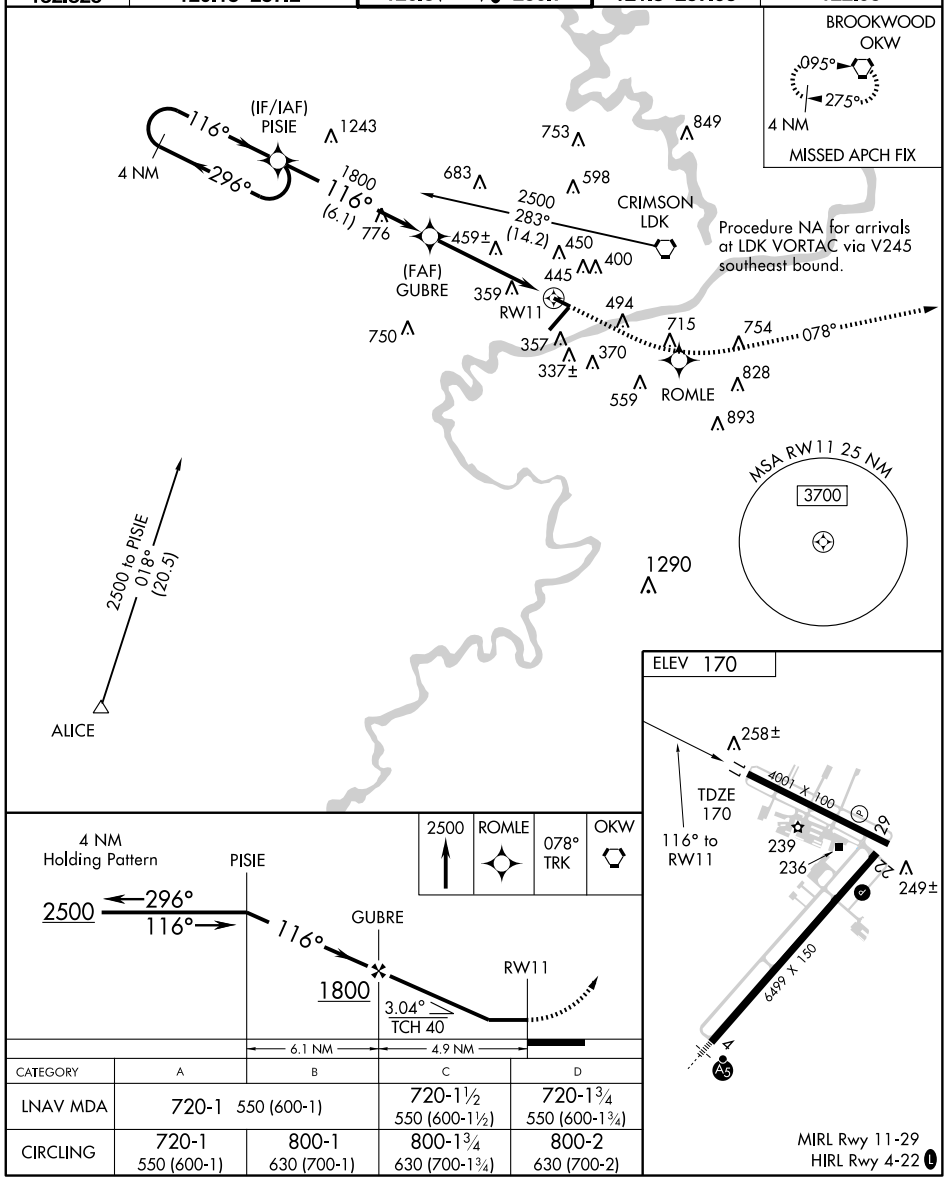
APP CRS	Rwy Idg	4001
116°	TDZE	170
	Apt Elev	170

RNAV (GPS) RWY 11
TUSCALOOSA RGNL (TCL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat. C and D visibility ½ mile, Circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct ROMLE then via 078° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95



CATEGORY	A	B	C	D
LNAV MDA	720-1 550 (600-1)		720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6499
221°	TDZE	164
	Apt Elev	170

RNAV (GPS) RWY 22

TUSCALOOSA RGNL (TCL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180 feet, LNAV Cat. C and D visibility ½ mile, circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95

MSA RW22 25 NM
3700

BESOM
2600
149°
(11.8)

2640
2675

Procedure NA for arrivals at SITES via V18-417 Northeast bound.

(IAF)
IROSY
2300
131°
(5)

(IF)
NENMY

2300
251°
(8.1)

(IAF)
SITES

1243
753
849
1800
221°
(6.2)
2300
305°
(12.9)
683
598
599±
776
(FAF)
UMABE
450
359
445
400
RW22
494
715
754
357±
337±
370
559
828
893

(IAF)
BROOKWOOD
OKW
095°
275°
4 NM

Procedure NA for arrivals at OKW VORTAC via V66 Eastbound.

ELEV 170
221° to RW22
258±
4001 X 100
11
29
TDZE
164
239
236
22
249±
6499 X 150
A
A5

2500
OKW
NENMY
2300
UMABE
1800
221°
1.5 NM to RW22
RW22
3.04°
TCH 50
Procedure Turn NA
1.5
3.4 NM
6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	700-1 536 (600-1)		700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

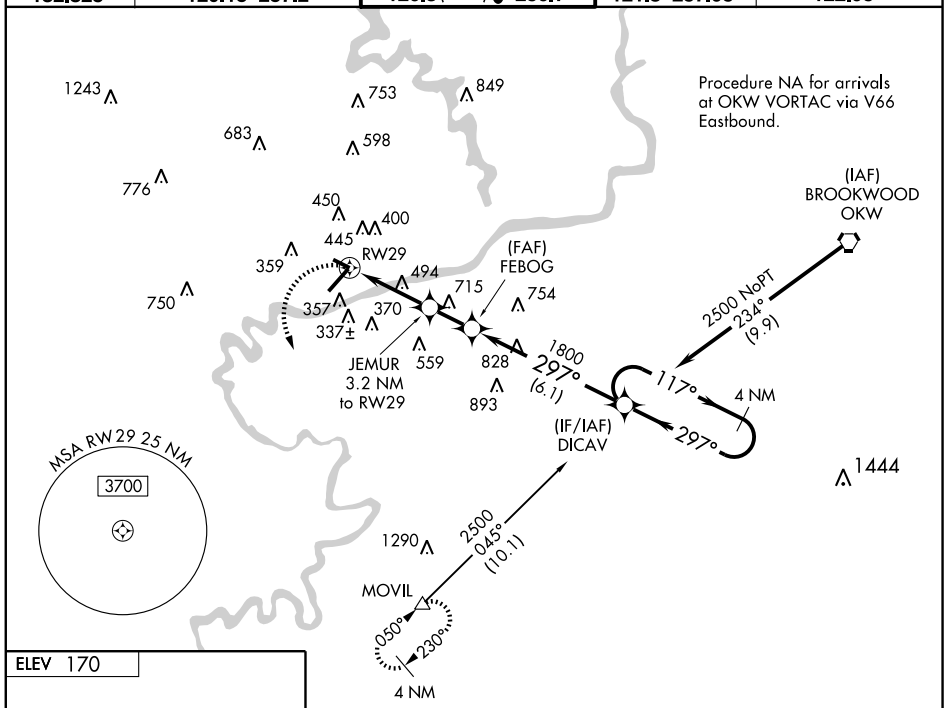
APP CRS	Rwy Idg	4001
297°	TDZE	170
	Apt Elev	170

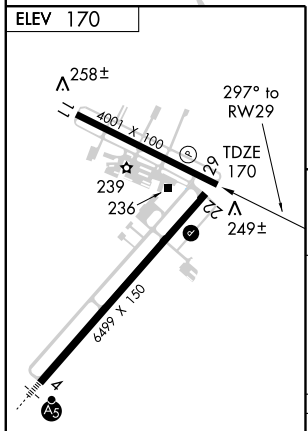
RNAV (GPS) RWY 29
TUSCALOOSA RGNL (TCL)

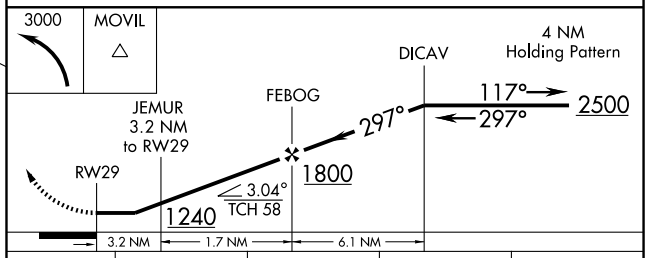
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat B visibility ¼ mile, Cat C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 590 (600-1)		760-1½ 590 (600-1½)	760-1¾ 590 (600-1¾)
CIRCLING	760-1 590 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	052°	TDZE	159
Chan 125		Apt Elev	170

VOR or TACAN RWY 4

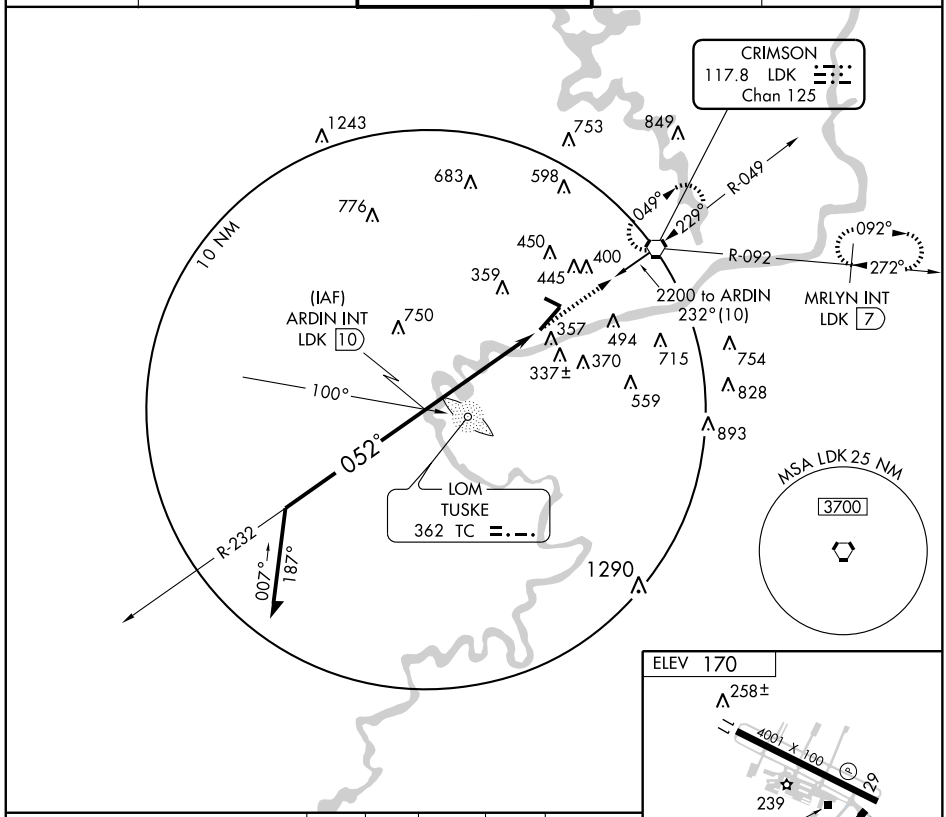
TUSCALOOSA RGNL (TCL)

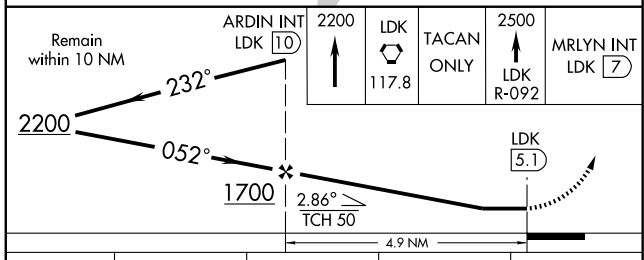
DME OR ADF REQUIRED

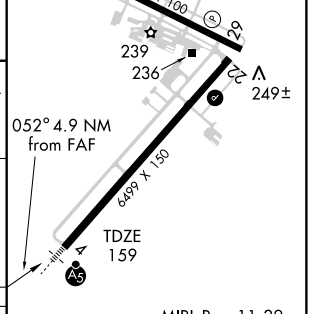
MALSR

MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold. (TACAN aircraft continue to 2500 via LDK R-092 to MRLYN Int/7 DME and hold E, right turns, 272° inbound.)

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







MIRL Rwy 11-29
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	620-½	461 (500-½)	620-¾ 461 (500-¾)	620-1 461 (500-1)
CIRCLING	800-1	630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

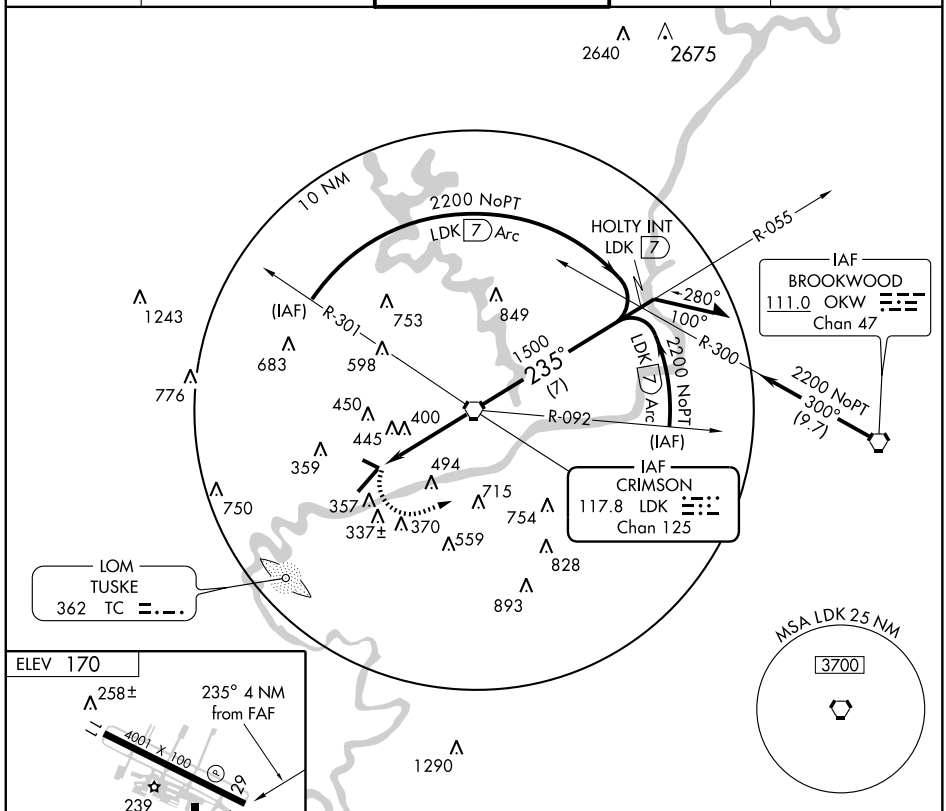
VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	235°	TDZE	164
Chan 125		Apt Elev	170

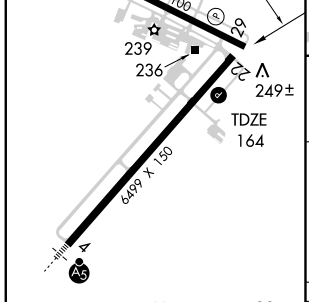
VOR or TACAN RWY 22

TUSCALOOSA RGNL (TCL)

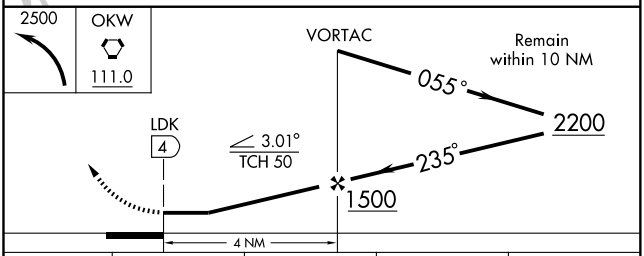
MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-22	700-1	536 (600-1)	700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	800-1	630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
131°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 13

TUSKEGEE/MOTON FIELD MUNI (06A)

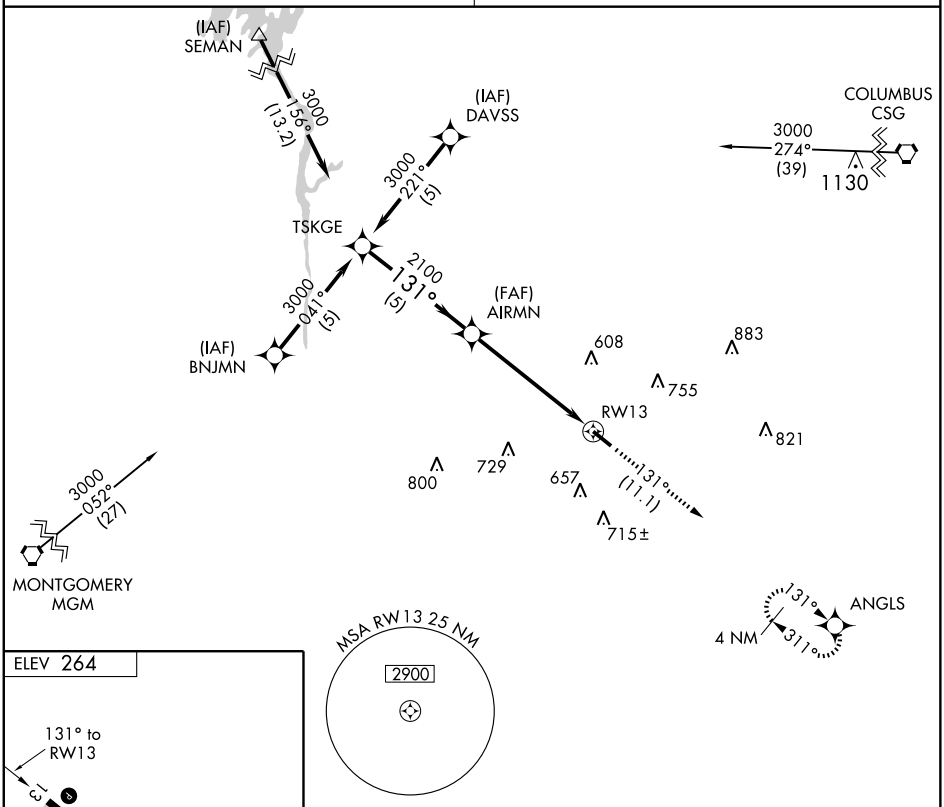
T
A NA

Use Montgomery altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

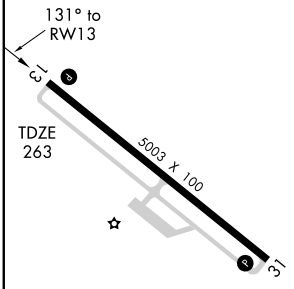
MISSED APPROACH: Climb to 3000 via 131° course to ANGLS WP and hold.

ATLANTA APP CON ★
125.5 323.1

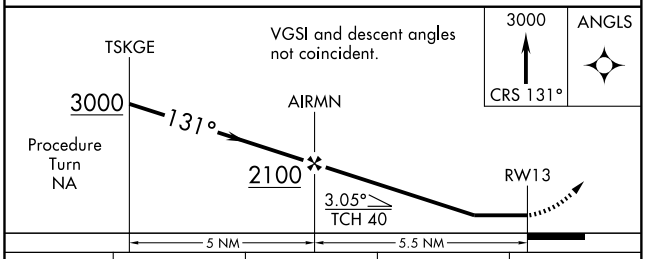
UNICOM
122.8 (CTAF) L



ELEV 264



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	860-1 597 (600-1)		860-1½ 597 (600-1½)	860-1¾ 597 (600-1¾)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
311°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 31

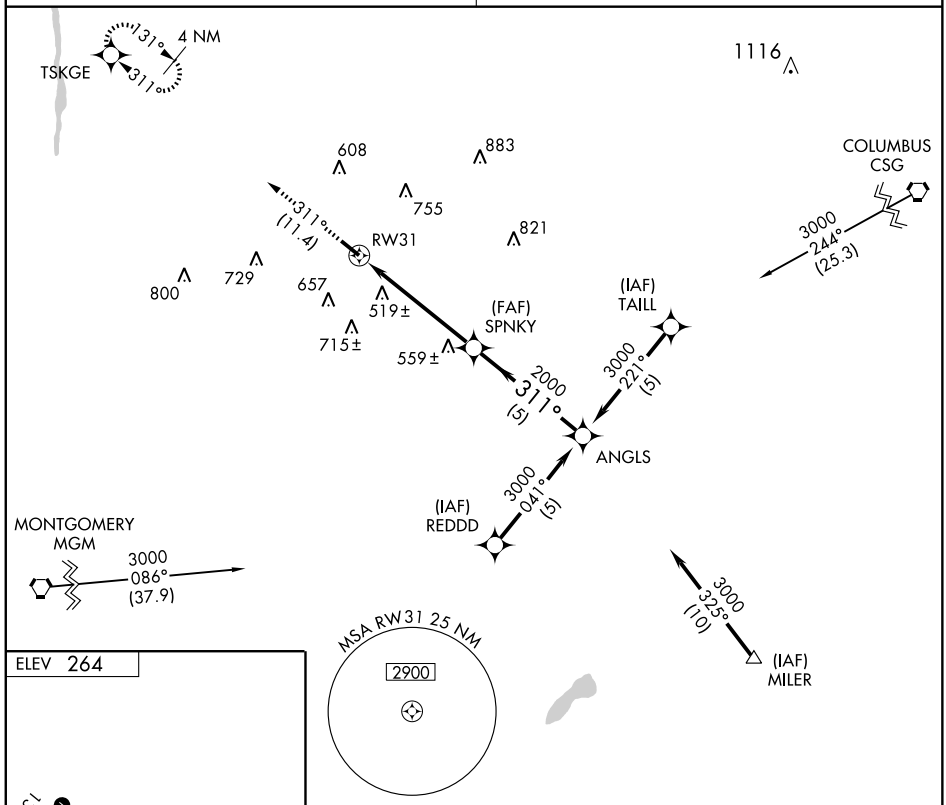
TUSKEGEE/MOTON FIELD MUNI (06A)

Use Montgomery altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

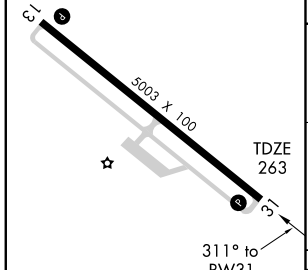
NA

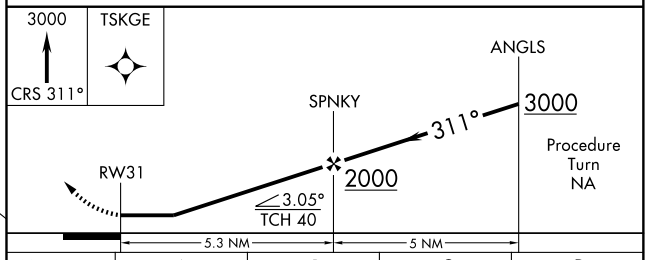
MISSED APPROACH: Climb to 3000 via 311° course to TSKGE WP and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF) L



ELEV 264





CATEGORY	A	B	C	D
LNAV MDA	880-1 617 (700-1)		880-1¾ 617 (700-1¾)	880-2 617 (700-2)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

MIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME TGE	APP CRS	Rwy Idg	N/A
117.3	198°	TDZE	N/A
Chan 120		Apt Elev	264

VOR-A

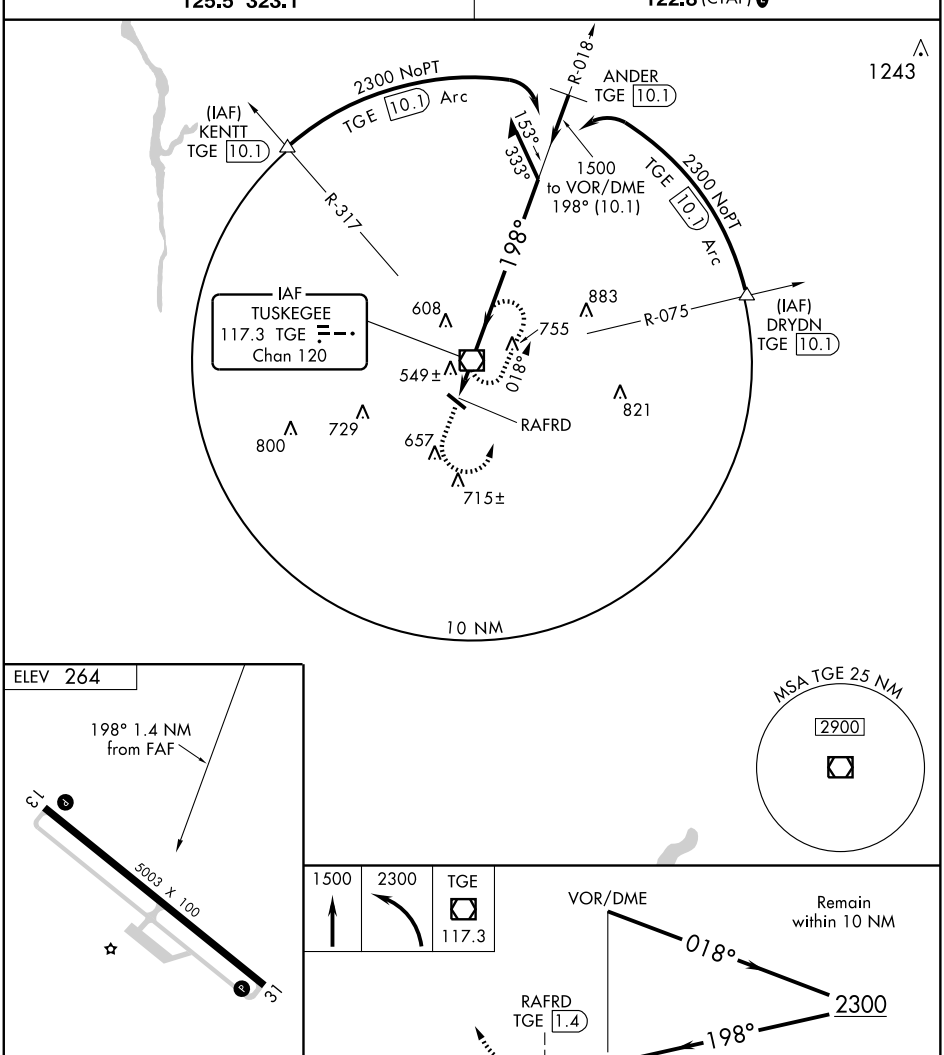
TUSKEGEE/MOTON FIELD MUNI (06A)

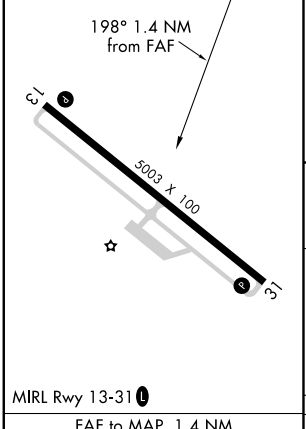
NA

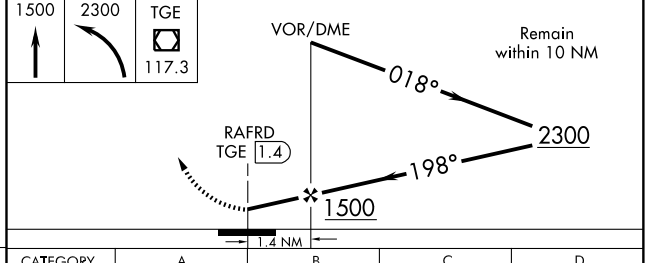
Use Montgomery altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct TGE VOR/DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF) L







FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1020-1 756 (800-1)	1020-1¼ 756 (800-1¼)	1020-2¼ 756 (800-2¼)	1060-2½ 796 (800-2½)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC HAB	APP CRS	Rwy Idg	N/A
110.4	193°	TDZE	N/A
Chan 41		Apt Elev	463

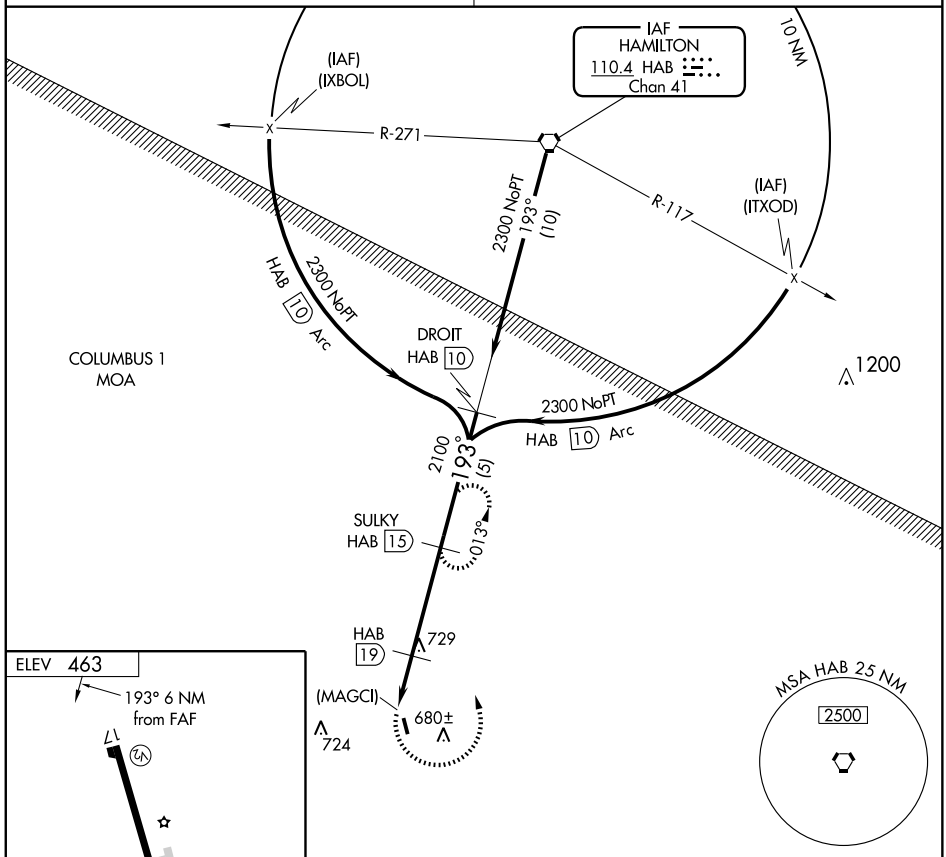
VOR/DME or GPS-A

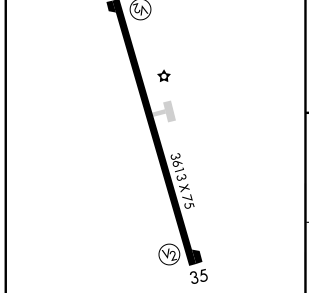
VERNON/LAMAR COUNTY (M55)

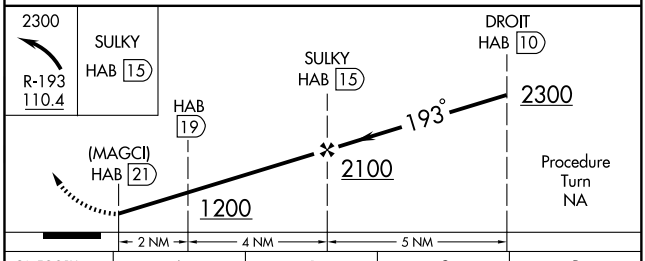
NA Use Columbus, MS approach control altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 to intercept R-193 to SULKY 15 DME and hold.

COLUMBUS APP CON★	CTAF
126.075 239.25	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1060-1 599 (600-1)	1060-1¼ 599 (600-1¼)	1060-1½ 599 (600-1½)	1060-2 599 (600-2)

MIRL Rwy 16-34 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MGM	APP CRS	Rwy Idg	N/A
112.1	176°	TDZE	N/A
Chan 58		Apt Elev	197

VOR or GPS-A

WETUMPKA MUNI (08A)

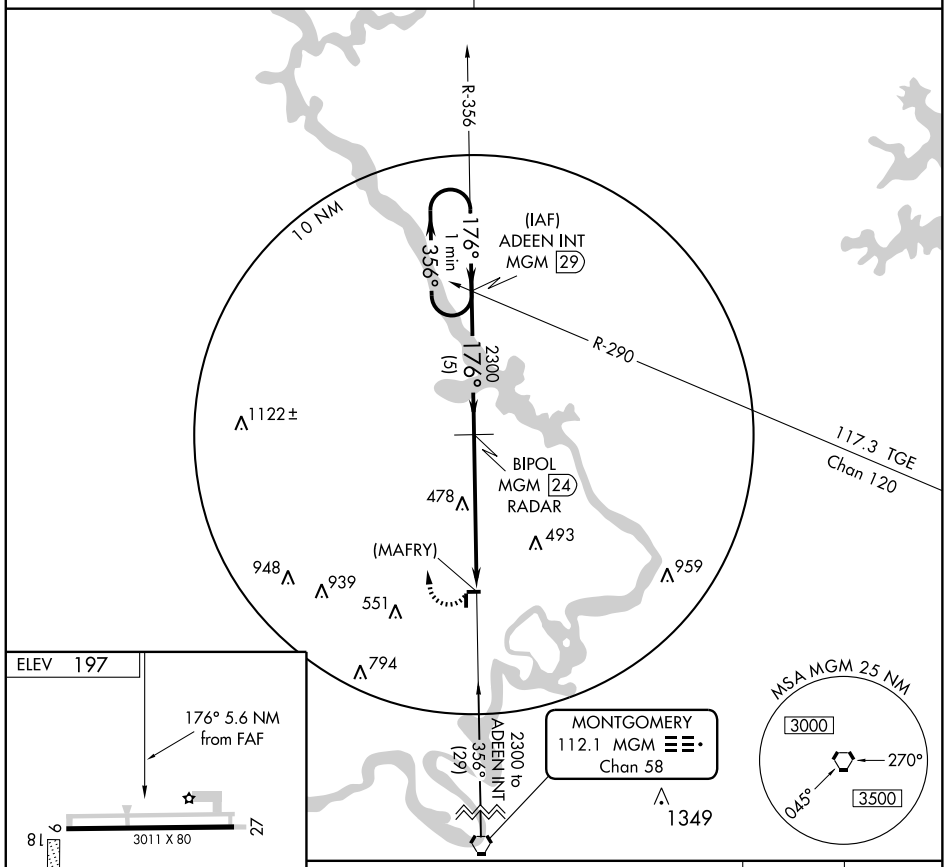
NA

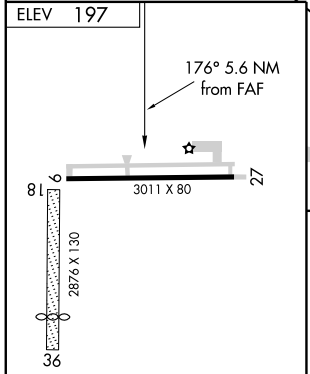
Use Montgomery altimeter setting.
ACTIVATE MIRL Rwy 9-27 CTAF.
DME OR RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2300 via MGM R-356 to ADEEN Int and hold.

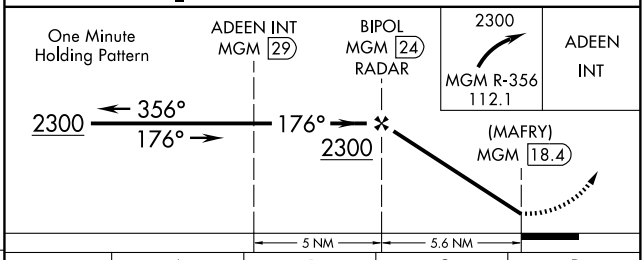
MONTGOMERY APP CON ★
121.2 380.225

UNICOM
123.05 (CTAF) L





MIRL Rwy 9-27 L



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	780-1 583 (600-1)		820-1¾ 623 (700-1¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL	**RNAV (GPS)-A**
	RNAV (GPS)-B
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BARTOW, FL	
BARTOW MUNI	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 9L
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 27R
NA when local weather not available.	
BROOKSVILLE, FL	
HERNANDO COUNTY	**RNAV (GPS) Rwy 3**
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 27
NA when local weather not available.	
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING	**ILS Rwy 10[1],** 700-2
	VOR-A, 1200-3
[1]NA when control tower closed.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN	**ILS or LOC Rwy 10[1]**
	NDB Rwy 10[12]
	RNAV (GPS) Rwy 10[3]
	VOR Rwy 28[14]
[1]NA when control tower closed.	
[2]Category A,B, 1200-2; Category C,D, 1200-3.	
[3]Category A,B, 1000-2; Category C,D, 1000-3.	
[4]Category A,B, 900-2; Category C,D, 900-3.	

NAME	ALTERNATE MINIMUMS
CRESTVIEW, FL	
BOB SIKES	**ILS Rwy 17[12]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 35[1]
	VOR-A[3]
[1]NA when local weather not available.	
[2]Category D, 700-2.	
[3]Category D, 800-2¼.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL	**ILS or LOC Rwy 7L[1]**
	LOC BC Rwy 25R[1]
	VOR Rwy 16[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
DELAND, FL	
DELAND MUNI- SIDNEY H. TAYLOR FIELD	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
NA when local weather not available.	
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	**ILS or LOC Rwy 8**
ILS, Category D, 700-2.	
FORT LAUDERDALE-HOLLYWOOD INTL	**ILS or LOC Rwy 9L[1]**
	ILS or LOC Rwy 27R[1]
	LOC Rwy 9R[2]
	LOC/DME Rwy 13[2]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Y Rwy 9R[2]
	RNAV (GPS) Z Rwy 9L[2]
	RNAV (GPS) Rwy 27L[2]
	RNAV (GPS) Y Rwy 27R[2]
	RNAV (GPS) Rwy 31[2]
	RNAV (RNP) Z Rwy 27R, 800-2¼
	VOR Rwy 27R[2]
[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.	

NAME ALTERNATE MINIMUMS

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5**
NA when FMY tower closed.

SOUTHWEST
FLORIDA INTL ..... **ILS or LOC Rwy 6[1][2]**
RNAV (GPS) Rwy 13[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.
[3]NA when local weather not available.

FORT PIERCE, FL

ST LUCIE
COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
VOR/DME Rwy 14
NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RANV (GPS) Rwy 25[1]
VOR Rwy 25[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R**
NA when control tower closed.
NA when local weather not available.

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 31[4]
VOR/DME Rwy 31[3]
[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]Category E, 800-2¾.
[4]NA when local weather not available.

NAME ALTERNATE MINIMUMS

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL . **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]
NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31
NA when local weather not available.

MARCO ISLAND, FL

MARCO ISLAND ..... **VOR/DME Rwy 17**
Category D, 800-2¼.

MAYAGUEZ, PR

EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL

MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R

NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R

NA when control tower closed.

NAPLES, FL

NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

OCALA, FL

OCALA INTL-JIM TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36

NA when local weather not available.

OKEECHOBEE, FL

OKEECHOBEE COUNTY.. . **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

ORLANDO, FL

EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25

[1]Category D, 800-2½.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R

ILS, 700-2.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]

[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL ..... **ILS Rwy 14[12]**
NDB Rwy 14[1]
VOR or TACAN-A[3]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 32[1]
RNAV (GPS) Rwy 14[4]
RNAV (GPS) Rwy 32[4]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

PENSACOLA, FL

PENSACOLA RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]

[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

POMPANO BEACH. FL

POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33

NA when local weather not available.
[1]NA when control tower closed.

PUNTA GORDA, FL

CHARLOTTE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

ST. AUGUSTINE, FL

ST. AUGUSTINE ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[1]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

ST. PETERSBURG, FL

ALBERT WHITTED ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

ST. PETERSBURG-CLEARWATER, FL

ST. PETERSBURG- CLEARWATER
INTL ..... **ILS or LOC Rwy 17L[12]**
ILS or LOC/DME Rwy 35R[12]
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 17L[2]
RNAV (GPS) Rwy 35R[2]
VOR Rwy 4[3]

[1]Category E, 1000-3.
[2]NA when local weather not available.
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.

SAN JUAN, PR

LUIS MUNOZ MARIN INTL ..... **ILS Rwy 10[1]**
VOR or TACAN Rwy 8[2]
VOR or TACAN Rwy 10[2]
VOR or TACAN Rwy 26[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 900-3.

SARASOTA(BRADENTON), FL

SARASOTA/
BRADENTON INTL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TALLAHASSEE, FL

TALLAHASSEE RGNL ... **ILS or LOC Rwy 27[123]**
ILS or LOC/DME Rwy 36[1]
NDB Rwy 36[1]
RNAV (GPS) Rwy 18[5]
RNAV (GPS) Rwy 27[5]
VOR/DME or TACAN Rwy 36[4]
VOR Rwy 18[15]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.
[4]Category E, 1000-3.
[5]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

TAMPA, FL

TAMPA INTL ..... **ILS or LOC Rwy 18R**
ILS or LOC Rwy 36L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R

Category E, 1000-3.

PETER O KNIGHT ..... **NDB-A[1]**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¾.

TAMPA EXECUTIVE ..... **ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS,Categories B, C, 800-2.

TITUSVILLE, FL

SPACE COAST RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Y Rwy 9[2]
RNAV (GPS) Y Rwy 18[2]
RNAV (GPS) Z Rwy 18[3]
RNAV (GPS) Rwy 36[2]

[1]ILS, 700-2, LOC,NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed.

VERO BEACH, FL

VERO BEACH MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 11R
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 28R[1]
RNAV (GPS) Y Rwy 14[2]
VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S
GILBERT ..... **RNAV (GPS) Rwy 11[1]**
VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

DAYTONA BEACH, FL

Amdt. 8B, SEP 25, 2008 (FAA) ELEV **34**

DAYTONA BEACH INTL

RADAR-1 125.72 379.95 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25R	AB	**620**-1	586	(600-1)	C	**620**-1½	586	(600-1½)
		D	**620**-1¾	586	(600-1¾)				
	34	AB	**580**-1	546	(600-1)	C	**580**-1½	546	(600-1½)
		D	**580**-1¾	546	(600-1¾)				
	16	AB	**640**-1	607	(700-1)	C	**640**-1¾	607	(700-1¾)
		D	**640**-2	607	(700-2)				
	7L	ABC	**480**/40	450	(500-¾)	D	**480**/50	450	(500-1)
CIRCLING		AB	**640**-1	606	(700-1)	C	**640**-1¾	606	(700-1¾)
		D	**640**-2	606	(600-2)				

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

DELAND, FL

Amdt. 3, AUG 10, 2000 (FAA) ELEV **80**

DELAND MUNI/SIDNEY H. TAYLOR FIELD

RADAR- 125.35 322.3 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**480**-1	401	(400-1)	CD	**480**-1¼	401	(400-1¼)
CIRCLING		A	**560**-1	480	(500-1)	B	**580**-1	500	(500-1)
		C	**620**-1½	540	(600-1½)	D	**680**-2	600	(600-2)

Use Daytona Beach Intl altimeter setting.

FERNANDINA BEACH, FL

Amdt. 4A, MAR 16, 1998 (FAA) ELEV **16**

FERNANDINA BEACH MUNI

RADAR- 127.0 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13	A	**580**-1	564	(600-1)	B	**580**-1¼	564	(600-1¼)
		C	**580**-1½	564	(600-1½)	D	**580**-2	564	(600-2)
CIRCLING		A	**580**-1	564	(600-1)	B	**580**-1¼	564	(600-1¼)
		C	**580**-1½	564	(600-1½)	D	**580**-2	564	(600-2)
			JACKSONVILLE INTL ALTIMETER SETTING MINIMUMS						
ASR	13	A	**600**-1	584	(600-1)	B	**600**-1¼	584	(600-1¼)
		C	**600**-1½	584	(600-1½)	D	**600**-2	584	(600-2)
CIRCLING		A	**600**-1	584	(600-1)	B	**600**-1¼	584	(600-1¼)
		C	**600**-1½	584	(600-1½)	D	**620**-2	604	(700-2)

Straight-in minimums not authorized at night.
Obtain local altimeter setting on CTAF, when not received, use Jacksonville Intl altimeter setting minimums.

GAINESVILLE, FL

Orig , OCT 7, 1999 (FAA) ELEV **152**

GAINESVILLE RGNL

RADAR- 118.175 338.25 ▼

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	29	A	**520**-½	398 (400-½)	B	**520**-¾	398 (400-¾)
		C	**520**-1	398 (400-1)	D	**520**-1½	398 (400-1½)
	11	A	**700**-1	552 (600-1)	B	**700**-1¼	552 (600-1¼)
		C	**700**-1½	552 (600-1)	D	**700**-2	552 (600-2)
CIRCLING		A	**700**-1	548 (600-1)	B	**700**-1¼	548 (600-1¼)
		C	**700**-1½	548 (600-1½)	D	**740**-2	588 (600-2)

JACKSONVILLE, FL

Amdt 1, DEC 30, 1999 (FAA) ELEV **41**

CRAIG MUNI

RADAR- 124.9 347.8 ▼

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	32	A	**460**-½	419 (500-½)	B	**460**-¾	419 (500-¾)
		C	**460**-1	419 (500-1)	D	**460**-1½	419 (500-1½)
CIRCLING		A	**500**-1	459 (500-1)	B	**580**-1¼	539 (600-1¼)
		C	**580**-1½	539 (600-1½)	D	**600**-2	559 (600-2)

JACKSONVILLE, FL

Amdt. 6C, DEC 17, 2009 (FAA) ELEV **30**

JACKSONVILLE INTL

RADAR- 119.0 123.8 377.05 322.4 335.6 127.0 251.15 ▲

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA CEIL-VIS
ASR	13	ABC	**380**-½	353 (400-½)	DE	**380**-1	353 (400-1)
	31	AB	**440**-1	415 (500-1)	CD	**440**-1¼	415 (500-1¼)
		E	**440**-1½	415 (500-1½)			
	7	AB	**460**/24	430 (500-½)	C	**460**/40	430 (500-¾)
		DE	**460**/50	430 (500-1)			
	25	AB	**460**/24	433 (500-½)	C	**460**/40	433 (500-¾)
		DE	**460**/50	433 (500-1)			
CIRCLING		AB	**520**-1	490 (500-1)	C	**520**-1½	490 (500-1½)
		D	**640**-2	610 (700-2)	E	**820**-2¾	790 (800-2¾)

Categories D and E S-13 visibility increased ¼ mile for inoperative MALSR.

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (09239 USN) ELEV 20

RADAR[1] - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	28[24]	3.0°/40/746	ABCDE	112-¼	100	(100-¼)
	10[2]	3.0°/38/739	ABCDE	120-¼	100	(100-¼)
PAR W/O GS[1]	28[3]		ABCDE	340-¾	328	(400-¾)
	10[3]		ABCDE	360-¾	340	(400-¾)
ASR	10[6]		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	28[5]		AB	400-½	388	(400-½)
			CDE	400-¾	388	(400-¾)
	32		AB	420-1	400	(400-1)
			CD	420-1¼	400	(400-1¼)
			E	420-1½	400	(400-1½)
CIR[7]	All Rwy		AB	480-1	460	(500-1)
			C	480-1½	460	(500-1½)
			D	580-2	560	(600-2)
			E	860-3	840	(900-3)

[1]No-NOTAM MP: PAR 1000-1300Z++ Tue. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [4]PAPI RRP and PAR RPI are not coincident. [5]When ALS inop, increase vis CAT ABC to 1mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [7]Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

KEY WEST, FL

Amdt. 4B, JAN 15, 2009 (FAA) ELEV 3

KEY WEST INTL

RADAR- 124.025 289.85

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	27	AB	**440**-1	437	(500-1)	C	**440**-1¼	437	(500-1¼)
		D	**440**-1½	437	(500-1½)				
	9	AB	**460**-1	457	(500-1)	C	**460**-1¼	457	(500-1¼)
		D	**460**-1½	457	(500-1½)				
CIRCLING		AB	**500**-1	497	(500-1)	C	**500**-1½	497	(500-1½)
		D	**620**-2	617	(700-2)				

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (09295 USN) ELEV 6

RADAR[1] - (E) 134.925x 272.25x 348.25x 317.575x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	7[3]	3.0°/44/833	ABCDE	104-¼	100	(100-¼)
	25	3.0°/43/799	ABCDE	105-½	100	(100-½)
	3	3.0°/36/672	ABCDE	104-½	100	(100-½)
PAR W/O GS	3		ABCDE	300-1¼	296	(300-1¼)
	7[4]		ABCDE	360-¾	356	(400-¾)
	25		ABCDE	340-1¼	335	(400-1¼)
ASR	7[5]		AB	360-½	356	(400-½)
			CDE	360-¾	356	(400-¾)
	31		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	3		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	13		ABC	380-1	376	(400-1)
			DE	380-1¼	376	(400-1¼)
	21		AB	460-1	454	(500-1)
			C	460-1¼	454	(500-1¼)
			DE	460-1½	454	(500-1½)
	25		AB	460-1	455	(500-1)
			C	460-1¼	455	(500-1¼)
			DE	460-1½	455	(500-1½)
CIR[6]	21, 25		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
	3,7,13,31		A	440-1	434	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

[1]Opr 1100-0300Z++. [2]No-NOTAM preventive maint sked: 1300-1500Z++ Tue. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When circling from PAR W/O GS Rwys 3,7,25, increase CAT AB vis to 1¼ miles.

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (08073 USN) ELEV 15

RADAR[1] [2] **- (E)** 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23[3] [4]	3.0°/48/912	ABCDE	215-¾	200	(200-¾)
	23[3] [5]	3.0°/48/912	ABCDE	307-1	292	(300-1)
	COP 5	3.0°/48/911	COPTER	113-½	100	(100-½)
	COP 23[3] [6]	3.0°/48/912	COPTER	115-½	100	(100-½)
	COP 23[3] [7]	3.0°/48/912	COPTER	265-¾	250	(300-¾)
PAR W/O GS						
	5		ABCDE	280-1	267	(300-1)
	23[8]		ABC	400-1	385	(400-1)
			DE	400-1¼	385	(400-1¼)
ASR	5		ABC	400-1	387	(400-1)
			DE	400-1¼	387	(400-1¼)
	23[8]		AB	500-1	485	(500-1)
			C	500-1¼	485	(500-1¼)
			D	500-1½	485	(500-1½)
			E	500-1¾	485	(500-1¾)
CIR	5-23[8]		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)

[1]SFA not avbl. [2]No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. [3] Approach only authorized when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. [4]Minima when no naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, A2, B1, B2, B3, C1, and C2. [5]Minima when naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, A2, B1, B2, B3, C1, and C2. [6]Minima when no naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, B1, B2, B3, and C1. [7]Minima when naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, B1, B2, B3, and C1. [8]CAUTION: Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold.

NEW SMYRNA BEACH, FL

Amdt. 3A, MAR 27, 2001 (FAA) ELEV **10**

NEW SMYRNA BEACH MUNI

RADAR- 125.35 322.3 NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	11	AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				
CIRCLING		AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				

Use Daytona Beach altimeter setting.

ORMOND BEACH, FL

Amdt. 2C, MAR 26, 2001 (FAA) ELEV **28**

ORMOND BEACH MUNI

RADAR- 125.8 385.5 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	8		ABC	**420**-1	392	(400-1)	D	**NA**		
CIRCLING			AB	**500**-1	472	(500-1)	C	**500**-1½	472	(500-1½)
			D	**NA**						

Use Daytona Beach, FL altimeter setting.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (09099 USN) **ELEV 28**

RADAR[1] **- (E)** 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7R	3.0°/55/1040	ABCDE	125-½	100	(100-½)
	25R	3.0°/38/710	ABCDE	121-½	100	(100-½)
	19	3.0°/40/737	ABCDE	122-½	100	(100-½)
	25L	3.0°/39/745	ABCDE	122-½	100	(100-½)
	7L[2]	3.0°/55/1078	ABCDE	123-¼	100	(100-¼)
	1	3.0°/39/744	ABCDE	128-½	100	(100-½)
ASR	19		ABCDE	380-1¼	358	(400-1¼)
	1		ABC	460-1¼	432	(500-1¼)
			DE	460-1½	432	(500-1½)
	7R		ABC	460-1¼	435	(500-1¼)
			DE	460-1½	435	(500-1½)
	7L[3]		ABC	460-¾	437	(500-¾)
			DE	460-1	437	(500-1)
	25L		ABC	460-1¼	438	(500-1¼)
			DE	460-1½	438	(500-1½)
	25R		ABC	460-1¼	439	(500-1¼)
			DE	460-1½	439	(500-1½)
CIR	7R-25L, 7L-25R, 1-19		AB	520-1¼	492	(500-1¼)
			C	520-1½	492	(500-1½)
			DE	580-2	552	(600-2)

[1]No-NOTAM preventive maint sked: ASR/PAR 1300-1800Z++ Mon. [2] When ALS inop, increase vis to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles.

TALLAHASSEE, FL

Amdt. 5A, FEB 16, 2006 (FAA) ELEV **81**

TALLAHASSEE RGNL

RADAR- 135.8 317.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	9		AB	**480**/50	410	(500-1)	CD	**480**/60	410	(500-1¼)
	36		AB	**460**/24	396	(400-½)	CD	**460**/40	396	(400-¾)
	27		AB	**460**/24	407	(500-½)	CD	**460**/40	407	(500-¾)
	18		AB	**560**-1	479	(500-1)	C	**560**-1¼	479	(500-1¼)
			D	**560**-1½	479	(500-1½)				
CIRCLING			AB	**560**-1	479	(500-1)	C	**580**-1½	499	(500-1½)
			D	**640**-2	559	(600-2)				

When control tower closed, ASR NA.
For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000.
For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

TYNDALL AFB (KPAM), FL (Panama City) (08241 USAF) ELEV 17

RADAR[2]**- (E)** 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000')

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13L[3]	2.5°/49/1131	ABCDE	214/24	200	(200-½)
	31R[3]	2.5°/50/1146	ABCDE	214/24	200	(200-½)
	13R[6]	2.5°/36/822	ABCDE	215-¾	200	(200-¾)
	31L[7]	2.5°/40/919	ABCDE	217-¾	200	(200-¾)
ASR[1]	31R[4]		AB	460/24	446	(500-½)
			C	460/40	446	(500-¾)
			DE	460/50	446	(500-1)
	31L		AB	460-1	443	(500-1)
			C	460-1¼	443	(500-1¼)
			DE	460-1½	443	(500-1½)
	13L[5]		AB	520/24	506	(600-½)
			CD	520/50	506	(600-1)
			E	520/60	506	(600-1¼)
	13R		AB	520-1	505	(600-1)
			CD	520-1½	505	(600-1½)
			E	520-1¾	505	(600-1¾)
CIR	All Rwy		AB	560-1	543	(600-1)
			C	560-1½	543	(600-1½)
			D	580-2	563	(600-2)
			E	620-2¼	603	(700-2¼)

[1]When ASR out PAR not avbl. [2]No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles. [6]CAUTION:

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN) ELEV 199

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2]		ABC	560-¾	361	(400-¾)
			DE	560-1½	361	(400-1½)
	23		ABC	540-1¼	357	(400-1¼)
			DE	540-2	357	(400-2)
	5		ABC	620-1¼	440	(500-1¼)
			DE	620-2	440	(500-2)
Circling[3]	14, 23, 32[4]		A	580-1	381	(400-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)
	5		A	620-1¼	421	(500-1¼)
			B	660-1¼	461	(500-1¼)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. [2]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [3]Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. [4]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 124.85 385.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/54/965	ABCDE	271-½	100	(100-½)
	23[2]	3.0°/39/665	ABCDE	427-1	250	(300-1)
PAR W/O GS	32[3]		ABCDE	420-¾	249	(300-¾)
	23		ABCDE	460-1¼	283	(300-1¼)
ASR	32[4]		ABC	500-¾	329	(400-¾)
			DE	500-1½	329	(400-1½)
	23		ABC	540-1¼	363	(400-1¼)
			DE	540-2	363	(400-2)
	14[5]		ABC	620-1¼	445	(500-1¼)
			DE	620-1½	445	(500-1½)
	5		ABC	620-1¼	451	(500-1¼)
			DE	620-2	451	(500-2)
CIR[6]	5, 14		A	620-1¼	443	(500-1¼)
			B	640-1¼	463	(500-1¼)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)
	23, 32[7]		A	560-1	383	(400-1)
			B	640-1	463	(500-1)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++. [2]Caution: PAR TCH and RPI not coincident with PAPI. [3]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [4]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [5]20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. [6]Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North. [7]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME — TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)
ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18,36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL

DEPARTURE PROCEDURE: **Rwys 14, 32,** climb runway heading to 600 before turning right.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up to 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ

TAKE-OFF MINIMUMS: **Rwy 9,** NA. **Rwy 27,** 500-1 or std. with a min. climb of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 9,** NA. **Rwy 27,** climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 27,** trees 1200' from departure end of runway, 700' left of centerline, 30' AGL/171' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.

Rwy 14, climb heading 139° to 700 before turning right.

Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 07214

Rwy 3, obstacle identification surface begins 25' above DER. Diverse departures authorized between 028° CCW to 216°. Left turn to departure heading only. **Rwy 7**, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°. Other departure headings expect Radar vectors. Do not exceed 310 KIAS until receiving Radar vectors. If no vectors are received by EYW VORTAC 12 DME or NQX TACAN 6 DME, then climbing right turn direct EYW for enroute aircraft or NQX TACAN for military aircraft intending use of local special use airspace. Turboprop aircraft cross EYW VORTAC or NQX TACAN at or above 3000, Turbojet aircraft cross EYW VORTAC or NQX TACAN at or above 5000, before proceeding on course. Do not exceed 310 KIAS until crossing the VORTAC or TACAN. **Rwy 13,** diverse departures authorized between 084° CW to 315°. **Rwy 21**, diverse departures authorized between 084° CW to 315°. **Rwy 25**, diverse departures authorized between 084° CW to 315°. **Rwy 31**, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°.

TAKEOFF OBSTACLES: **Rwy 3**, Mast 1374' from DER, 323' left of centerline, 58' AGL/63' MSL. **Rwy 31**, Bldg 1058' from DER, 558' right of centerline, 39' AGL/ 43' MSL. Pole 1551' from DER, 474' right of centerline, 54' AGL/58' MSL.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL.

Rwy 23, trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL.

Rwy 29, trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/ 77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/ 75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)

AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD

NOTE: **Rwy 18**, power line 204' from departure end of runway on centerline, 40' AGL/119' MSL.

NAPLES, FL

NAPLES MUNI (APF)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)

ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL.

Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY

DEPARTURE PROCEDURE: **Rwy 29,** aircraft departing on a course between 270° clockwise to 360° climb on heading 270° to 1300 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2¼ or std. with a min. climb of 233' per NM to 500.

NOTE: **Rwy 5,** towers 1.8 NM from departure end of runway, 3216' right of centerline, 319' AGL/338' MSL, trees beginning 296' from departure end of runway, 205' right of centerline, up to 61' AGL/74' MSL, trees beginning 225' from departure end of runway, 217' left of centerline, up to 69' AGL/79' MSL. **Rwy 5,** multiple trees beginning 1585' from departure end of runway, 232' left of centerline, up to 43' AGL/64' MSL, trees beginning 731' from departure end of runway, 200' right of centerline, up to 65' AGL/75' MSL. **Rwy 14,** trees and buildings beginning 445' from departure end of runway, 29' right of centerline, up to 80' AGL/110' MSL. Trees beginning 13' from departure end of runway, 374' left of centerline, up to 87' AGL/107' MSL. **Rwy 23,** numerous trees beginning 55' from departure end of runway, 236' left of centerline, up to 65' AGL/72' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM.

TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2 2 88' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/ 21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)
AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

TAMPA INTL

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** tree 2225' from departure end of runway, 464' left of centerline, 45' AGL/84' MSL. Tower 4214' from departure end of runway, 265' right of centerline, 105' AGL/145' MSL. **Rwy 18L,** antenna and building beginning 3279' from departure end of runway, 1160' left of centerline, up to 146' AGL/155' MSL. **Rwy 18R,** multiple trees beginning 482' from departure end of runway, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from departure end of runway, 1162' left of centerline, up to 154' AGL/158' MSL. Multiple trees beginning 585' from departure end of runway, 419' right of centerline, up to 44' AGL/58' MSL. **Rwy 36L,** tree 752' from departure end of runway, 696' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)
AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)
AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure endof runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

WEST PALM BEACH, FL (CON'T)

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)

AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1000 before turning south.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

NDB AAF	APP CRS	Rwy Idg	5251
349	145°	TDZE	18
		Apt Elev	20

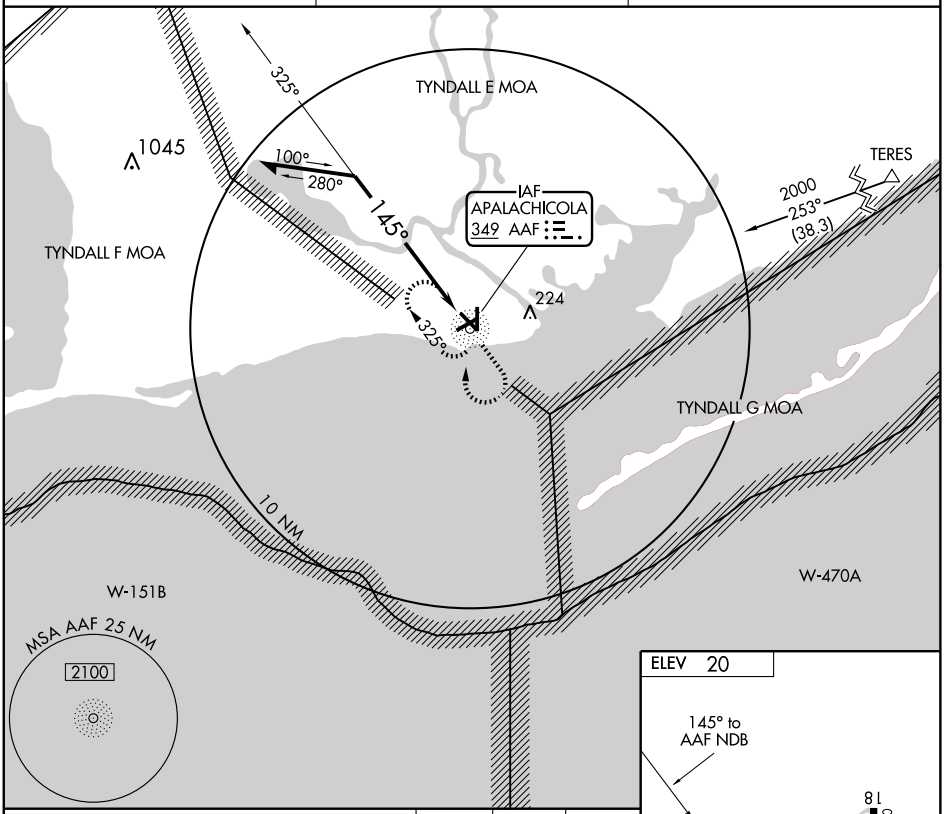
NDB RWY 13

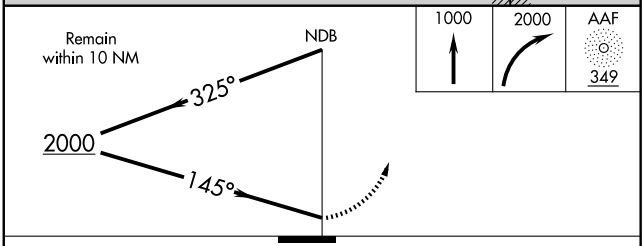
APALACHICOLA RGNL (AAF)

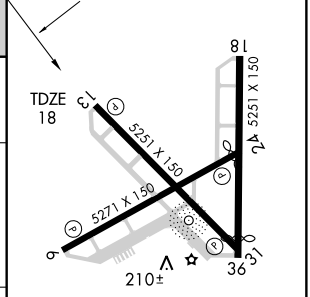
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct AAF NDB and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	600-1	582 (600-1)	600-1½ 582 (600-1½)	NA
CIRCLING	600-1	580 (600-1)	600-1½ 580 (600-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB AAF	APP CRS	Rwy Idg	5251
349	308°	TDZE	20
		Apt Elev	20

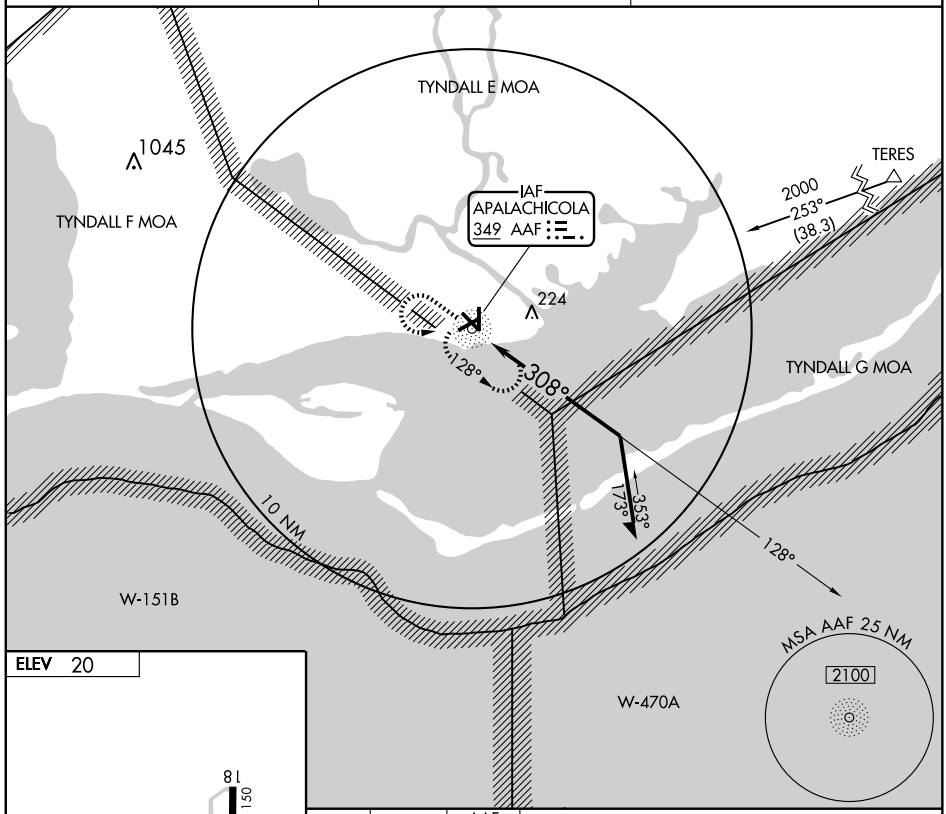
NDB RWY 31

APALACHICOLA RGNL (AAF)

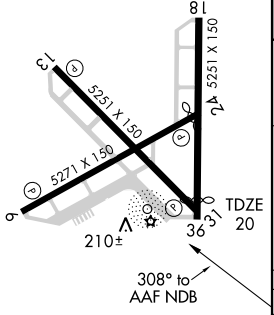
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AAF NDB and hold.

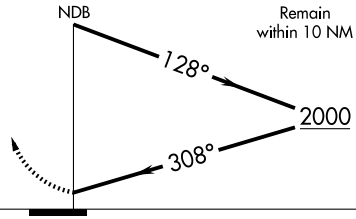
ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20



1000	2000	AAF
		349



CATEGORY	A	B	C	D
S-31	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA
CIRCLING	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	N/A
182°	TDZE	N/A
	Apt Elev	20

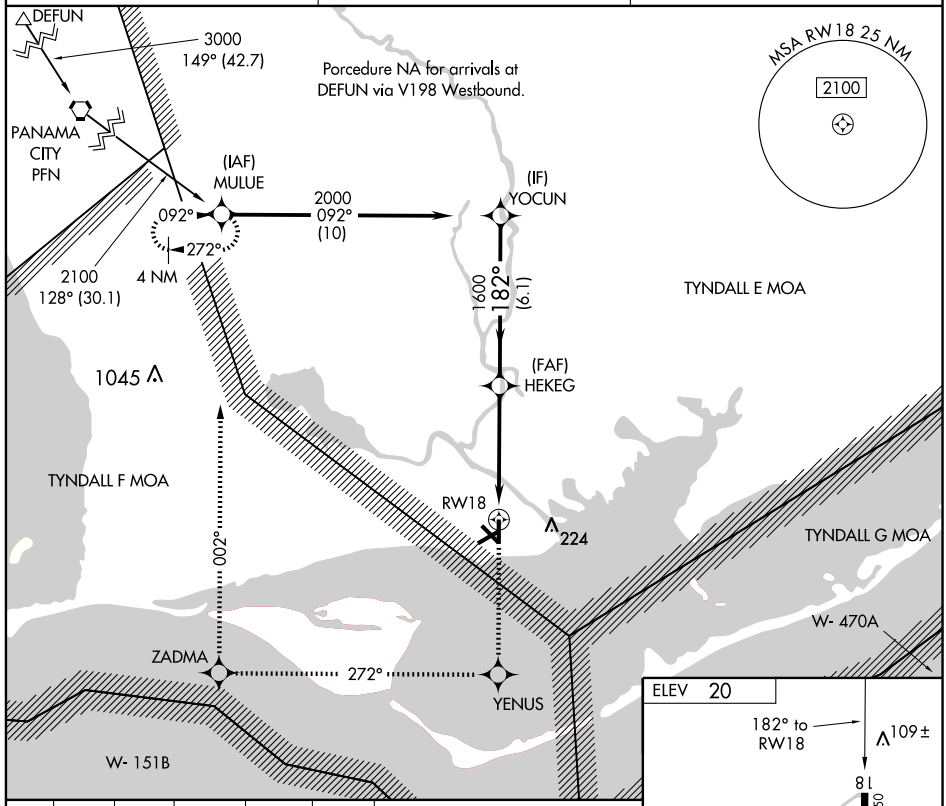
RNAV (GPS)-A

APALACHICOLA RGNL (AAF)

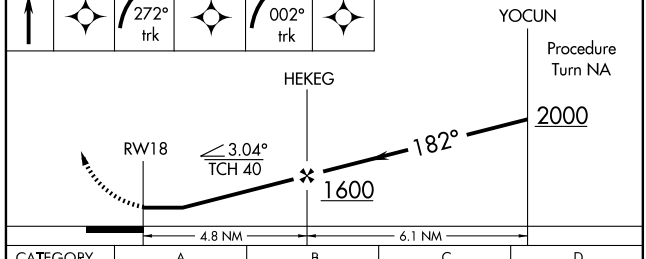
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct YENUS and right turn via 272° track to ZADMA and right turn via 002° track to MULUE and hold.

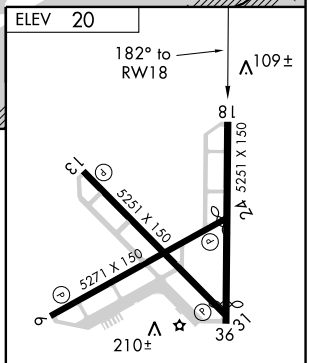
ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



2100	YENUS	272° trk	ZADMA	002° trk	MULUE



CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA



MIRL Rwys 6-24 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	N/A
002°	TDZE	N/A
	Apt Elev	20

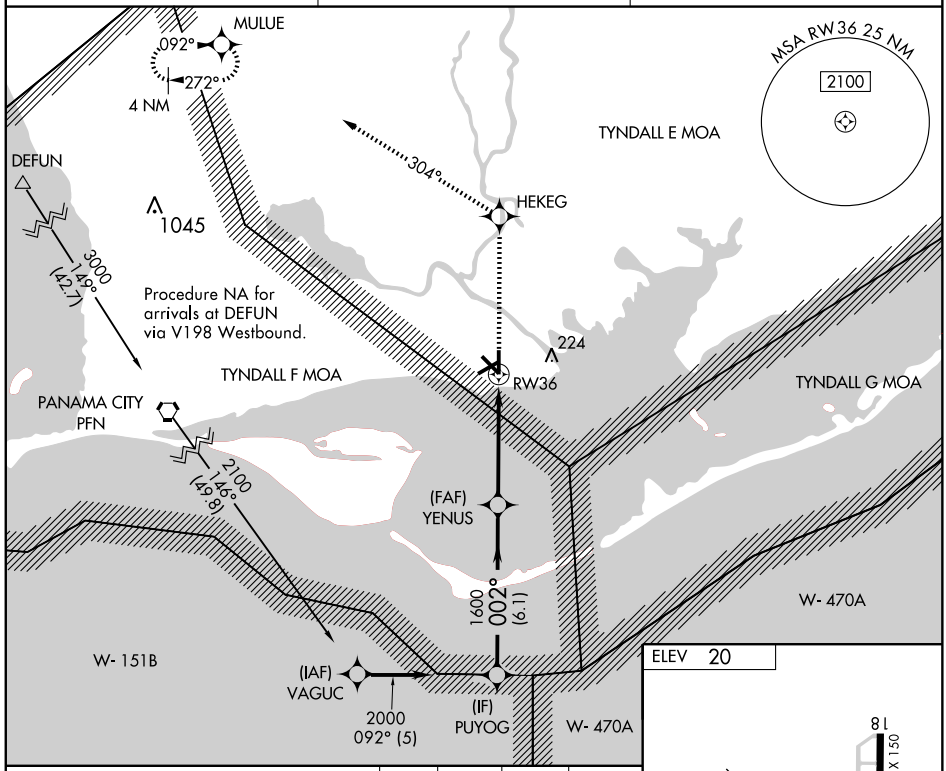
RNAV (GPS)-B

APALACHICOLA RGNL (AAF)

Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

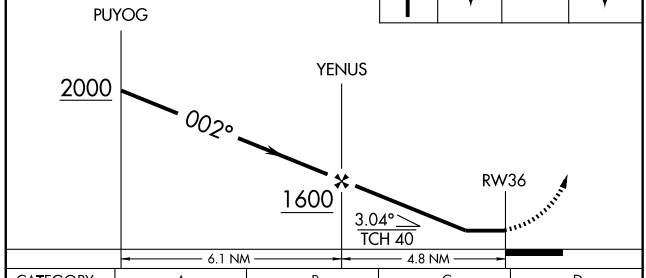
MISSED APPROACH: Climb to 2100 direct HEKEG and via 304° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



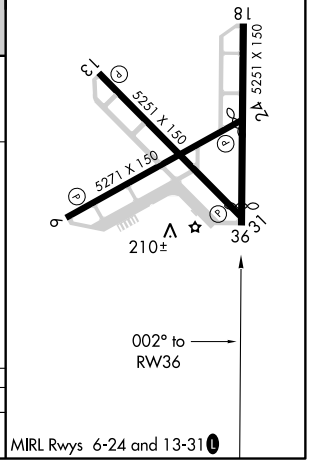
Procedure Turn NA

2100	HEKEG	304° trk	MULUE



CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

ELEV 20



MIRL Rwys 6-24 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APALACHICOLA, FLORIDA

AL-5600 (FAA)

APP CRS	Rwy Idg	5271
062°	TDZE	20
	Apt Elev	20

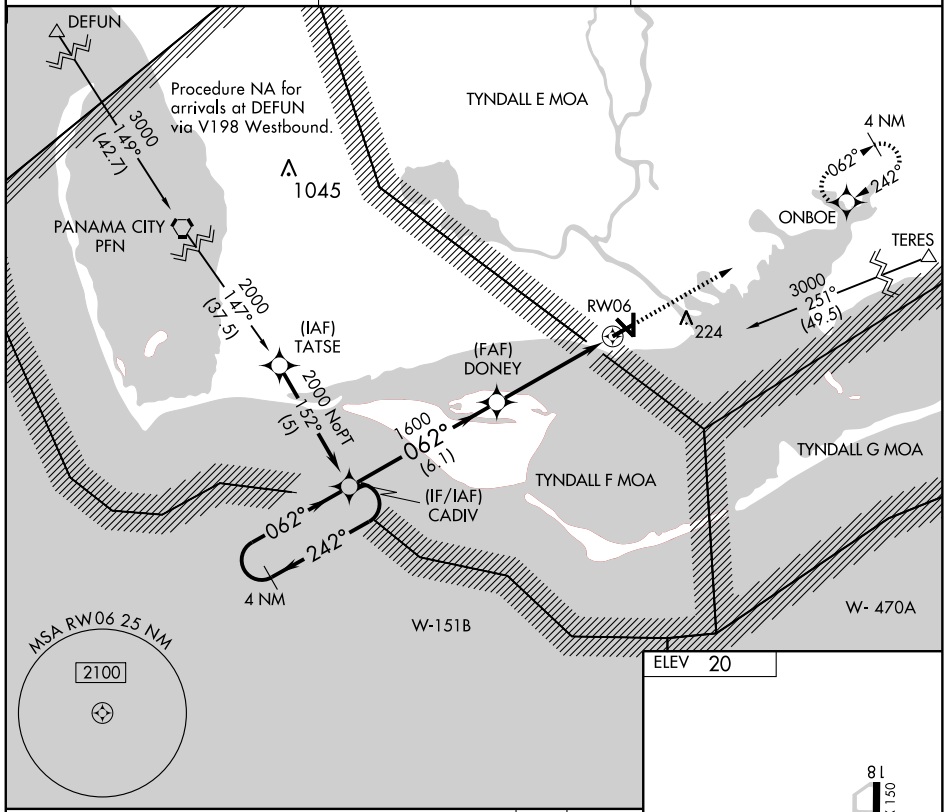
RNAV (GPS) RWY 6

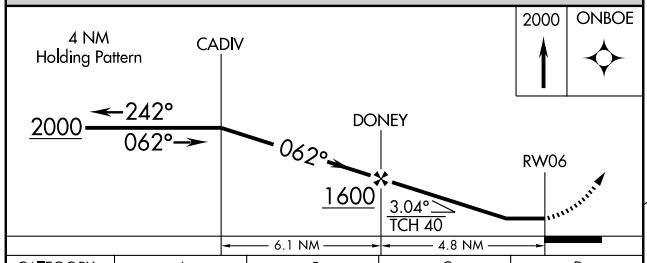
APALACHICOLA RGNL (AAF)

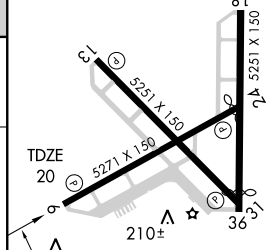
If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ONBOE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1	440 (500-1)	460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APALACHICOLA, FLORIDA

AL-5600 (FAA)

APP CRS		
137°	Rwy ldg	5251
	TDZE	20
	Apt Elev	20

RNAV (GPS) RWY 13

APALACHICOLA RGNL (AAF)

If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA

MISSED APPROACH: Climb to 3000 direct ODUGY and via 098° track to BYZAN and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L

DEFUN
3000
149°(42.7)
(IAF)
PANAMA CITY
PFN
2100 NoPT
137°
(33.6)
Procedure NA for arrivals at DEFUN via V198 Westbound.
TYNDALL C & H MOA
TYNDALL D MOA
CRESS
3000
232°
(37.1)
R-2905A
R-2905B
W-151B
TYNDALL E MOA
MSA RW13 25 NM
2100
137°
5 NM
317°
(IF/IAF)
ASVOY
1600
137°
(6.1)
(FAF)
NINFI
1045
5 NM
047°
227°
BYZAN
MISSED APCH FIX
RW13
224
TYNDALL F MOA
ODUGY
098°
TYNDALL G MOA
W-470A

ELEV 20

137° to RW13
TDZE
20
110±
210±
5251 X 150
5271 X 150
13
31
18
36

3000	ODUGY	098° TRK	BYZAN

5 NM Holding Pattern
ASVOY
2100
317°
137°
137°
NINFI
1600
3.04°
TCH 40
RW13
6.1 NM
4.8 NM

CATEGORY	A	B	C	D
LNAV MDA	400-1 380 (400-1)			NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5054
CH 93505	242°	TDZE	20
W24A		Apt Elev	20

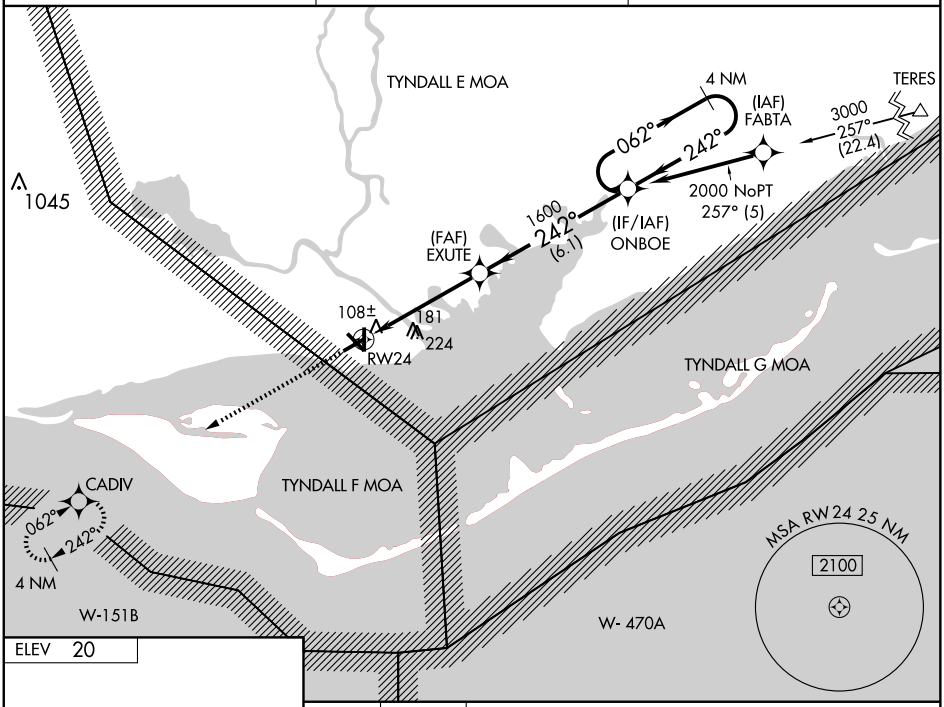
RNAV (GPS) RWY 24

APALACHICOLA RGNL (AAF)

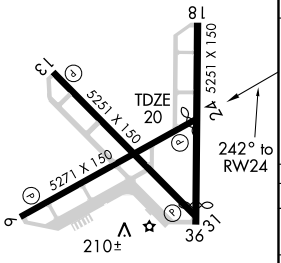
▼ If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 463 feet, LNAV/VNAV DA to 482 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

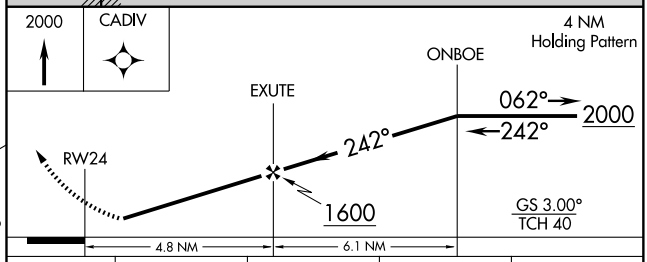
MISSED APPROACH: Climb to 2000 direct CADIV and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20





CATEGORY	A	B	C	D
LPV DA	359-1¼ 339 (400-1¼)			NA
LNAV/VNAV DA	378-1¼ 358 (400-1¼)			NA
LNAV MDA	500-1 480 (500-1)		500-1¼ 480 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5251
CH 70704	317°	TDZE	20
W31A		Apt Elev	20

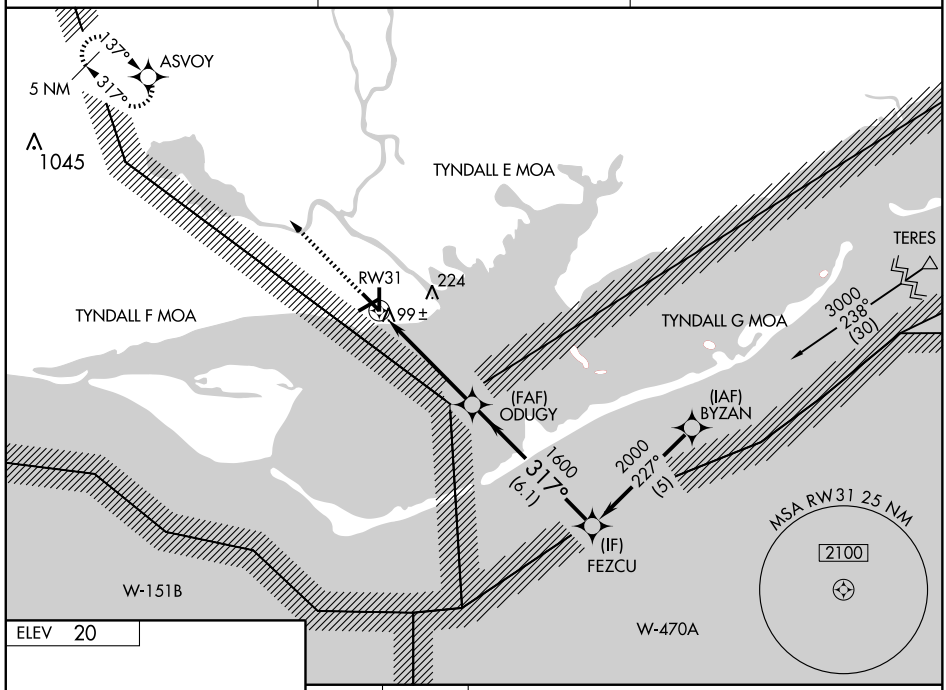
RNAV (GPS) RWY 31

APALACHICOLA RGNL (AAF)

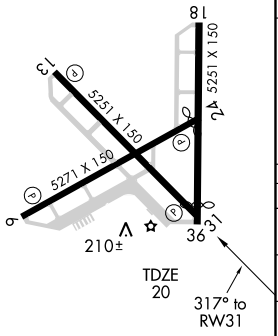
If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 451 feet, LNAV/VNAV DA to 498 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Panama City altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct ASVOY and hold.

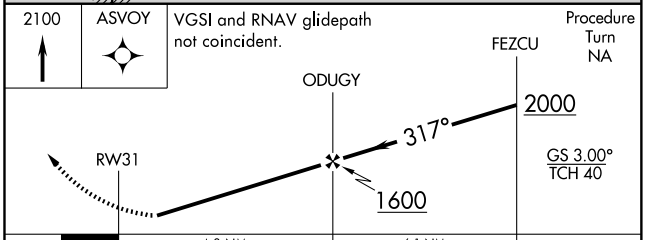
ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20



MIRL Rwys 6-24 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	347-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	394-1¼ 374 (400-1¼)			NA
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5374
049°	TDZE	156
	Apt Elev	156

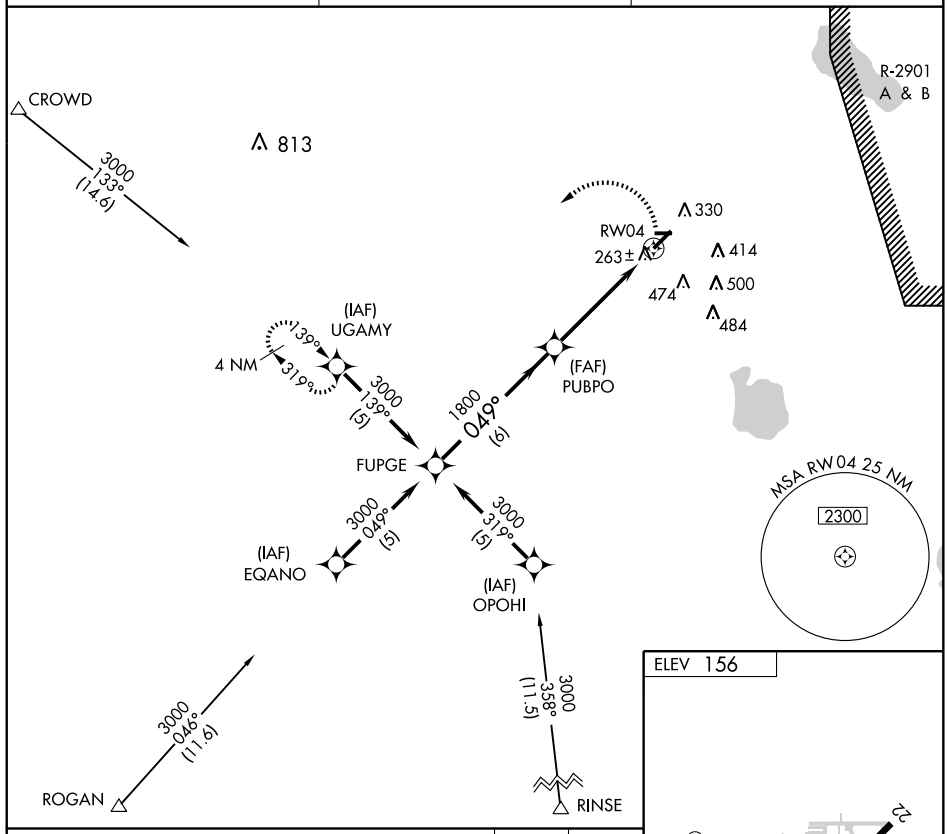
GPS RWY 4
AVON PARK EXECUTIVE (AVO)

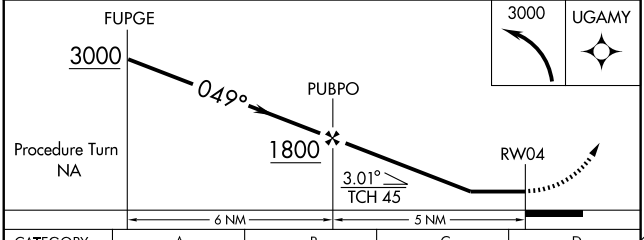
NA

Use Orlando Intl altimeter setting.

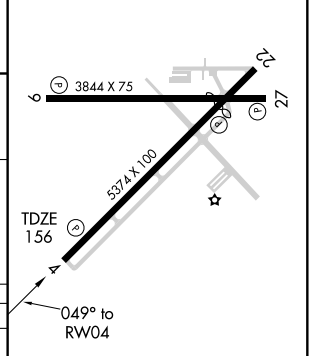
MISSED APPROACH: Climbing left turn to 3000 direct UGAMY WP and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	640-1 484 (500-1)		NA	
CIRCLING	820-1 664 (700-1)		NA	



SE-3, 17 DEC 2009 to 14 JAN 2010

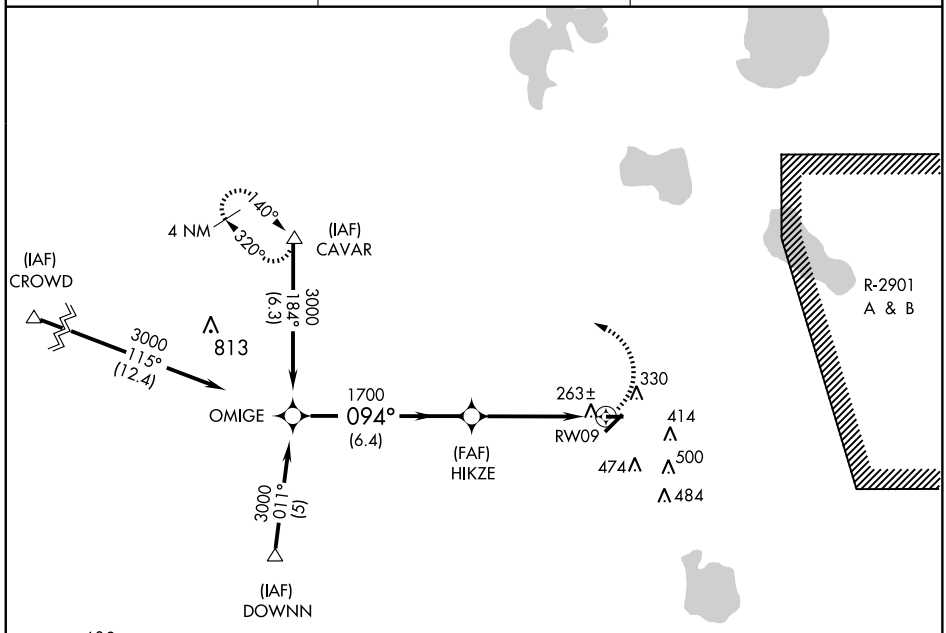
APP CRS	Rwy Idg	3844
094°	TDZE	154
	Apt Elev	156

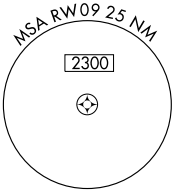
GPS RWY 9
AVON PARK EXECUTIVE (AVO)

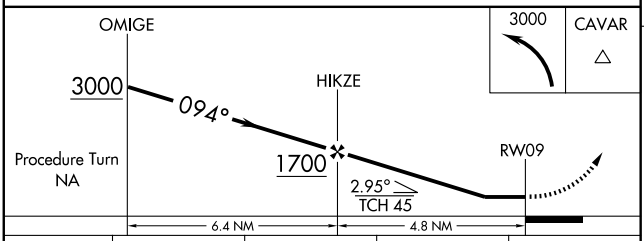
Use Orlando Intl altimeter.
Straight-in minimums NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct CAVAR WP and hold.

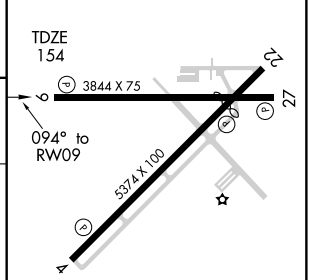
AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	640-1	486 (500-1)	NA	
CIRCLING	820-1	664 (700-1)	NA	



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

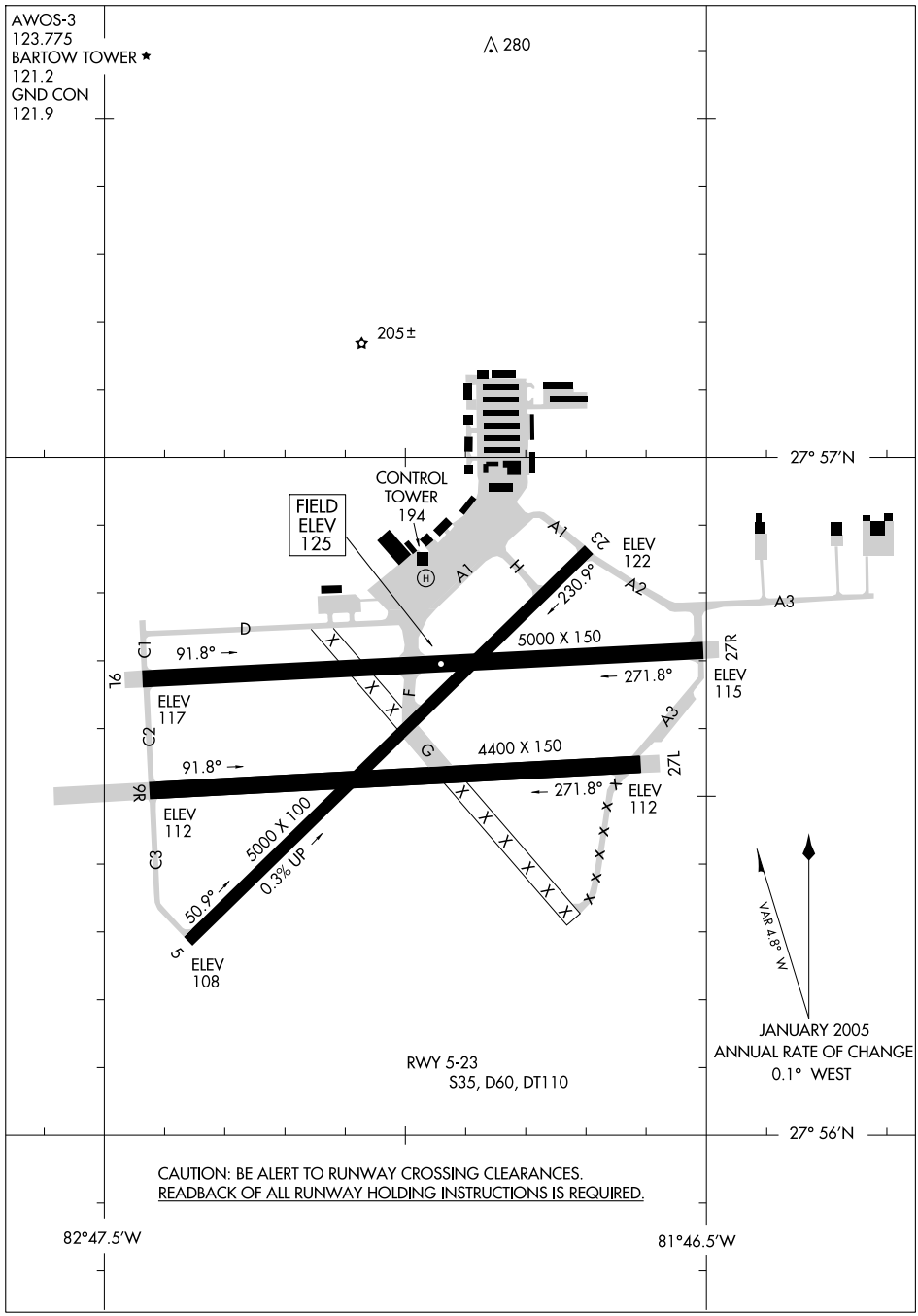
SE-3, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5838 (FAA)

BARTOW MUNI (BOW)

BARTOW, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 58112 W05A	APP CRS 050°	Rwy Idg 5000 TDZE 123 Apt Elev 125

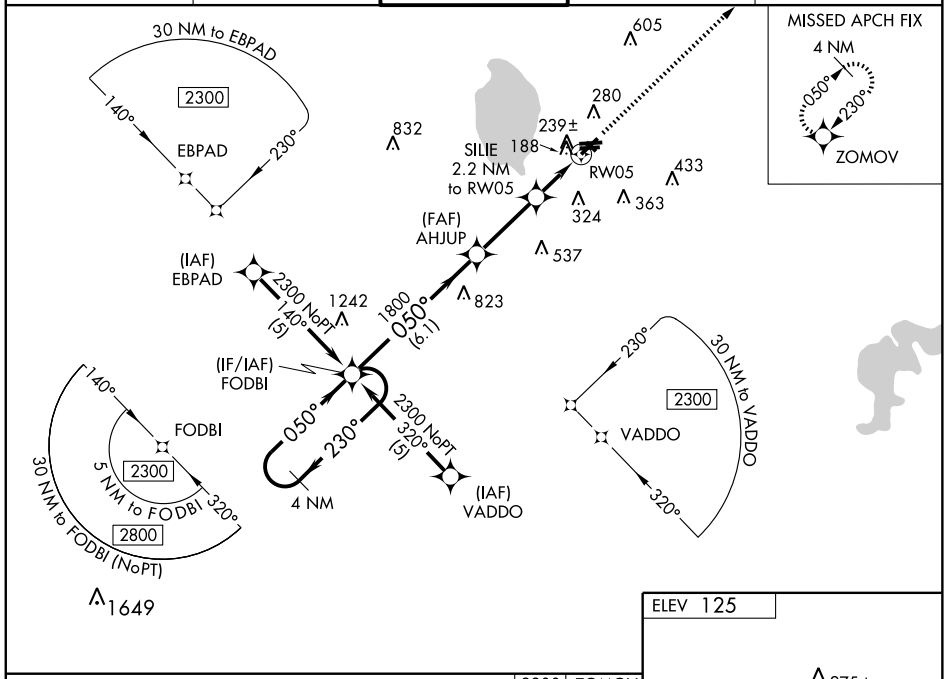
RNAV (GPS) RWY 5

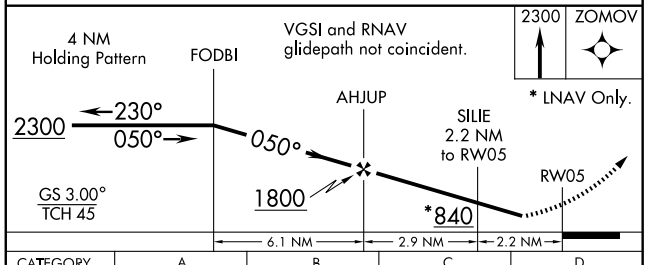
BARTOW MUNI (BOW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 533 feet, LNAV/VNAV DA to 684 feet and all MDA 120 feet. Increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cats. C and D ½ mile, and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

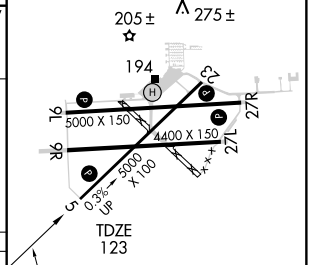
MISSED APPROACH: Climb to 2300 direct ZOMOV and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	447-1¼ 324 (400-1¼)			
LNAV/VNAV DA	509-1½ 386 (400-1½)			
LNAV MDA	520-1 397 (400-1)			520-1¼ 397 (400-1¼)
CIRCLING	580-1 455 (500-1)		580-1½ 455 (500-1½)	680-2 555 (600-2)



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 90511	091°	TDZE	125
W09A		Apt Elev	125

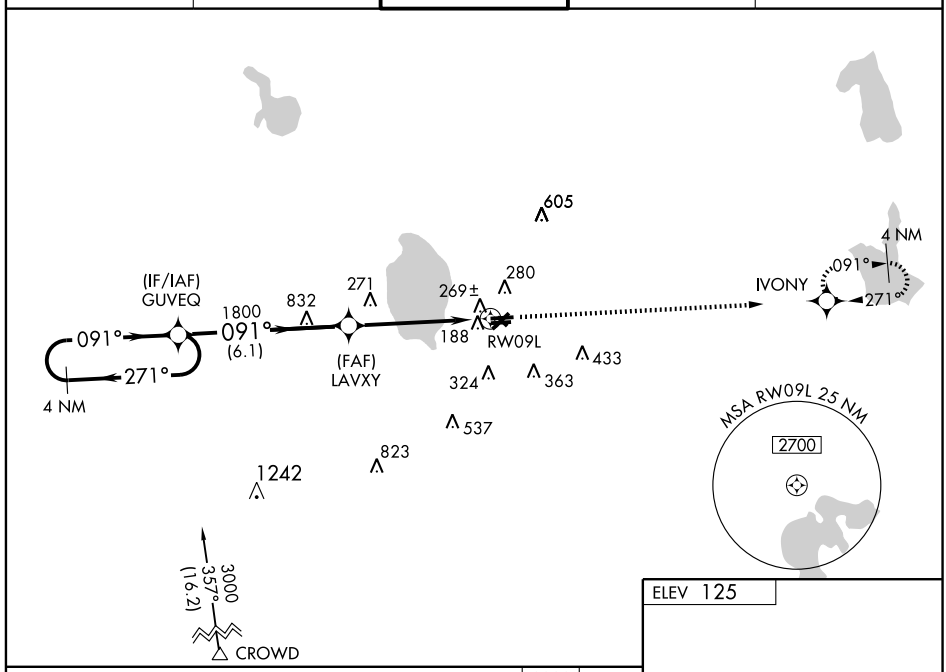
RNAV (GPS) RWY 9L

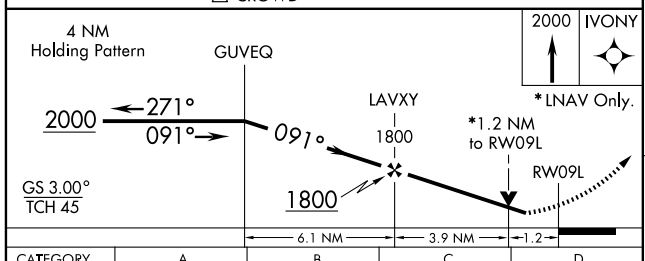
BARTOW MUNI (BOW)

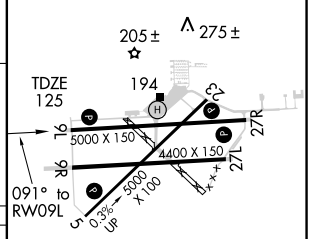
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV and LNAV/VNAV visibility all Cats, LNAV Cat C visibility and Circling Cat D visibility ¼ mile, and LNAV Cat D ½ mile. VDP NA when using Tampa Intl altimeter setting. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct IVONY and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	442-1¼ 317 (400-1¼)			
LNAV/VNAV DA	539-1½ 414 (500-1½)			
LNAV MDA	540-1 415 (500-1)		540-1¼ 415 (500-1¼)	
CIRCLING	580-1 455 (500-1)		580-1½ 455 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R (L)
REIL Rwys 5, 23, 9L and 27R (L)

SE-3. 17 DEC 2009 to 14 JAN 2010

BARTOW, FLORIDA AL-5838 (FAA)

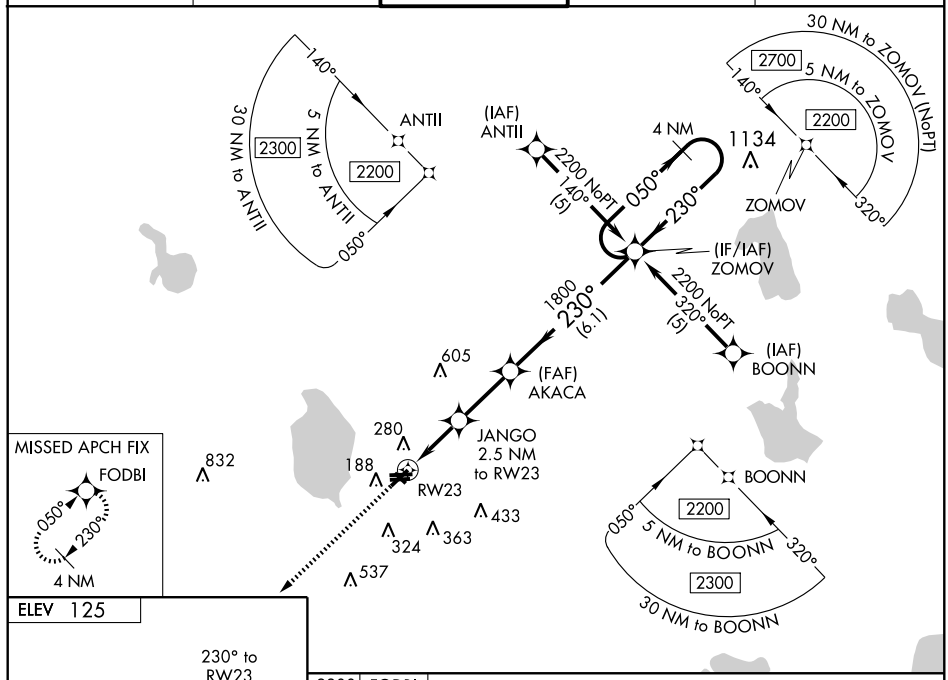
WAAS	APP CRS	Rwy Idg	5000
CH 63112	230°	TDZE	124
W23A		Apt Elev	125

RNAV (GPS) RWY 23
BARTOW MUNI (BOW)

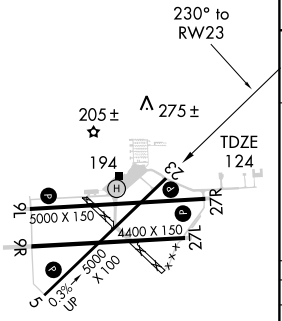
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Tampa Intl altimeter setting and increase all DA 106 feet and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats. ½ mile, LNAV visibility Cat. C and D and Circling Cat. D ¼ mile. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct FODBI and hold.

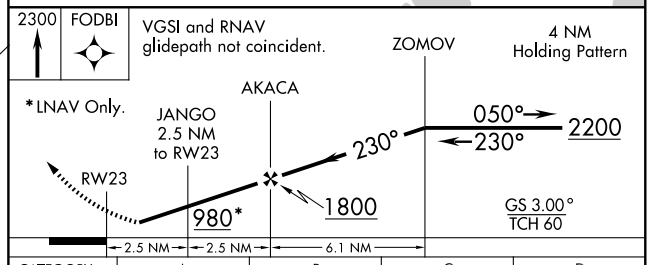
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95



ELEV 125



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L



CATEGORY	A	B	C	D
LPV DA	454-1 330 (400-1)			
LNAV/VNAV DA	575-1½ 451 (500-1½)			
LNAV MDA	580-1 456 (500-1)		580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	580-1 455 (500-1)		580-1½ 455 (500-1½)	680-2 555 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 82412 W27A	APP CRS 271°	Rwy Idg 5000 TDZE 125 Apt Elev 125

RNAV (GPS) RWY 27R

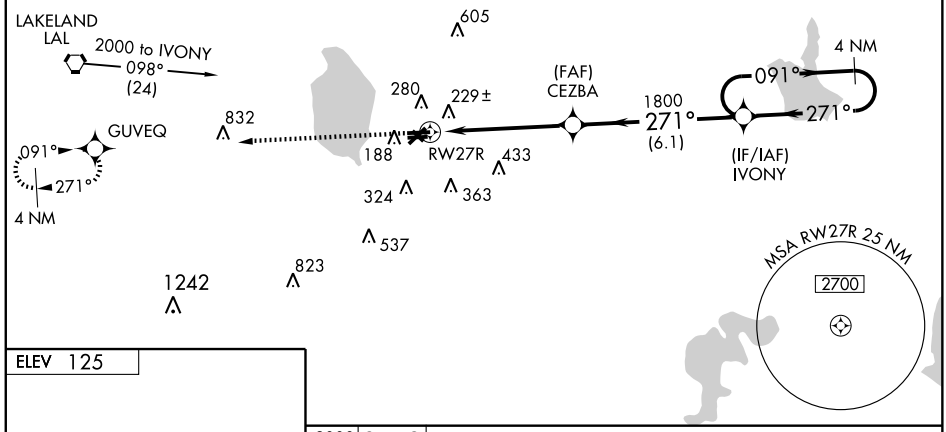
BARTOW MUNI (BOW)

DME/DME RNP-3.0 NA. Visibility reduction by helicopters NA. VDP NA when using Tampa Intl altimeter setting. When local altimeter setting not received, use Tampa Intl setting and increase all DA 106 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility all Cats. ½ mile, increase LNAV visibility Cat. C and D ¼ mile, and Circling visibility Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

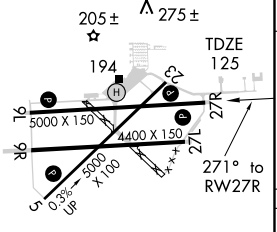
MISSED APPROACH: Climb to 2000 direct GUVEQ and hold.

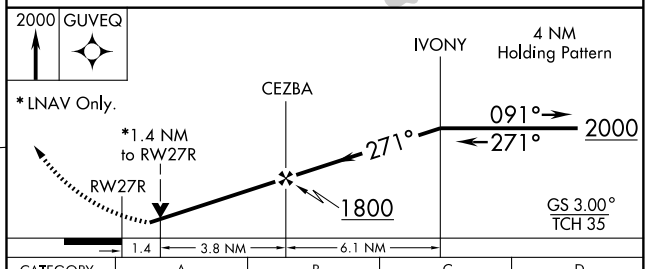
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95

Procedure NA for arrival on LAL VORTAC via airway radials 046 CW 153.



ELEV 125





CATEGORY	A	B	C	D
LPV DA	470-1¼ 345 (400-1¼)			
LNAV/VNAV DA	530-1½ 405 (500-1½)			
LNAV MDA	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	580-1½ 455 (500-1½)
CIRCLING	580-1 455 (500-1)		580-1½ 455 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC LAL 116.0 Chan 107	APP CRS 101°	Rwy Idg 5000 TDZE 125 Apt Elev 125

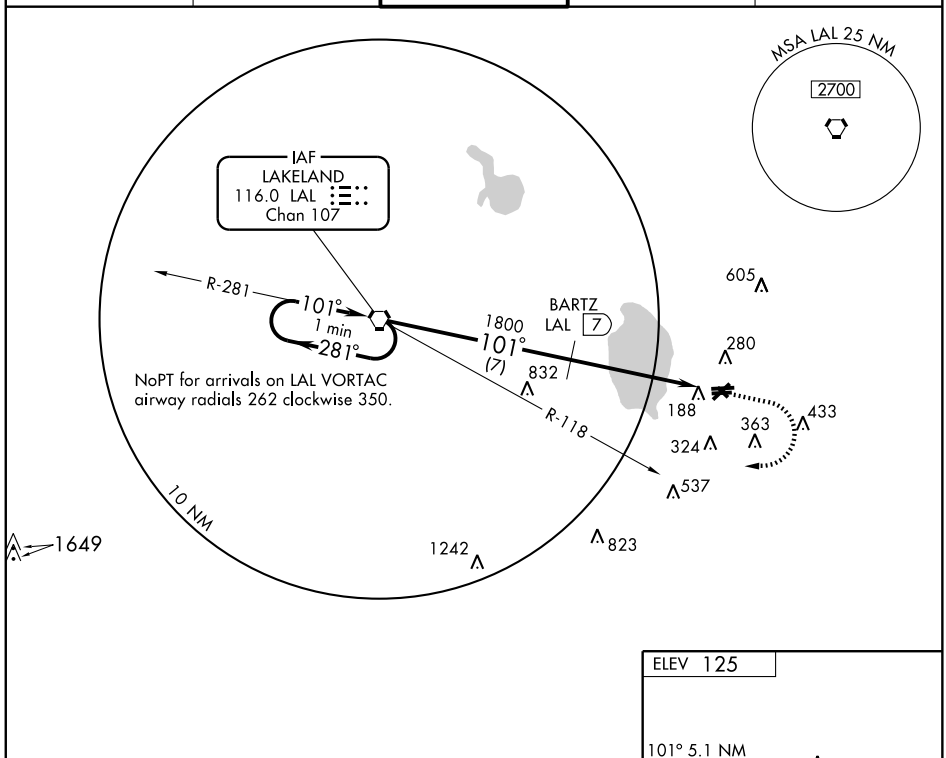
VOR/DME RWY 9L

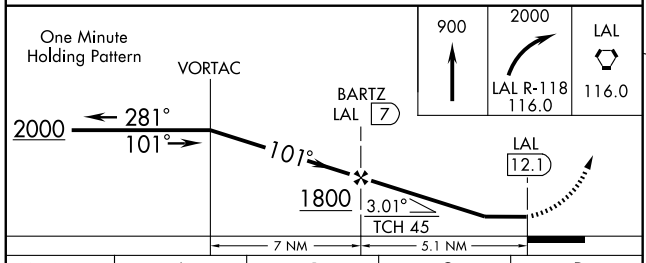
BARTOW MUNI (BOW)

NA — If local altimeter not received, use Tampa Intl altimeter setting and raise all MDAs 120 feet.

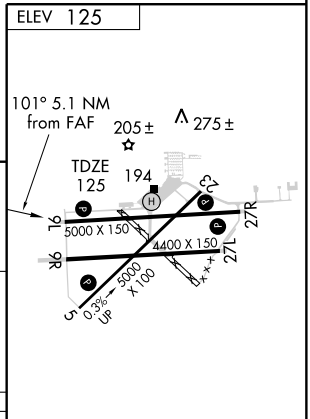
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via LAL R-118 to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
S-9L	520-1 395 (400-1)			520-1¼ 395 (400-1¼)
CIRCLING	580-1 455 (500-1)		580-1½ 455 (500-1½)	680-2 555 (600-2)



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

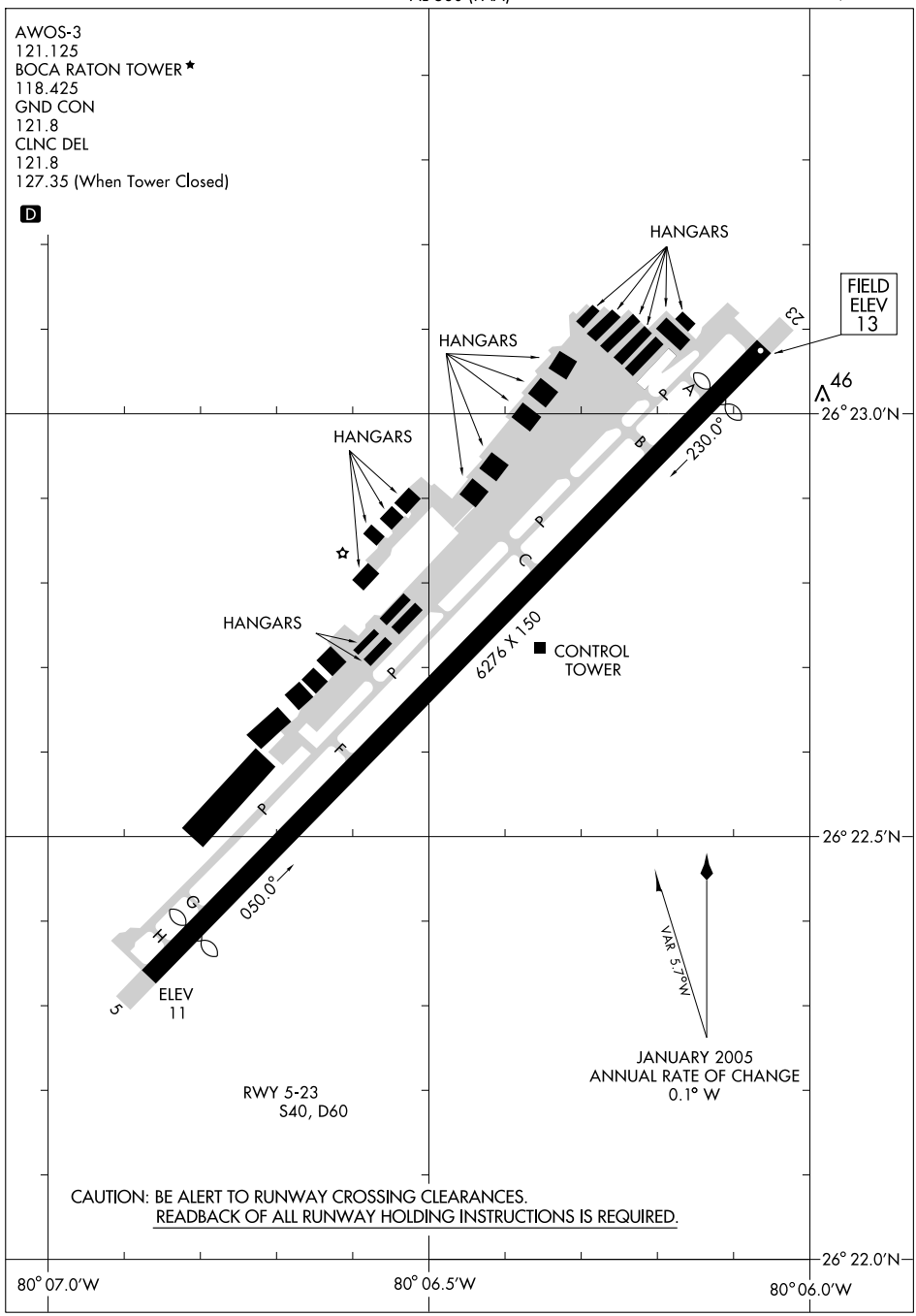
SE-3. 17 DEC 2009 to 14 JAN 2010

09183

AIRPORT DIAGRAM

AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

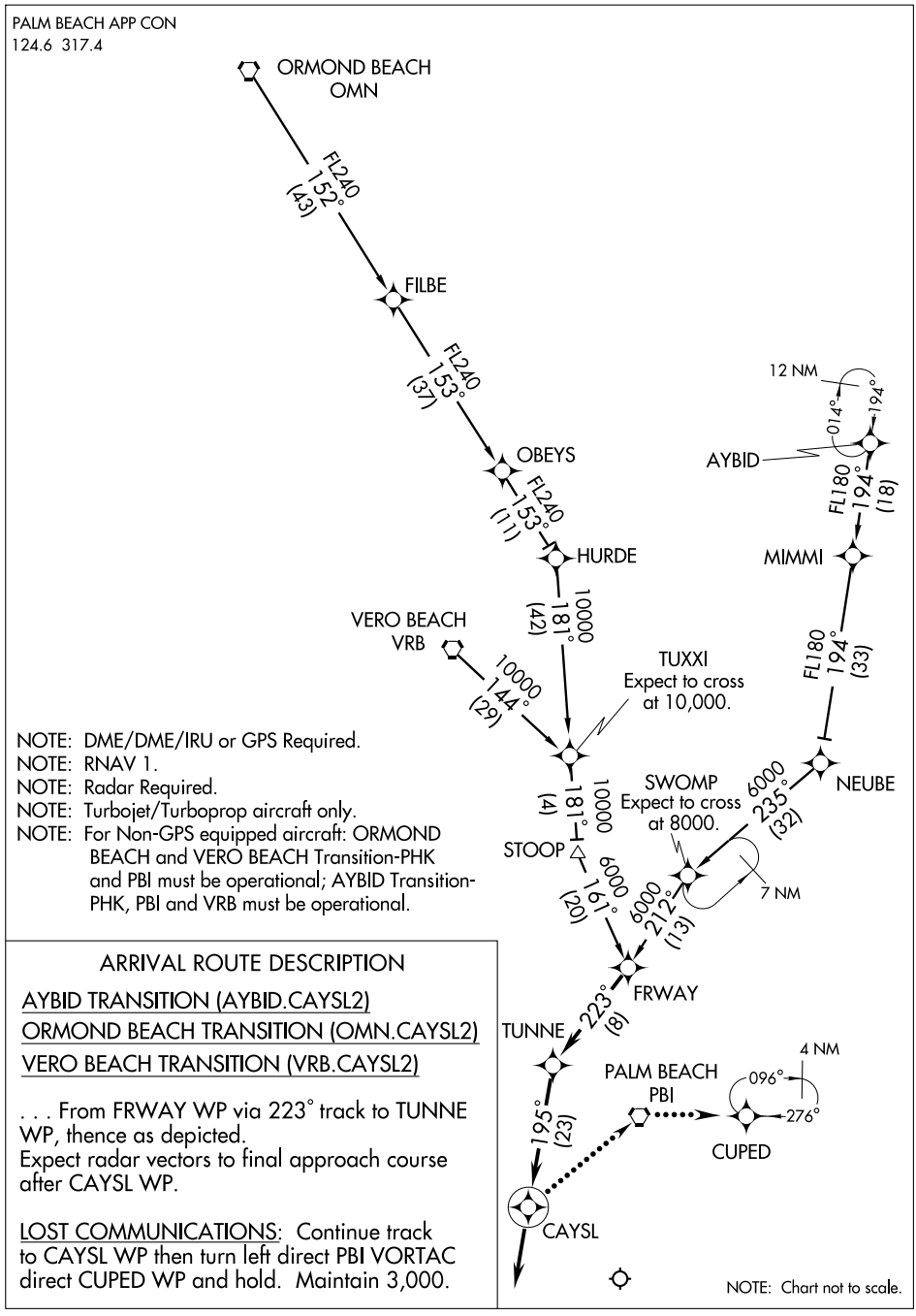
(FRWAY.CAYSL2) 07130

ST-560 (FAA)

BOCA RATON
BOCA RATON, FLORIDA

CAYSL TWO ARRIVAL (RNAV)

PALM BEACH APP CON
124.6 317.4



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For Non-GPS equipped aircraft: ORMOND BEACH and VERO BEACH Transition-PHK and PBI must be operational; AYBID Transition-PHK, PBI and VRB must be operational.

ARRIVAL ROUTE DESCRIPTION

AYBID TRANSITION (AYBID.CAYSL2)

ORMOND BEACH TRANSITION (OMN.CAYSL2)

VERO BEACH TRANSITION (VRB.CAYSL2)

. . . From FRWAY WP via 223° track to TUNNE WP, thence as depicted.
Expect radar vectors to final approach course after CAYSL WP.

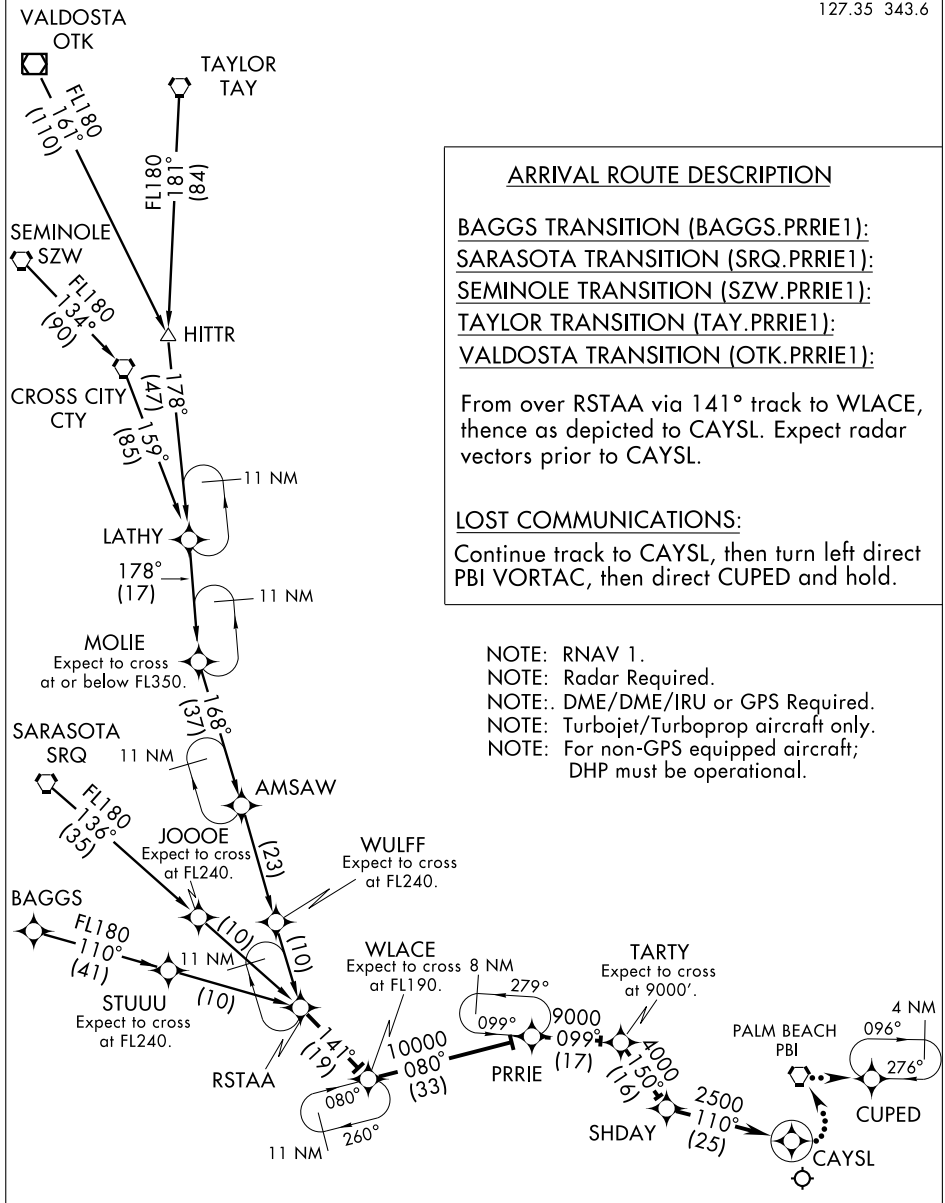
LOST COMMUNICATIONS: Continue track to CAYSL WP then turn left direct PBI VORTAC direct CUPED WP and hold. Maintain 3,000.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PRRIE ONE ARRIVAL (RNAV) ST-560 (FAA)

PALM BEACH ATIS
123.75
PALM BEACH APP CON
127.35 343.6



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.PRRIE1):
SARASOTA TRANSITION (SRQ.PRRIE1):
SEMINOLE TRANSITION (SZW.PRRIE1):
TAYLOR TRANSITION (TAY.PRRIE1):
VALDOSTA TRANSITION (OTK.PRRIE1):

From over RSTAA via 141° track to WLACE, thence as depicted to CAYSL. Expect radar vectors prior to CAYSL.

LOST COMMUNICATIONS:

Continue track to CAYSL, then turn left direct PBI VORTAC, then direct CUPED and hold.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft; DHP must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5550
CH 82101	049°	TDZE	12
W05A		Apt Elev	13

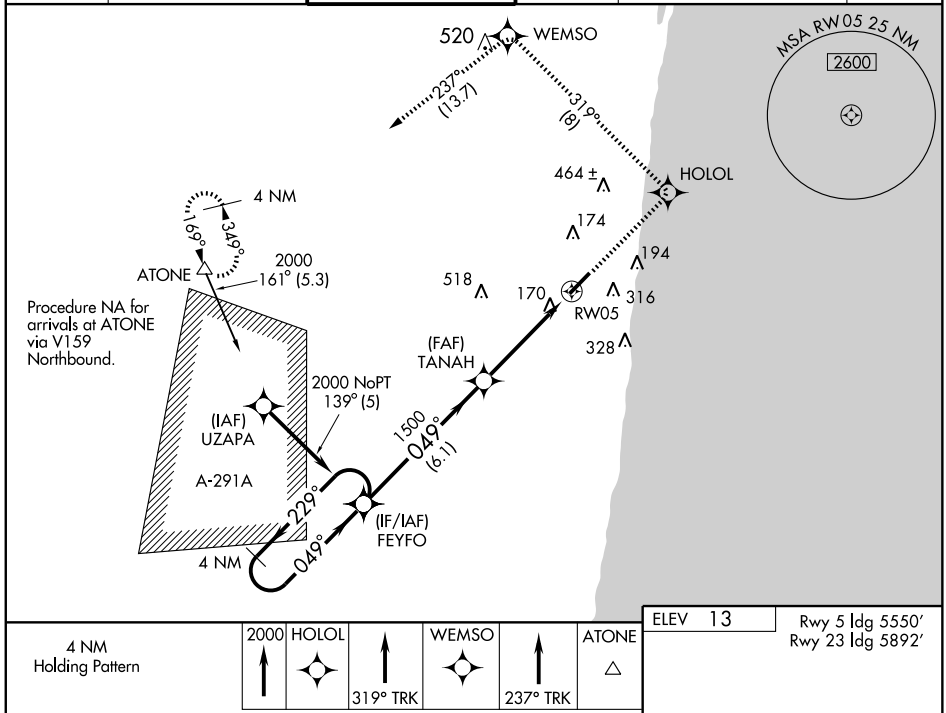
RNAV (GPS) RWY 5
BOCA RATON (BCT)

NA

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

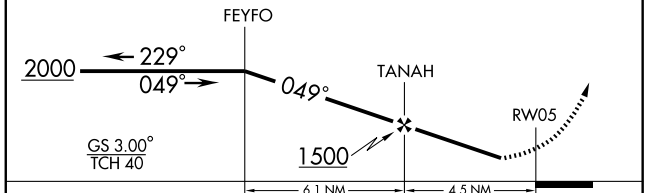
MISSED APPROACH: Climb to 2000 direct HOLOL and via 319° track to WEMSO and via 237° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425



4 NM Holding Pattern

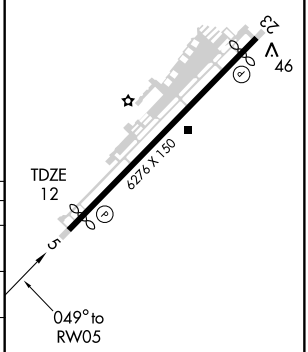
2000	HOLOL	319° TRK	WEMSO	237° TRK	ATONE



CATEGORY	A	B	C	D
LPV DA	423-1½ 411 (500-1½)			
LNAV/ VNAV DA	458-1½ 446 (500-1½)			
LNAV MDA	480-1 468 (500-1)		480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	620-1½ 607 (700-1½)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

ELEV 13

Rwy 5 ldg 5550′
Rwy 23 ldg 5892′



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-3, 17 DEC 2009 to 14 JAN 2010

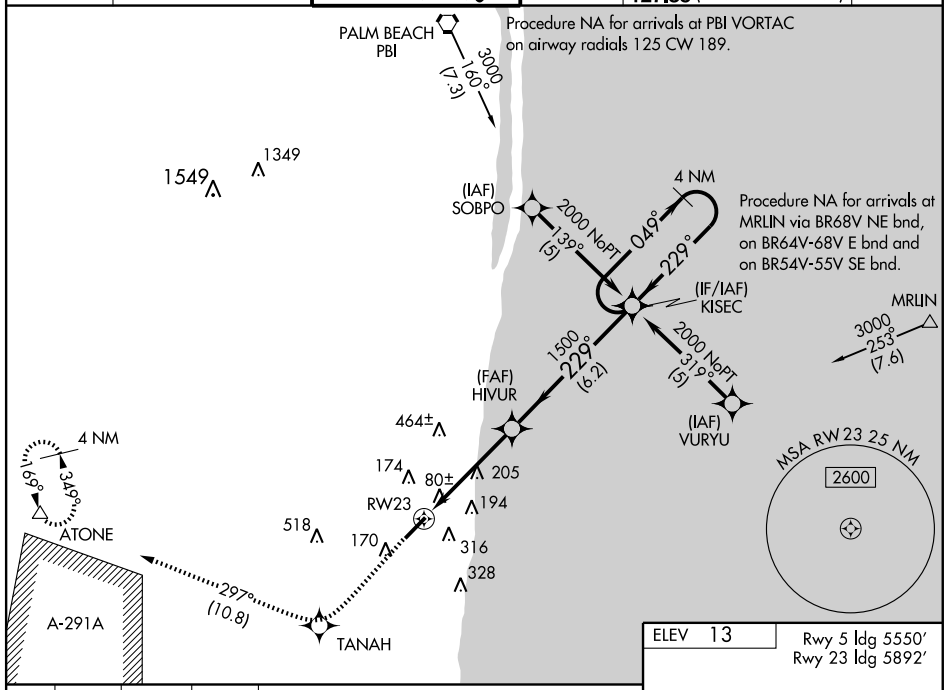
WAAS	APP CRS	Rwy Idg	5892
CH 42801	229°	TDZE	13
W23A		Apt Elev	13

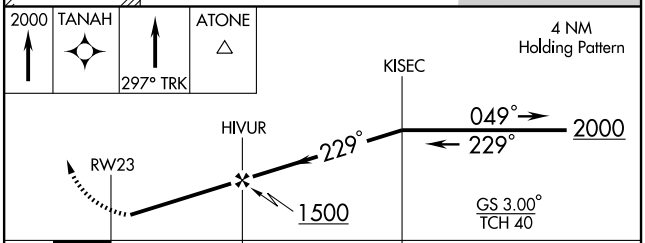
RNAV (GPS) RWY 23
BOCA RATON (BCT)

T NA — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet, and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

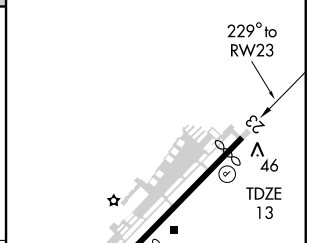
MISSED APPROACH: Climb to 2000 direct TANAH and via 297° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER ★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425





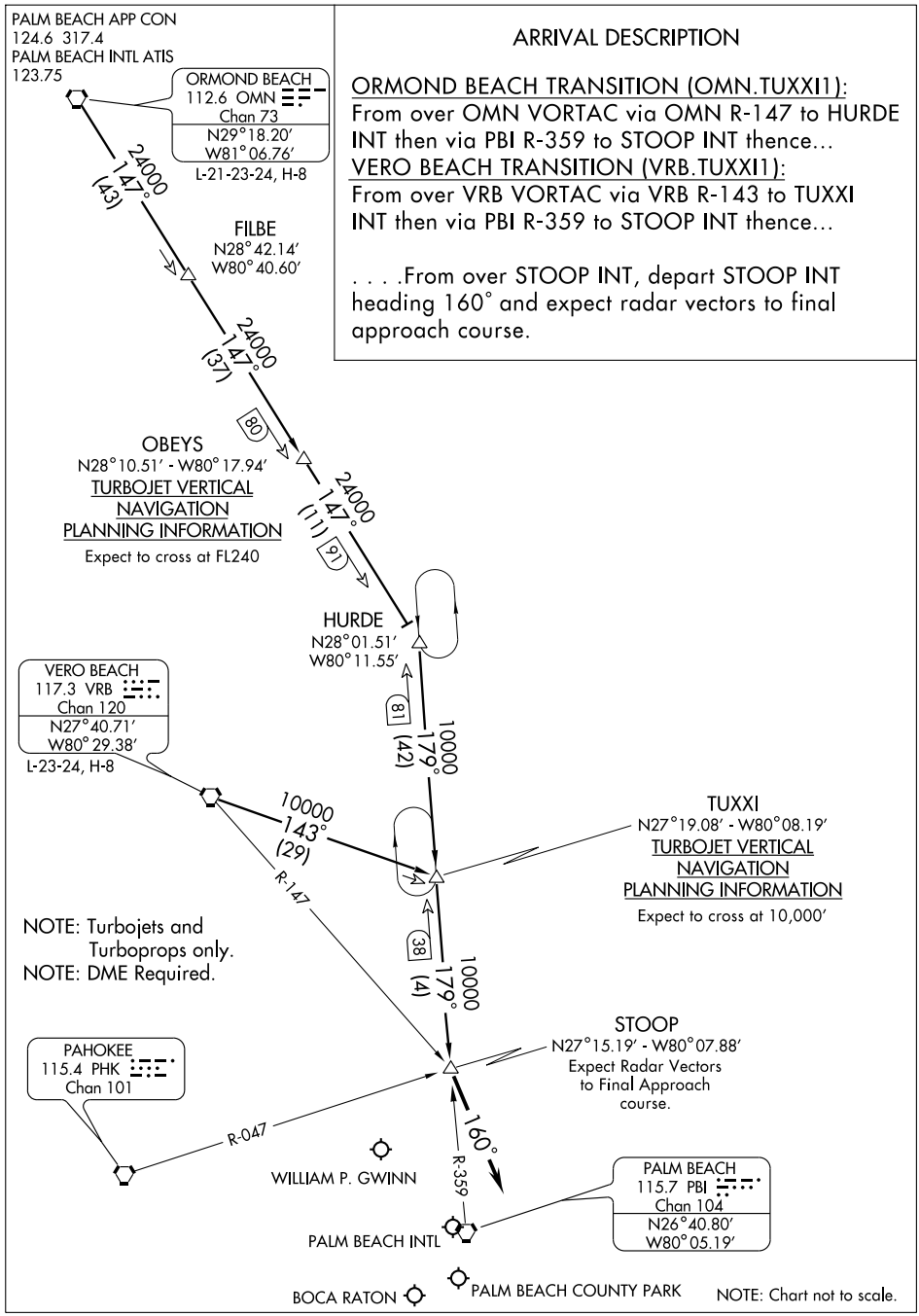
CATEGORY	A	B	C	D
LPV DA	263-1 250 (300-1)			
LNAV/ VNAV DA	485-1¾ 472 (500-1¾)			
LNAV MDA	580-1 567 (600-1)		580-1½ 567 (600-1½)	580-1¾ 567 (600-1¾)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-3, 17 DEC 2009 to 14 JAN 2010

TUXXI ONE ARRIVAL



ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

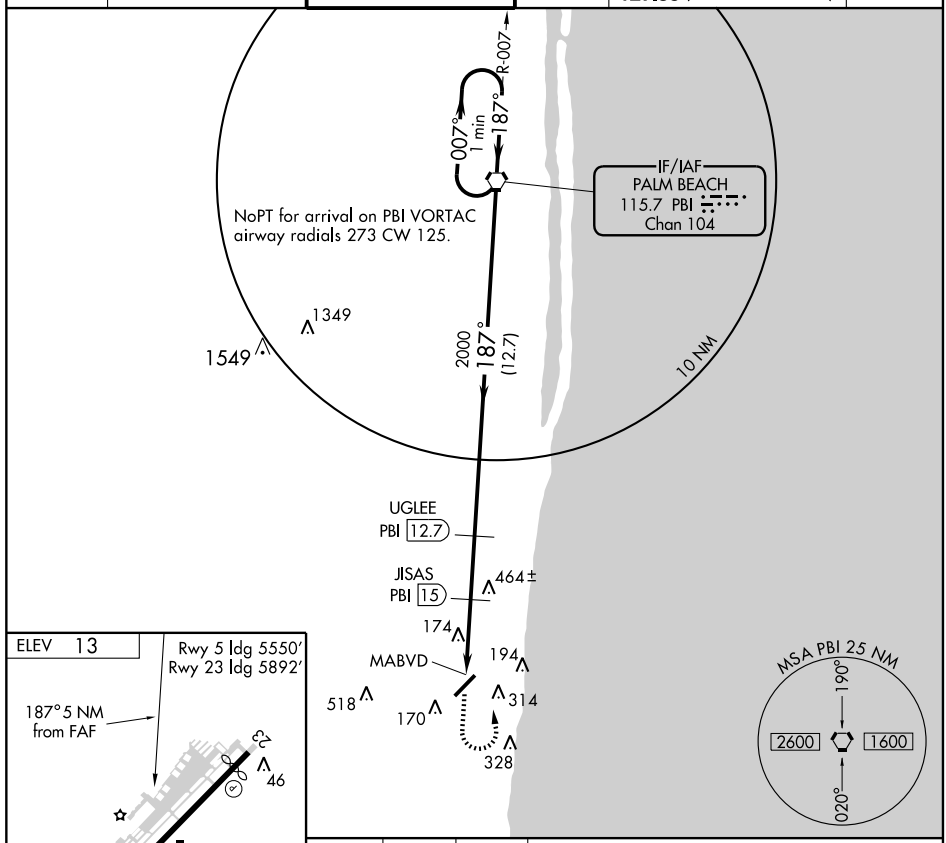
VORTAC PBI 115.7 Chan 104	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 13

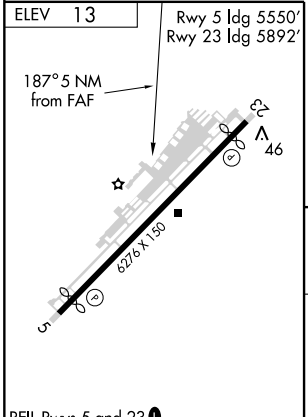
VOR/DME-A
BOCA RATON (BCT)

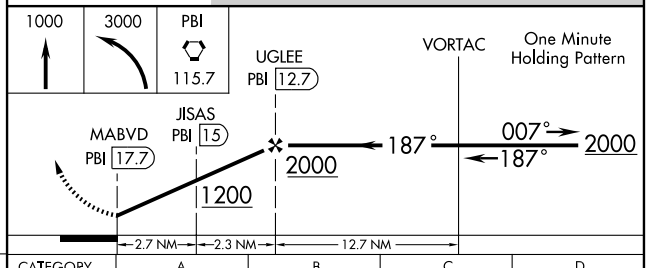
If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all MDAs 60 feet.
In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PBI VORTAC and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB BKK 275	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 85

NDB or GPS-A

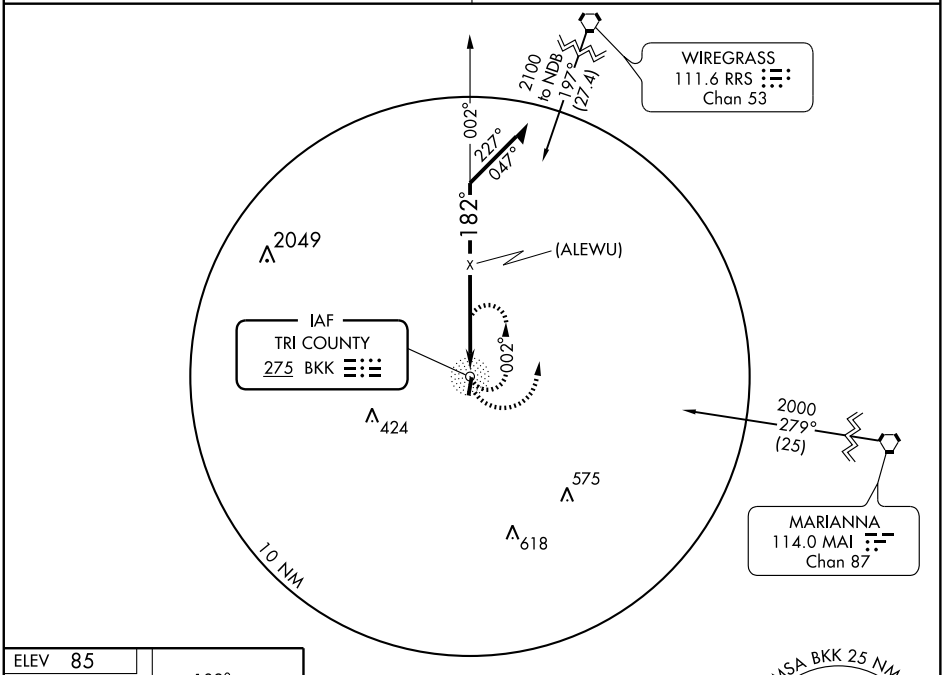
BONIFAY/TRI COUNTY (1J0)

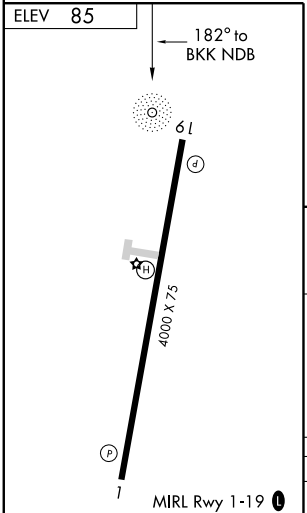
NA

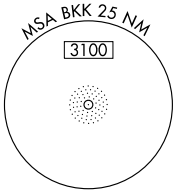
Use Cairns AAF (Fort Rucker) altimeter setting.

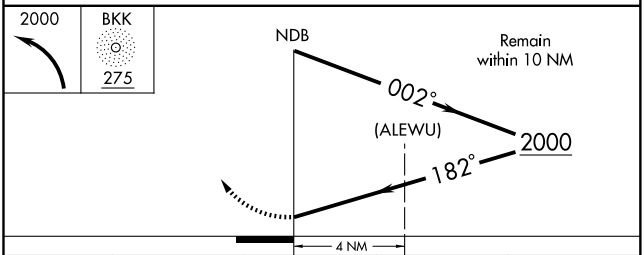
MISSED APPROACH: Climbing left turn to 2000 in BKK NDB holding pattern.

CAIRNS APP CON ★	UNICOM
133.75 270.35	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	820-1 735 (800-1)		820-2 735 (800-2)	NA

SE-3. 17 DEC 2009 to 14 JAN 2010

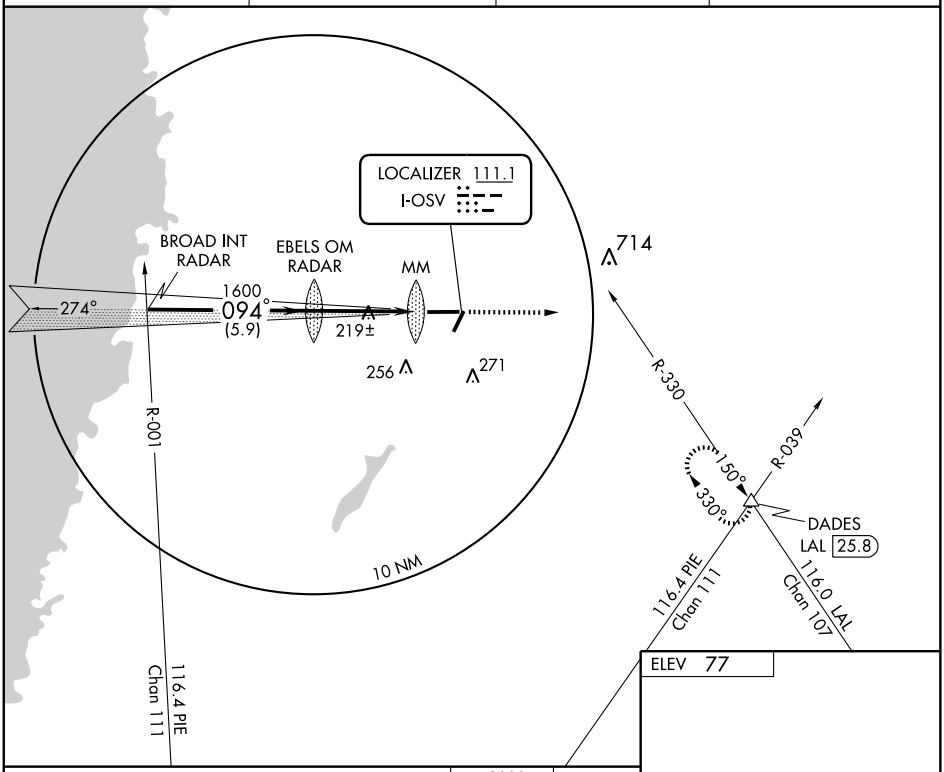
LOC I-OSV	APP CRS	Rwy Idg	7002
111.1	094°	TDZE	77
		Apt Elev	77

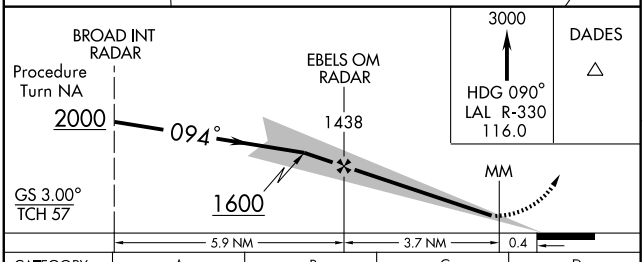
ILS RWY 9

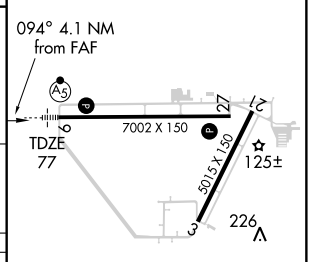
BROOKSVILLE/HERNANDO COUNTY (BKV)

NA	RADAR REQUIRED	MALSR	MISSED APPROACH: Climb to 3000 via heading 090° and LAL R-330 to DADES Int and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	277-½ 200 (200-½)			
S-LOC 9	480-½ 403 (500-½)		480-¾ 403 (500-¾)	
CIRCLING	540-1 463 (500-1)		540-1½ 463 (500-1½)	640-2 563 (600-2)

MIRL Rwys 3-21 and 9-27 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5015
030°	TDZE	67
	Apt Elev	76

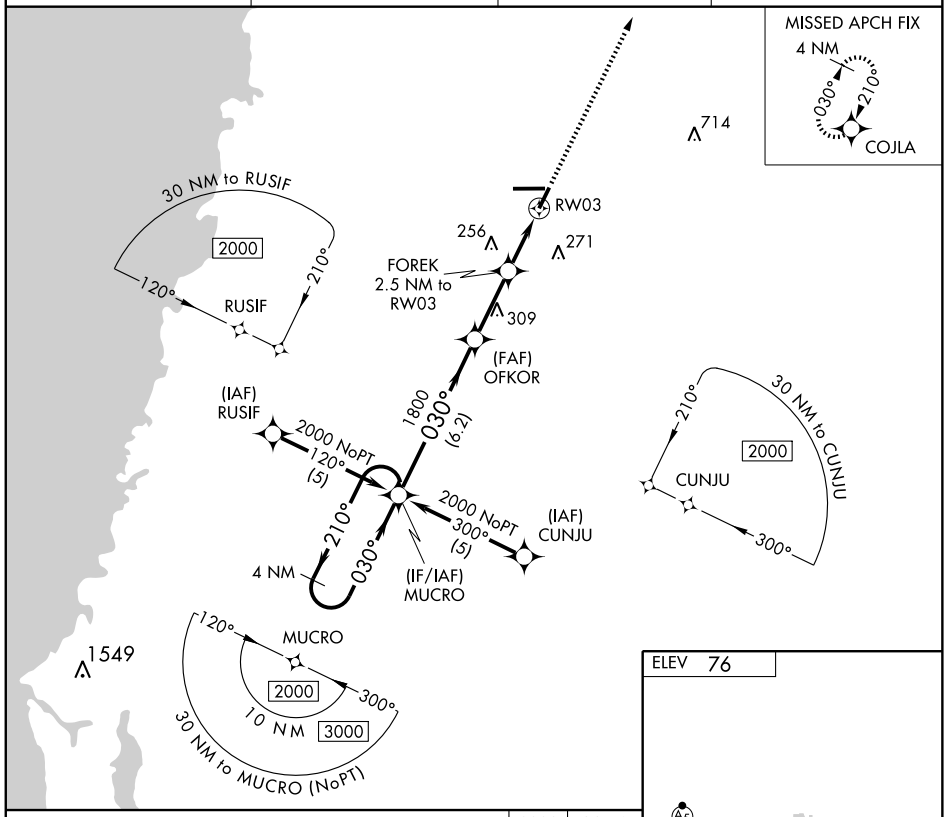
RNAV (GPS) RWY 3

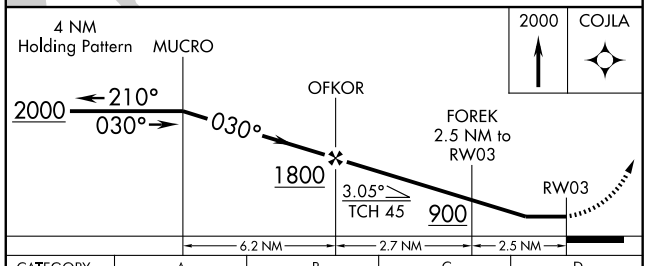
BROOKSVILLE /HERNANDO COUNTY (BKV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

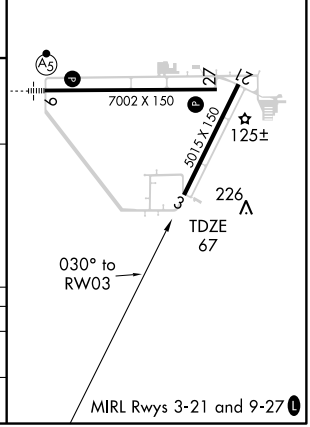
MISSED APPROACH: Climb to 2000 direct COJLA and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7002
094°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 9

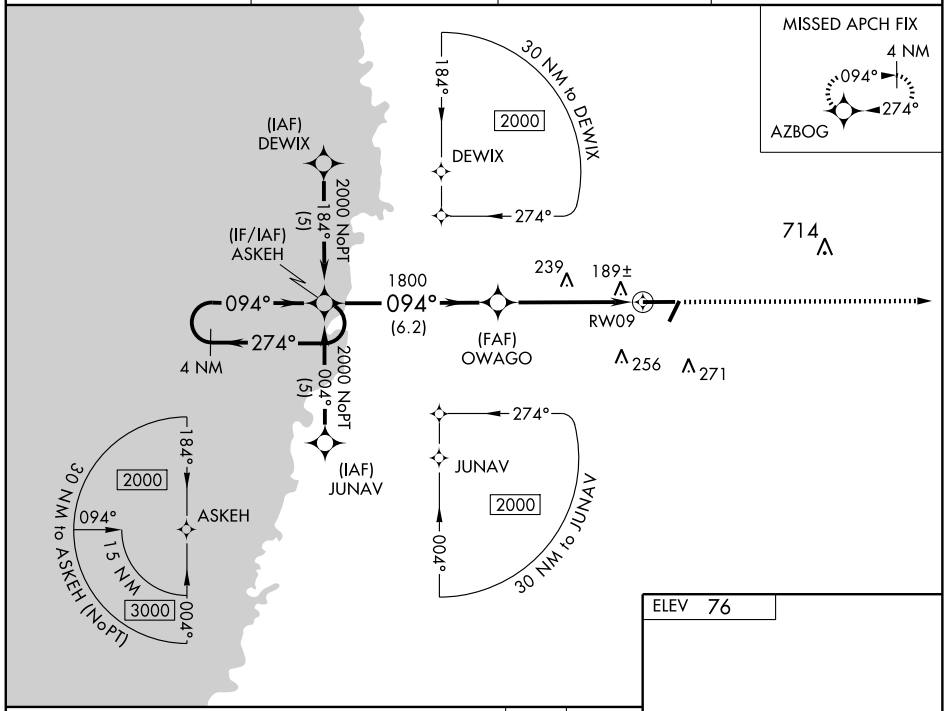
BROOKSVILLE/HERNANDO COUNTY (BKV)

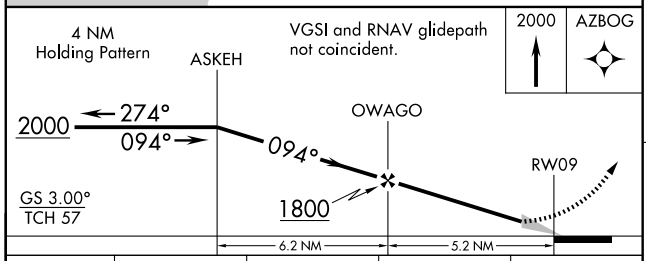
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

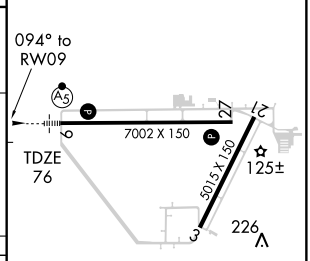
MALSR

MISSED APPROACH: Climb to 2000 direct AZBOG and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	491-1 415 (500-1)			
LNAV MDA	500-½ 424 (500-½)		500-¾ 424 (500-¾)	500-1 424 (500-1)
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5015
210°	TDZE	69
	Apt Elev	76

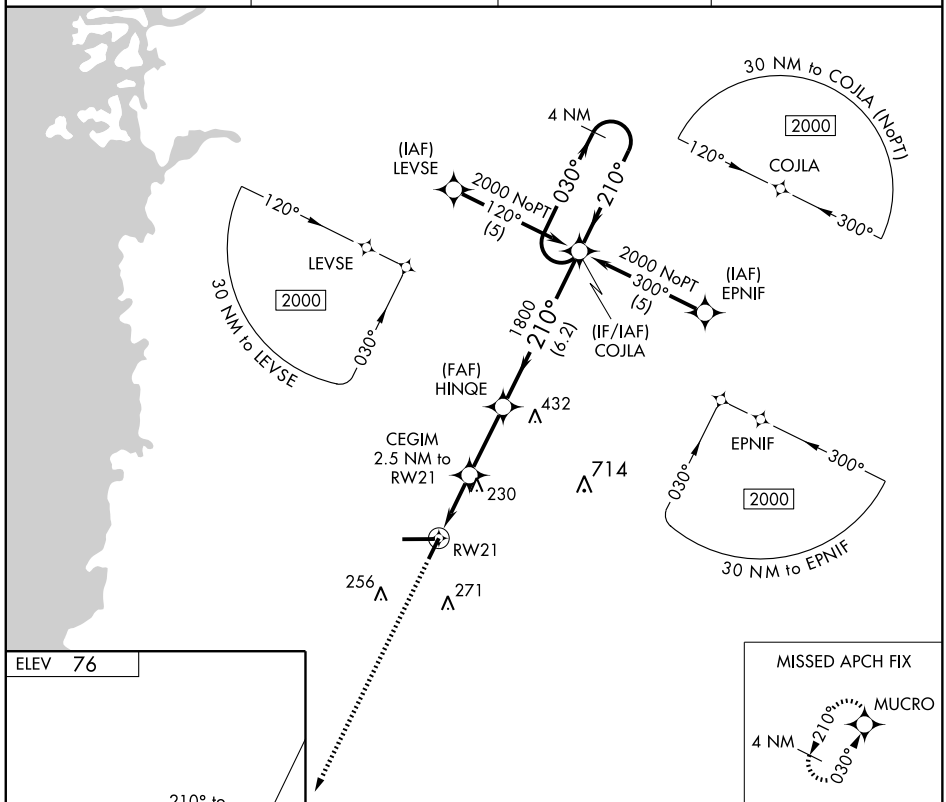
RNAV (GPS) RWY 21

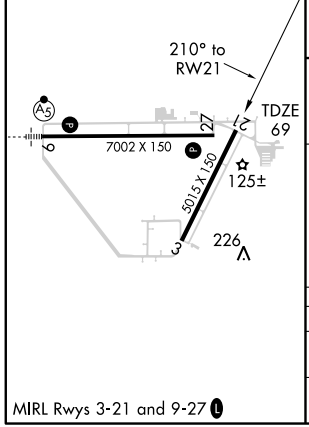
BROOKSVILLE /HERNANDO COUNTY (BKV)

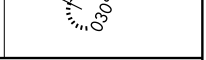
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

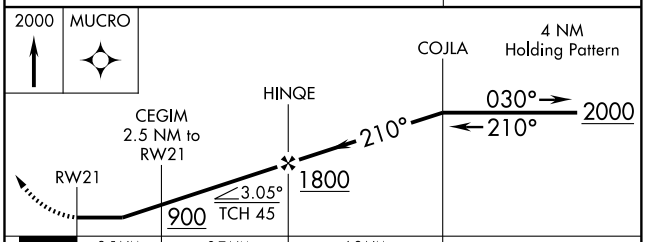
MISSED APPROACH: Climb to 2000 direct MUCRO and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	480-1 411 (500-1)		480-1¼ 411 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH **86408**	**274°**	Rwy Idg	**7002**
W27A		TDZE	**69**
		Apt Elev	**76**

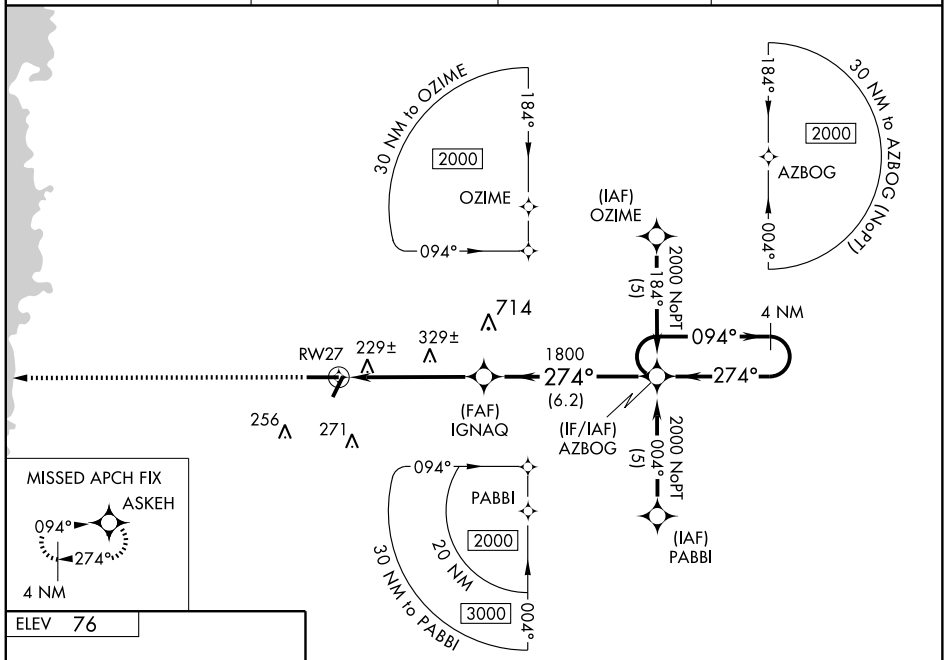
RNAV (GPS) RWY 27

BROOKSVILLE/HERNANDO COUNTY (BKV)

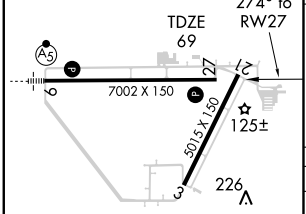
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and MDA 80 feet, and increase LPV, LNAV/VNAV all Cats. and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

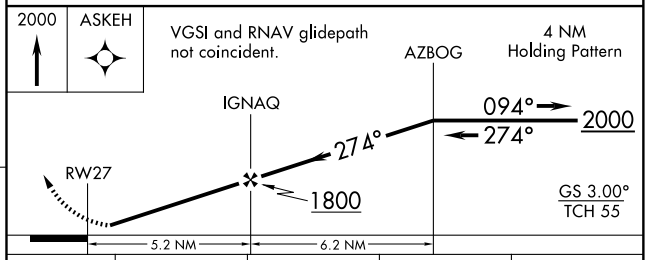
ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	**125.3 316.05**	**119.125**	**123.0** (CTAF) L



ELEV 76



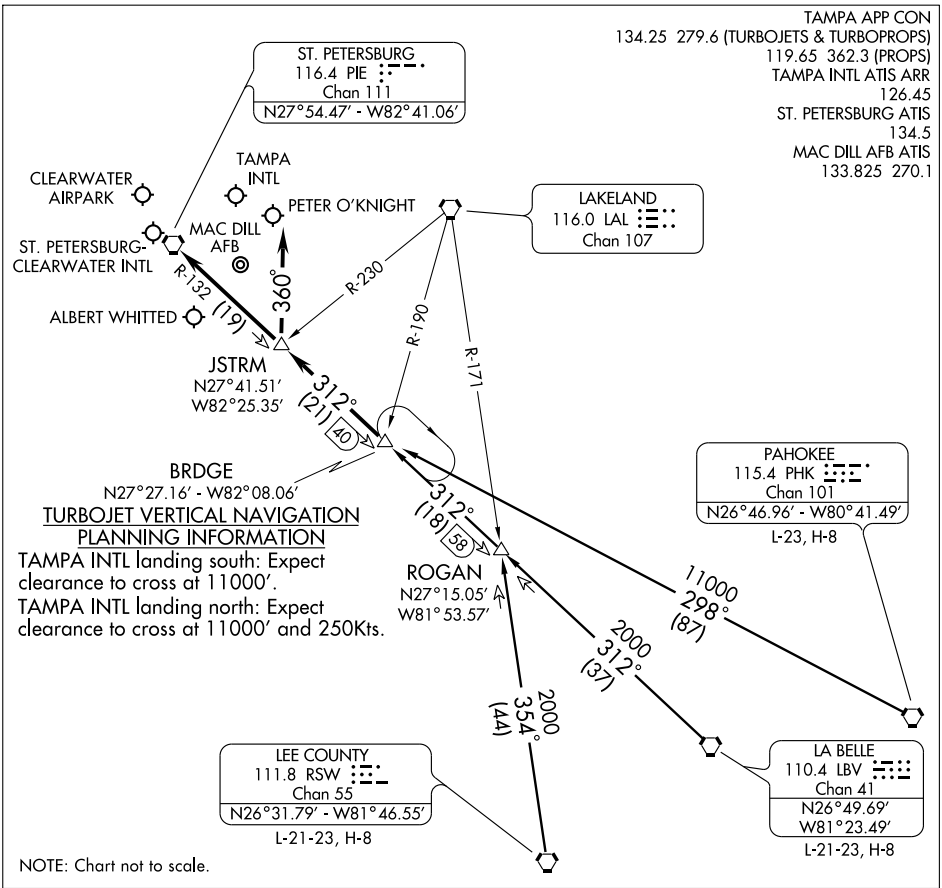
MIRL Rwys 3-21 and 9-27 L



CATEGORY	A	B	C	D
LPV DA	442-1¼ 373 (400-1¼)			
LNAV/VNAV DA	540-1¾ 471 (500-1¾)			
LNAV MDA	580-1 511 (600-1)		580-1½ 511 (600-1½)	
CIRCLING	580-1 504 (600-1)		580-1½ 504 (600-1½)	640-2 564 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

CLEWISTON, FLORIDA

AL-10367 (FAA)

APP CRS	Rwy Idg	5950
140°	TDZE	19
	Apt Elev	20

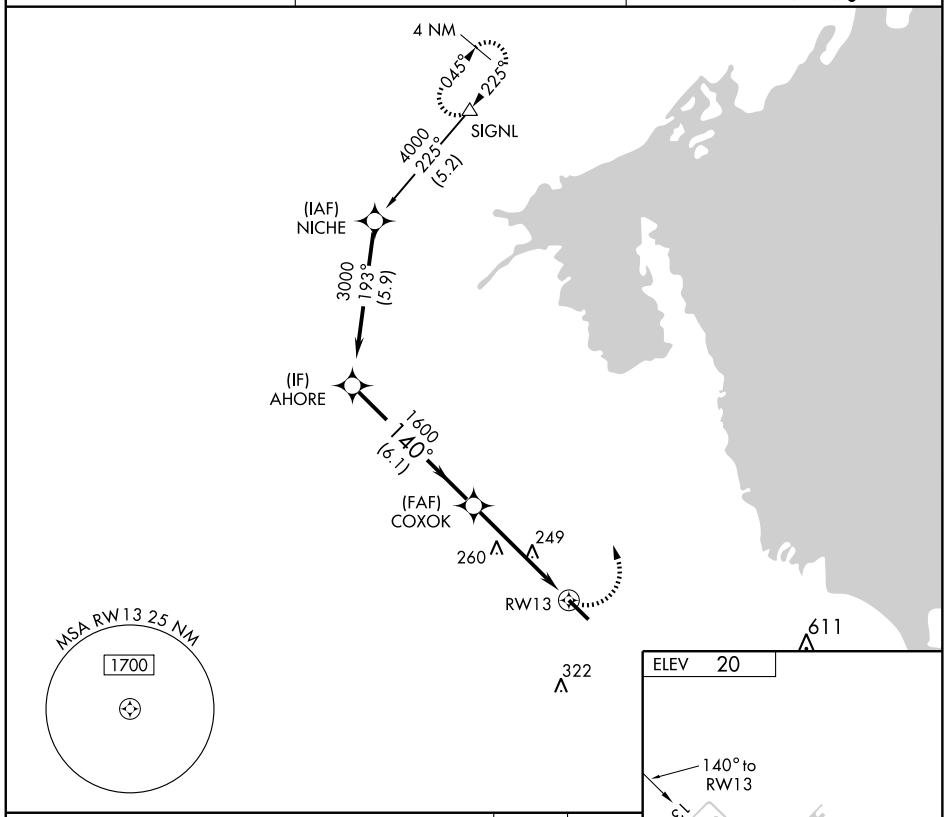
RNAV (GPS) RWY 13

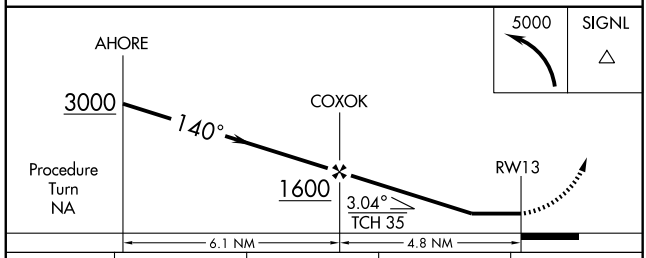
CLEWISTON /AIRGLADES (2IS)

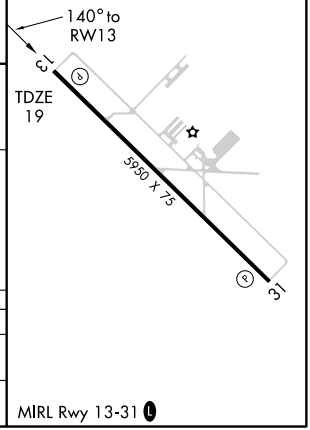
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Immokalee altimeter setting, when not received: use Okeechobee County altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	680-2 660 (700-2)

MIRL Rwy 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5950
320°	TDZE	19
	Apt Elev	20

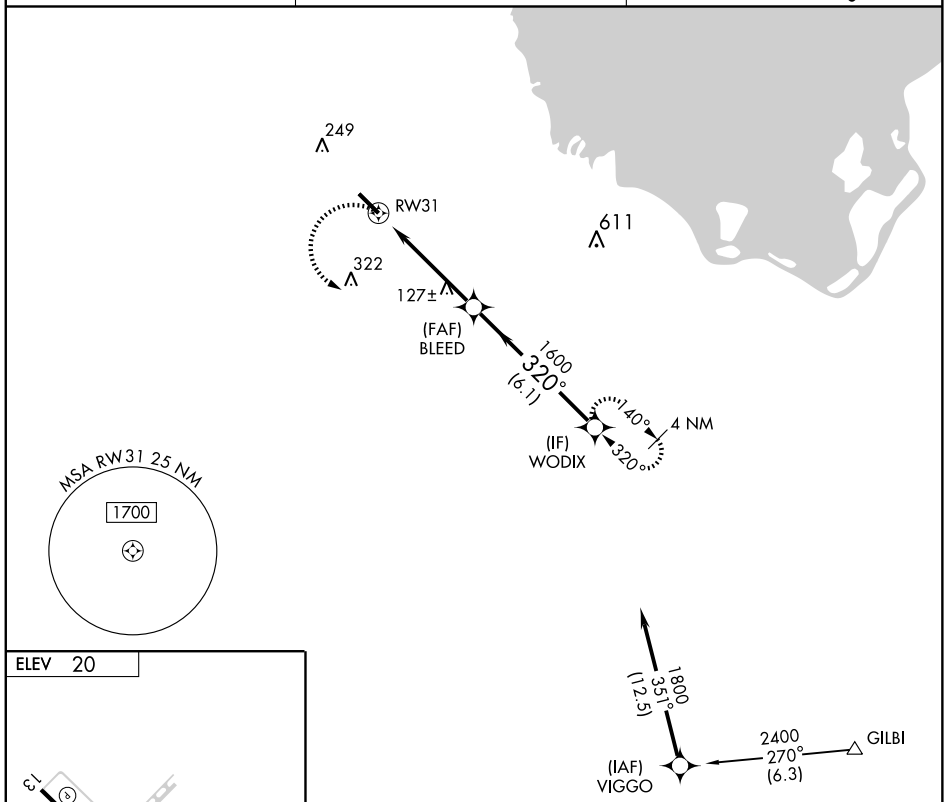
RNAV (GPS) RWY 31

CLEWISTON /AIRGLADES (2IS)

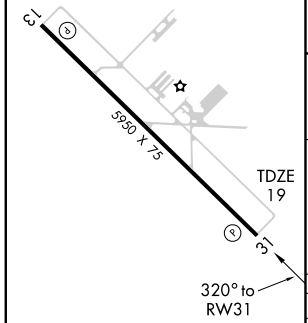
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Immokalee altimeter setting, when not received, use Okeechobee County altimeter setting: increase all MDA 20 feet and LNAV visibility Cat. D ¼ mile.

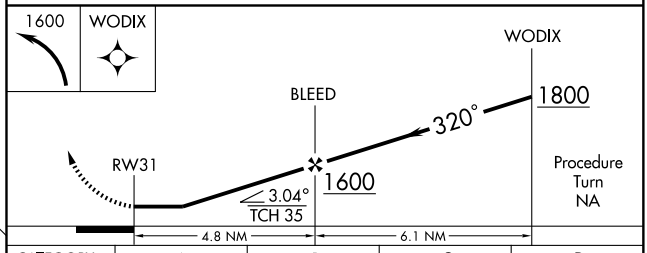
MISSED APPROACH: Climbing left turn to 1600 direct WODIX and hold.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L



ELEV 20

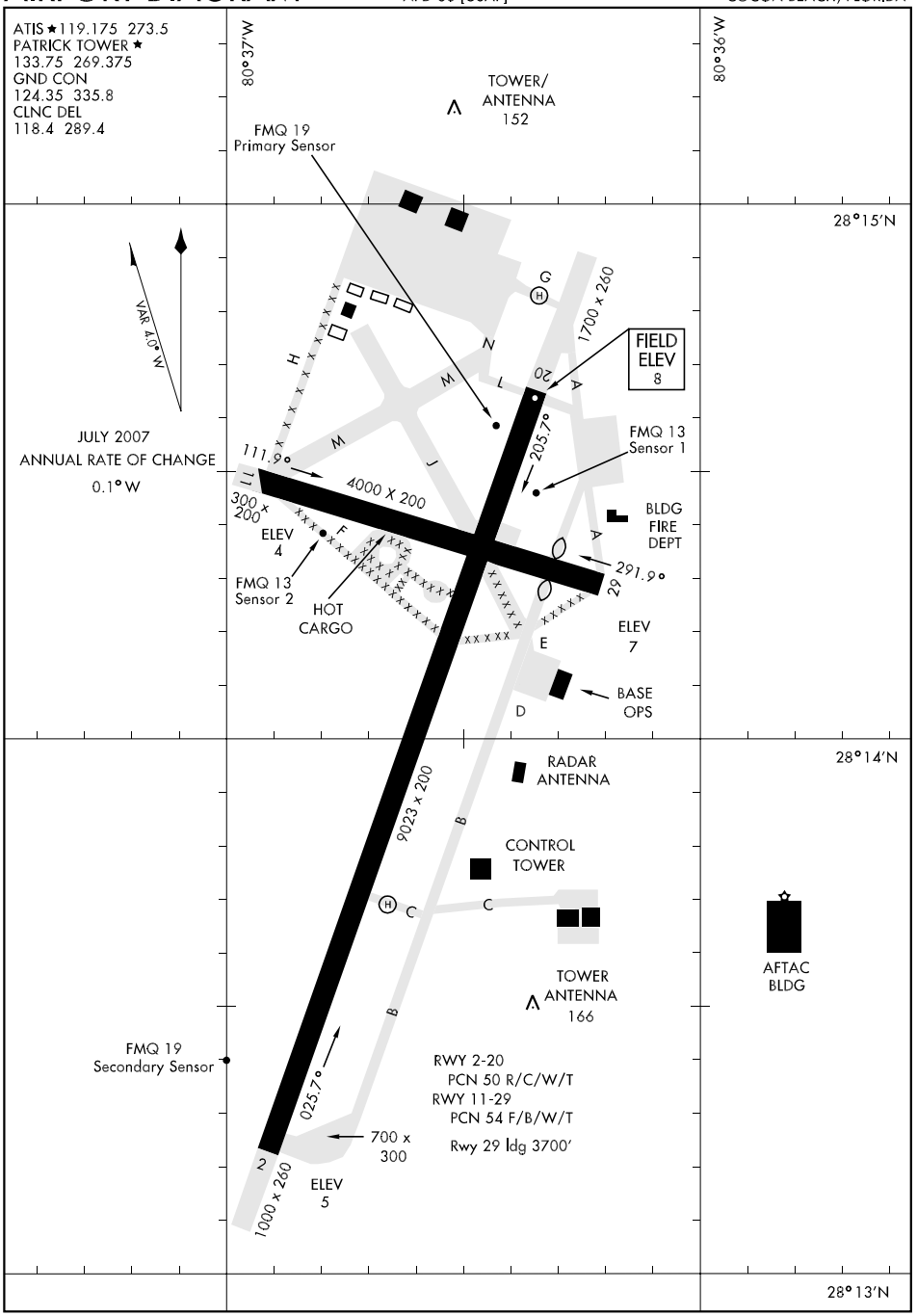




CATEGORY	A	B	C	D
LNAV MDA	440-1 421 (500-1)		440-1¼ 421 (500-1¼)	
CIRCLING	500-1 480 (500-1)		500-1½ 480 (500-1½)	680-2 660 (700-2)

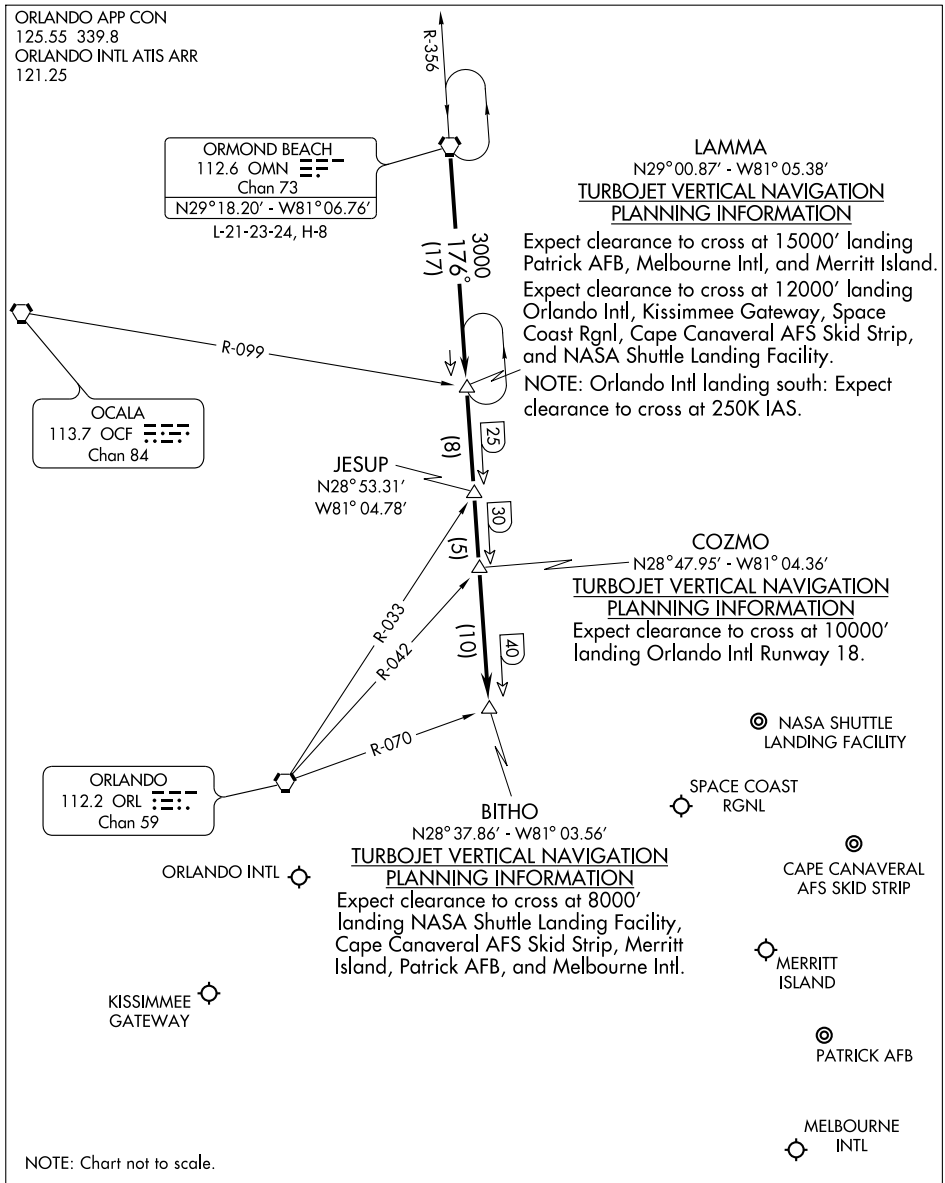
MIRL Rwy 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

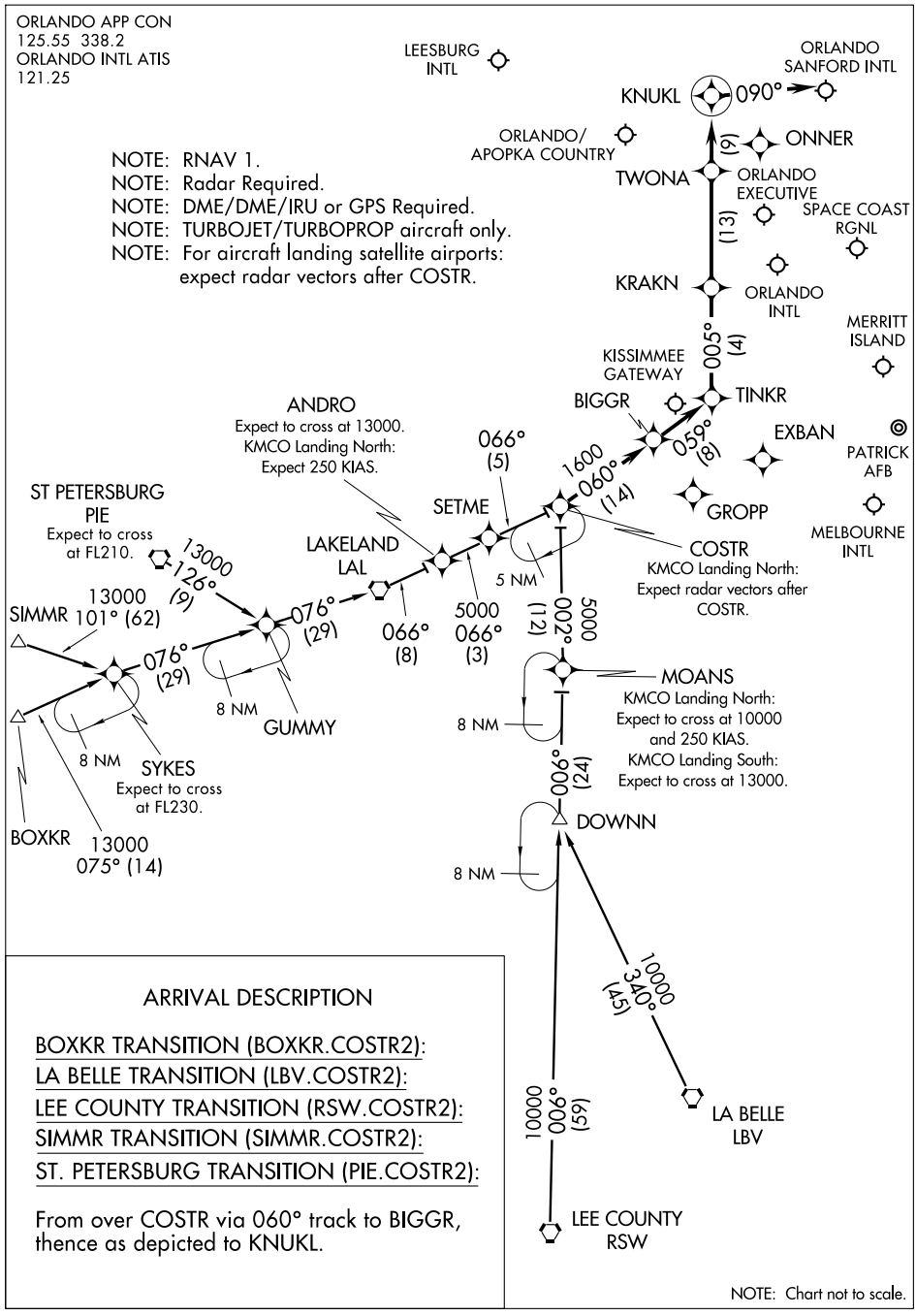
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC/DME RWY 2

LOC I-COF 109.1	APCH CRS 024°	Rwy ldg 9023 TDZE 5 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

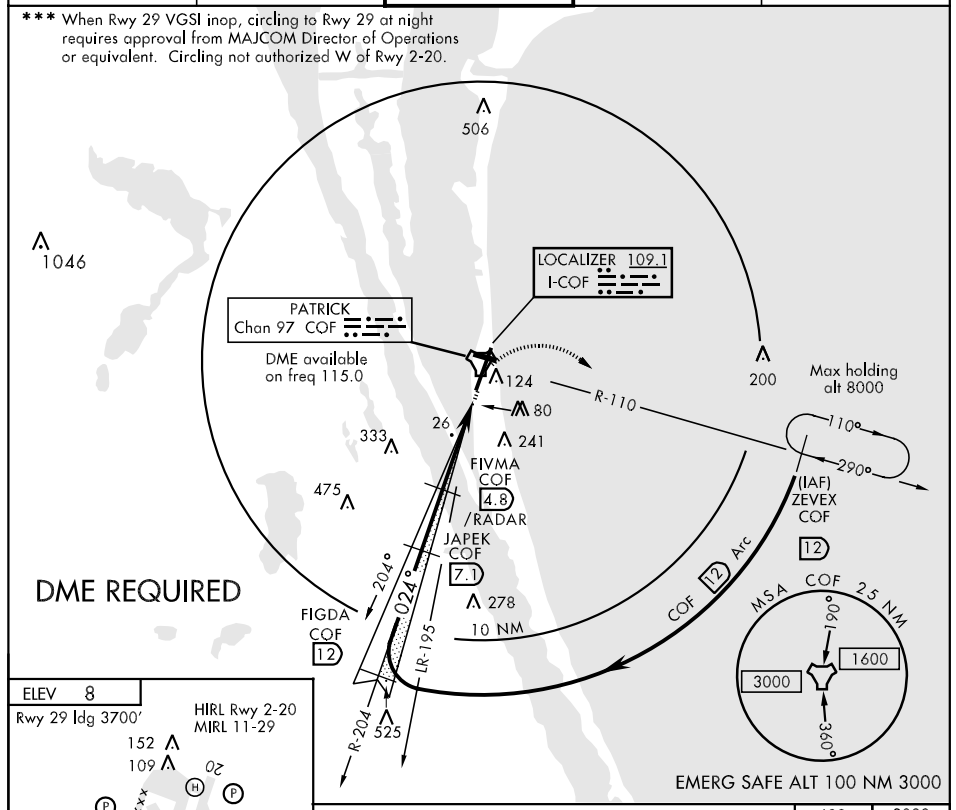
▼ * When ALS inop increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

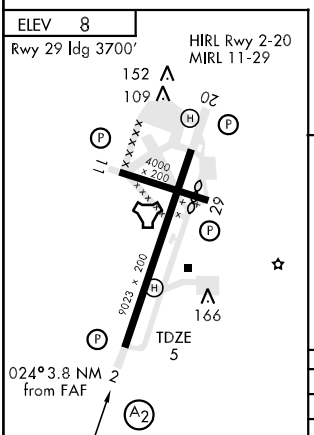
SALS A2

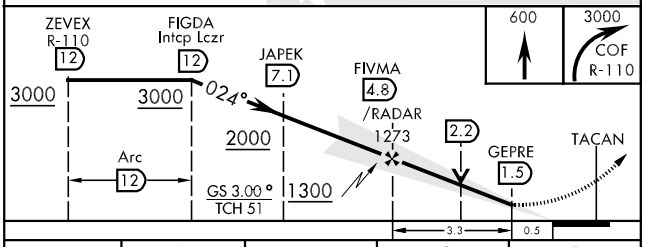
MISSED APPROACH: Climb to 600, then turn right to intercept the COF R-110 direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

*** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.







LOC FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-ILS 2 *	313/40 308 (400-¾)			
S-LOC 2 **	440/40 435 (500-¾)		440/50 435 (500-1)	440/60 435 (500-1¼)
CIRCLING ***	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)

ILS or LOC/DME RWY 20

LOC I-PKC	APCH CRS	Rwy ldg	9023
110.9	204°	TDZE	8
		Arpt Elev	8

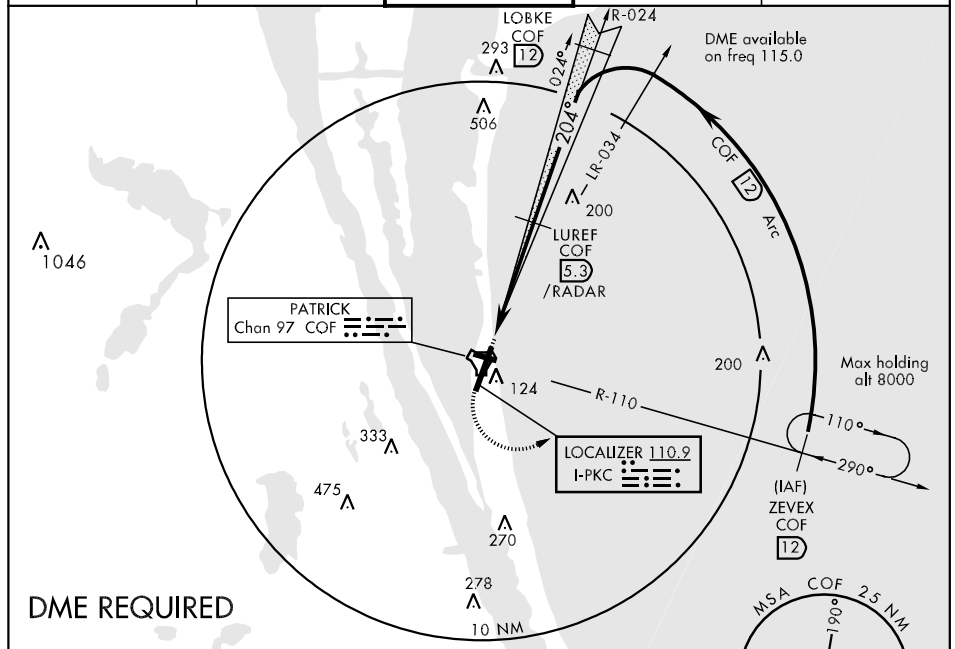
AL-38 [USAF]

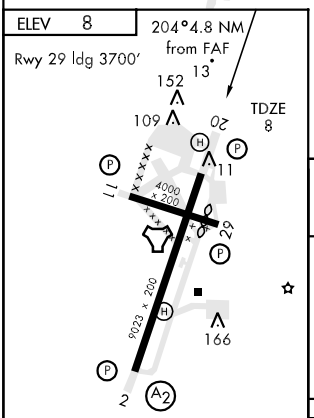
PATRICK AFB (KCOF)

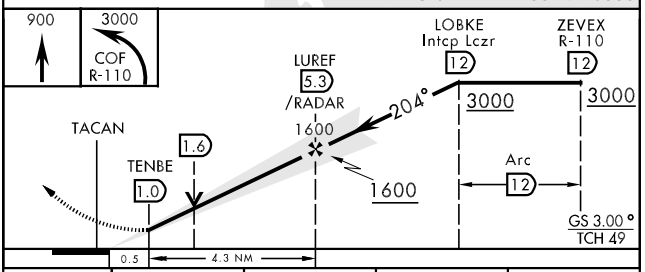
▼ * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then turn left, intercept the COF R-110 outbound direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4







HIRL Rwy 2-20
MIRL 11-29

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A		B	C		D
S-ILS 20	239/40	231	(300-¾)	239/50	231	(300-1)
S-LOC 20	420/50	412	(500-1)	420/60	412	(500-1¼)
CIRCLING *	500-1	492	(500-1)	500-1½ 492 (500-1½)		560-2 552 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

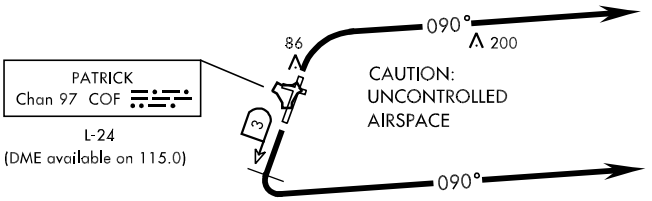
ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

ORMOND BEACH
112.6 OMN
Chan 73
L-21-23-24, H-5

RADAR AND DME REQUIRED

ORLANDO
112.2 ORL
Chan 59
L-21-23-24, H-5

PATRICK
Chan 97 COF
L-24
(DME available on 115.0)



220

LAKELAND
116.0 LAL
Chan 107
L-21-24, H-5

MELBOURNE
110.0 MLB
Chan 37
L-23-24

PAHOKEE
115.4 PHK
Chan 101
L-23, H-5

VERO BEACH
117.3 VRB
Chan 120
L-24, H-5

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

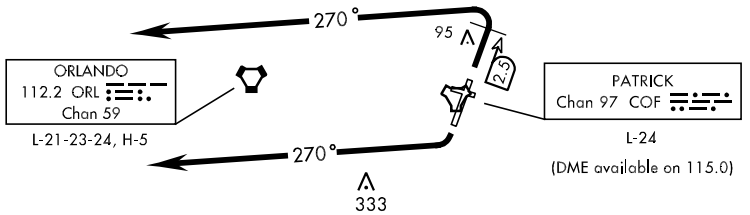
TAKE-OFF RWY 2: Cross DER at or above 10′ AGL/18′ MSL, track runway heading climb and maintain 2000. After departure end of runway, turn right heading 090°.

TAKE-OFF RWY 20: Cross DER at or above 20′ AGL/25′ MSL, track runway heading climb and maintain 2000. At COF TACAN 3 DME turn left heading 090°.
Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement.
Aircraft should avoid Melbourne International Class D airspace.

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

ORMOND BEACH
112.6 OMN
Chan 73
L-21-23-24, H-5

RADAR AND DME REQUIRED



MELBOURNE
110.0 MLB
Chan 37
L-23-24

LAKELAND
116.0 LAL
Chan 107
L-21-24, H-5

PAHOKEE
115.4 PHK
Chan 101
L-23, H-5

VERO BEACH
117.3 VRB
Chan 120
L-24, H-5

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10′ AGL/18′ MSL, track runway heading climb and maintain 2000. At COF TACAN 2.5 DME turn left heading 270°.
Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

TAKE-OFF RWY 20: Cross DER at or above 20′ AGL/25′ MSL, track runway heading climb and maintain 2000. After departure end of runway turn right heading 270°.

TACAN RWY 2

TACAN COF Chan 97	APCH CRS 017°	Rwy ldg 9023 TDZE 5 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

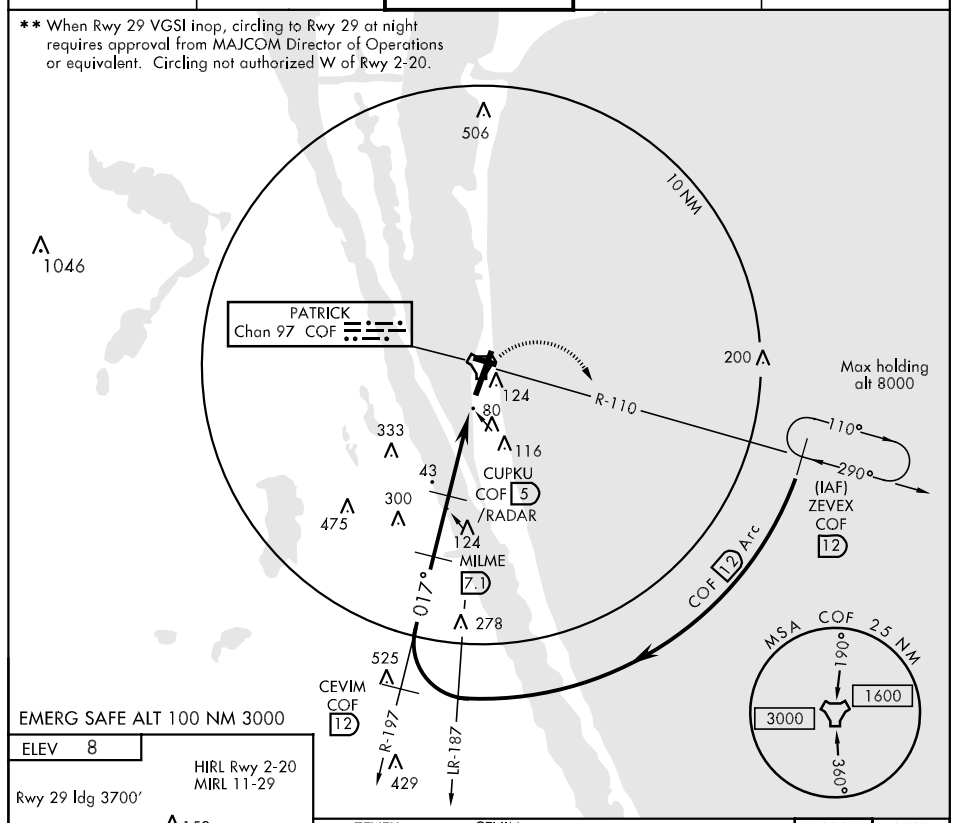
T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

SALS A2

MISSED APPROACH: Climb to 800, then climbing right turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

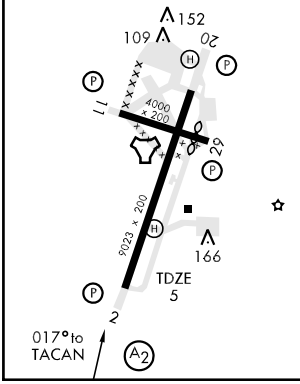
** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

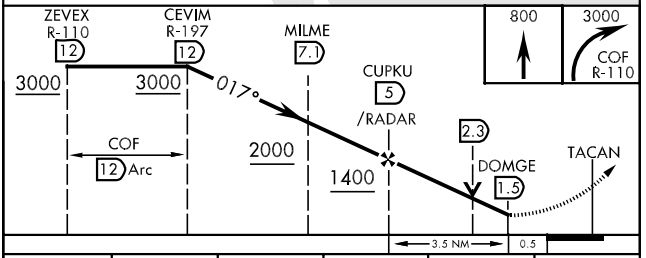


ELEV 8

HIRL Rwy 2-20
MIRL 11-29

Rwy 29 ldg 3700'





CATEGORY	A	B	C	D	E
S-2 *	460/40	455 (500-¾)	460/50 455 (500-1)	460/60	455 (500-1¼)
CIRCLING **	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

TACAN RWY 20

TACAN COF Chan 97	APCH CRS 214°	Rwy ldg 9023 TDZE 8 Arpt Elev 8

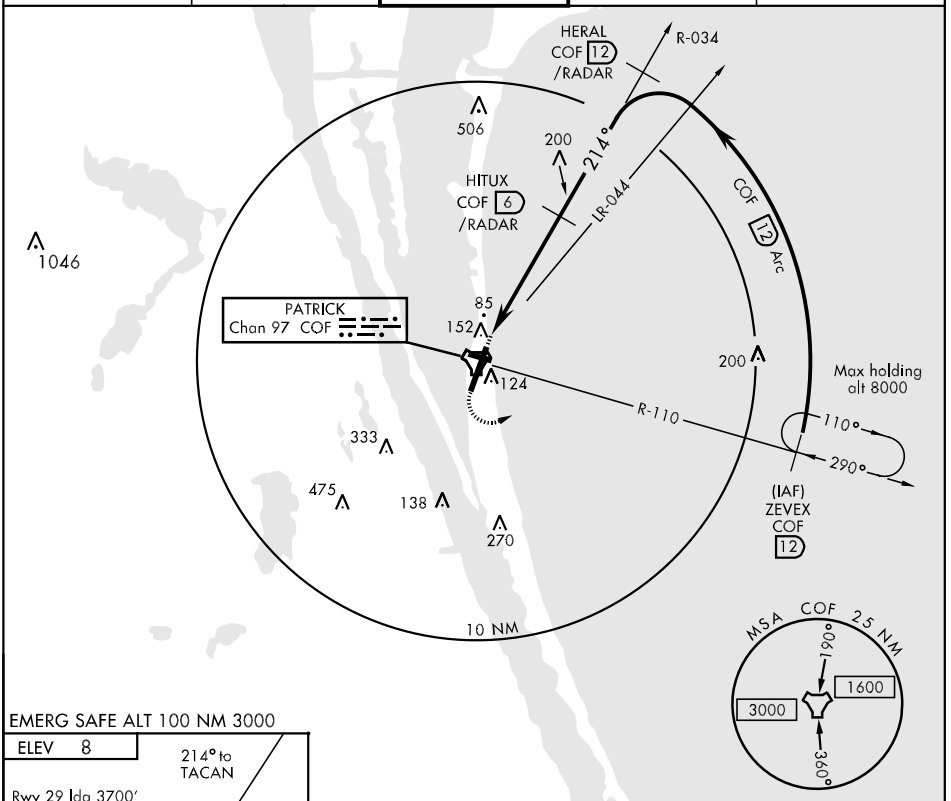
AL-38 [USAF]

PATRICK AFB (KCOF)

▼T * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then climbing left turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

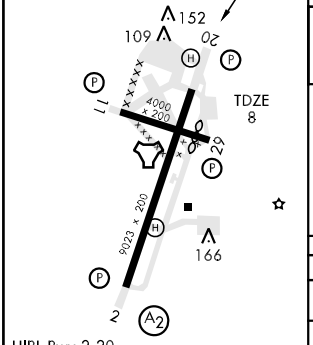


EMERG SAFE ALT 100 NM 3000

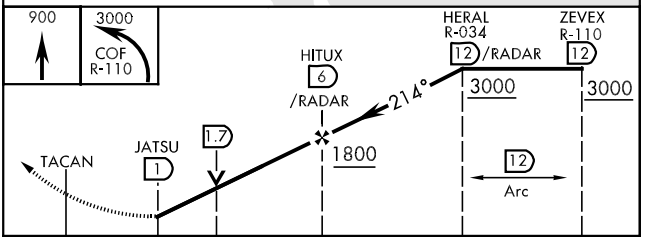
ELEV 8

214° to TACAN

Rwy 29 ldg 3700'



HIRL Rwy 2-20
MIRL 11-29



CATEGORY	A	B	C	D	E
S-20	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½	432 (500-1½)
CIRCLING *	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

VOR/DME RWY 2

PATRICK AFB (KCOF)

AL 38 [USAF]

VOR/DME MLB 110.0 Chan 37	APCH CRS 010°	Rwy ldg 9023 TDZE 5 Arpt Elev 8

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

SALS (A2)

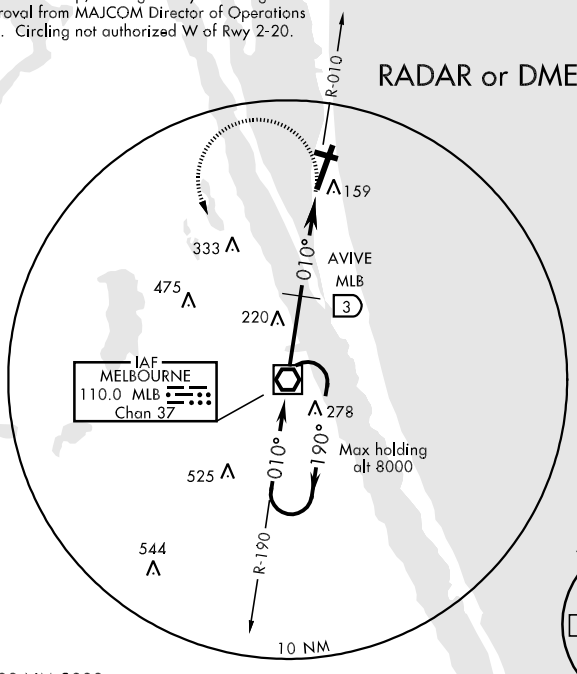
MISSED APPROACH: Climb to 600, then turn left to intercept MLB VOR/DME R-010 then direct MLB, maintain 2600 and hold.

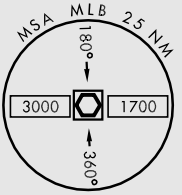
ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

1046

RADAR or DME REQUIRED



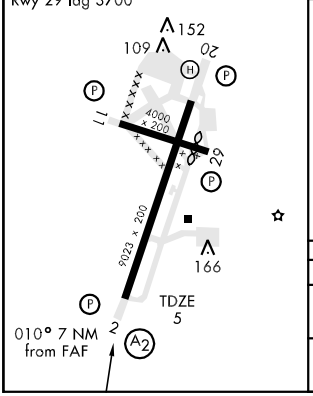


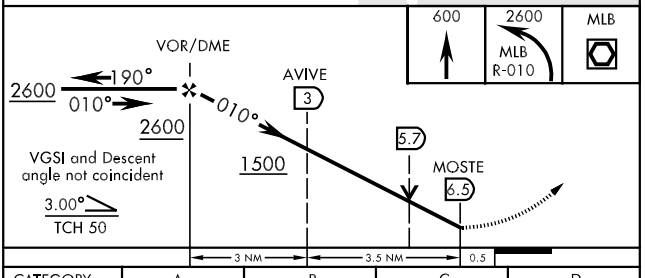
EMERG SAFE ALT 100 NM 3000

ELEV 8

HIRL Rwy 2-20
MIRL 11-29

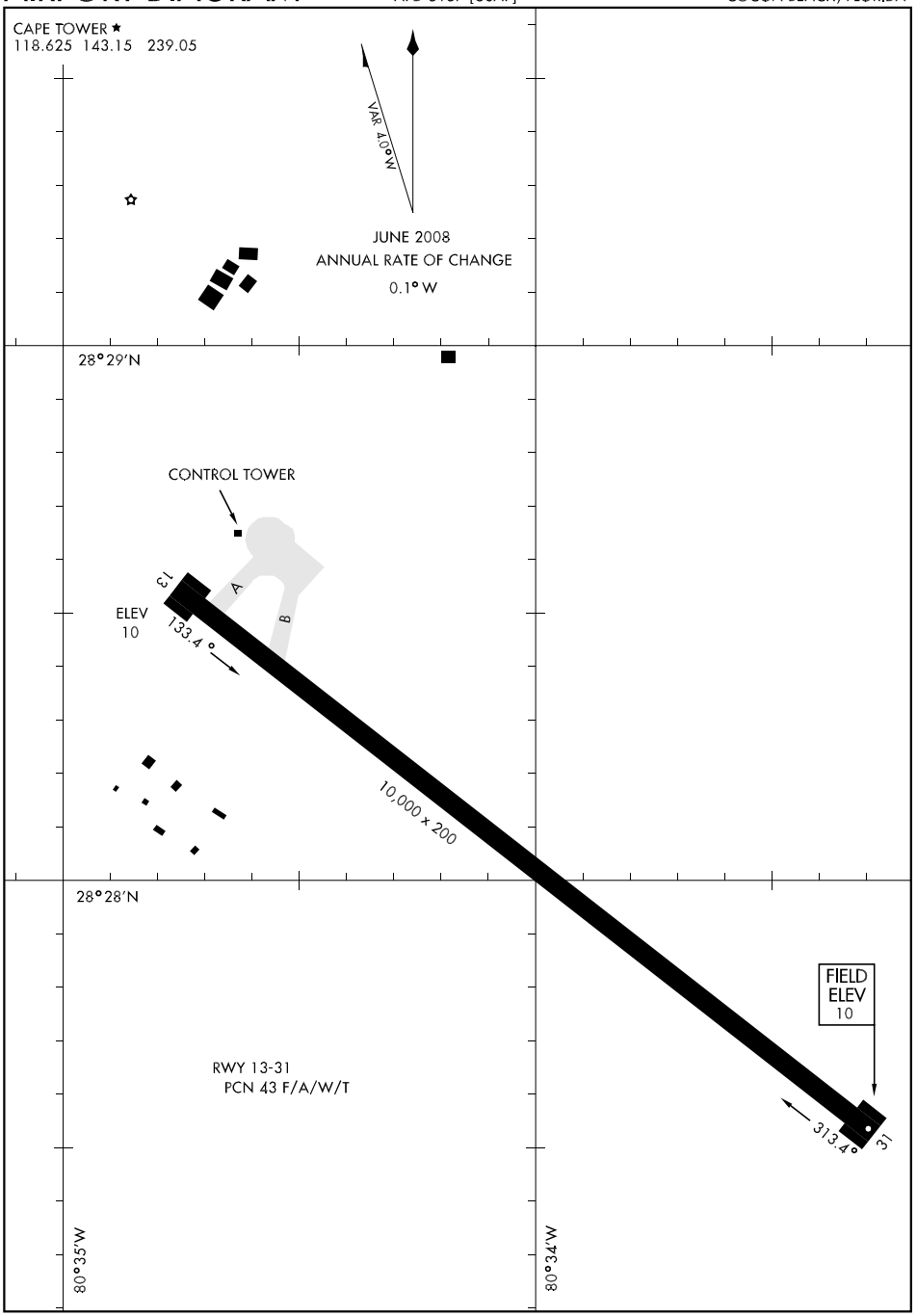
Rwy 29 ldg 3700'





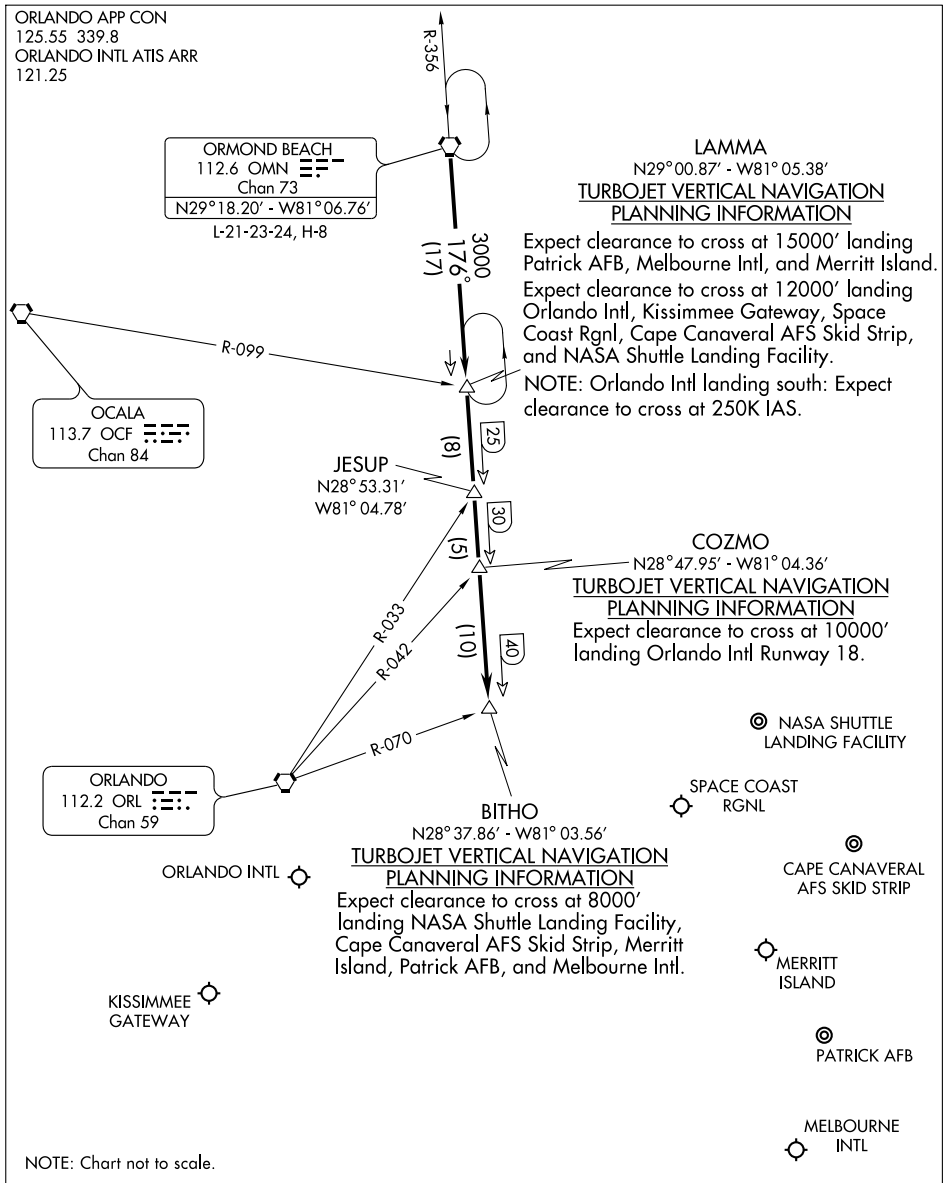
CATEGORY	A	B	C	D
S-02 *	480/40 475 (500-¾)		480/50 475 (500-1)	480/60 475 (500-1¼)
CIRCLING **	500-1 492 (500-1)		500-1½ 492 (500-1½)	560- 2 552 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 13

APCH CRS	Rwy ldg	10,000
122°	TDZE	10
	Arpt Elev	10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

▼ * Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Climb to 3000 direct HABED, then direct to WESMA and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

7 NM DME/DME RNP-0.3 NA.

302°

122°

Max holding alt 8000 Min holding alt 3000 Max holding 310 KIAS

180

(IAF) HODUB

1800

122° (6)

(FAF) GIGLE

522

170

277

HATVA

HABED

R-2932

When VGSI inop, straight-in procedure to Rwy 13 / circling to Rwy 31 at night requires approval from MAJCOM Director of Operations or equivalent.

Max holding alt 8000

Min holding alt 3000

Max holding 310 KIAS

WESMA

132°

312°

7 NM

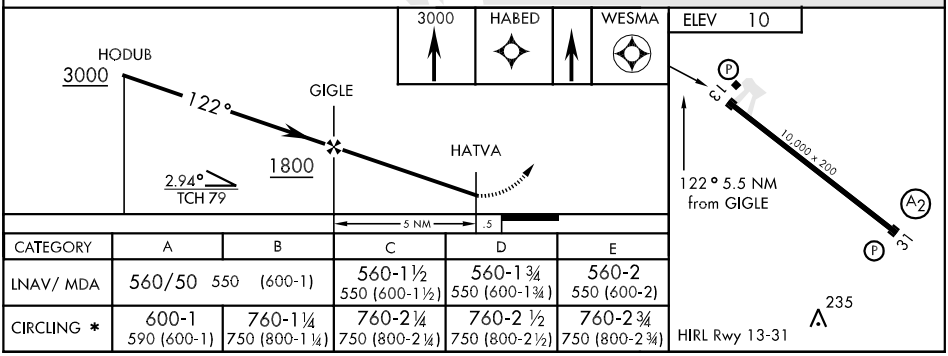
230

152

MSA HATVA 25 NM

3000

EMERG SAFE ALT 100 NM 3000



CATEGORY	A	B	C	D	E
LNAV/ MDA	560/50	550 (600-1)	560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)	560-2 550 (600-2)
CIRCLING *	600-1 590 (600-1)	760-1¼ 750 (800-1¼)	760-2¼ 750 (800-2¼)	760-2½ 750 (800-2½)	760-2¾ 750 (800-2¾)

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 31

APCH CRS	Rwy ldg	10,000
312°	TDZE	10
	Arpt Elev	10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

* When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
** Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Turn left, climb to 3000 direct WESMA and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

DME/DME RNP-0.3 NA.

When VGSI inop, straight-in procedure to Rwy 31/ circling to Rwy 13 at night requires approval from MAJCOM director of Operations or equivalent.

R-2932

522

JAPIT

432

230

(FAF) NODBE

1700

312° (10)

Min holding alt 3000 Max holding alt 8000 Max holding 310 KIAS

(IAF) WESMA

132°

312°

7 NM

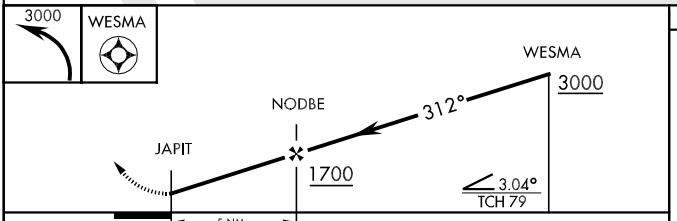
152

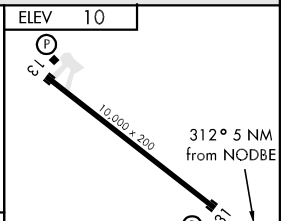
200

MSA JAPIT 25 NM

3000

EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
LNAV/MDA *	540/50 530 (600-1)		540/60 530 (600-1¼)	540 -1½ 530 (600-1½)	
CIRCLING **	600-1 590 (600-1)	760-1¼ 750 (800-1¼)	760-2¼ 750 (800-2¼)	760-2½ 750 (800-2½)	760-2¾ 750 (800-2¾)

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN-A

TACAN COF Chan 97	APCH CRS 014°	Rwy ldg 10,000 TDZE N/A Arpt Elev 10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

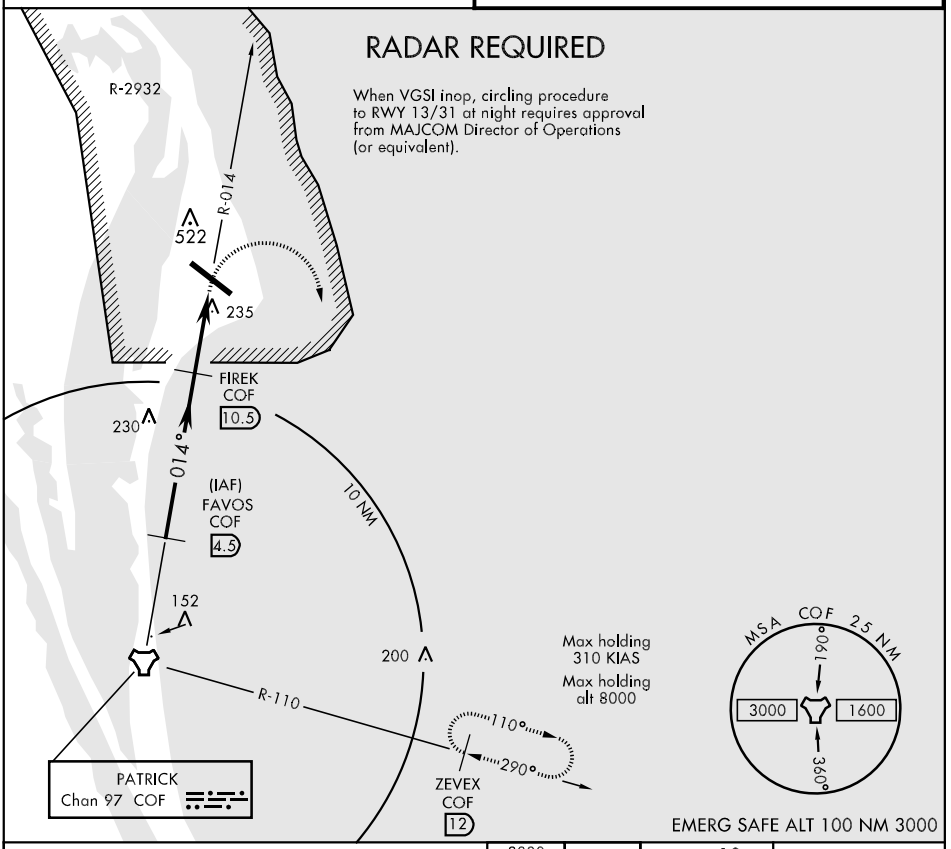
T * Circling not authorized N of Rwy 13-31.

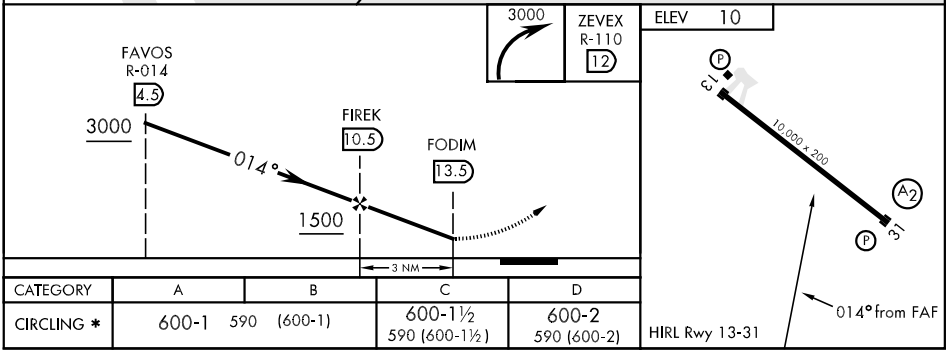
MISSED APPROACH: Turn right direct ZEVEX (COF R-110/12 DME) maintain 3000 and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

RADAR REQUIRED

When VGSI inop, circling procedure to RWY 13/31 at night requires approval from MAJCOM Director of Operations (or equivalent).





CATEGORY	A	B	C	D
CIRCLING *	600-1 590 (600-1)		600-1½ 590 (600-1½)	600-2 590 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

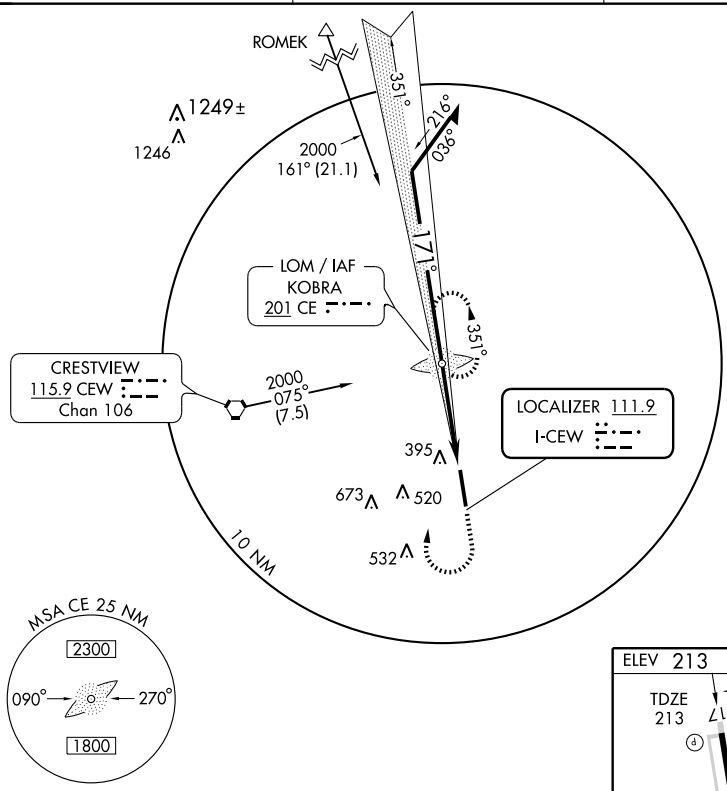
LOC I-CEW	APP CRS	Rwy Idg	8005
111.9	171°	TDZE	213
		Apt Elev	213

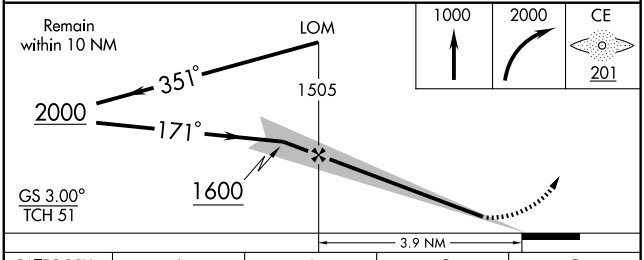
ILS or LOC RWY 17
CRESTVIEW/BOB SIKES (CEW)

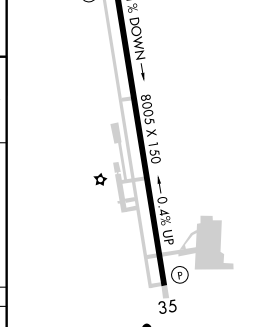
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet. Autopilot coupled approach not authorized. ADF REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CE LOM and hold.

ASOS	EGLIN APP CON ★	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 17	413-¾ 200 (200-¾)			
S-LOC 17	640-1 427 (500-1)		640-1¼ 427 (500-1¼)	
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8005
CH 56206	171°	TDZE	213
W17A		Apt Elev	213

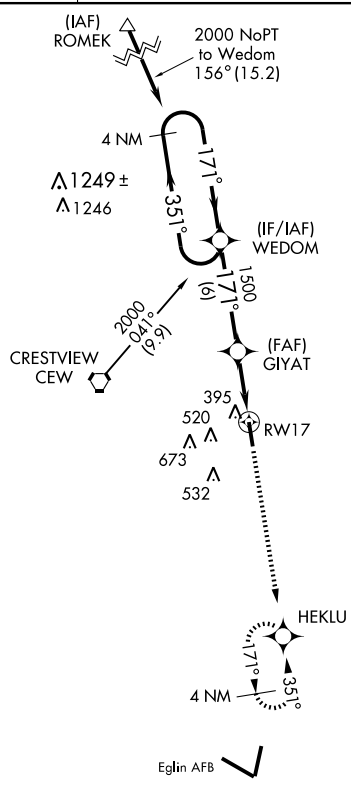
RNAV (GPS) RWY 17

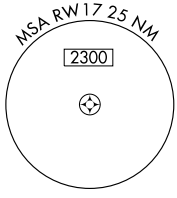
CRESTVIEW/BOB SIKES (CEW)

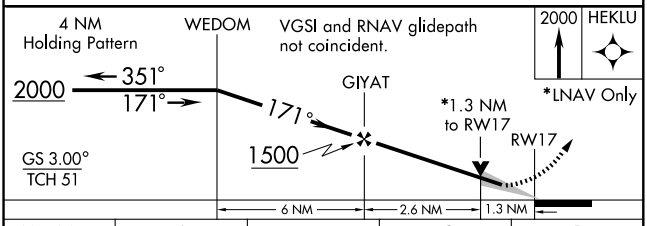
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA'S 60 feet. Baro-VNAV and VDP NA with Eglin AFB altimeter setting. DME/DME RNP- 0.3 NA.

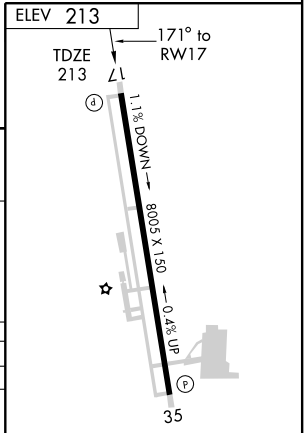
MISSED APPROACH: Climb to 2000 direct HEKLU and hold.

ASOS	EGLIN APP CON ★	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	470-1 257 (300-1)			
LNAV/VNAV DA	640-1½ 427 (500-1½)			
LNAV MDA	660-1 447 (500-1)		660-1¼ 447 (500-1¼)	660-1½ 447 (500-1½)
CIRCLING	700-1½ 487 (500-1½)			820-2 607 (700-2)

MIRL Rwy 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8005
CH 40208	351°	TDZE	163
W35A		Apt Elev	214

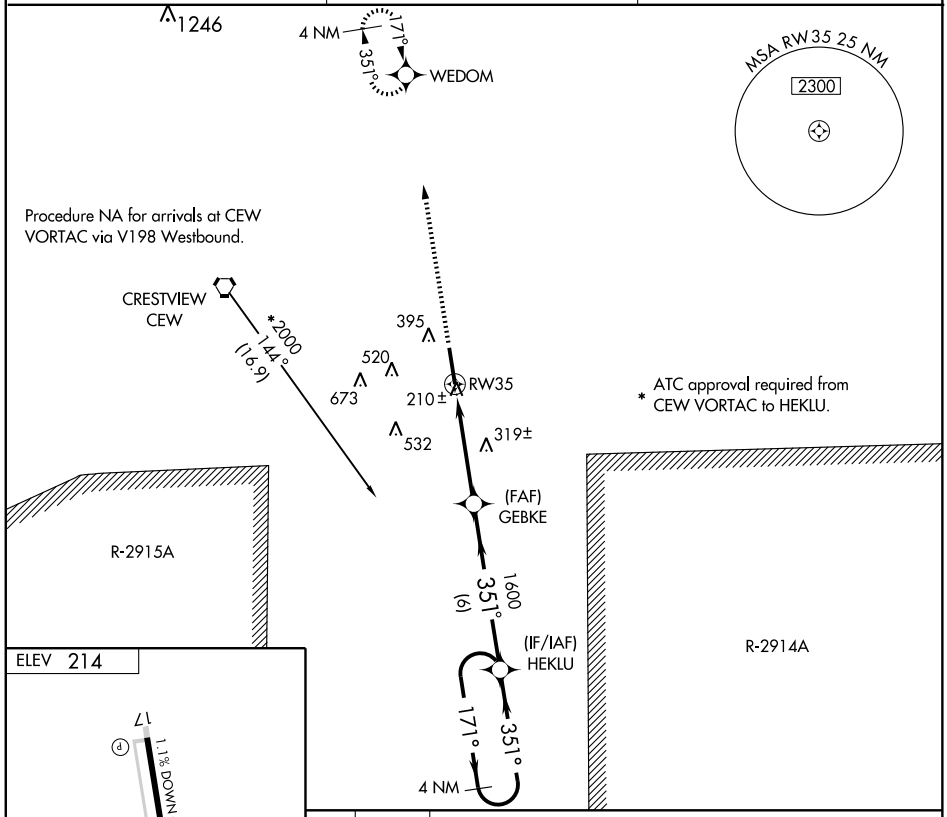
RNAV (GPS) RWY 35

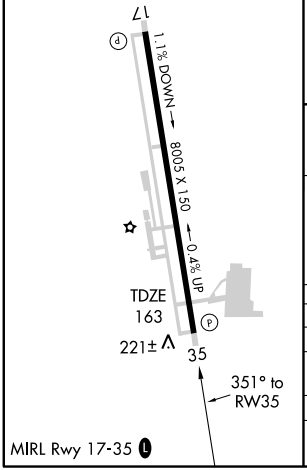
CRESTVIEW/BOB SIKES (CEW)

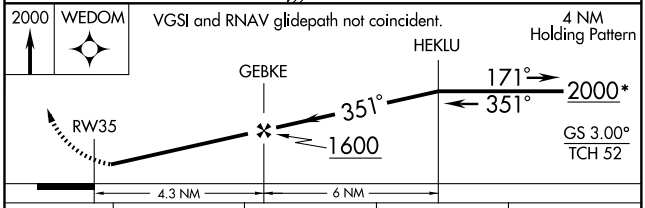
When local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA/MDAs 60 feet, LPV all Cats and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Eglin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct WEDOM and hold.

ASOS	EGLIN APP CON ★	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-1 287 (300-1)			
LNAV/VNAV DA	491-1¼ 328 (300-1¼)			
LNAV MDA	580-1 417 (400-1)		580-1¼ 417 (400-1¼)	
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC CEW 115.9 Chan 106	APP CRS 106°	Rwy Idg N/A TDZE N/A Apt Elev 213

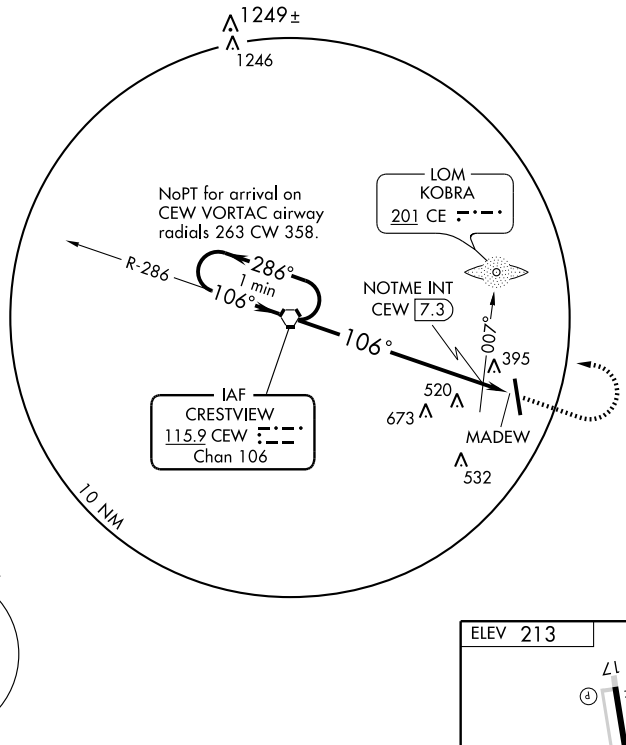
VOR-A

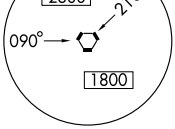
CRESTVIEW/BOB SIKES (CEW)

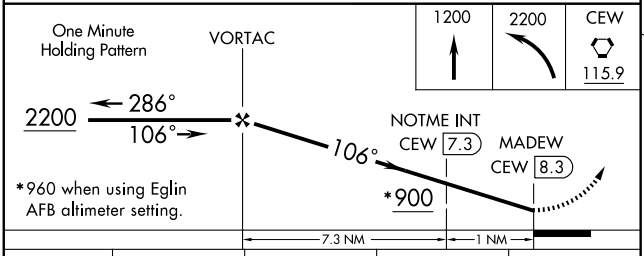
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all MDAs 60 feet.

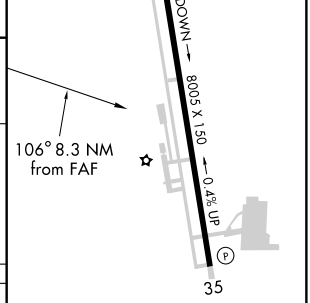
MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

ASOS	EGLIN APP CON ★	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	900-1 687 (700-1)		900-2 687 (700-2)	900-2¼ 687 (700-2¼)
NOTME FIX MINIMUMS				
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

MIRL Rwy 17-35 L

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
315°	TDZE	42
	Apt Elev	42

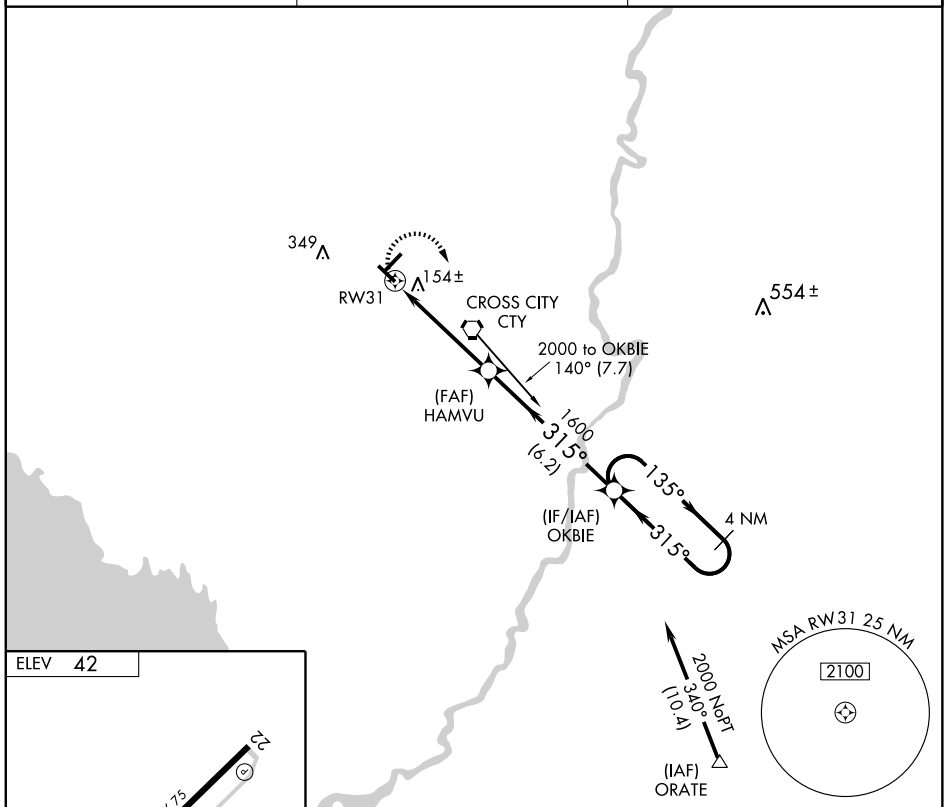
RNAV (GPS) RWY 31
CROSS CITY (CTY)

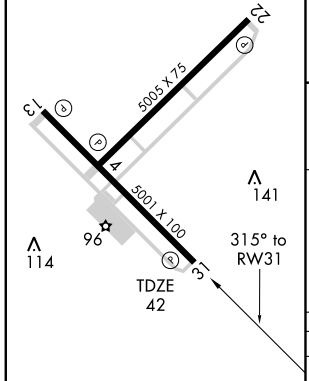
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Williston altimeter setting, when not received, use Gainesville altimeter setting and increase all MDA 40 feet, increase Circling Cat C visibility ¼.

NA

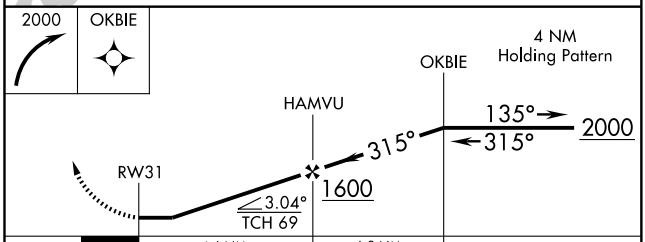
MISSED APPROACH: Climbing right turn to 2000 direct OKBIE and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L





MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	500-1 458 (500-1)		500-1¼ 458 (500-1¼)	500-1½ 458 (500-1½)
CIRCLING	560-1 518 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC CTY	APP CRS	Rwy Idg	5001
112.0	304°	TDZE	42
Chan 57		Apt Elev	42

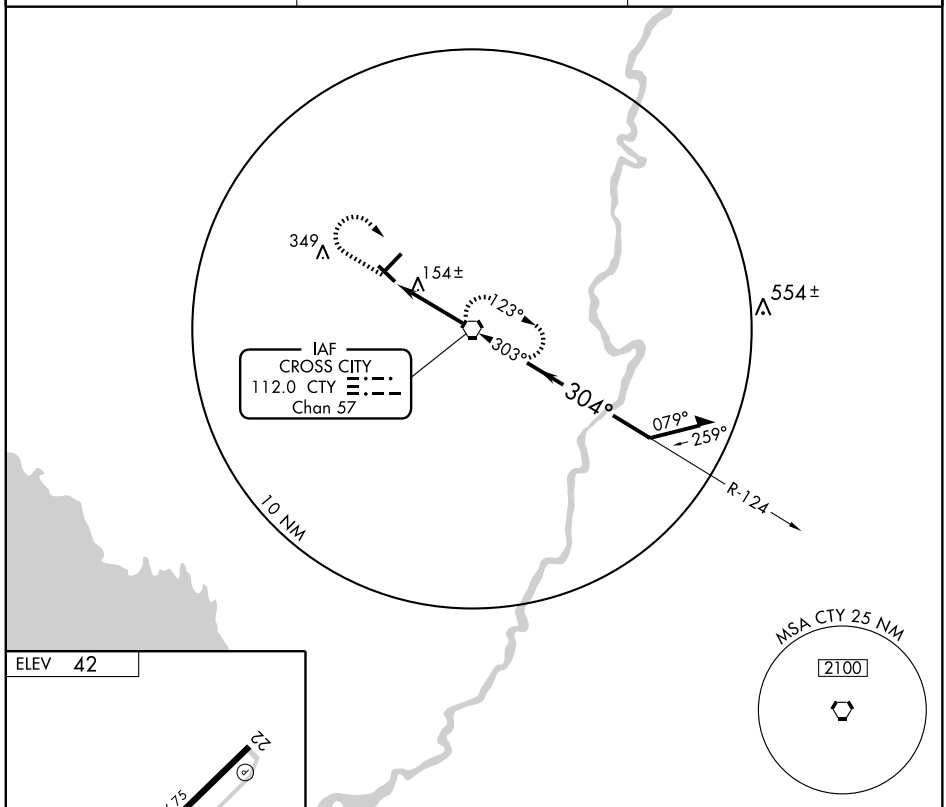
VOR RWY 31
CROSS CITY (CTY)

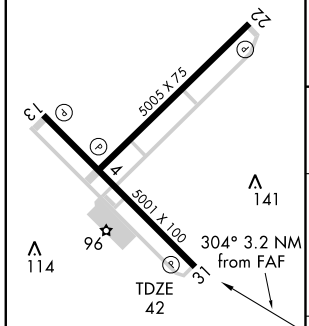
Visibility reduction by helicopters NA.
Use Williston altimeter setting, when not received use Gainesville altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼.

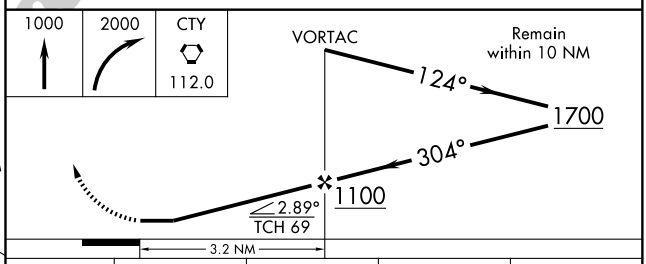
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CTY VORTAC and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L







MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
S-31	500-1	458 (500-1)	500-1¼ 458 (500-1¼)	500-1½ 458 (500-1½)
CIRCLING	560-1	518 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

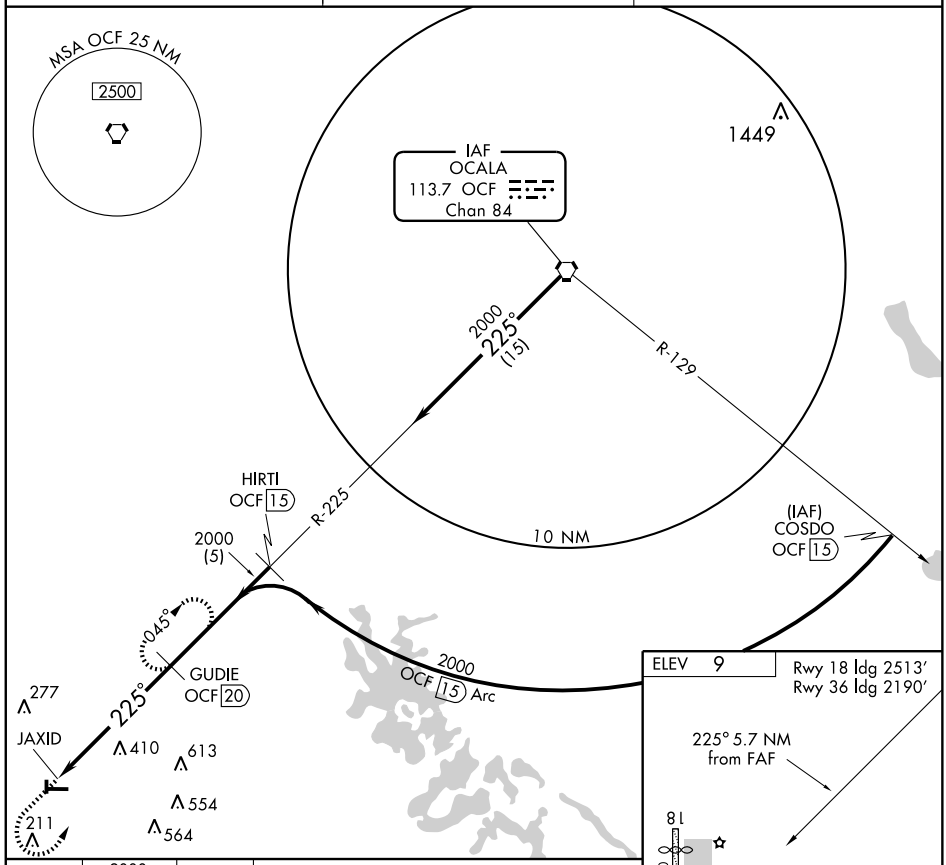
VORTAC OCF	APP CRS	Rwy Idg	N/A
113.7	225°	TDZE	N/A
Chan 84		Apt Elev	9

VOR/DME or GPS-A
CRYSTAL RIVER (CGC)

NA — If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via the OCF R-225 to GUDIE 20 DME and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
CIRCLING	720-1 711 (800-1)	720-1¼ 711 (800-1¼)	720-2 711 (800-2)	760-2½ 751 (800-2½)

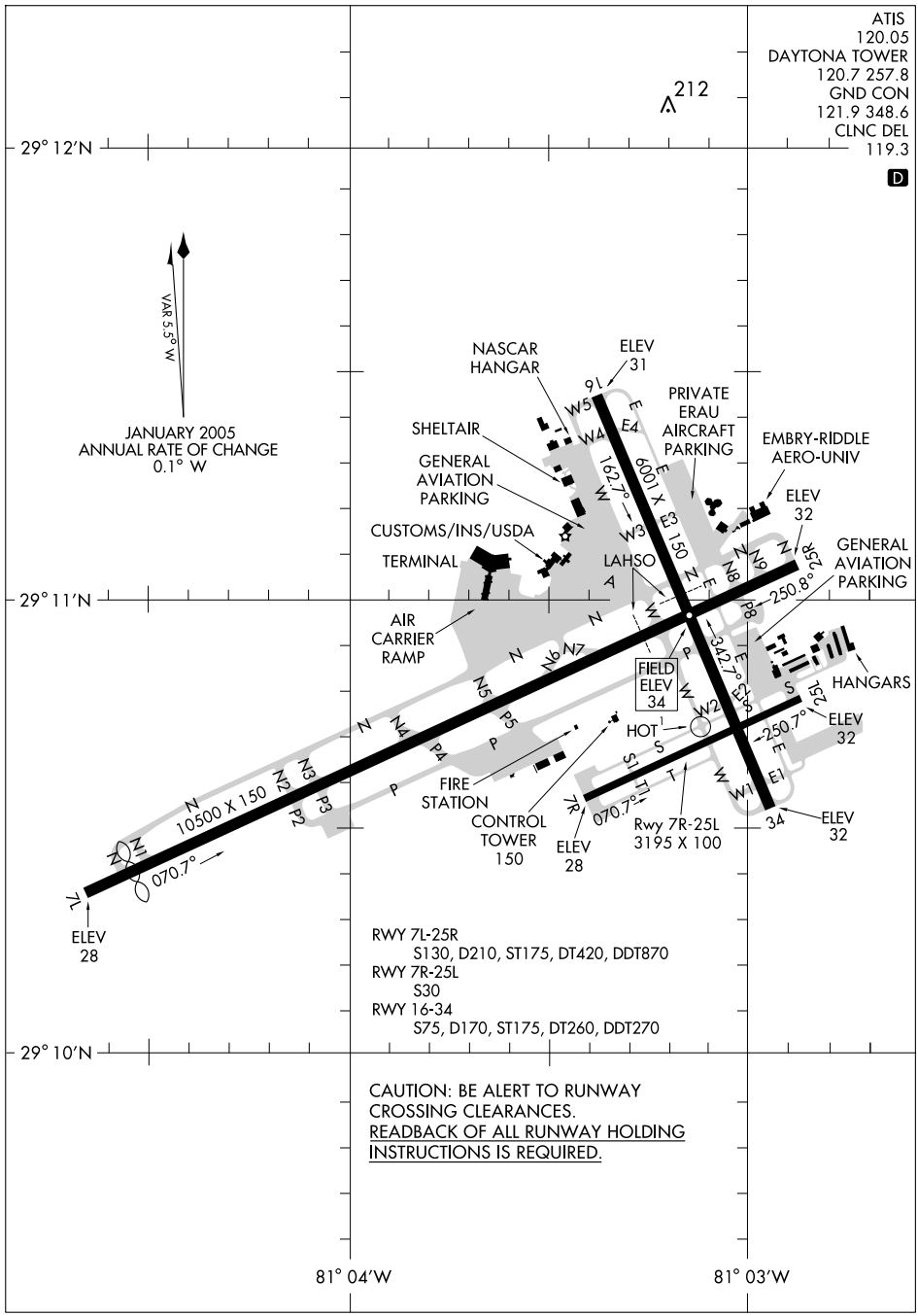
Knots	60	90	120	150	180
Min:Sec					

SE-3. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-110 (FAA)

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-DAB	APP CRS		
109.7	070°	Rwy Idg	9800
		TDZE	30
		Apt Elev	34

ILS or LOC RWY 7L
DAYTONA BEACH INTL (DAB)

T A ASR — If local altimeter setting not received, use Ormond Beach altimeter setting and increase DA to 274 feet and all MDAs 20 feet. Inoperative table does not apply to S-ILS 7L. For inoperative MALSR increase S-LOC 7L Cats A, B, and C visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1600 via I-DAB East course to OCCUR Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

RADAR or DME REQUIRED

ORMOND BEACH 112.6 OMN Chan 73

(IAF) HANAV OMN 16

R-260

1600 260° (16)

R-122

OCCUR INT

250° 070°

10 NM

1600 to TIGAE OMN 16 Arc

IR-223 R-219 R-216 IR-212

R-191

TOMOK INT

LOCALIZER 109.7 I-DAB

WAMAL INT

1600 070° (8.3)

149±

OMN R-161

MSA OMN 25 NM 2800

TIGAE INT

250°

1600 070° (2.3)

Deland Muni Sidney H. Taylor Field

(IAF) MIKBE OMN 18

1700 to WAMAL OMN 18 Arc

1740 1740

Procedure Turn NA

WAMAL INT — 1700 — 070° — 1600

TIGAE INT — 1600

TOMOK INT — 1427

1600 ↑

I-DAB LOC E CRS 109.7

OCCUR INT

GS 3.00° TCH 58

VGSI and ILS glidepath not coincident.

2.3 NM 8.3 NM 4.2 NM

ELEV 34

Rwy 7L ldg 9800′
Rwy 25R ldg 10,300′

110± 91 106 135 TDZE 30 150 7R-25L 10,500 X 150 16-34 3195 X 100 103± 113± 070° 4.2 NM from FAF

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

CATEGORY	A	B	C	D
S-ILS 7L	230/40 200 (200-¾)			
S-LOC 7L	400/40 370 (400-¾)			
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

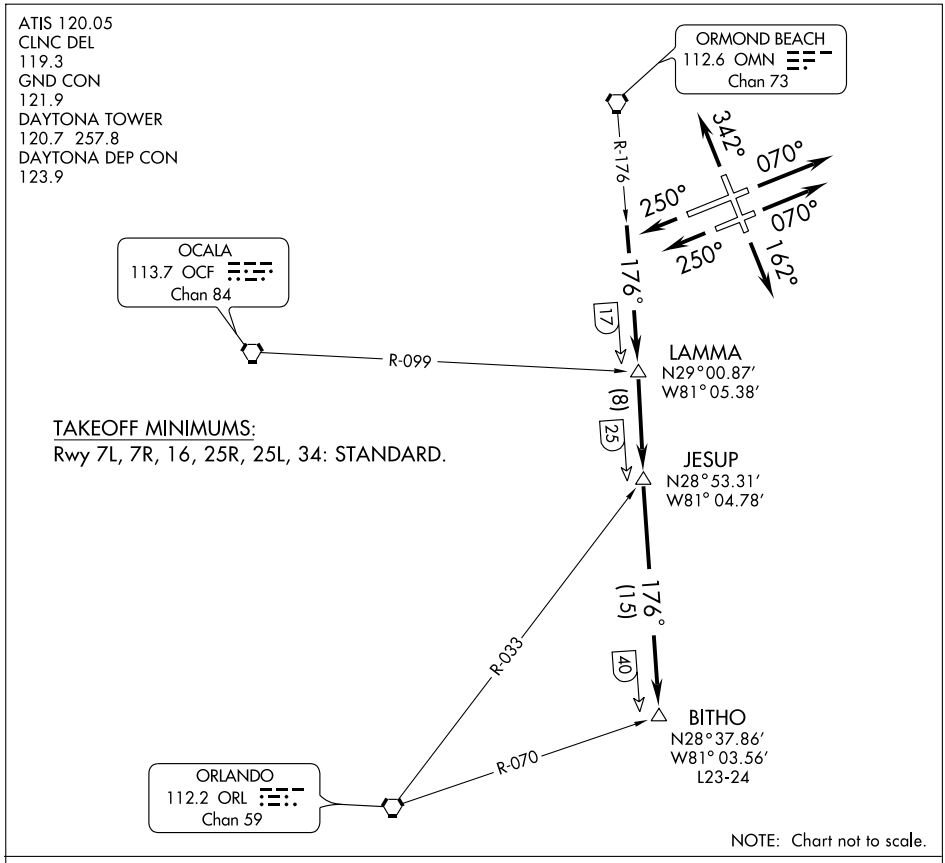
FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-3. 17 DEC 2009 to 14 JAN 2010

LAMMA FIVE DEPARTURE

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC, thence . . . .

. . . . Expect vectors to intercept OMN R-176 to BITHO INT, then via assigned route. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

LAMMA FIVE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834′ from DER, 646′ right of centerline, up to 64′ AGL/95′ MSL.

RWY 7R: Tower, trees beginning 1042′ from DER, 413′ right of centerline, up to 100′ AGL/135′ MSL. Hanger, multiple trees beginning 901′ from DER, 55′ left of centerline, up to 67′ AGL/101′ MSL.

RWY 16: Multiple trees beginning 57′ from DER, 19′ left of centerline, up to 75′ AGL/104′ MSL. Multiple trees beginning 871′ from DER, 3′ right of centerline, up to 83′ AGL/112′ MSL.

RWY 25L: Multiple trees beginning 123′ from DER, 75′ left of centerline, up to 80′ AGL/109′ MSL. Multiple trees and antenna beginning 1002′ from DER, 85′ right of centerline, up to 72′ AGL/101′ MSL.

RWY 25R: Multiple trees, signs and poles beginning 428′ from DER, 38′ right of centerline, up to 88′ AGL/115′ MSL. Multiple trees beginning 1254′ from DER, 41′ left of centerline, up to 84′ AGL/108′ MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013′ from DER, 90′ left of centerline, up to 82′ AGL/111′ MSL. Multiple trees, beginning 1108′ from DER, 6′ right of centerline, up to 78′ AGL/ 107′ MSL.

LOC I-DAB	APP CRS	Rwy Idg	10300
109.7	250°	TDZE	34
		Apt Elev	34

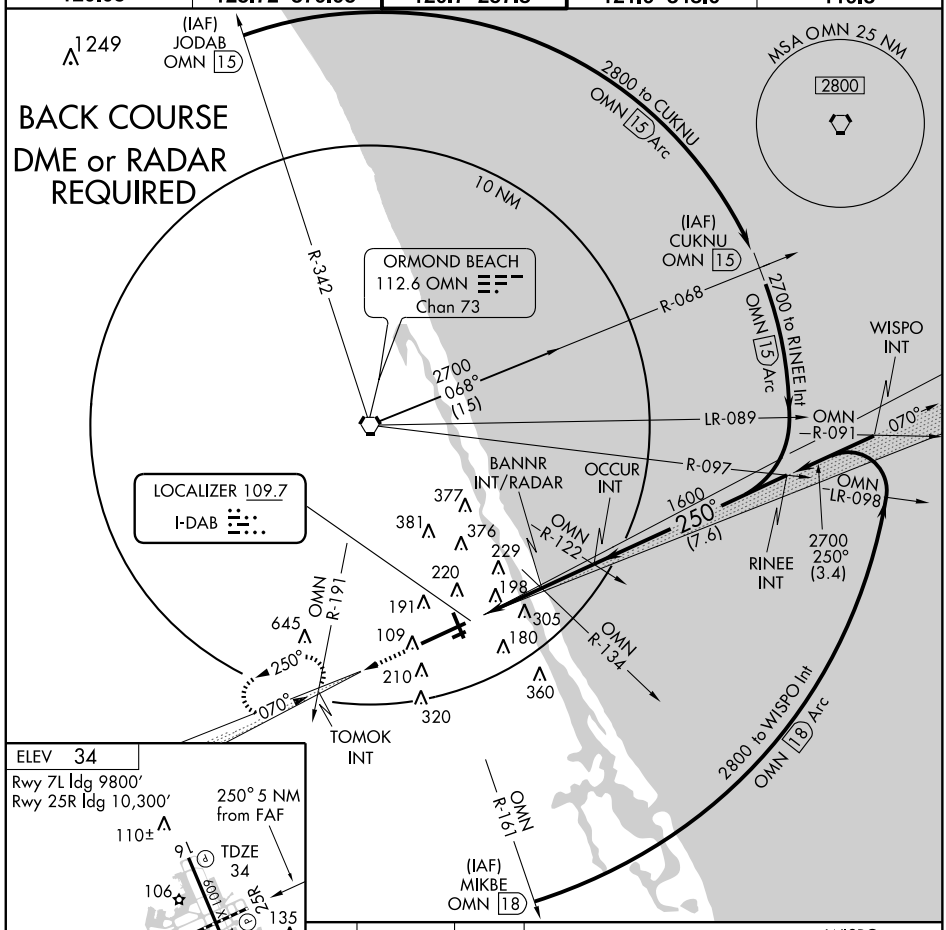
LOC BC RWY 25R
DAYTONA BEACH INTL (DAB)

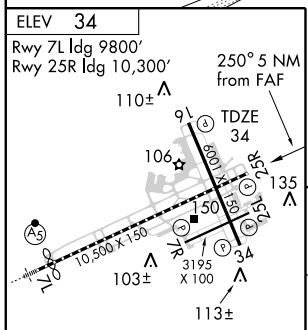
ASR

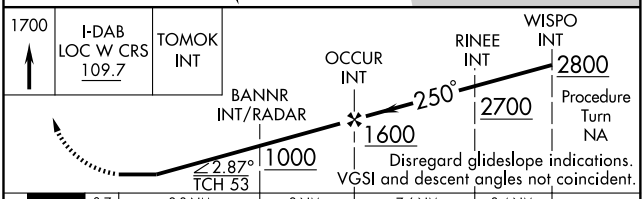
If local altimeter setting not received, use Ormond Beach altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1700 via I-DAB west course to TOMOK Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-25R	440-1 406 (500-1)		440-1¼ 406 (500-1¼)	
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

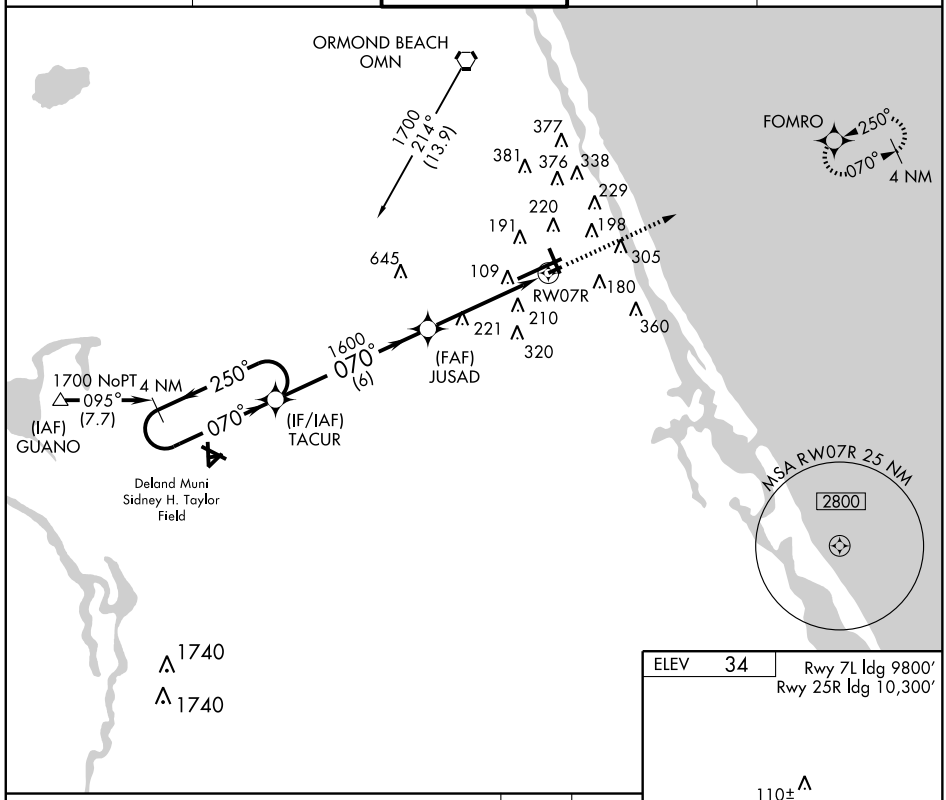
APP CRS	Rwy Idg	3195
070°	TDZE	32
	Apt Elev	34

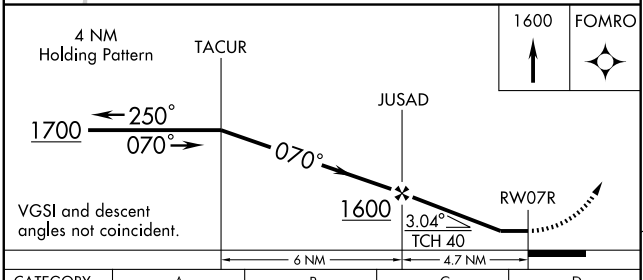
RNAV (GPS) RWY 7R
DAYTONA BEACH INTL (DAB)

Circling NA at night to Rwy 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

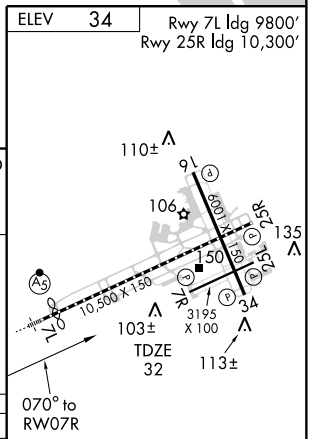
MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LNAV MDA	480-1	448 (500-1)	480-1¼ 448 (500-1¼)	NA
CIRCLING	540-1	506 (600-1)	540-1½ 506 (600-1½)	NA



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6001
CH 45529	162°	TDZE	33
W16A		Apt Elev	34

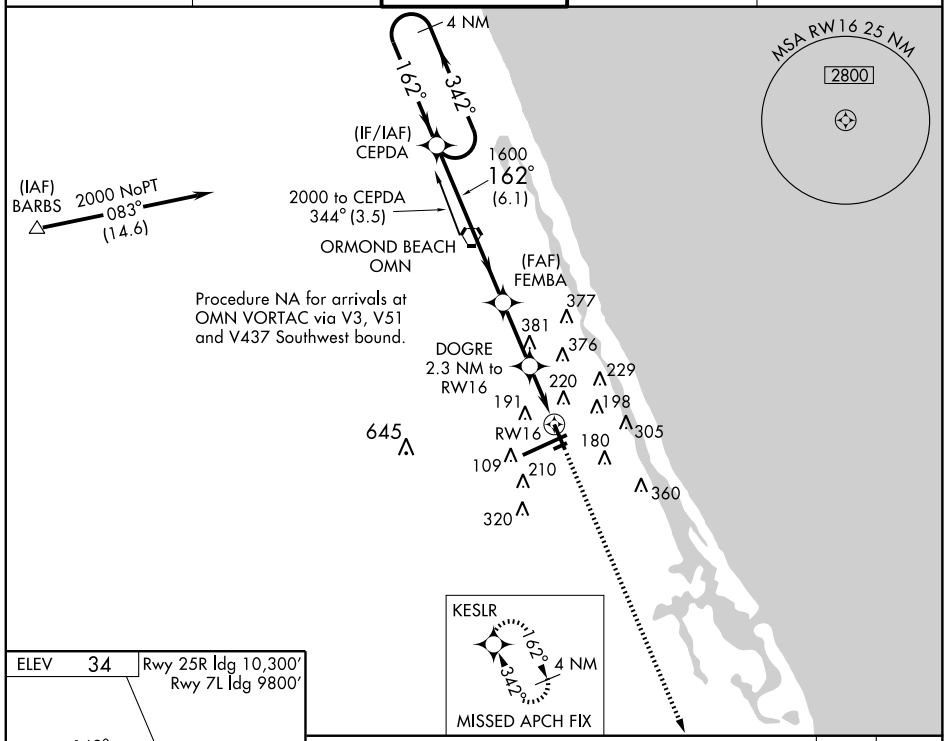
RNAV (GPS) RWY 16
DAYTONA BEACH INTL (DAB)

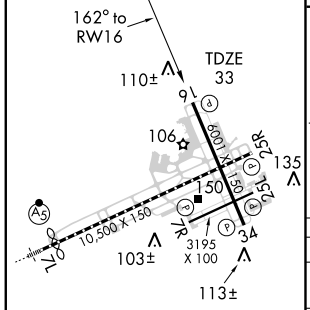
ASR

When VGSI Inop, Circling Rwys 7R-25L and 34 NA at night. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

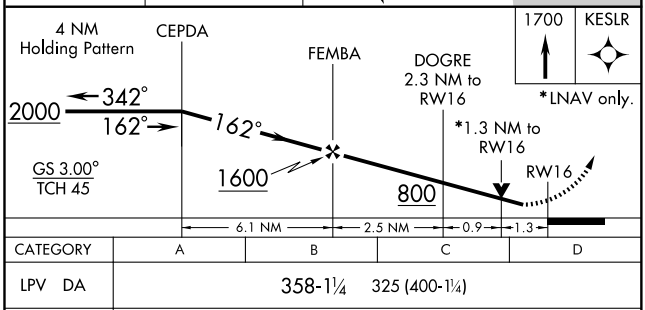
MISSED APPROACH: Climb to 1700 direct KESLR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34



CATEGORY	A	B	C	D
LPV DA	358-1¼ 325 (400-1¼)			
LNAV/VNAV DA	479-1½ 446 (500-1½)			
LNAV MDA	500-1 467 (500-1)		500-1¼ 467 (500-1¼)	500-1½ 467 (500-1½)
CIRCLING	540-1½ 506 (600-1½)			620-2 586 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3195
250°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 25L

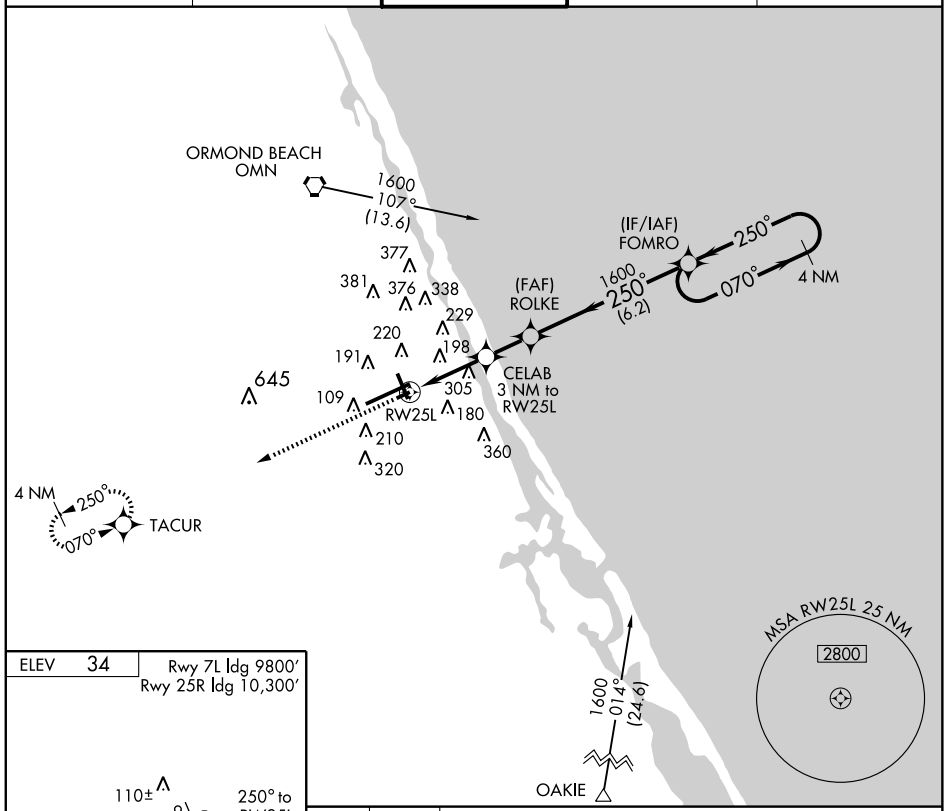
DAYTONA BEACH INTL (DAB)

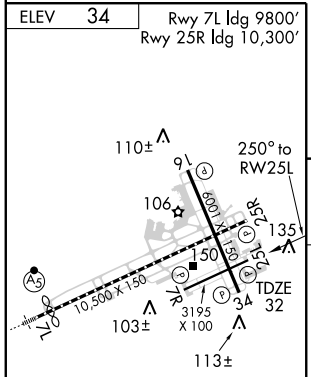
ASR

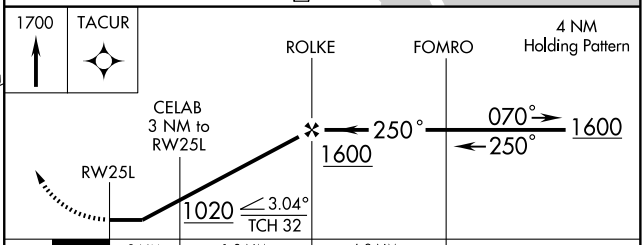
When VGSI inop, Circling Rwy 7R and 34 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct TACUR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LNAV MDA	560-1	528 (600-1)	560-1½ 528 (600-1½)	NA
CIRCLING	560-1	526 (600-1)	560-1½ 526 (600-1½)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 70327 W25A	APP CRS 250°	Rwy Idg 10300 TDZE 34 Apt Elev 34

RNAV (GPS) RWY 25R

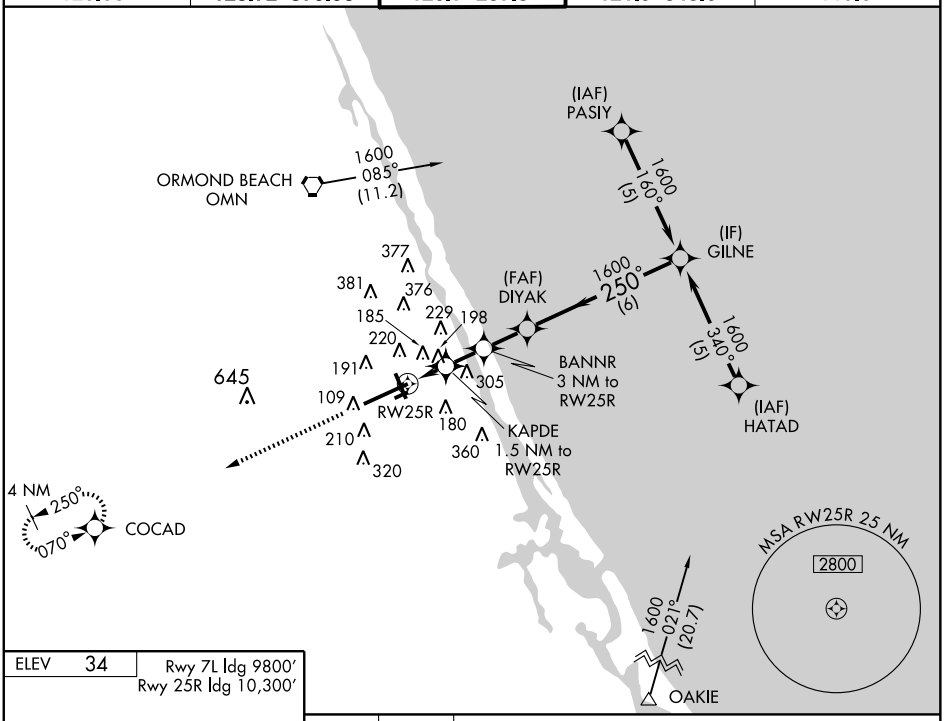
DAYTONA BEACH INTL (DAB)

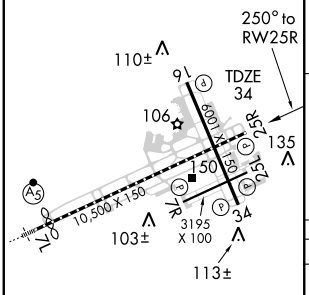
▼ ASR

When VGSI inop, Circling Rwy 7R, 25L, and 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA..

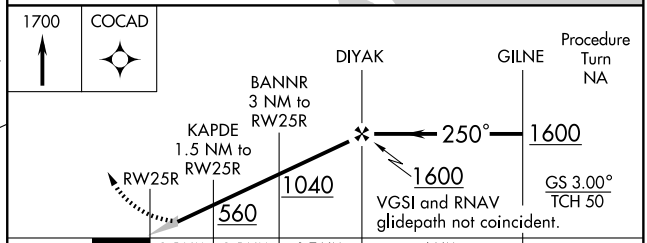
MISSED APPROACH: Climb to 1700 direct COCAD and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34



CATEGORY	A	B	C	D
LPV DA	308-1 274 (300-1)			
LNAV/ VNAV DA	485-1½ 451 (500-1½)			
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
342°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 34

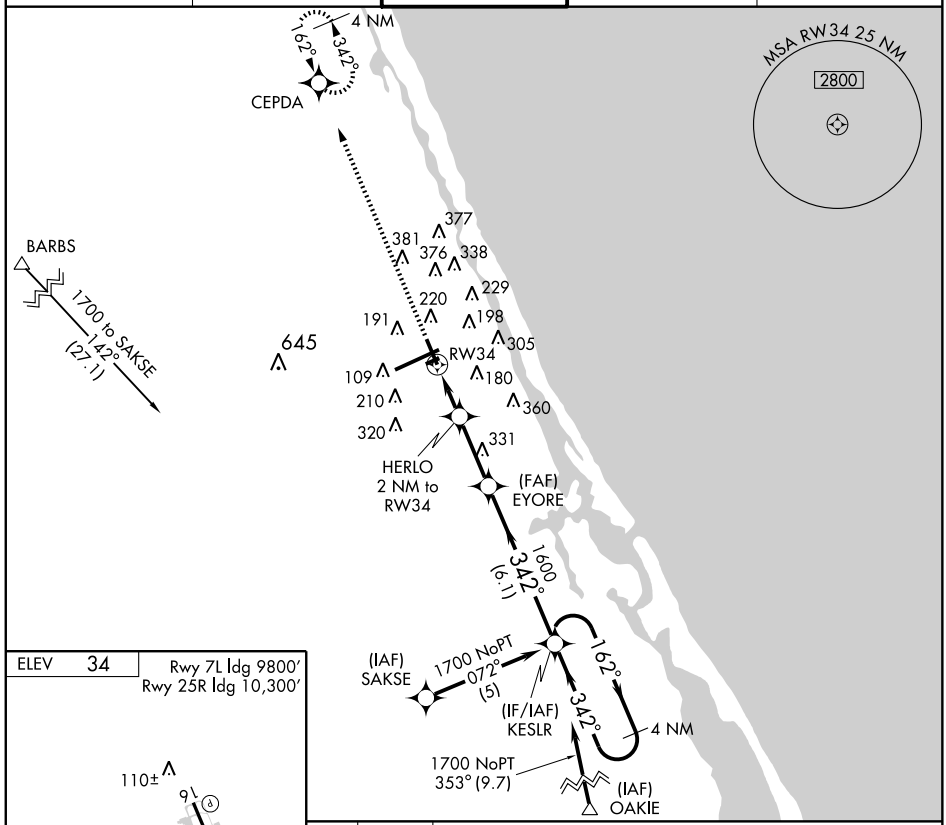
DAYTONA BEACH INTL (DAB)

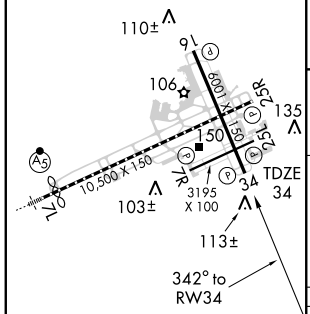
Circling NA at night to Rwy 7R, 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

NA
ASR

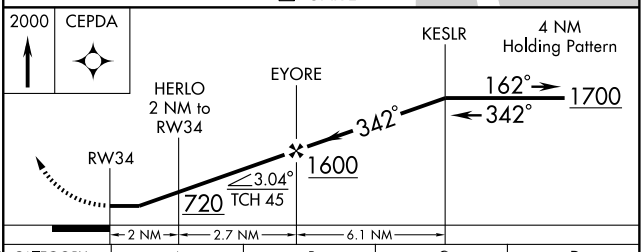
MISSED APPROACH: Climb to 2000 direct CEPDA WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34



CATEGORY	A	B	C	D
LNAV MDA	440-1 406 (500-1)		440-1¼	406 (500-1¼)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9800
070°	TDZE	30
	Apt Elev	34

RNAV (GPS) Y RWY 7L

DAYTONA BEACH INTL (DAB)

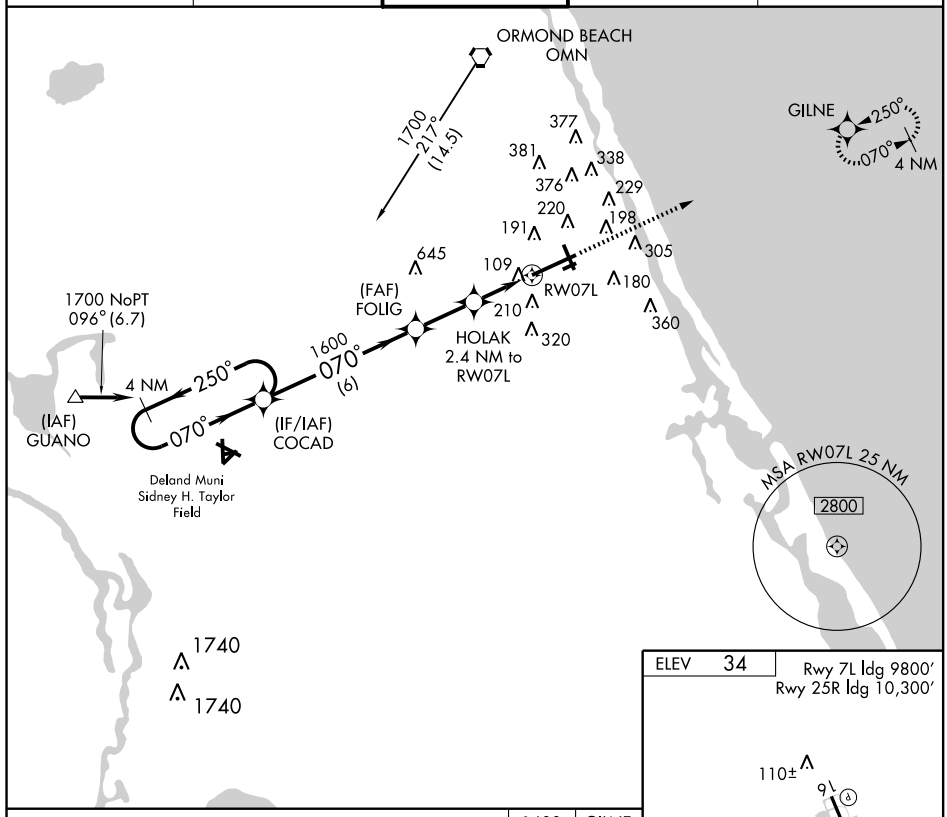
NA ASR

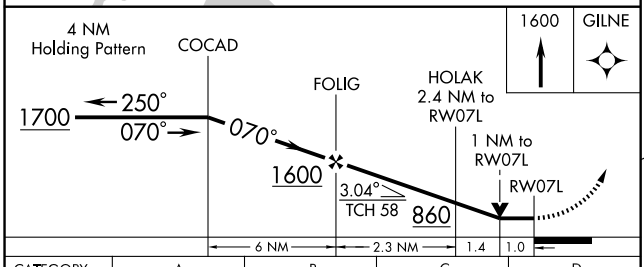
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 07R/25L. For inoperative MALSR, increase LNAV Cats A/B/C visibility to RVR 5000 and Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSR

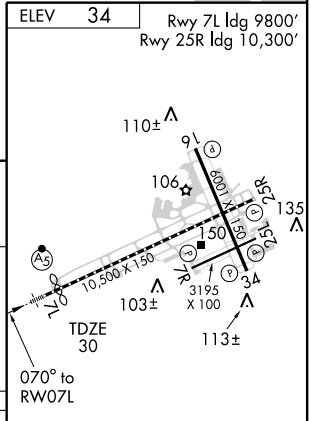
MISSED APPROACH: Climb to 1600 direct GILNE WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LNAV MDA	420/40 390 (400-¾)			420/50 390 (400-1)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9800
CH 45500	070°	TDZE	30
W07LA		Apt Elev	34

RNAV (GPS) Z RWY 7L

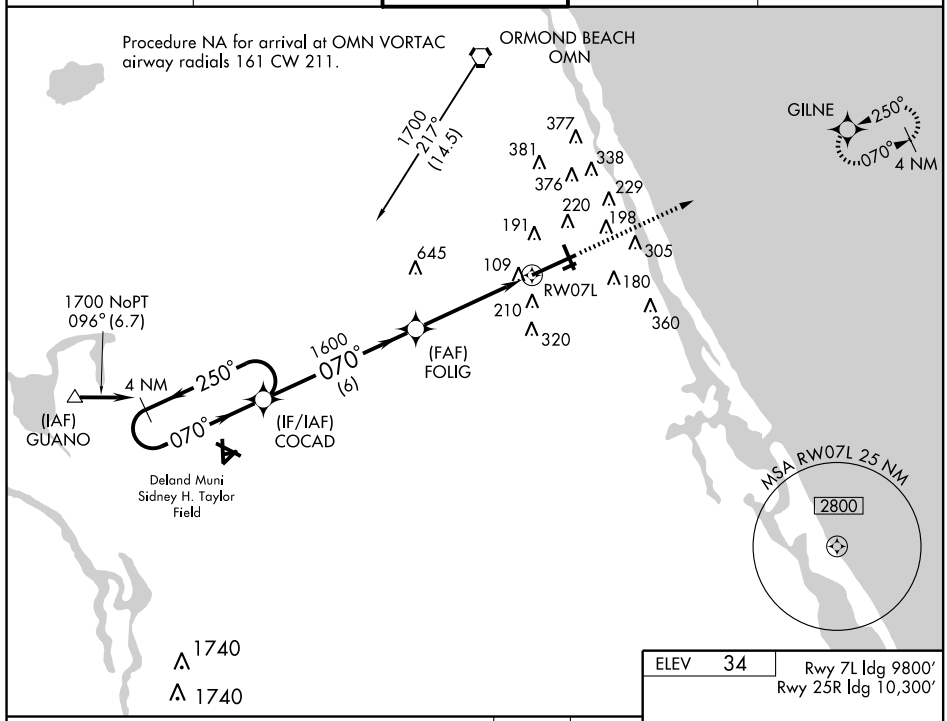
DAYTONA BEACH INTL (DAB)

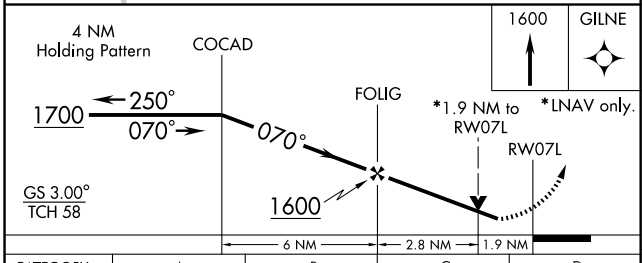
NA ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 7R, 25L. For inoperative MALSR, increase LPV all Cats and LNAV Cats A/B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

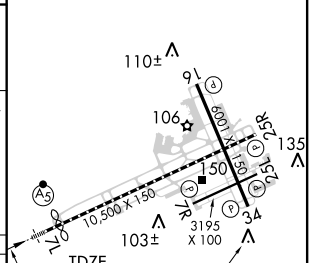
MISSED APPROACH: Climb to 1600 direct GILNE and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LPV DA	366/40 336 (400-¾)			
LNAV/VNAV DA	480/50 450 (500-1)			
LNAV MDA	680/40 650 (700-¾)		680/60 650 (700-1¼)	680-1½ 650 (700-1½)
CIRCLING	680-1 646 (700-1)		680-1¾ 646 (700-1¾)	680-2 646 (700-2)



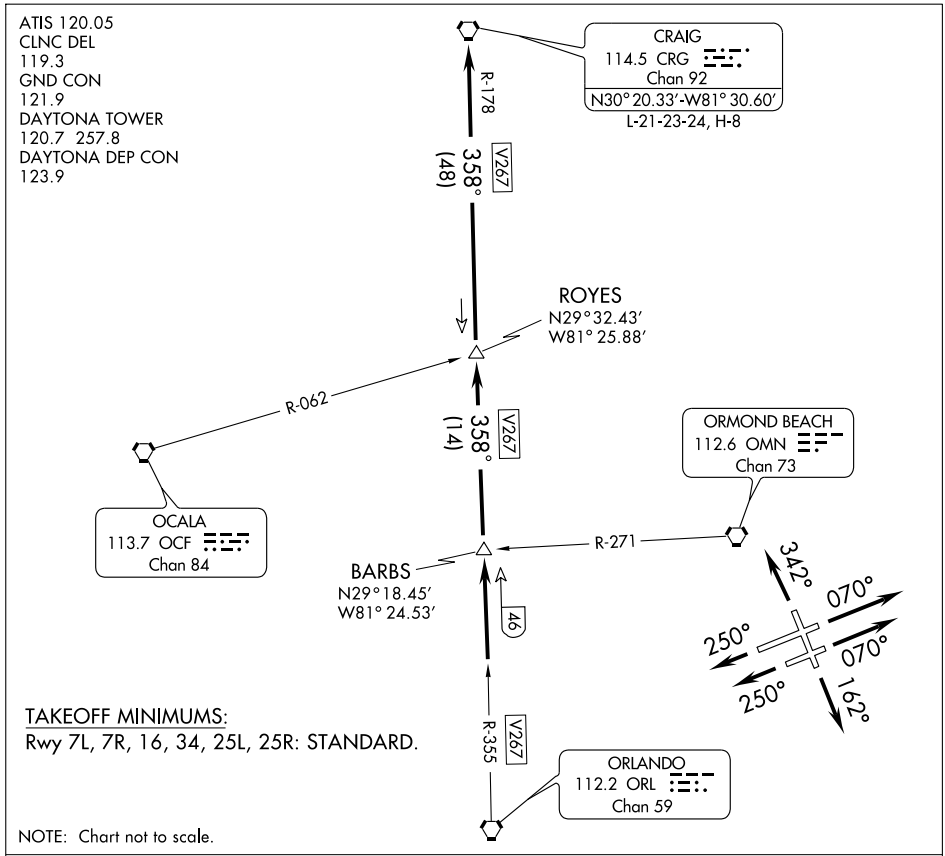
TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3. 17 DEC 2009 to 14 JAN 2010

ROYES FIVE DEPARTURE

SL-110 (FAA)

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC. Thence . . . .

. . . . Expect vectors to intercept CRG R-178 to CRG VORTAC. Then via assigned route expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

ROYES FIVE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834′ from DER, 646′ right of centerline, up to 64′ AGL/95′ MSL.

RWY 7R: Tower, trees beginning 1042′ from DER, 413′ right of centerline, up to 100′ AGL/135′ MSL. Hanger, multiple trees beginning 901′ from DER, 55′ left of centerline, up to 67′ AGL/101′ MSL.

RWY 16: Multiple trees beginning 57′ from DER, 19′ left of centerline, up to 75′ AGL/104′ MSL. Multiple trees beginning 871′ from DER, 3′ right of centerline, up to 83′ AGL/112′ MSL.

RWY 25L: Multiple trees beginning 123′ from DER, 75′ left of centerline, up to 80′ AGL/109′ MSL. Multiple trees and antenna beginning 1002′ from DER, 85′ right of centerline, up to 72′ AGL/101′ MSL.

RWY 25R: Multiple trees, signs and poles beginning 428′ from DER, 38′ right of centerline, up to 88′ AGL/115′ MSL. Multiple trees beginning 1254′ from DER, 41′ left of centerline, up to 84′ AGL/108′ MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013′ from DER, 90′ left of centerline, up to 82′ AGL/111′ MSL. Multiple trees, beginning 1108′ from DER, 6′ right of centerline, up to 78′ AGL/ 107′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

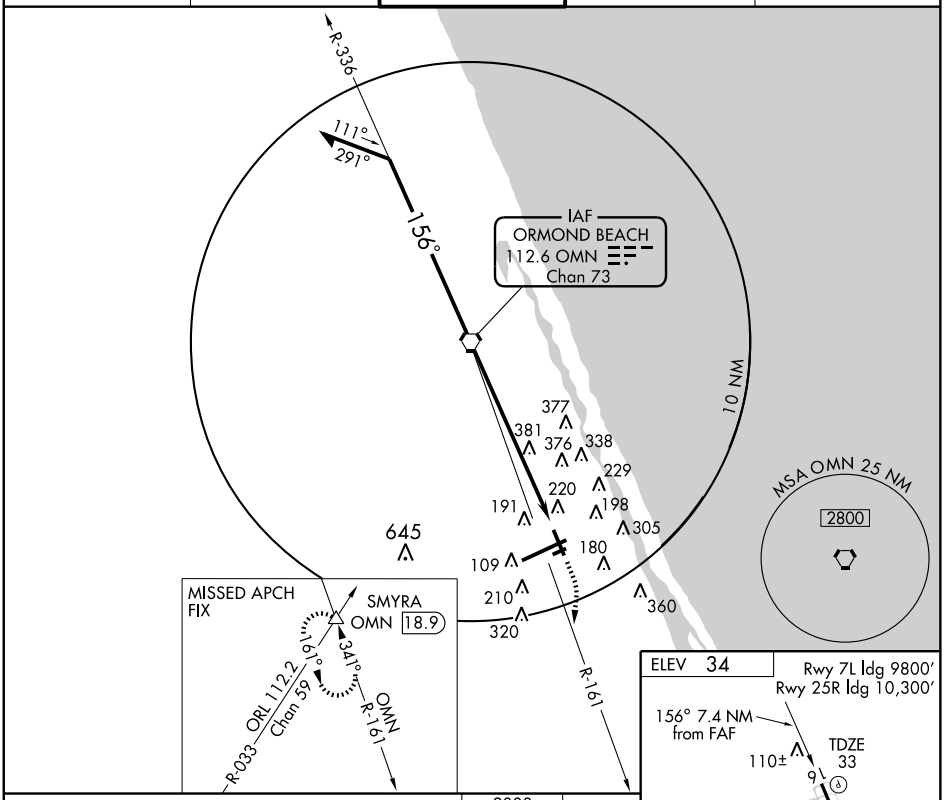
VORTAC OMN	APP CRS	Rwy Idg	6001
112.6	156°	TDZE	33
Chan 73		Apt Elev	34

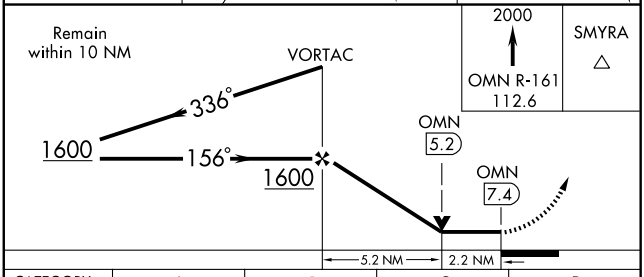
VOR RWY 16
DAYTONA BEACH INTL (DAB)

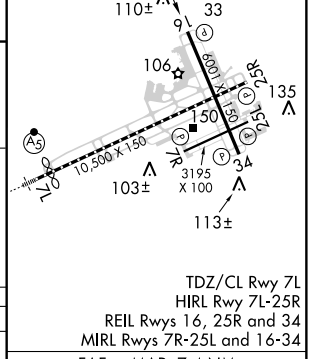
ASR

MISSED APPROACH: Climb to 2000 via OMN R-161 to SMYRA Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

CATEGORY	A	B	C	D
S-16	760-1	727 (800-1)	760-2 727 (800-2)	760-2¼ 727 (800-2¼)
CIRCLING	760-1	726 (800-1)	760-2 726 (800-2)	760-2¼ 726 (800-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

DEFUNIAK SPRINGS, FLORIDA AL-9813 (FAA)

APP CRS	Rwy Idg	4146
105°	TDZE	289
	Apt Elev	289

RNAV (GPS) RWY 9

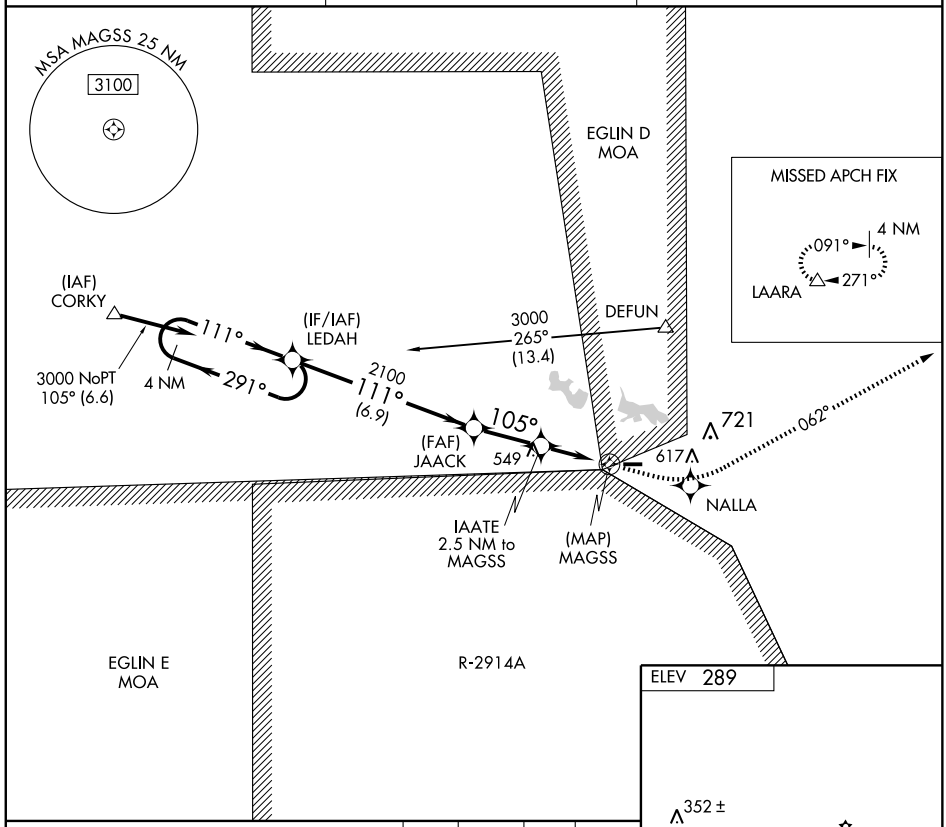
DEFUNIAK SPRINGS (54J)

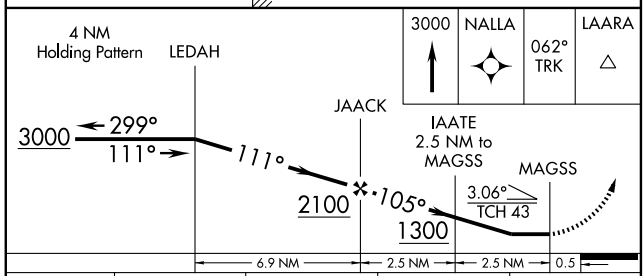
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet an increase Circling Cat. B visibility ¼ mile.

NA

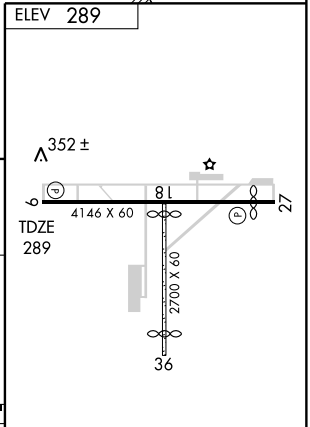
MISSED APPROACH: Climb to 3000 direct NALLA and via 062° track to LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON ★	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	660-1	371 (400-1)	NA	
CIRCLING	720-1 431 (500-1)	980-1 691 (700-1)	NA	



SE-3, 17 DEC 2009 to 14 JAN 2010

DEFUNIAK SPRINGS, FLORIDA AL-9813 (FAA)

APP CRS	Rwy Idg	3541
270°	TDZE	286
	Apt Elev	289

RNAV (GPS) RWY 27

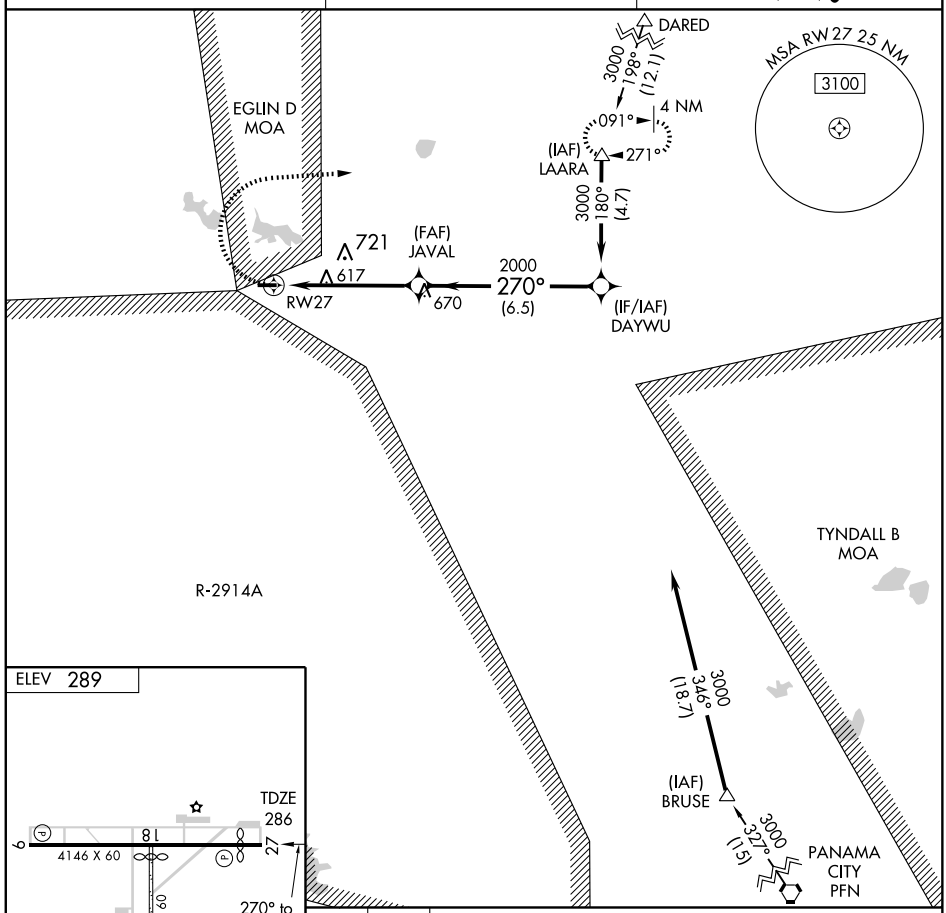
DEFUNIAK SPRINGS (54J)

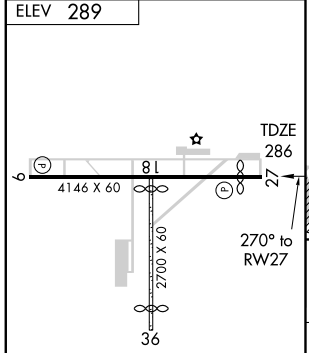
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

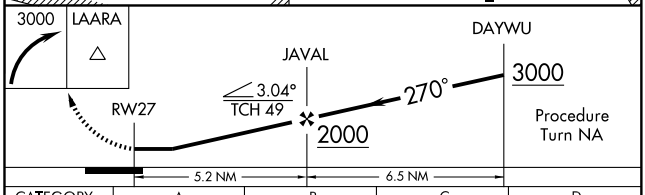
NA

MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON ★	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1	652 (700-1)	NA	
CIRCLING	940-1 651 (700-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4301
CH 90300	054°	TDZE	79
W05A		Apt Elev	80

RNAV (GPS) RWY 5

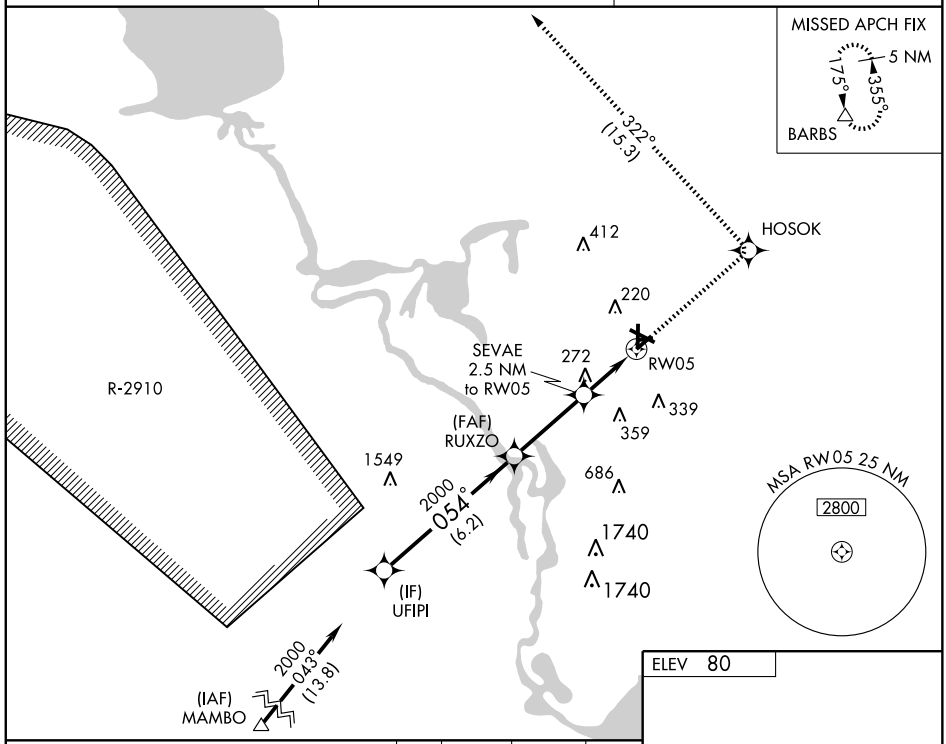
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

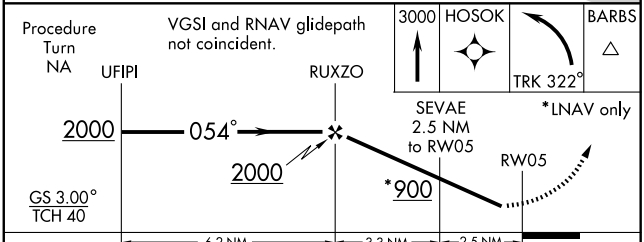
T A ASR

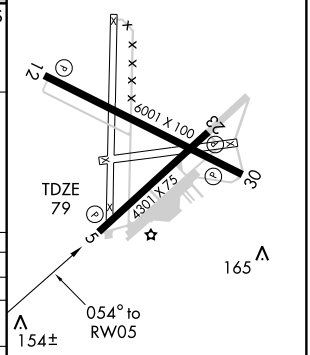
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOSOK and left turn via 322° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	385-1	306 (400-1)		
LNAV/VNAV DA	433-1¼	354 (400-1¼)		
LNAV MDA	580-1	501 (500-1)	580-1½	501 (500-1½)
CIRCLING	580-1¼	500 (500-1¼)	580-1½ 500 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6001
CH 50300	122°	TDZE	74
W12A		Apt Elev	80

RNAV (GPS) RWY 12

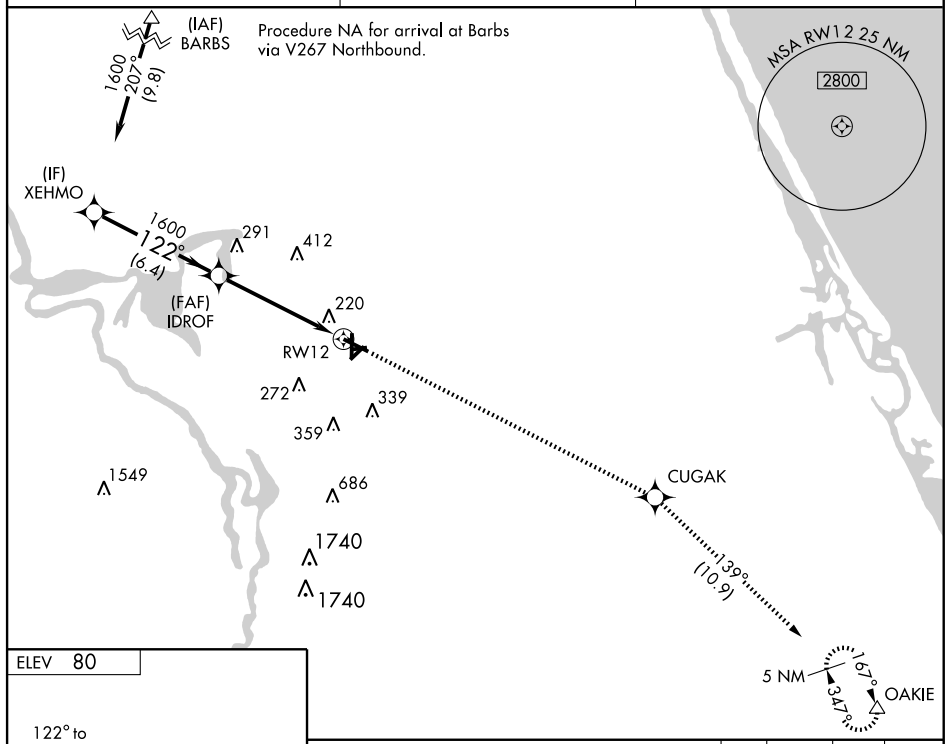
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

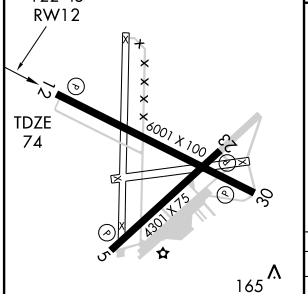
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

ASR

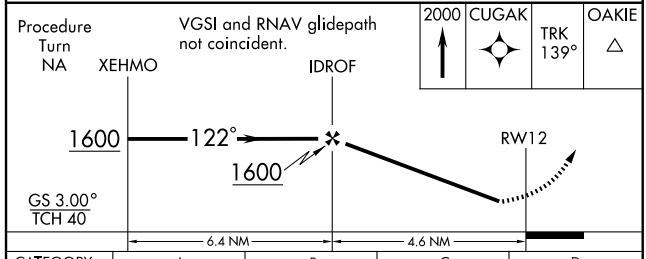
MISSED APPROACH: Climb to 2000 direct CUGAK and via 139° track to OAKIE and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L





REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	404-1¼ 330 (400-1¼)			
LNAV/VNAV DA	528-1½ 454 (500-1½)			
LNAV MDA	540-1 466 (500-1)		540-1¼ 466 (500-1¼)	540-1½ 466 (500-1½)
CIRCLING	540-1½ 460 (500-1½)			640-2 560 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45700 W23A	APP CRS 234°	Rwy Idg 4301 TDZE 78 Apt Elev 80

RNAV (GPS) RWY 23

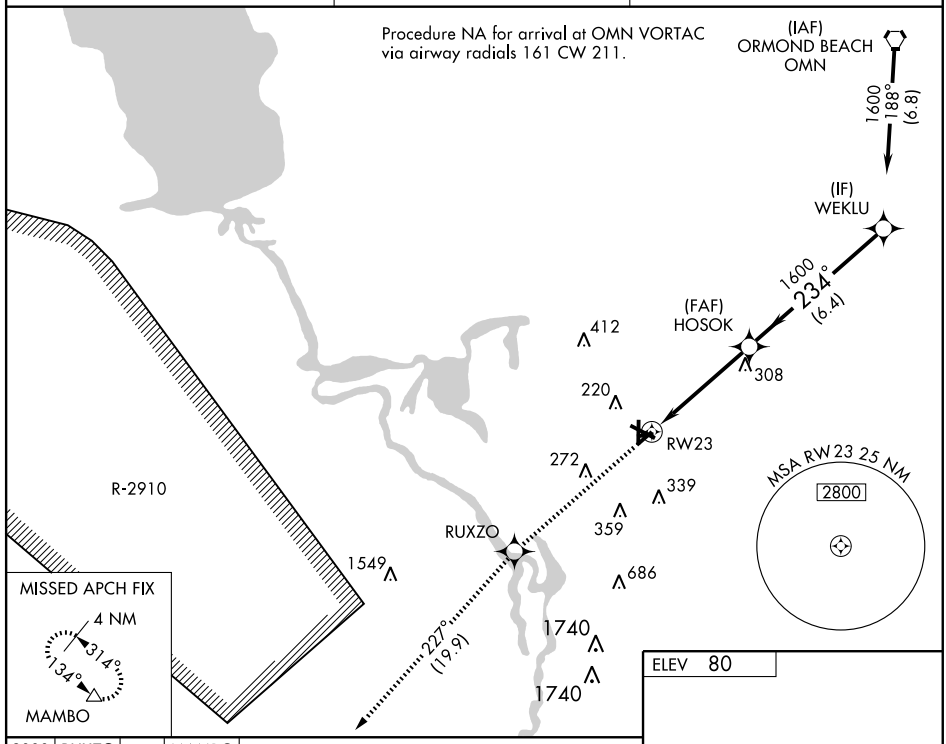
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

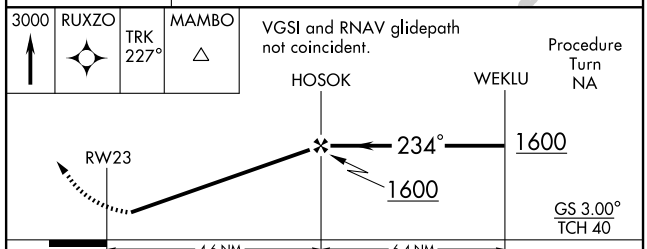
ASR

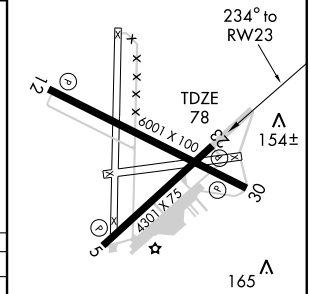
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUXZO and via 227° track to MAMBO and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	374-1 296 (300-1)			
LNAV/VNAV DA	414-1¼ 336 (400-1¼)			
LNAV MDA	420-1 342 (400-1)			420-1¼ 342 (400-1¼)
CIRCLING	520-1¼ 440 (500-1¼)	540-1¼ 460 (500-1¼)	540-1½ 460 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6001
CH 97500	302°	TDZE	72
W30A		Apt Elev	80

RNAV (GPS) RWY 30

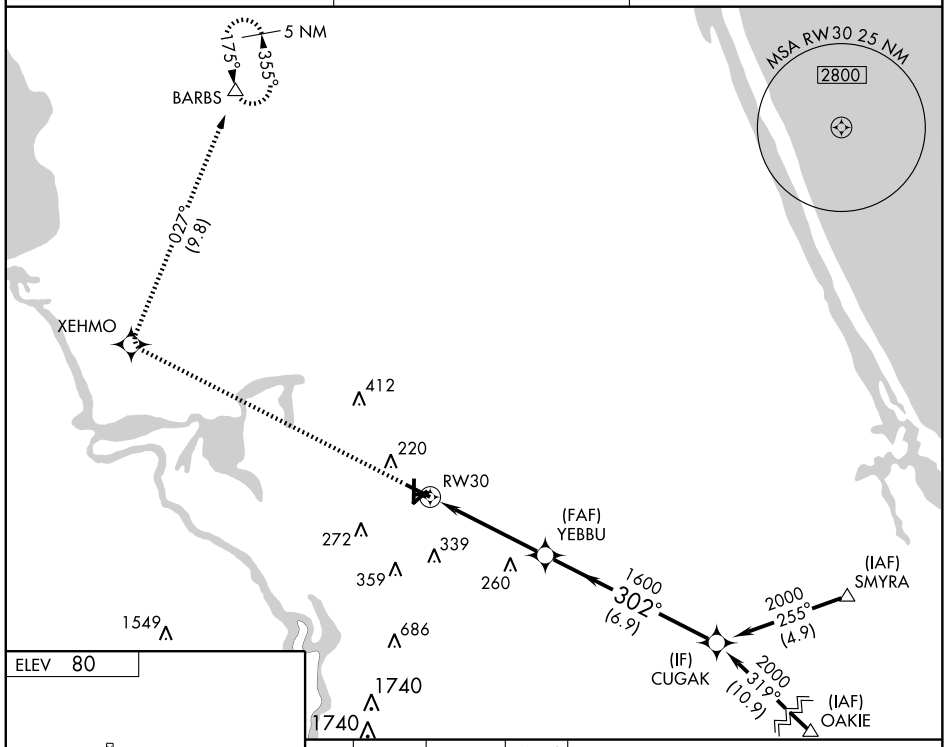
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

ASR

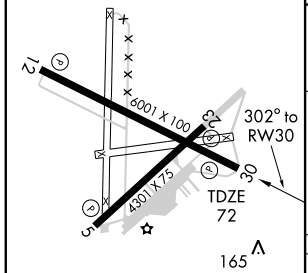
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

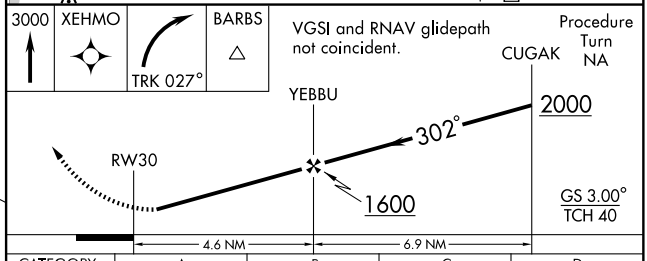
MISSED APPROACH: Climb to 3000 direct XEHMO and right turn via 027° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L



ELEV 80





CATEGORY	A	B	C	D
LPV DA	387-1¼ 315 (400-1¼)			
LNAV/ VNAV DA	465-1½ 393 (400-1½)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	500-1½ 428 (500-1½)
CIRCLING	520-1½ 440 (500-1½)	540-1½ 460 (500-1½)		640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC OMN	APP CRS	Rwy Idg	4301
112.6	212°	TDZE	78
Chan 73		Apt Elev	80

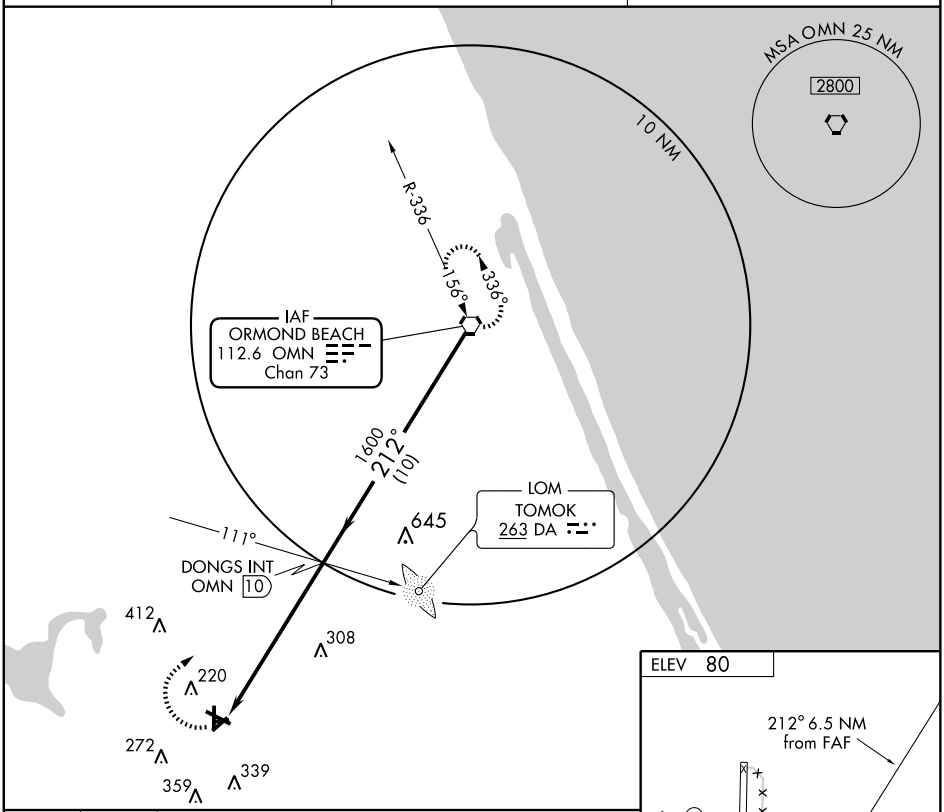
VOR RWY 23

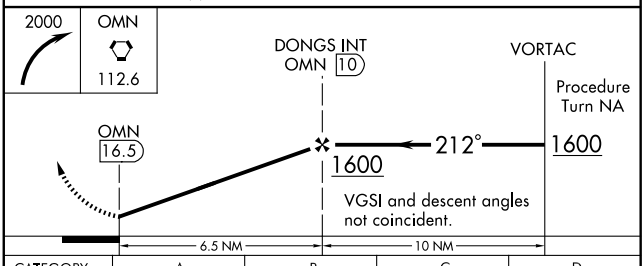
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

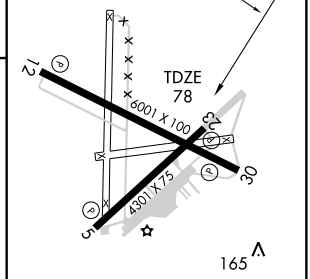
DME or ADF REQUIRED.
NA
ASR
If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 direct OMN VORTAC and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	580-1 502 (500-1)		580-1½ 502 (500-1½)	
CIRCLING	580-1 500 (500-1)		580-1½ 500 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SE-3. 17 DEC 2009 to 14 JAN 2010

NDB DTS	APP CRS	Rwy Idg	4999
254	327°	TDZE	21
		Apt Elev	23

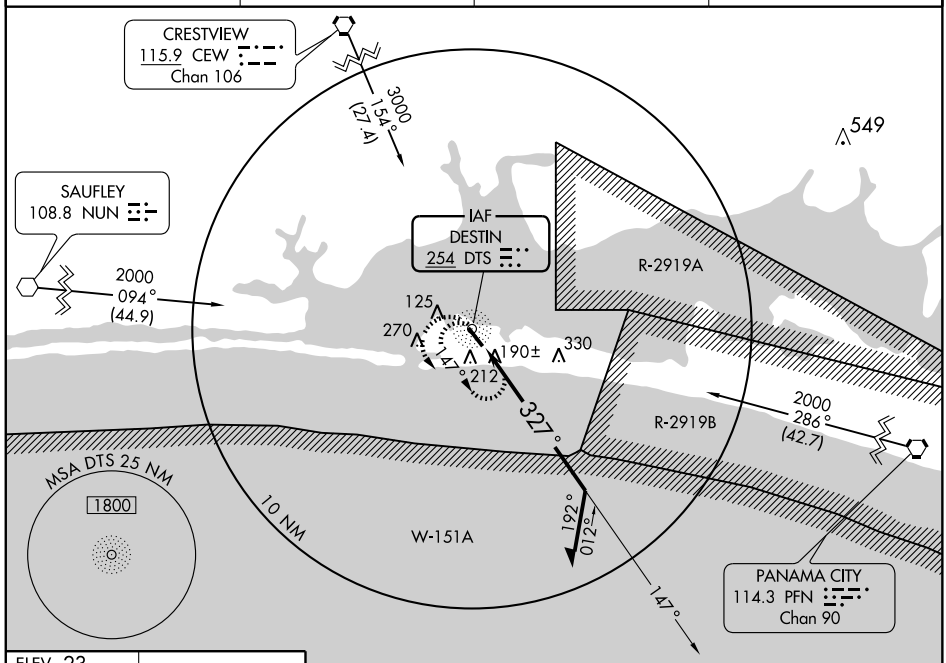
NDB RWY 32

DESTIN-FORT WALTON BEACH (DTS)

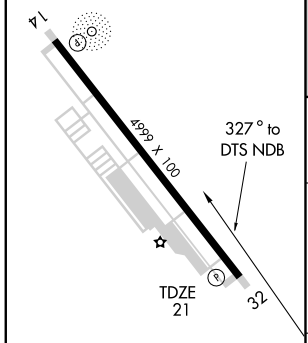
NA

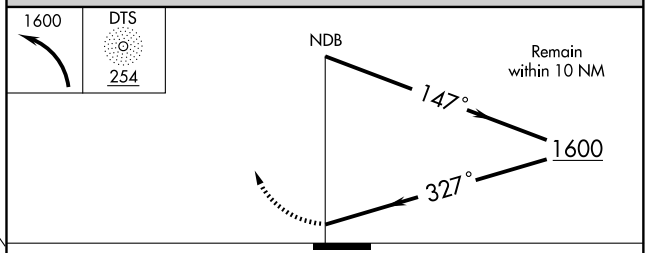
MISSED APPROACH: Climbing left turn to 1600 in DTS NDB holding pattern.

ASOS	EGLIN APP CON ★	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)



ELEV 23





CATEGORY	A	B	C	D
S-32	620-1	599 (600-1)	620-1½ 599 (600-1½)	620-1¾ 599 (600-1¾)
CIRCLING	620-1	597 (600-1)	620-1½ 597 (600-1½)	620-2 597 (600-2)

MIRL Rwy 14-32

SE-3. 17 DEC 2009 to 14 JAN 2010

DESTIN, FLORIDA

AL-5680 (FAA)

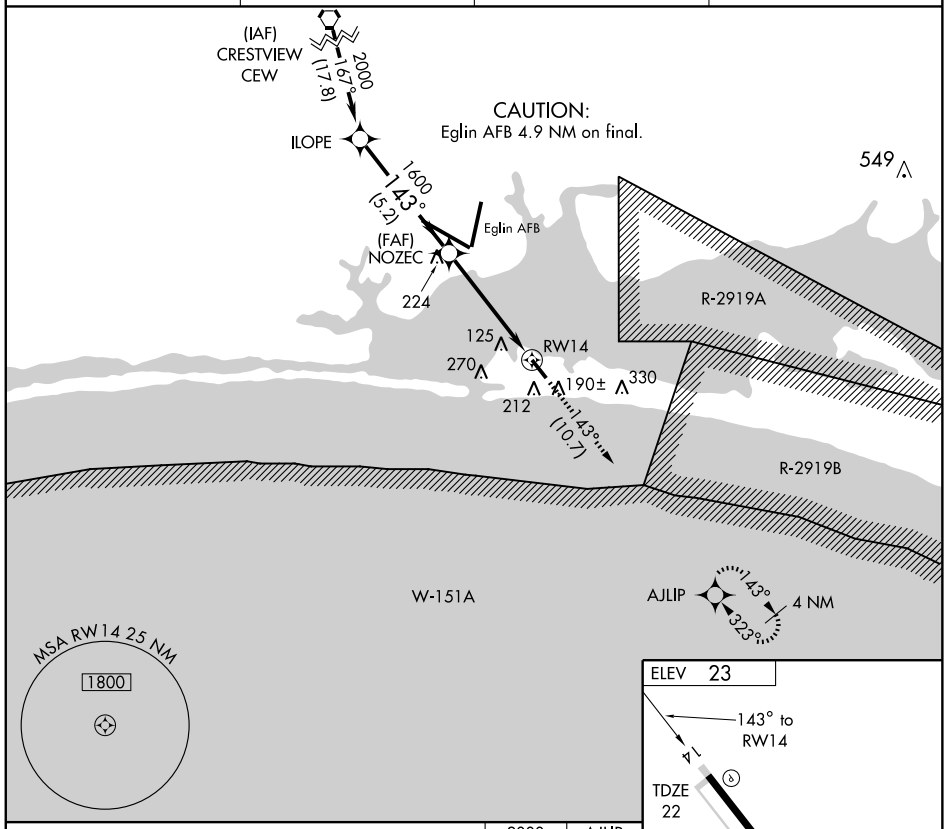
APP CRS	Rwy ldg	4999
143°	TDZE	22
	Apt Elev	23

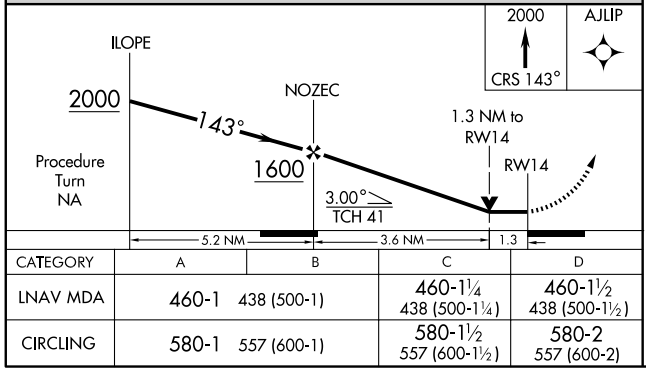
RNAV (GPS) RWY 14

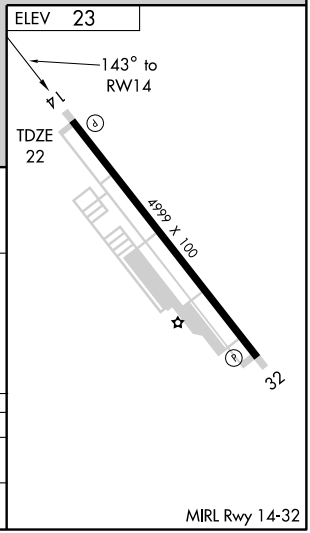
DESTIN-FORT WALTON BEACH (DTS)

NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 via course 143° to AJLIP WP and hold.

ASOS	EGLIN APP CON ★	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	460-1	438 (500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	580-1	557 (600-1)	580-1½ 557 (600-1½)	580-2 557 (600-2)

MIRL Rwy 14-32

SE-3, 17 DEC 2009 to 14 JAN 2010

DESTIN, FLORIDA

AL-5680 (FAA)

APP CRS	Rwy Idg	4999
323°	TDZE	21
	Apt Elev	23

RNAV (GPS) RWY 32

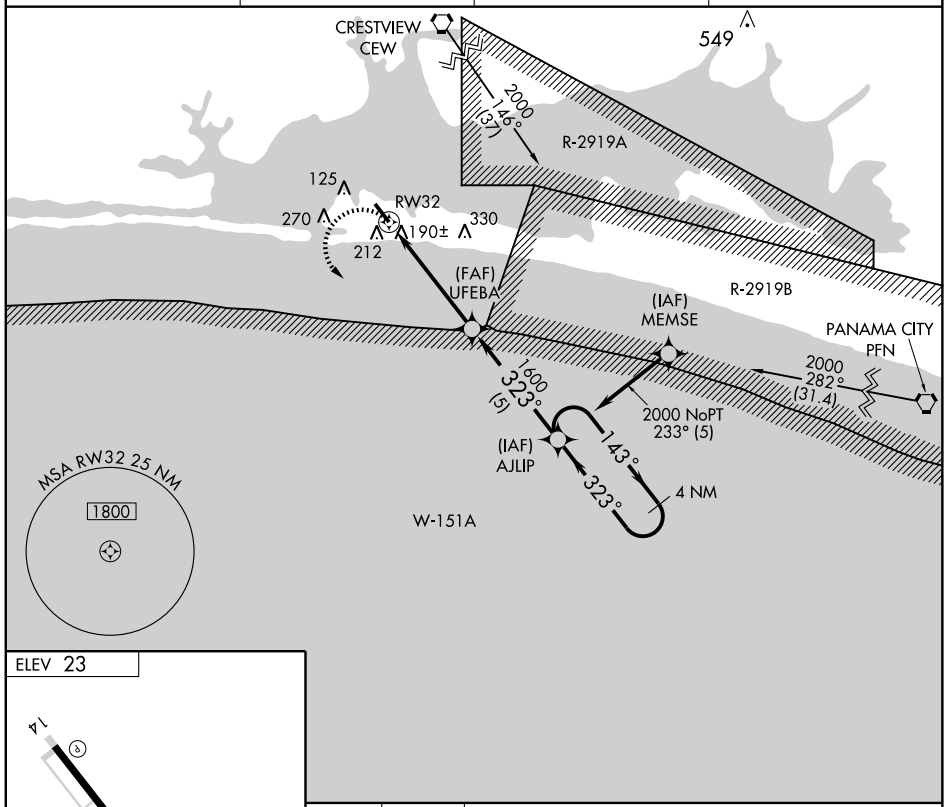
DESTIN-FORT WALTON BEACH (DTS)

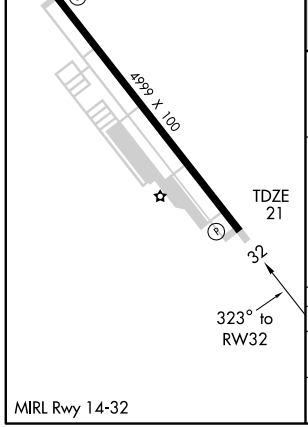
NA

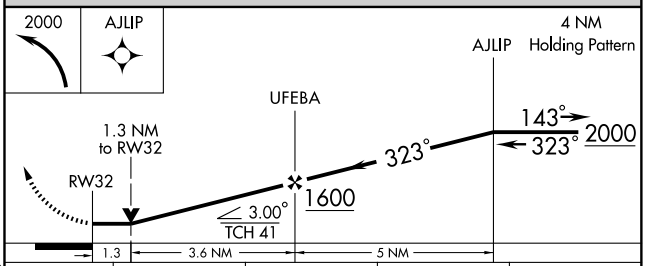
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct AJLIP WP and hold.

ASOS	EGLIN APP CON ★	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	540-1 519 (600-1)		540-1½ 519 (600-1½)	540-1¾ 519 (600-1¾)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

MIRL Rwy 14-32

SE-3. 17 DEC 2009 to 14 JAN 2010

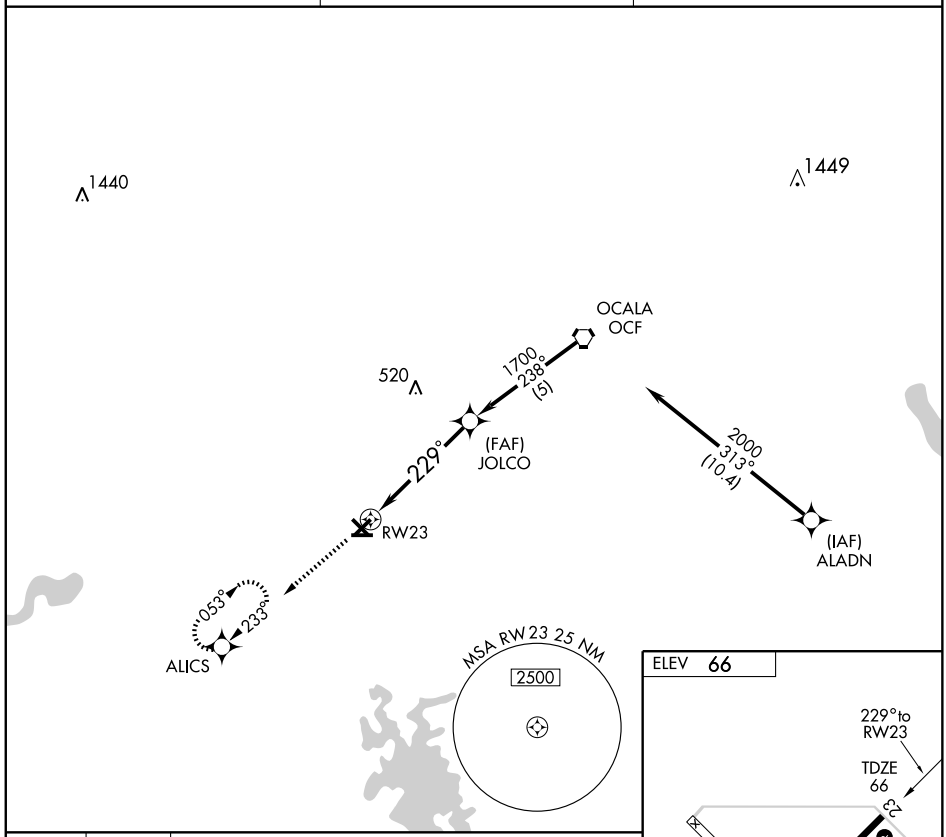
APP CRS	Rwy Idg	4941
229°	TDZE	66
	Apt Elev	66

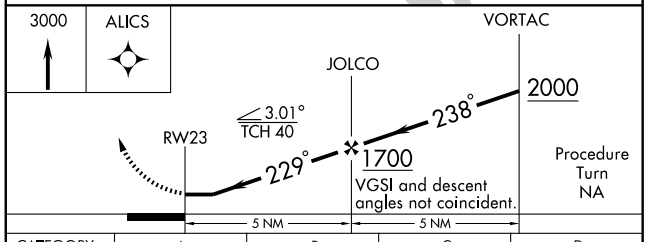
GPS RWY 23

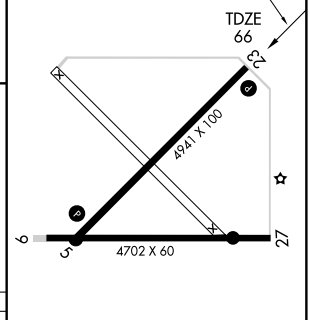
DUNNELLON/MARION CO & PARK OF COMMERCE (X35)

⚠ NA Use Ocala Intl-Jim Taylor Field altimeter setting.	MISSED APPROACH: Climb to 3000 direct ALICS WP and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	540-1	474 (500-1)	540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1	474 (500-1)	540-1½ 474 (500-1½)	620-2 554 (600-2)

MIRL Rwy 5-23 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC OCF 113.7 Chan 84	APP CRS 229°	Rwy Idg 4941 TDZE 66 Apt Elev 66

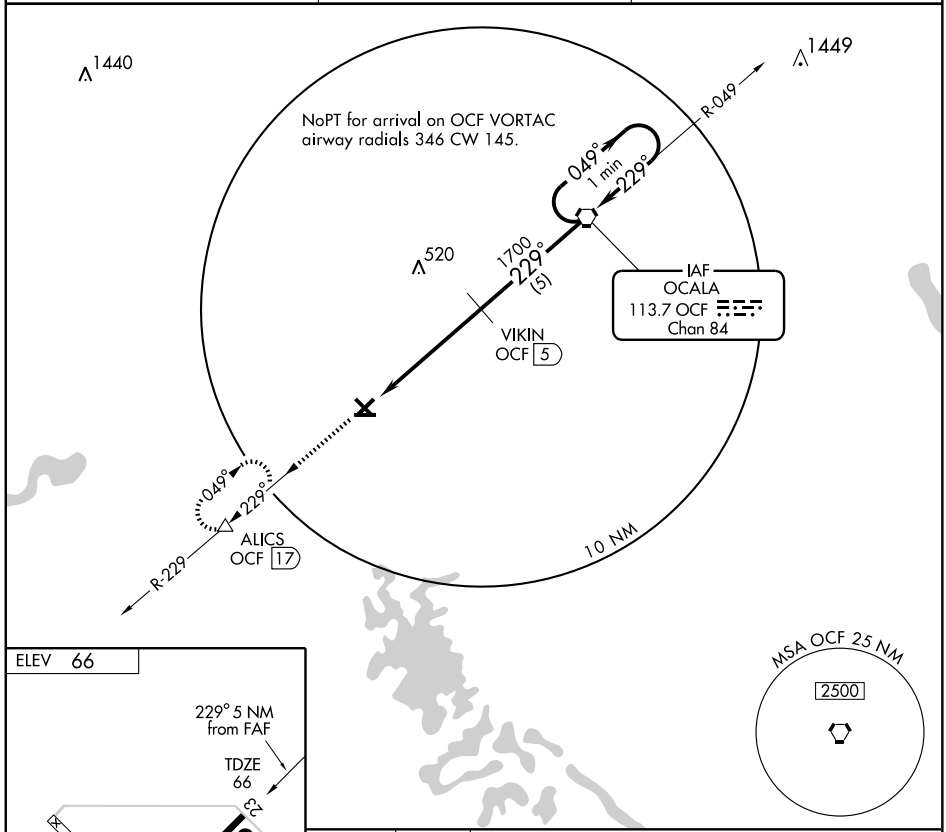
VOR/DME RWY 23

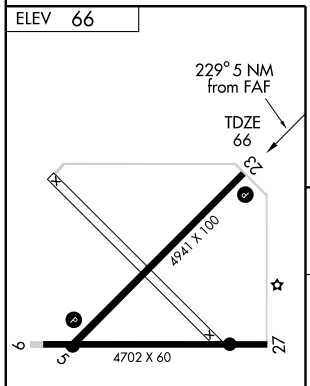
DUNNELLON/MARRION CO & PARK OF COMMERCE (X35)

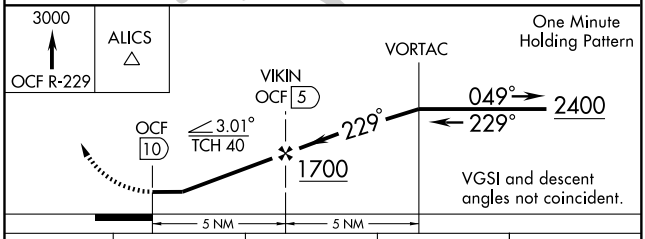
NA Use Ocala altimeter setting.

MISSED APPROACH: Climb to 3000 via OCF R-229 to ALICS/OCF 17 DME and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	540-1 474 (500-1)		540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1 474 (500-1)		540-1½ 474 (500-1½)	620-2 554 (600-2)

MIRL Rwy 5-23 L

SE-3, 17 DEC 2009 to 14 JAN 2010

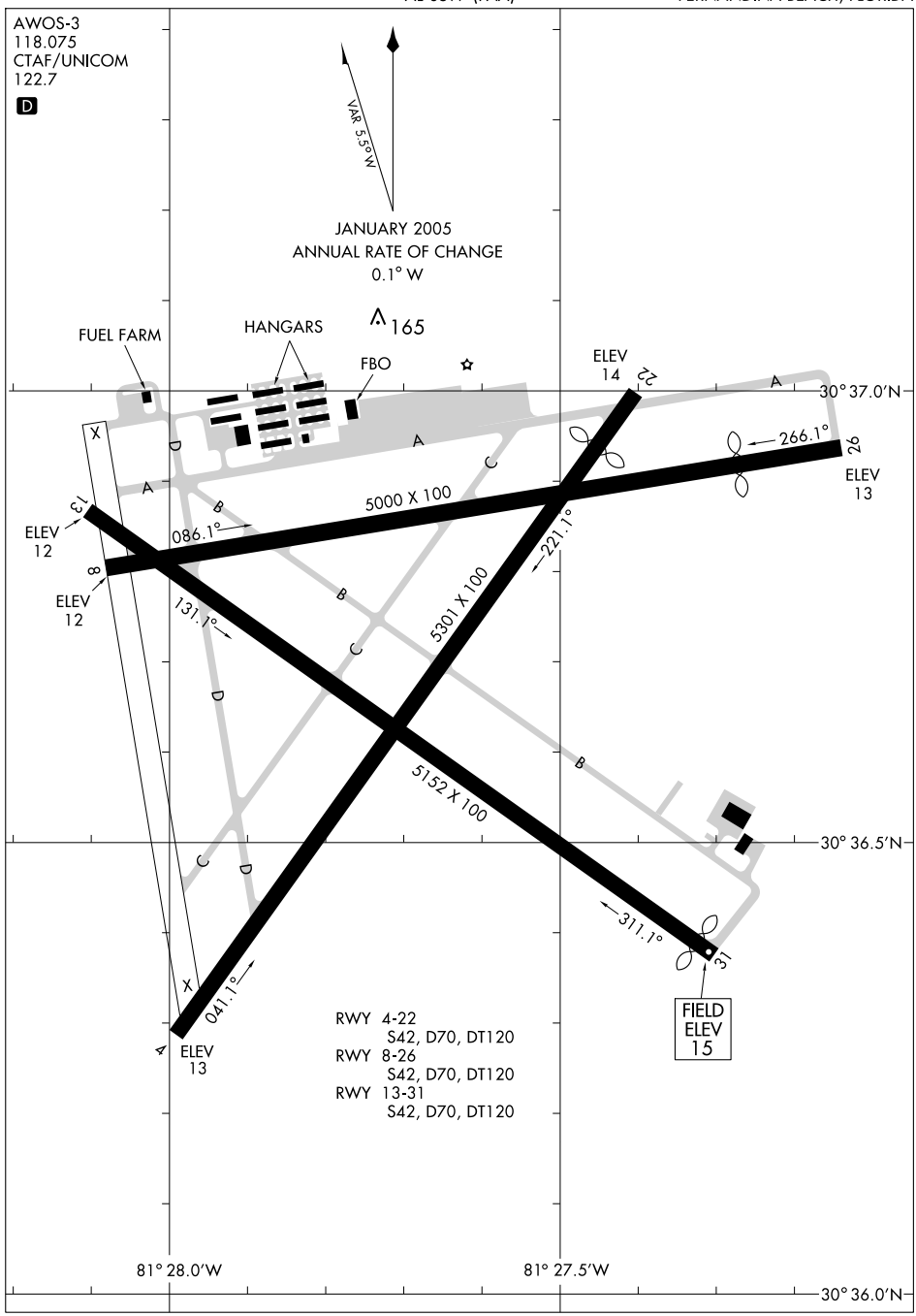
09295

AIRPORT DIAGRAM

AL-6597 (FAA)

FERNANDINA BEACH MUNI (FHB)

FERNANDINA BEACH, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4635
131°	TDZE	16
	Apt Elev	16

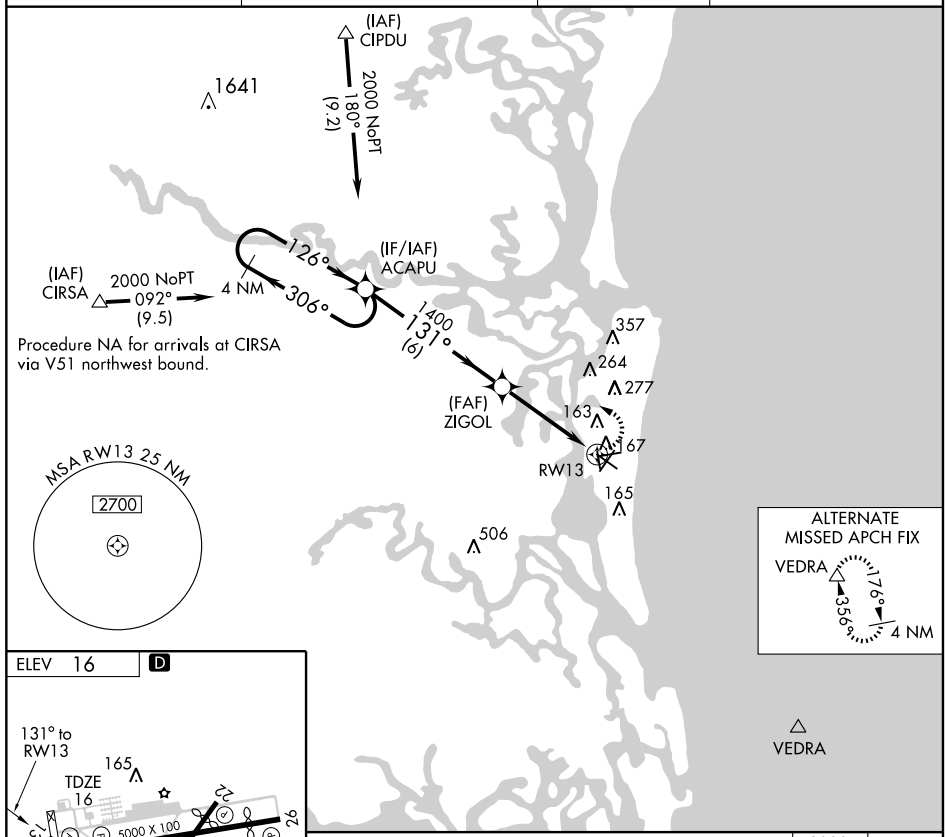
RNAV (GPS) RWY 13
FERNANDINA BEACH MUNI (FHB)

T
NA
ASR

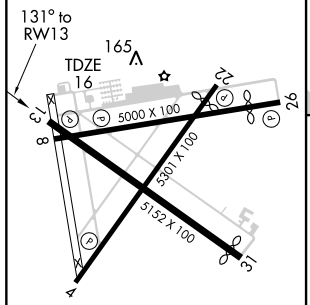
If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 40 feet.
VDP NA when using Jacksonville Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct ACAPU and hold.

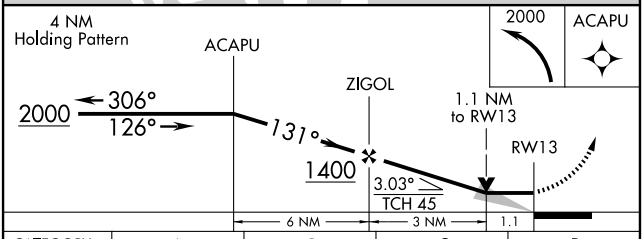
AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L



ELEV 16 D



REIL Rwys 4 and 13 L
MIRL Rwys 4-22 and 8-26 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

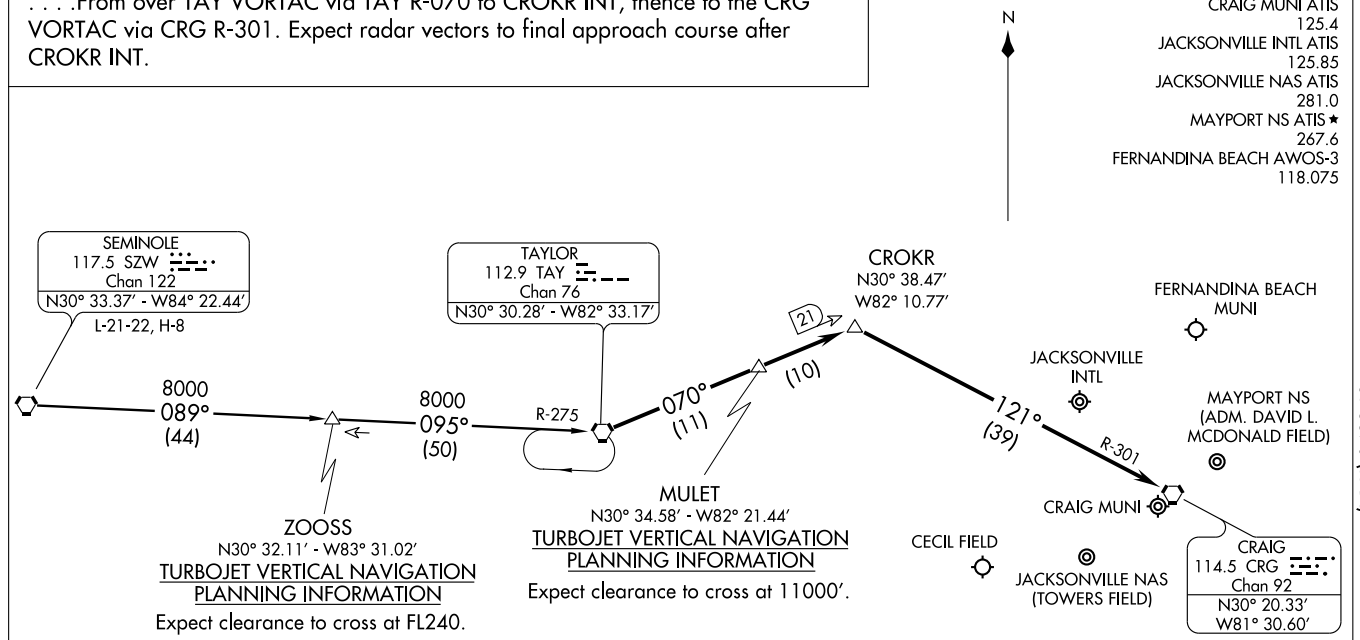
SE-3, 17 DEC 2009 to 14 JAN 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



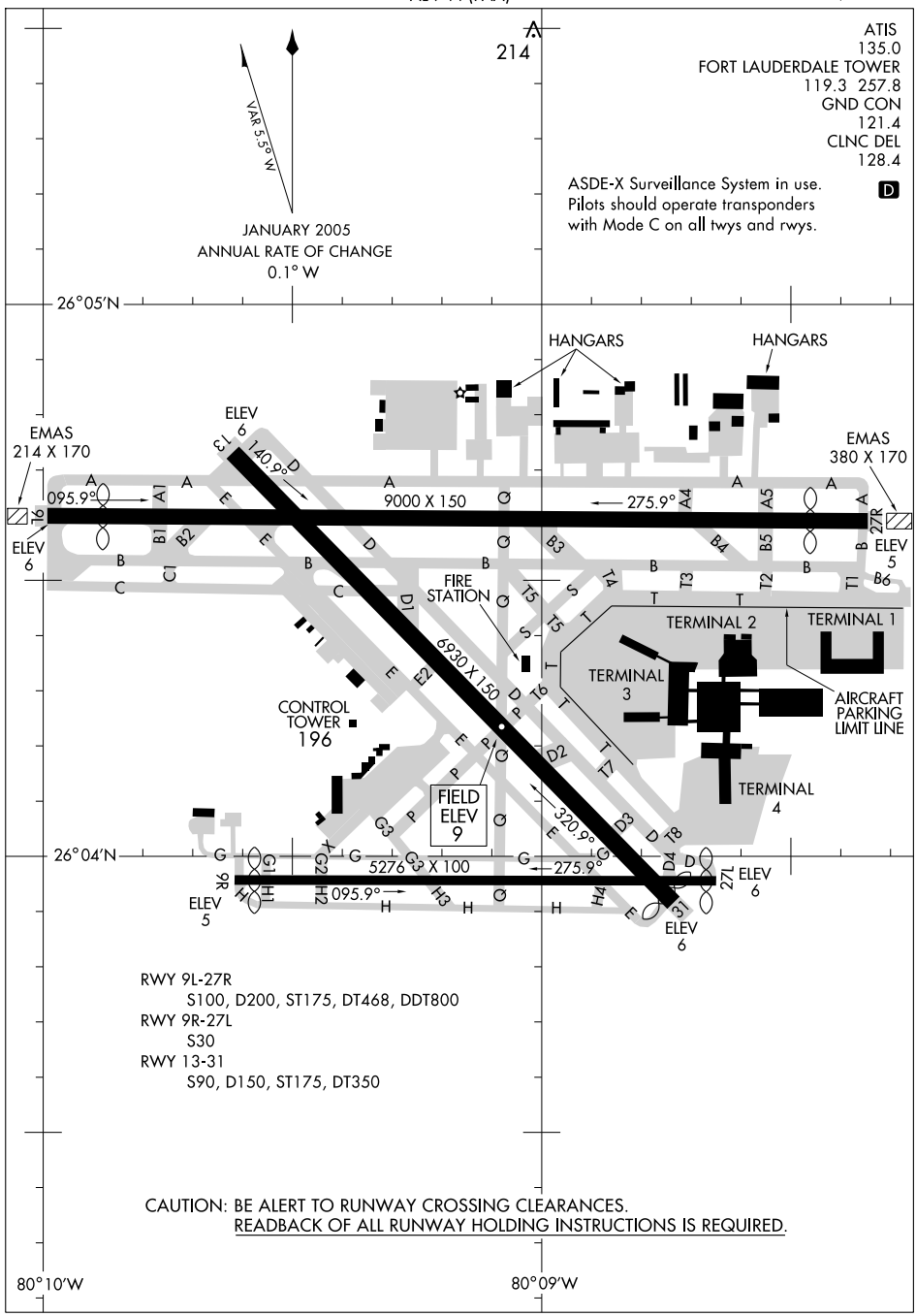
NOTE: DME Required.

NOTE: Chart not to scale.

09351

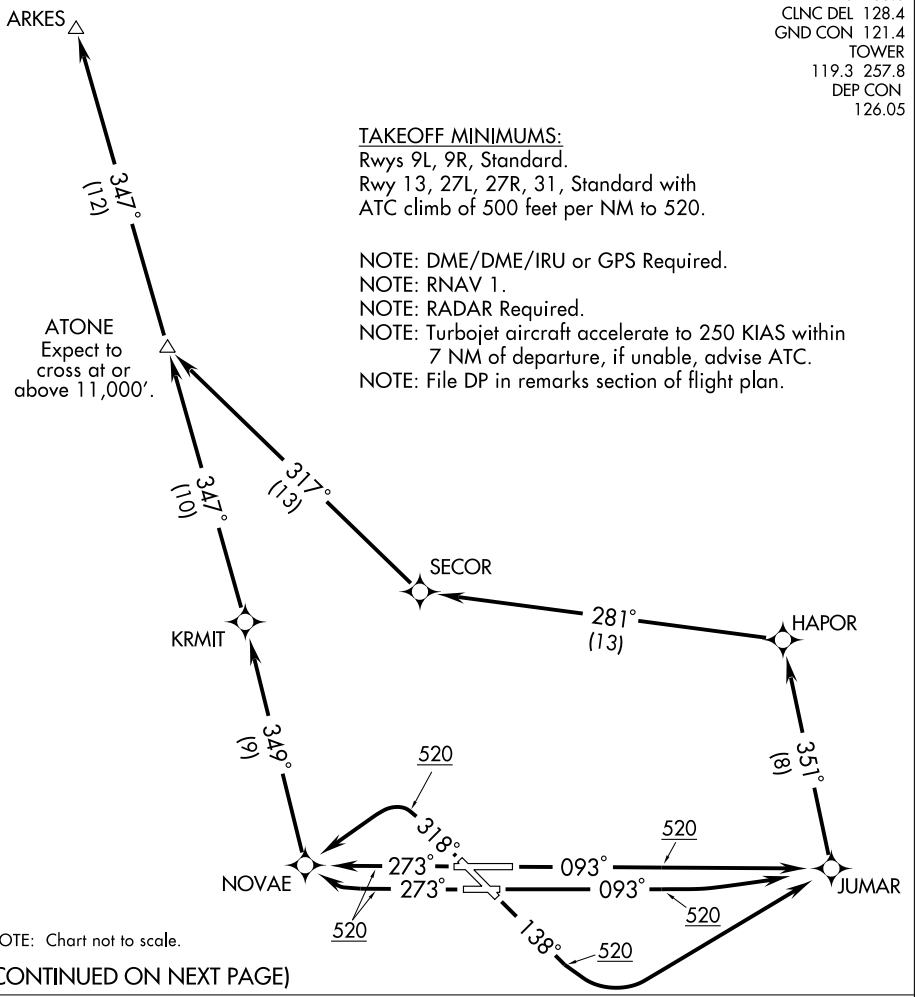
AIRPORT DIAGRAM

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA
AL-744 (FAA)



SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER
119.3 257.8
DEP CON
126.05



TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

DEPARTURE ROUTE DESCRIPTION

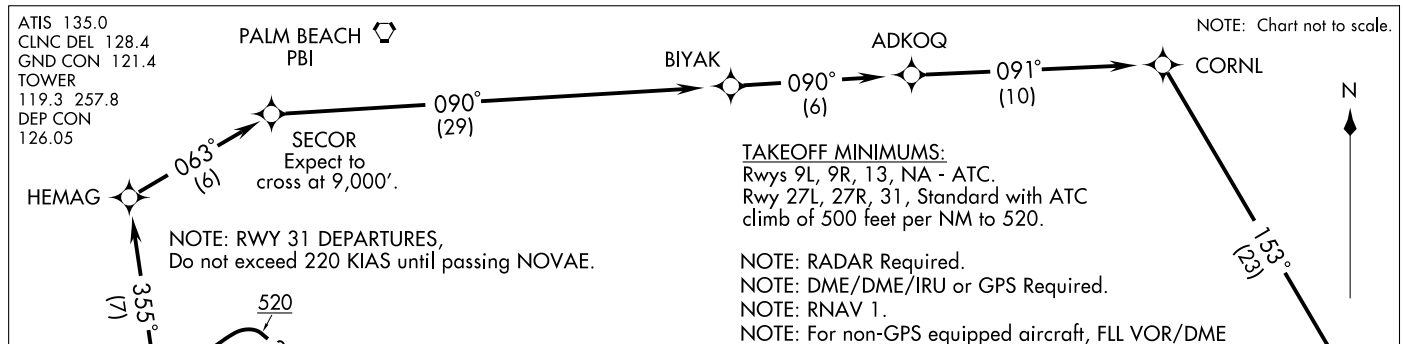
TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

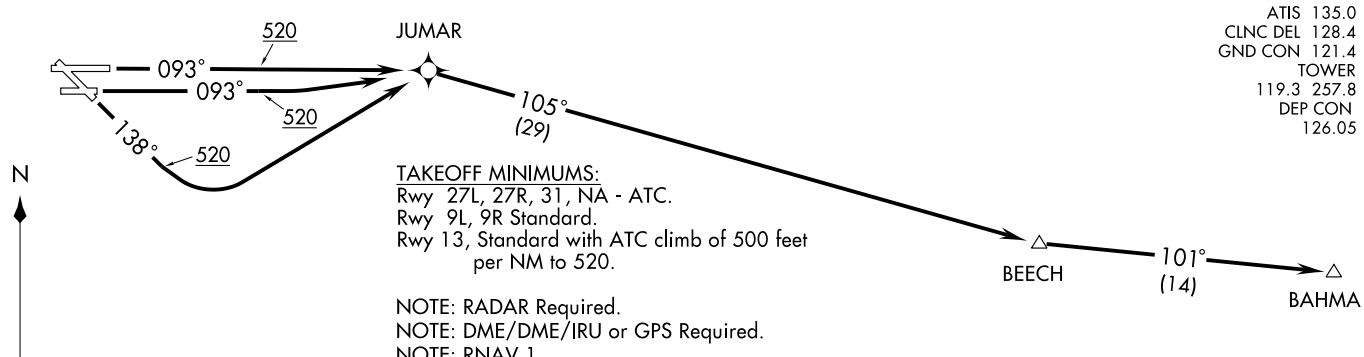
TAKE-OFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, maintain 220 KIAS until passing NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.



DEPARTURE ROUTE DESCRIPTION

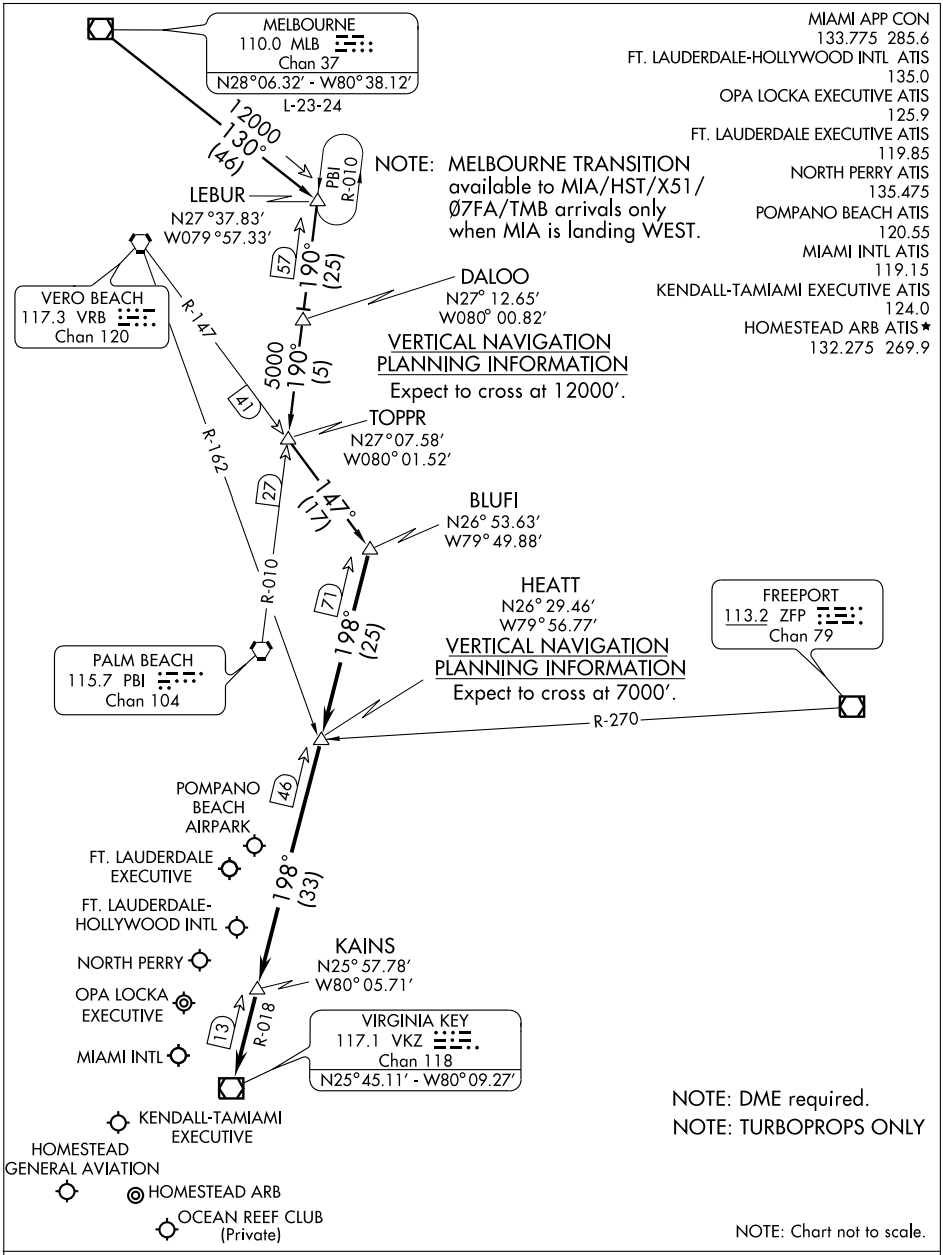
TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

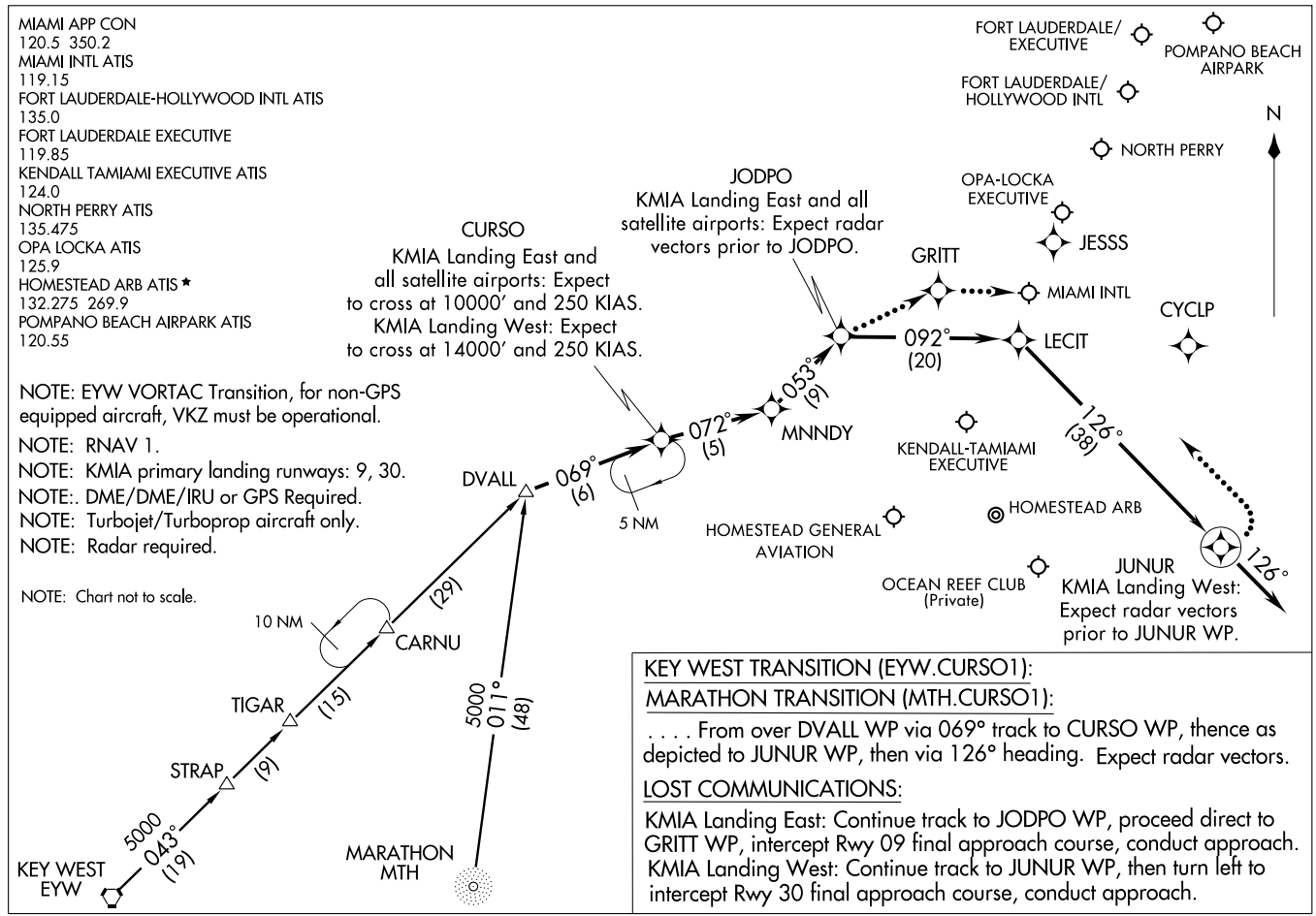
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

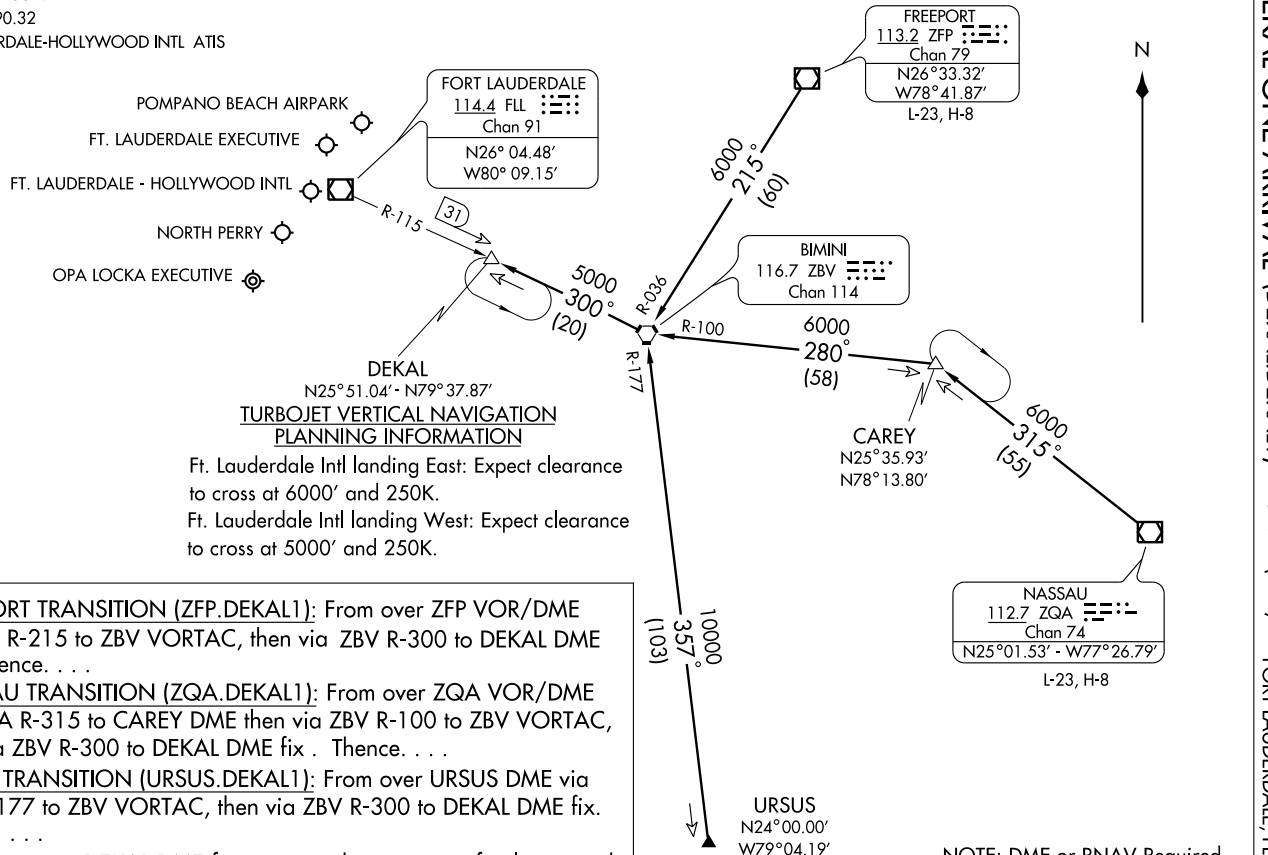
. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

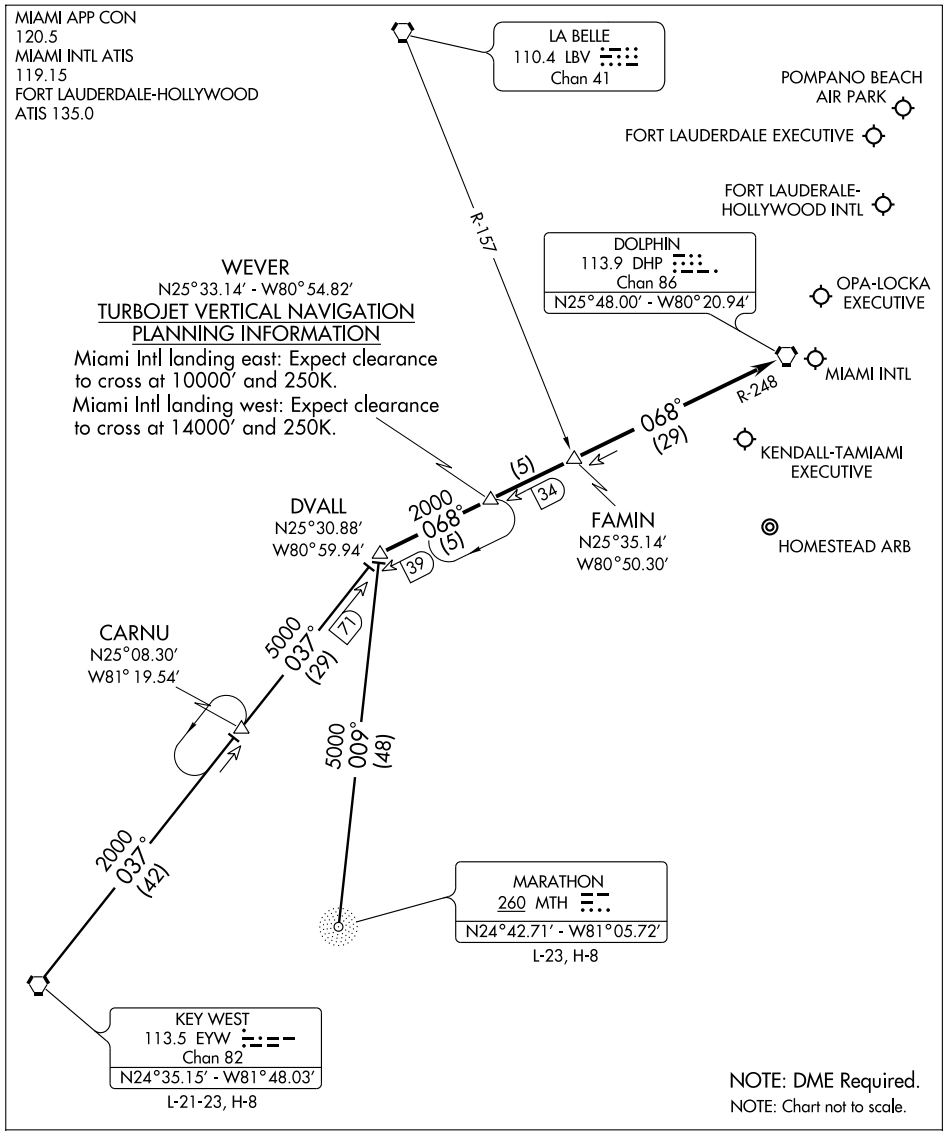
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

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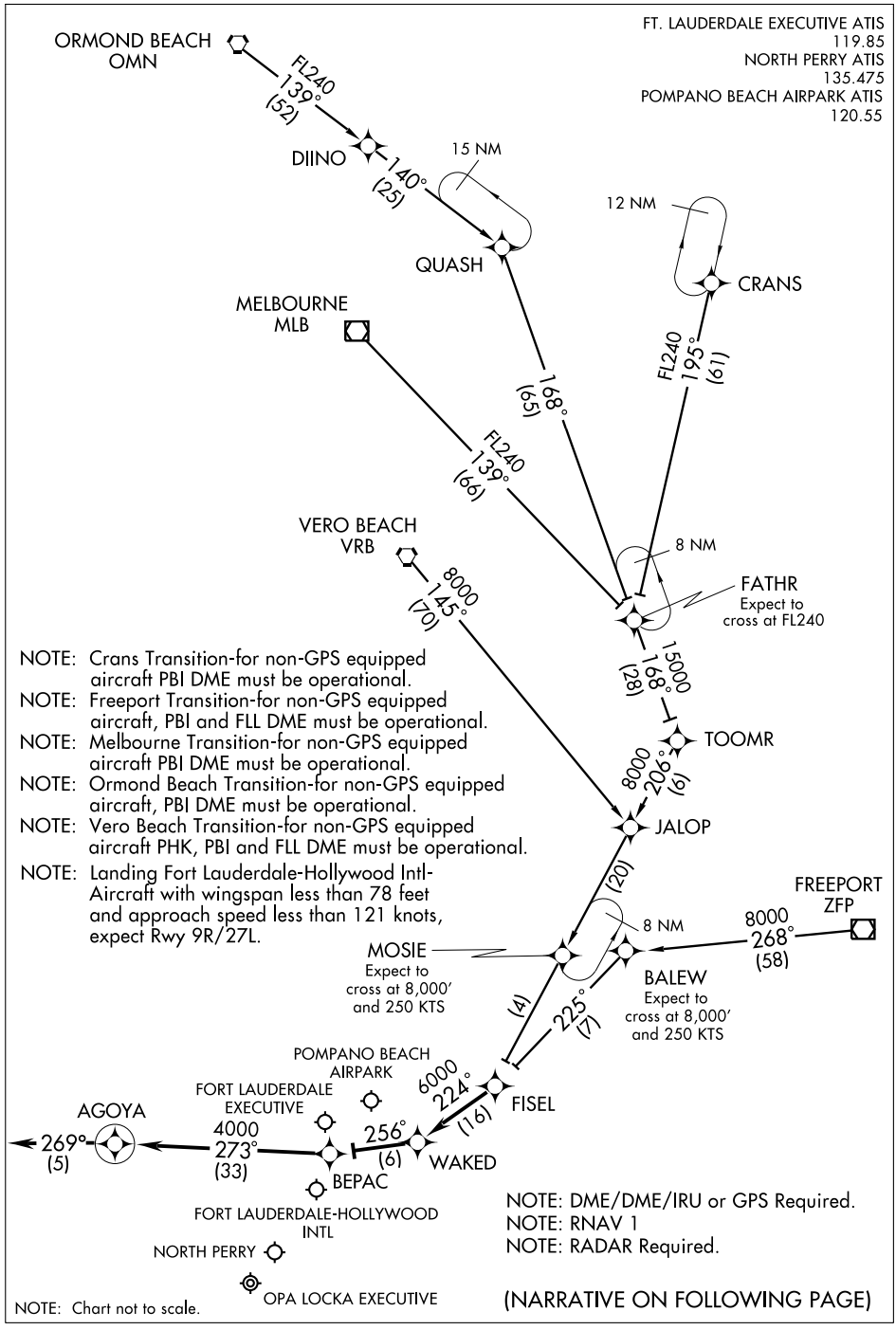
FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

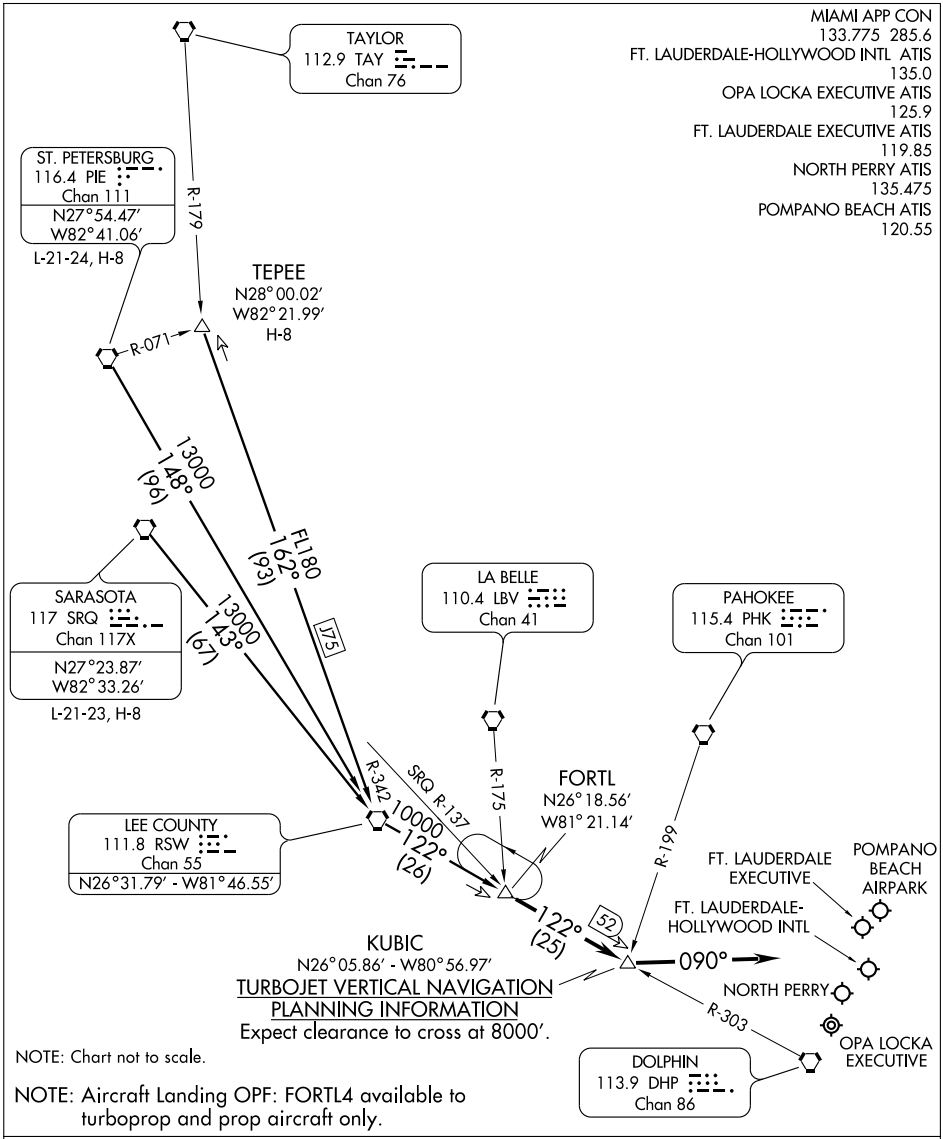
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 17 DEC 2009 to 14 JAN 2010

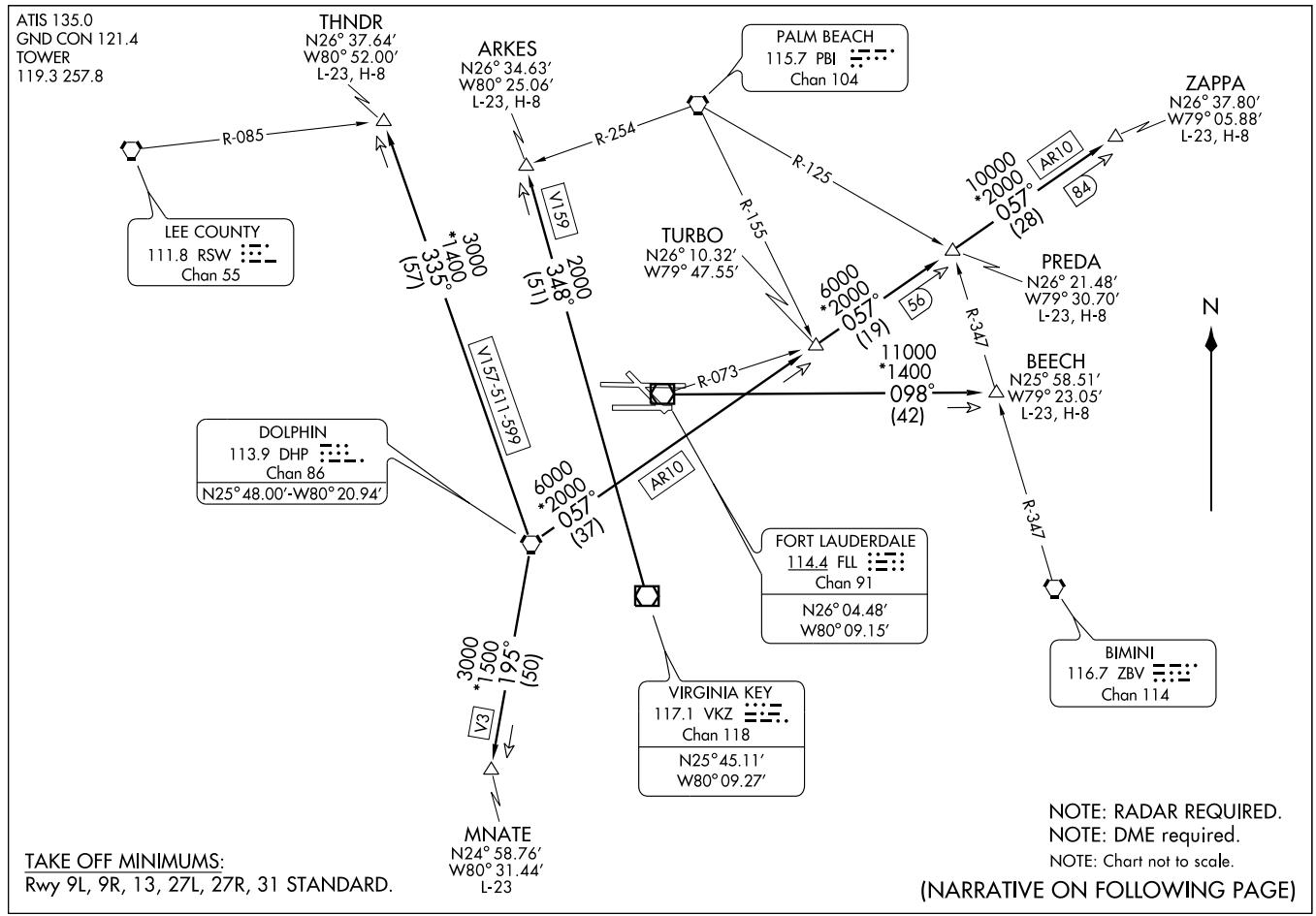


ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.



(FLL1.FLL) 07298

FT. LAUDERDALE ONE DEPARTURE

SL-744 (FAA) FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R/31: Climb on assigned heading. Thence ....

TAKE-OFF RUNWAY 9L: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence ....

TAKE-OFF RUNWAY 13: Climb on assigned heading. If assigned right turn, climb to 800 before turning right. Thence ....

TAKE-OFF RUNWAY 27L: Climb on assigned heading. If assigned left turn climb to 600 before turning left. Thence...

TAKE-OFF RUNWAY 27R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence...

....Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER , 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.

NOTE: Rwy 9R: Light pole 545′ from DER 335′ left of centerline, 27′ AGL/ 41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.

NOTE: Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.

NOTE: Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Vehicle on road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.

NOTE: Rwy 27R: Antenna on building, vehicle on road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/ 46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Vehicle on road 584′ from DER, 557′ right of centerline, 24′ AGL/ 33′ MSL. Mulitple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.

NOTE: Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43′ MSL. Vehicle on road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

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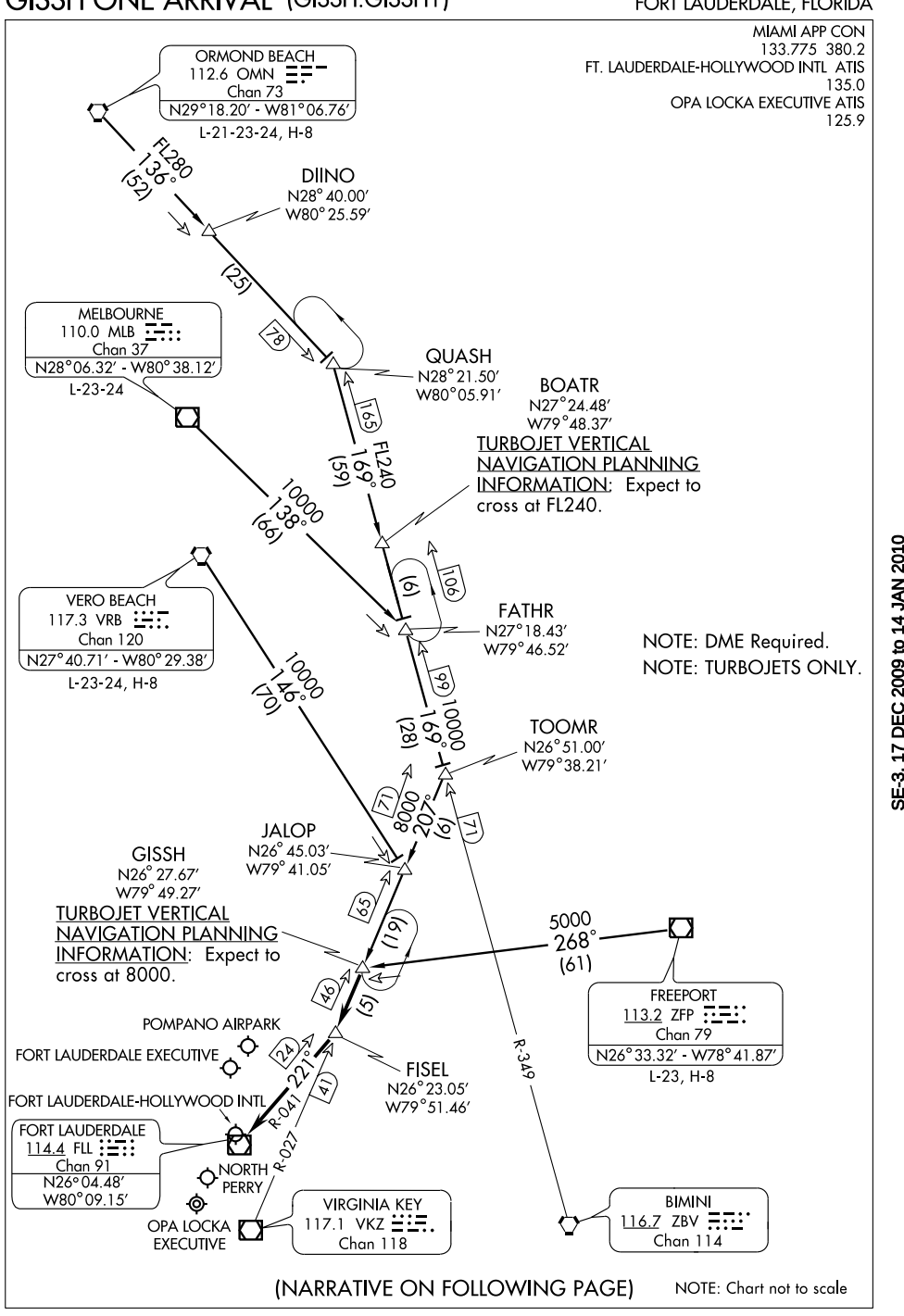


(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

LOC/DME I-LHI	APP CRS	Rwy Idg	8423
110.1	093°	TDZE	7
Chan 38		Apt Elev	9

ILS or LOC RWY 9L

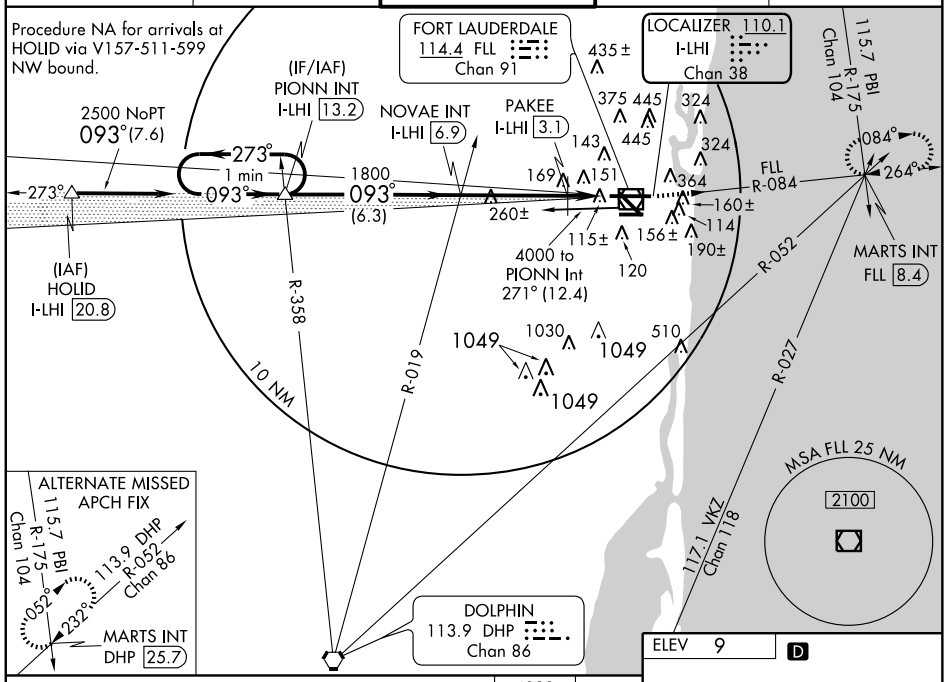
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

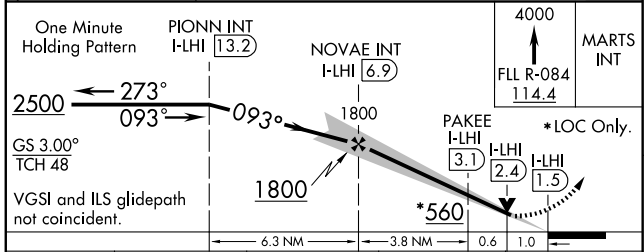
Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 9L. LOC minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B visibility to RVR 5000. PAKEE FIX minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B, C visibility to RVR 5000.

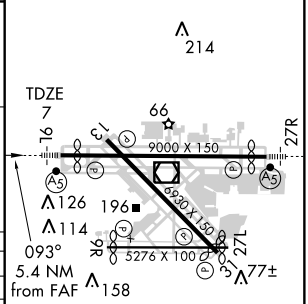
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-ILS 9L	257/40 250 (300-¾)			
S-LOC 9L	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)
PAKEE FIX MINIMUMS				
S-LOC 9L	380/40 373 (400-¾)			
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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LOC/DME I-UDL	APP CRS	Rwy Idg	8394
110.7	273°	TDZE	7
Chan 44		Apt Elev	9

ILS or LOC RWY 27R

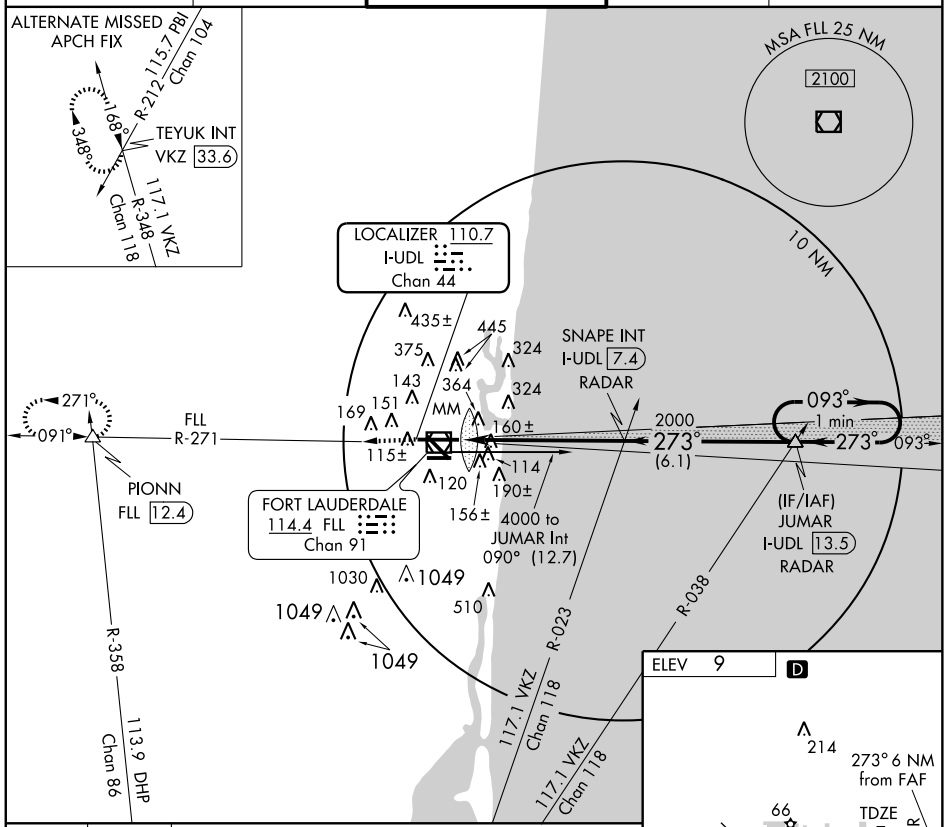
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

Inoperative table does not apply to S-ILS 27R.
For inoperative MALSR, increase S-LOC 27R Cats. A,B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



CATEGORY	A	B	C	D
S-ILS 27R	257/40	250 (300-¾)		
S-LOC 27R	420/40	413 (500-¾)		
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 6 NM

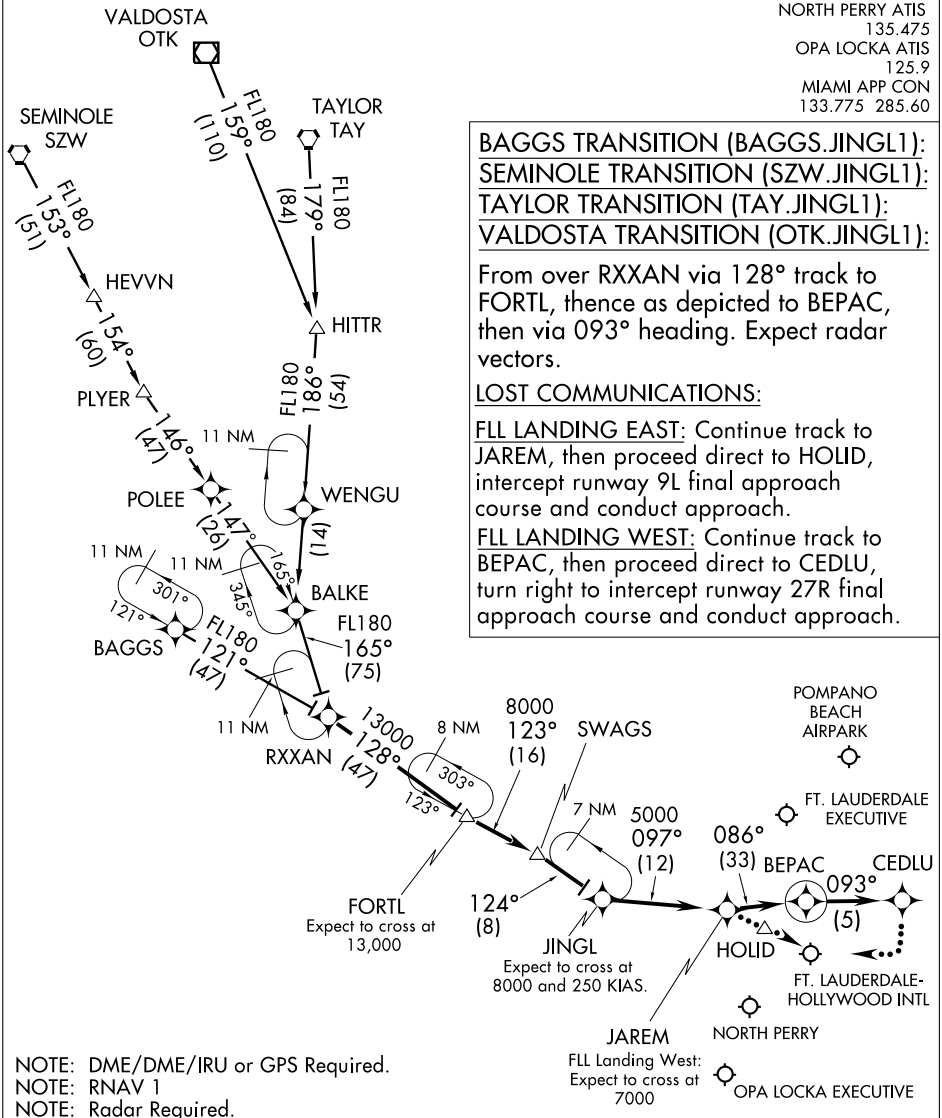
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 17 DEC 2009 to 14 JAN 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-LID	APP CRS	Rwy Idg	6930
109.35	138°	TDZE	7
		Apt Elev	9

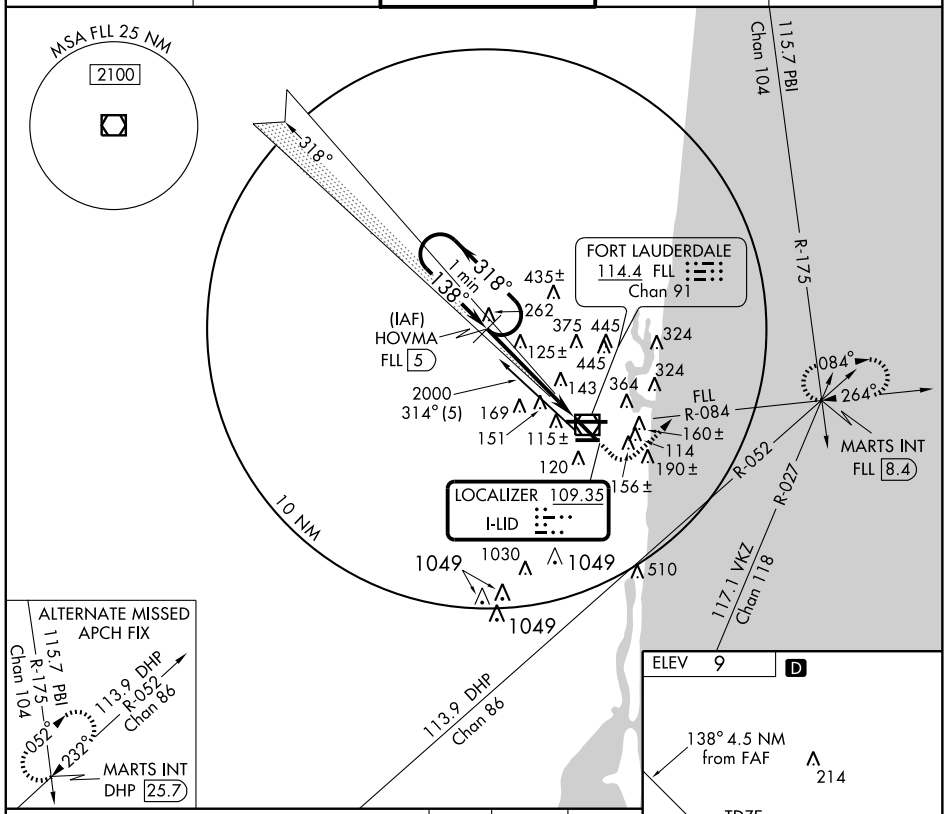
LOC/DME RWY 13

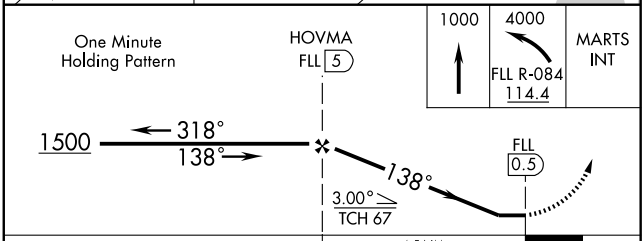
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

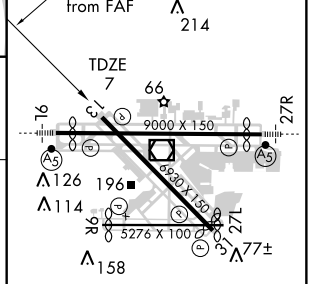
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.8	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-13	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3. 17 DEC 2009 to 14 JAN 2010

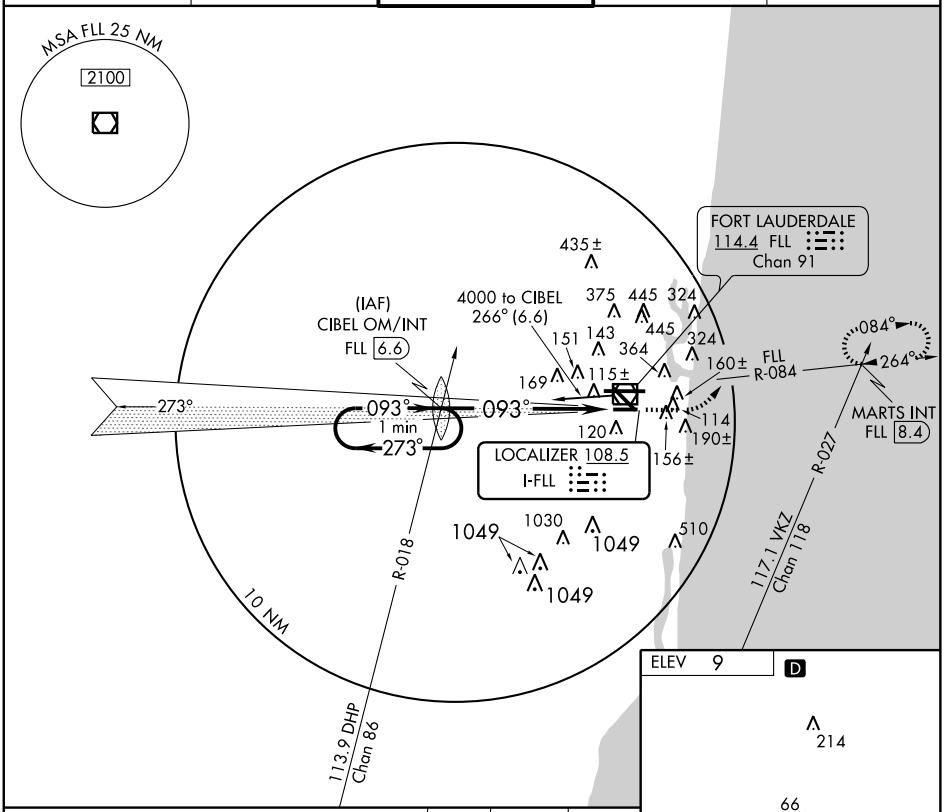
LOC I-FLL	APP CRS	Rwy Idg	4956
108.5	093°	TDZE	6
		Apt Elev	9

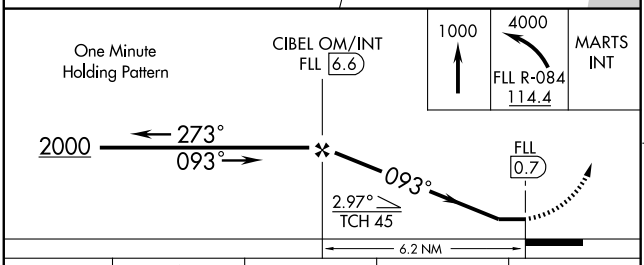
LOC RWY 9R

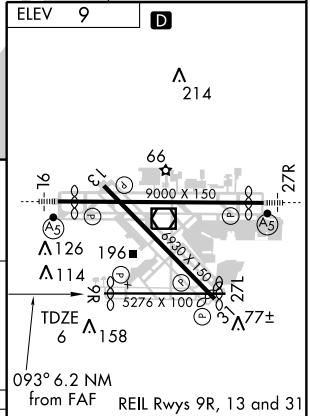
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-9R	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	720-2¼ 711 (800-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 6.2 NM

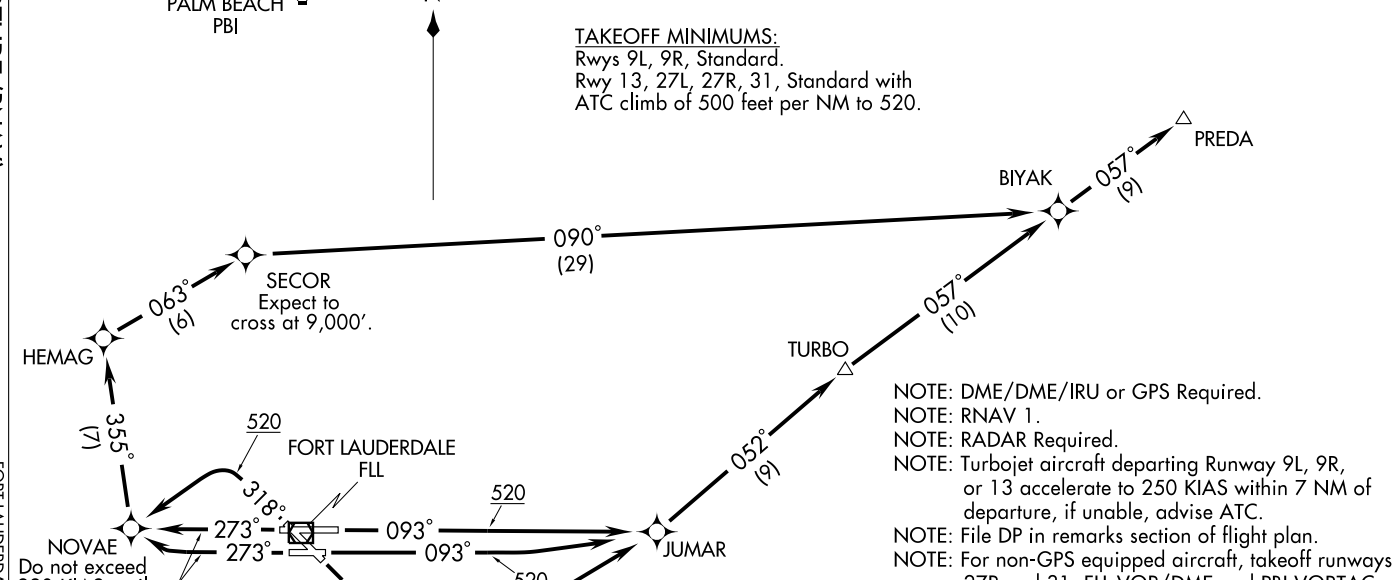
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER
119.3 257.8
DEP CON
126.05

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.



(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6930
CH 53712	138°	TDZE	7
W13A		Apt Elev	9

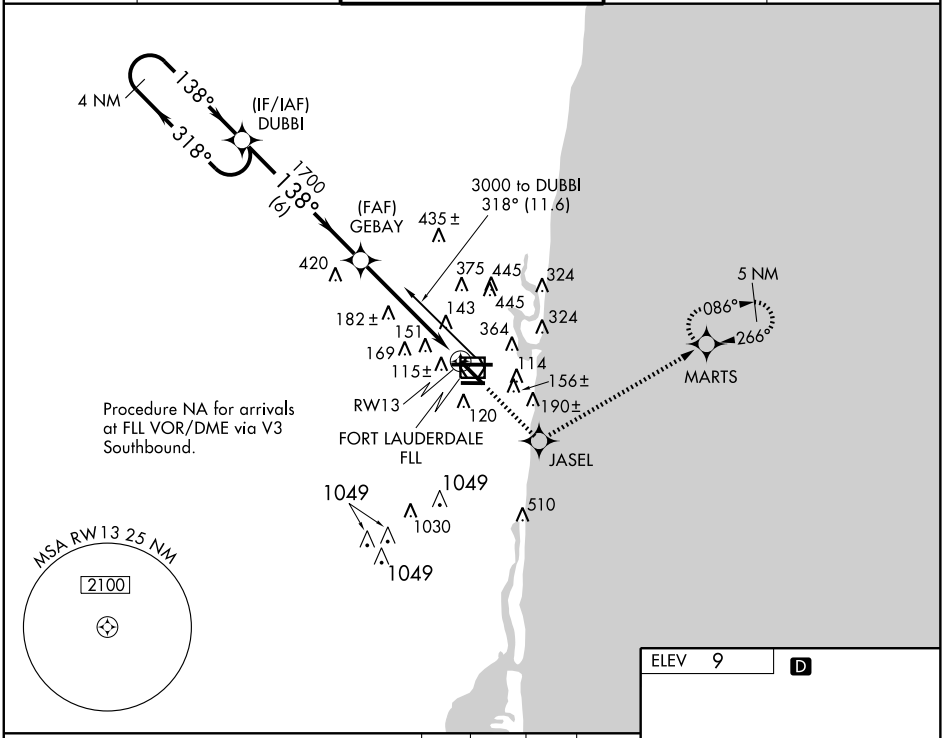
RNAV (GPS) RWY 13

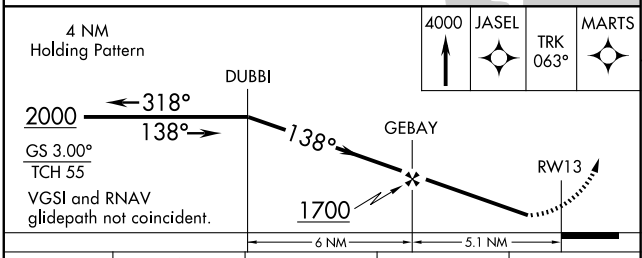
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

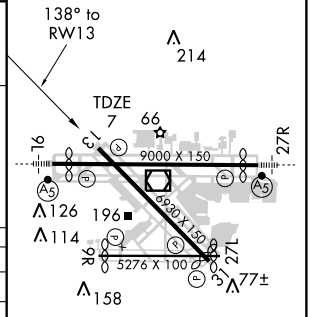
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct JASEL and via track 063° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	351-1¼ 344 (400-1¼)			
LNAV/VNAV DA	496-1¾ 489 (500-1¾)			
LNAV MDA	500-1 493 (500-1)		500-1¼ 493 (500-1¼)	500-1½ 493 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 90313	273°	Rwy Idg	5134
W27B		TDZE	6
		Apt Elev	9

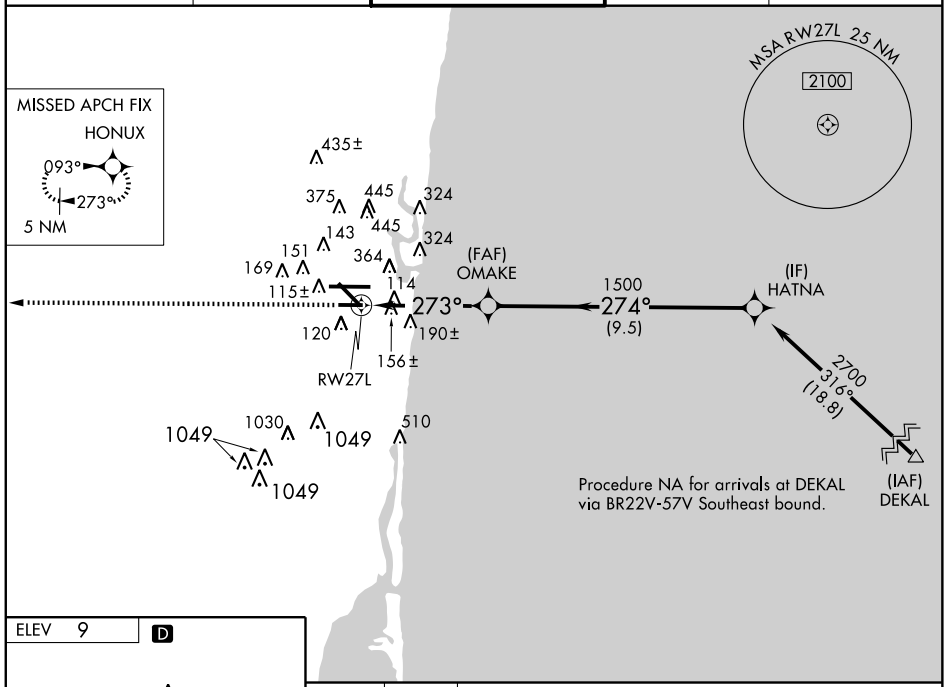
RNAV (GPS) RWY 27L

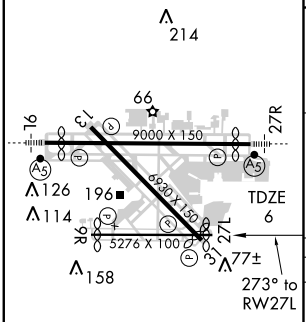
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

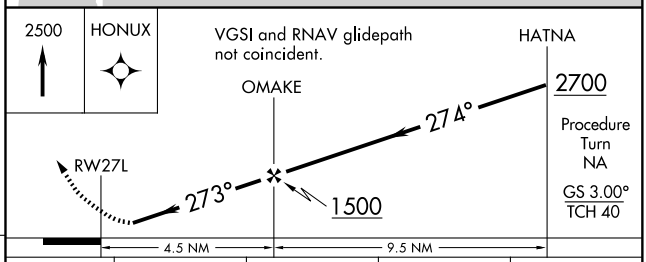
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct HONUX and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	325-1¼ 319 (400-1¼)			
LNAV/VNAV DA	632-2¼ 626 (700-2¼)			
LNAV MDA	500-1 494 (500-1)		500-1¼ 494 (500-1¼)	500-1½ 494 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6860
CH 69600	318°	TDZE	9
W31A		Apt Elev	9

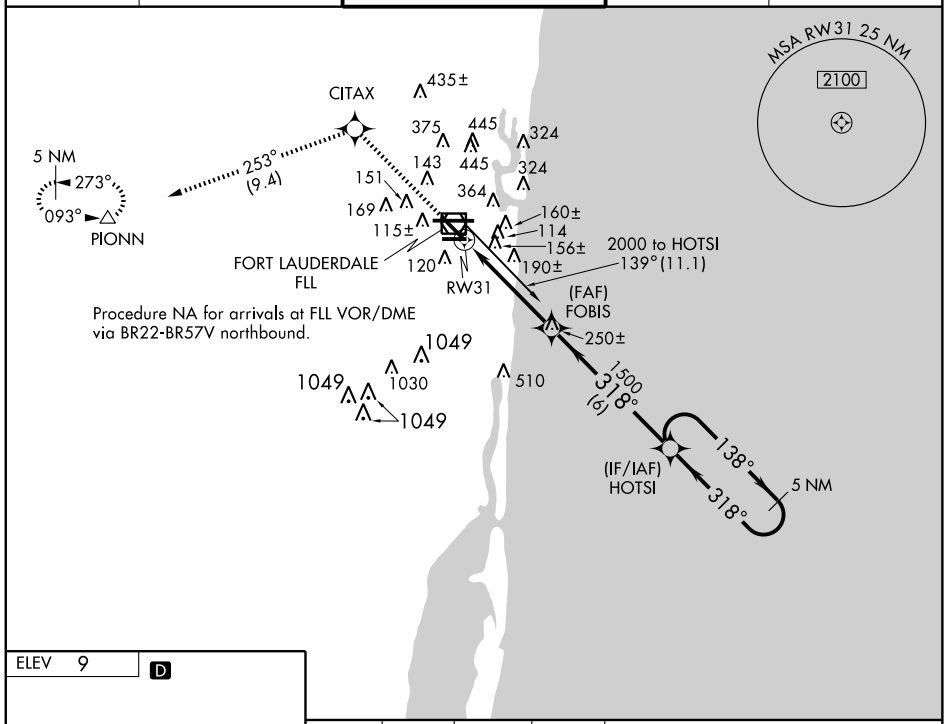
RNAV (GPS) RWY 31

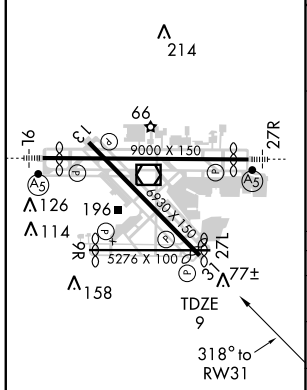
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

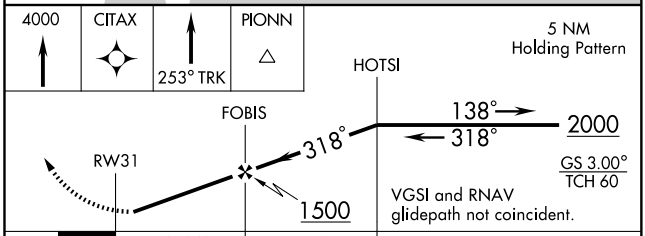
V A W — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (119°F). When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct CITAX and via 253° track to PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	307-1 298 (300-1)			
LNAV/VNAV DA	506-1¾ 497 (500-1¾)			
LNAV MDA	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4956
CH 90118	093°	TDZE	6
W09B		Apt Elev	9

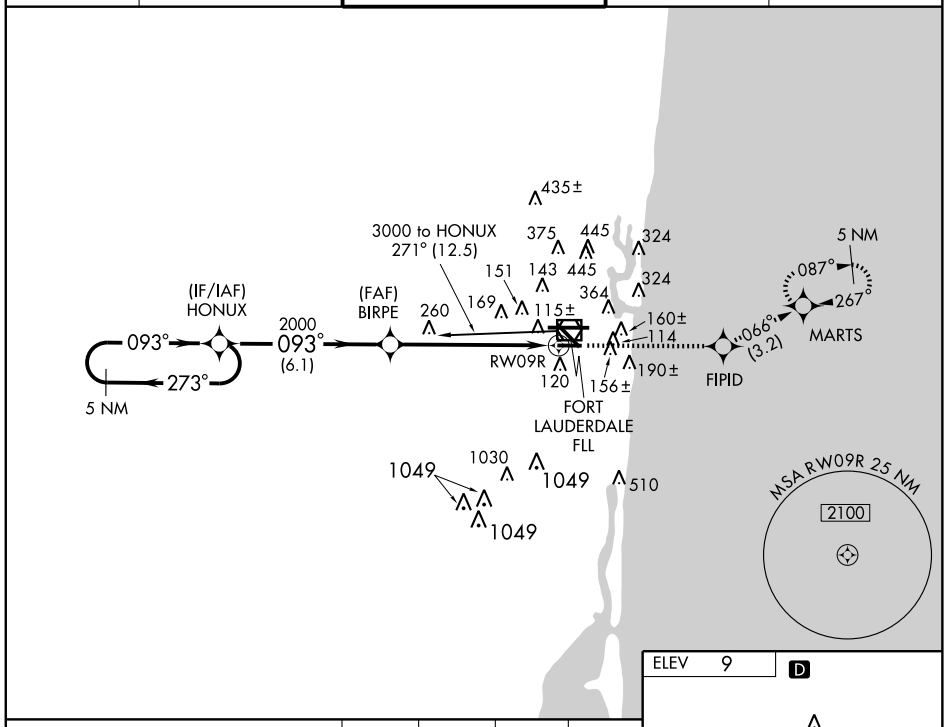
RNAV (GPS) Y RWY 9R

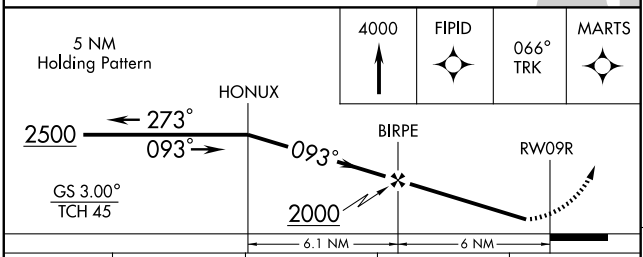
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

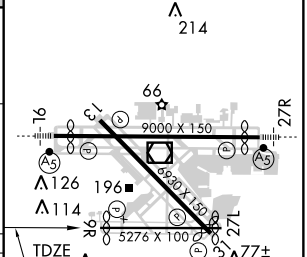
MISSED APPROACH: Climb to 4000 direct FIPID and via 066° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
LPV DA	334-1¼ 328 (400-1¼)			
LNAV/VNAV DA	452-1½ 446 (500-1½)			
LNAV MDA	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1½ 671 (700-1½)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8394
CH 61002	273°	TDZE	7
W27A		Apt Elev	9

RNAV (GPS) Y RWY 27R

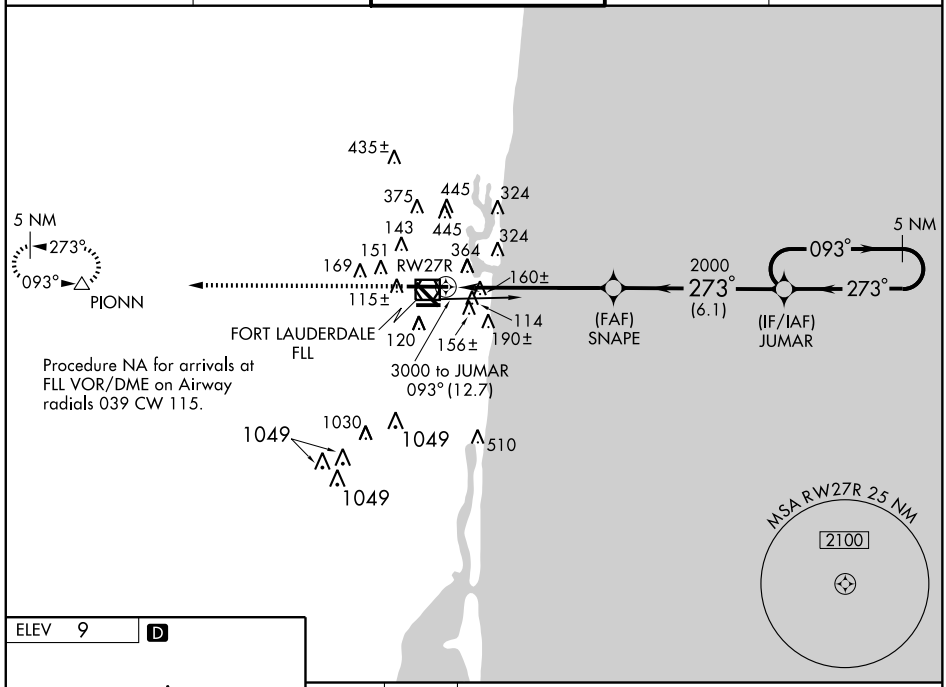
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

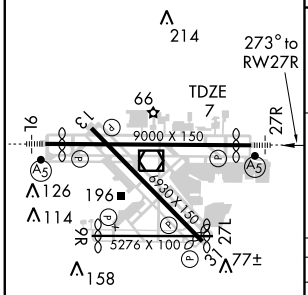
T A W For inoperative MALSR, increase LNAV Cat. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA.

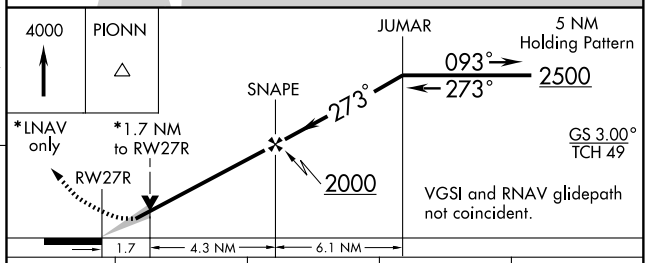
MALSR (A5)

MISSED APPROACH: Climb to 4000 direct PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	704-2 697 (700-2)			
LNAV MDA	620/40 613 (700-¾)		620/60 613 (700-1¼)	620-1½ 613 (700-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8423
CH 48902	093°	TDZE	7
W09A		Apt Elev	9

RNAV (GPS) Z RWY 9L

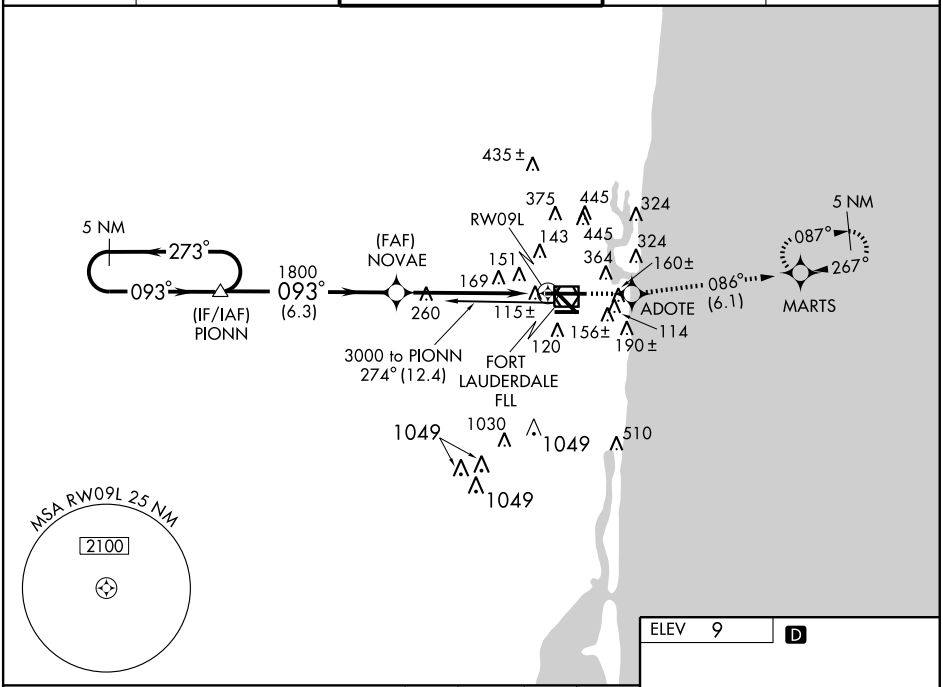
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

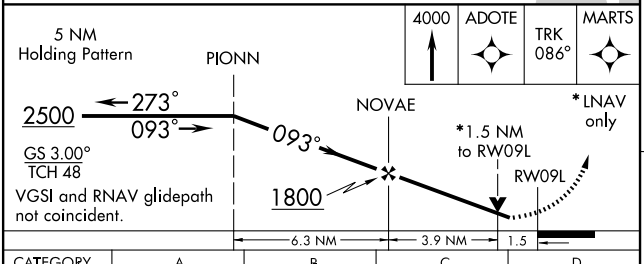
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000, LNAV visibility Cats. A and B to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

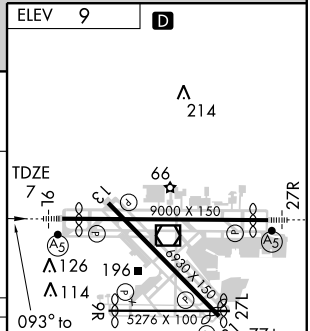
MISSED APPROACH: Climb to 4000 direct ADOTE and via 086° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	484/60 477 (500-1¼)			
LNAV MDA	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8423
093°	TDZE	7
	Apt Elev	9

RNAV (RNP) Y RWY 9L

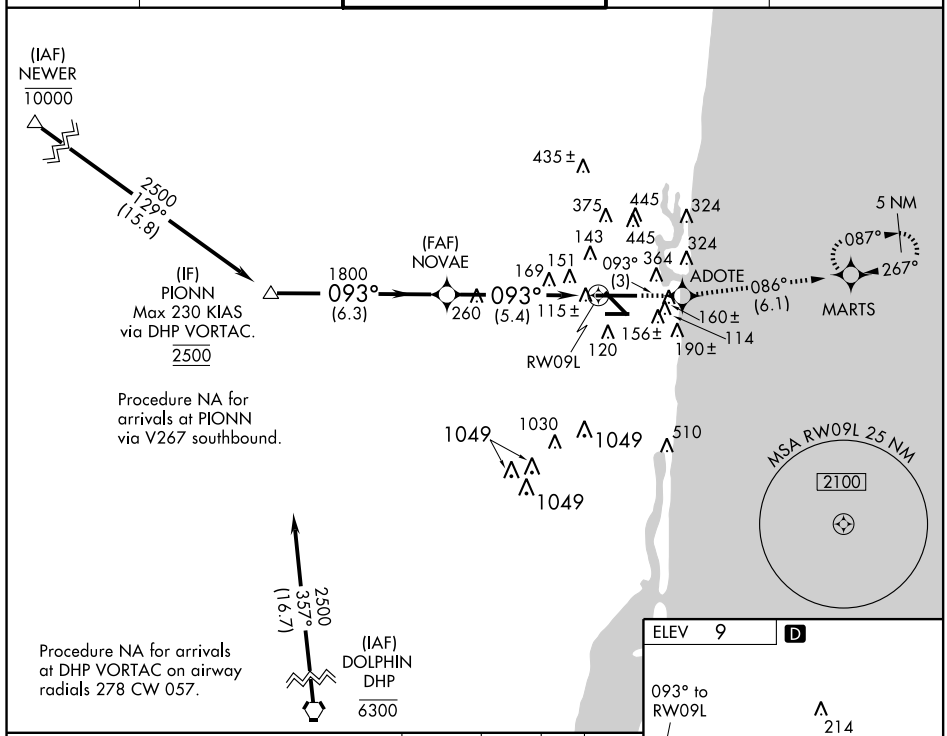
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below 4° C (40° F) or above 48° C (119° F). Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.

MALSR

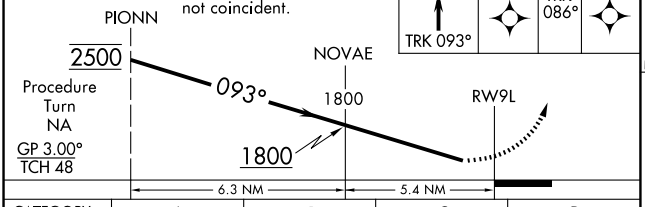
MISSED APPROACH: Climb to 4000 via track 093° to ADOTE and via track 086° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



VGSI and RNAV glidepath not coincident.

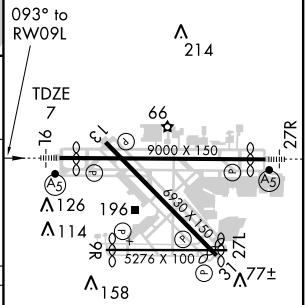
4000	ADOTE	TRK 086°	MARTS
TRK 093°			



CATEGORY	A	B	C	D
RNP 0.11 DA	346/40		339 (400-¾)	
RNP 0.30 DA	478/60		471 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 9 D



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4956
093°	TDZE	6
	Apt Elev	9

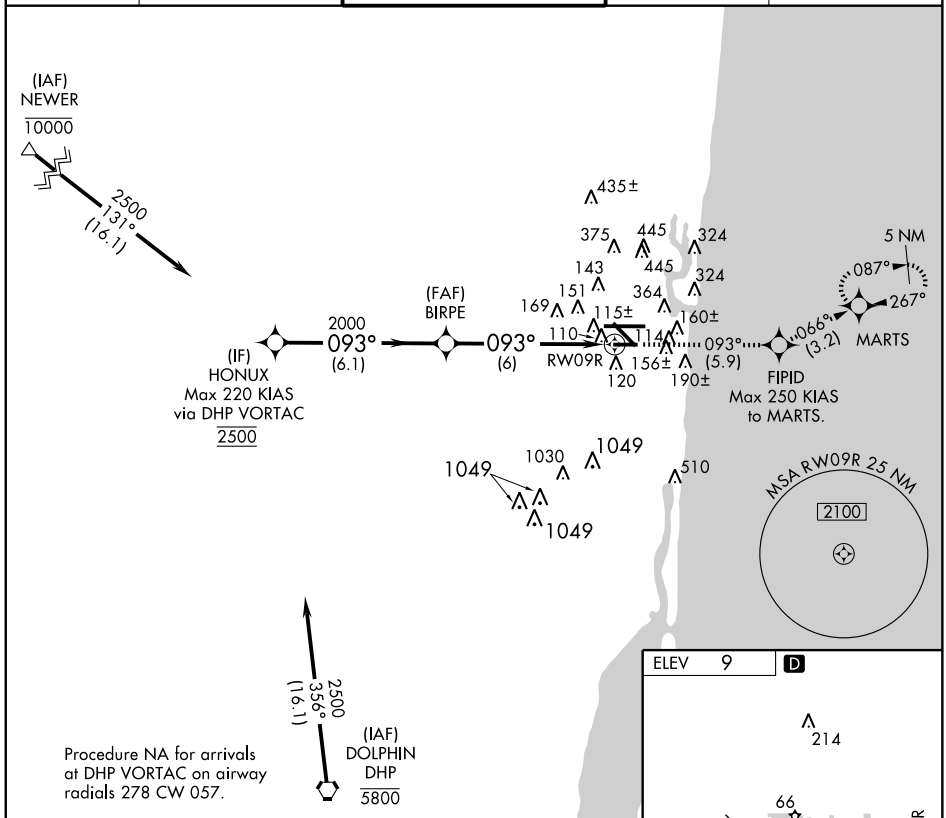
RNAV (RNP) Z RWY 9R

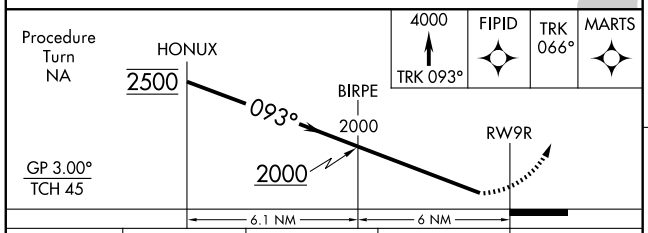
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F). Visibility reduction by helicopters NA. *When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 via track 093° to FIPID and via track 066° to MARTS and hold, continue climb-in-hold to 4000.

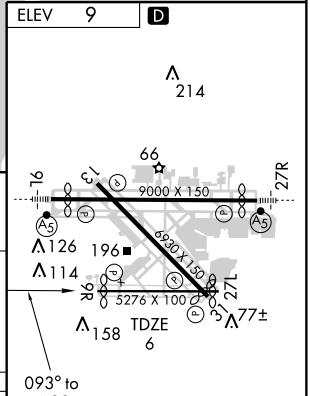
ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
RNP 0.11 DA	321-1 315 (400-1)			
RNP 0.30 DA*	422-1½ 416 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8394
273°	TDZE	7
	Apt Elev	9

RNAV (RNP) Z RWY 27R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 4000 via track 273° to PIONN and hold, continue climb in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4

Procedure NA for arrivals at PREDA via AR10.

(IAF) PREDA 10000 MAX 240 KIAS

2500 235° (27.6)

MISSED APCH FIX 5 NM 273° 093° PIONN

435± 375 445 324 143 445 324 151 364 117 169 RW27R 115± 160± 114 120 156± 190±

273° (13)

(FAF) SNAPE

273° (6)

2000 273° (6.1)

(IF) JUMAR 2500

1049 1030 1049 510 1049

2500 314° (20.5)

Procedure NA for arrivals at DEKAL via BR22V-57V southeast bound.

(IAF) DEKAL 10000 MAX 240 KIAS

MSA RW27R 25 NM 2100

ELEV 9 D

214 273° to RW27R 66 TDZE 7 27R 16 9000 X 150 59± 126 196 114 6930 X 150 9R 27L 5276 X 100 158 77±

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

4000 TRK 273° PIONN

JUMAR 2500 SNAPE 2000 273° RW27R 2000

Procedure Turn NA GP 3.00° TCH 49

VGSI and RNAV glidepath not coincident.

6 NM 6.1 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	296/24	289 (300-½)		
RNP 0.15 DA	404/50	397 (400-1)		
RNP 0.30 DA	618-1¾	611 (700-1¾)		

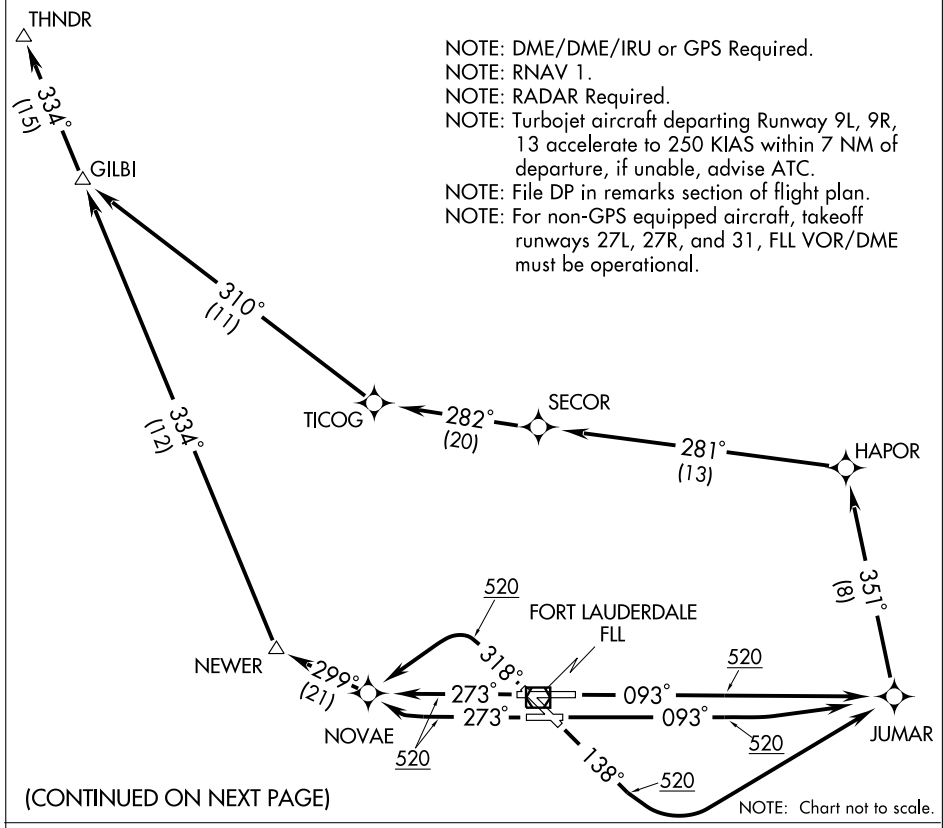
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

TAKEOFF MINIMUMS:
Rwys 9L, 9R,27L, 27R, Standard.
Rwy 13, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, takeoff runways 27L, 27R, and 31, FLL VOR/DME must be operational.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

VOR/DME FLL	APP CRS	Rwy Idg	8394
114.4	263°	TDZE	7
Chan 91		Apt Elev	9

VOR RWY 27R

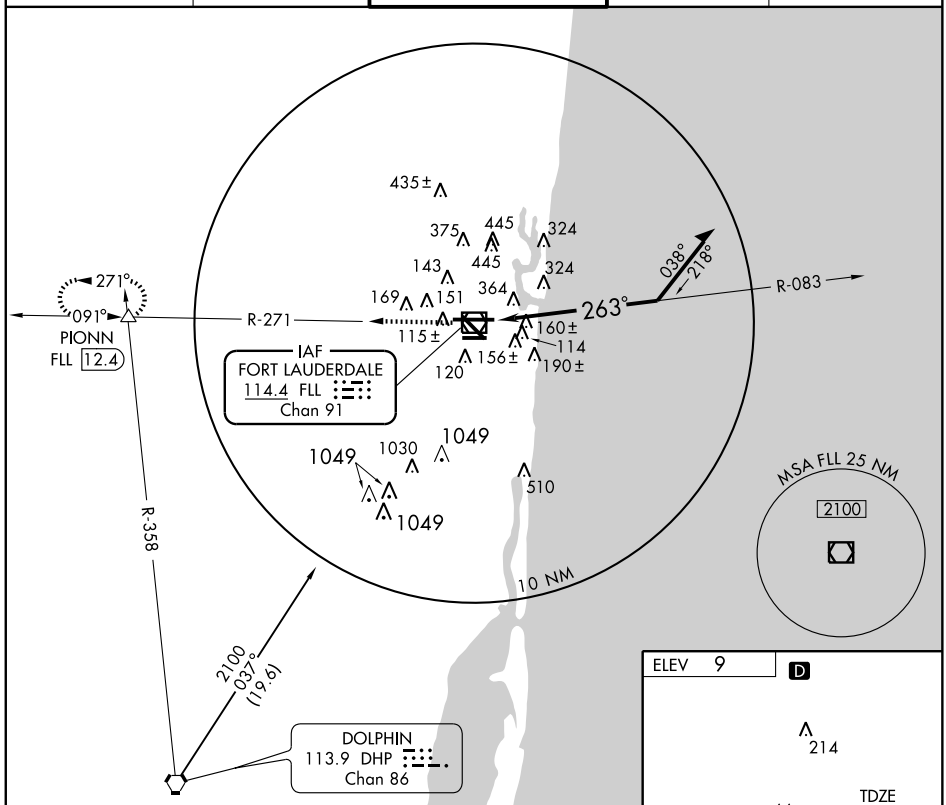
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

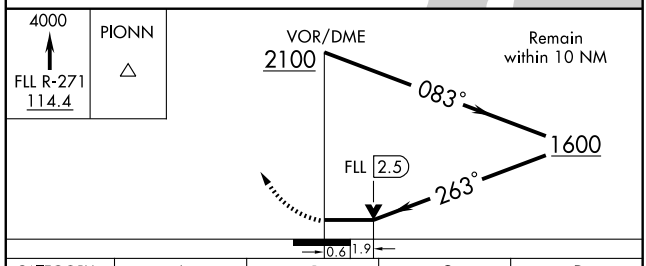
For inoperative MALSR, increase Cats. A and B visibility to RVR 5000.

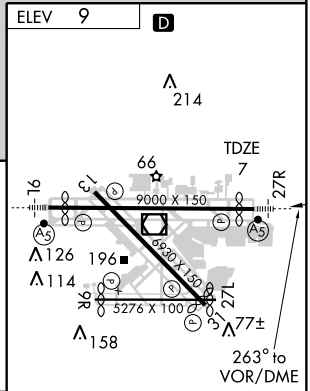
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



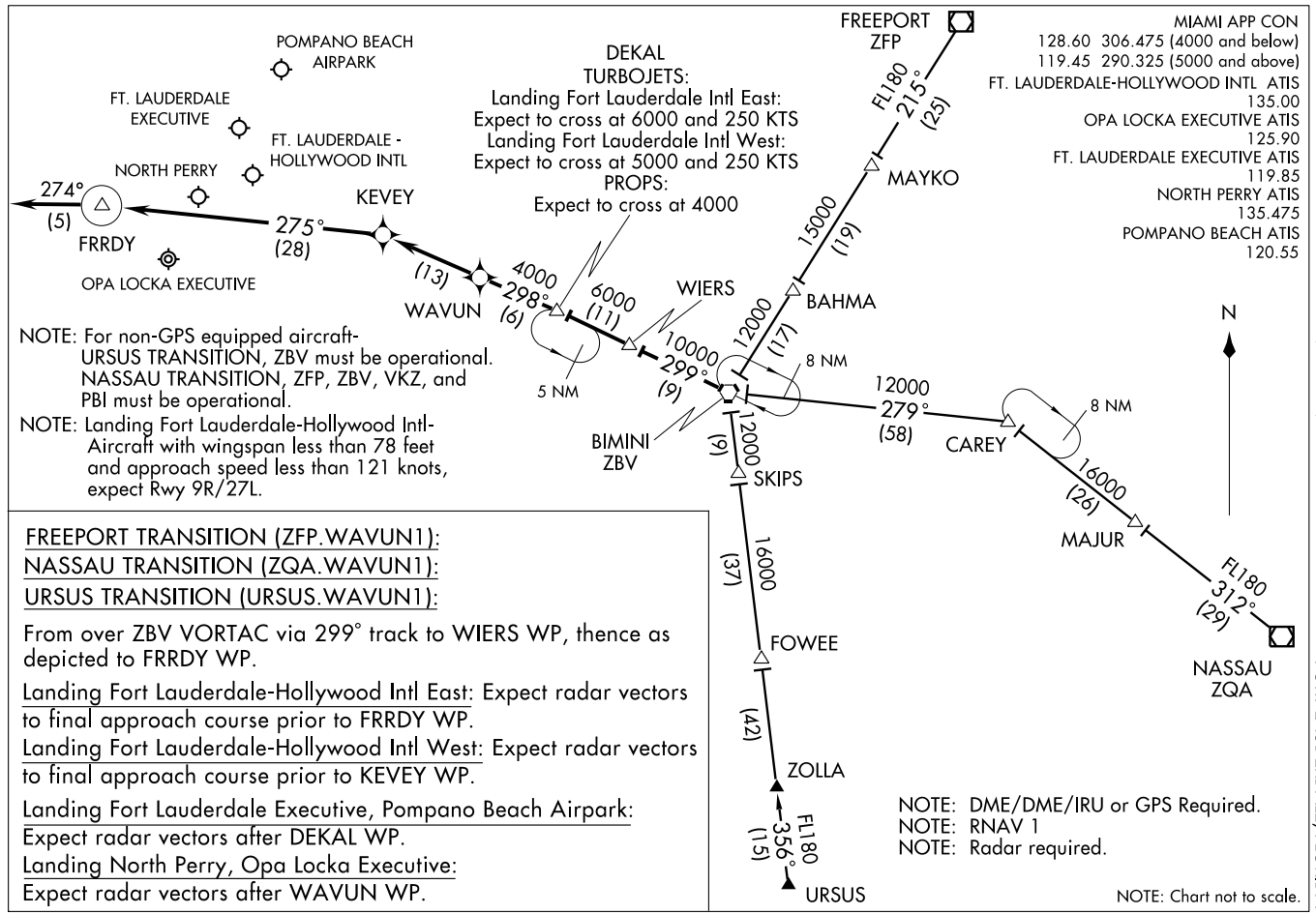




CATEGORY	A	B	C	D
S-27R	680/40	673 (700-¾)	680-1½ 673 (700-1½)	680-1¾ 673 (700-1¾)
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

PALM BEACH
PBI

N

TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.

ZAPPA
057° (28)
PREDA
057° (9)
BIYAK
090° (29)
SECOR
Expect to cross at 9,000'.
063° (6)
HEMAG
355° (7)
520
318°
FORT LAUDERDALE
FLL
520
273°
093°
520
NOVAE
Do not exceed 220 KIAS until passing.
273°
093°
520
138°
520
JUMAR
052° (9)
TURBO
057° (10)

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, or 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME and PBI VORTAC must be operational.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

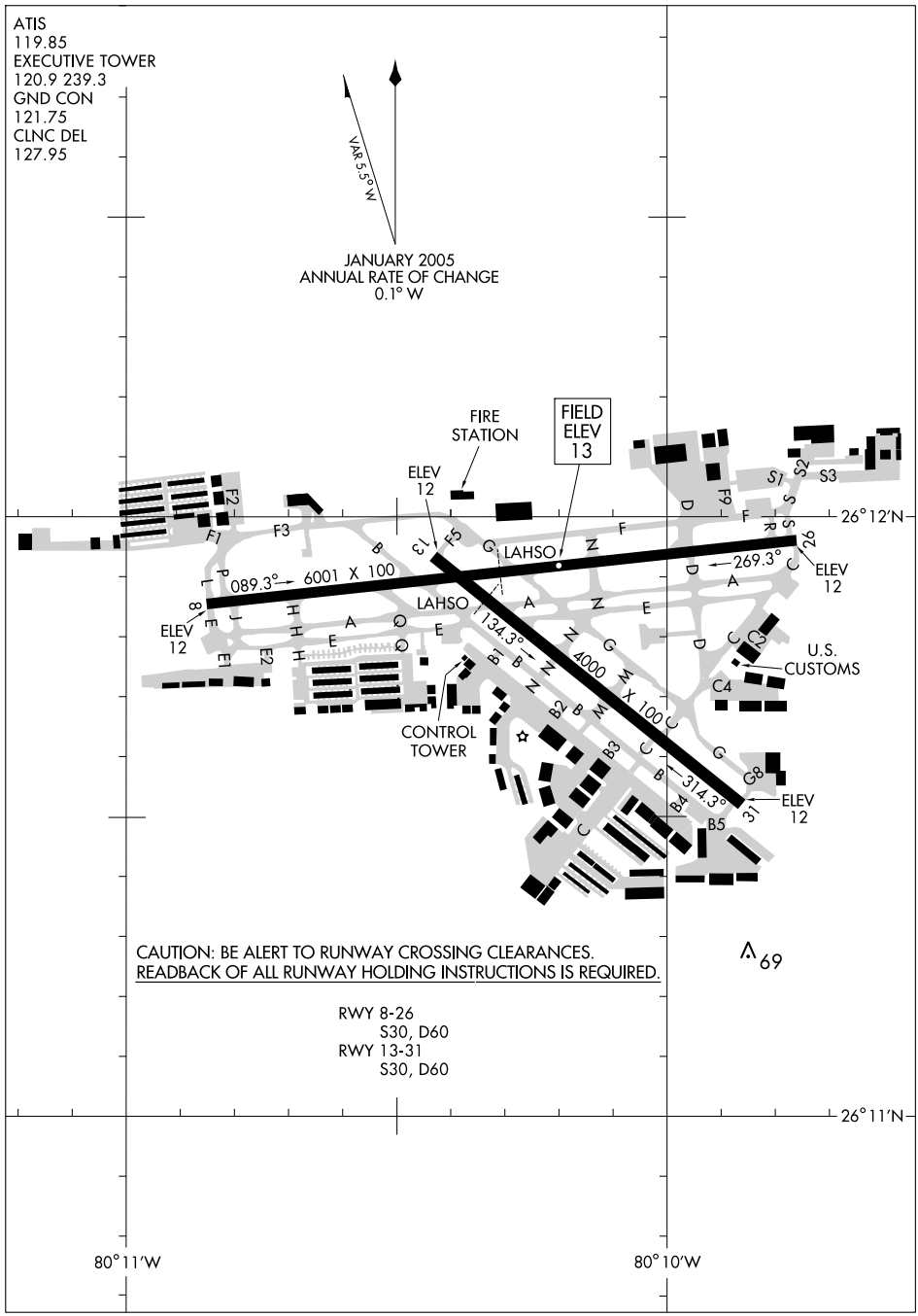
SE-3, 17 DEC 2009 to 14 JAN 2010

09239

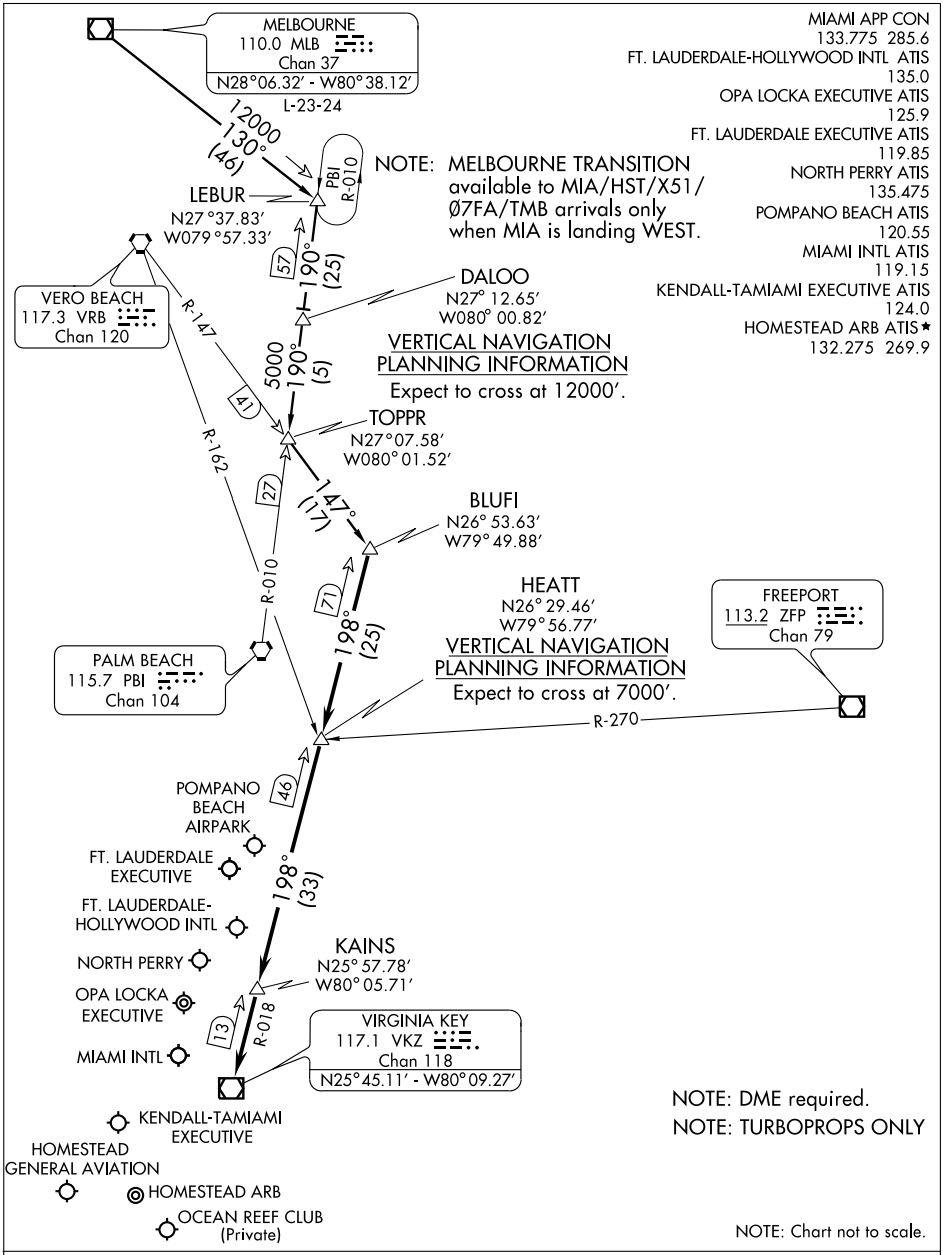
AIRPORT DIAGRAM

AL-5942 (FAA)

FORT LAUDERDALE EXECUTIVE (FXE)
FORT LAUDERDALE, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

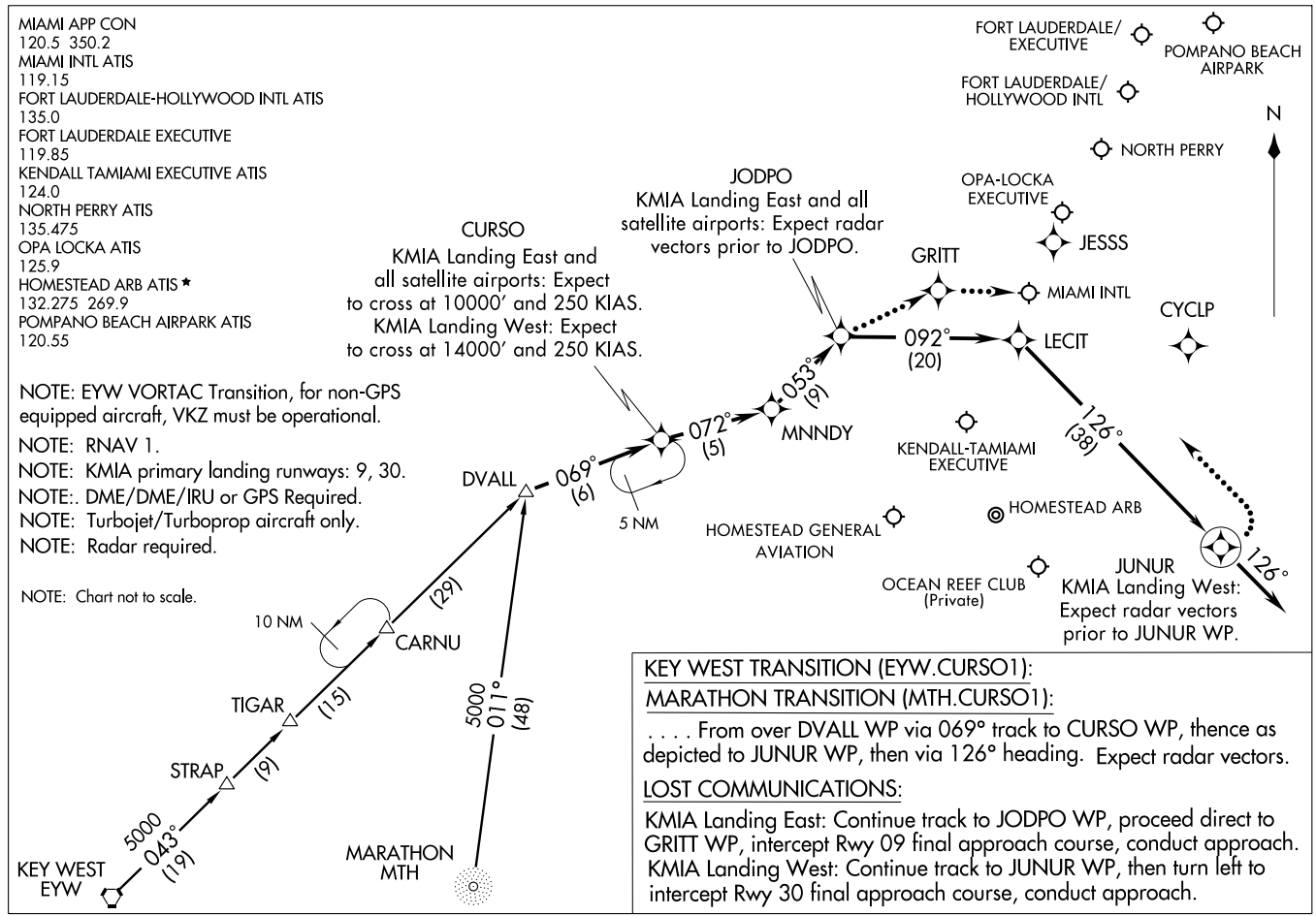
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

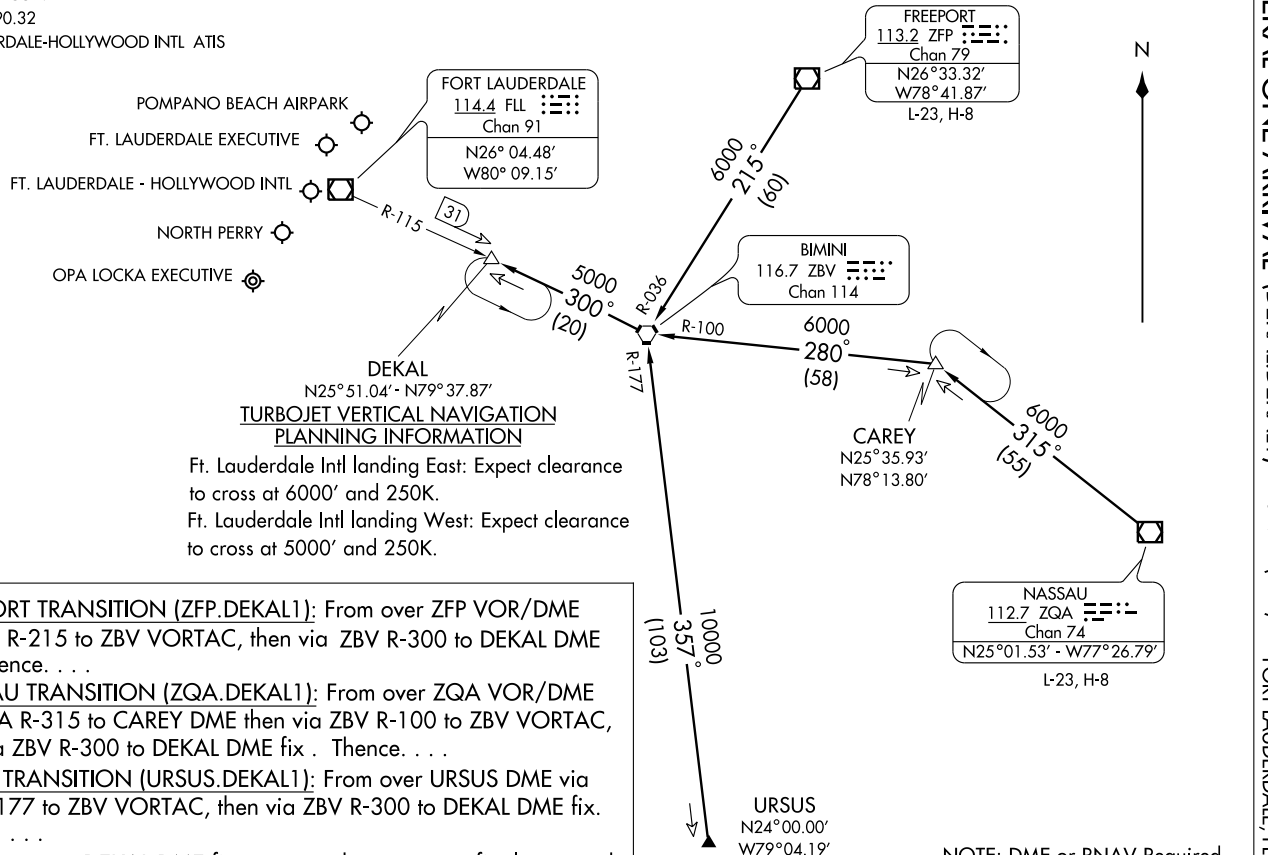
. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

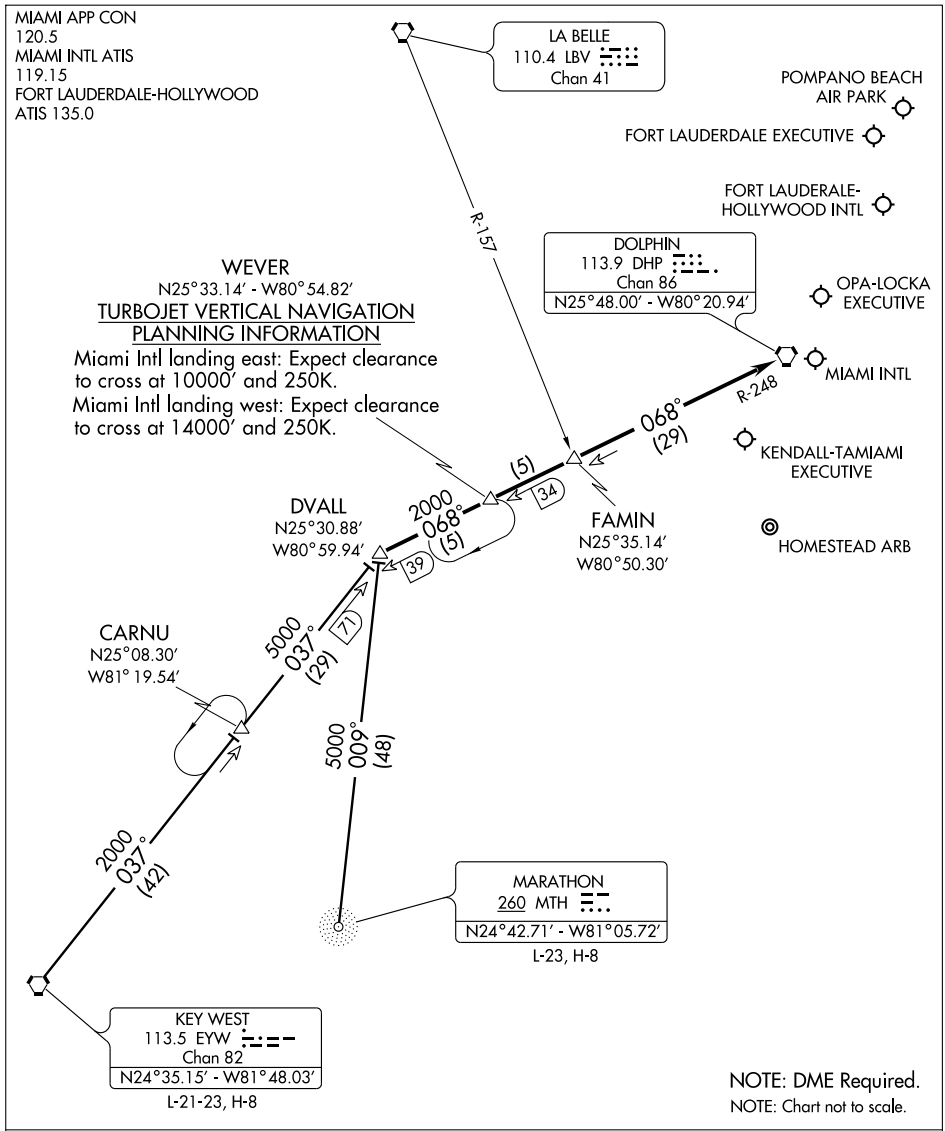
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

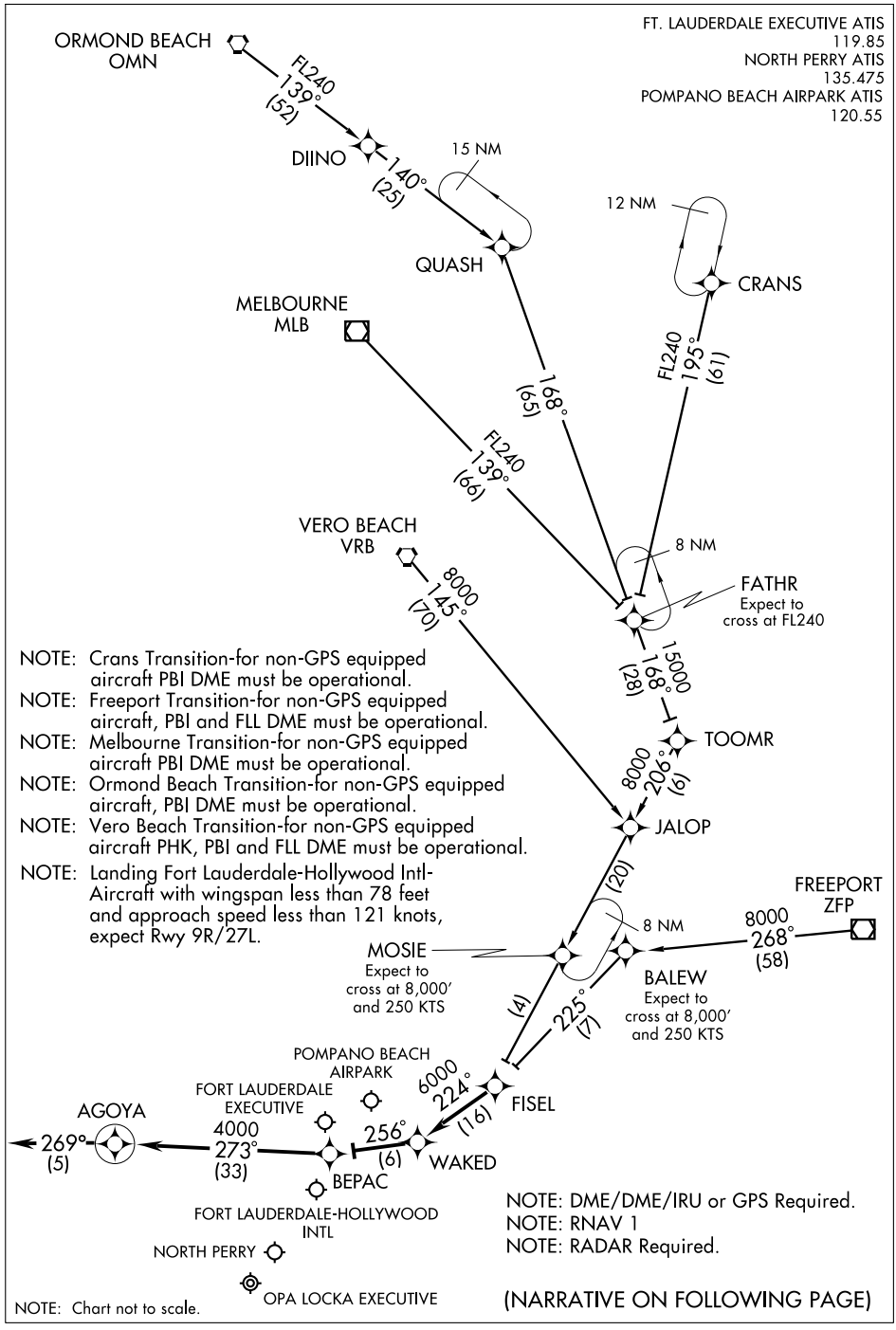
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

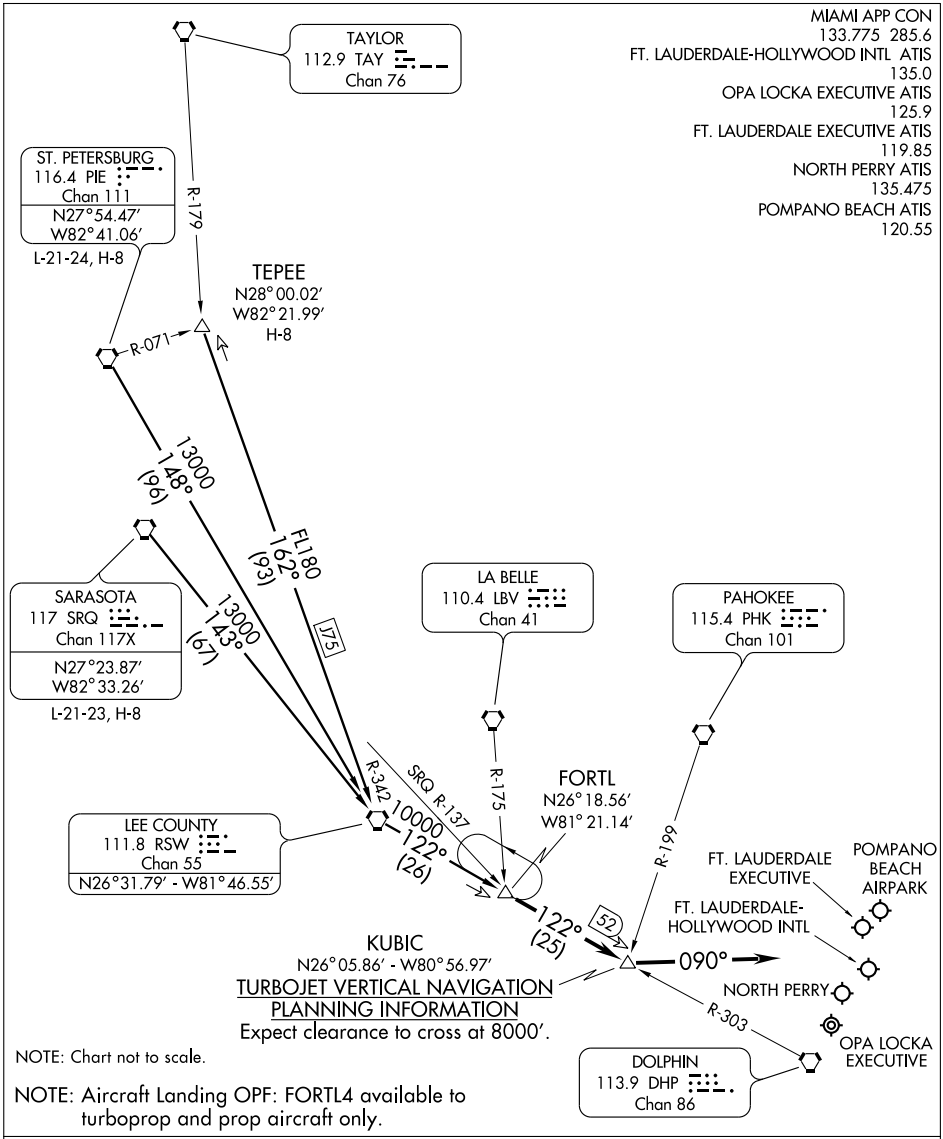
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 17 DEC 2009 to 14 JAN 2010

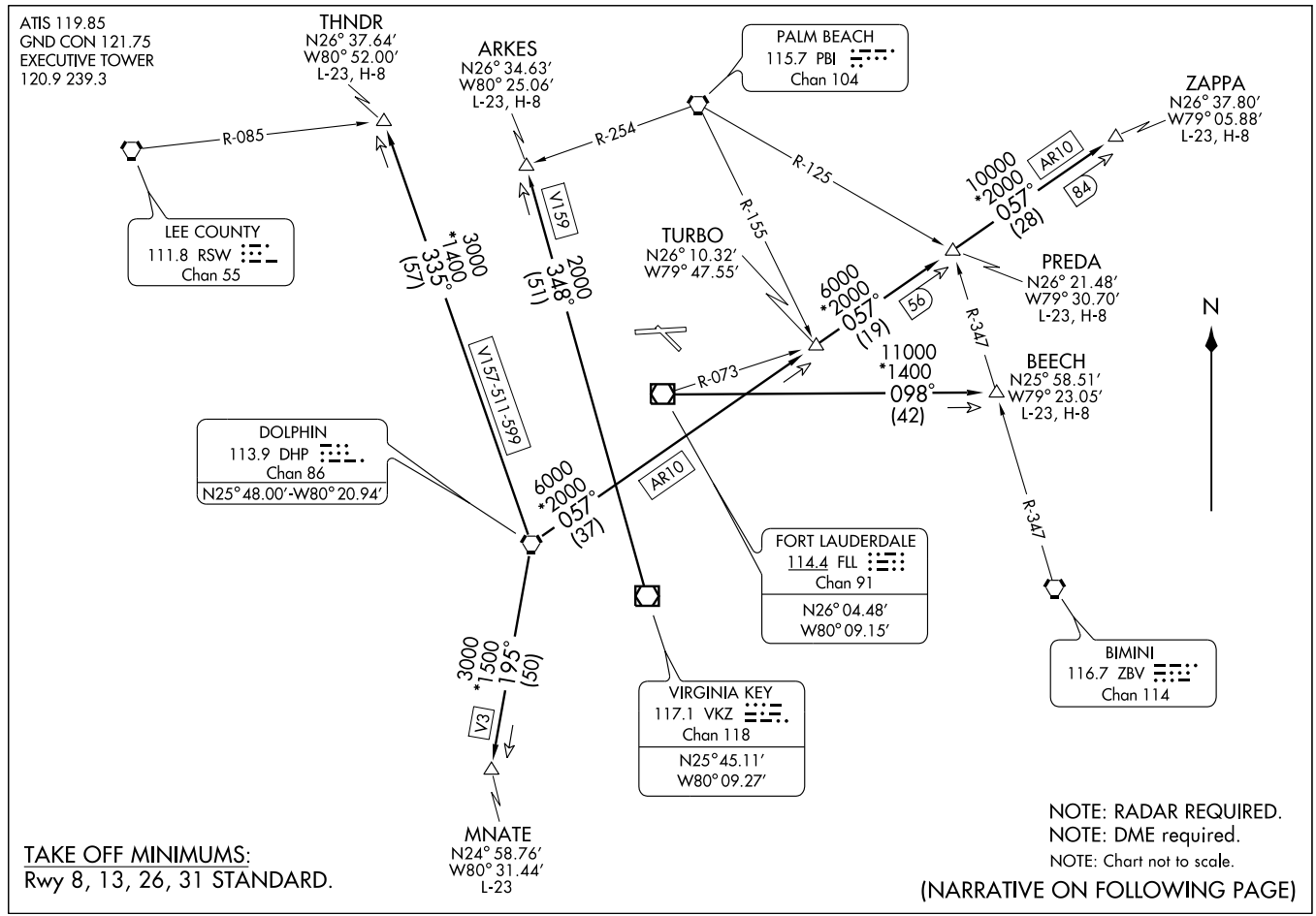


ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.



(FLL1.FLL) 07298

FT. LAUDERDALE ONE DEPARTURE

SL-5942 (FAA)

FORT LAUDERDALE EXECUTIVE (FXE)
FORT LAUDERDALE, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8, 13, 31: Climb on assigned heading. Thence....
TAKE-OFF RUNWAY 26: Climb on assigned heading. If assigned left turn, climb to 600 before turning left. Thence....
....Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude 10 minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

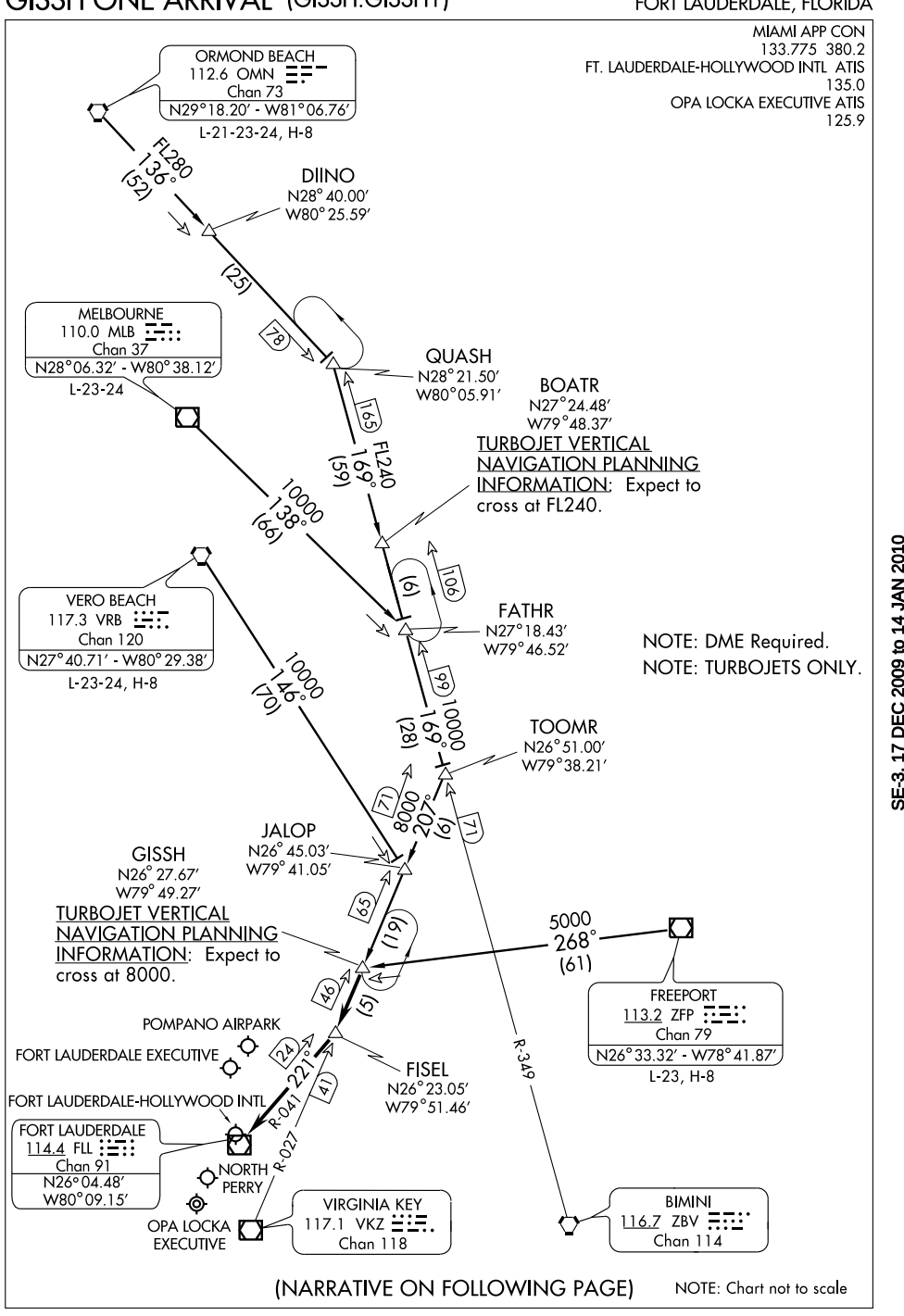
NOTE: Rwy 8: Tree 1905' from DER, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from DER, 47' right of centerline, 150' AGL/159' MSL.

NOTE: Rwy 13: Hangar 252' from DER, 302' right of centerline, 29' AGL/39' MSL. Lt pole 634' from DER, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from DER, 166' right of centerline, 29' AGL/39' MSL. Tree 2237 from DER, 258' right of centerline, 91' AGL/101' MSL. Ant on TWR 5130' from DER, 1825 right of centerline, 137' AGL/147' MSL.

NOTE: Rwy 26: Multiple trees beginning 2041' from DER, 256' left of centerline, up to 106' AGL/116' MSL. 6 towers 2.3 NM from DER, 5031' left of centerline, 399' AGL/409' MSL.

NOTE: Rwy 31: Multiple trees beginning 704' from DER, 263' right of centeline, up to 71' AGL/81' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

LOC I-FXE	APP CRS	Rwy Idg	6001
111.1	087°	TDZE	12
		Apt Elev	13

ILS or LOC RWY 8

FORT LAUDERDALE EXECUTIVE (FXE)

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct PRAIZ and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95

ADF REQUIRED

GILBI

2200
123°
(26.8)

LOCALIZER 111.1
I-FXE

345

267°
1 min
087°

267°

148

181

309

213

409

435±

LOM/IAF
PRAIZ
221 FX
PRAIZ INT

445

R-011

10 NM

MSA FX 25 NM
2600

113.9 DHP
Chan 86

1049
1049

1000	2200	PRAIZ
		221

One Minute Holding Pattern

PRAIZ
LOM/INT

2141

2200 ← 267°
087°

GS 3.00°
TCH 56

2200

087°

6.4 NM

ELEV 13

087° 6.4 NM
from FAF

51

6001 X 100

13

29

4000 X 100

TDZE
12

75

31

CATEGORY	A	B	C	D
S-ILS 8	212-½ 200 (200-½)			
S-LOC 8	520-½ 508 (600-½)		520-1 508 (600-1)	
CIRCLING	580-1 567 (600-1)		580-1½ 567 (600-1½)	680-2 667 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

FAF to MAP 6.4 NM

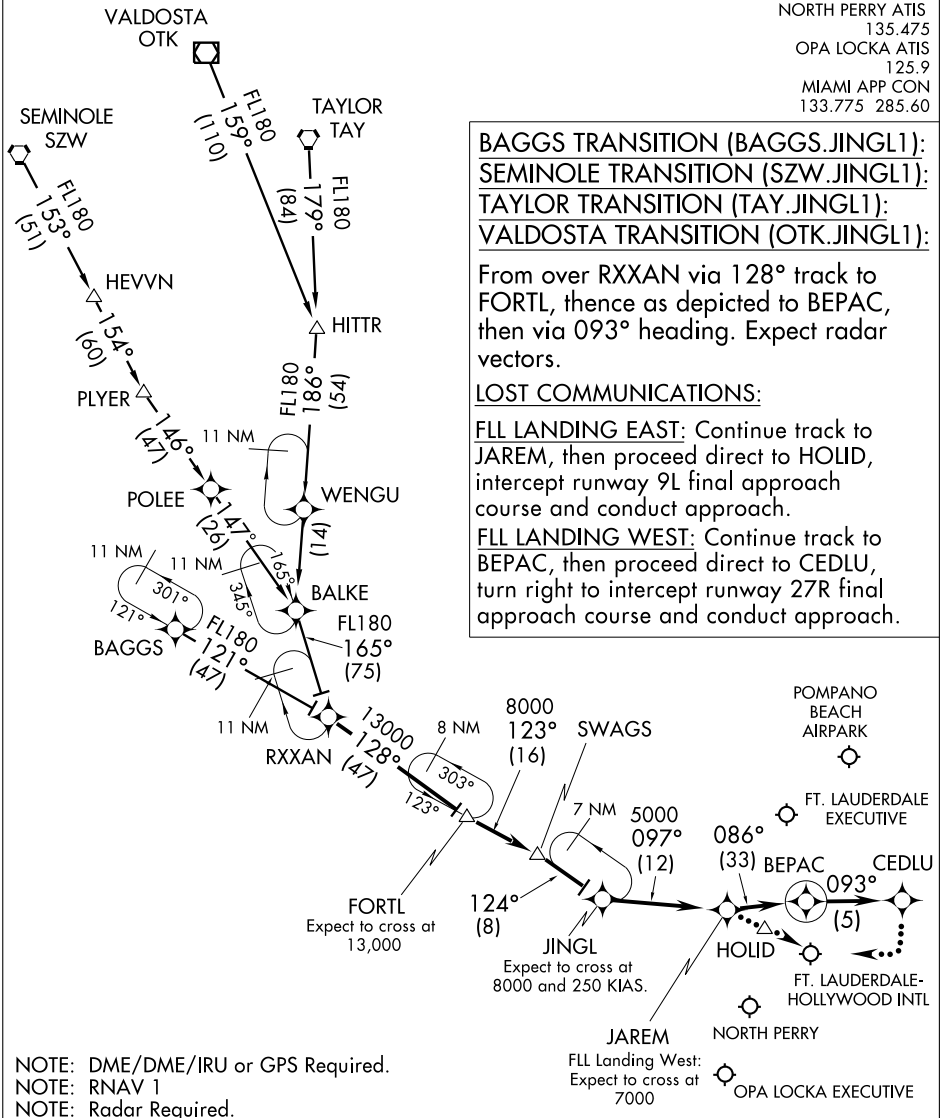
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-3, 17 DEC 2009 to 14 JAN 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
087°	TDZE	12
	Apt Elev	13

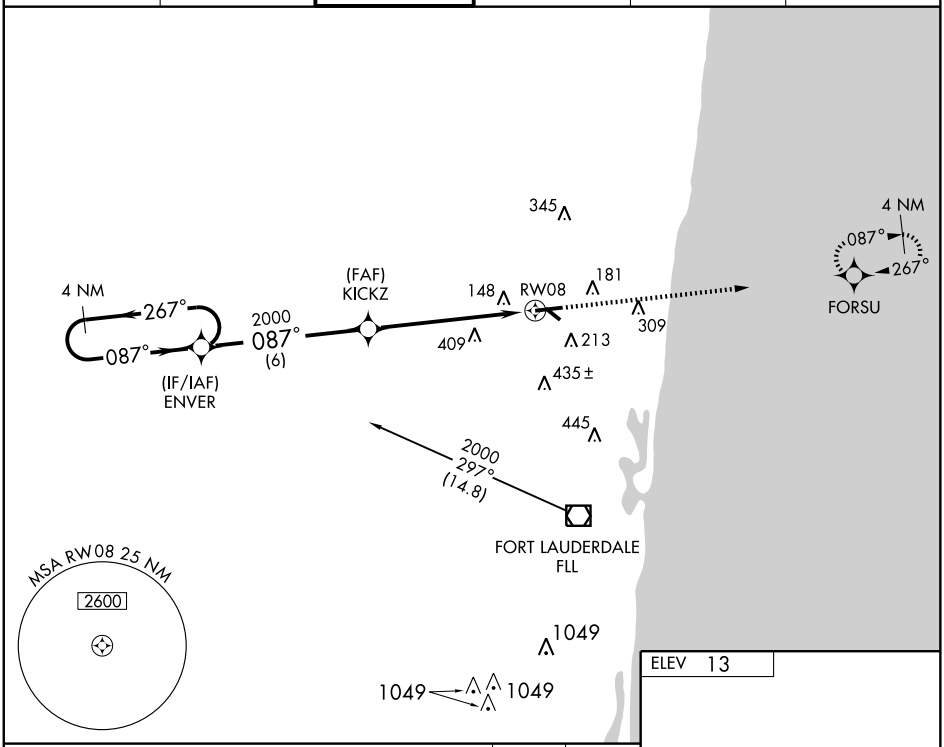
RNAV (GPS) RWY 8
FORT LAUDERDALE EXECUTIVE (FXE)

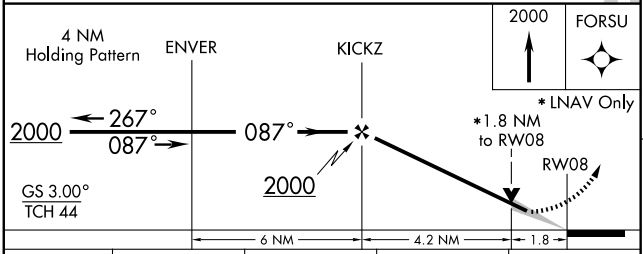
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

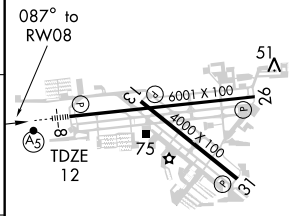
MALSR

MISSED APPROACH: Climb to 2000 direct FORSU WP and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	440-1 428 (500-1)			
LNAV MDA	640-½ 628 (700-½)		640-1¼ 628 (700-1¼)	640-1½ 628 (700-1½)
CIRCLING	640-1½ 627 (700-1½)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
267°	TDZE	13
	Apt Elev	13

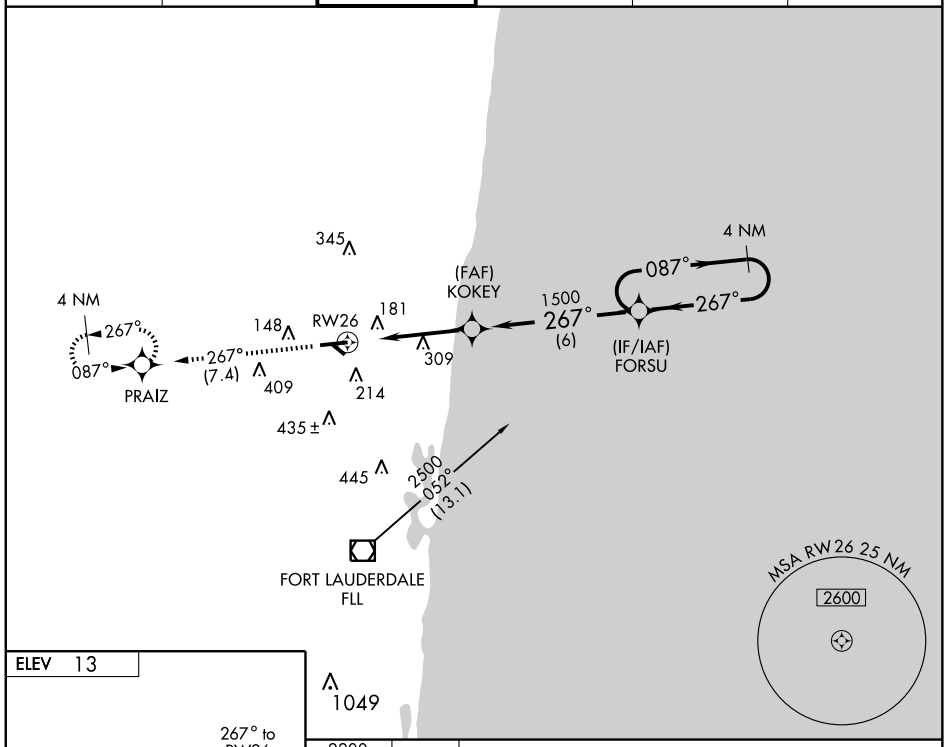
RNAV (GPS) RWY 26
FORT LAUDERDALE EXECUTIVE (FXE)

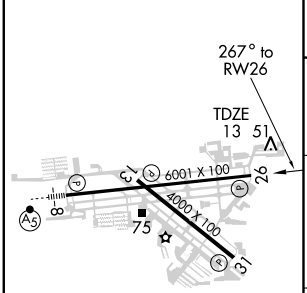
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

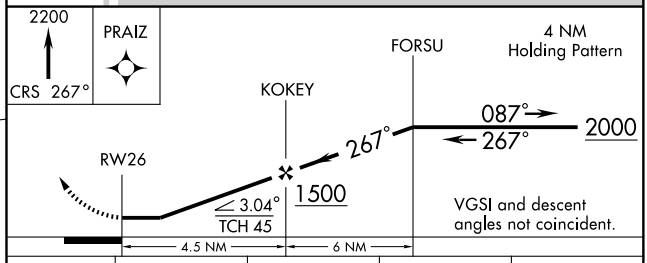
NA

MISSED APPROACH: Climb to 2200 via 267° course to PRAIZ WP and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95



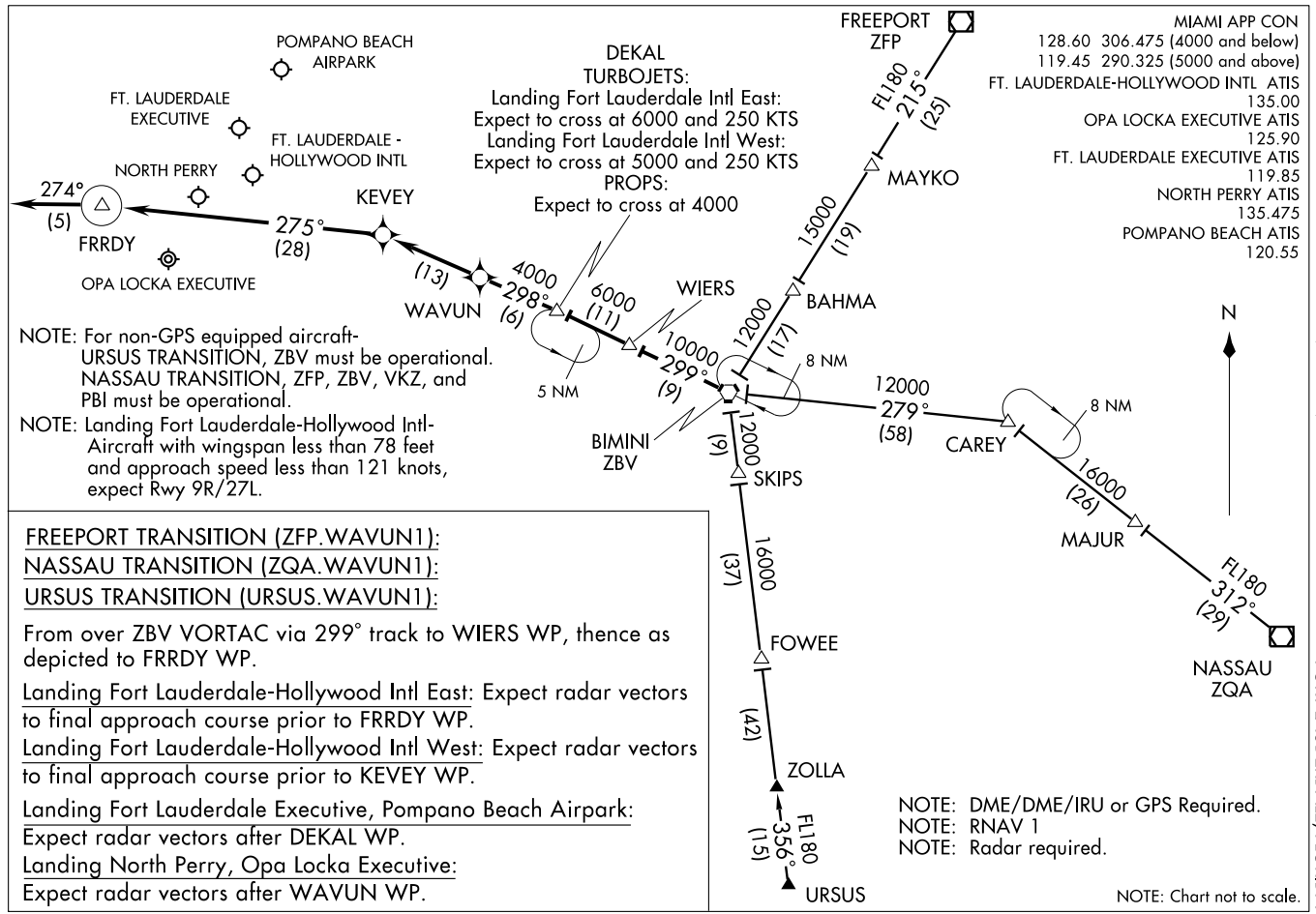




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

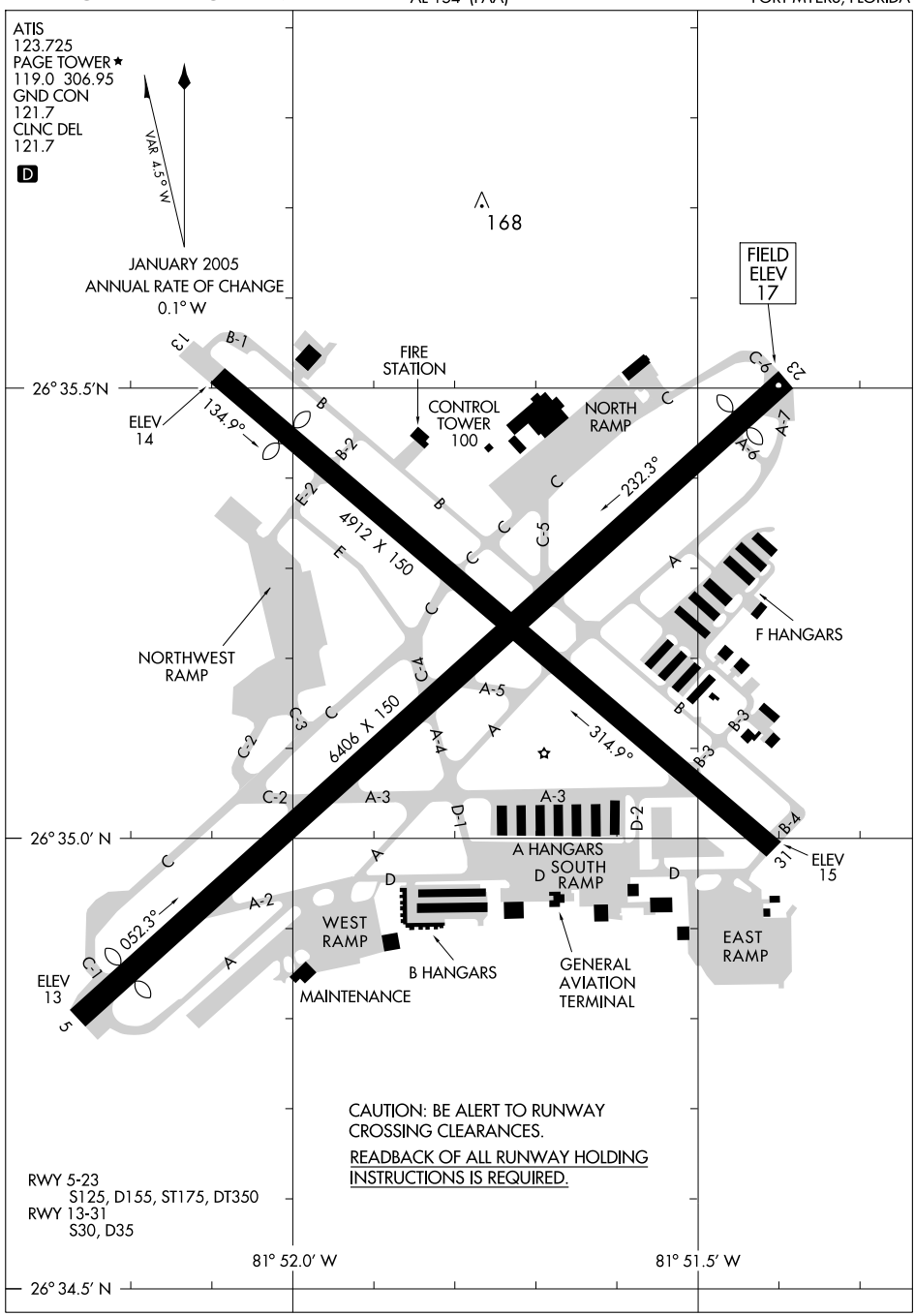
WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

AIRPORT DIAGRAM

FORT MYERS / PAGE FIELD (FMY)
FORT MYERS, FLORIDA

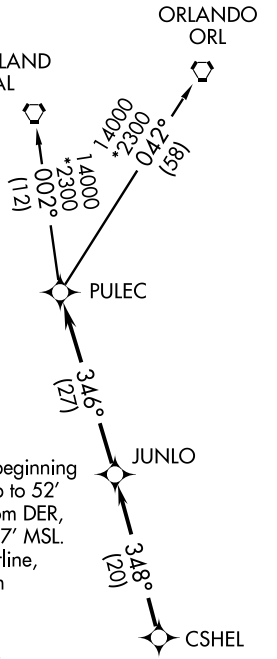


SE-3, 17 DEC 2009 to 14 JAN 2010

CSHEL THREE DEPARTURE (RNAV)

ATIS 123.725
CLNC DEL 121.7
GND CON 121.7
PAGE TOWER★ 119.0 (CTAF) 306.95
FORT MYERS DEP CON★ 126.8 385.45

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.



TAKEOFF OBSTACLES:

Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL.

Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. OL on bldg 829' from DER, 447' left of centerline, 34' AGL/48' MSL.

Rwy 23: Sign, concrete pole, OL on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL.

Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

TAKEOFF MINIMUMS
Rwy 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL3.LAL):
ORLANDO TRANSITION (CSHEL3.ORL):

APP CRS	Rwy Idg	5947
051°	TDZE	15
	Apt Elev	17

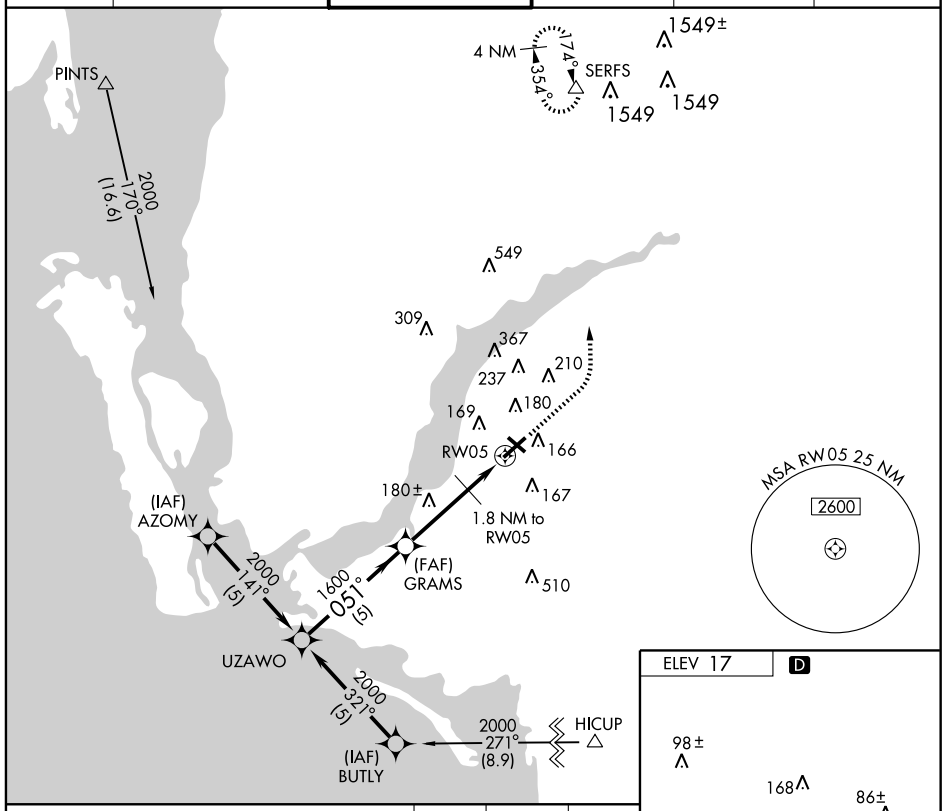
GPS RWY 5

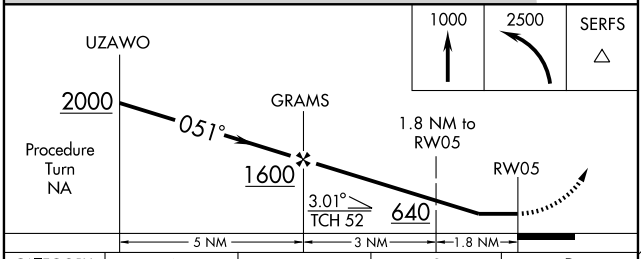
FORT MYERS / PAGE FIELD (FMY)

NA

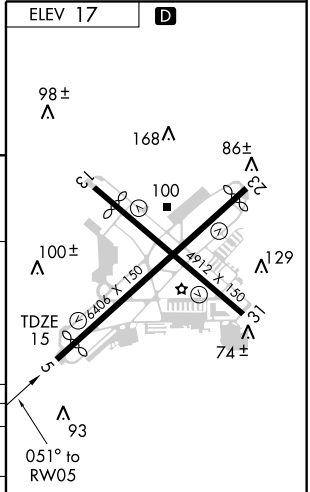
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL	UNICOM
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7	130.55





CATEGORY	A	B	C	D
S-5	380-1 365 (400-1)			NA
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	NA



MIRL Rwys 5-23 and 13-31

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6007
231°	TDZE	16
	Apt Elev	17

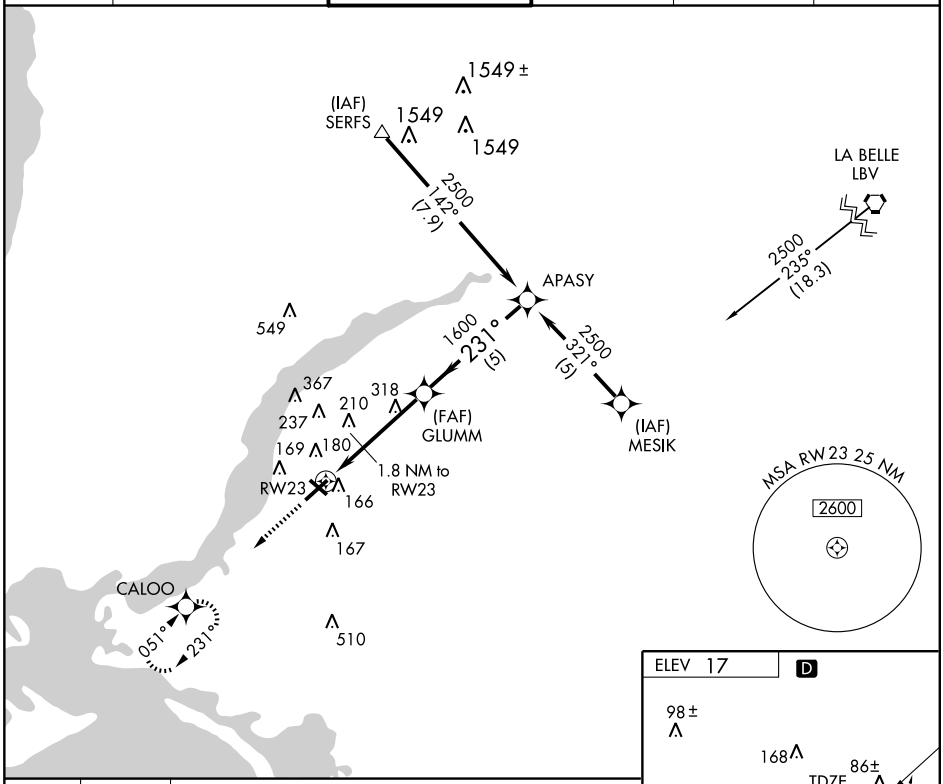
GPS RWY 23

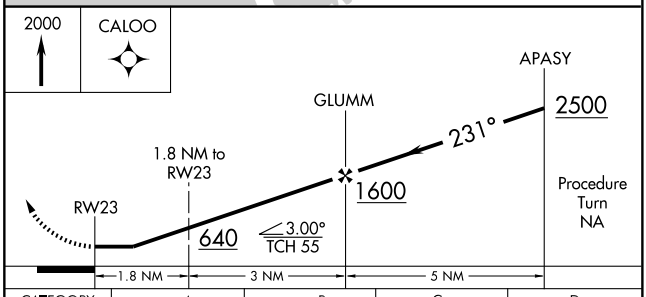
FORT MYERS / PAGE FIELD (FMY)

NA

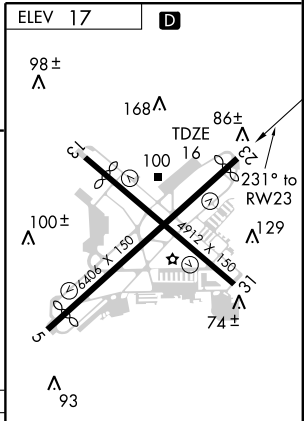
MISSED APPROACH: Climb to 2000 direct CALOO WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL	UNICOM
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7	130.55





CATEGORY	A	B	C	D
S-23	420-1	404 (500-1)	420-1¼ 404 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA



MIRL Rwys 5-23 and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4667
314°	TDZE	15
	Apt Elev	17

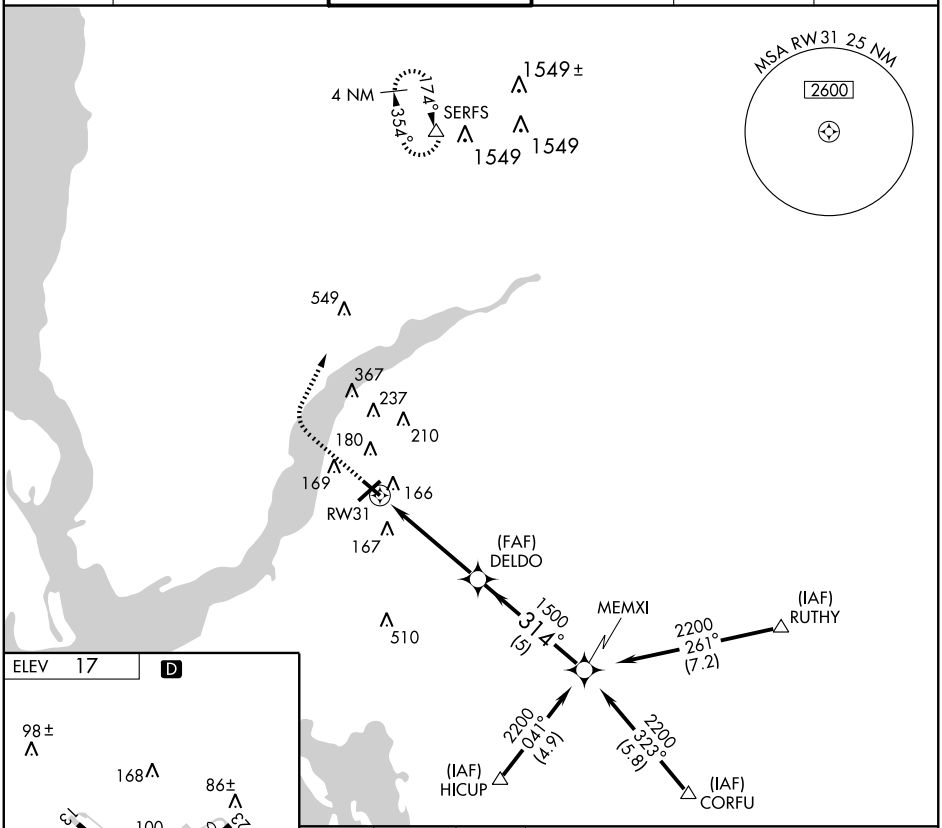
GPS RWY 31

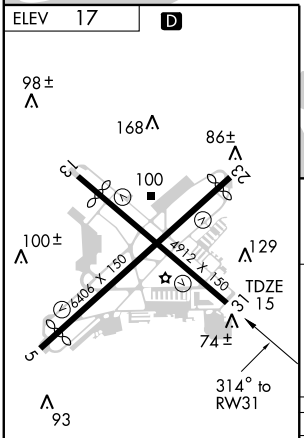
FORT MYERS / PAGE FIELD (FMY)

NA

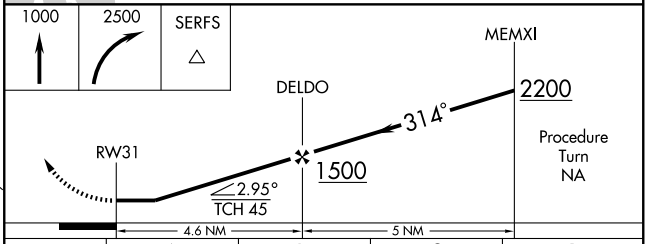
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL	UNICOM
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7	130.55





MIRL Rwys 5-23 and 13-31



CATEGORY	A	B	C	D
S-31	480-1	465 (500-1)	480-1¼ 465 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-FMY	APP CRS	Rwy Idg	5947
110.7	051°	TDZE	15
		Apt Elev	17

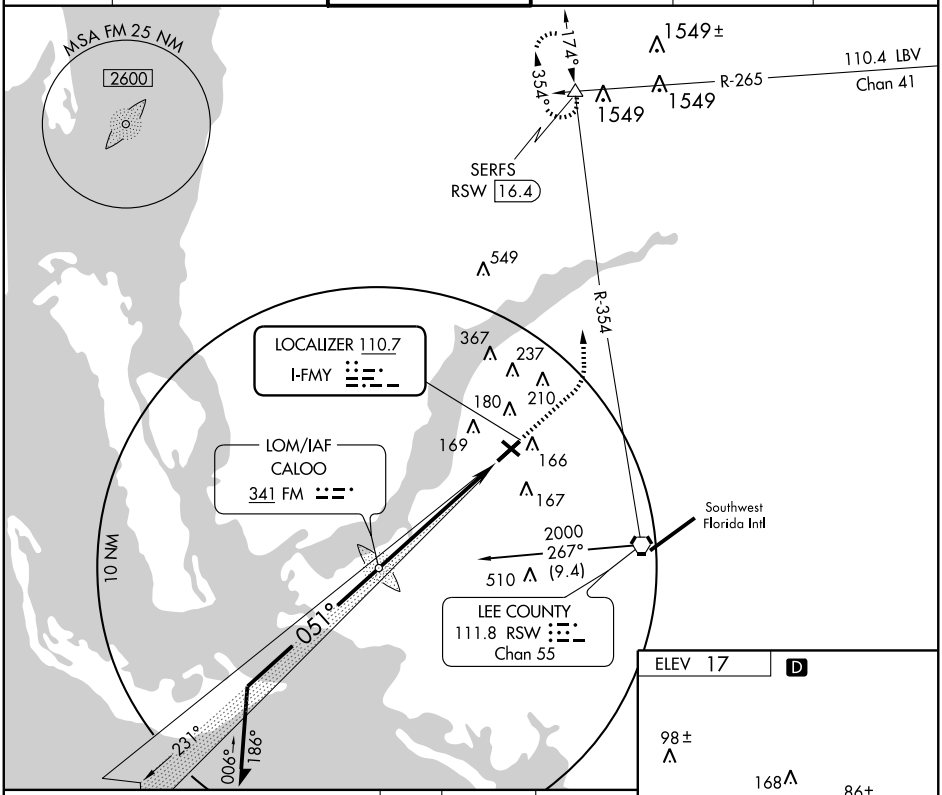
ILS RWY 5

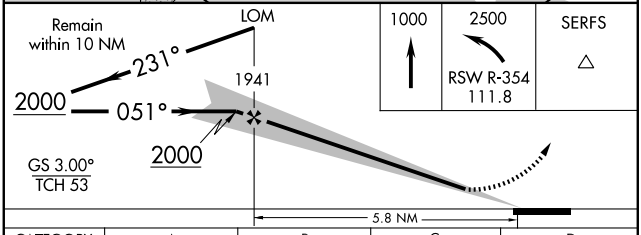
FORT MYERS / PAGE FIELD (FMY)

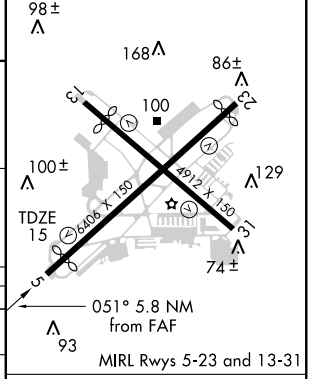
Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL	UNICOM
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7	130.55







CATEGORY	A	B	C	D
S-ILS 5	265-1 250 (300-1)			
S-LOC 5	440-1 425 (500-1)		440-1¼ 425 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

FAF to MAP 5.8 NM

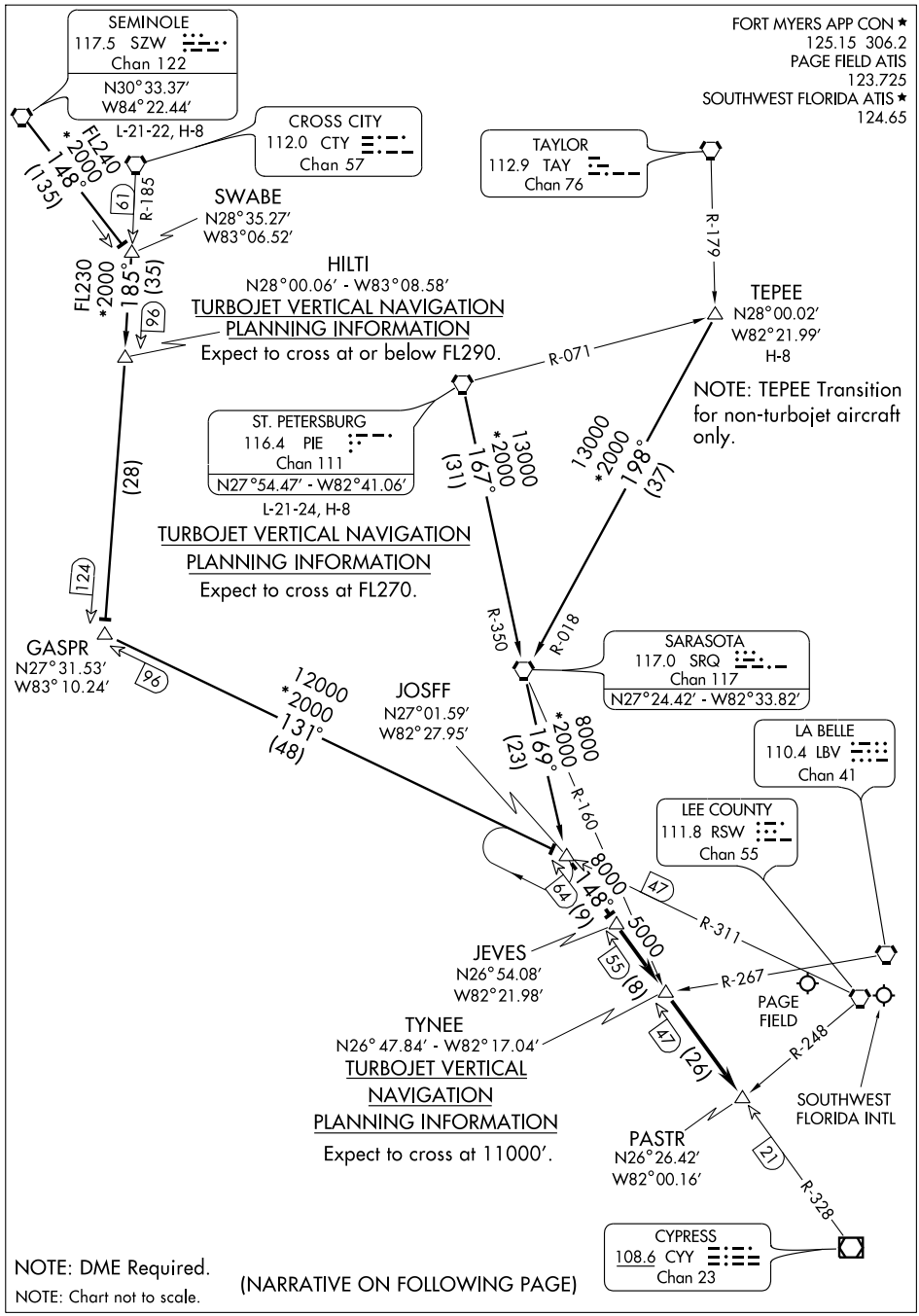
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-3, 17 DEC 2009 to 14 JAN 2010

JOSFF THREE ARRIVAL

ST-154 (FAA)

FORT MYERS, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	4297
133°	TDZE	15
	Apt Elev	17

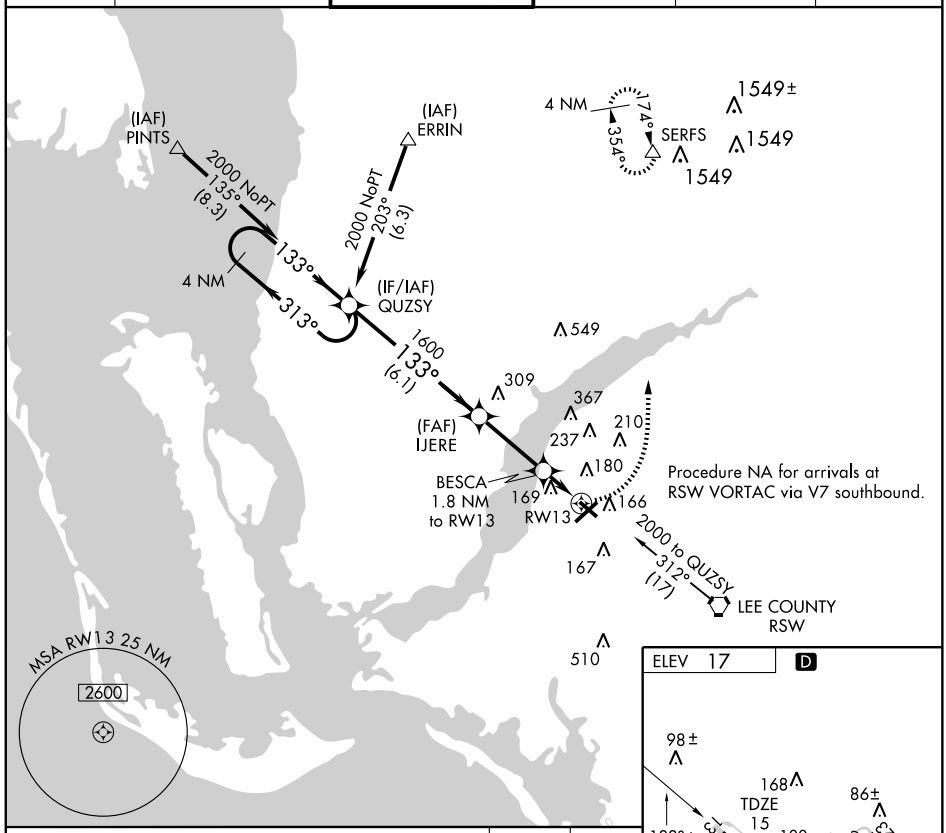
RNAV (GPS) RWY 13

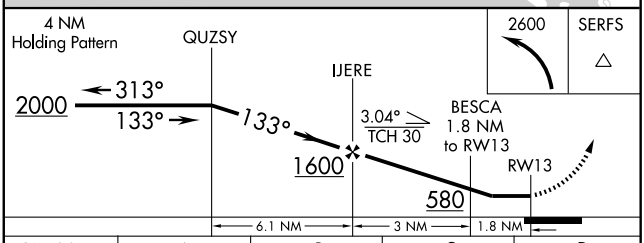
FORT MYERS / PAGE FIELD (FMY)

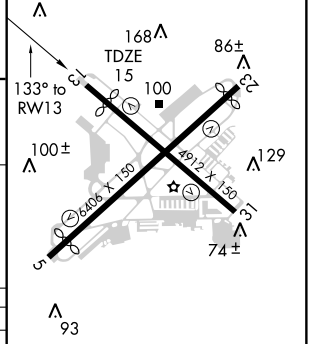
If local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDAs 20 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 direct SERFS and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL	UNICOM
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7	130.55







CATEGORY	A	B	C	D
LNAV MDA	420-1 405 (500-1)		420-1¼ 405 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

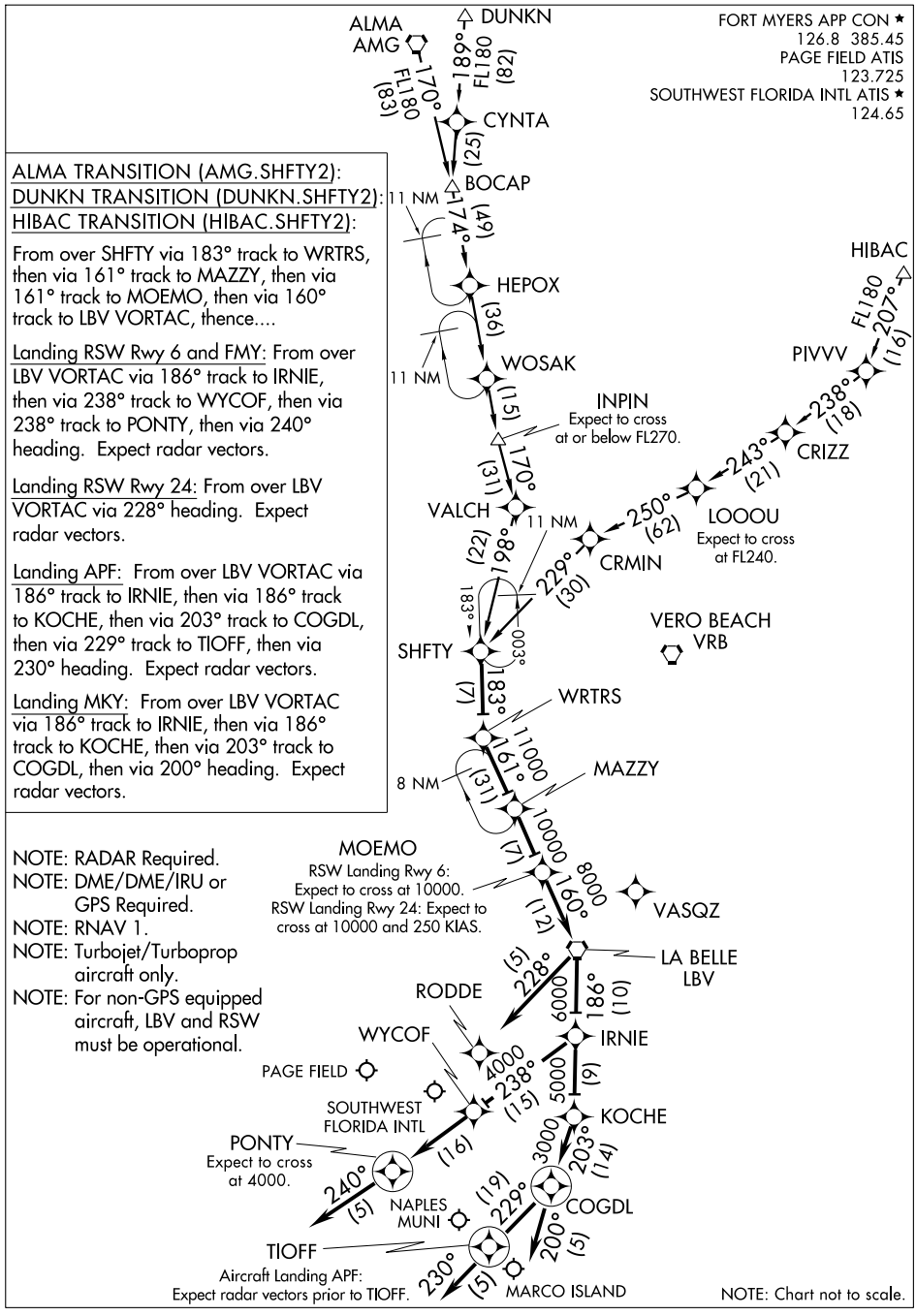
MIRL Rwys 5-23 and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

(SHFTY.SHFTY2) 09351 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



NOTE: Chart not to scale.

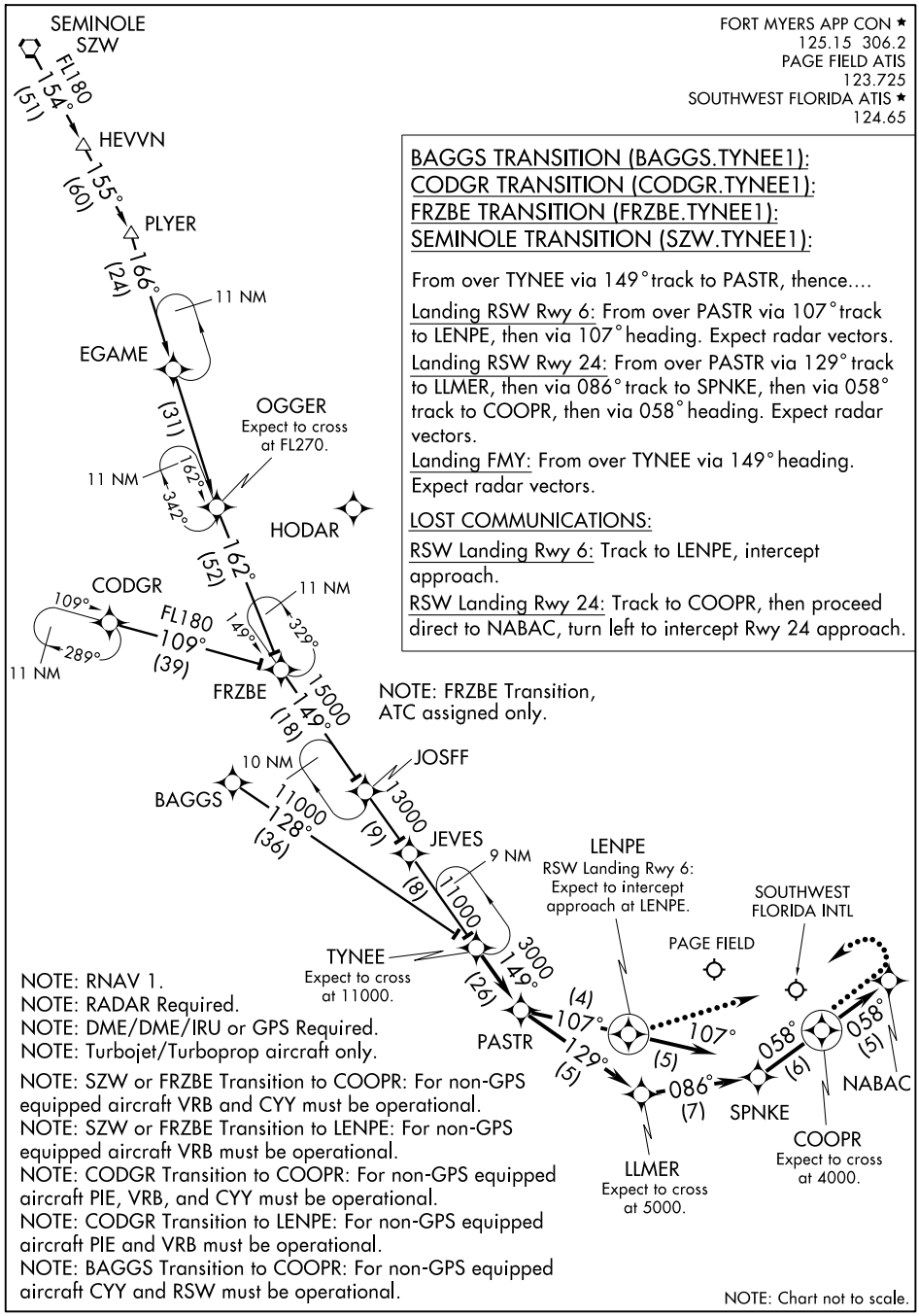
SE-3, 17 DEC 2009 to 14 JAN 2010

(TYNEE.TYNEE1) 08269

TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA)

FORT MYERS, FLORIDA

FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65



BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC RSW	APP CRS	Rwy Idg	4297
111.8	129°	TDZE	15
Chan 55		Apt Elev	17

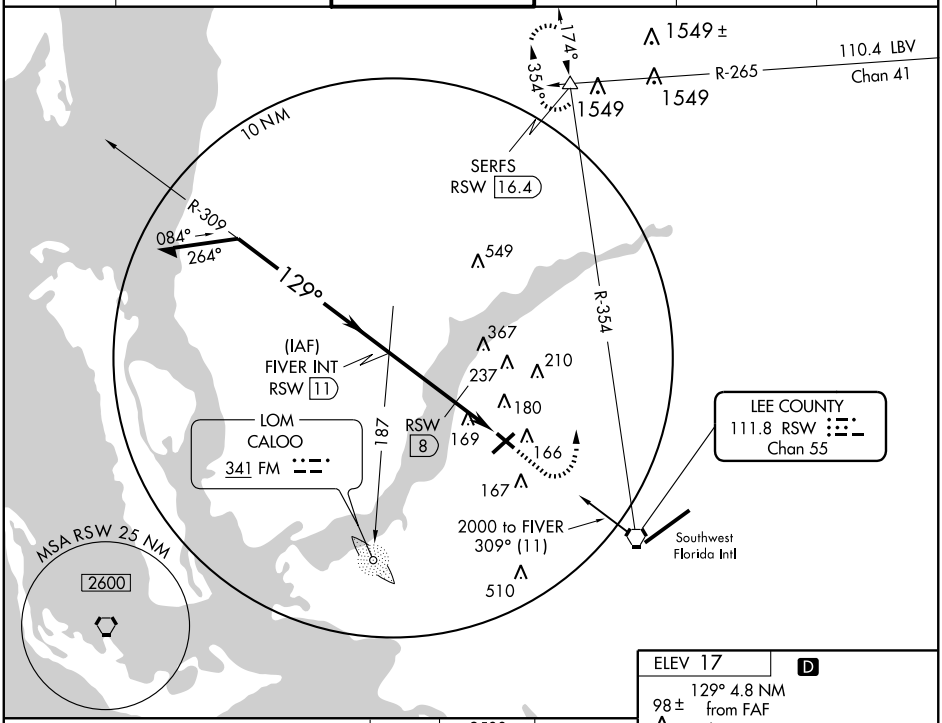
VOR RWY 13

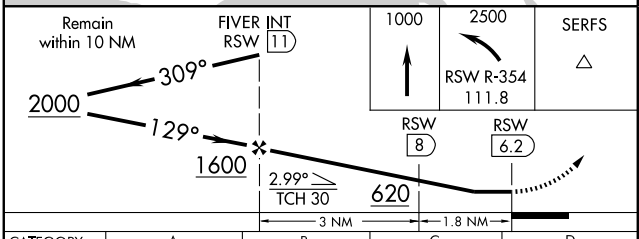
FORT MYERS / PAGE FIELD (FMY)

ADF or DME REQUIRED

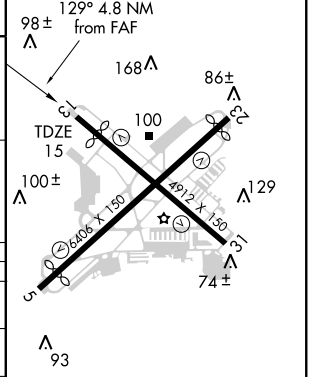
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL	UNICOM
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7	130.55





CATEGORY	A	B	C	D
S-13	620-1	605 (700-1)	620-1¾ 605 (700-1¾)	620-2 605 (700-2)
CIRCLING	620-1	603 (700-1)	620-1¾ 603 (700-1¾)	620-2 603 (700-2)
DME MINIMUMS				
S-13	480-1	465 (500-1)	480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	600-2 583 (600-2)



MIRL Rwys 5-23 and 13-31

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3, 17 DEC 2009 to 14 JAN 2010

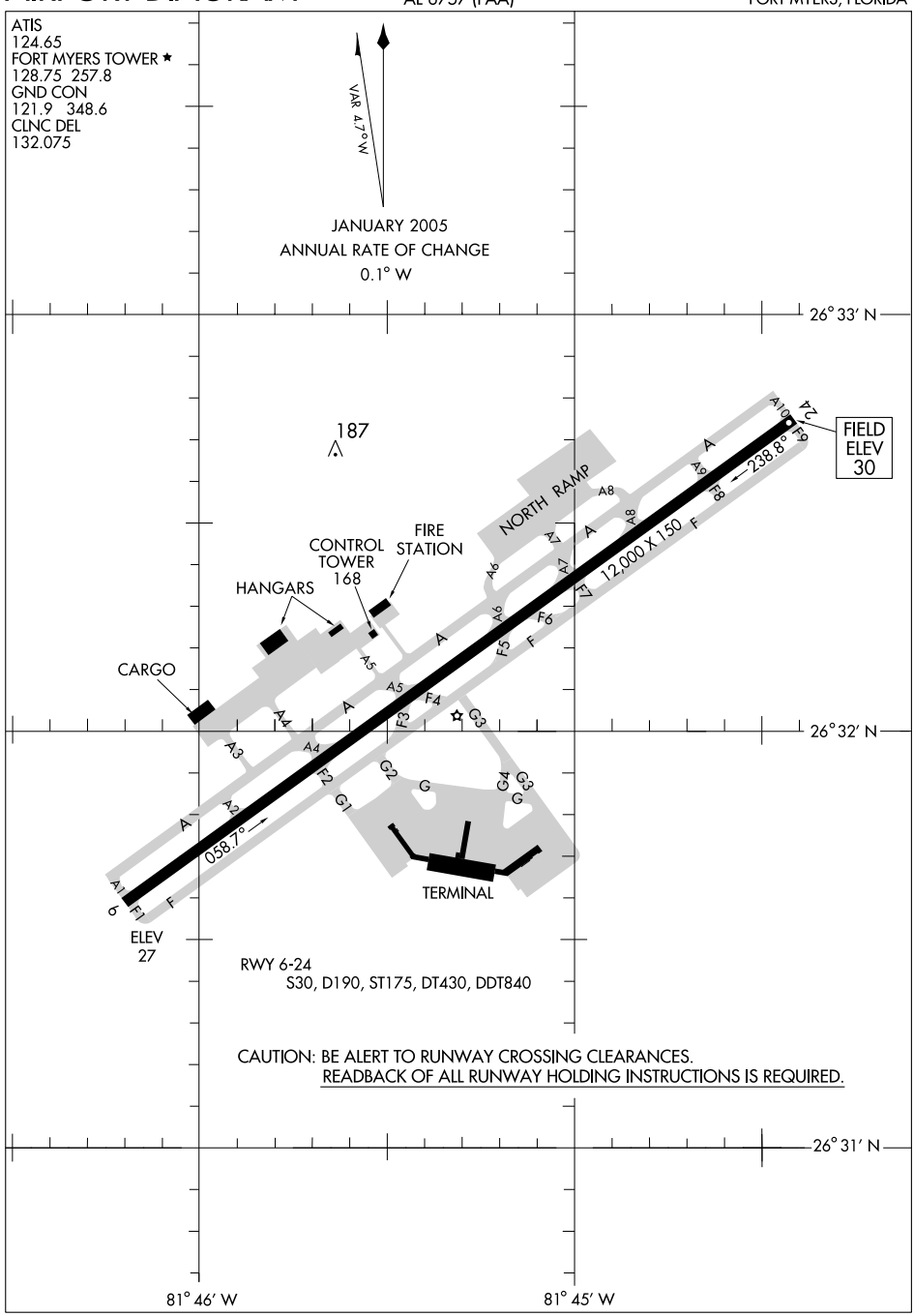
09183

AIRPORT DIAGRAM

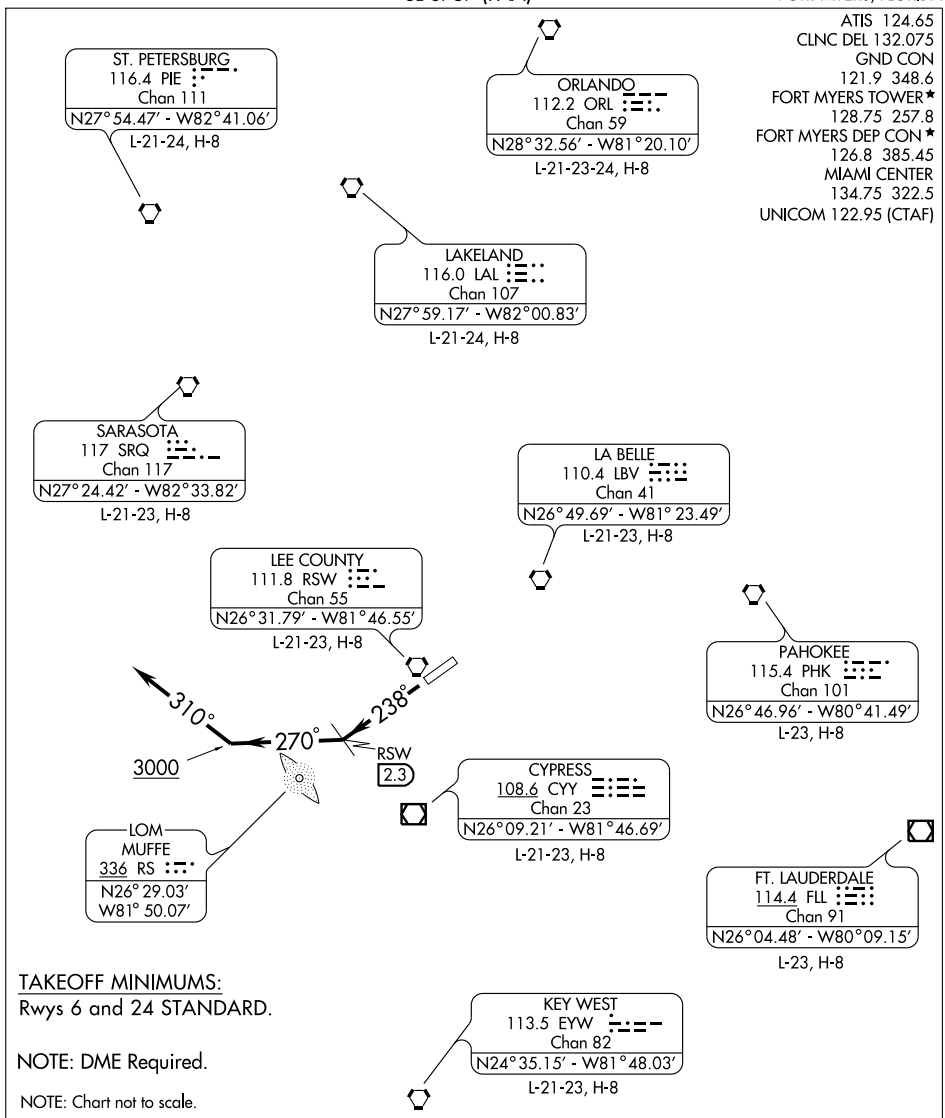
FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)

AL-6757 (FAA)

FORT MYERS, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010



TAKEOFF MINIMUMS:
Rwys 6 and 24 STANDARD.

NOTE: DME Required.

NOTE: Chart not to scale.

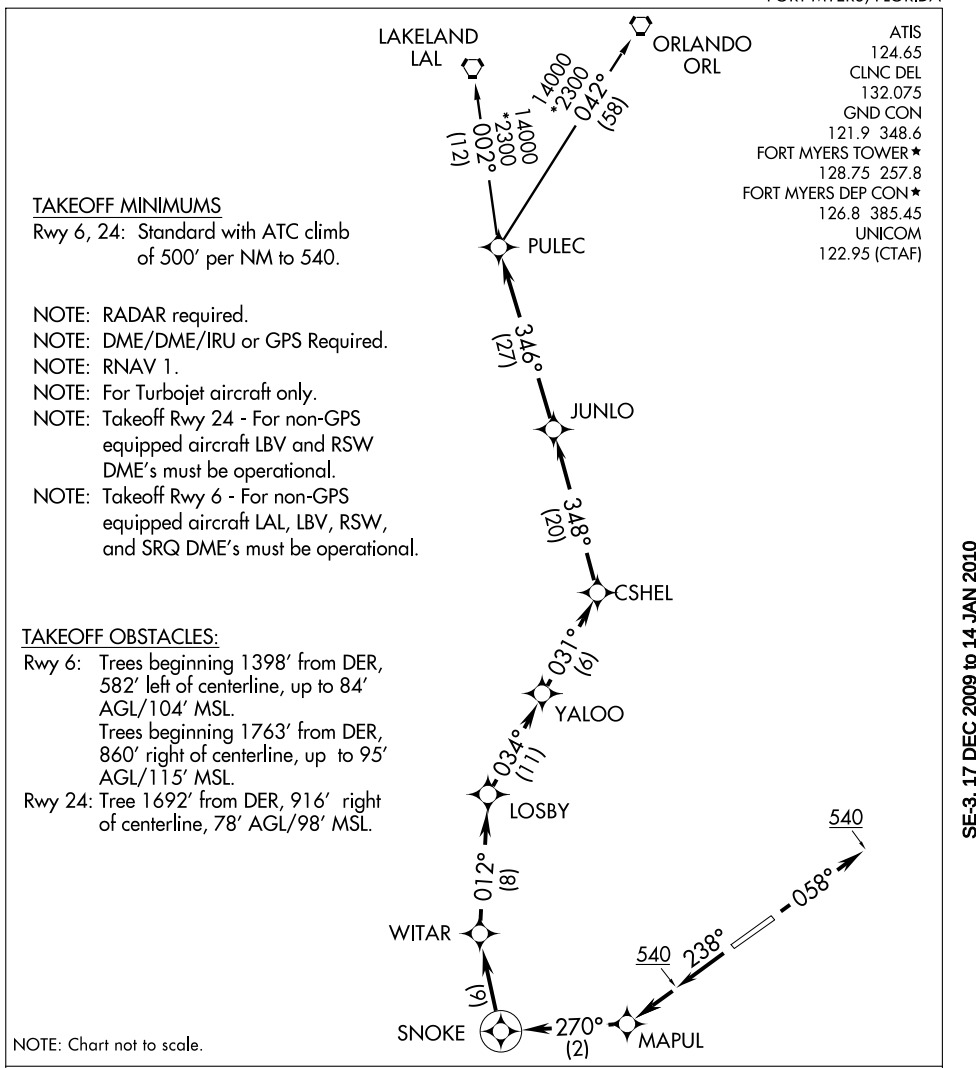
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb on runway heading or as assigned for vectors to join filed route.
TAKE-OFF RUNWAY 24: Fly heading 238° (or as assigned) until RSW 2.3 DME, then turn right heading 270°. Leaving 3000 feet, turn right heading 310°. Expect radar vectors to assigned route.
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

CSHEL THREE DEPARTURE (RNAV)

FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL3.LAL):

ORLANDO TRANSITION (CSHEL3.ORL):

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-RSW	APP CRS	Rwy Idg	12000
111.5	058°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 6

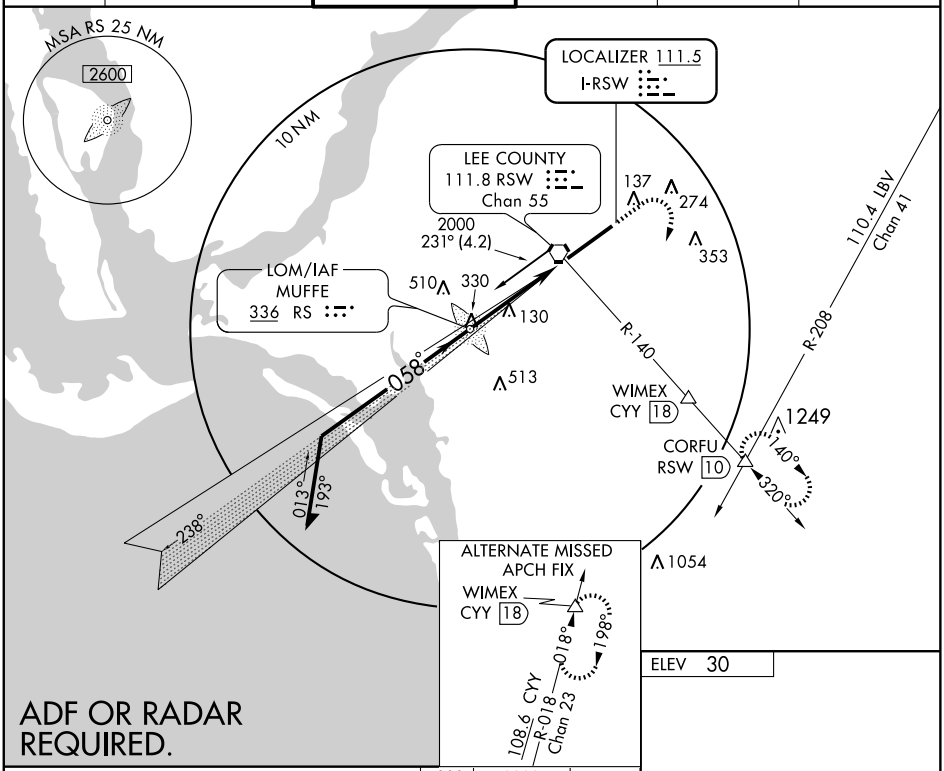
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

Cat. E procedure turn NA-RADAR Required.
For inoperative MALSR, increase S-ILS-6 Cat. E visibility to RVR 4000 and S-LOC-6 Cat. E visibility to RVR 6000.

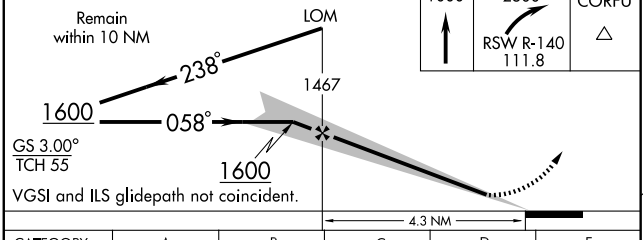
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via RSW VORTAC R-140 to CORFU Int/ RSW 10 DME and hold.

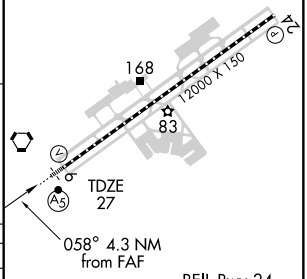
ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



1000 ↑	2300 RSW R-140 111.8	CORFU △



ELEV 30



REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

CATEGORY	A	B	C	D	E
S-ILS-6	227/18 200 (200-½)				227/24 200 (200-½)
S-LOC-6	380/24 353 (400-½)			380/40 353 (400-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)	720-2½ 690 (700-2½)

FAF to MAP 4.3 NM

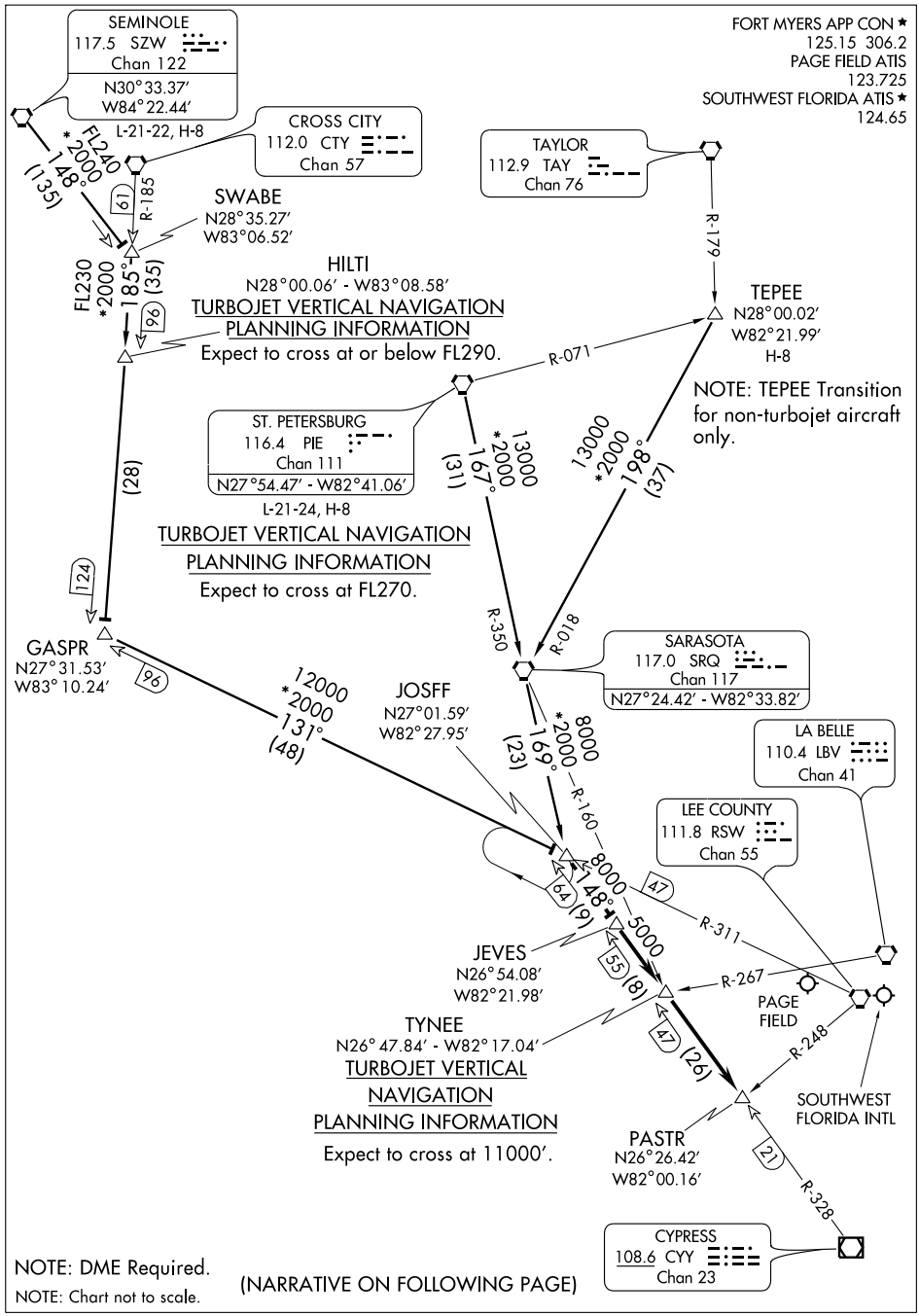
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3. 17 DEC 2009 to 14 JAN 2010

JOSFF THREE ARRIVAL

ST-154 (FAA)

FORT MYERS, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg	12000
CH 65619	058°	TDZE	27
W06A		Apt Elev	30

RNAV (GPS) RWY 6

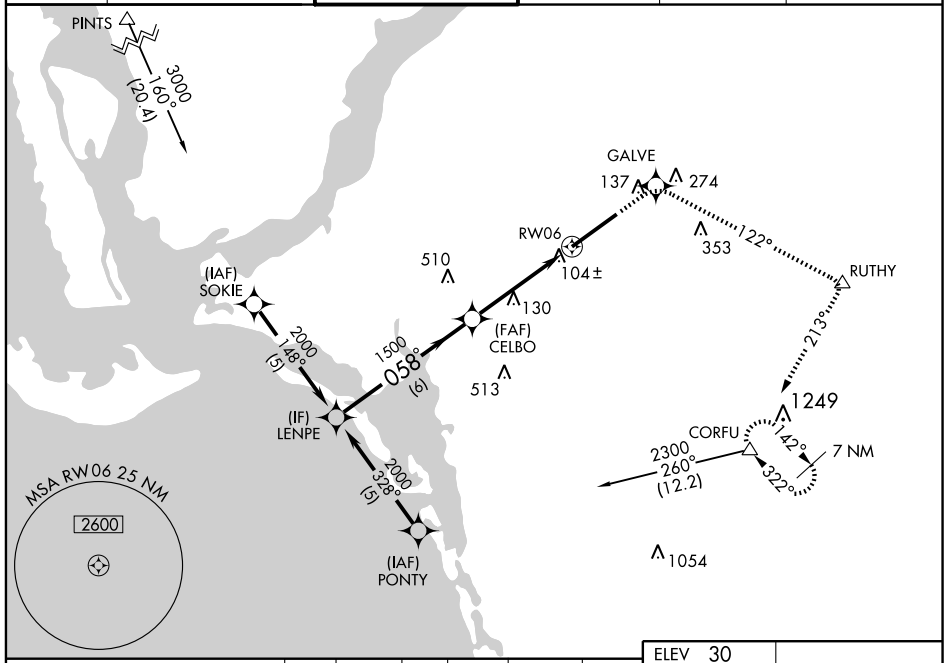
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

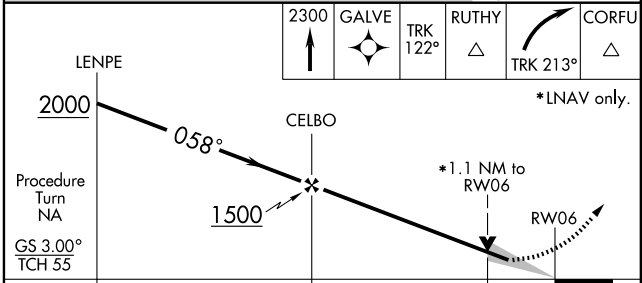
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibility to RVR 5000, and LNAV Cat. D visibility to RVR 6000.

MALSR

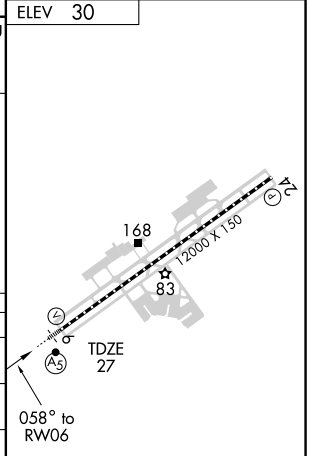
MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to RUTHY and right turn via 213° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)





CATEGORY	A	B	C	D
LPV DA	330/24	303 (300-½)		
LNAV/VNAV DA	380/40	353 (400-¾)		
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)



SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 70319	238°	Rwy Idg	12000
W24A		TDZE	30
		Apt Elev	30

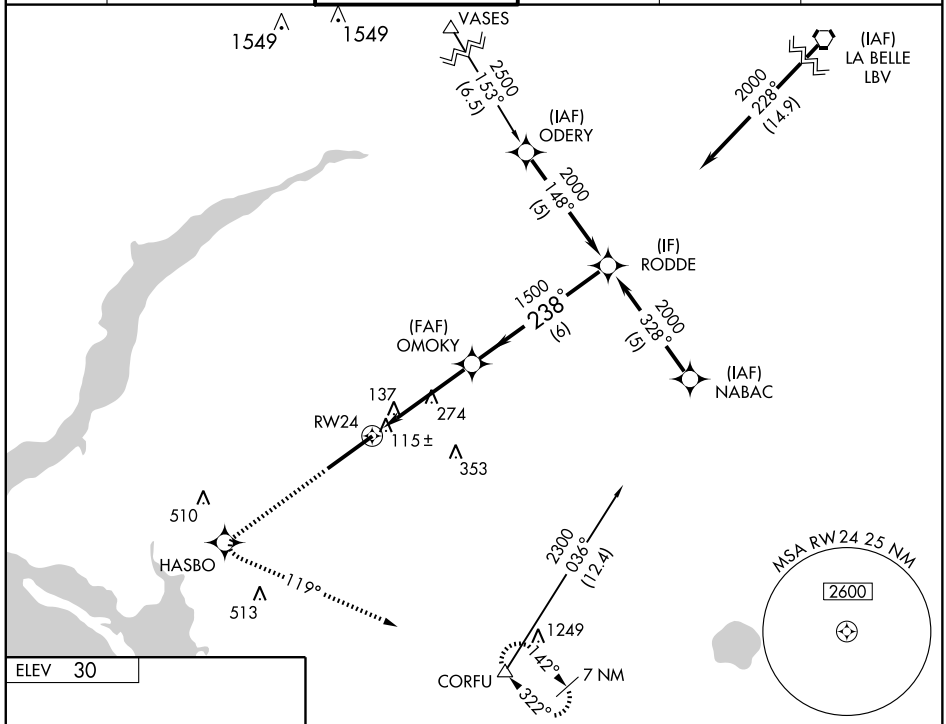
RNAV (GPS) RWY 24

FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

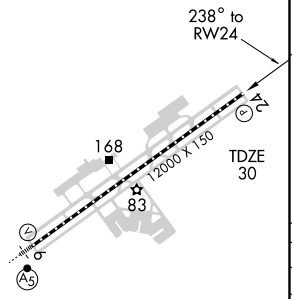
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct HASBO and left turn via 119° track to CORFU and hold.

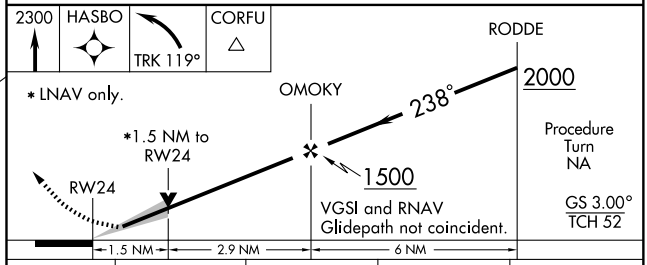
ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



ELEV 30



REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24



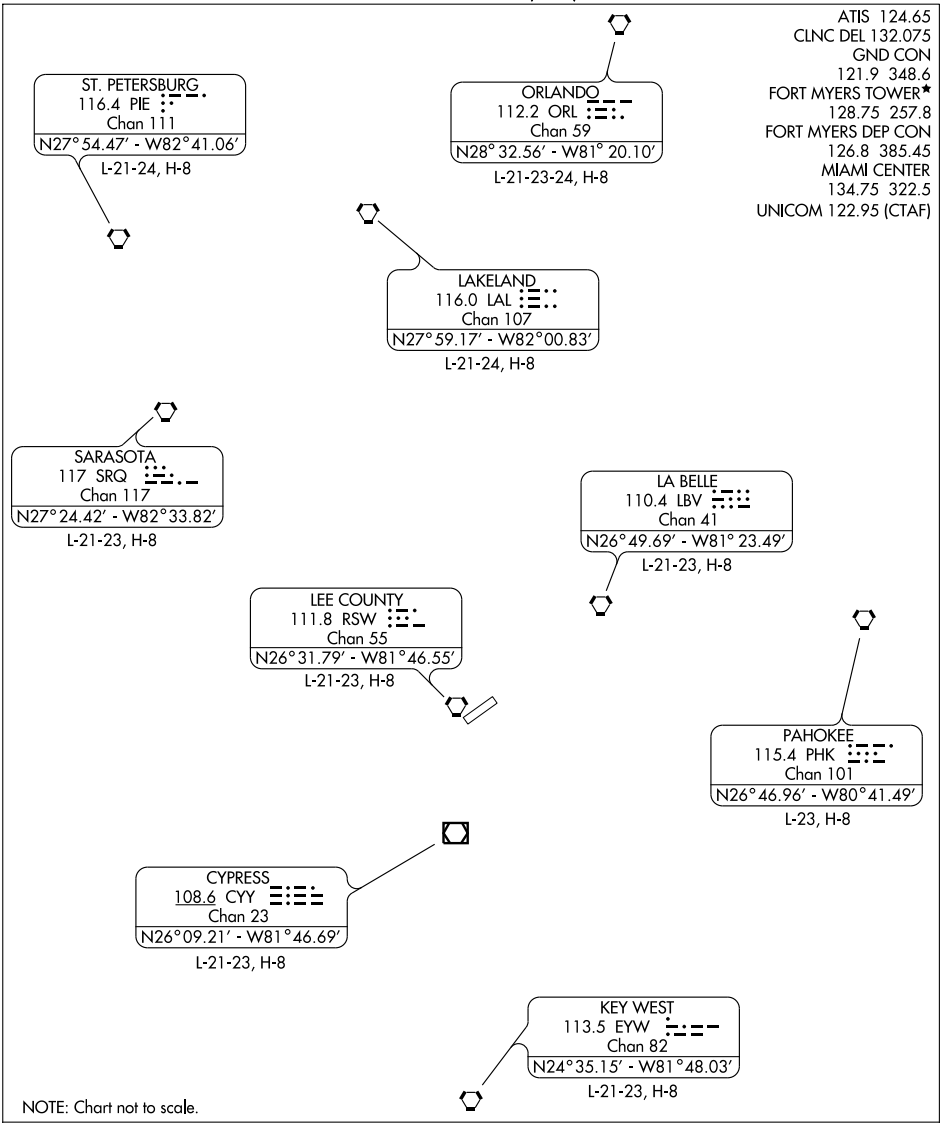
CATEGORY	A	B	C	D
LPV DA	280-¾ 250 (300-¾)			
LNAV/ VNAV DA	420-1¼ 390 (400-1¼)			
LNAV MDA	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-1¾ 550 (600-1¾)
CIRCLING	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

SCUBY TWO DEPARTURE

FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)
SL-6757 (FAA)
FORT MYERS, FLORIDA

ATIS 124.65
CLNC DEL 132.075
GND CON
121.9 348.6
FORT MYERS TOWER★
128.75 257.8
FORT MYERS DEP CON
126.8 385.45
MIAMI CENTER
134.75 322.5
UNICOM 122.95 (CTAF)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Fly runway heading or as assigned for vectors to join filed route.

TAKE-OFF RUNWAY 24: (Southbound) fly runway heading or as assigned for vectors to join filed route.

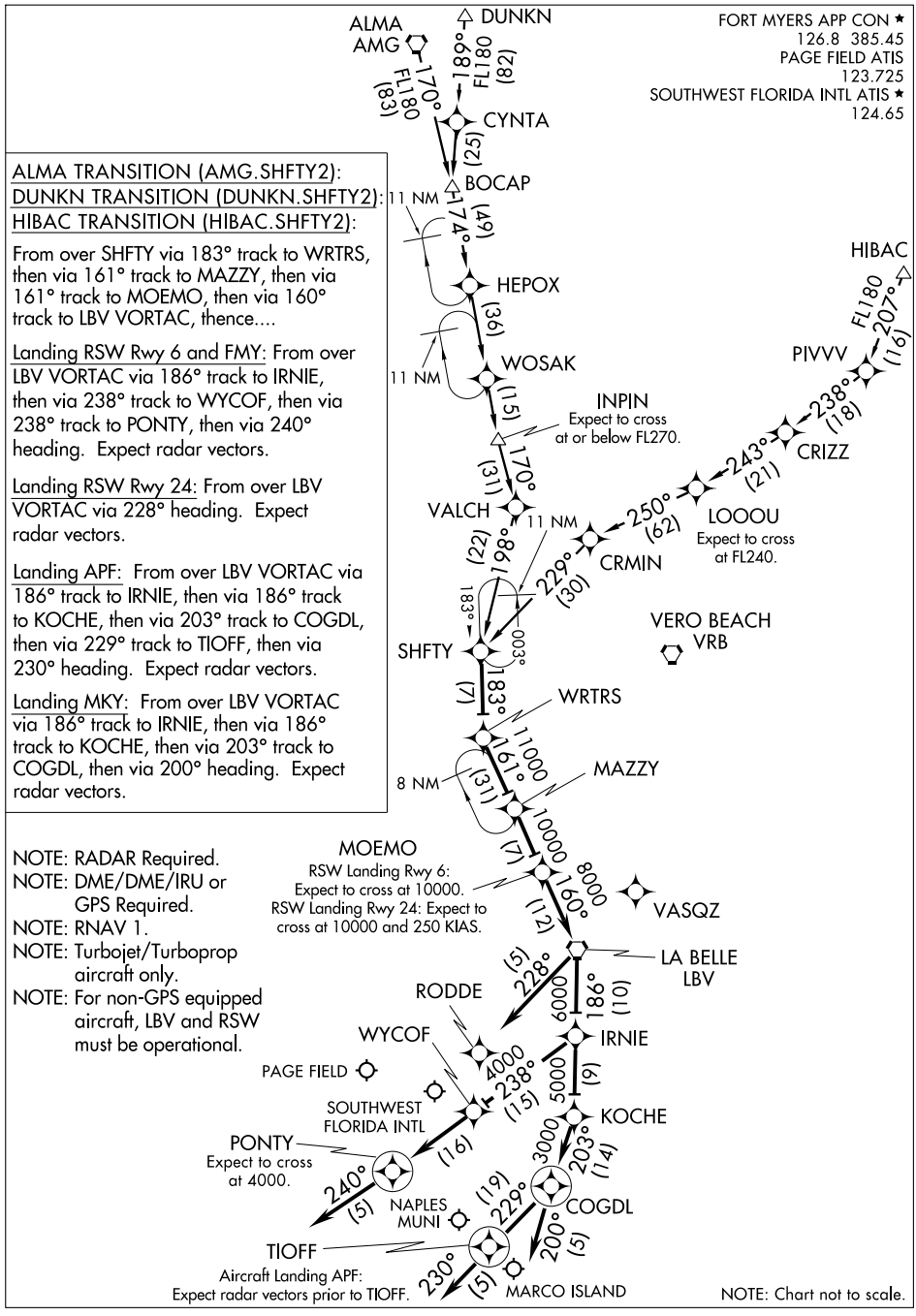
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

(SHFTY.SHFTY2) 09351 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



NOTE: Chart not to scale.

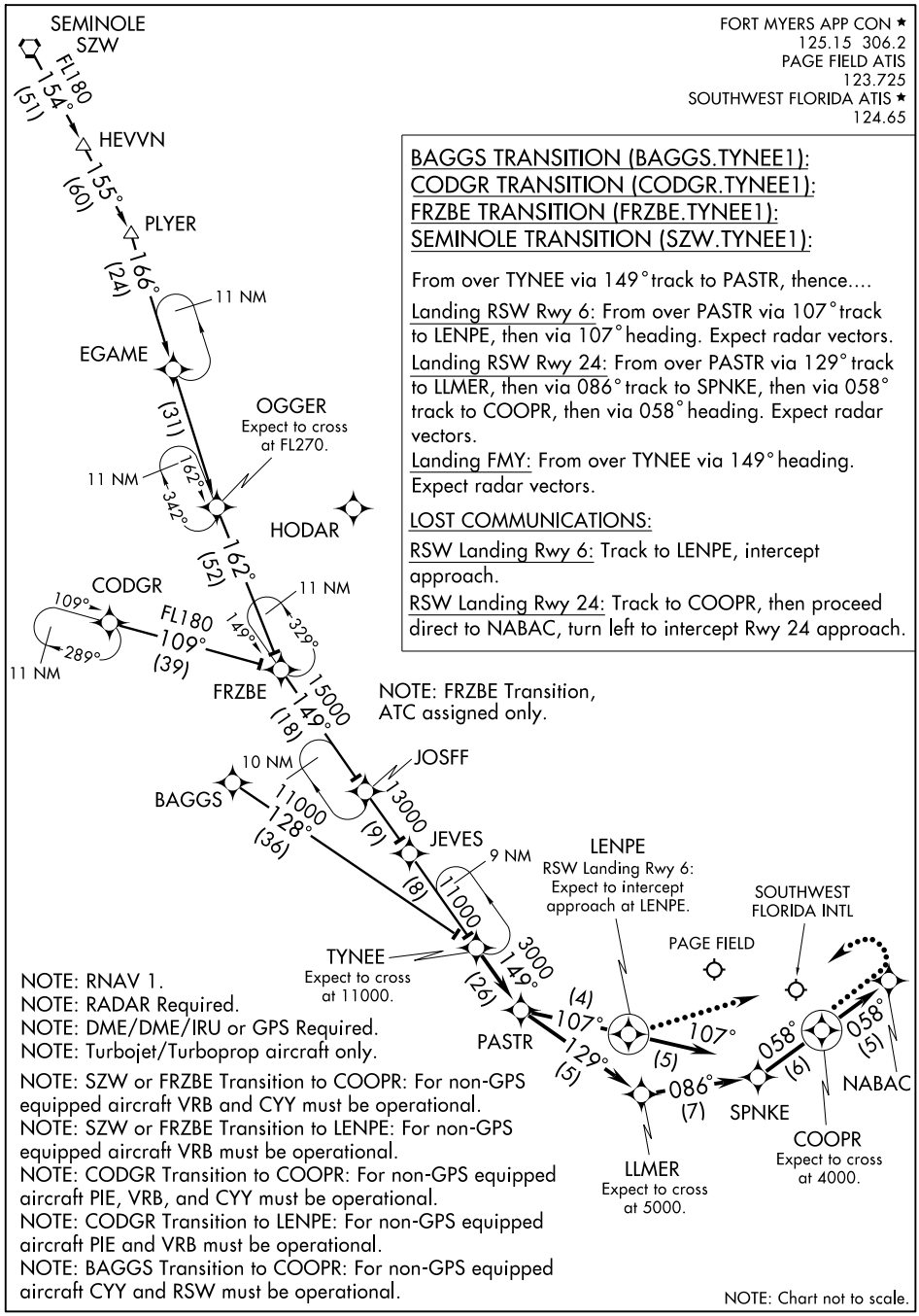
SE-3, 17 DEC 2009 to 14 JAN 2010

(TYNEE.TYNEE1) 08269

TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA)

FORT MYERS, FLORIDA

FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65



BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

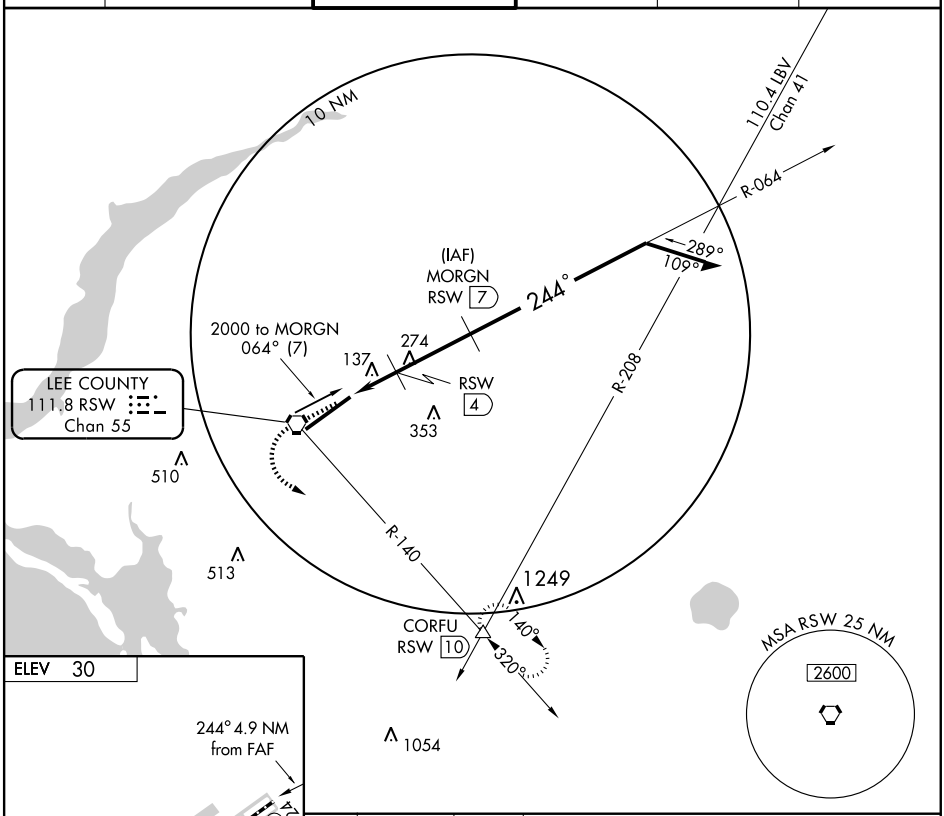
VORTAC RSW 111.8 Chan 55	APP CRS 244°	Rwy Idg 12000 TDZE 30 Apt Elev 30

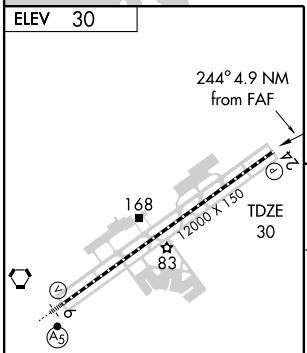
VOR/DME or TACAN RWY 24

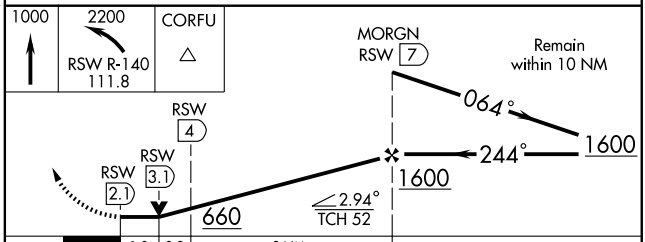
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 via RSW R-140 to CORFU/RSW 10 DME and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



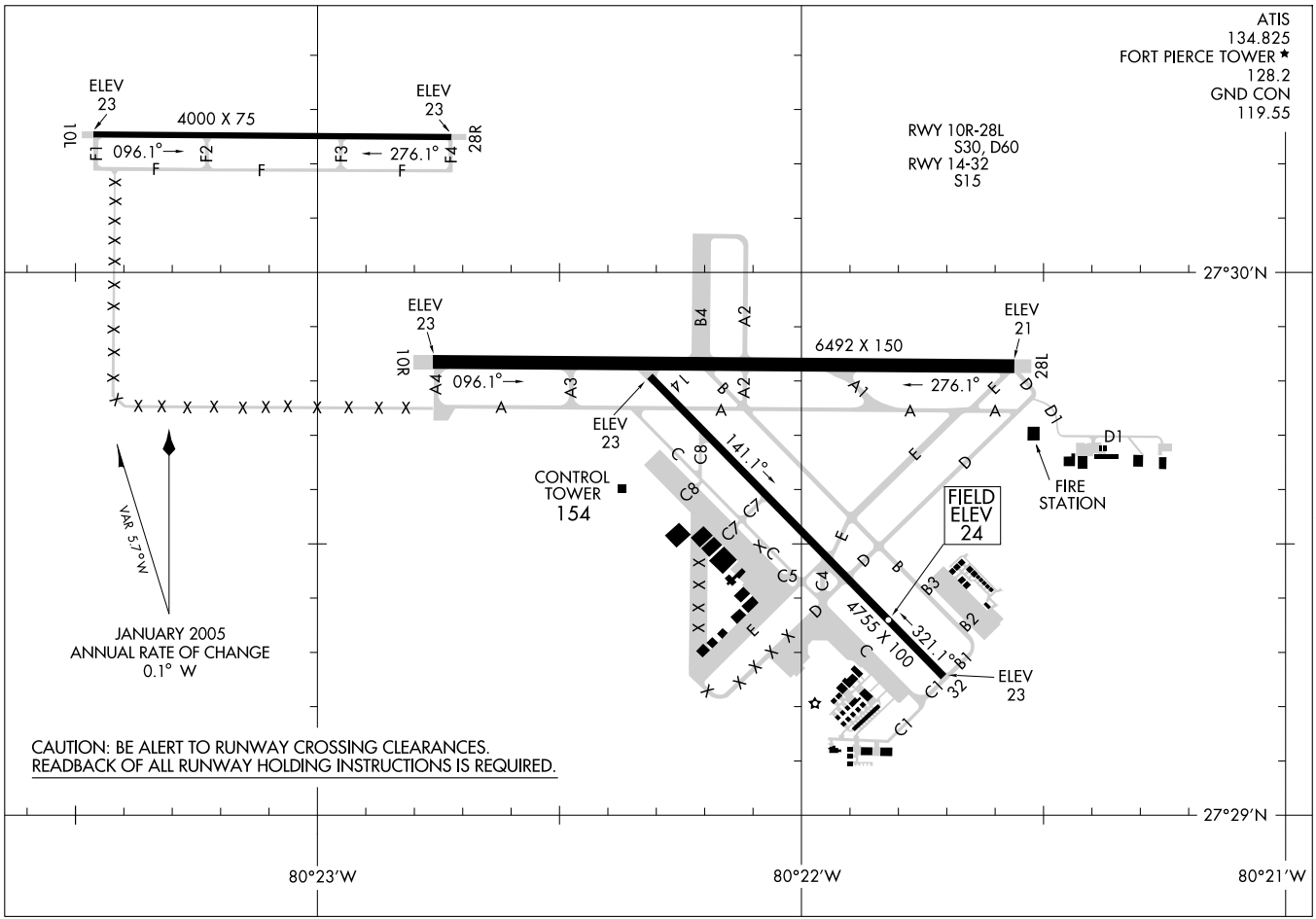




Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	400-1 370 (400-1)			400-1¼ 370 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010


AIRPORT DIAGRAM
FORT PIERCE/ST. LUCIE COUNTY INTL (FPR)
AL-5343 (FAA)
FORT PIERCE, FLORIDA
ATIS
134.825
FORT PIERCE TOWER
128.2
GND CON
119.55
RWY 10R-28L
S30, D60
RWY 14-32
S15
ELEV
23
4000 X 75
10L
28R
F1
096.1°
F2
F3
276.1°
F4
ELEV
23
ELEV
23
10R
6492 X 150
28L
ELEV
21
096.1°
276.1°
ELEV
23
141.1°
CONTROL
TOWER
154
FIELD
ELEV
24
FIRE
STATION
4755 X 100
321.1°
14
32
ELEV
23
VAR 5.7°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
27°30'N
27°29'N
80°23'W
80°22'W
80°21'W

LOC/DME I-FJD	APP CRS	Rwy Idg	6492
110.55	094°	TDZE	23
Chan 42 (Y)		Apt Elev	24

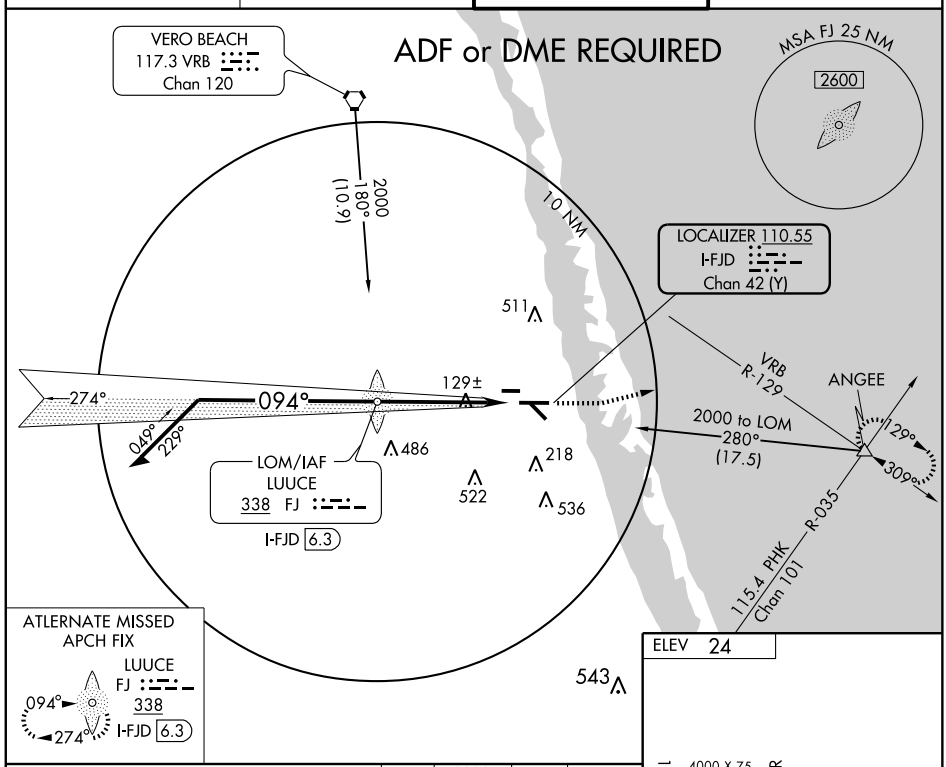
ILS or LOC RWY 10R

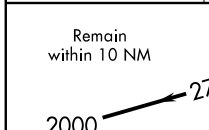
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase DA to 254; increase all MDA 40 feet.
VDP NA when using Vero Beach altimeter setting.
Autopilot coupled approach NA below 720 MSL.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 080° and via VRB VORTAC R-129 to ANGEE INT and hold.

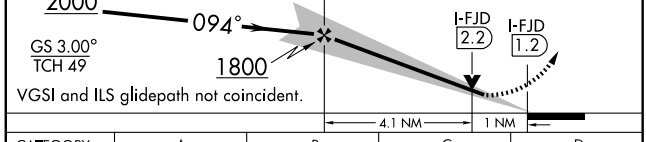
ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

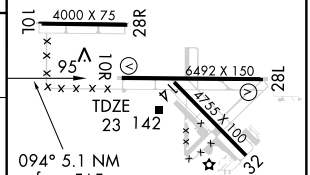




543

ELEV 24





CATEGORY	A	B	C	D
S-ILS 9	223-¾ 200 (200-¾)			
S-LOC 9	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB FPR	APP CRS	Rwy Idg	N/A
275	262°	TDZE	N/A
		Apt Elev	23

NDB-A

FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

VERO BEACH
117.3 VRB
Chan 120

2000
156°
(13)

IAF
FT PIERCE
275 FPR

511
154±
262°
082°
307°
127°
486
082°
218
522
536
ANGEE
2000
279° (12.1)

2000
073°
(29.2)
DIDDY

10 NM
543

MSA FPR 25 NM
2600

ELEV 23

4000 X 75
10L
28R
95
10R
6492 X 150
28L
14
4755 X 100
142
32
262°
to NDB

1000	2000	FPR

NDB
Remain within 10 NM
082°
2000
262°

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB FPR	APP CRS	Rwy Idg	6492
275	247°	TDZE	24
		Apt Elev	24

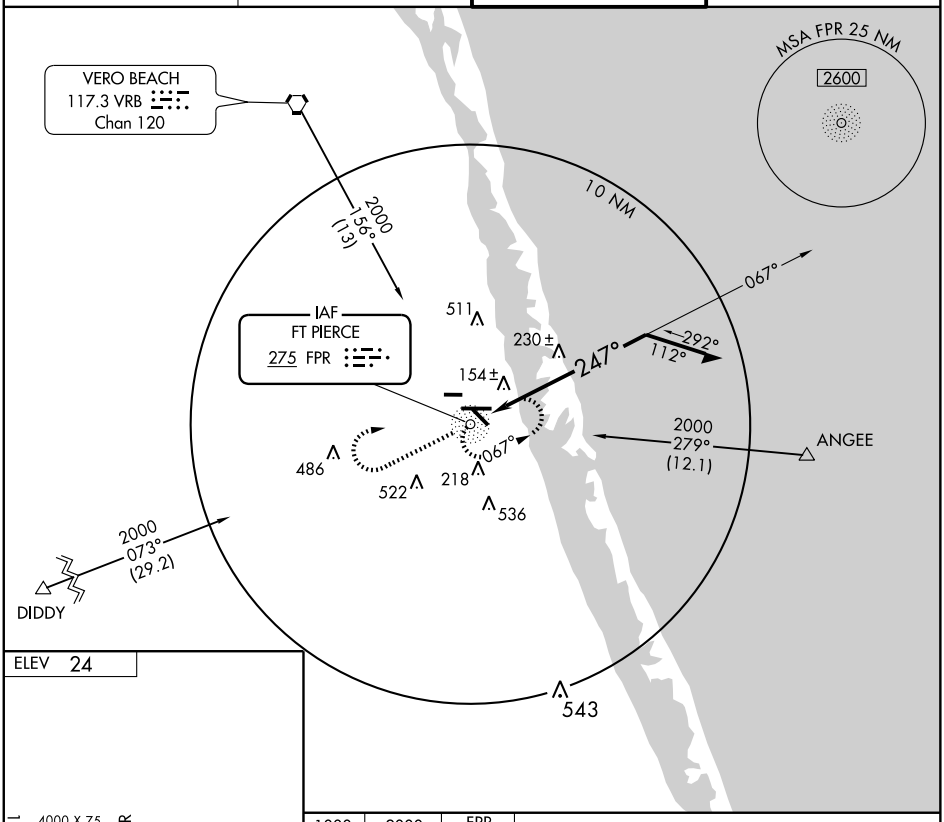
NDB RWY 28L

FORT PIERCE/ST. LUCIE COUNTY INTL(FPR)

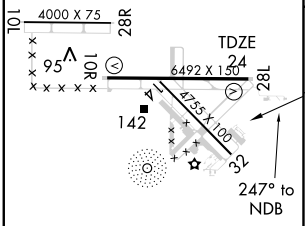
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet. Visibility reduction by helicopters NA.

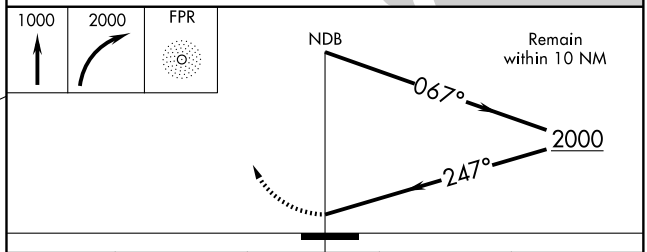
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55



ELEV 24





CATEGORY	A	B	C	D
S-27	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)
CIRCLING	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 17 DEC 2009 to 14 JAN 2010

FORT PIERCE, FLORIDA AL-5343 (FAA)

APP CRS	Rwy Idg	6492
094°	TDZE	23
	Apt Elev	24

RNAV (GPS) RWY 10R

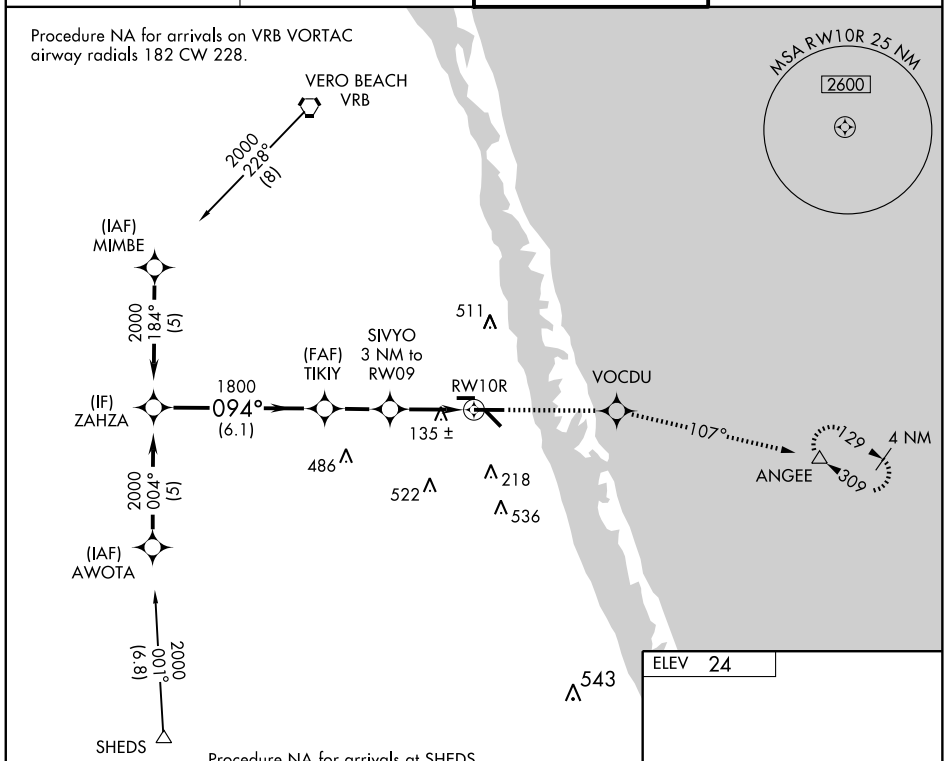
FORT PIERCE/ ST. LUCIE COUNTY INTL(FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. VDP NA when using Vero Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct VOCDU and via 107° track to ANGEE and hold.

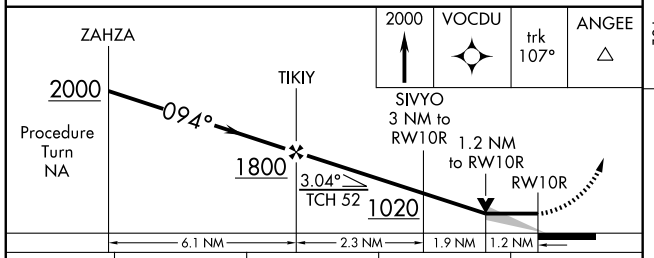
ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

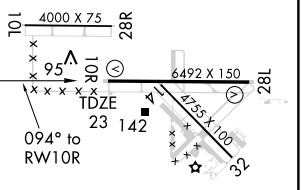
Procedure NA for arrivals on VRB VORTAC airway radials 182 CW 228.



Procedure NA for arrivals at SHEDS via V531 southeast bound.

ELEV 24





CATEGORY	A	B	C	D
LNAV MDA	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 82508 W14A	APP CRS 139°	Rwy Idg 4755 TDZE 24 Apt Elev 24

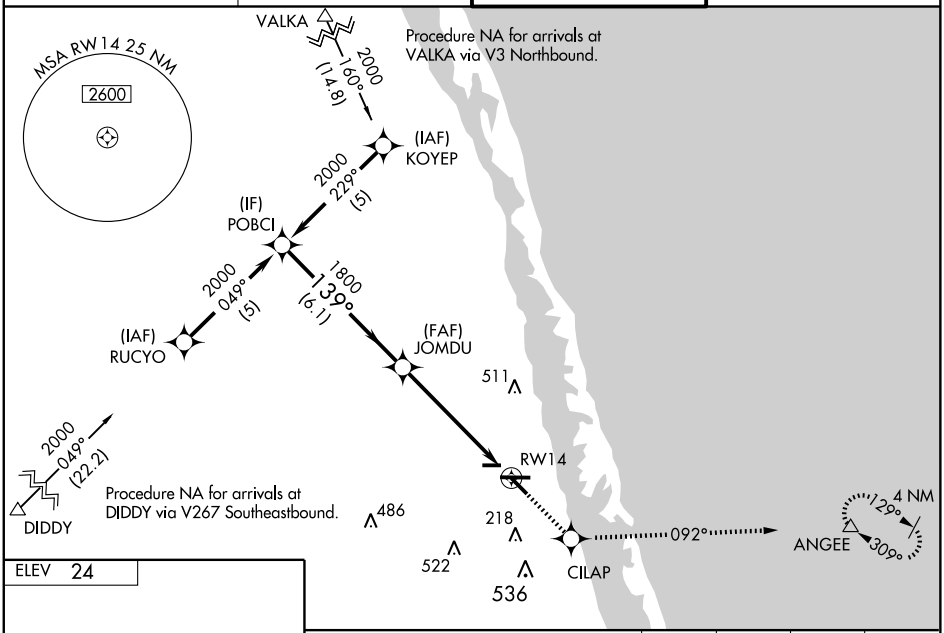
RNAV (GPS) RWY 14

FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

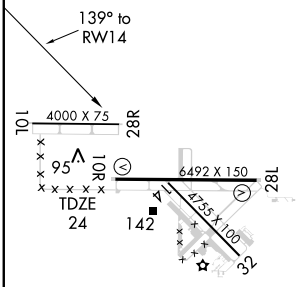
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 356; increase LNAV/VNAV DA to 415; Increase all MDA 40 feet; Increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Vero Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct CILAP and via 092° track to ANGEE and hold.

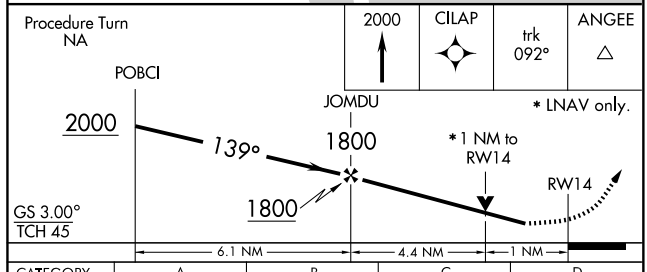
ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55



ELEV 24



REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L



CATEGORY	A	B	C	D
LPV DA	325-1 301 (400-1)			
LNAV/VNAV DA	384-1¼ 360 (400-1¼)			
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6492
260°	TDZE	24
	Apt Elev	24

RNAV (GPS) RWY 28L

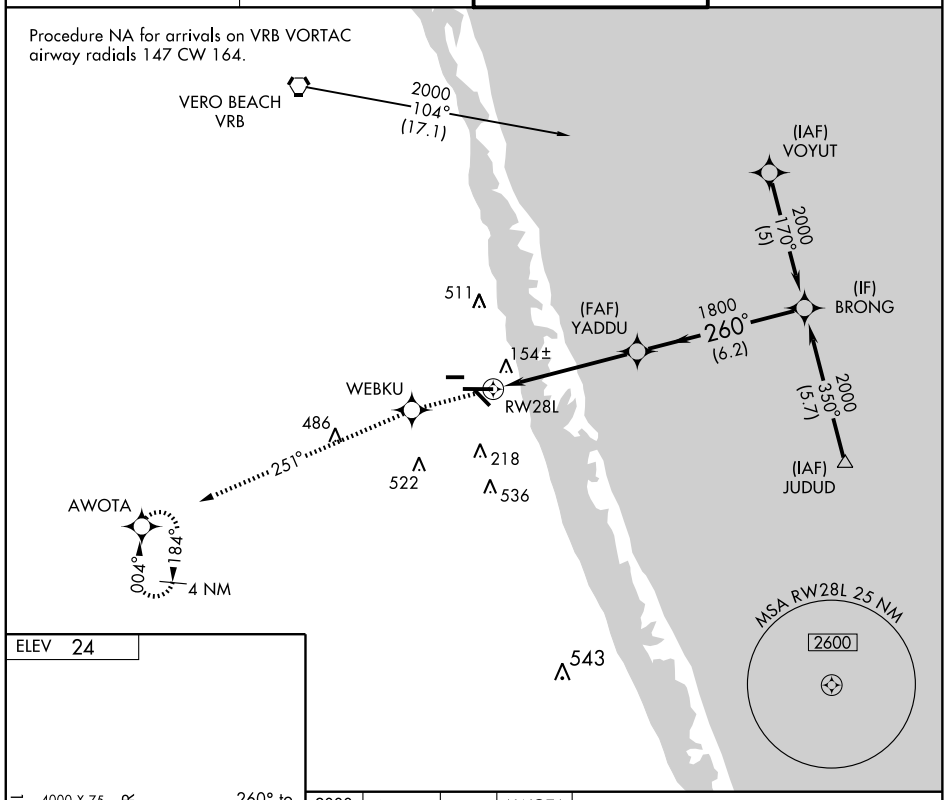
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Vero Beach altimeter setting.

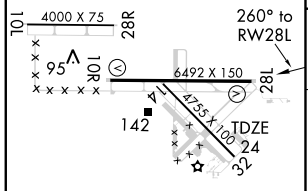
MISSED APPROACH: Climb to 2000 direct WEBKU and via 251° track to AWOTA and hold.

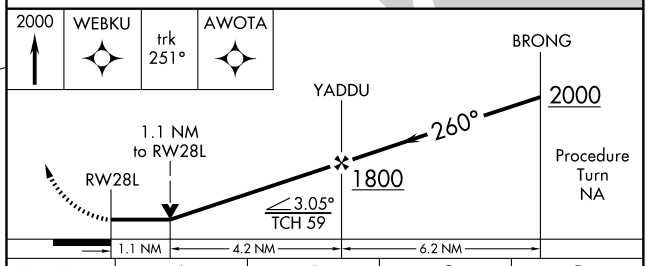
ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

Procedure NA for arrivals on VRB VORTAC airway radials 147 CW 164.



ELEV 24





CATEGORY	A	B	C	D
LNAV MDA	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC VRB	APP CRS	Rwy Idg	4755
117.3	154°	TDZE	24
Chan 120		Apt Elev	24

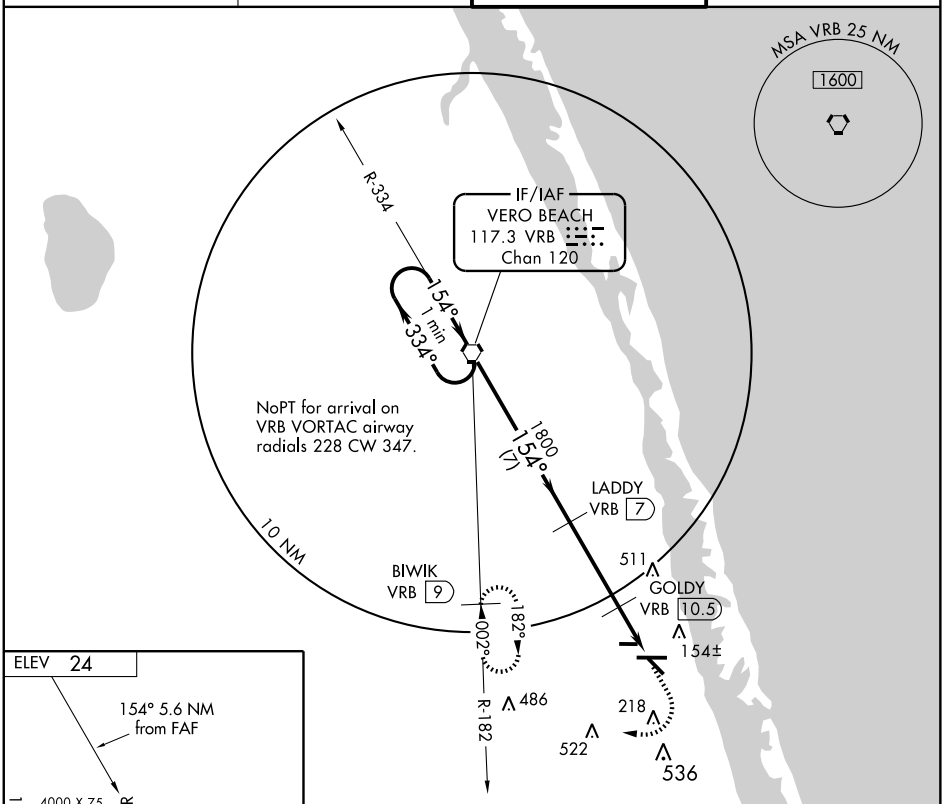
VOR/DME RWY 14

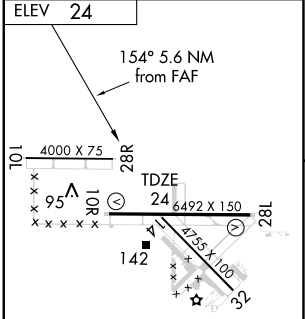
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; Increase S-14 Cat C and D visibility ¼ mile.

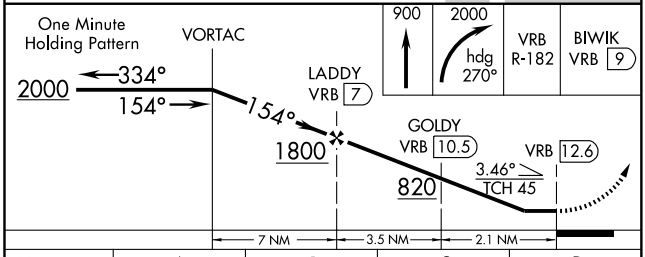
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 270° and VRB VORTAC R-182 to BIWIK/9 DME and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55





REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L



CATEGORY	A	B	C	D
S-14	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

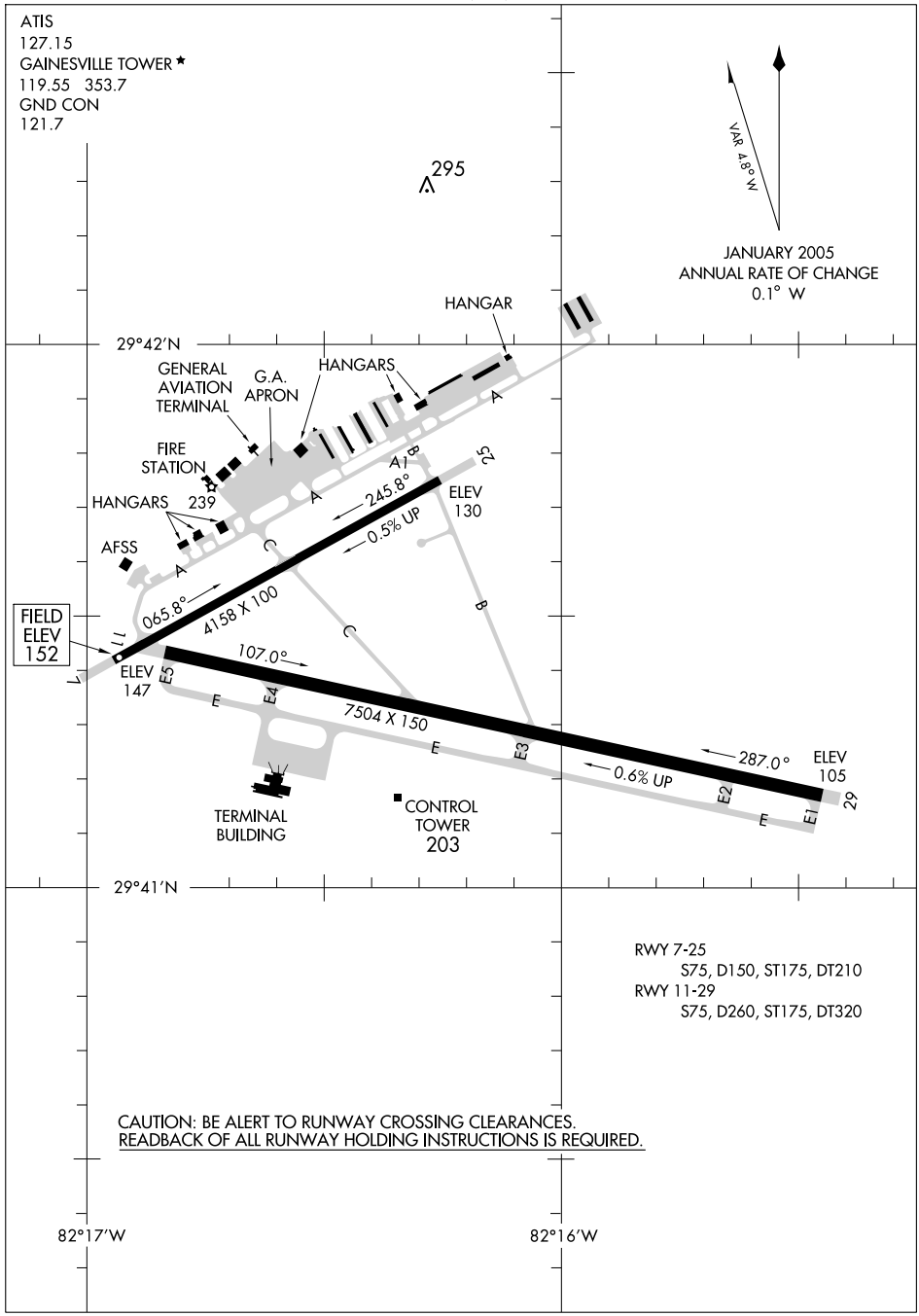
SE-3, 17 DEC 2009 to 14 JAN 2010

08157

AIRPORT DIAGRAM

AL-973 (FAA)

GAINESVILLE RGNL (GNV)
GAINESVILLE, FLORIDA



RWY 7-25
S75, D150, ST175, DT210
RWY 11-29
S75, D260, ST175, DT320

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-GNV	APP CRS	Rwy Idg	7504
111.3	286°	TDZE	122
		Apt Elev	152

ILS or LOC RWY 29

GAINESVILLE RGNL (GNV)

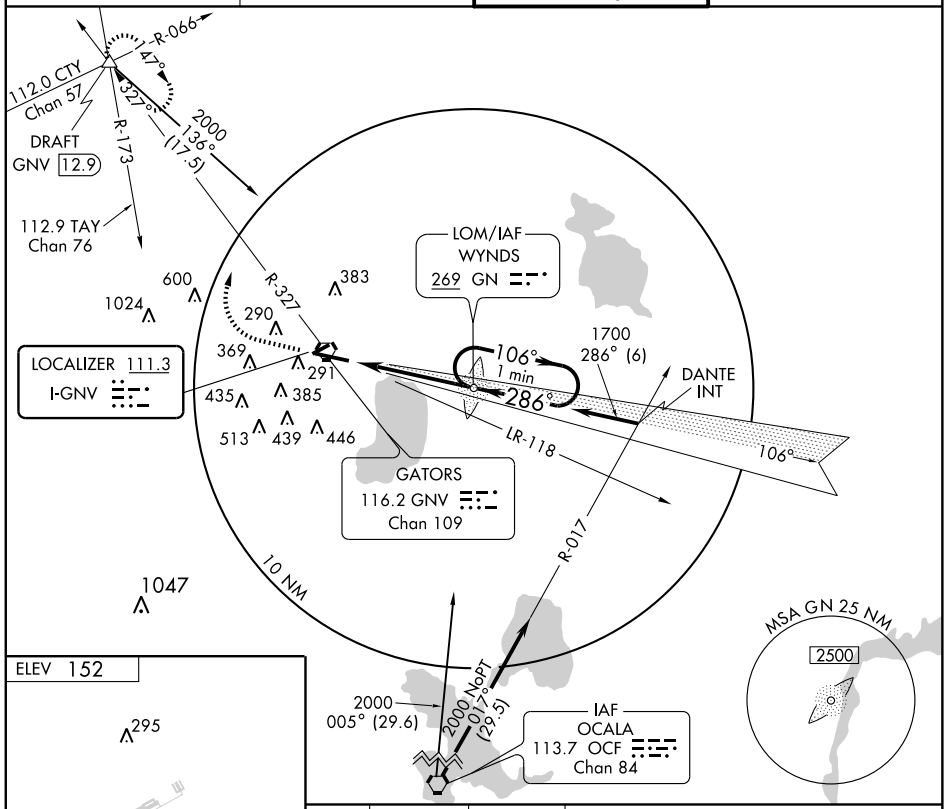
ASR

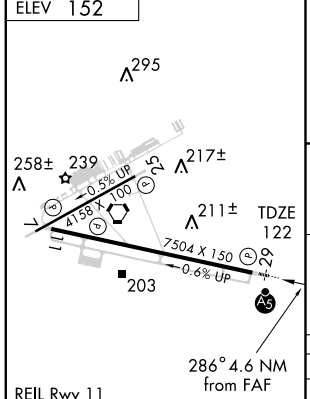
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via GNV VORTAC R-327 to DRAFT Int and hold.

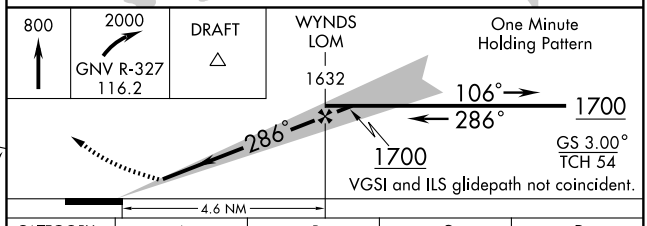
ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7





REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	*322/24 200 (200-½)			
S-LOC 29	480/24 358 (400-½)			480/40 358 (400-¾)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4158
065°	TDZE	152
	Apt Elev	152

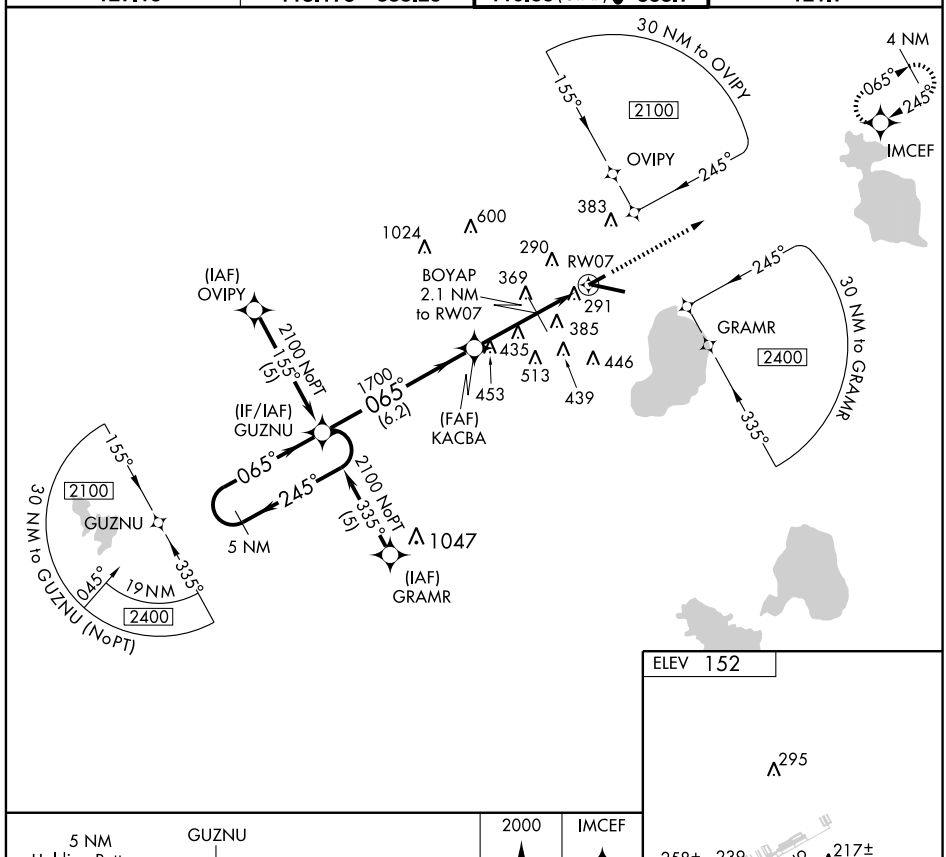
RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

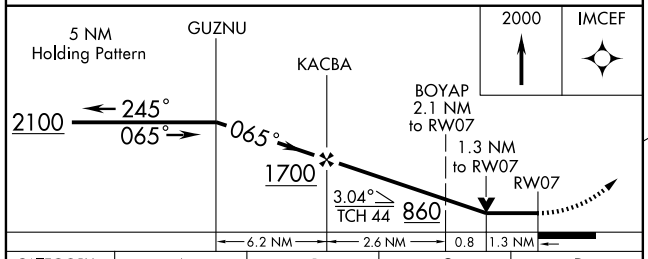
ASR

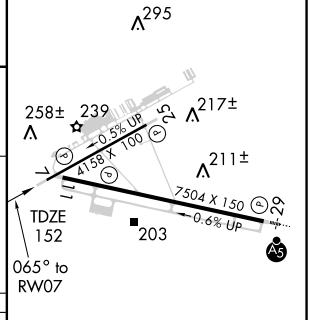
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ocala Intl-Jim Taylor Fld altimeter setting.
If local altimeter not received, use Ocala Intl-Jim Taylor altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7504
CH 50115	106°	TDZE	147
W11A		Apt Elev	152

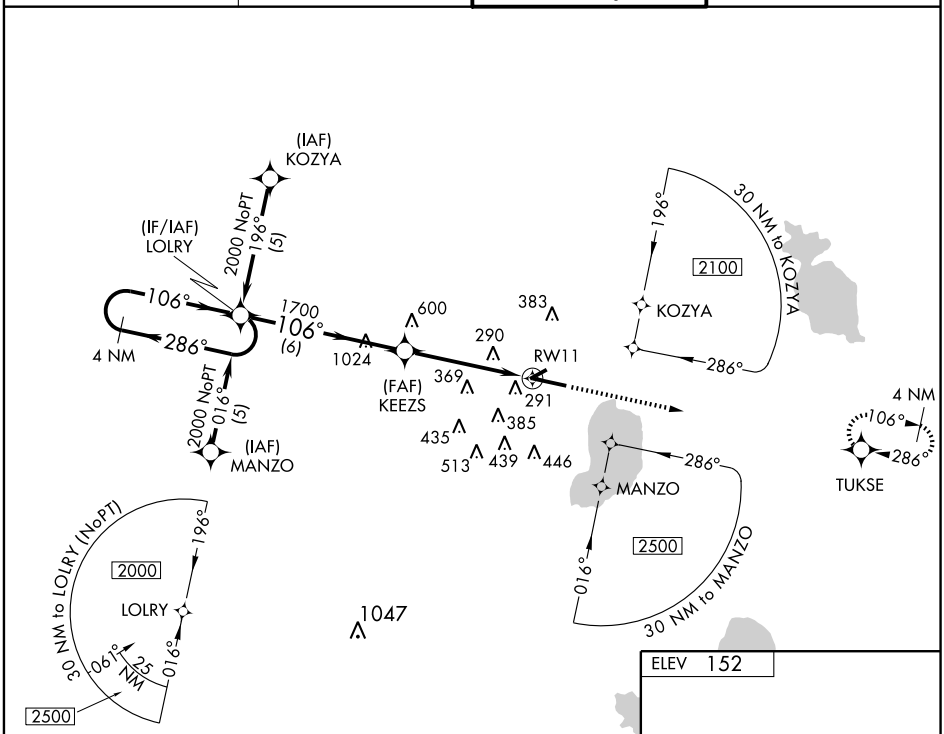
RNAV (GPS) RWY 11
GAINESVILLE RGNL (GNV)

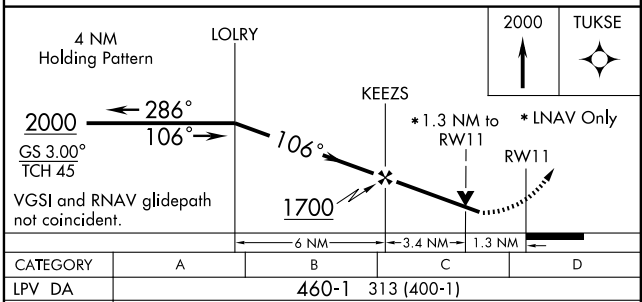
NA ASR

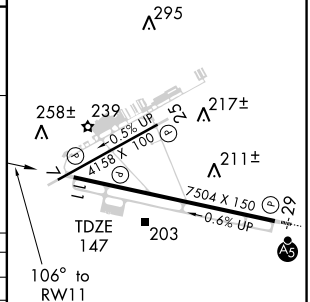
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48°C (120°F) DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	460-1 313 (400-1)			
LNAV/ VNAV DA	600-1½ 453 (500-1½)			
LNAV MDA	600-1 453 (500-1)		600-1¼ 453 (500-1¼)	600-1½ 453 (500-1½)
CIRCLING	620-1½ 468 (500-1½)			740-2 588 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

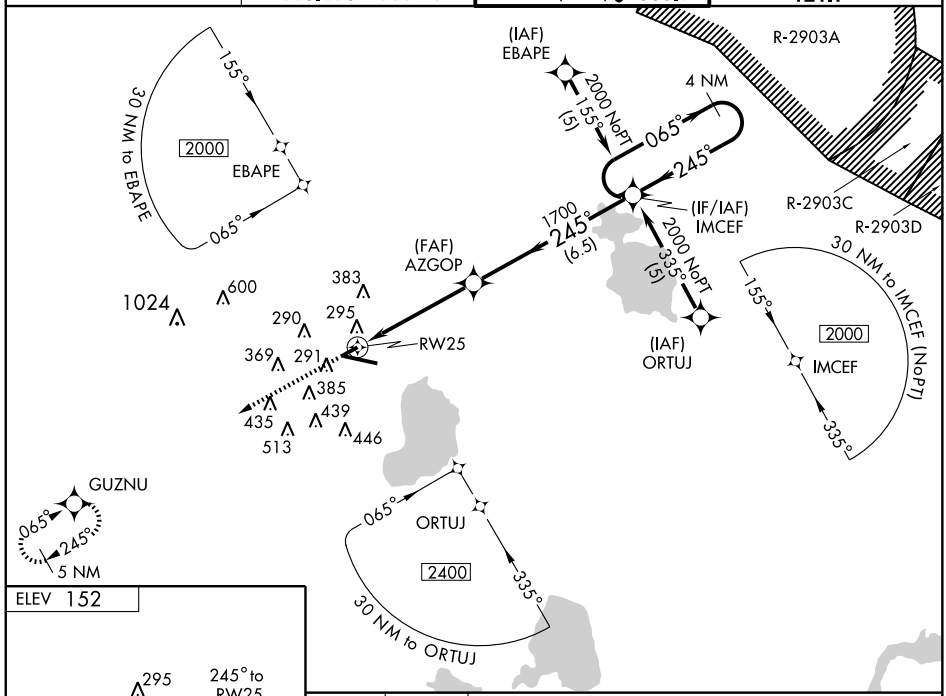
WAAS	APP CRS	Rwy Idg	4158
CH 86604	245°	TDZE	144
W25A		Apt Elev	152

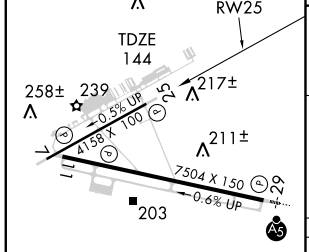
RNAV (GPS) RWY 25
GAINESVILLE RGNL (GNV)

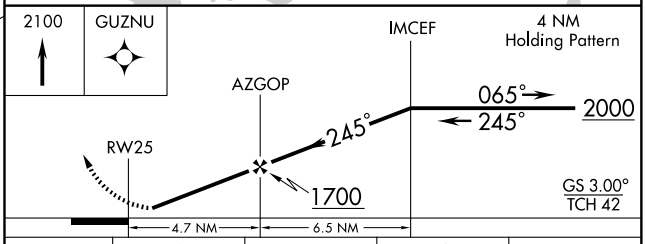
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Ocala Intl-Jim Taylor altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
If local altimeter setting not received, use Ocala Intl-Jim Taylor altimeter setting and increase LPV DA to 494 feet, LNAV/VNAV DA to 694 feet, and increase all MDAs 100 feet.
ASR

MISSED APPROACH: Climb to 2100 direct GUZNU and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER ★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	413-1 269 (300-1)			
LNAV/VNAV DA	555-1½ 411 (500-1½)			
LNAV MDA	560-1 416 (500-1)		560-1¼ 416 (500-1¼)	
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7504
CH 60916	286°	TDZE	122
W29A		Apt Elev	152

RNAV (GPS) RWY 29
GAINESVILLE RGNL (GNV)

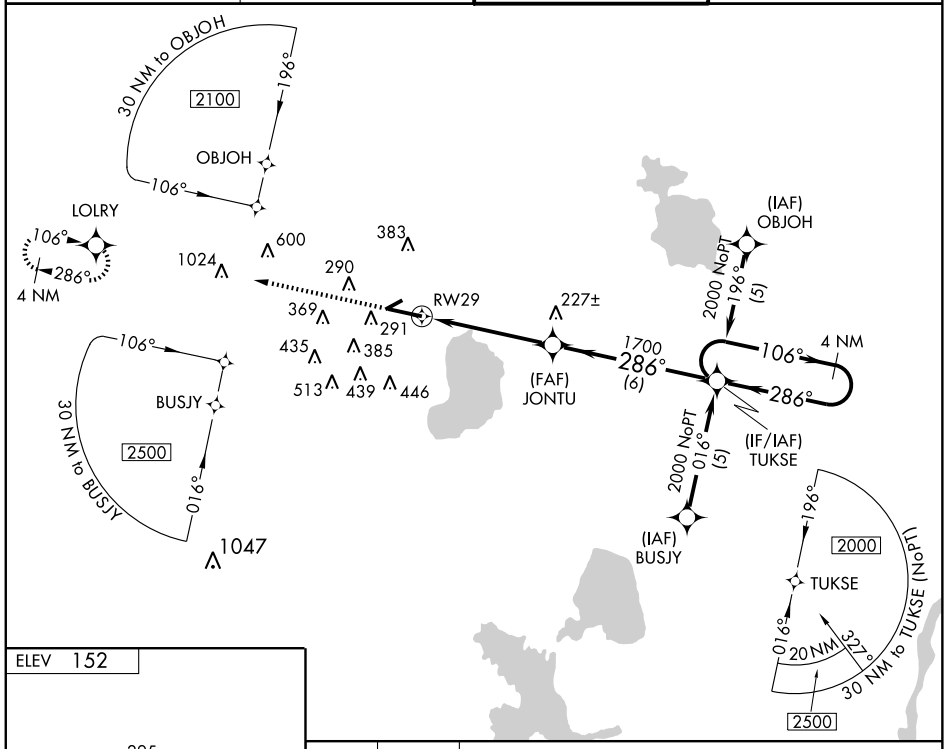
NA ASR

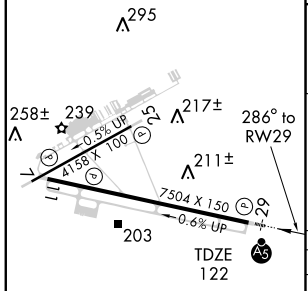
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply to LNAV Cat D. For inoperative MALSR increase LPV all Cats visibility to 1.

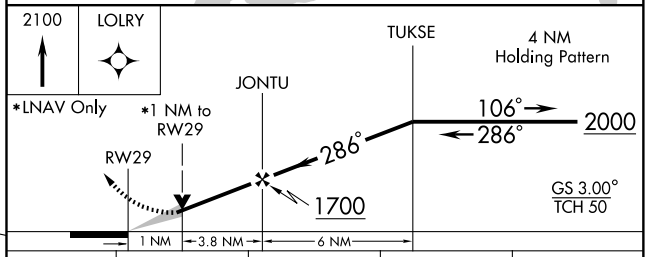
MALSR

MISSED APPROACH: Climb to 2100 direct LOLRY and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	420-½ 298 (300-½)			
LNAV/ VNAV DA	480-¾ 358 (400-¾)			
LNAV MDA	460-½ 338 (400-½)			460-1 338 (400-1)
CIRCLING	620-1¼ 468 (500-1¼)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

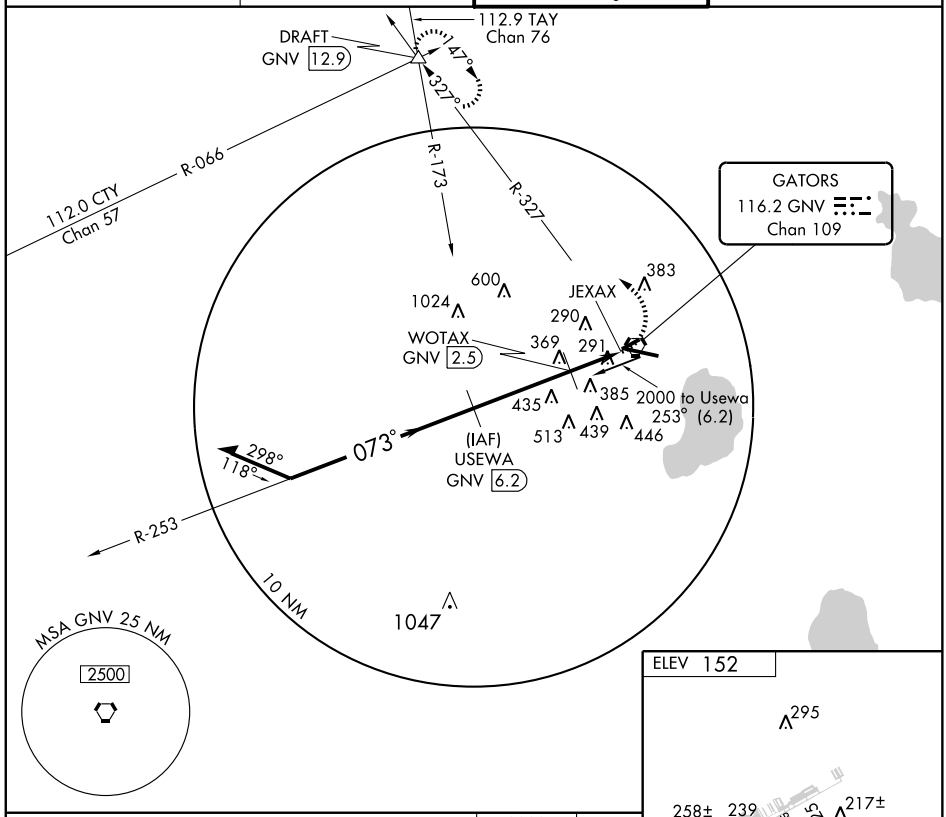
VORTAC GNV 116.2 Chan 109	APP CRS 073°	Rwy Idg 4158 TDZE 152 Apt Elev 152

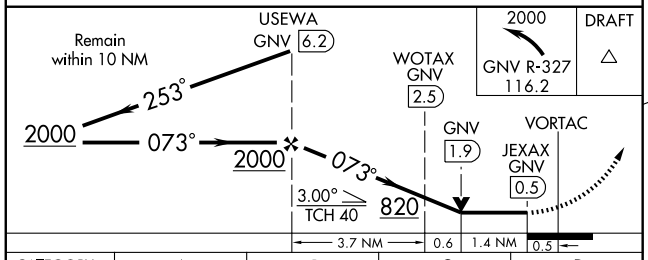
VOR/DME RWY 7
GAINESVILLE RGNL (GNV)

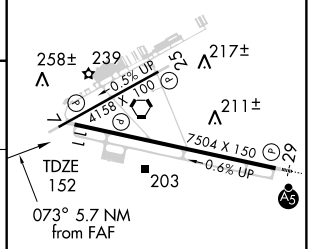
ASR

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT Int/GNV 12.9 DME and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-7	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)		640-1½ 488 (500-1½)	740-2 588 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-3. 17 DEC 2009 to 14 JAN 2010

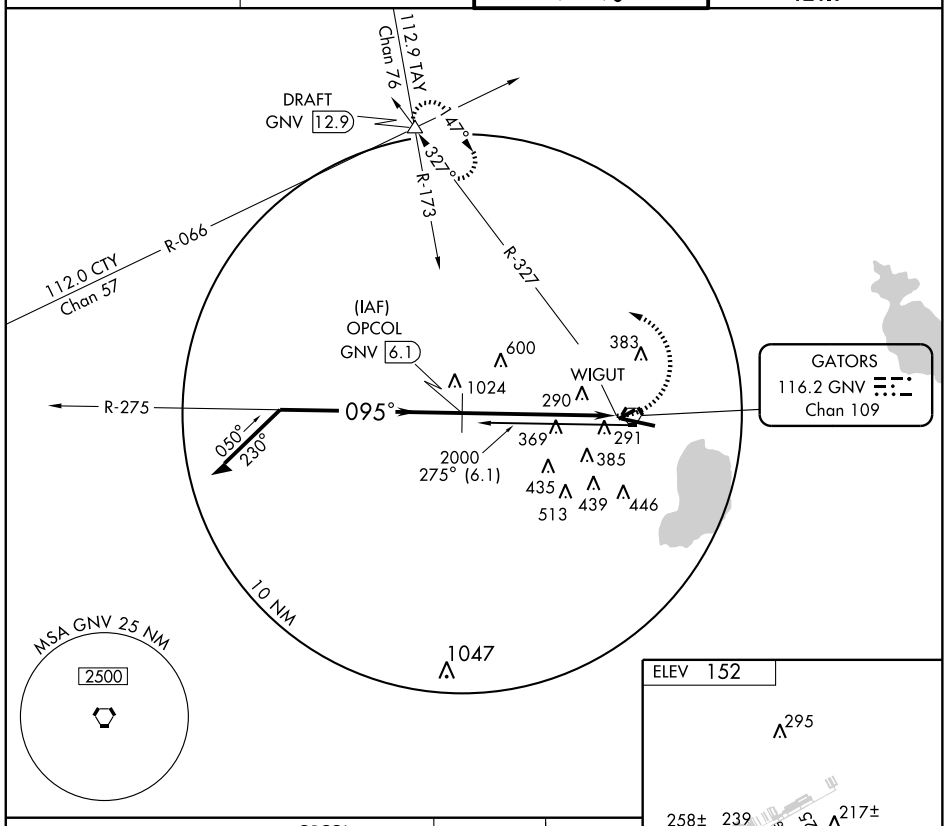
VORTAC GNV 116.2 Chan 109	APP CRS 095°	Rwy Idg 7504 TDZE 147 Apt Elev 152

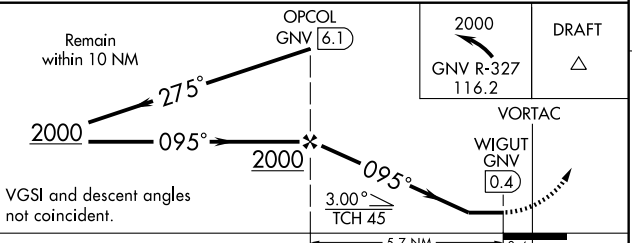
VOR/DME RWY 11
GAINESVILLE RGNL (GNV)

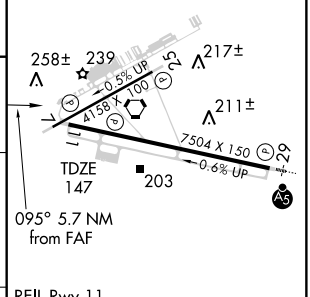
ASR

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT Int and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
S-11	700-1 553 (600-1)		700-1½ 553 (600-1½)	700-1¾ 553 (600-1¾)
CIRCLING	700-1 548 (600-1)		700-1½ 548 (600-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

Knots	60	90	120	150	180
Min:Sec					

SE-3. 17 DEC 2009 to 14 JAN 2010

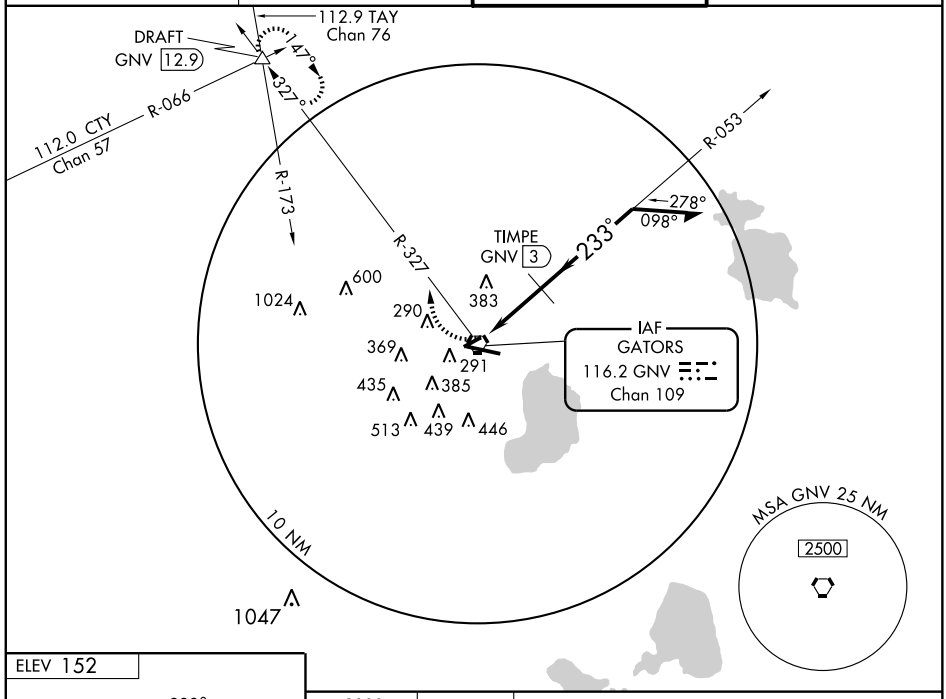
VORTAC GNV 116.2 Chan 109	APP CRS 233°	Rwy Idg 4158 TDZE 144 Apt Elev 152

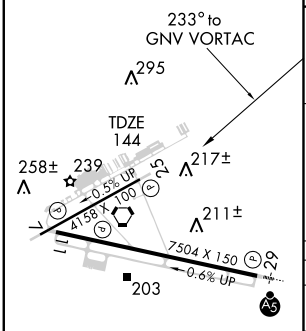
VOR RWY 25
GAINESVILLE RGNL (GNV)

ASR

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT Int/12.9 DME and hold.

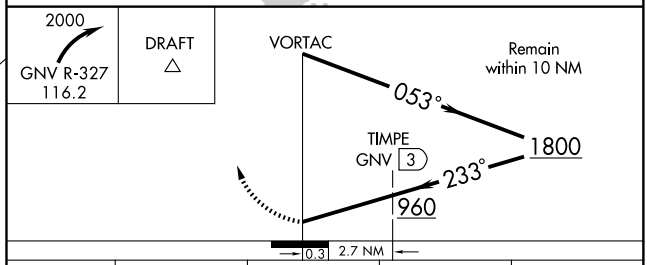
ATIS 127.15	JACKSONVILLE APP CON 118.175 338.25	GAINESVILLE TOWER★ 119.55 (CTAF) Ⓛ 353.7	GND CON 121.7





REIL Rwy 11
MIRL Rwy 7-25 Ⓛ
HIRL Rwy 11-29 Ⓛ

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	960-1 816 (900-1)	960-1 1/4 816 (900-1 1/4)	960-2 1/2 816 (900-2 1/2)	960-2 3/4 816 (900-2 3/4)
CIRCLING	960-1 808 (900-1)	960-1 1/4 808 (900-1 1/4)	960-2 1/2 808 (900-2 1/2)	960-2 3/4 808 (900-2 3/4)
DME MINIMUMS				
S-25	620-1 476 (500-1)		620-1 1/4 476 (500-1 1/4)	620-1 1/2 476 (500-1 1/2)
CIRCLING	620-1 468 (500-1)		620-1 1/2 468 (500-1 1/2)	740-2 588 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC GNV	APP CRS	Rwy Idg	7504
116.2	294°	TDZE	122
Chan 109		Apt Elev	152

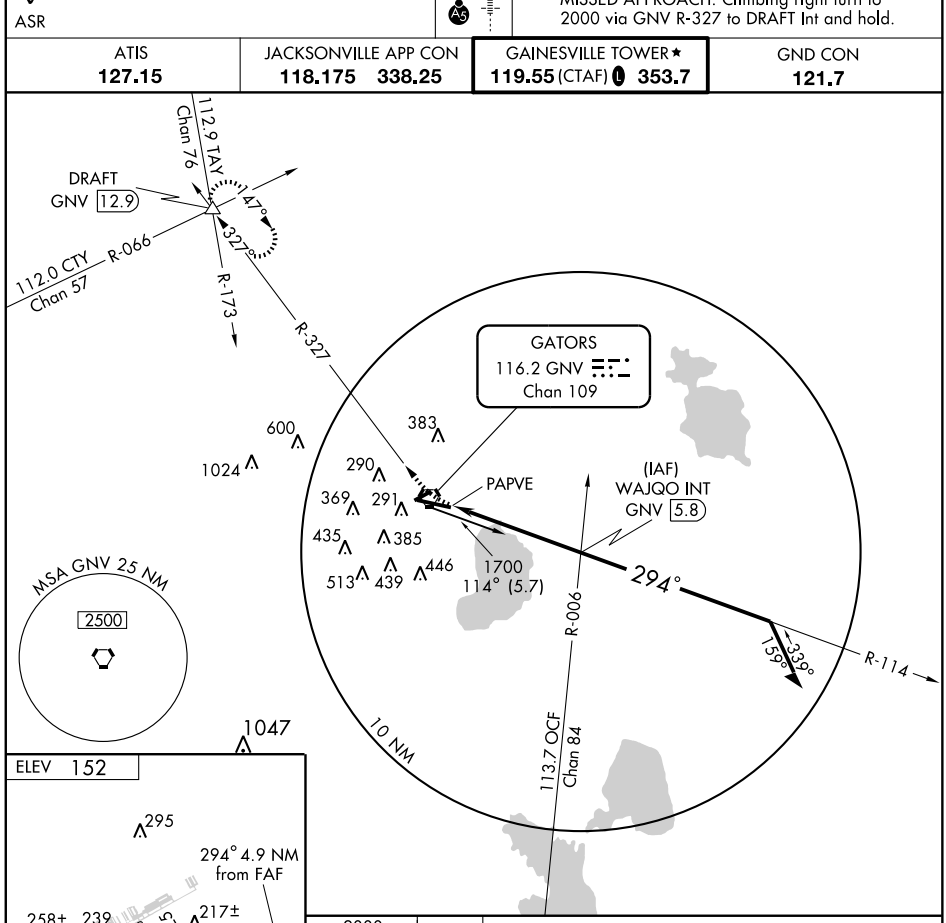
VOR RWY 29
GAINESVILLE RGNL (GNV)

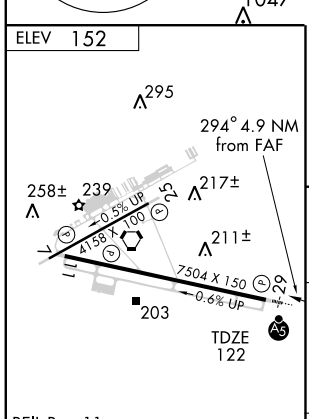
ASR

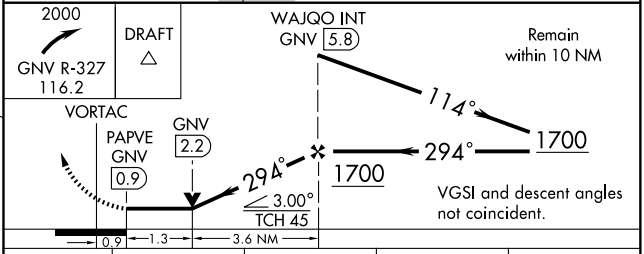
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT Int and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	118.175 338.25	119.55 (CTAF) L 353.7	121.7







REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-29	560-½ 438 (500-½)		560-¾ 438 (500-¾)	560-1 438 (500-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

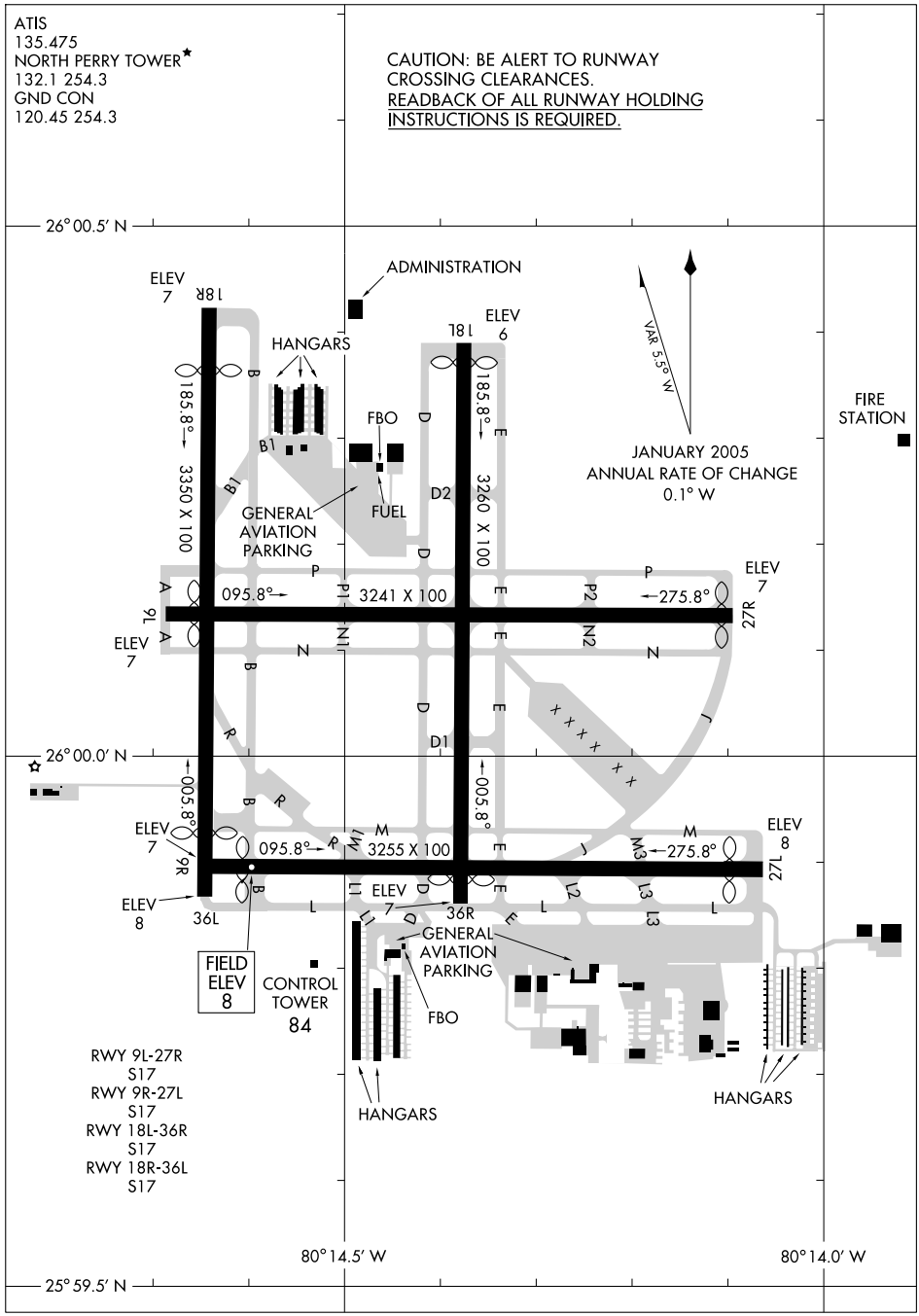
SE-3, 17 DEC 2009 to 14 JAN 2010

09239

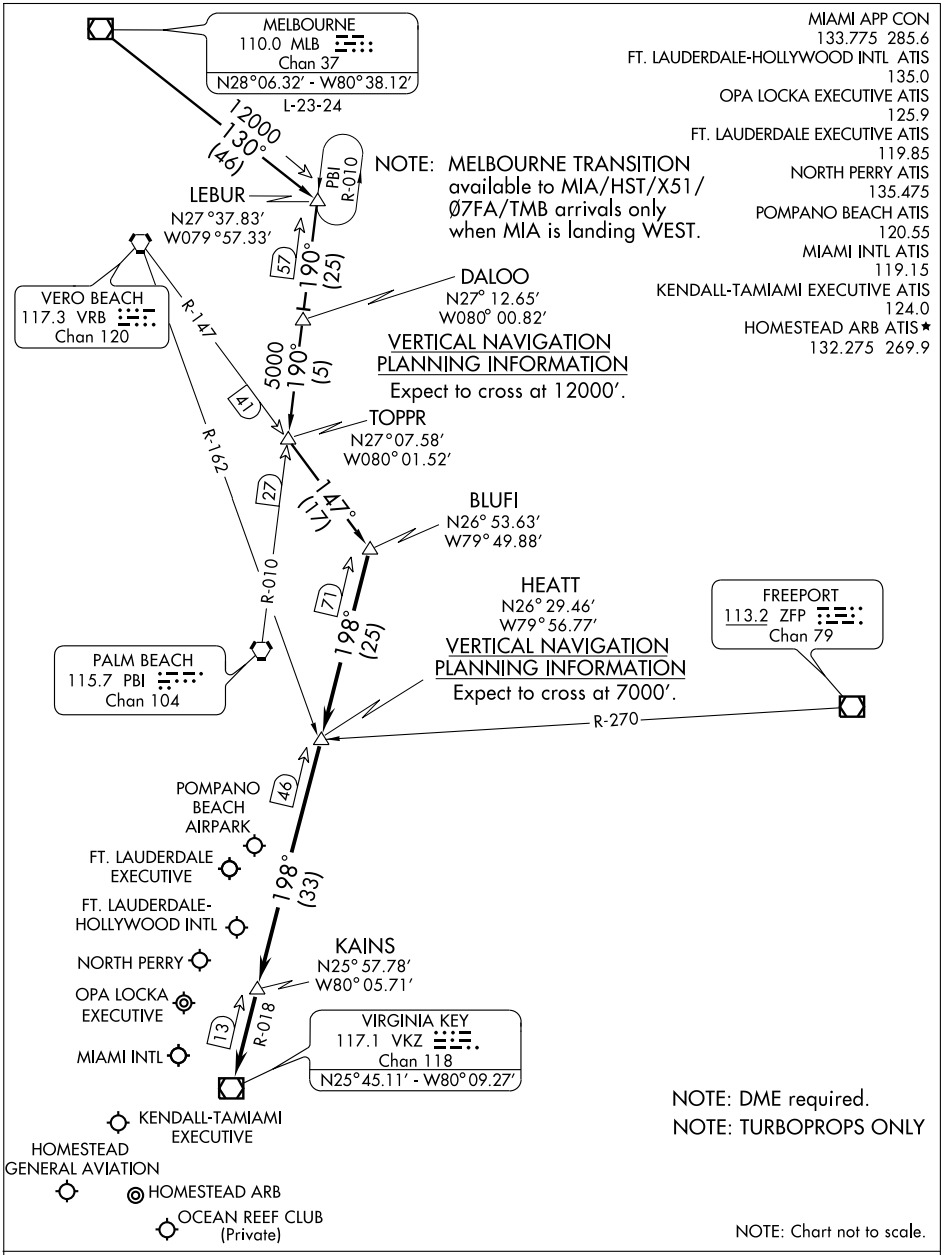
AIRPORT DIAGRAM

AL-5606 (FAA)

HOLLYWOOD /NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

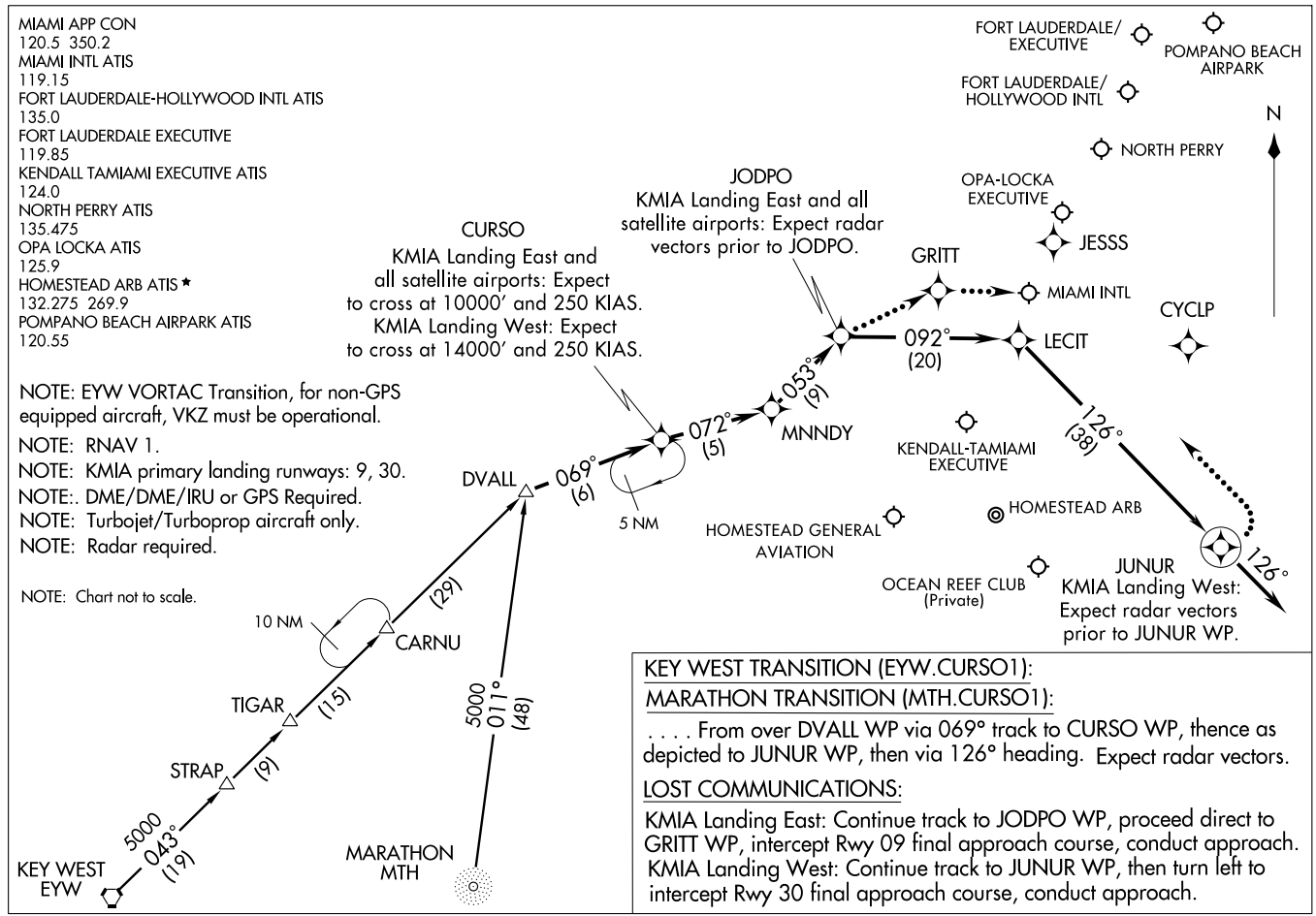
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

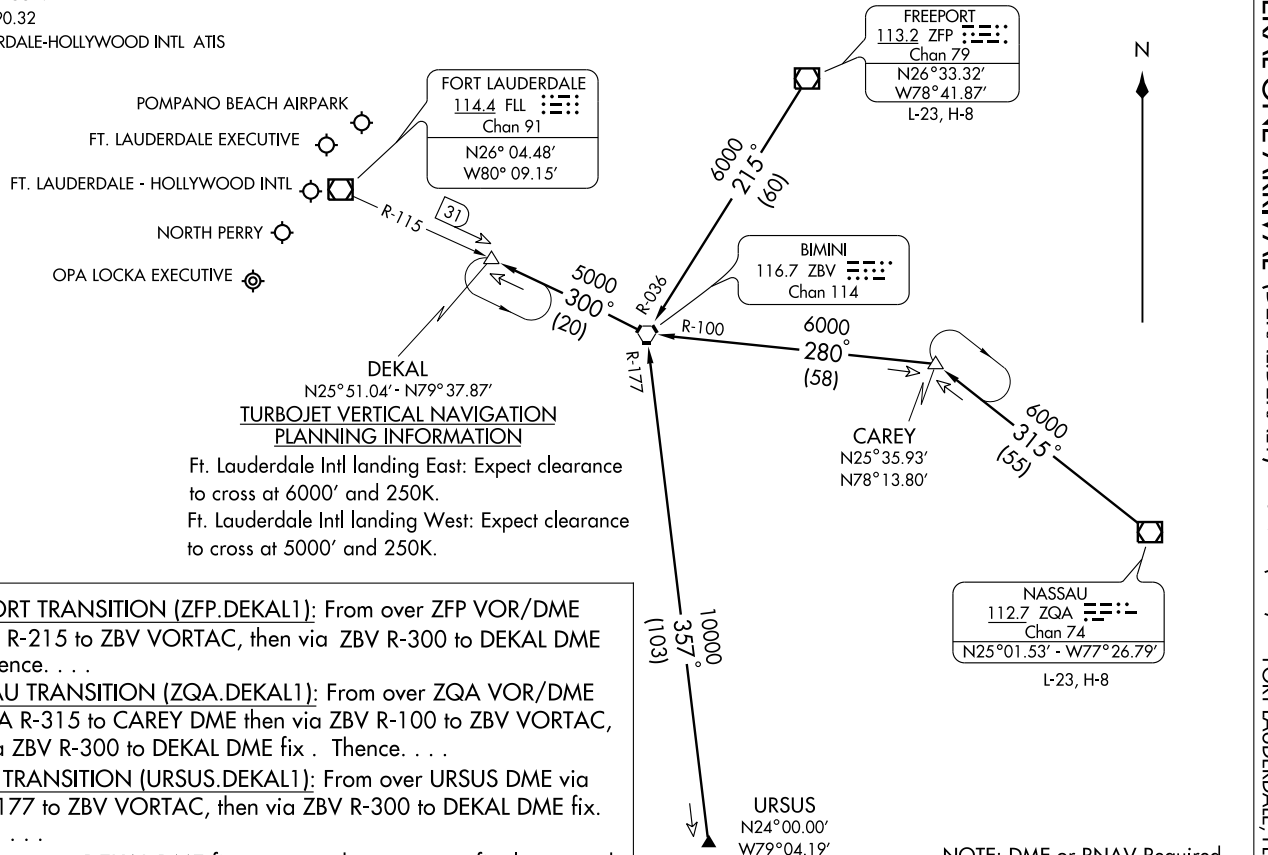
. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

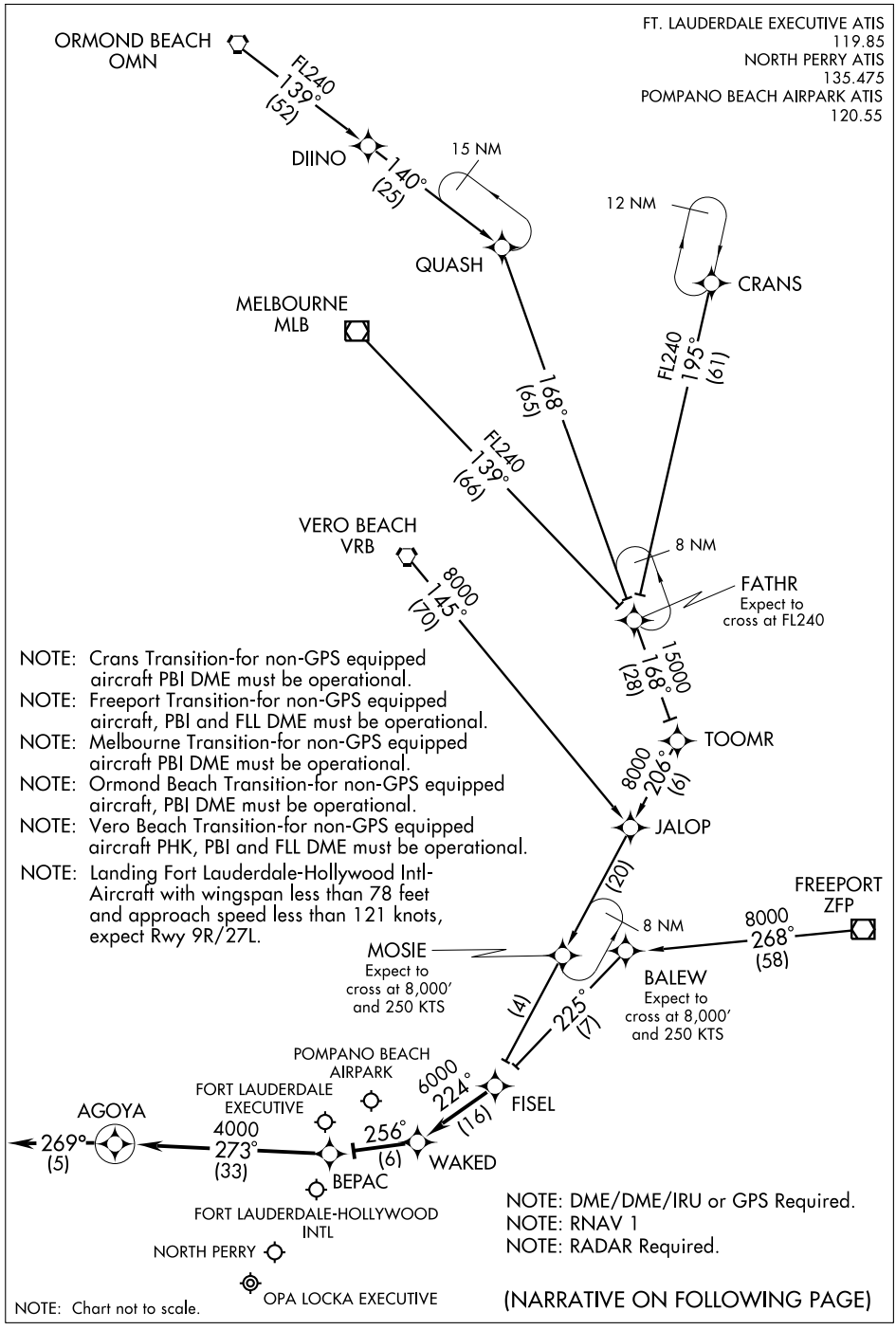
. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

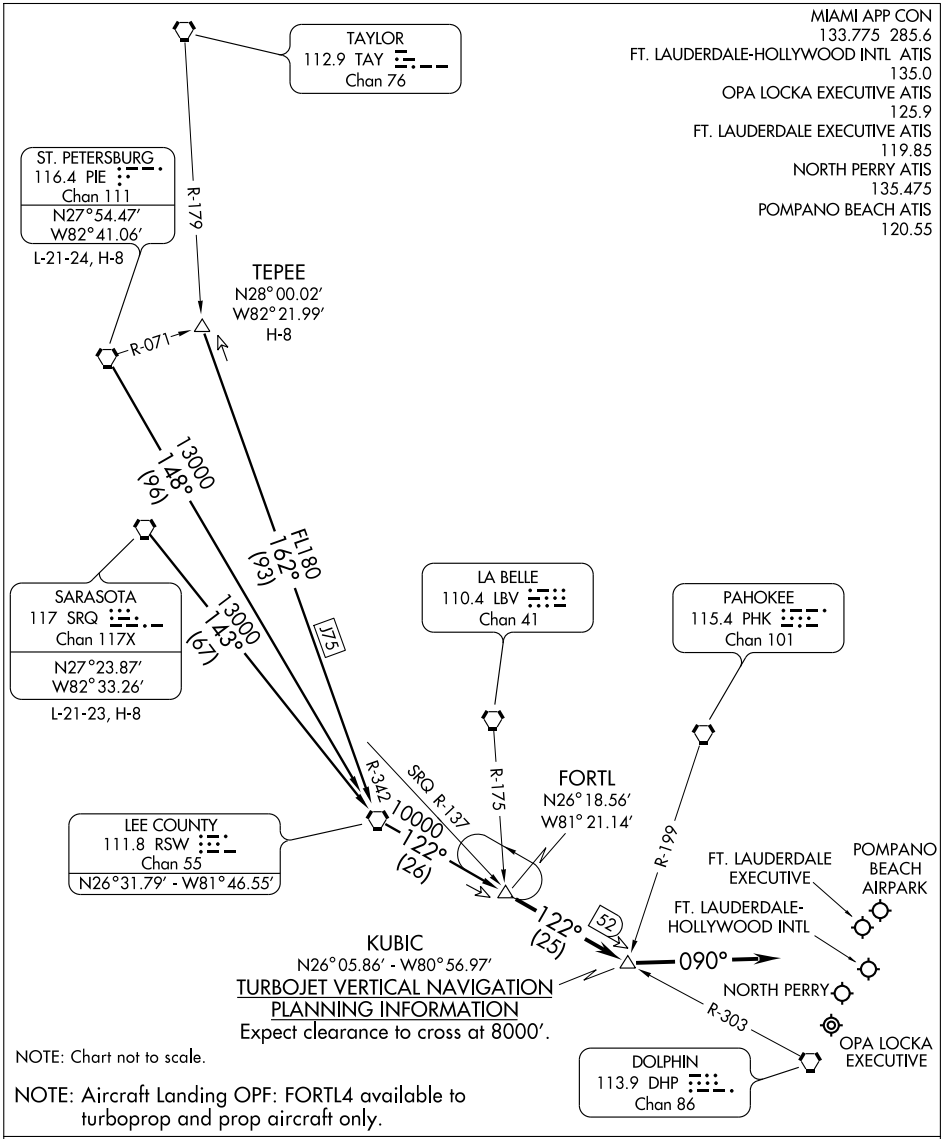
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 17 DEC 2009 to 14 JAN 2010

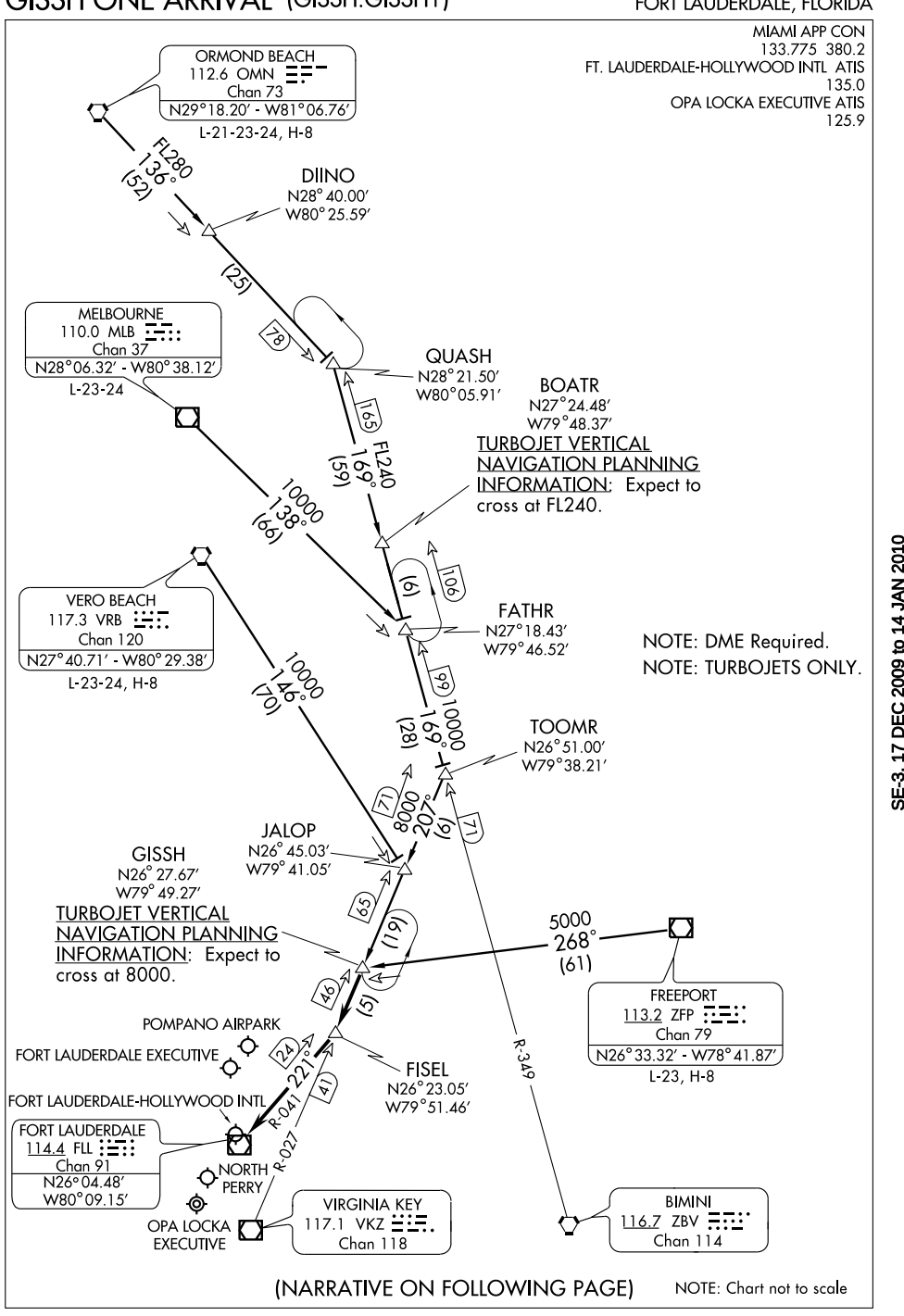


ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

APP CRS	Rwy Idg	3000
094°	TDZE	9
	Apt Elev	9

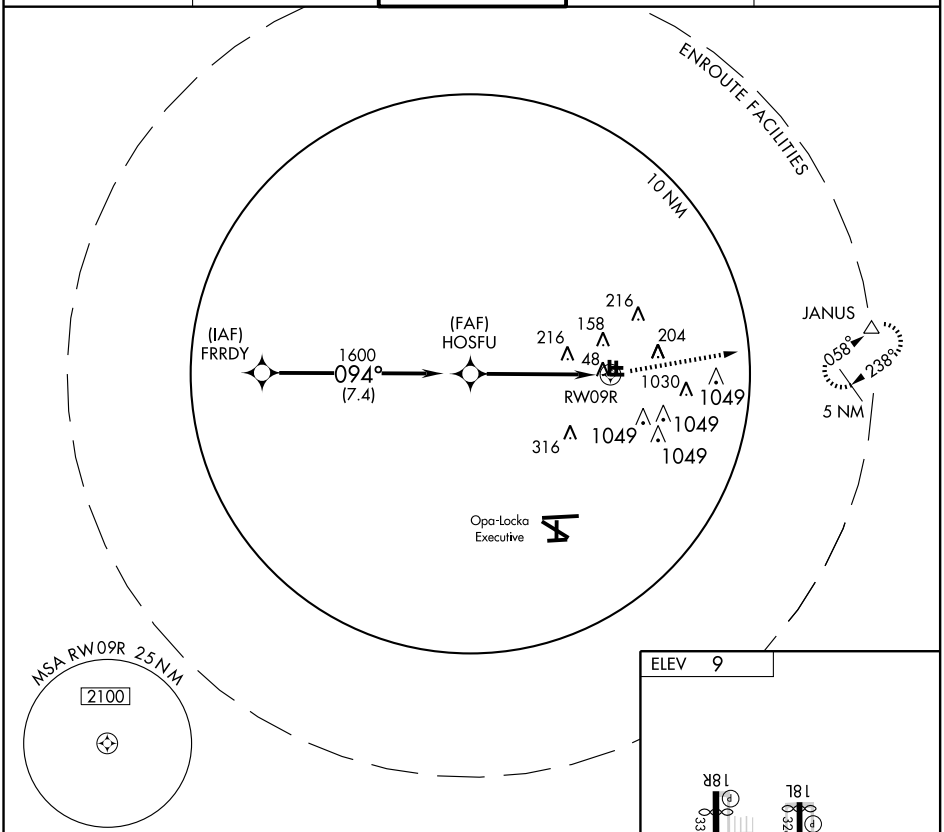
GPS RWY 9R
HOLLYWOOD/ NORTH PERRY (HWO)

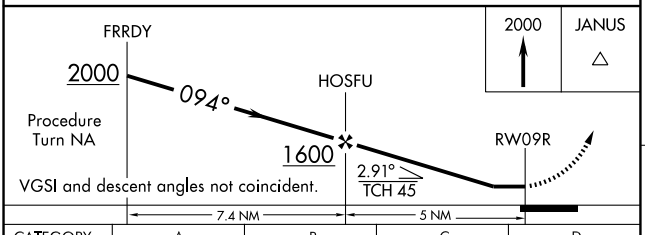
▼ If local altimeter setting not received, use Ft. Lauderdale-Hollywood Intl altimeter setting and increase all MDAs 20 feet.

▲ NA

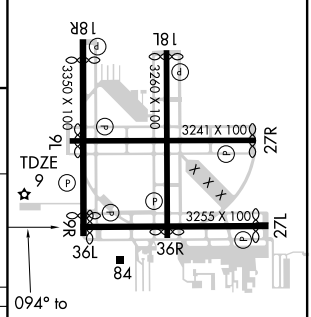
MISSED APPROACH: Climb to 2000 direct JANUS WP and hold.

ATIS	MIAMI APP CON	NORTH PERRY TOWER★	GND CON	UNICOM
135.475	128.6 306.975	132.1 (CTAF) Ⓛ 254.3	120.45 254.3	122.95





CATEGORY	A	B	C	D
S-9R	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA
CIRCLING	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA



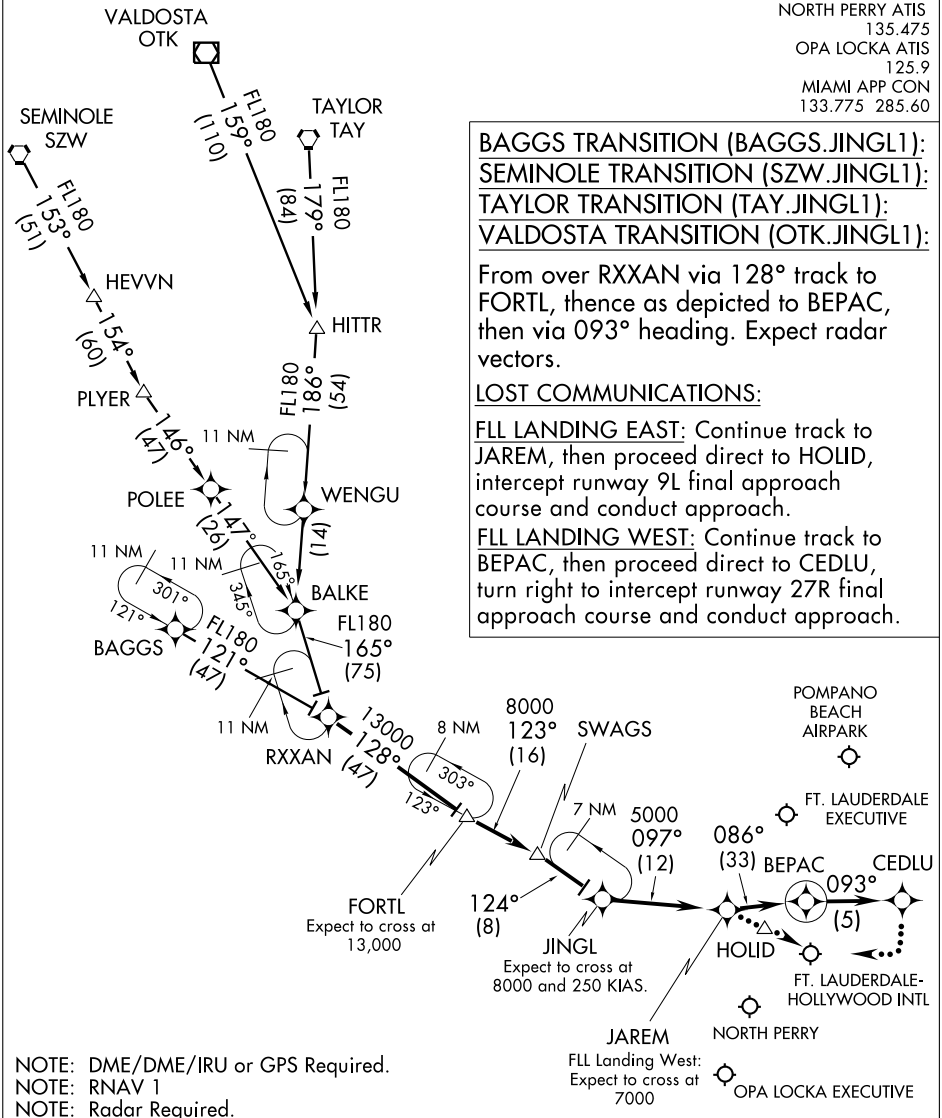
REIL Rwy 9R
MIRL Rwys 9R-27L and 18R-36L Ⓛ

SE-3, 17 DEC 2009 to 14 JAN 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

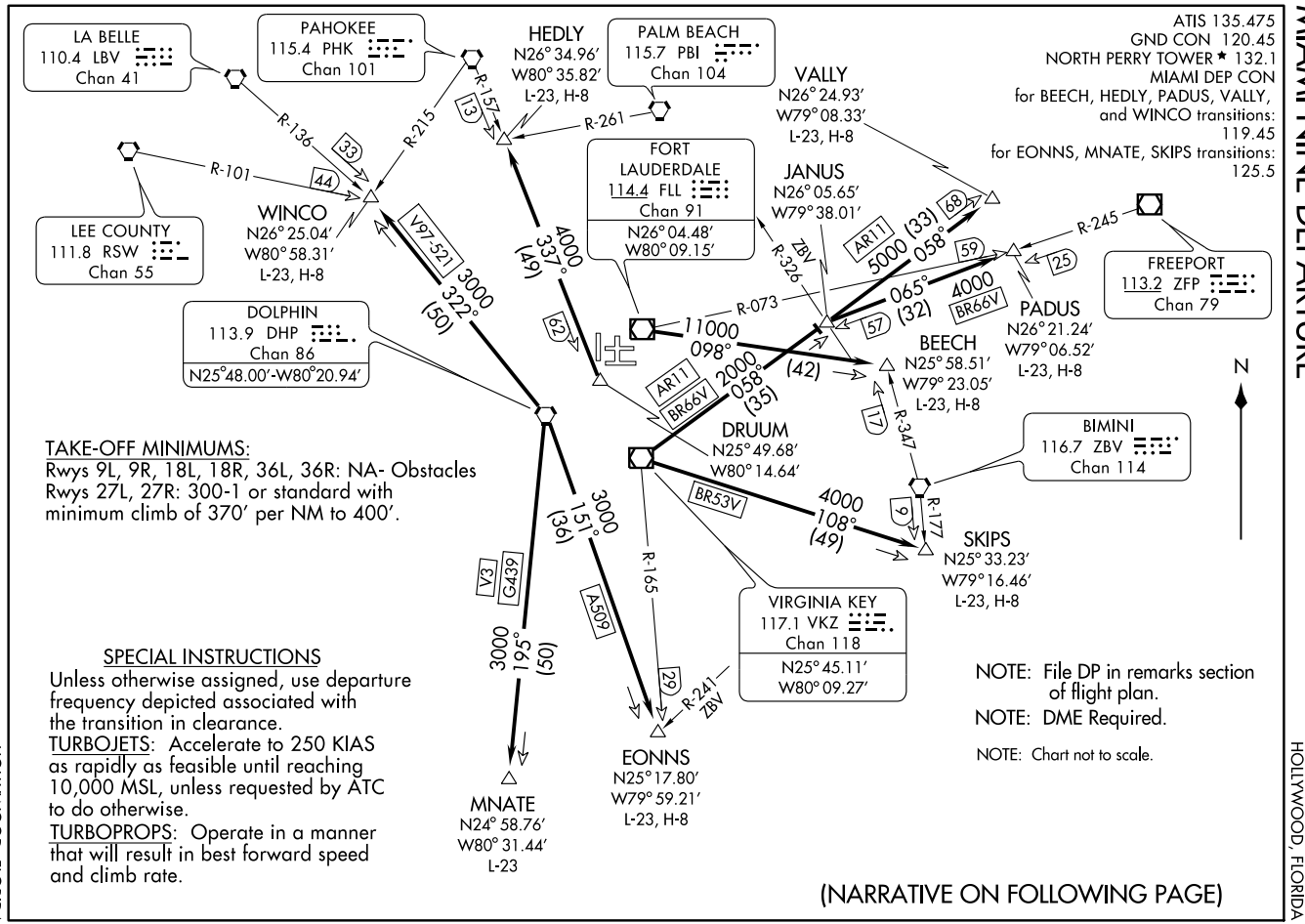
FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

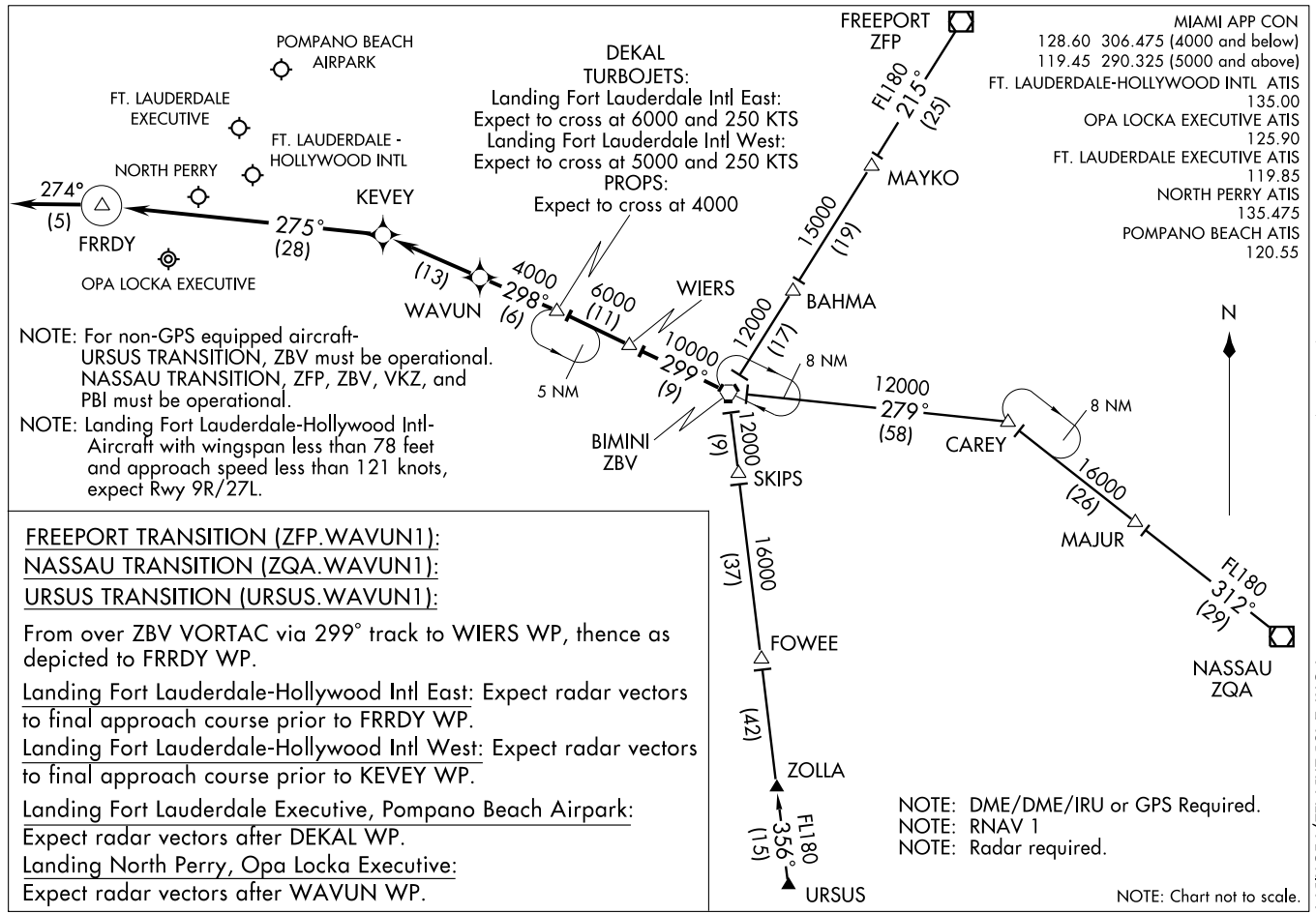

LA BELLE
110.4 LBV
Chan 41
PAHOKEE
115.4 PHK
Chan 101
HEDLY
N26° 34.96′
W80° 35.82′
L-23, H-8
PALM BEACH
115.7 PBI
Chan 104
VALLY
N26° 24.93′
W79° 08.33′
L-23, H-8
ATIS 135.475
GND CON 120.45
NORTH PERRY TOWER ★ 132.1
MIAMI DEP CON
for BEECH, HEDLY, PADUS, VALLY, and WINCO transitions: 119.45
for EONNS, MNATE, SKIPS transitions: 125.5
FORT LAUDERDALE
114.4 FLL
Chan 91
N26° 04.48′
W80° 09.15′
JANUS
N26° 05.65′
W79° 38.01′
LEE COUNTY
111.8 RSW
Chan 55
WINCO
N26° 25.04′
W80° 58.31′
L-23, H-8
FREEPORT
113.2 ZFP
Chan 79
DOLPHIN
113.9 DHP
Chan 86
N25° 48.00′-W80° 20.94′
PADUS
N26° 21.24′
W79° 06.52′
L-23, H-8
BEECH
N25° 58.51′
W79° 23.05′
L-23, H-8
DRUUM
N25° 49.68′
W80° 14.64′
BIMINI
116.7 ZBV
Chan 114
SKIPS
N25° 33.23′
W79° 16.46′
L-23, H-8
VIRGINIA KEY
117.1 VKZ
Chan 118
N25° 45.11′
W80° 09.27′
EONNS
N25° 17.80′
W79° 59.21′
L-23, H-8
MNATE
N24° 58.76′
W80° 31.44′
L-23
R-136
R-215
R-101
R-157
R-261
R-326
R-245
R-073
R-347
R-177
R-165
R-241 ZBV
4000 337° (49)
3000 322° (50)
11000 098° (42)
2000 058° (35)
4000 108° (49)
3000 151° (36)
3000 195° (50)
5000 058° (33)
4000 065° (32)
V97-521
AR11
BR66V
BR53V
V3
G439
A509
TAKE-OFF MINIMUMS:
Rwys 9L, 9R, 18L, 18R, 36L, 36R: NA- Obstacles
Rwys 27L, 27R: 300-1 or standard with minimum climb of 370′ per NM to 400′.
SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.
N
(NARRATIVE ON FOLLOWING PAGE)
(MIA9.MIA) 08101
MIAMI NINE DEPARTURE
SL-5606 (FAA)
HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L and 27R: Climb on runway heading or as assigned.
NOTE: If assigned other than runway heading climb on runway heading to 1100 before turning to assigned heading.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

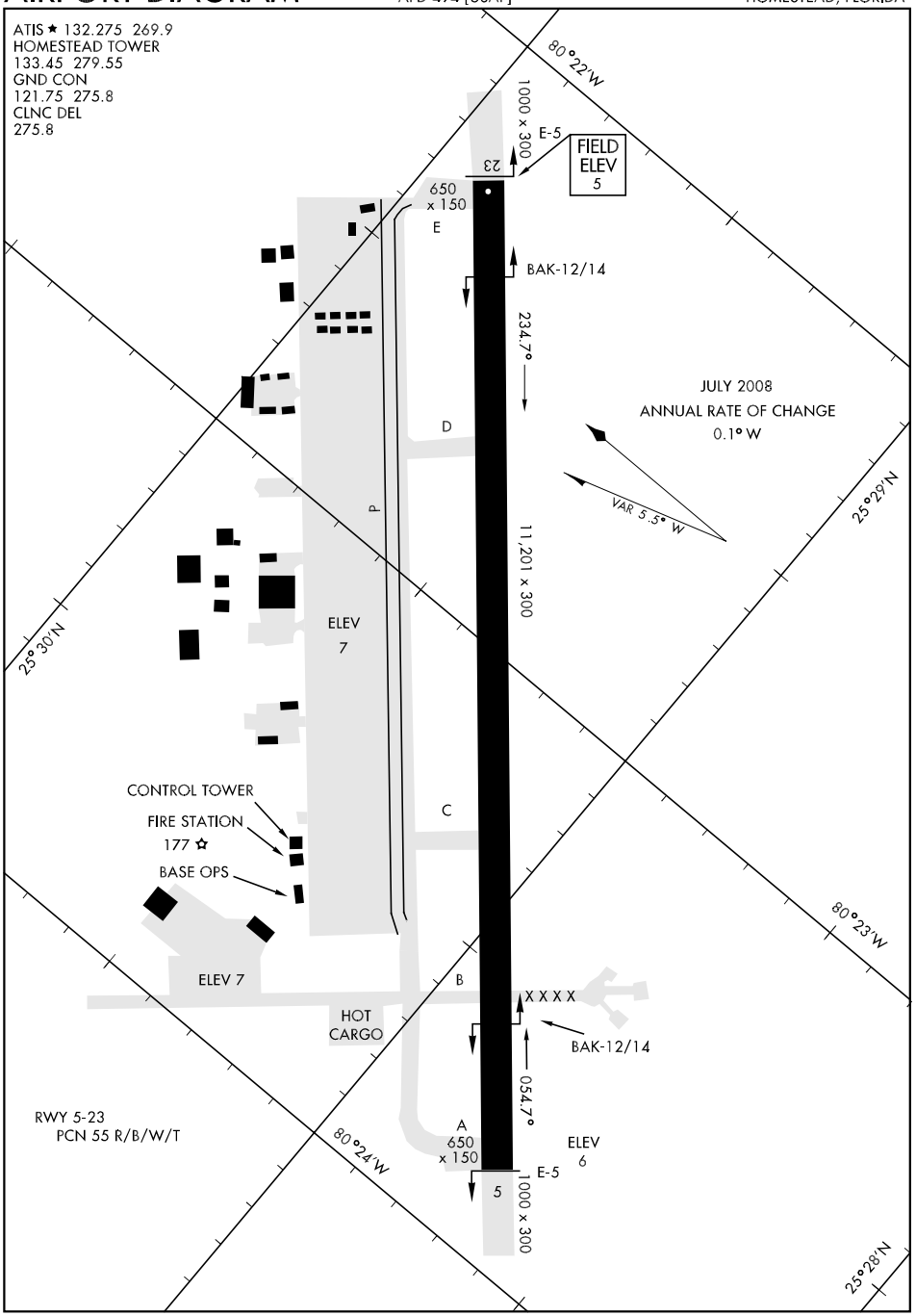
Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

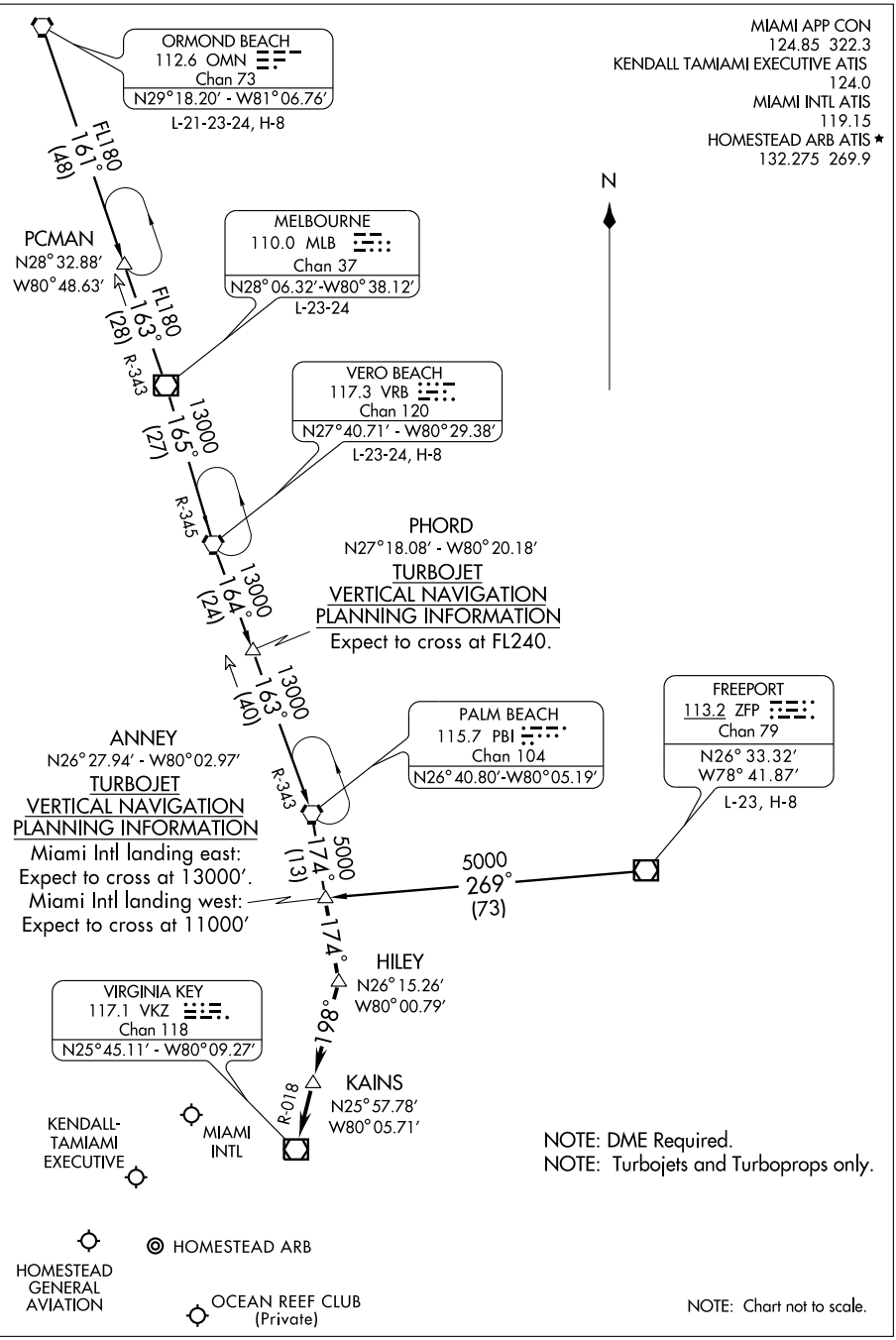
FORT LAUDERDALE, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

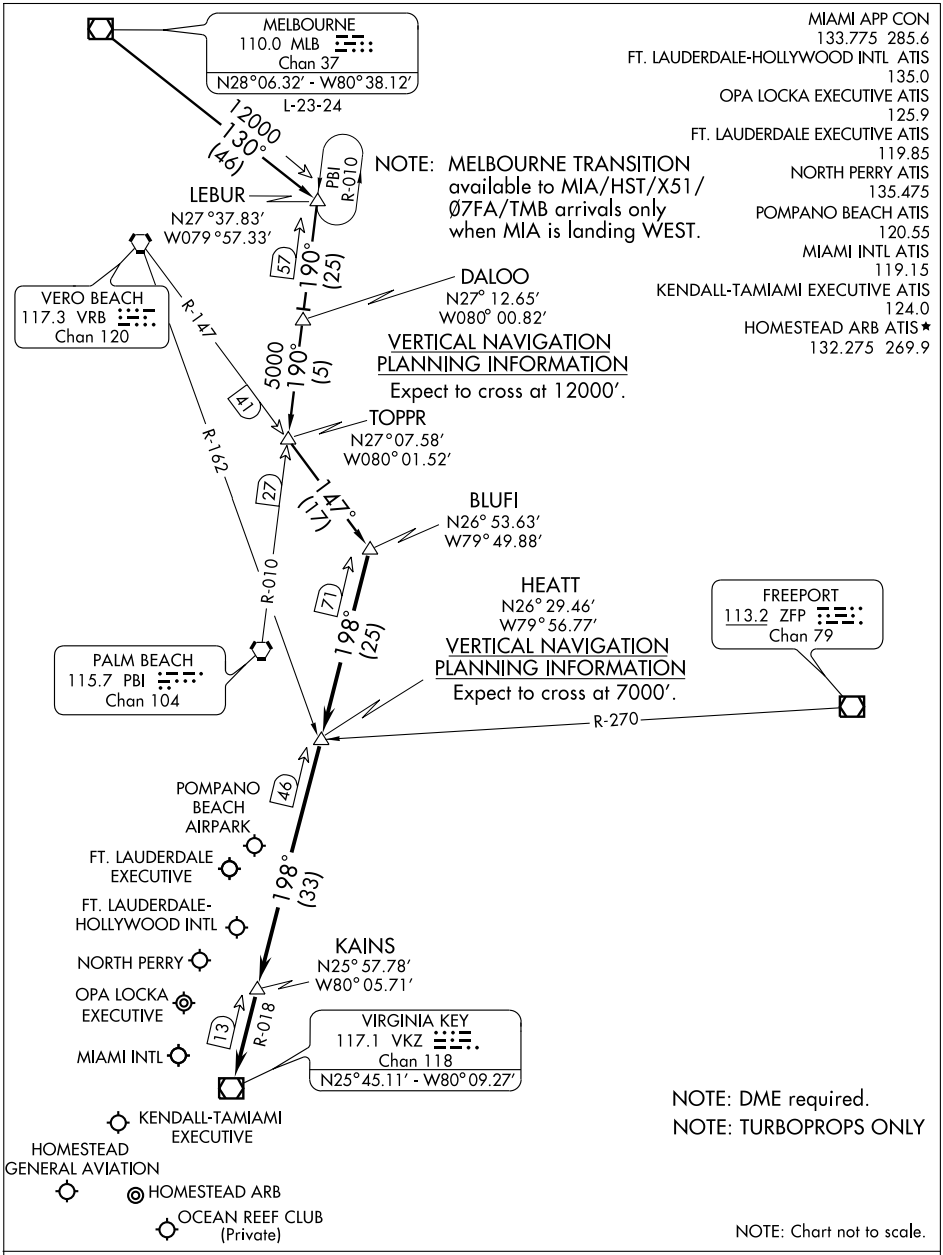
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

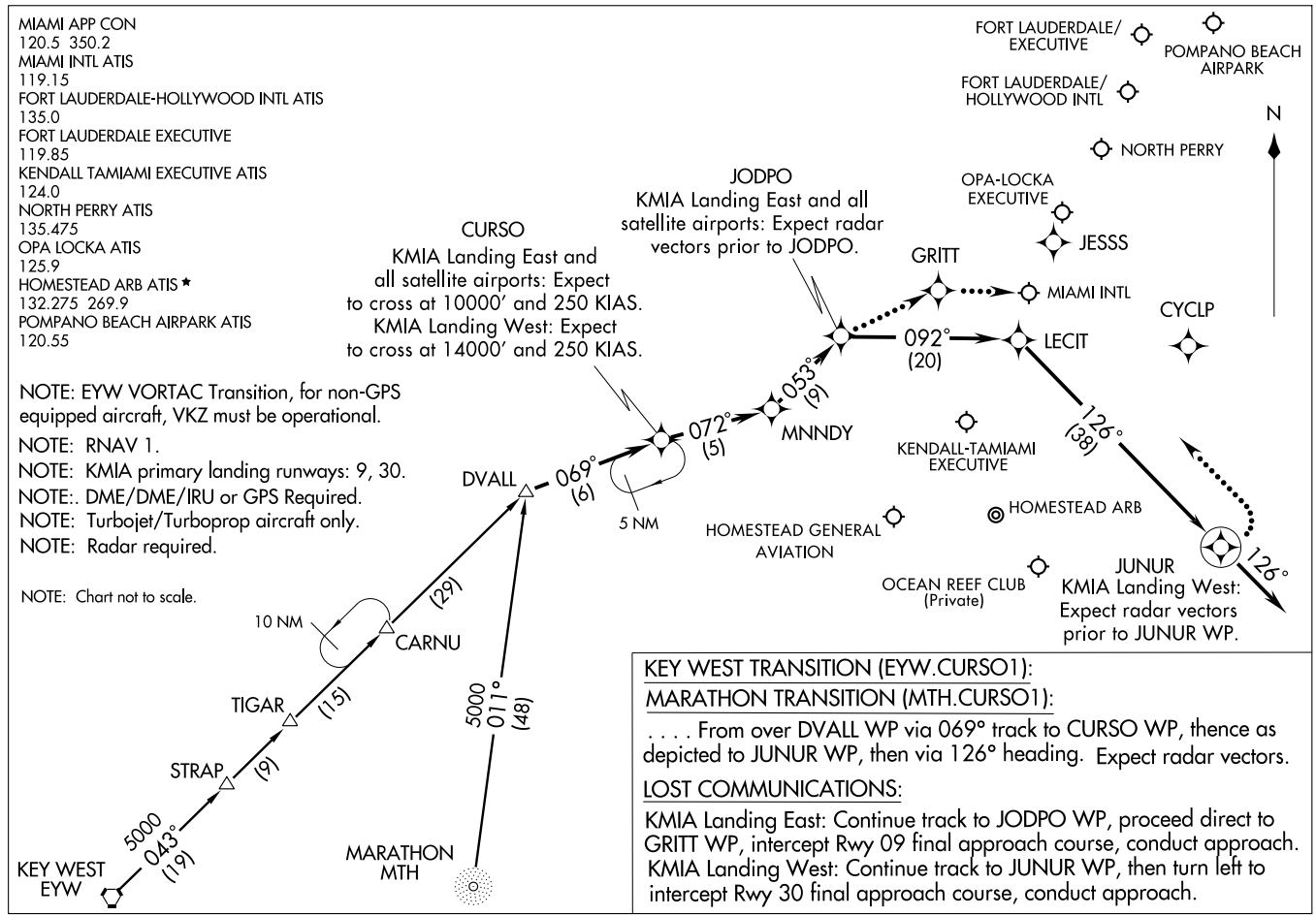
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

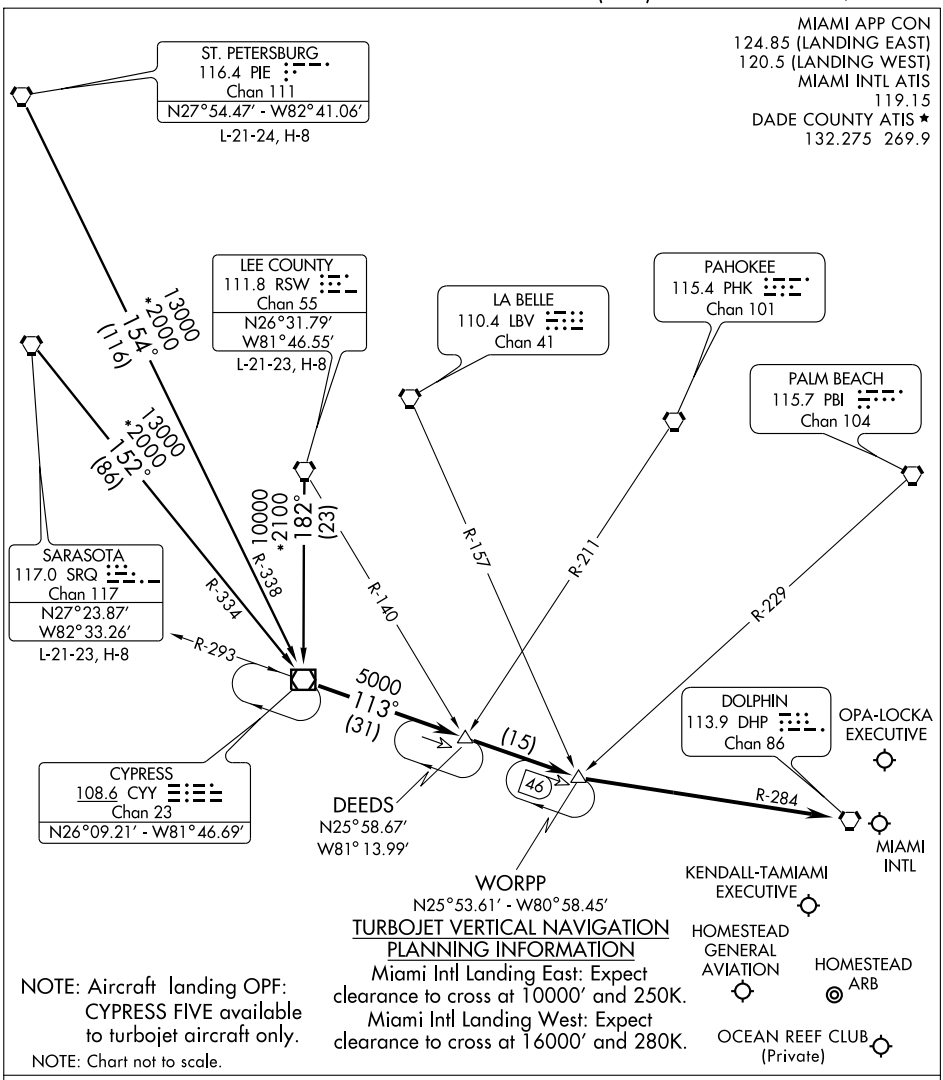
LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

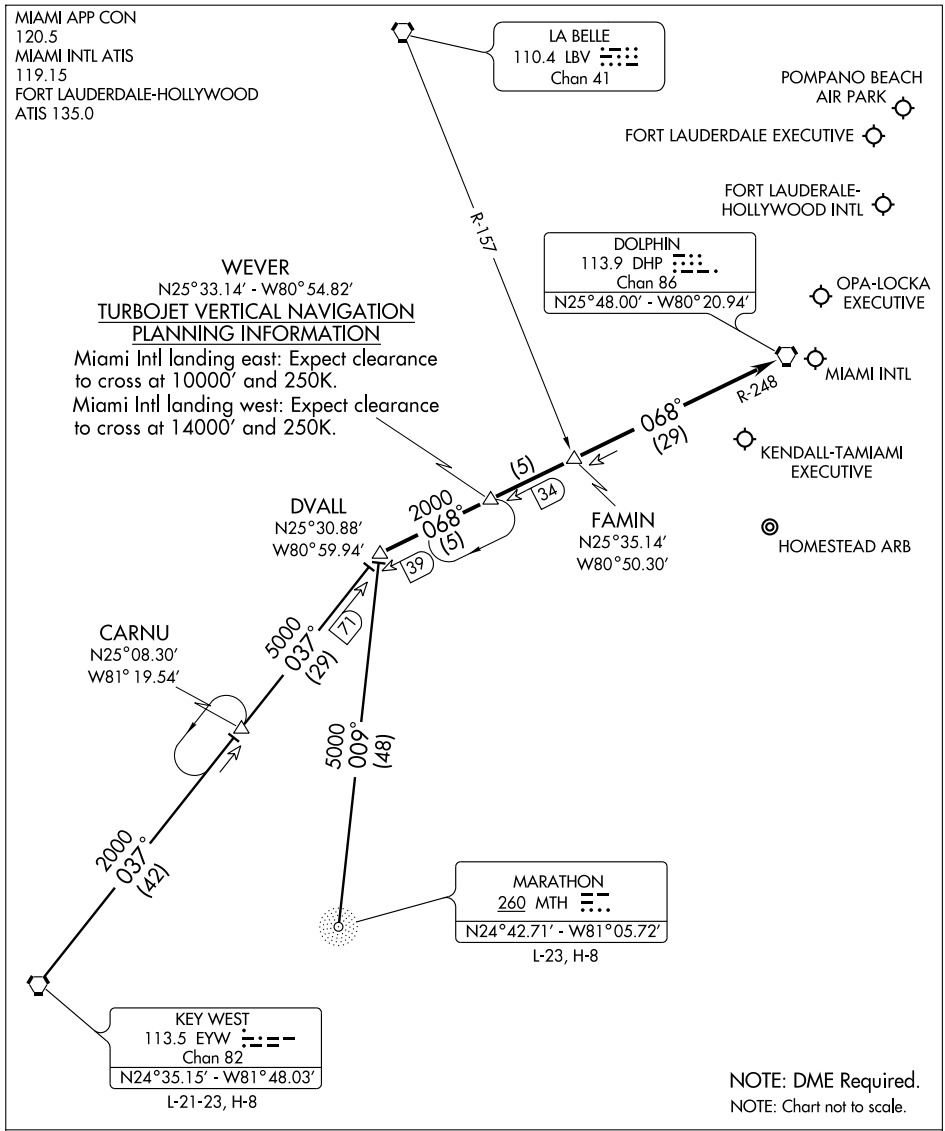
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



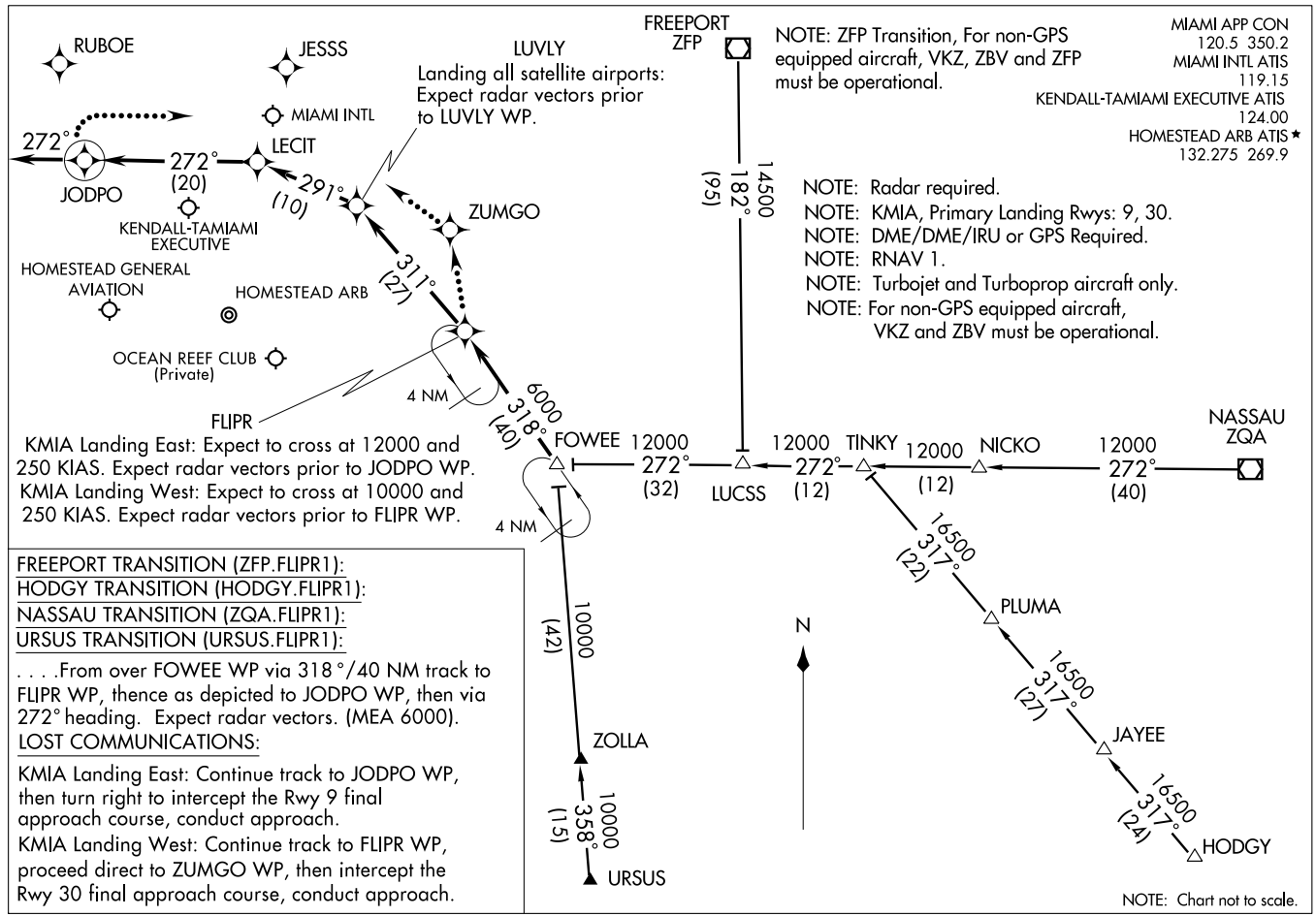
KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

FLIPR ONE ARRIVAL (RNAV)



FREEPORT TRANSITION (ZFP.FLIPR1):

HODGY TRANSITION (HODGY.FLIPR1):

NASSAU TRANSITION (ZQA.FLIPR1):

URSUS TRANSITION (URSUS.FLIPR1):

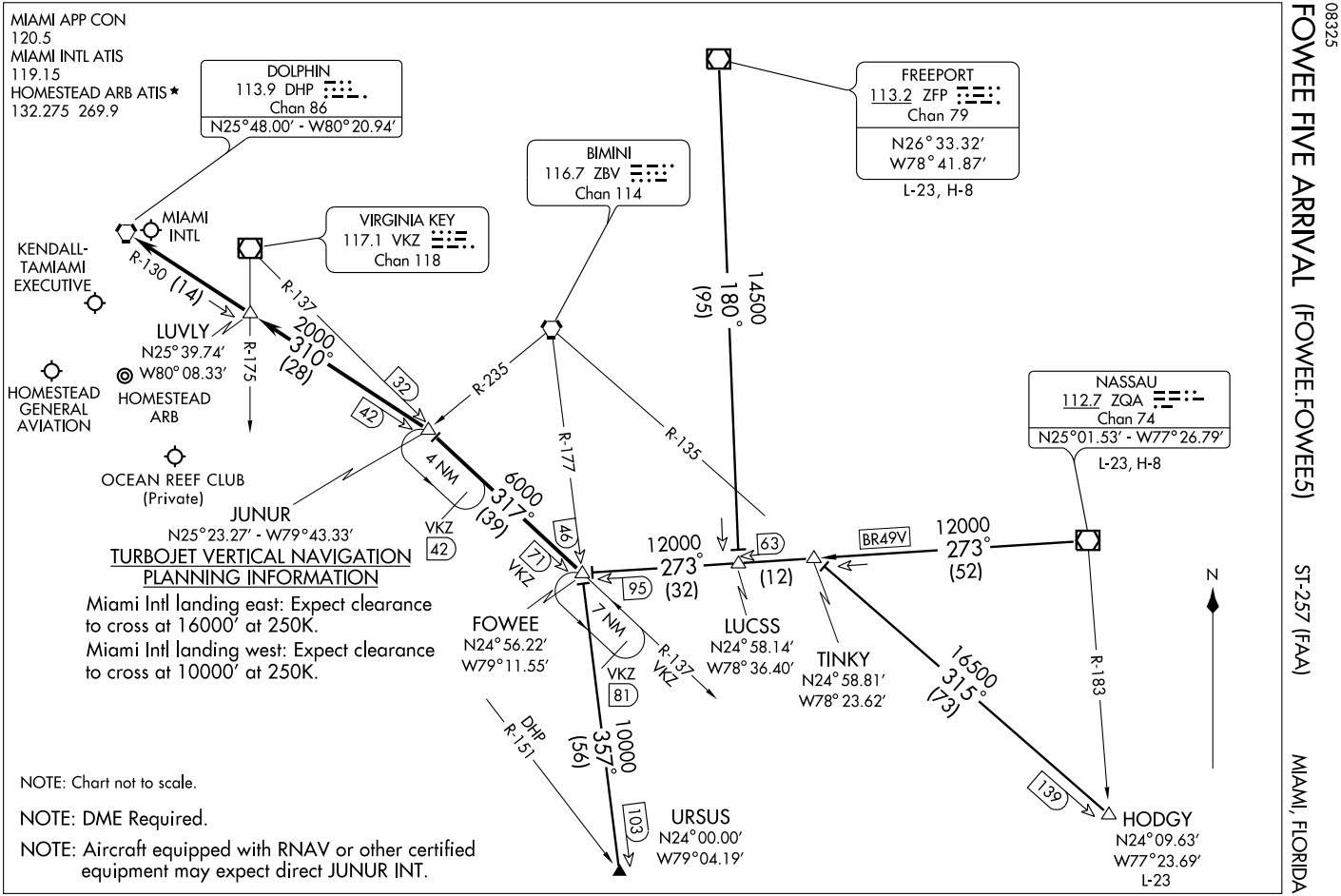
. . . .From over FOWEE WP via 318°/40 NM track to FLIPR WP, thence as depicted to JODPO WP, then via 272° heading. Expect radar vectors. (MEA 6000).

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing West: Continue track to FLIPR WP, proceed direct to ZUMGO WP, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

HI-ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201 / TDZE 6 / Arpt Elev 5
109.9	052°	

JAL-494 [USAF]

HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

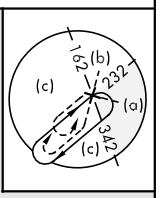
ALSF-1

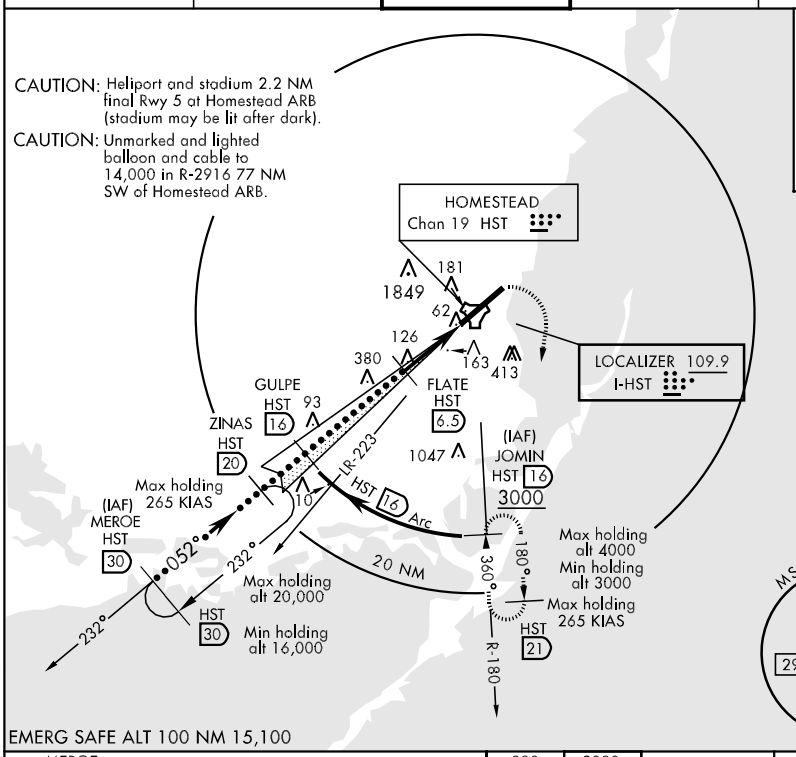
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

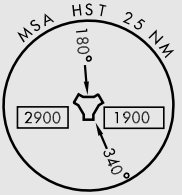
ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

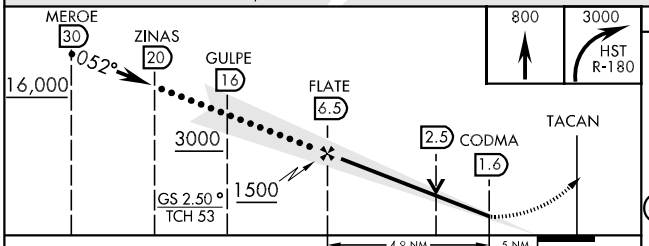
CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

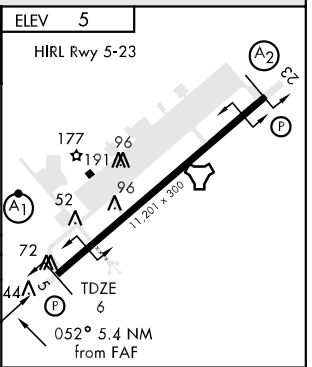
CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.











CATEGORY	C	D	E
S-ILS 5*	206/24 200 (200-½)		
S-LOC 5 **	420/40 414 (500-¾)		420/50 414 (500-1)
CIRCLING	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

HI-TACAN RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201
109.9	053°	TDZE 6
		Arpt Elev 5

JAL-494 [USAF]

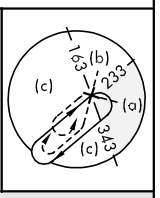
HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized in NW quadrant.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM and hold as published.

ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8



CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

CAUTION: Holding in turbulent air at or below 4000 at RYDOM not authorized.

HOMESTEAD
Chan 19 HST

1849

FOOTY 413
HST 6.4

RYDOM
HST
16

RACKE
HST
20

Max holding alt 20,000

Min holding alt 16,000

Max holding alt 6000

Min holding alt 1500

1047

233°

10

053°

233°

(IAF)
CAJUN
HST
30

348

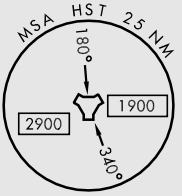
Max holding 265 KIAS

20 NM

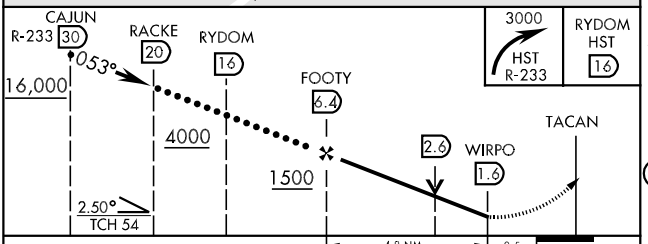
Max holding 265 KIAS

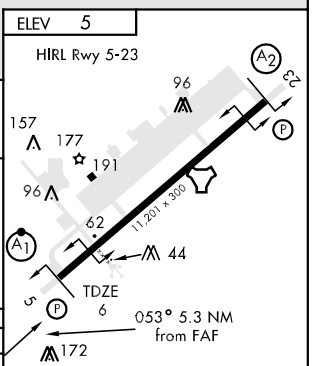
HST
30

R-233



EMERG SAFE ALT 100 NM 15,100





CATEGORY	C	D	E
S-TAC 5 *	440/40 434 (500-¾)	440/50	434 (500-1)
CIRCLING **	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

(HILEY.HILEY2) 07074

ST-257 (FAA)

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 199° (18)

CIMBA

JESSS

271° RUBOE

271° (31)

255° (6)

243° (5)

KAINS

HOXIL

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.

NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201
109.9	052°	TDZE 6
		Arpt Elev 5

AL-494 [USAF]

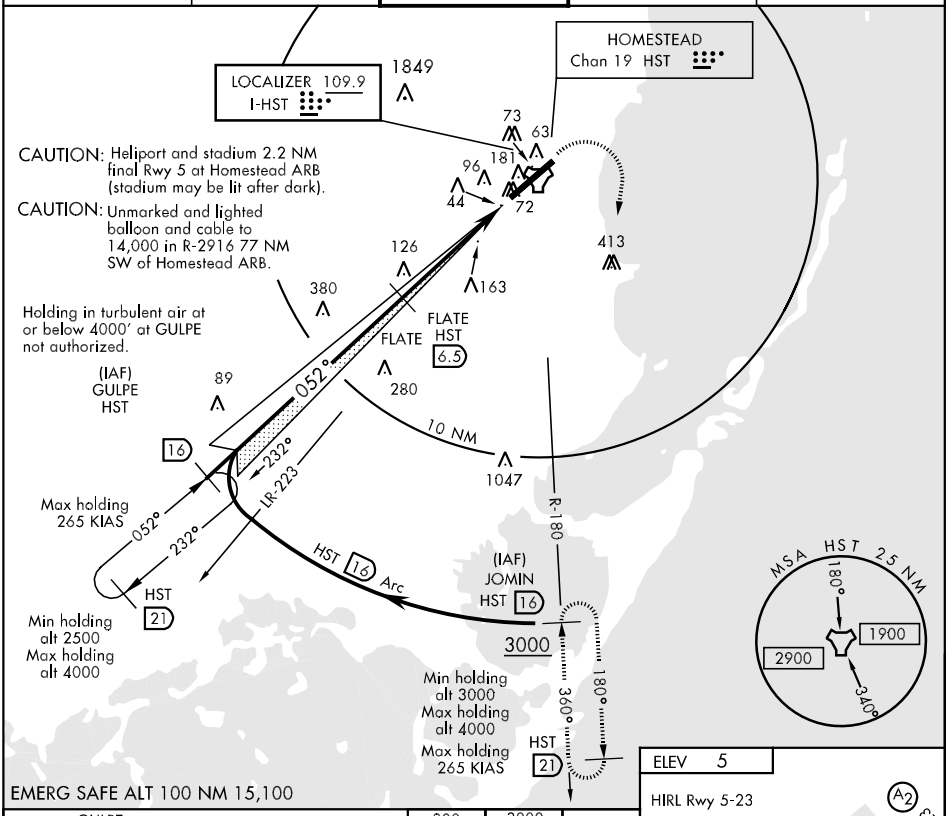
HOMESTEAD ARB (KHST)

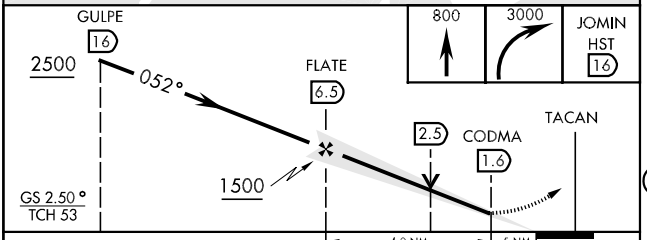
▼ * When ALS inop, increase all CATs RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

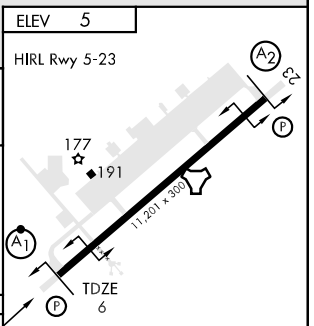
ALSF-1

MISSED APPROACH: Climb 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-ILS 5 *	206/24		200	(200-½)	
S-LOC 5 **	420/24	414 (500-½)	420/40	414 (500-¾)	420/50 414 (500-1)
CIRCLING	520-1	514 (600-1)	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

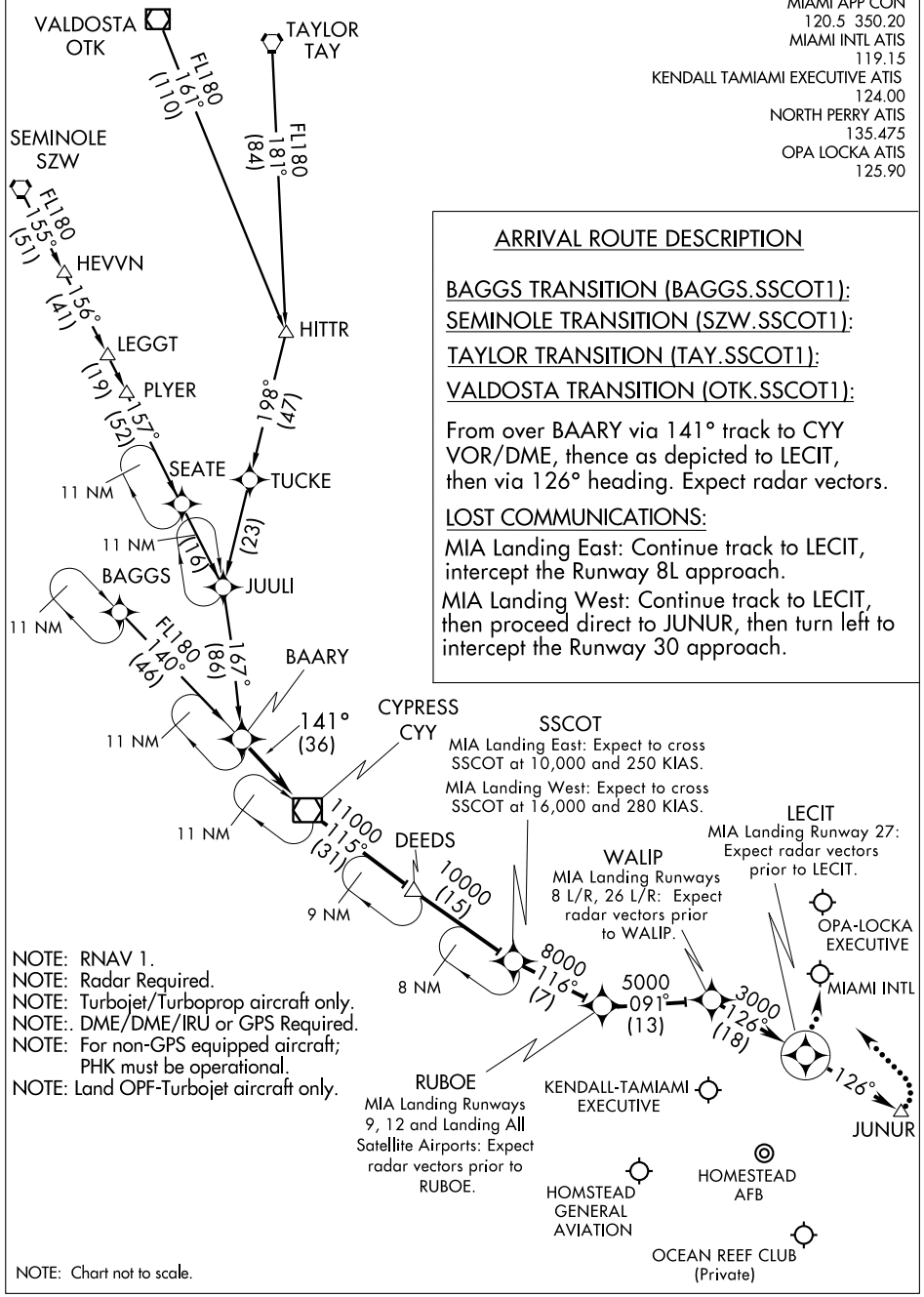
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 5

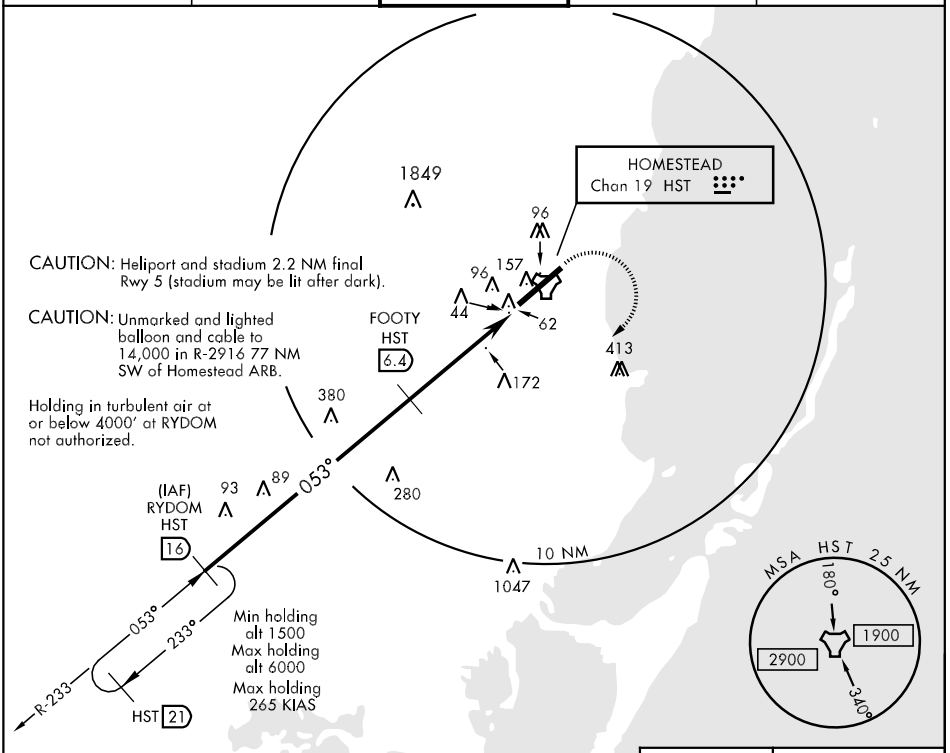
TACAN HST Chan 19	APCH CRS 053°	Rwy ldg 11,201 TDZE 6 Arpt Elev 5	AL-494 [USAF]	HOMESTEAD ARB (KHST)

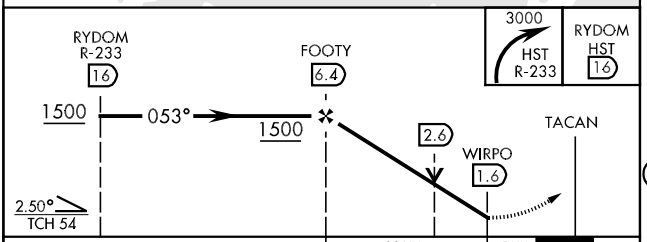
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized in NW quadrant.

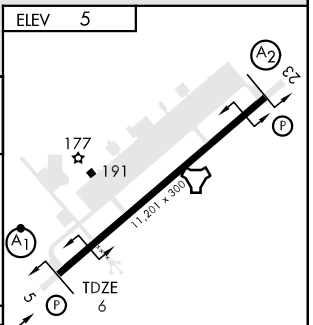
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM/HST 16 DME and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-5 *	440/24	434 (500-½)	440/40 434 (500-¾)	440/50	434 (500-1)
CIRCLING**	520-1 515 (600-1)		520-1½ 515 (600-1½)	560-2 555 (600-2)	780-2¾ 775 (800-2¾)

HIRL Rwy 5-23

TACAN RWY 23

TACAN HST Chan 19	APCH CRS 231°	Rwy ldg 11,201 TDZE 6 Arpt Elev 5	AL-494 [USAF]	HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT C RVR 60 and vis 1¼ miles, and CAT DE vis to 1½ mile.
** Circling not authorized in NW quadrant.

SALS (A2)

MISSED APPROACH: Climb to 1500 proceed RYDOM via HST R-233 and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and Stadium 2.2 NM from departure end RWY 23 (Stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

IAF
CAHOO
HST 5 DME
N25°32.47′
W80°18.72′

HOMESTEAD
Chan 19 HST

HST (10)

R-051

231°

051°

Max holding 265 KIAS

370 368 328 160 1849 86 7 93 93 157 163 413 280

RYDOM
Max holding alt 6000
HST (16)
R-233
89

Min holding alt 1500

053°

233°

Max holding 265 KIAS

HST (21)

10 NM

MSA HST 2.5 NM
180°
2900
1900
340°

Holding in turbulent air at or below 4000 feet at RYDOM not authorized.

EMERG SAFE ALT 100 NM 15,100

1500

RYDOM HST (16)

CAHOO (5)

051° 3000

231° 1500

231°

TACAN

TURKE (1.2) (2.2)

1200

2.50°
TCH 50

.5 3.8 NM

ELEV 5

TDZE 6

(A2) 23

177 191

11,201 x 300

(A1) 5 (P)

231° to TACAN

HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
S-23 *	440/40 434 (500-¾)		440/50 434 (500-1)	440/60 434 (500-1¼)	
CIRCLING **	520-1 515 (600-1)		520-1½ 515(600-1½)	560-2 555 (600-2)	780-2¾ 775(800-2¾)

SE-3, 17 DEC 2009 to 14 JAN 2010

TOAD-TWO DEPARTURE

SHL-494 [USAF]

HOMESTEAD, FLORIDA

Rwy	Knots	60	120	180	240	300	360
5 ⓐ	V/V(fpm)	333	666	999	1332	1665	1998
5 ⓑ	V/V(fpm)	431	862	1293	1724	2155	2586
23 ⓐ	V/V(fpm)	333	666	999	1332	1665	1998
23 ⓑ	V/V(fpm)	431	862	1293	1724	2155	2586

ATC Minimum Climb Rate

ⓐ to 4000

ⓑ from 4000 to 17,000

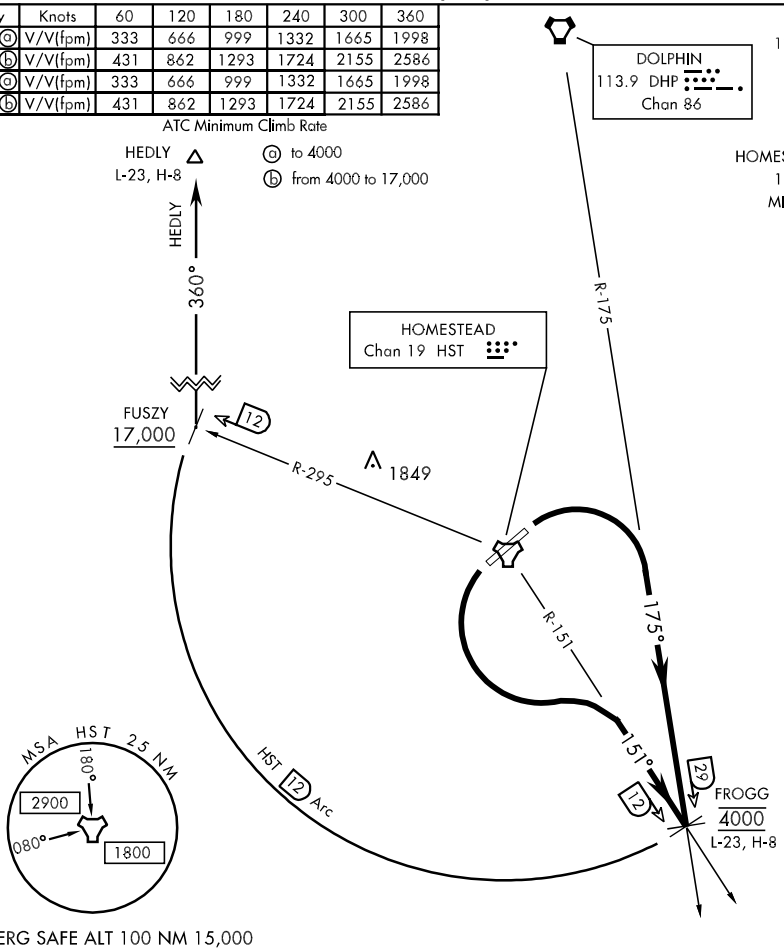
ATIS ★ 132.275 269.9

CLNC DEL 275.8

GND CON 121.75 275.8

HOMESTEAD TOWER 133.45 279.55

MIAMI DEP CON 125.5 354.1



EMERG SAFE ALT 100 NM 15,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Track heading 050° to 1 DME, cross departure end at or below 1000. Turn right, intercept the DHP R-175 outbound to FROGG (DHP R-175/29 DME). Cross FROGG at 4000. Then via _____ (Transition) or assigned route.

TAKE-OFF RWY 23: Track heading 230° to 1 DME, cross departure end at or below 1000. Turn left, intercept the HST R-151 outbound to FROGG (HST R-151/12 DME). Cross FROGG at 4000. Then via _____ (Transition) or assigned route.

FUSZY TRANSITION: Arc north along HST 12 DME arc to FUSZY (HST R-295/12 DME). Cross FUSZY at or above 17,000.

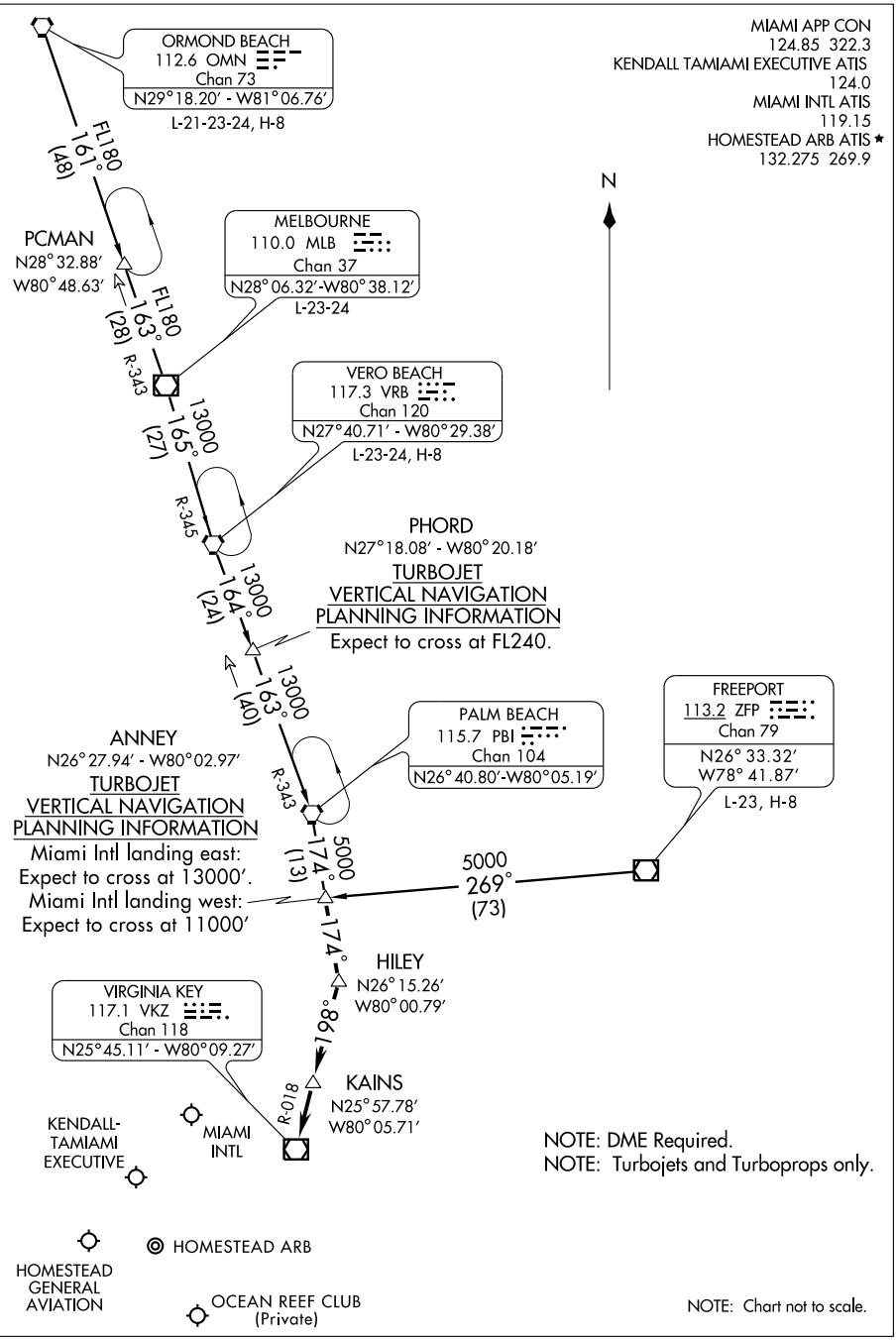
HEDLY TRANSITION: Arc north along HST 12 DME arc to FUSZY (HST R-295/12 DME). Cross FUSZY at or above 17,000. At FUSZY fly heading 360° to HEDLY (DHP R-344/47 DME).

TOAD-TWO DEPARTURE

HOMESTEAD, FLORIDA

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

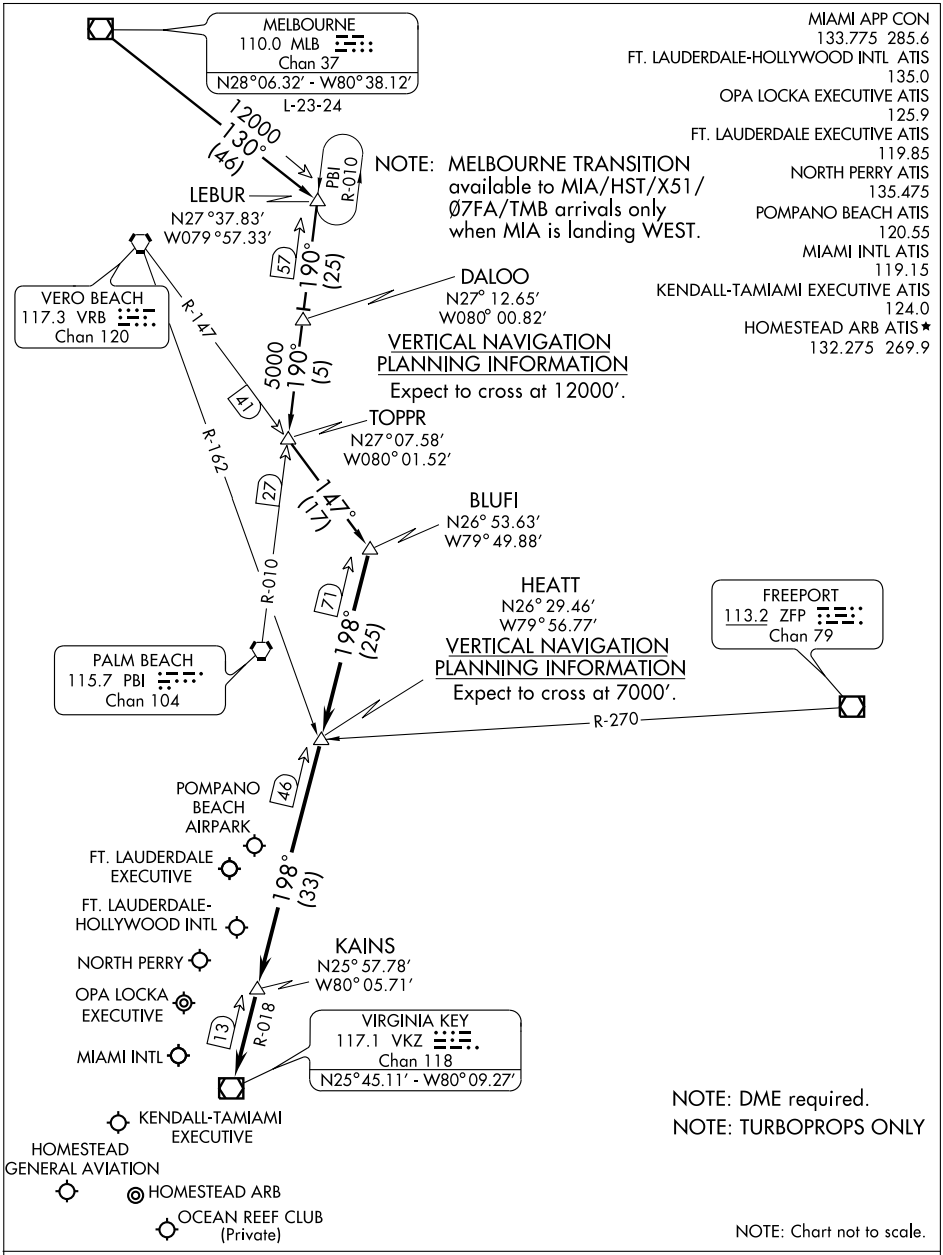
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

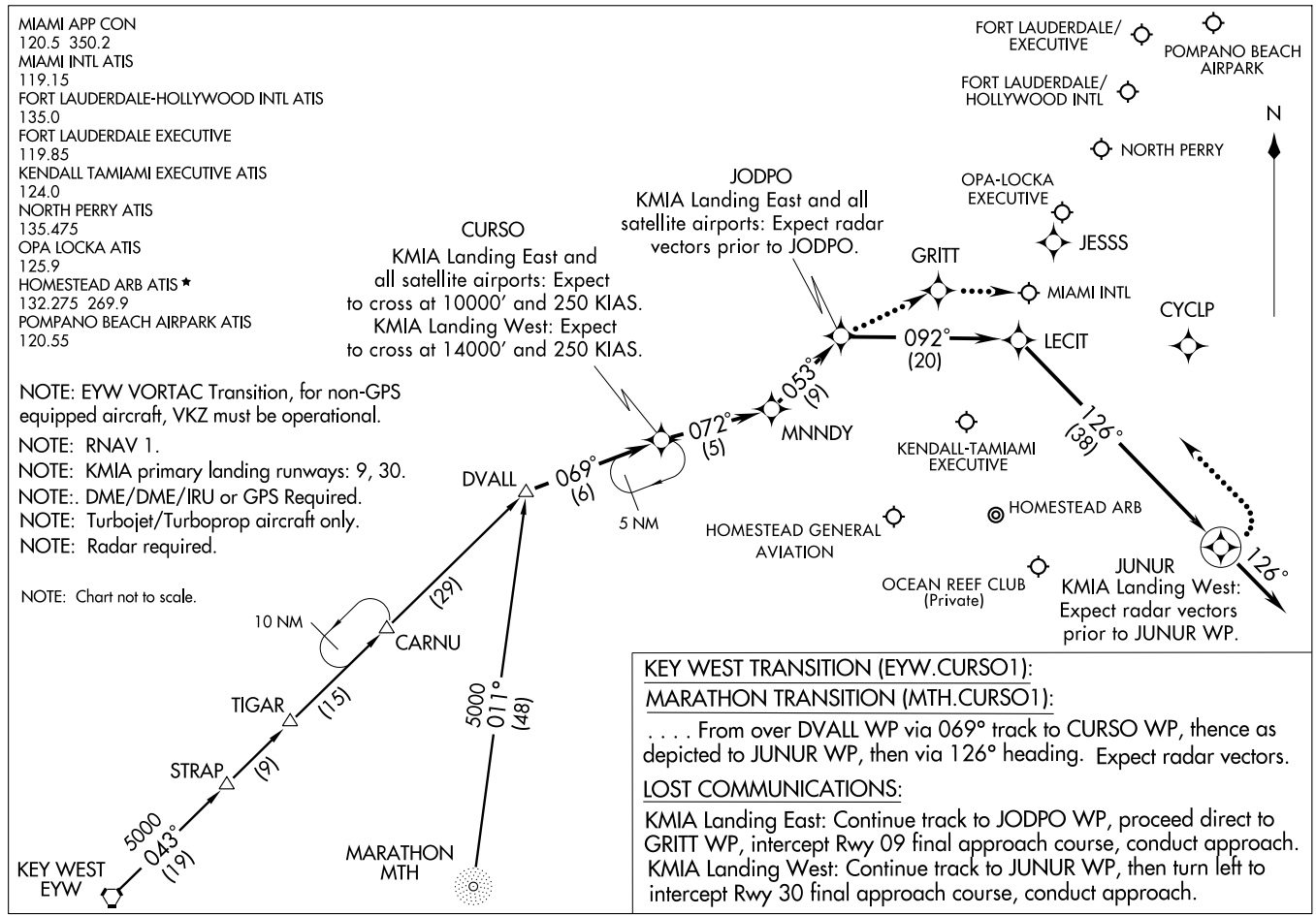
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

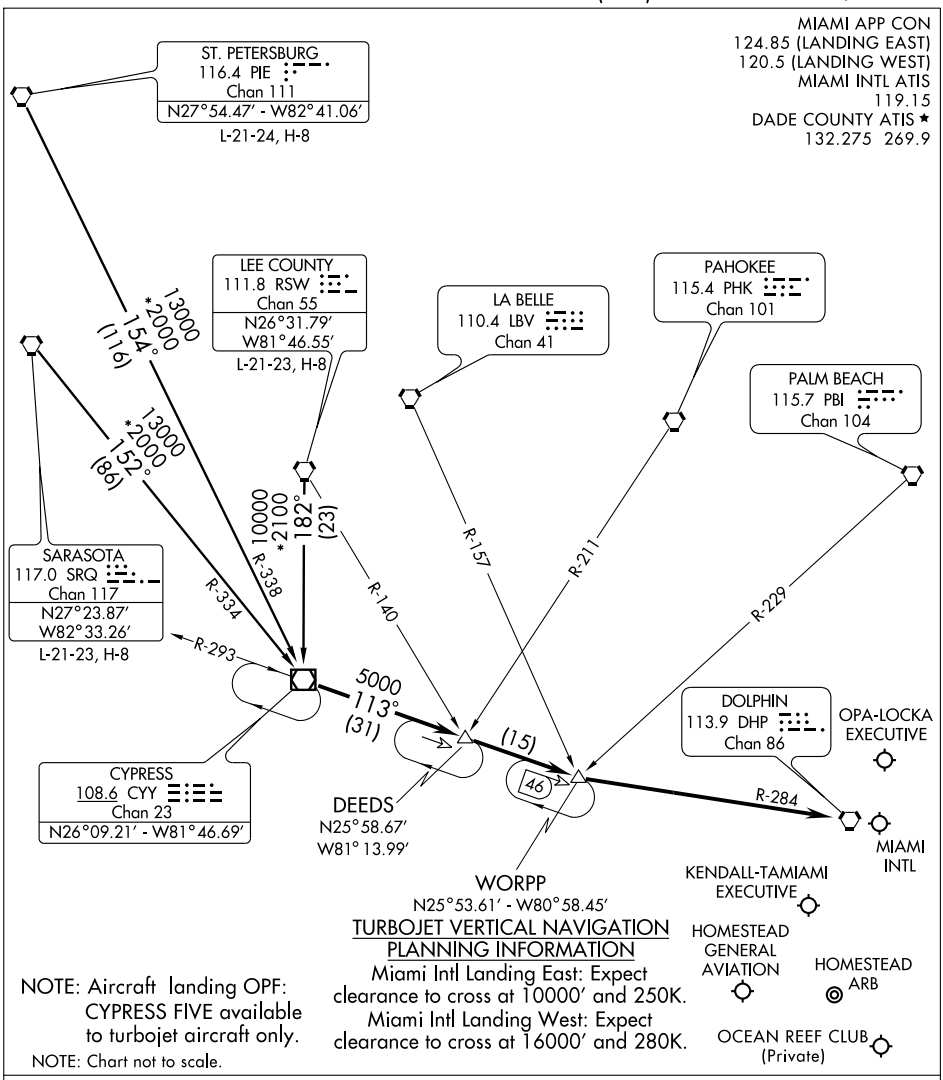
LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

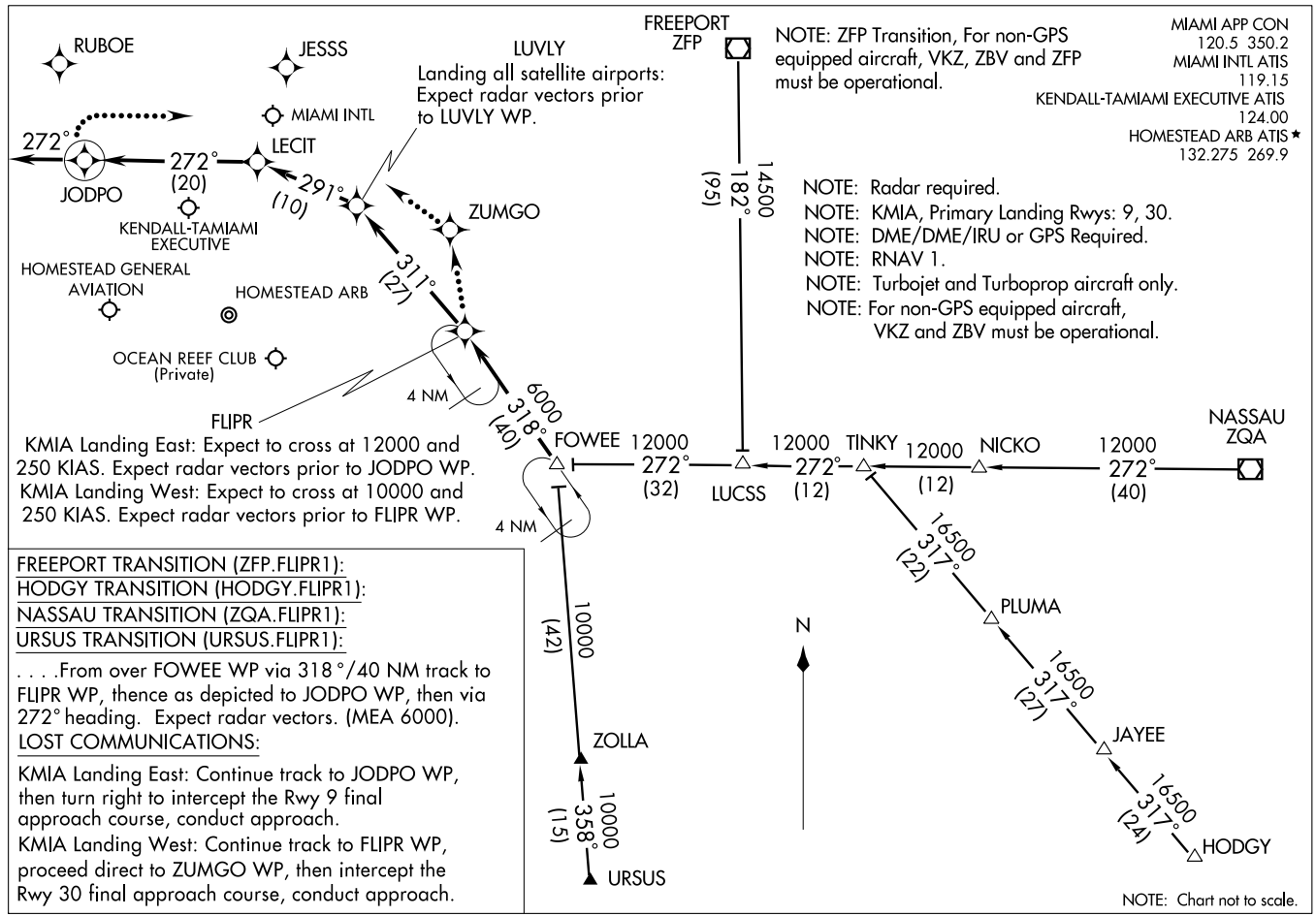
ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

FLIPR ONE ARRIVAL (RNAV)



FREEPORT TRANSITION (ZFP.FLIPR1):

HODGY TRANSITION (HODGY.FLIPR1):

NASSAU TRANSITION (ZQA.FLIPR1):

URSUS TRANSITION (URSUS.FLIPR1):

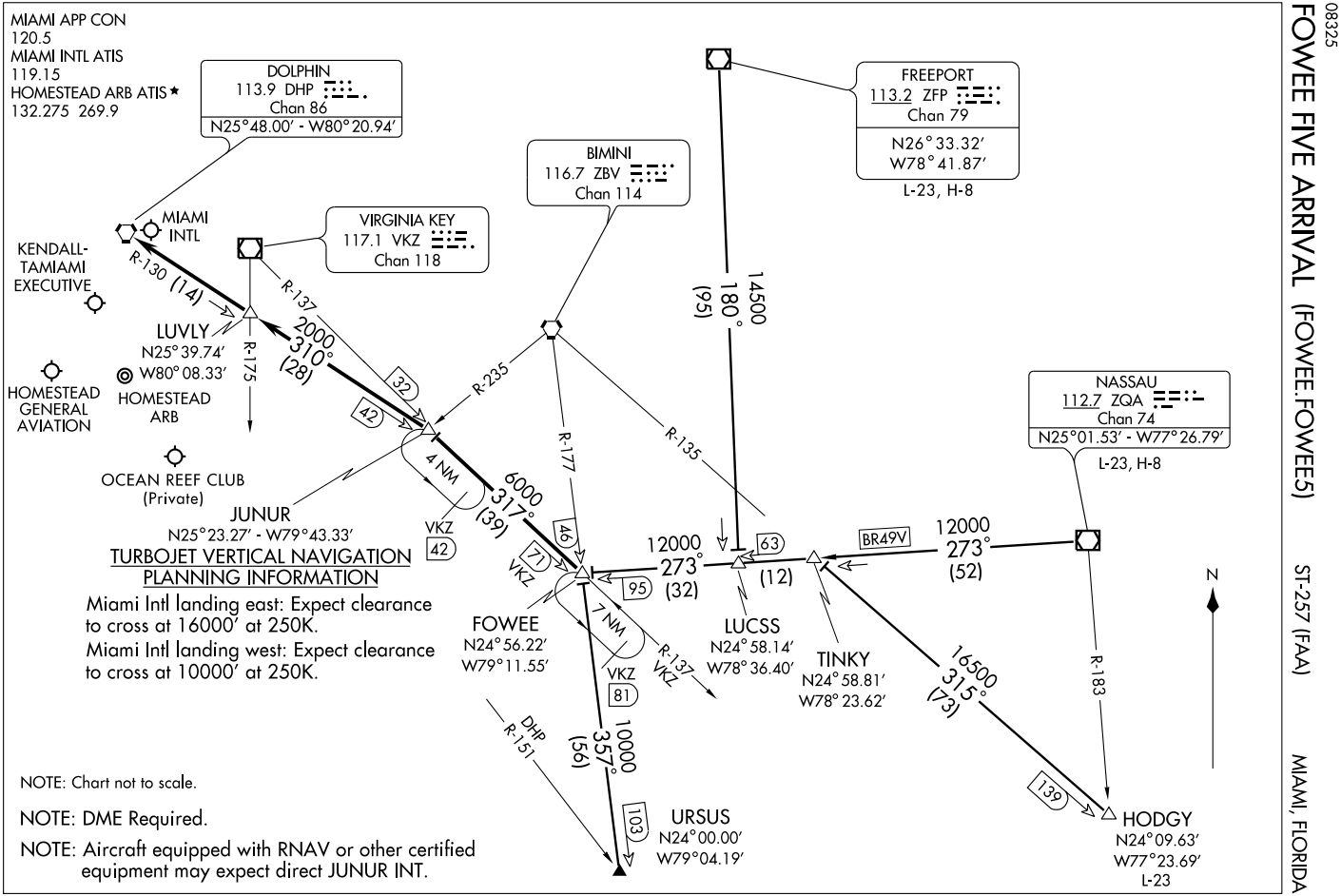
. . . .From over FOWEE WP via 318°/40 NM track to FLIPR WP, thence as depicted to JODPO WP, then via 272° heading. Expect radar vectors. (MEA 6000).

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing West: Continue track to FLIPR WP, proceed direct to ZUMGO WP, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

(HILEY.HILEY2) 07074

ST-257 (FAA)

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 199° (18)

CIMBA

JESSS

271° RUBOE

271° (31)

255° (6)

243° (5)

KAINS

HOXIL

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.

NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

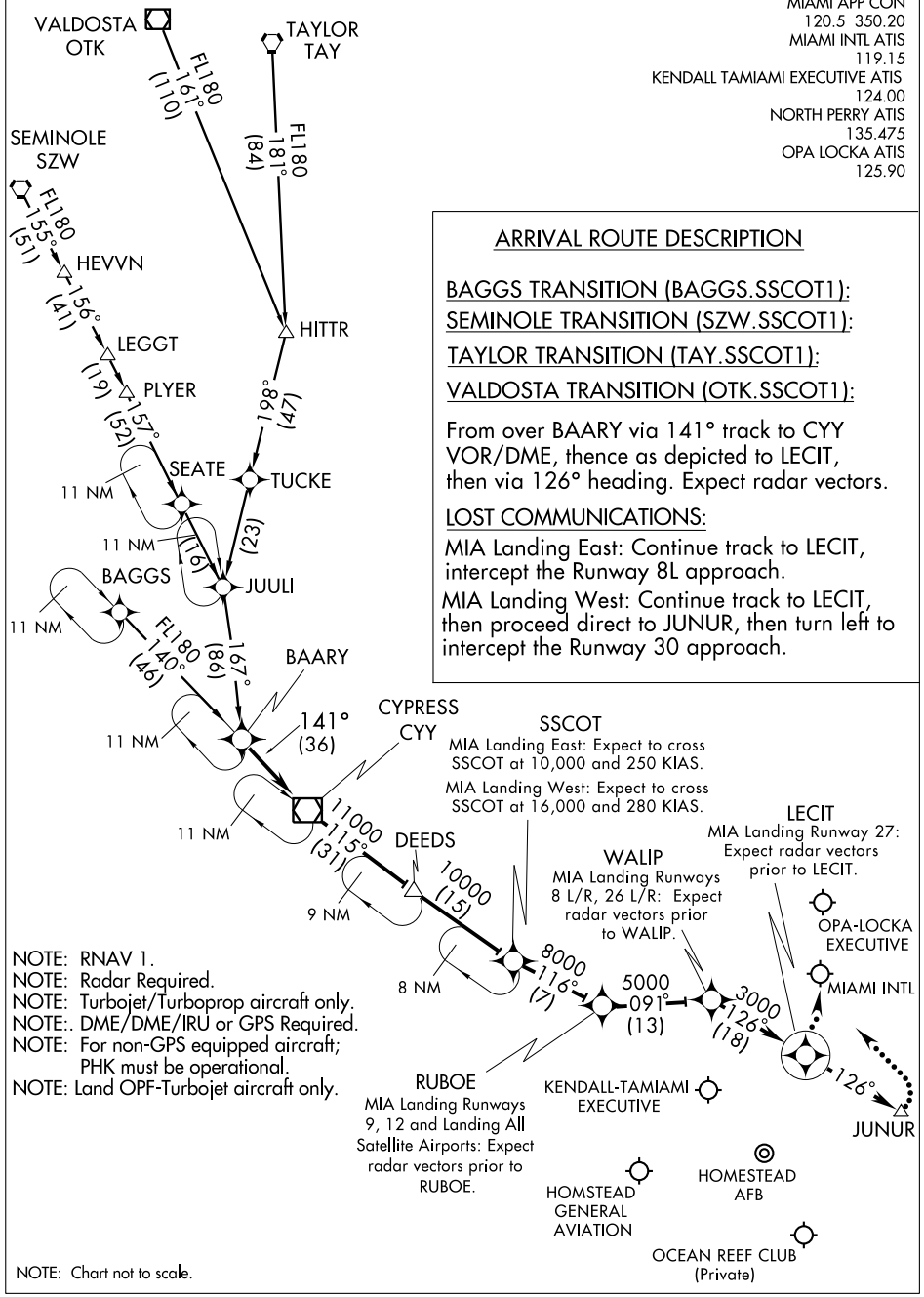
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99713	093°	TDZE	37
W09A		Apt Elev	37

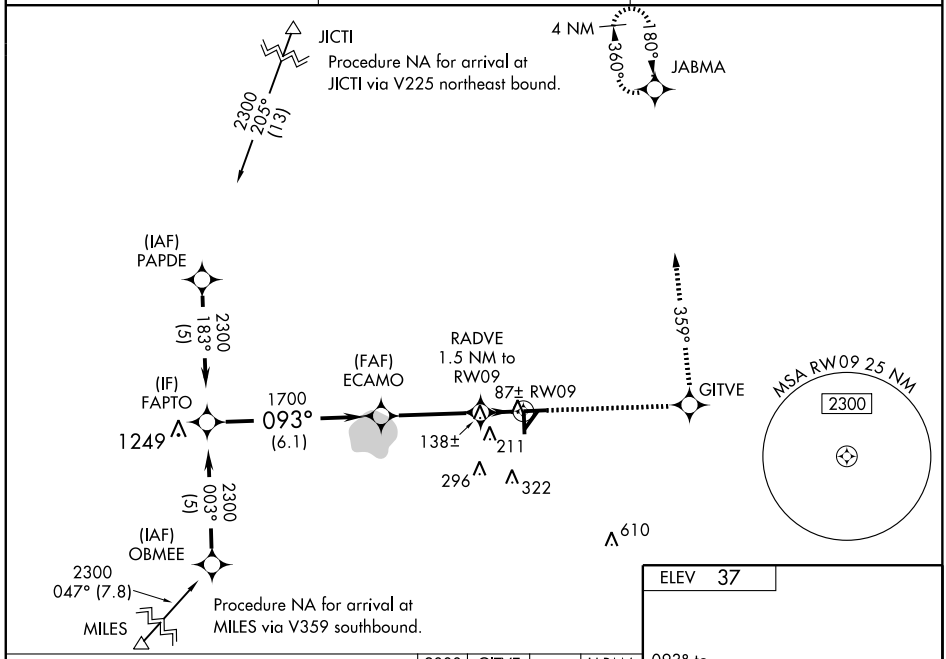
RNAV (GPS) RWY 9

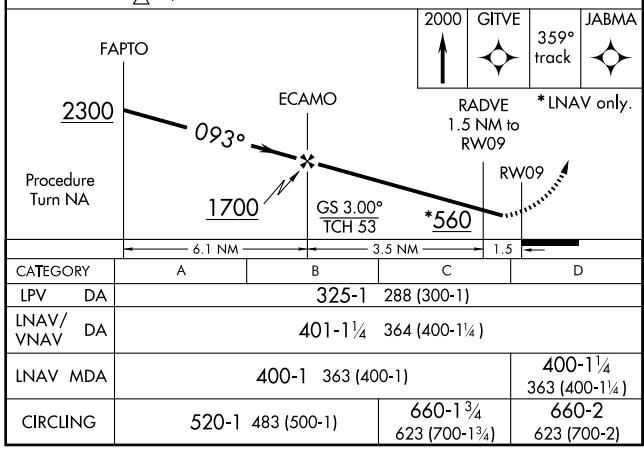
IMMOKALEE RGNL (IMM)

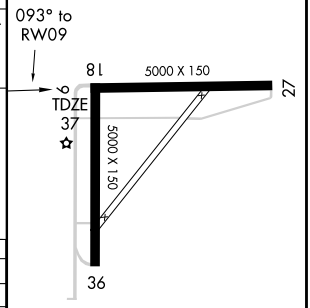
T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 9 NA at night. Circling to Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct GITVE and via track 359° to JABMA and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	325-1 288 (300-1)			
LNAV/VNAV DA	401-1¼ 364 (400-1¼)			
LNAV MDA	400-1 363 (400-1)			400-1¼ 363 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63213	183°	TDZE	36
W18A		Apt Elev	37

RNAV (GPS) RWY 18

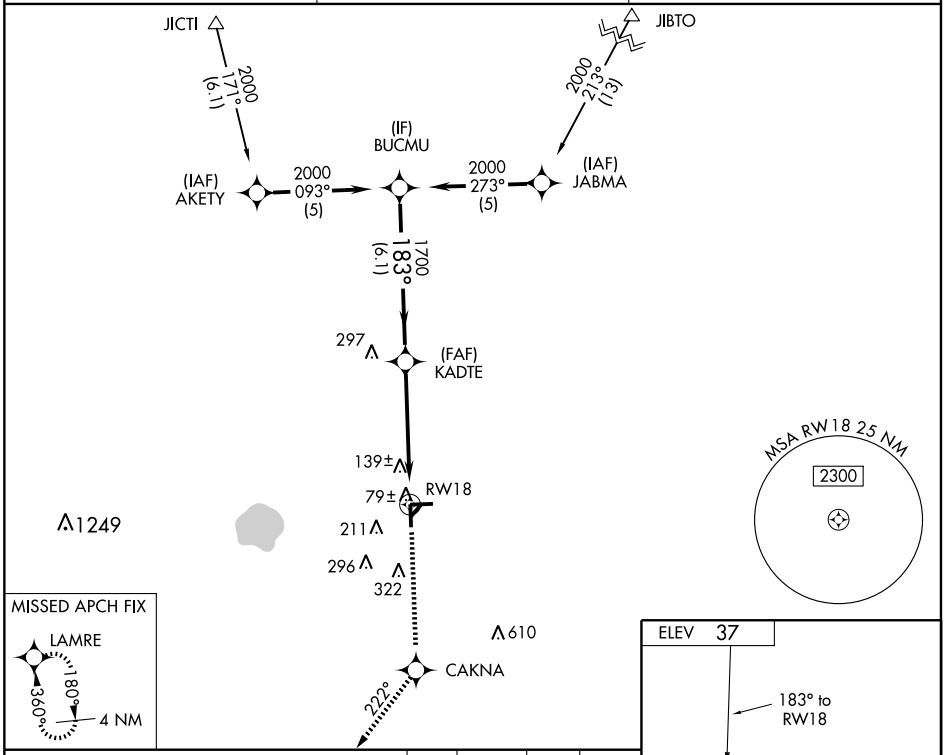
IMMOKALEE RGNL (IMM)

T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 direct CAKNA and via track 222° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	286-1	250 (300-1)		
LNAV/VNAV DA	380-1¼	344 (400-1¼)		
LNAV MDA	400-1	364 (400-1)		400-1¼ 364 (400-1¼)
CIRCLING	520-1	483 (500-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

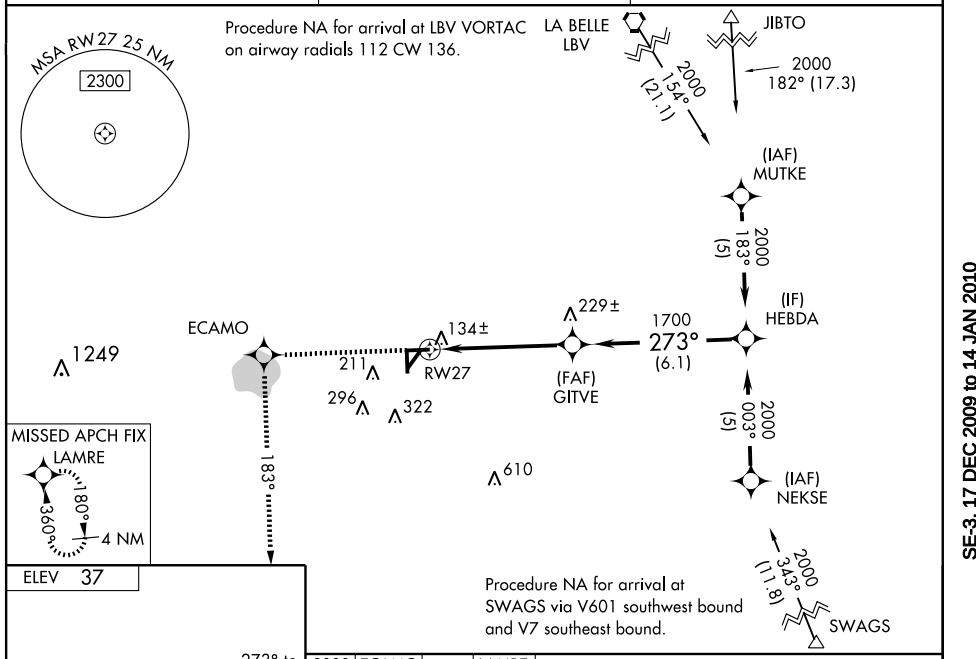
WAAS	APP CRS	Rwy Idg	5000
CH 69613	273°	TDZE	35
W27A		Apt Elev	37

RNAV (GPS) RWY 27
IMMOKALEE RGNL (IMM)

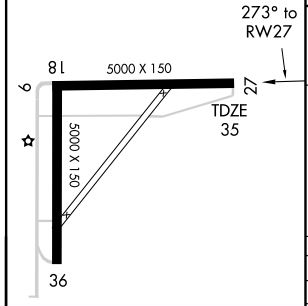
T
A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 27 NA at night. Circling to Rwys 9 and 18 NA at night.

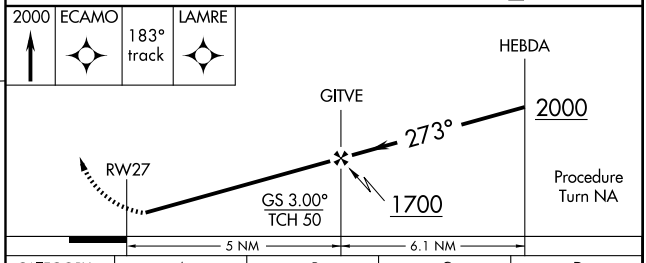
MISSED APPROACH: Climb to 2000 direct ECAMO and via track 183° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



ELEV 37





CATEGORY	A	B	C	D
LPV DA	285-1 250 (300-1)			
LNAV/VNAV DA	404-1¼ 369 (400-1¼)			
LNAV MDA	400-1 365 (400-1)			400-1¼ 365 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 73013 W36A	APP CRS 003°	Rwy Idg 5000 TDZE 34 Apt Elev 37

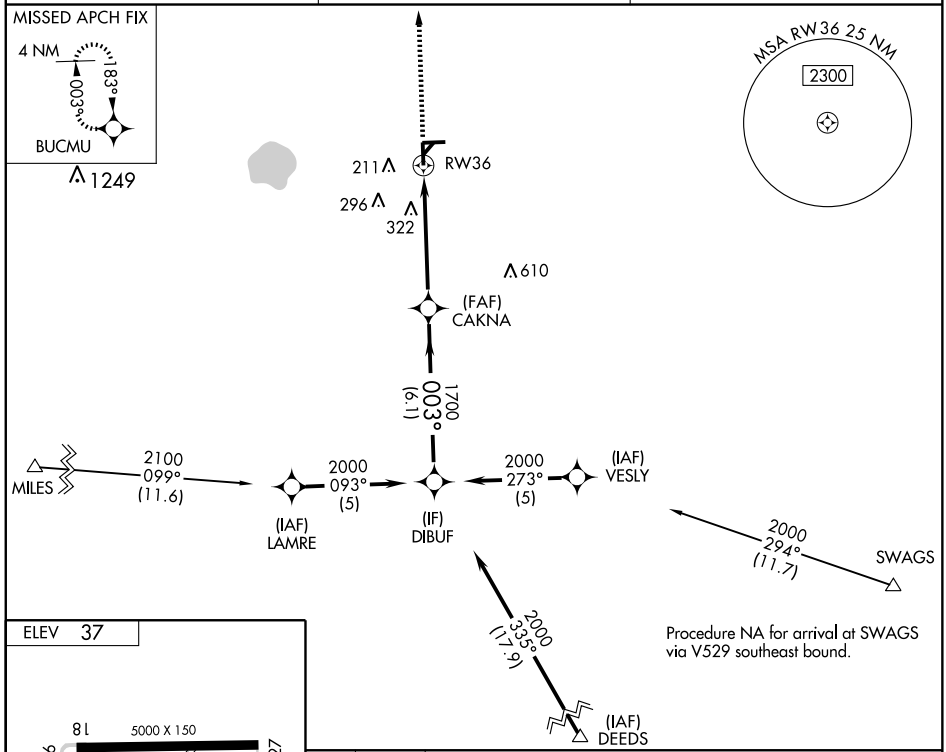
RNAV (GPS) RWY 36

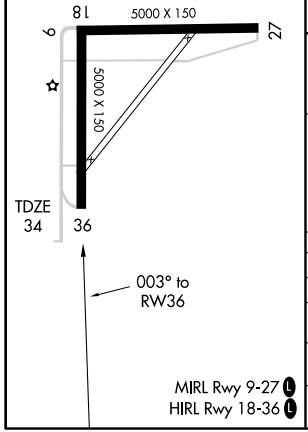
IMMOKALEE RGNL (IMM)

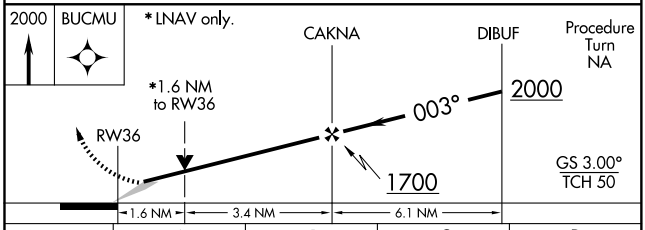
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Southwest Florida Intl altimeter setting. Circling to Rwys 9 and 18 NA at night.

MISSED APPROACH: Climb to 2000 direct BUCMU and hold.

AWOS-3	FORT MYERS APP CON *	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		284-¾	250 (300-¾)	
LNAV/VNAV DA		662-2¼	628 (700-2¼)	
LNAV MDA	580-1	546 (600-1)	580-1½ 546 (600-1½)	580-1¾ 546 (600-1¾)
CIRCLING	580-1	543 (600-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC LBV 110.4 Chan 41	APP CRS 181°	Rwy Idg 5000 TDZE 36 Apt Elev 37

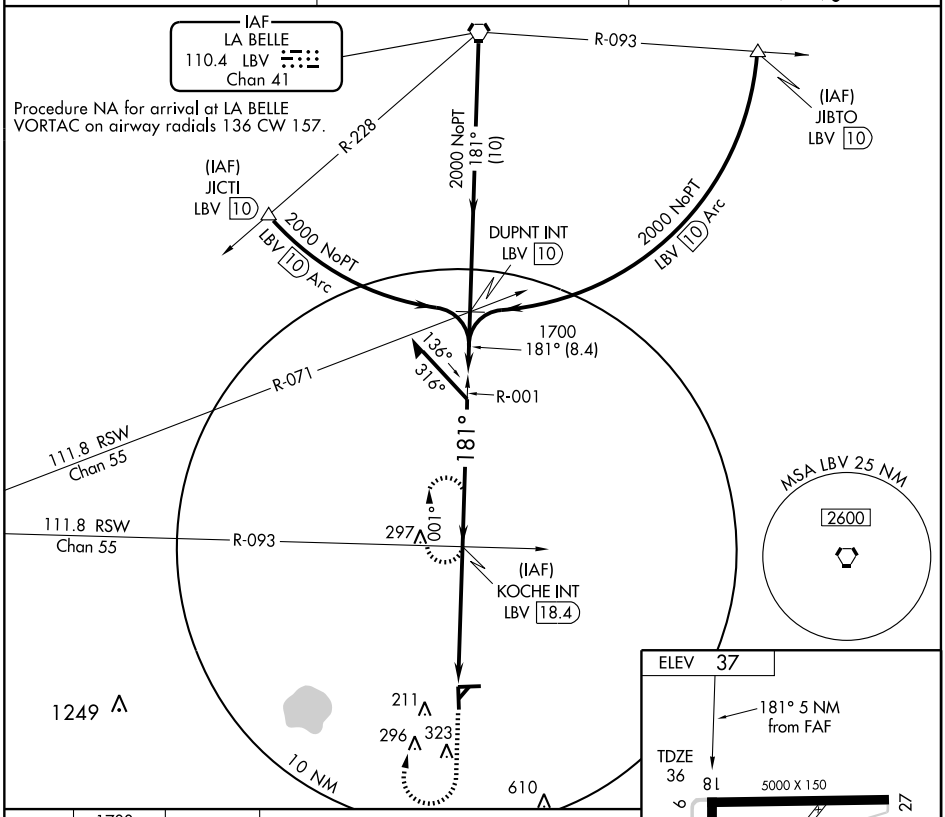
VOR RWY 18

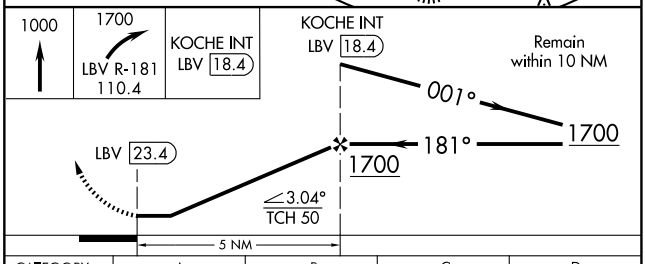
IMMOKALEE RGNL (IMM)

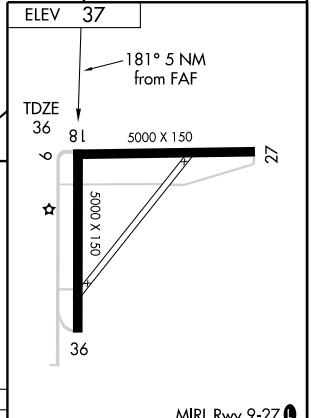
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDA 60 feet; increase Circling Cat C/D visibility ¼ mile. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 via LBV VORTAC R-181 to KOCHE INT/LBV 18.4 DME and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
S-18	560-1 524 (600-1)	560-1¼ 524 (600-1¼)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	560-1 523 (600-1)	560-1¼ 523 (600-1¼)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

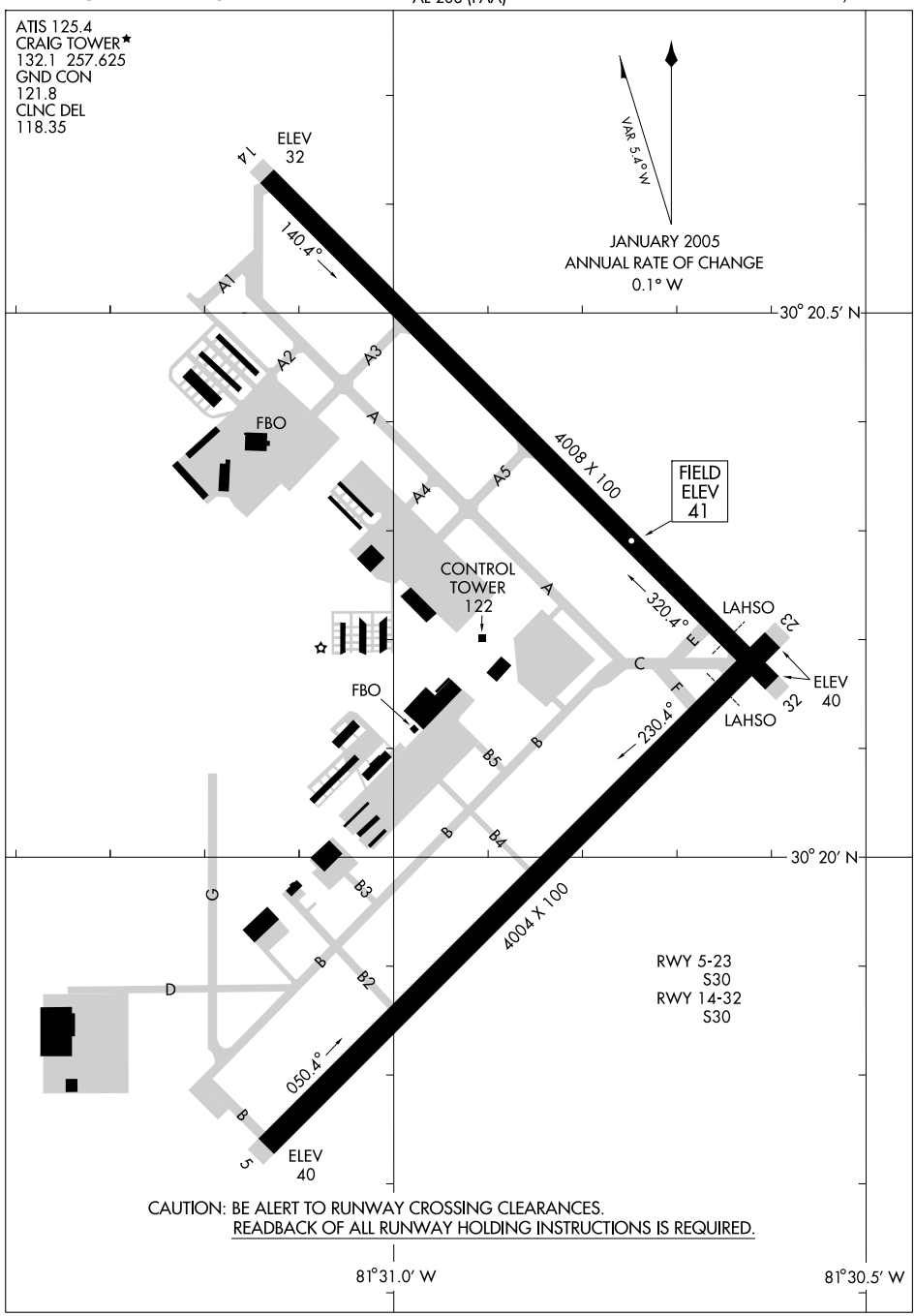
SE-3. 17 DEC 2009 to 14 JAN 2010

07354

AIRPORT DIAGRAM

AL-208 (FAA)

JACKSONVILLE/CRAIG MUNI (CRG)
JACKSONVILLE, FLORIDA



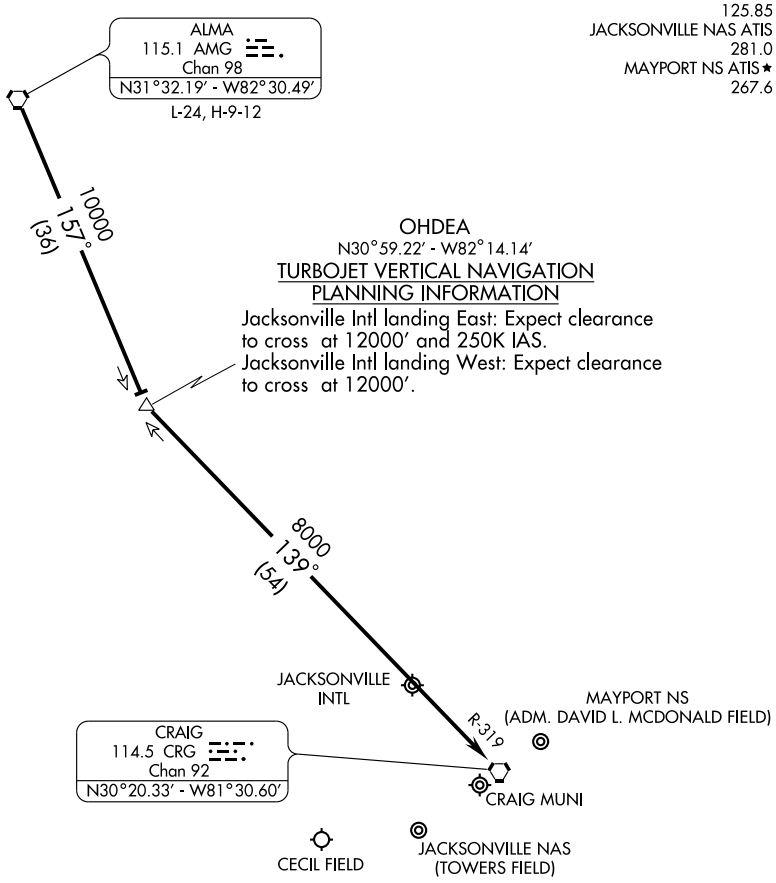
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 17 DEC 2009 to 14 JAN 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

LOC I-CRG	APP CRS	Rwy Idg	4008
111.7	319°	TDZE	41
		Apt Elev	41

ILS or LOC RWY 32

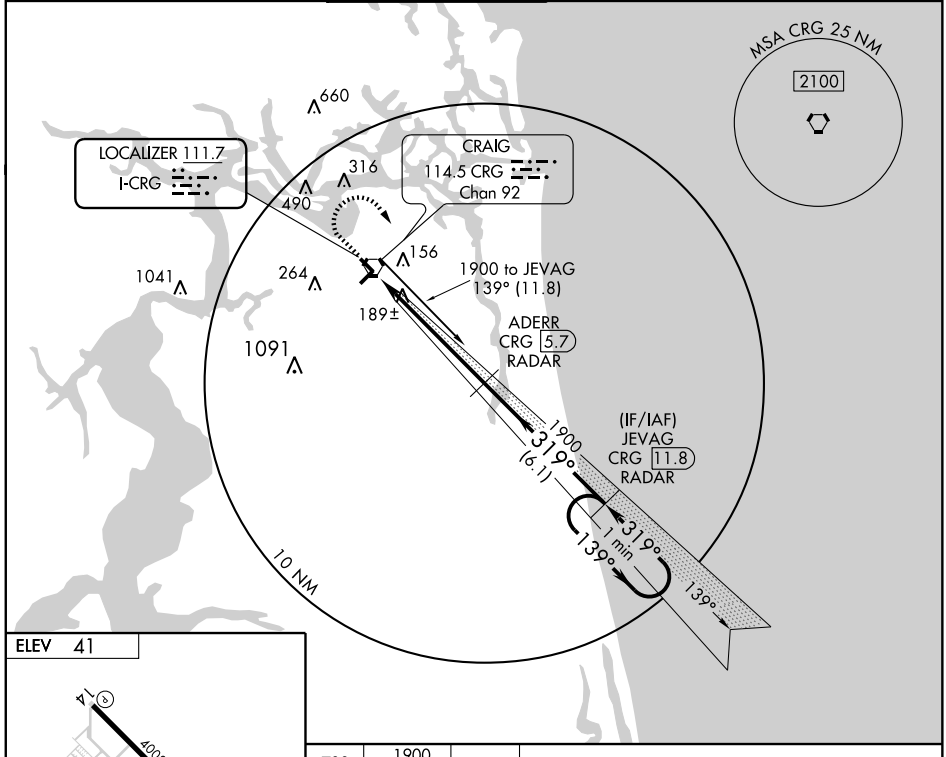
JACKSONVILLE/CRAIG MUNI (CRG)

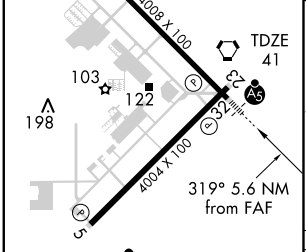
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA to 273, all MDA 40 feet and increase S-LOC Cats. C and D visibility ¼ mile. ASR DME or RADAR REQUIRED.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 via CRG VORTAC R-139 to JEVAG/CRG 11.8 DME/RADAR and hold.

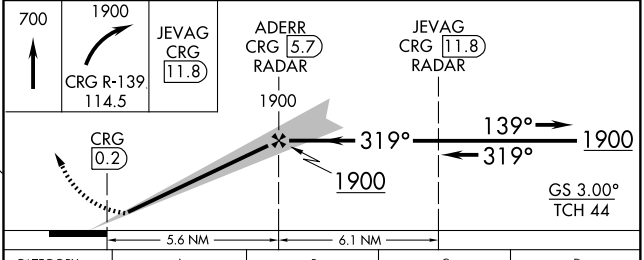
ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95





MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

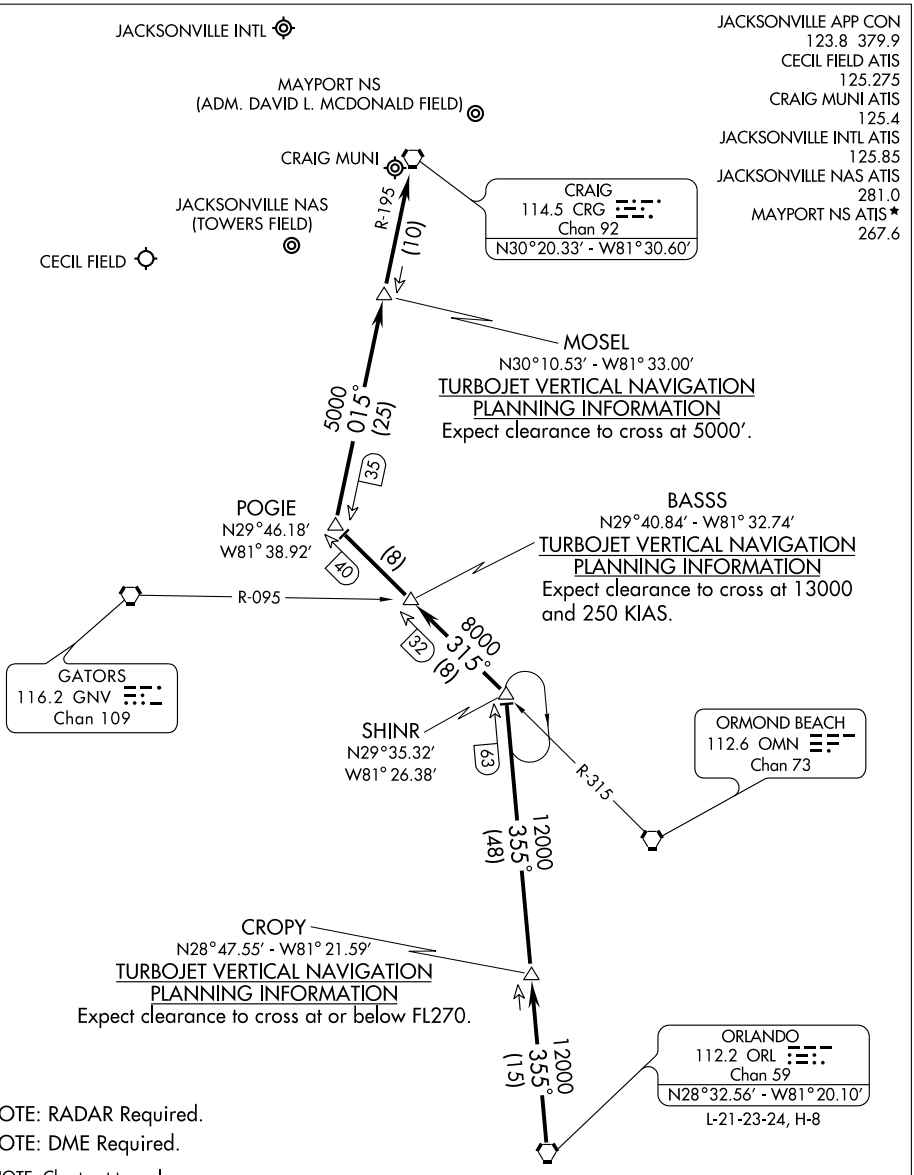
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 32	241-½ 200 (200-½)			
S-LOC 32	440-½ 399 (400-½)			440-¾ 399 (400-¾)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4008
133°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 14

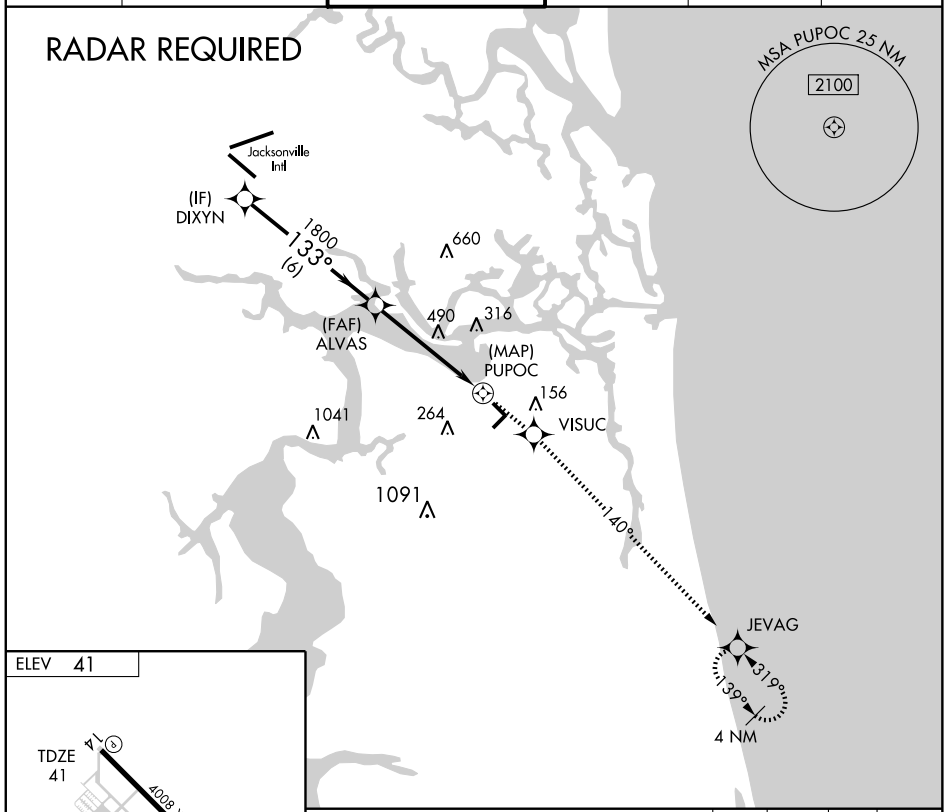
JACKSONVILLE/CRAIG MUNI (CRG)

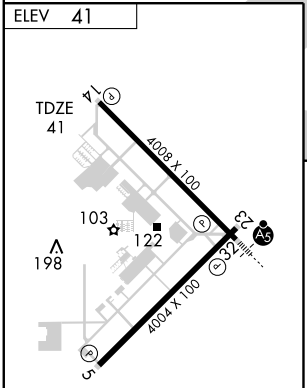
ASR When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

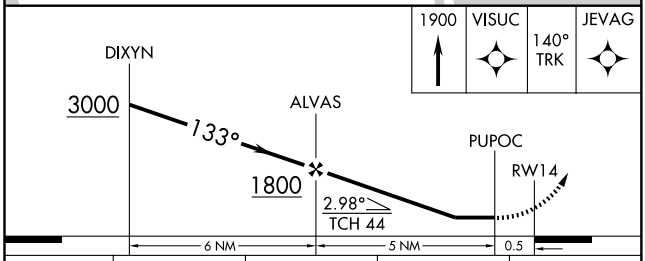
MISSED APPROACH: Climb to 1900 direct VISUC then via 140° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

CATEGORY	A	B	C	D
LNAV MDA	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 57901 W32A	APP CRS 319°	Rwy Idg 4008 TDZE 41 Apt Elev 41

RNAV (GPS) RWY 32

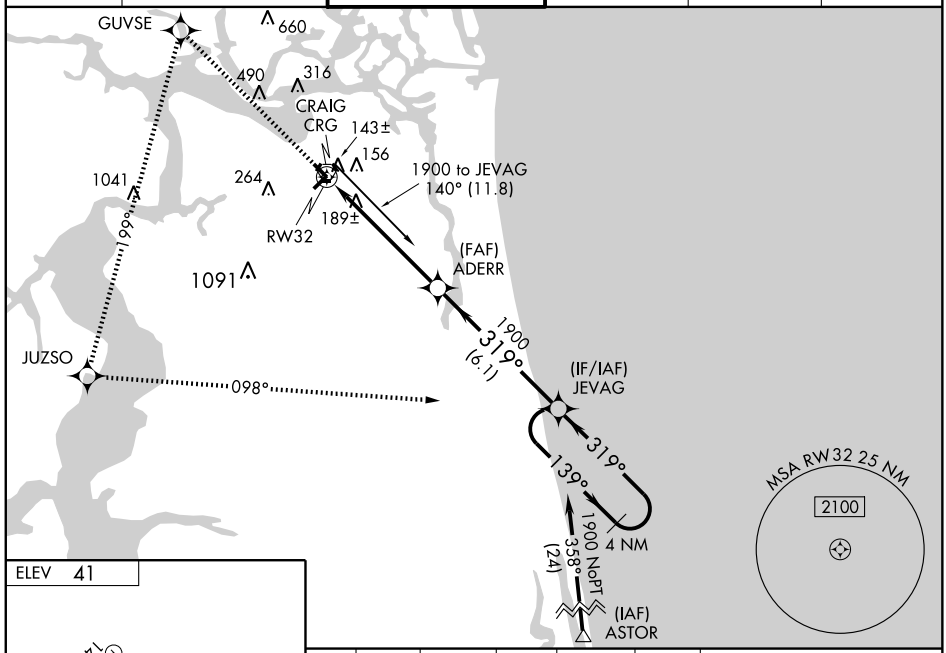
JACKSONVILLE/CRAIG MUNI (CRG)

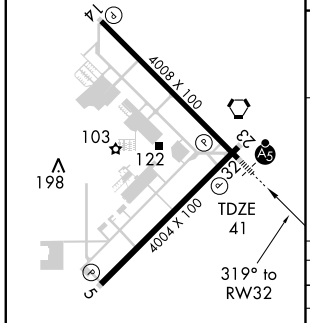
ASR — Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats. visibility to 1¾ and LNAV Cat. C visibility to 1¼. VDP NA when using Jacksonville Intl altimeter setting.

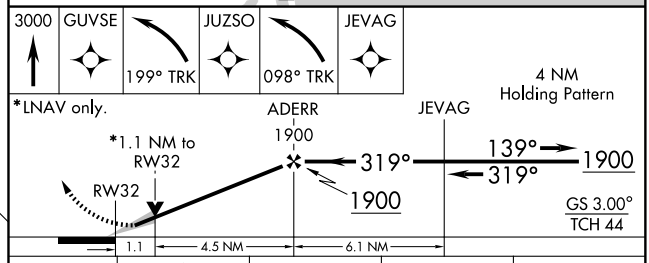
MALSR

MISSED APPROACH: Climb to 3000 direct GUVSE and left turn via 199° track to JUZSO and left turn via 098° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







CATEGORY	A	B	C	D
LPV DA	241-½ 200 (200-½)			
LNAV/VNAV DA	479-1 438 (500-1)			
LNAV MDA	440-½ 399 (400-½)			440-1 399 (400-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

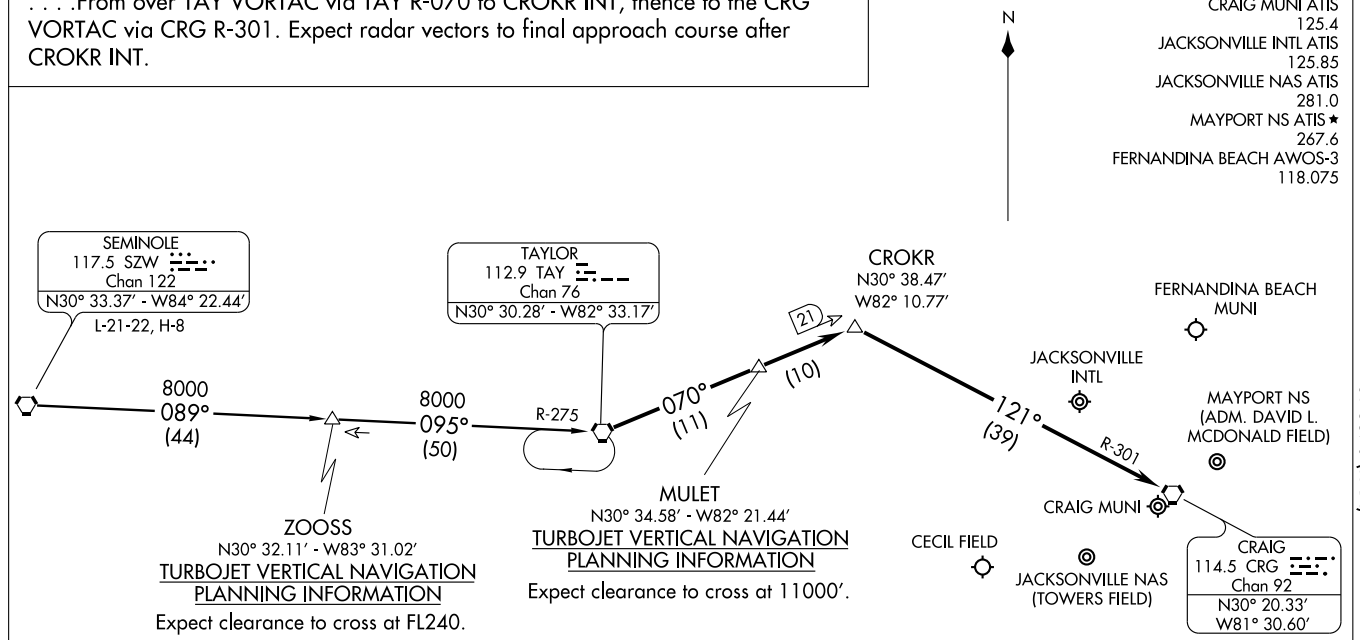
SE-3, 17 DEC 2009 to 14 JAN 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC CRG	APP CRS	Rwy Idg	4008
114.5	330°	TDZE	41
Chan 92		Apt Elev	41

VOR/DME RWY 32

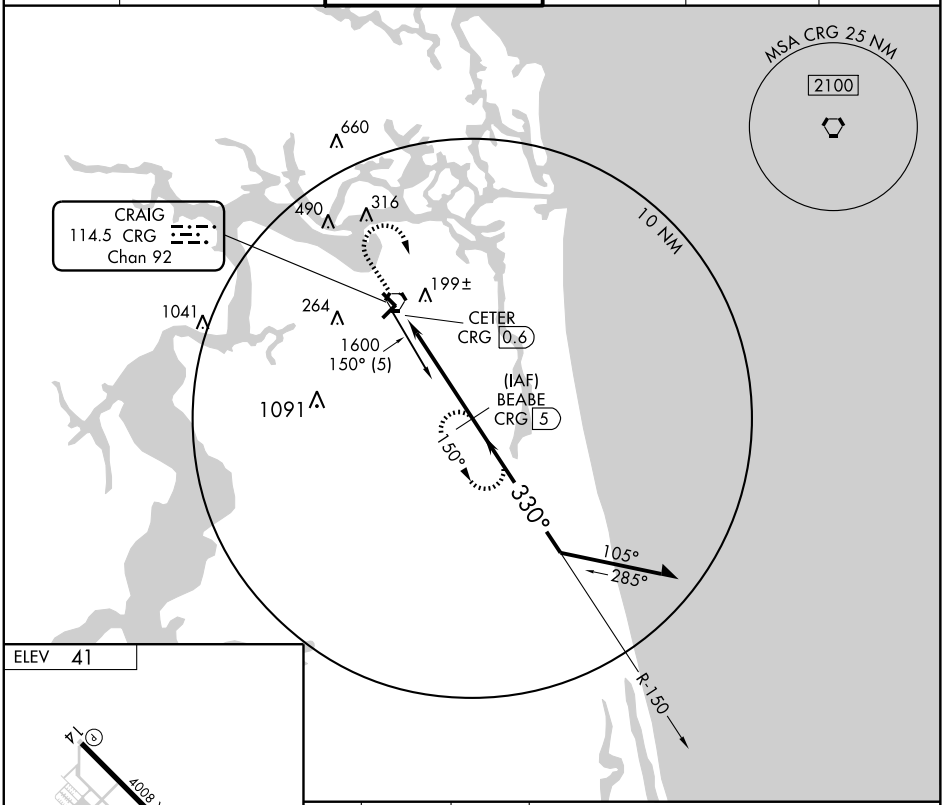
JACKSONVILLE/CRAIG MUNI (CRG)

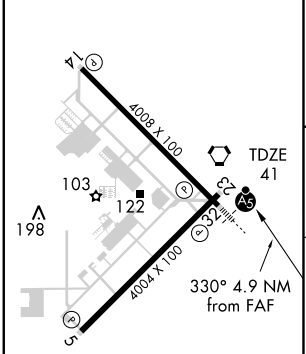
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.
ASR VDP NA when using Jacksonville Intl altimeter setting.

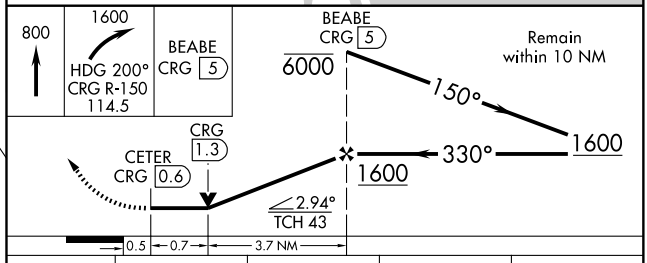
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via heading 200° and CRG VORTAC R-150 to BEABE/CRG 5 DME and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

CATEGORY	A	B	C	D
S-32	460-½ 419 (500-½)		460-¾ 419 (500-¾)	460-1 419 (500-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC CRG	APP CRS	Rwy Idg	4008
114.5	132°	TDZE	41
Chan 92		Apt Elev	41

VOR RWY 14

JACKSONVILLE/CRAIG MUNI (CRG)

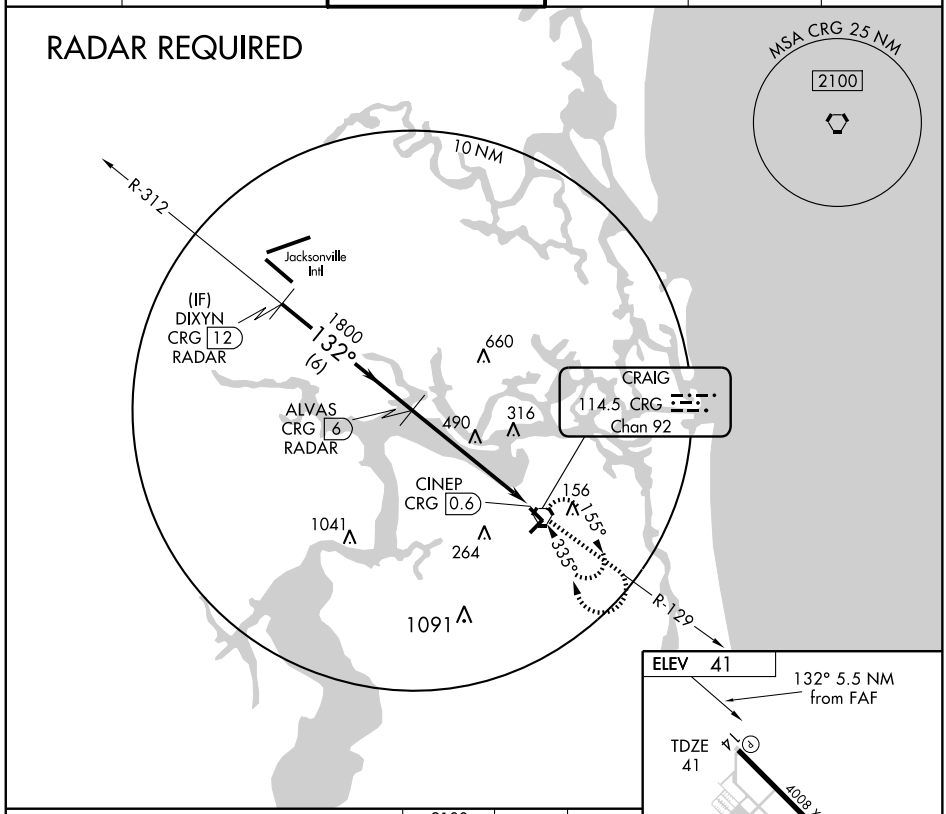
ASR

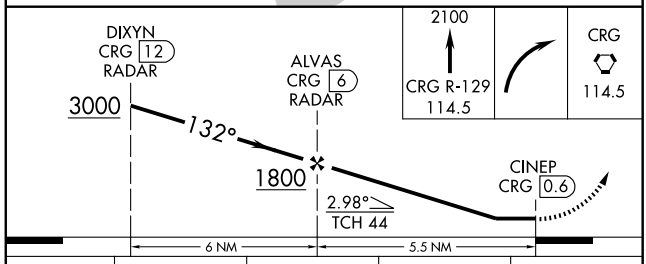
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
DME or RADAR REQUIRED.

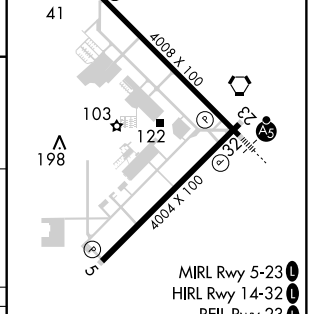
MISSED APPROACH: Climb to 2100 via CRG VORTAC R-129 then right turn direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
S-14	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
249°	TDZE	87
	Apt Elev	87

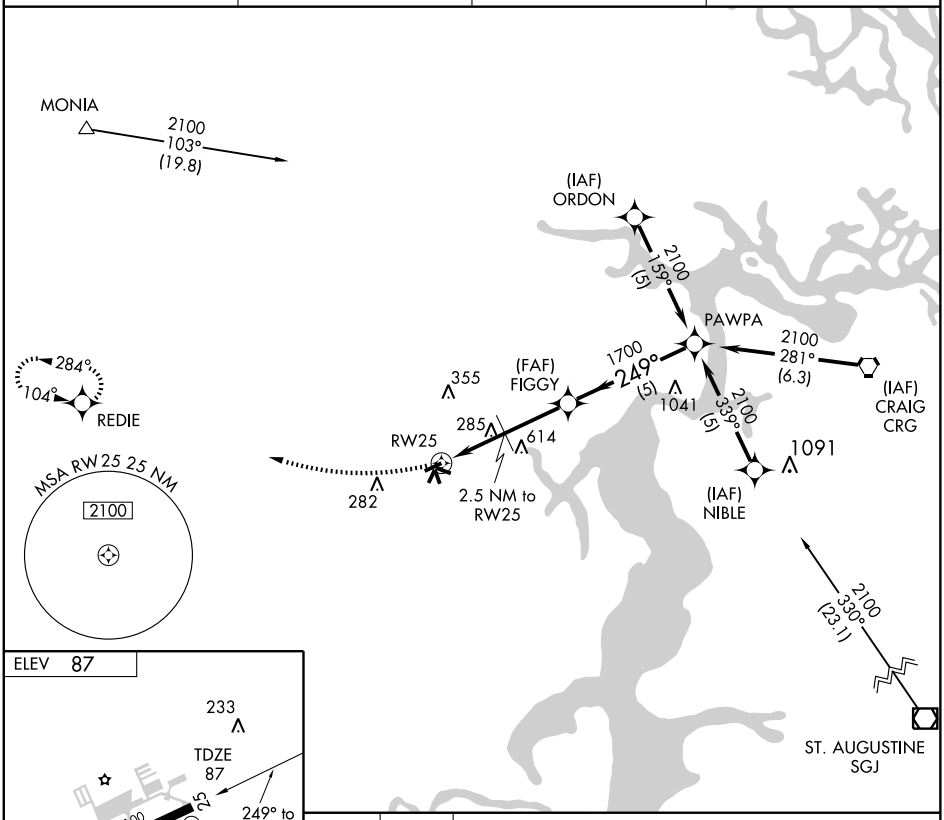
GPS RWY 25

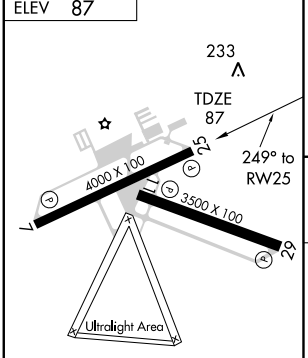
JACKSONVILLE/ HERLONG (HEG)

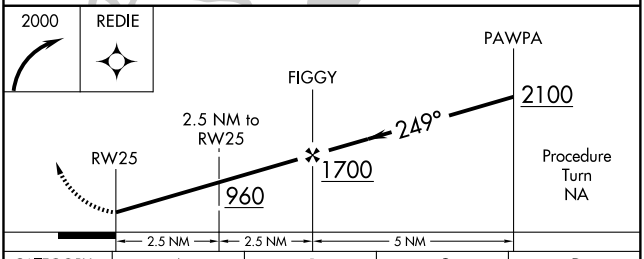
NA

MISSED APPROACH: Climbing right turn to 2000 direct REDIE WP and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 124.4 284.6	121.025	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-25	600-1 513 (600-1)		600-1½ 513 (600-1½)	600-1¾ 513 (600-1¾)
CIRCLING	600-1 513 (600-1)		600-1½ 513 (600-1½)	640-2 553 (600-2)

REIL Rwys 7, 11, and 29
MIRL Rwys 7-25 and 11-29 L

SE-3, 17 DEC 2009 to 14 JAN 2010

LOM JA	APP CRS	Rwy Idg	N/A
344	184°	TDZE	N/A
		Apt Elev	87

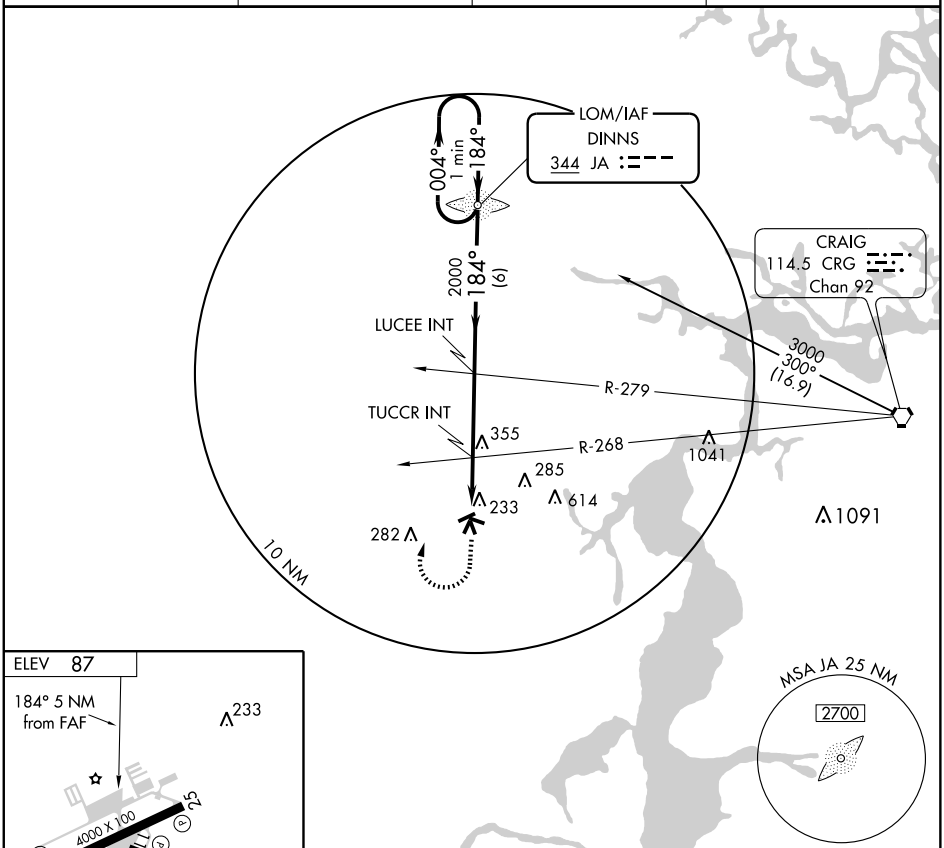
NDB-A

JACKSONVILLE/ HERLONG (HEG)

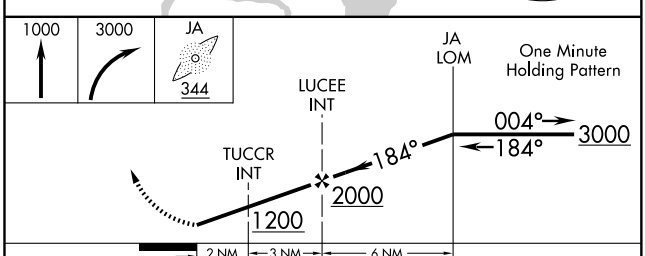
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 124.4 284.6	121.025	123.0 (CTAF) L



REIL Rwys 7, 11 and 29
MIRL Rwys 7-25 and 11-29 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	640-1 553 (600-1)	640-1¼ 553 (600-1¼)	640-1½ 553 (600-1½)	640-2 553 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

08269

AIRPORT DIAGRAM

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA

ATIS 125.85
JACKSONVILLE TOWER
118.3 317.7
GND CON
121.9 348.6
CLNC DEL
119.5 290.275

30°31'N
81°41'W
81°42'W
30°30'N
30°29'N

VAR 5.4°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

400 X 200
BAK 14
256.0°
25
ELEV 26

FIELD ELEV 29
BAK 14
10000 X 150
075.9°
400 X 200

SHELTAIR AVIATION
SERVES FBO RAMP
FIRE STATION
SIGNATURE FLIGHT SUPPORT FBO RAMP
CONTROL TOWER 191
CITY RAMP
202
MAIN TERMINAL
CUSTOMS
AIR CARGO RAMP 1
AIR CARGO RAMP 2
AIR CARGO RAMP 3

ELEV 27
200 X 150
13
M1
M2
M3
135.9°
FLORIDA ANG APRON
NWS
7701 X 150
315.9°
31
200 X 150
ELEV 24

RWY 7-25
S100, D208, ST175, DT358
RWY 13-31
S100, D190, ST175, DT330

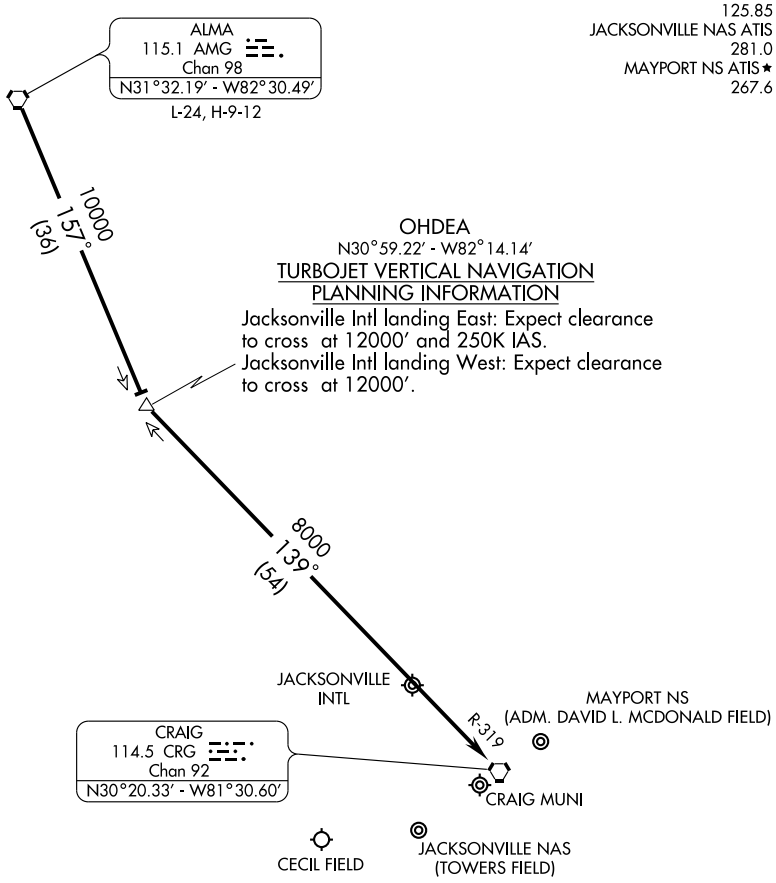
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 17 DEC 2009 to 14 JAN 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

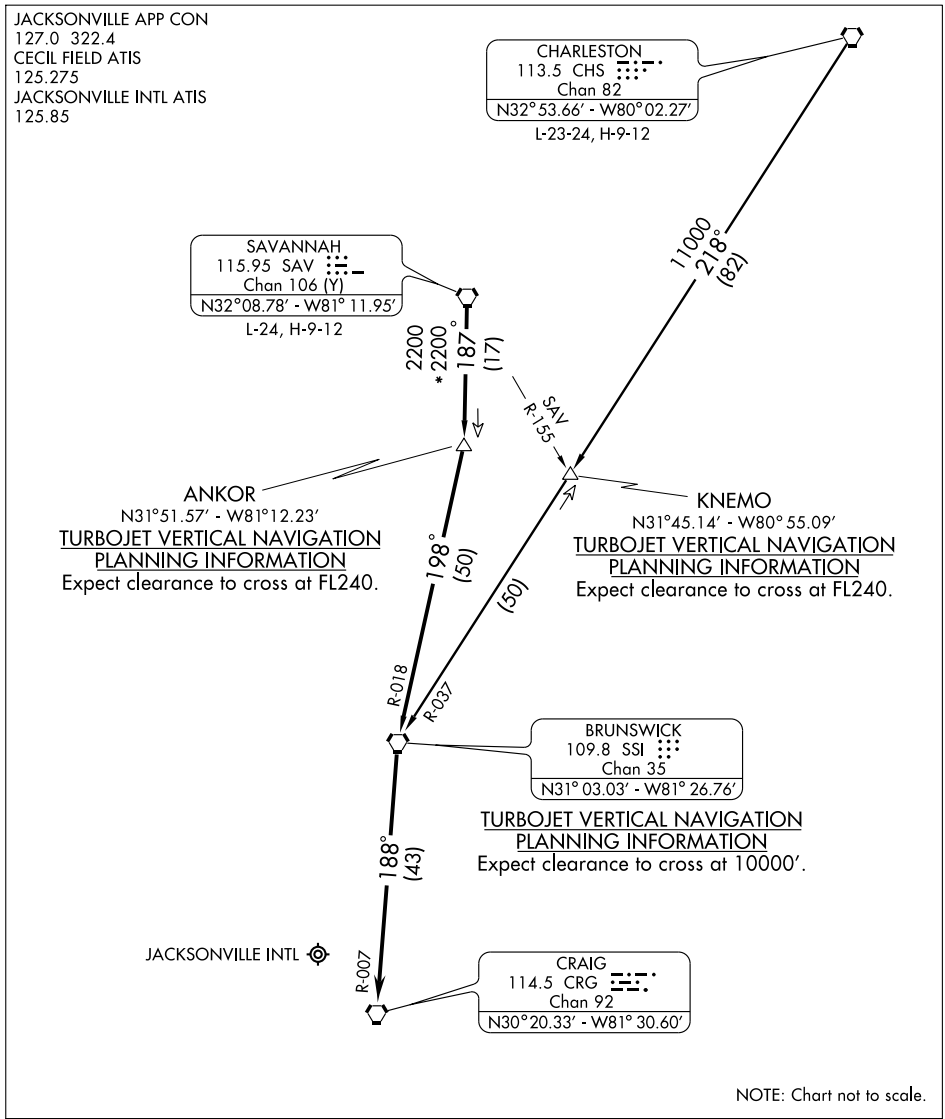
ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

BRUNSWICK THREE ARRIVAL (SSI.SSI3)

ST-5570 (FAA)

JACKSONVILLE INTL
JACKSONVILLE, FLORIDA



CHARLESTON TRANSITION (CHS.SSI3): From over CHS VORTAC via CHS R-218 and SSI R-037 to SSI VORTAC. Thence. . . .

SAVANNAH TRANSITION (SAV.SSI3): From over SAV VORTAC via SAV R-187 and SSI R-018 to SSI VORTAC. Thence. . . .

. . . .From over SSI VORTAC via SSI R-188 and CRG R-007 to CRG VORTAC. Expect radar vectors to final approach after SSI VORTAC.

SE-3, 17 DEC 2009 to 14 JAN 2010

HI-ILS RWY 7

LOC I-JAX	APCH CRS	Rwy ldg 10,000 / TDZE 30 / Arpt Elev 30
110.7	074°	

JAL-5570 [USAF]

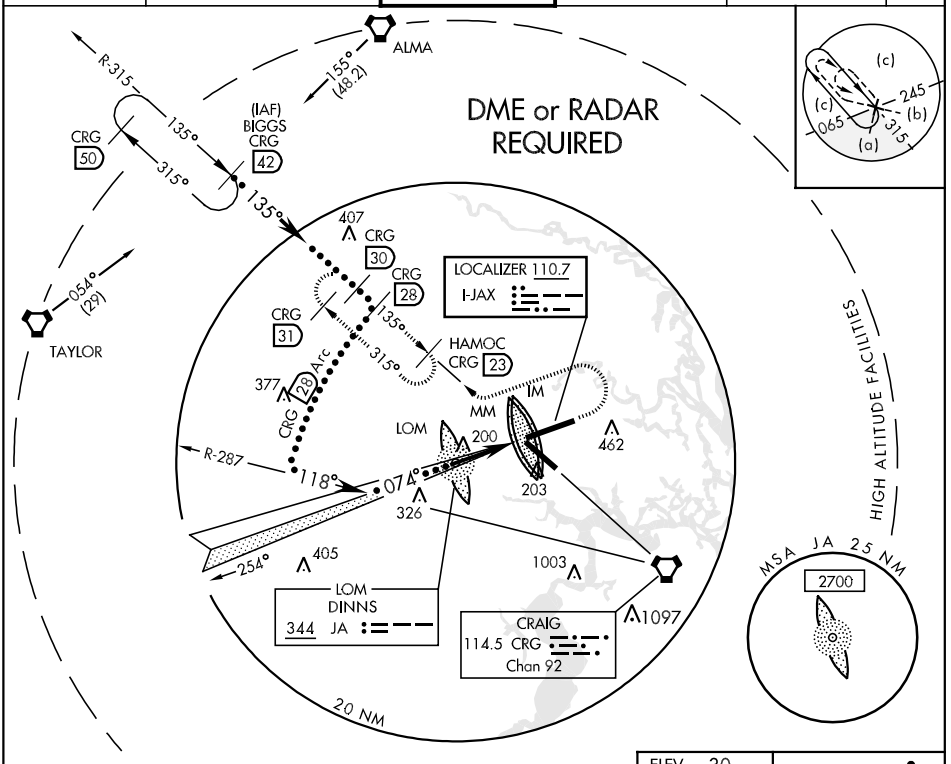
JACKSONVILLE INTL (KJAX)

* When ALS inop, increase RVR to 4000. When MM inop, increase CAT E vis ¼ mile and increase DH 50 feet.
** When ALS inop, increase CAT E vis ½ mile.

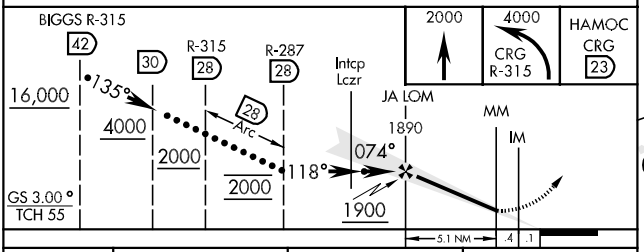
ALSF-2

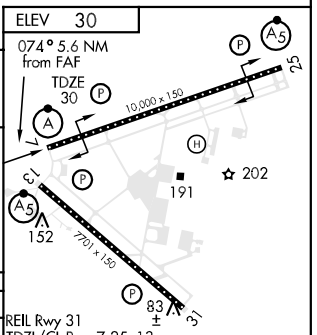
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-ILS 7 *	230/18 200 (200-½)	230/20 200 (200-½)	230/24 200 (200-½)
S-LOC 7 **	460/40 430 (500-¾)	460/50 430 (500-1)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

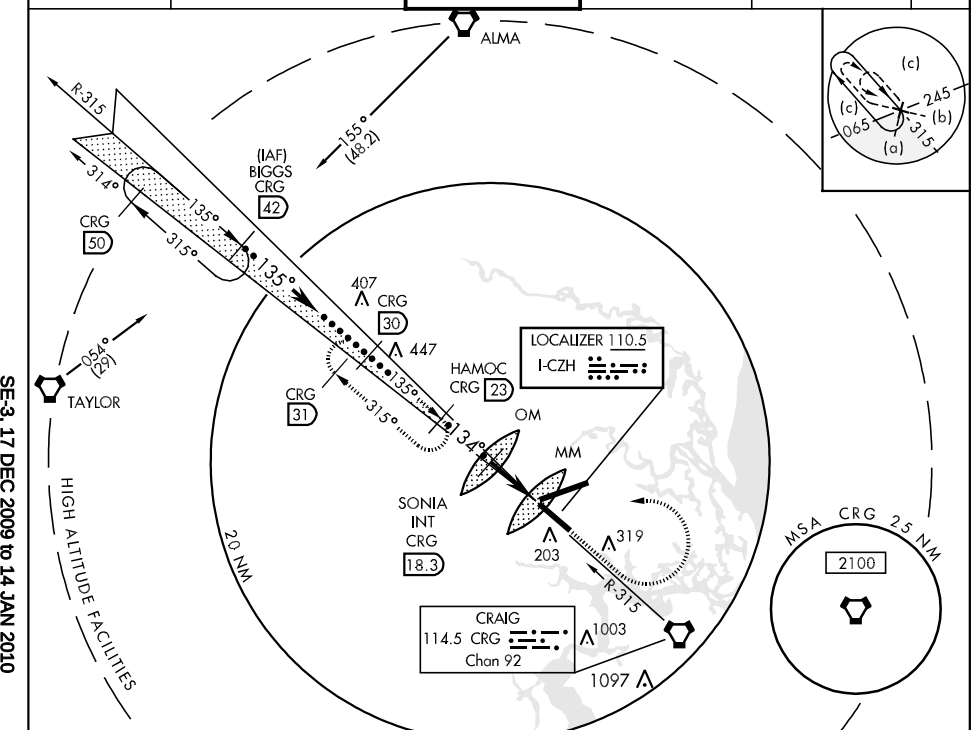
HI-ILS RWY 13

LOC I-CZH	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.5	134°	7701 / 27 / 30		

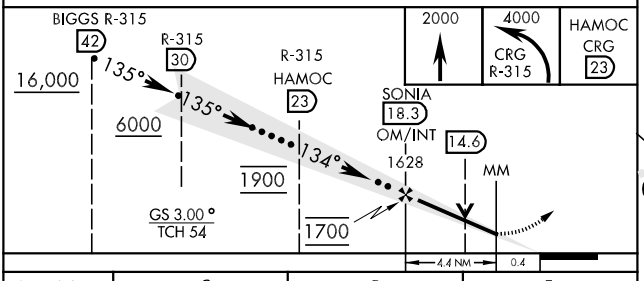
MALSR

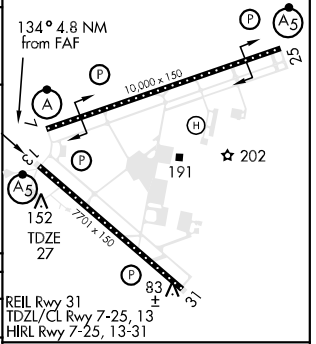
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-ILS 13	227-½ 200 (200-½)		
S-LOC 13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 4.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

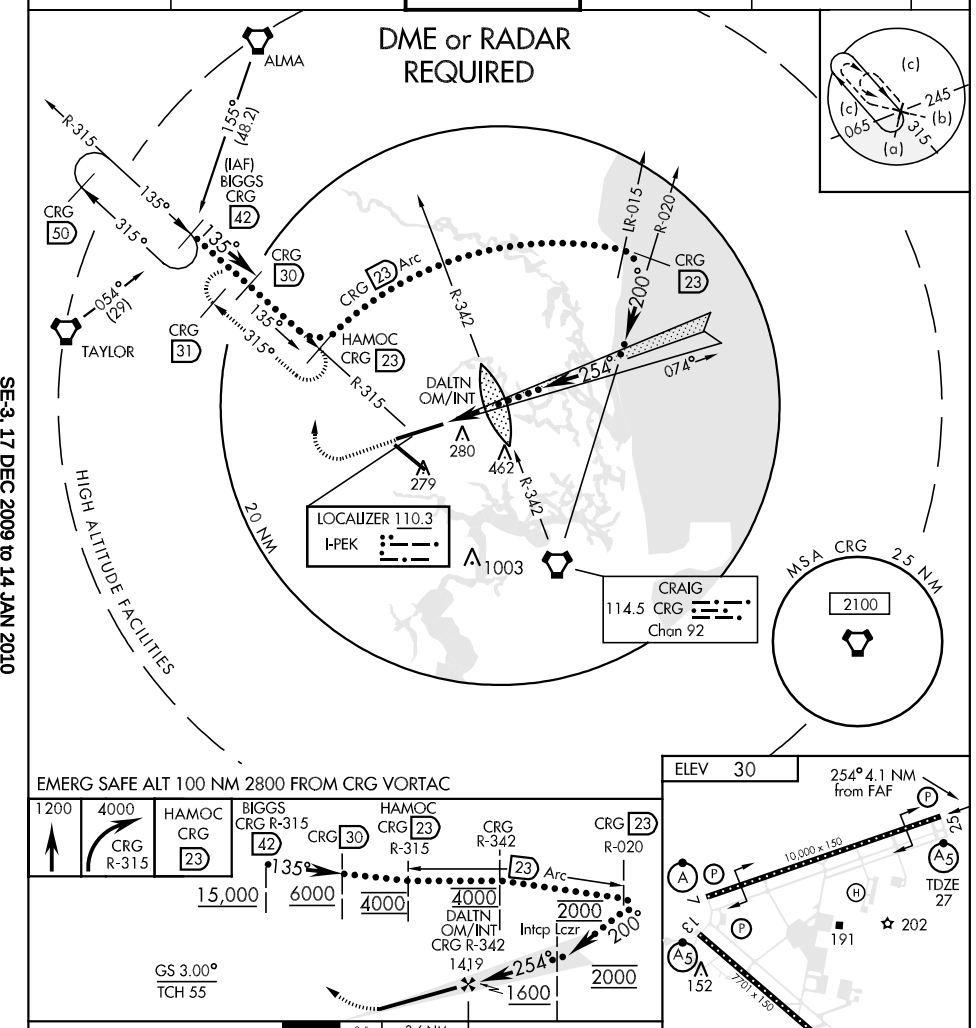
HI-ILS RWY 25

LOC I-PEK	APCH CRS	Rwy ldg 10,000 TDZE 27 Arpt Elev 30	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.3	254°			

MALSR

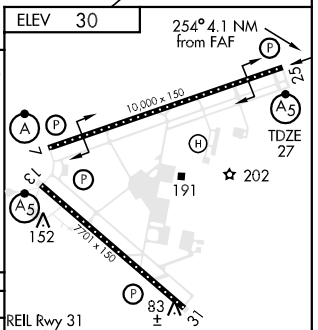
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	



SE-3, 17 DEC 2009 to 14 JAN 2010

EMERG SAFE ALT 100 NM 2800 FROM CRG VORTAC



CATEGORY	C	D	E
S-ILS 25	227/24 200 (200-½)		
S-LOC 25	400/24 373 (400-½)	400/40 373 (400-¾)	400/50 373 (400-1)
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 3.6 NM					
Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

HI-TACAN RWY 13

TACAN	APCH CRS	Rwy Idg	7701
CRG Chan 92	135°	TDZE	27
		Arpt Elev	30

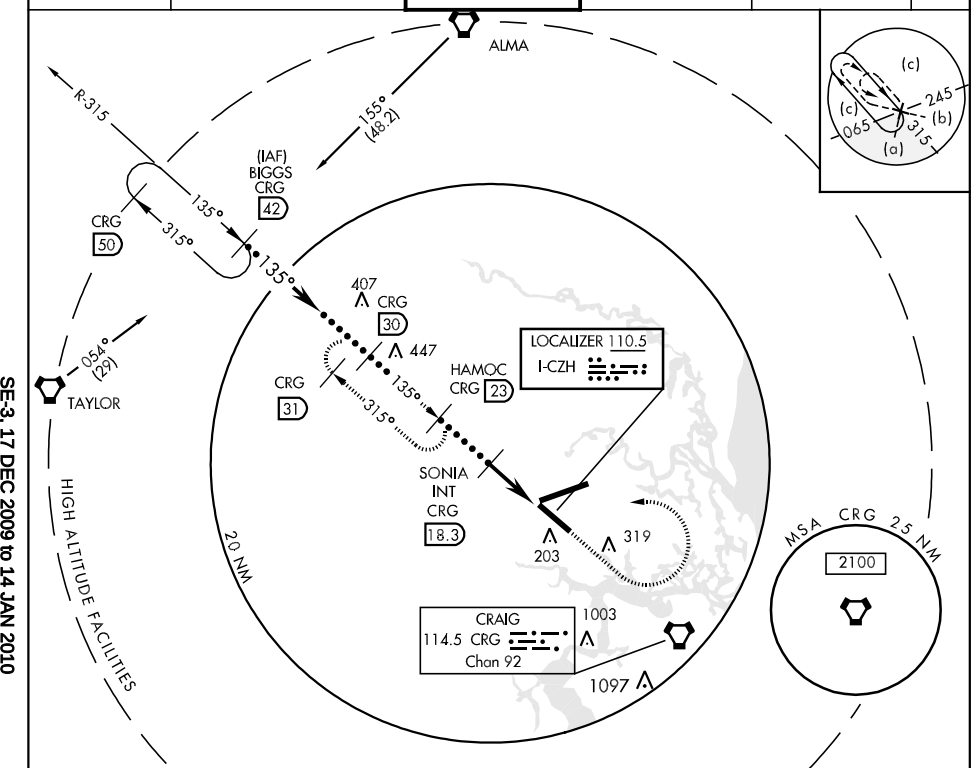
JAL-5570 [USAF]

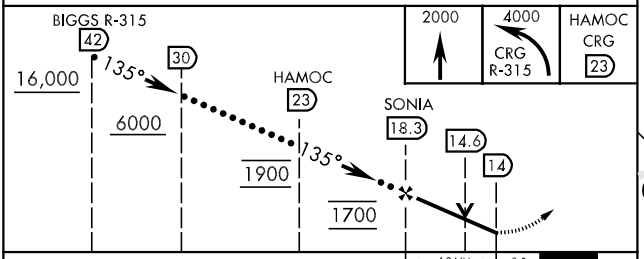
JACKSONVILLE INTL (KJAX)

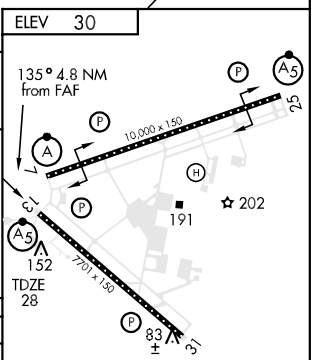
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	







CATEGORY	C	D	E
S-13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

LOC I-PEK	APP CRS	Rwy Idg	10000
110.3	254°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 25
JACKSONVILLE INTL (JAX)

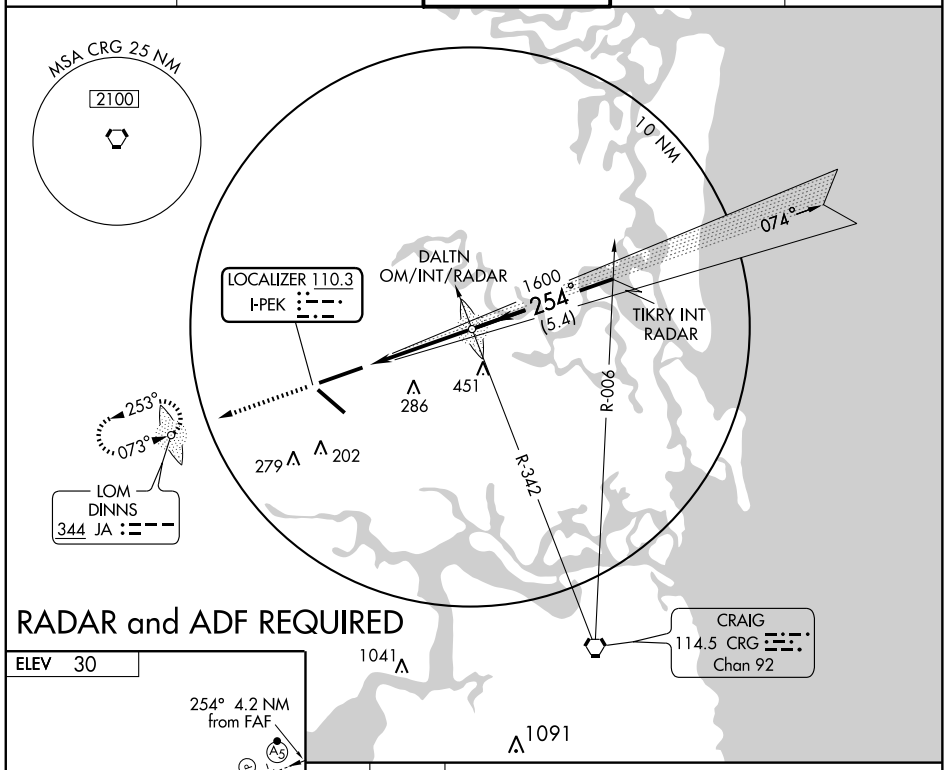
ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

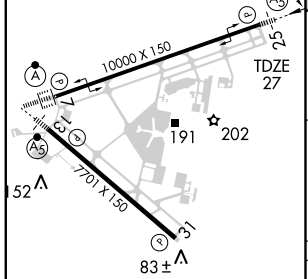
MALSR

MISSED APPROACH: Climb to 2000 direct DINNS LOM and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

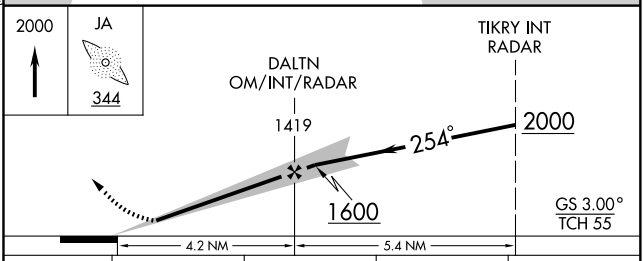


RADAR and ADF REQUIRED



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 25	* 227/24 200 (200-½)			
S-LOC 25	400/24 373 (400-½)			400/40 373 (400-¾)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7
JACKSONVILLE INTL (JAX)

ASR

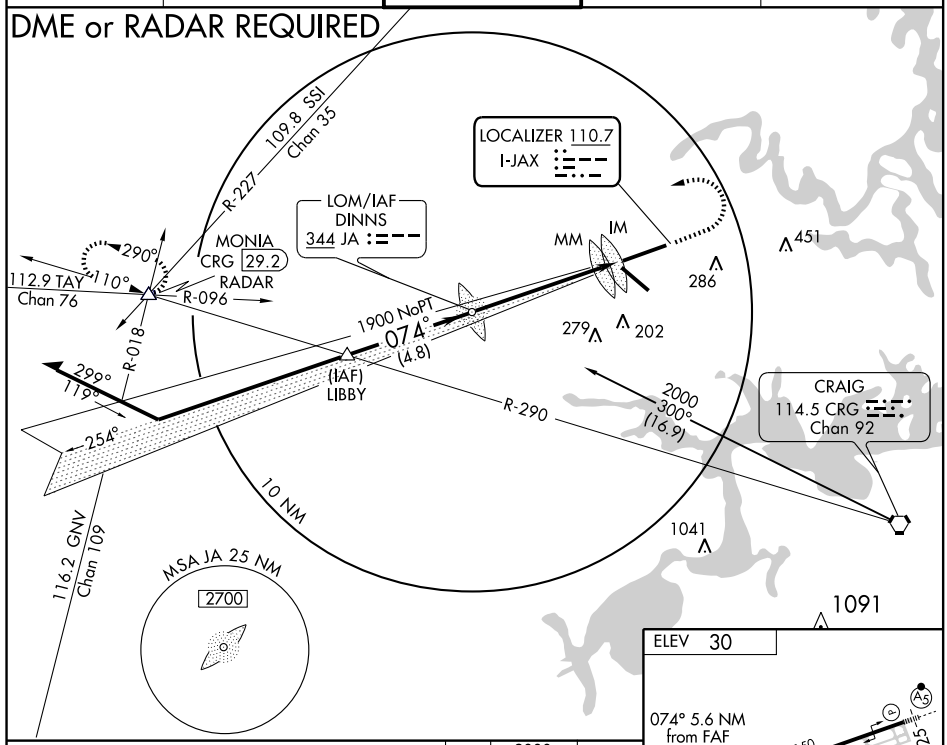
For inoperative ALSF, increase S-ILS visibility to RVR 4000 Cat. E and S-LOC visibility to RVR 6000 Cat. E. For inoperative TDZL or RCLS, increase S-ILS visibility to RVR 2400 Cat. E. For inoperative RVR increase S-ILS visibility to ½ mile.

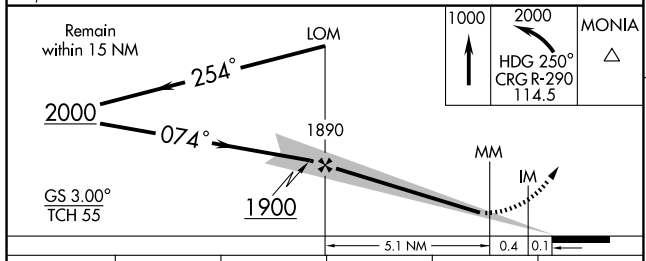
ALSF-2

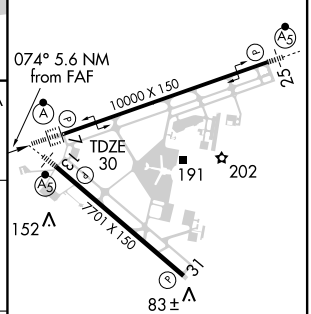
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 7	230/18 200 (200-½)				
S-LOC 7	380/24 350 (400-½)			380/40 350 (400-¾)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-3, 17 DEC 2009 to 14 JAN 2010

JACKSONVILLE, FLORIDA AL-5570 (FAA)

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT II)
JACKSONVILLE INTL (JAX)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
112.9 TAY Chan 76
LOCALIZER 110.7 I-JAX
LOM/IAF DINNS 344 JA
MONIA CRG 29.2 RADAR
R-227
R-096
R-018
290°
110°
299°
119°
254°
1900 NoPT
074° (4.8)
(IAF) LIBBY
MM
IM
451
286
279
202
CRAIG 114.5 CRG Chan 92
R-290
2000
300° (16.9)
10 NM
1041
1091
116.2 GNV Chan 109
MSA JA 25 NM
2700

ELEV 30

Remain within 15 NM
LOM
254°
1890
2000
074°
1900
MM
DH RA 162
IM
DH RA 100
30 MSL
GS 3.00°
TCH 55
5.1 NM 938′ 954′ 858′ 1049′

1000 2000 MONIA
HDG 250° CRG R-290 114.5

TDZE 30
10000 X 150
7-25
13-31
7701 X 150
191 202
152
83±

CATEGORY	A	B	C	D
S-ILS 7	RA 162/16	150	DA 180	
S-ILS 7	RA 100/12	100	DA 130	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT III)
JACKSONVILLE INTL (JAX)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
112.9 TAY Chan 76
R-227
MONIA CRG 29.2 RADAR
R-096
R-018
290°
110°
LOCALIZER 110.7 I-JAX
LOM/IAF DINNS 344 JA
MM
IM
451
286
279
202
1900 NoPT
074°
(4.8)
299°
119°
254°
(IAF) LIBBY
R-290
2000
300°
(16.9)
CRAIG 114.5 CRG Chan 92
10 NM
MSA JA 25 NM
2700
1041
1091
116.2 GNV Chan 109

ELEV 30

Remain within 15 NM
LOM
254°
1890
2000
1900
MM
229
074°
IM
130
GS 3.00°
TCH 55
30 MSL
5.1 NM
1882'
868'
1049'

1000	2000	MONIA
	HDG 250° CRG R-290 114.5	

TDZE 30
10000 X 150
7701 X 150
25
7
13
31
191
202
152
83 ±

CATEGORY	A	B	C	D
S-ILS 7		CAT III a	RVR 07	
S-ILS 7		CAT III b	RVR 06	

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-CZH	APP CRS	Rwy Idg	7701
110.5	134°	TDZE	27
		Apt Elev	30

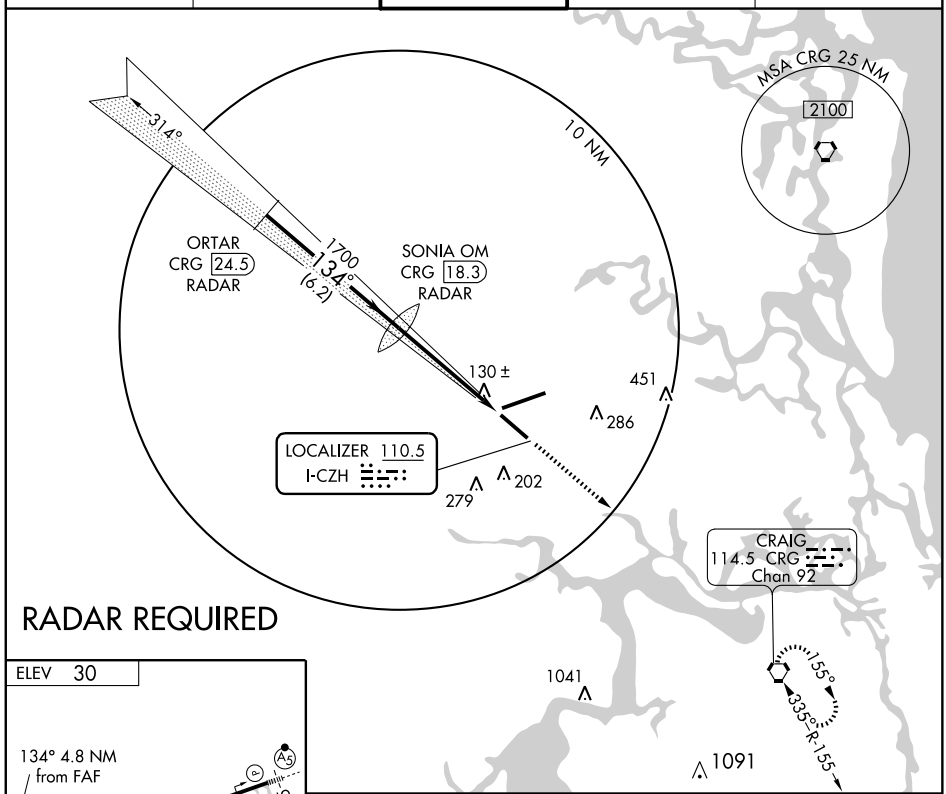
ILS RWY 13
JACKSONVILLE INTL (JAX)

ASR

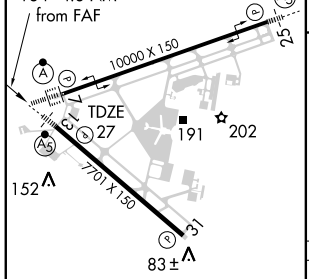
MALSR

MISSED APPROACH: Climb to 2000 direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

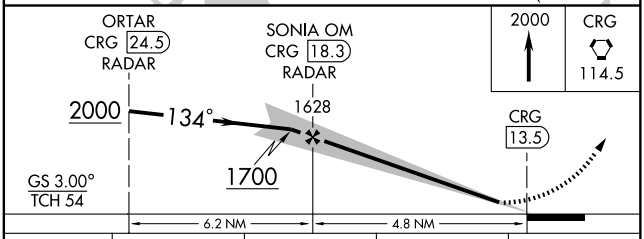


RADAR REQUIRED



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

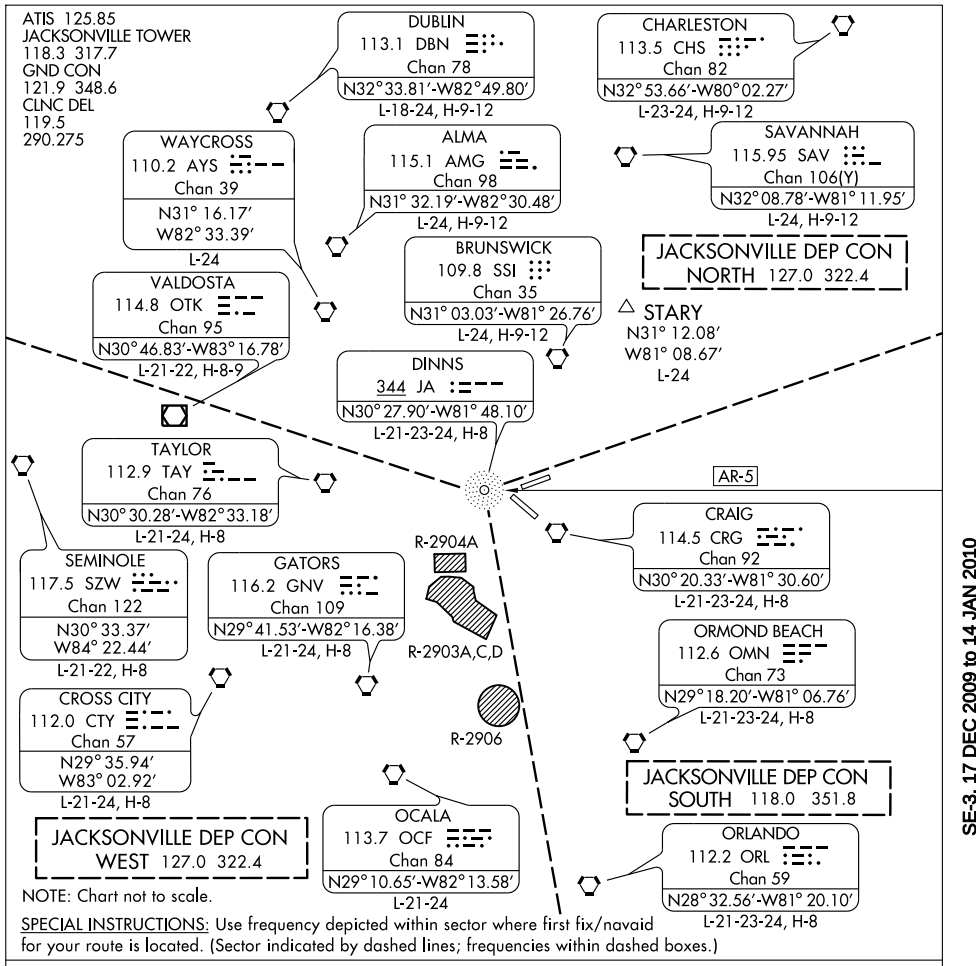
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 13	227-½ 200 (200-½)			
S-LOC 13	380-½ 353 (400-½)			380-1 353 (400-1)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

JACKSONVILLE FOUR DEPARTURE



SPECIAL INSTRUCTIONS: Use frequency depicted within sector where first fix/navaid for your route is located. (Sector indicated by dashed lines; frequencies within dashed boxes.)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: All aircraft cleared as filed, maintain 3,000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL TAKE-OFF INSTRUCTIONS:

RUNWAYS 7/13: Departing north/west departure control area, fly heading 070° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 7/13: Departing south departure control area, fly heading 130° or as assigned. Departure frequency 118.0/351.8.

RUNWAYS 25/31: Departing north departure control area, fly heading 310° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing west departure control area, fly heading 250° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing south departure control area, fly heading 220° or as assigned. Departure frequency 118.0/351.8.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOM JA	APP CRS	Rwy Idg	10000
344	073°	TDZE	30
		Apt Elev	30

NDB RWY 7
JACKSONVILLE INTL (JAX)

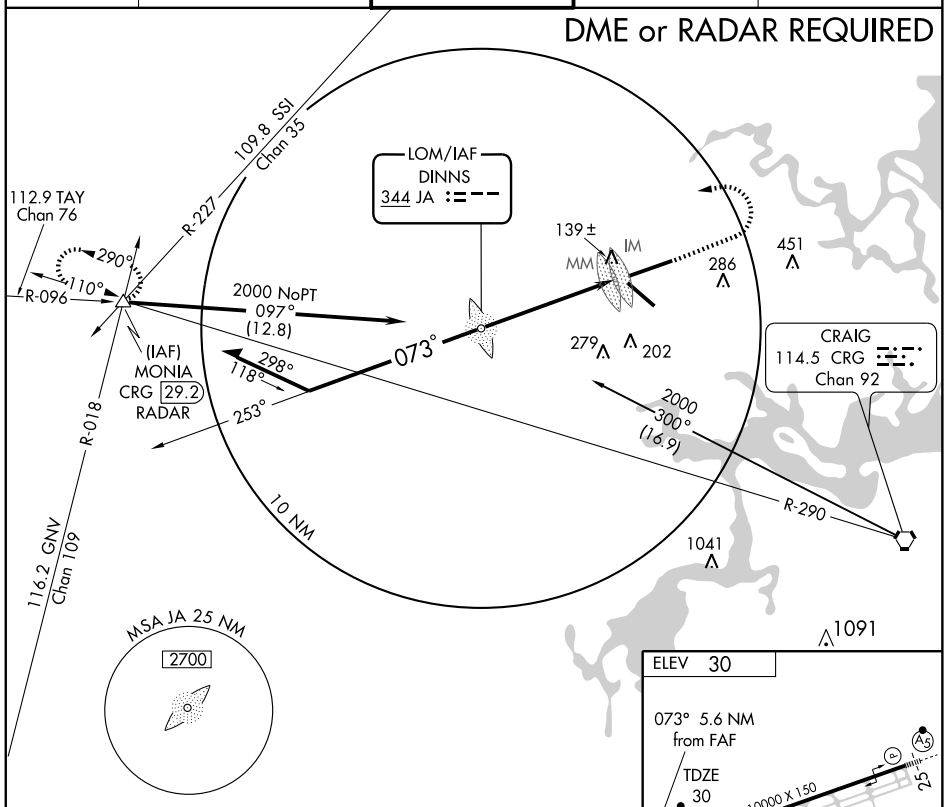
ASR

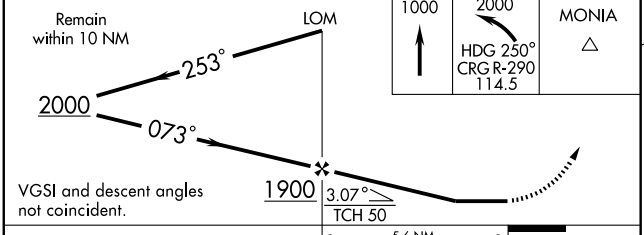
ALSF-2

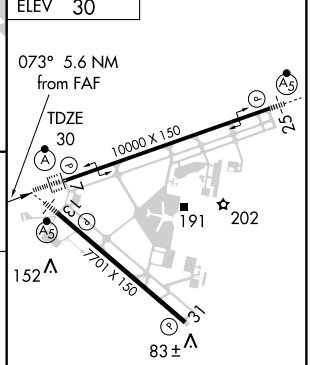
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED







REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

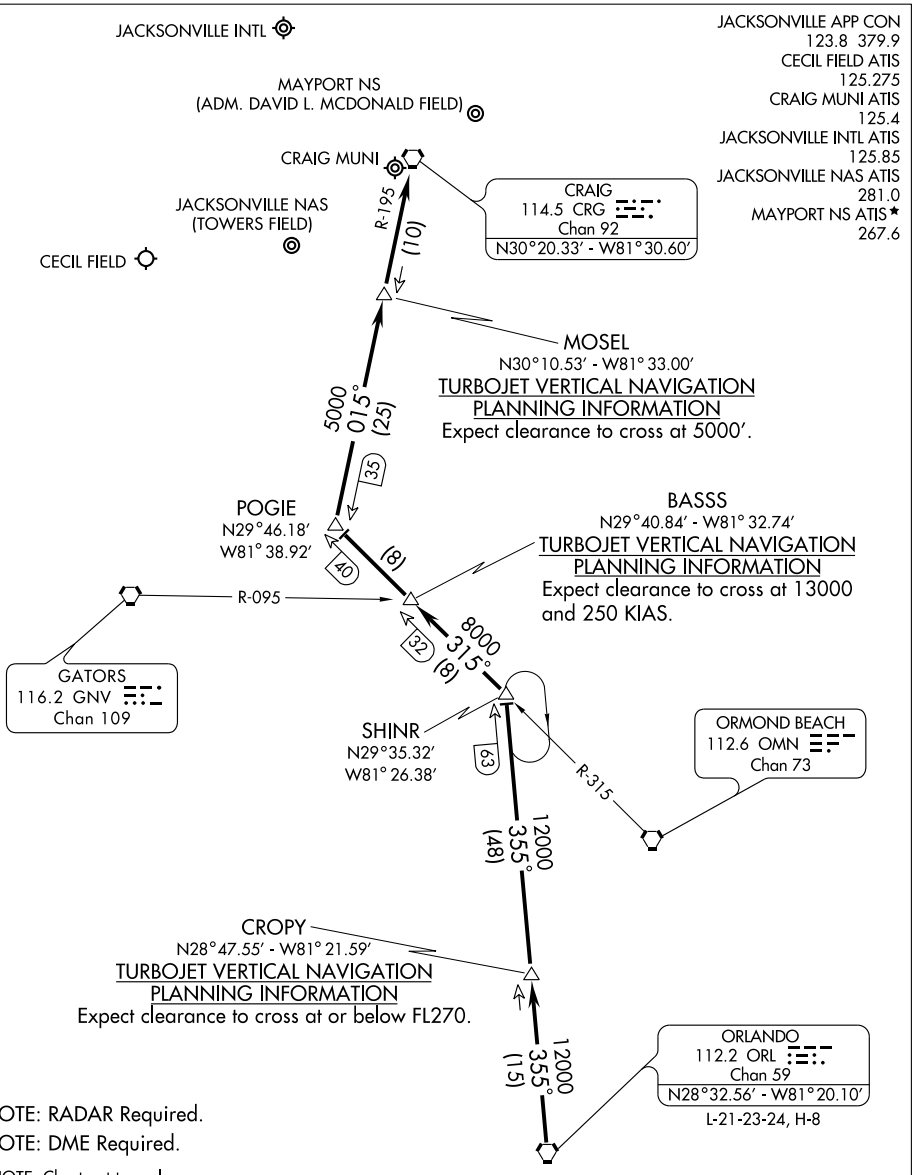
CATEGORY	A	B	C	D
S-7	520/40 490 (500-¾)			520/60 490 (500-1¼)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-3. 17 DEC 2009 to 14 JAN 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	10000
073°	TDZE	30
	Apt Elev	30

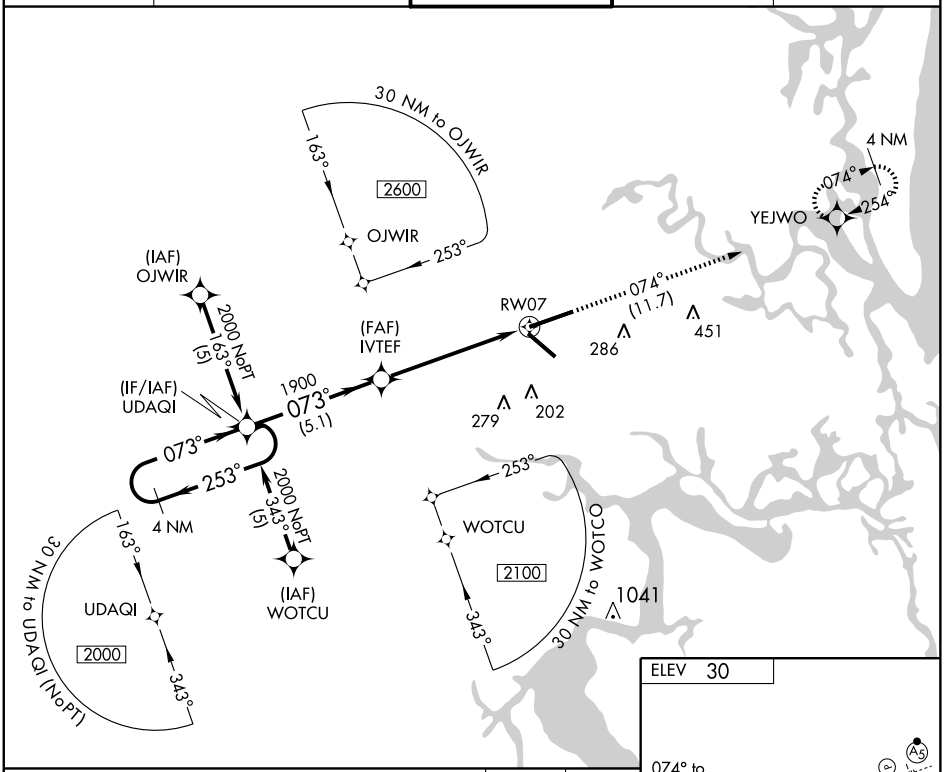
RNAV (GPS) RWY 7
JACKSONVILLE INTL (JAX)

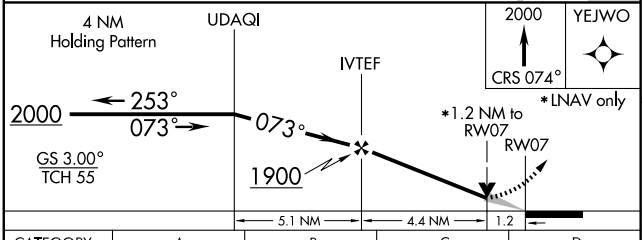
T NA ASR — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

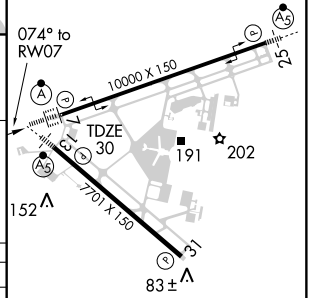
ALSF-2

MISSED APPROACH: Climb to 2000 via 074° course to YEJWO WP and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460/50 430 (500-1)			
LNAV MDA	460/24 430 (500-½)		460/40 430 (500-¾)	460/50 430 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

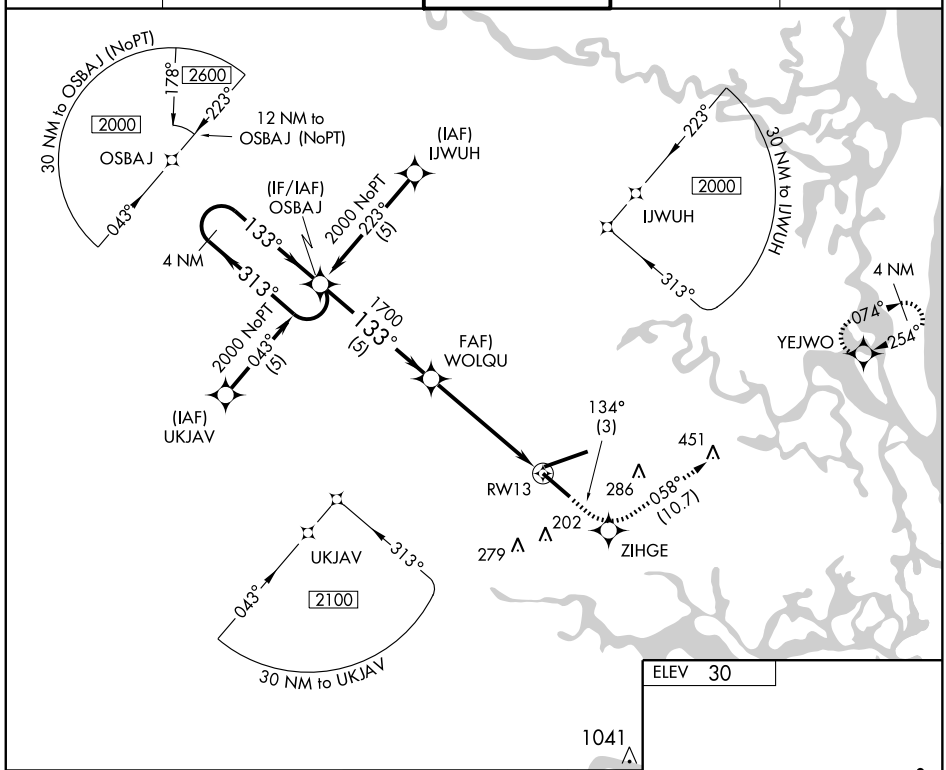
APP CRS	Rwy ldg	7701
133°	TDZE	27
	Apt Elev	30

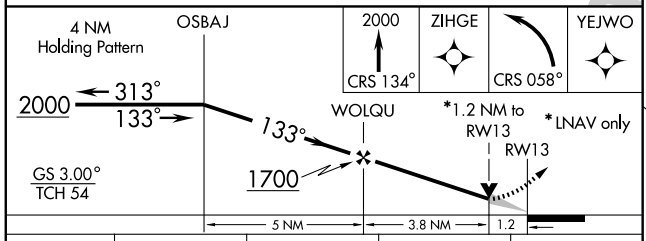
RNAV (GPS) RWY 13

JACKSONVILLE INTL (JAX)

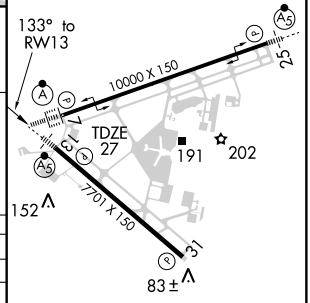
ANA ASR	Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MALSR MISSED APPROACH: Climb to 2000 via course 134° to ZIHGE WP then left turn via course 058° to YEJWO WP and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460-1 433 (500-1)			
LNAV MDA	460-½ 433 (500-½)		460-¾ 433 (500-¾)	460-1 433 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
254°	TDZE	27
	Apt Elev	30

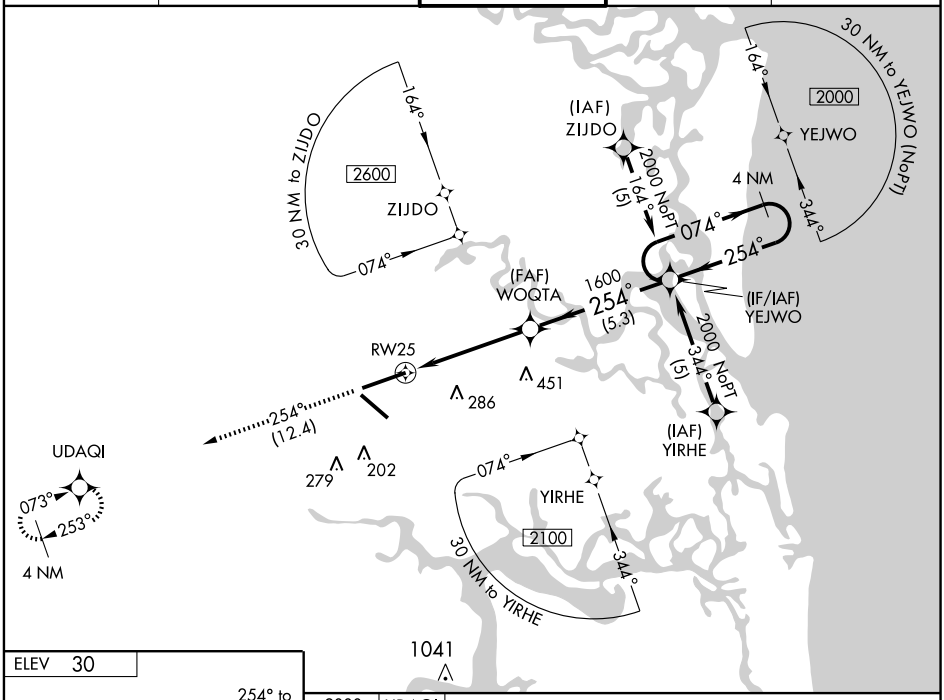
RNAV (GPS) RWY 25
JACKSONVILLE INTL (JAX)

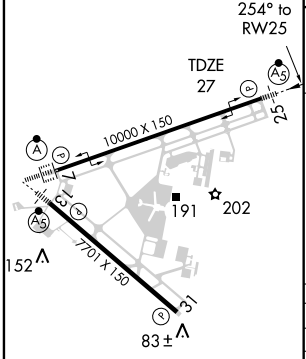
ASR NA — For inoperative MALSR increase all LNAV/VNAV visibilities to RVR 6000. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

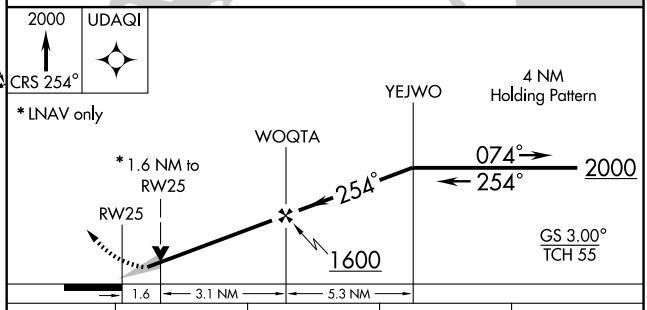
MALSR

MISSED APPROACH: Climb to 2000 via 254° course to UDAQI WP and hold

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	380/40 353 (400-¾)			
LNAV MDA	600/24 573 (600-½)		600/50 573 (600-1)	600/60 573 (600-1¼)
CIRCLING	600-1¼ 570 (600-1¼)		600-1½ 570 (600-1½)	640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3. 17 DEC 2009 to 14 JAN 2010

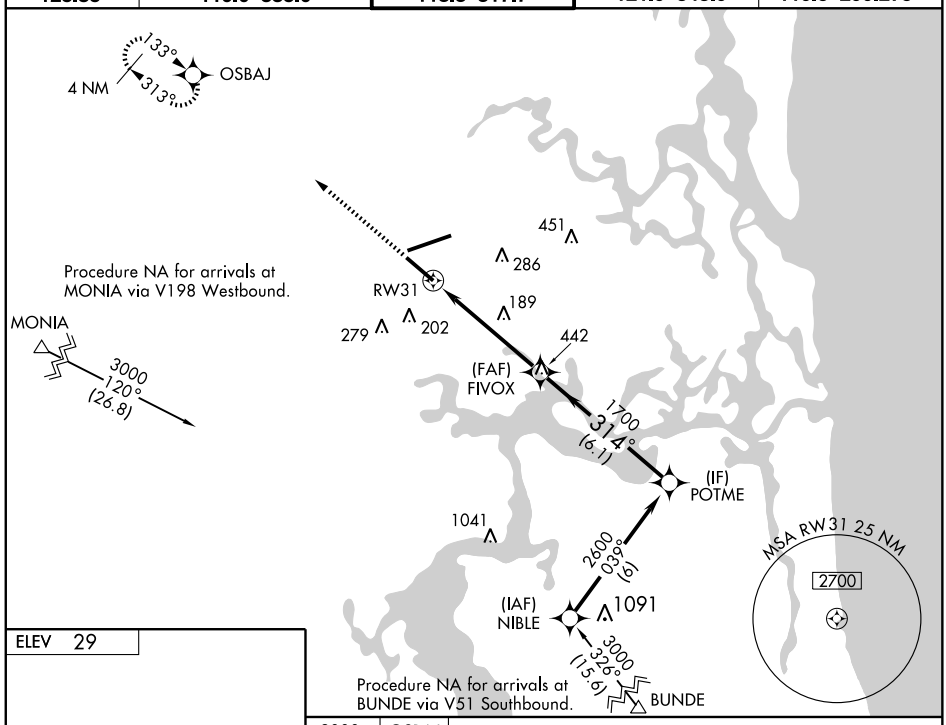
WAAS	APP CRS	Rwy Idg	7701
CH 40199	314°	TDZE	24
W31A		Apt Elev	29

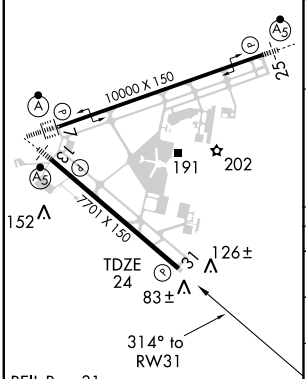
RNAV (GPS) RWY 31
JACKSONVILLE INTL (JAX)

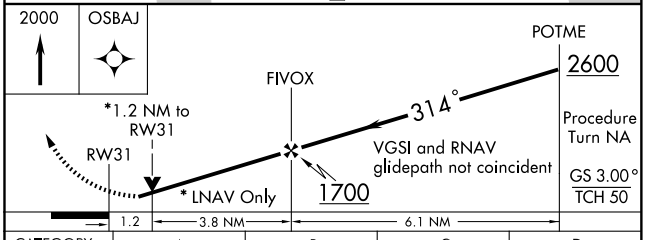
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
VDP and Baro-VNAV NA when using Craig Muni altimeter setting.
ASR If local altimeter setting not received, use Craig Muni altimeter setting and increase LPV DA to 368 feet, LNAV/VNAV DA to 424 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct OSBAJ and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





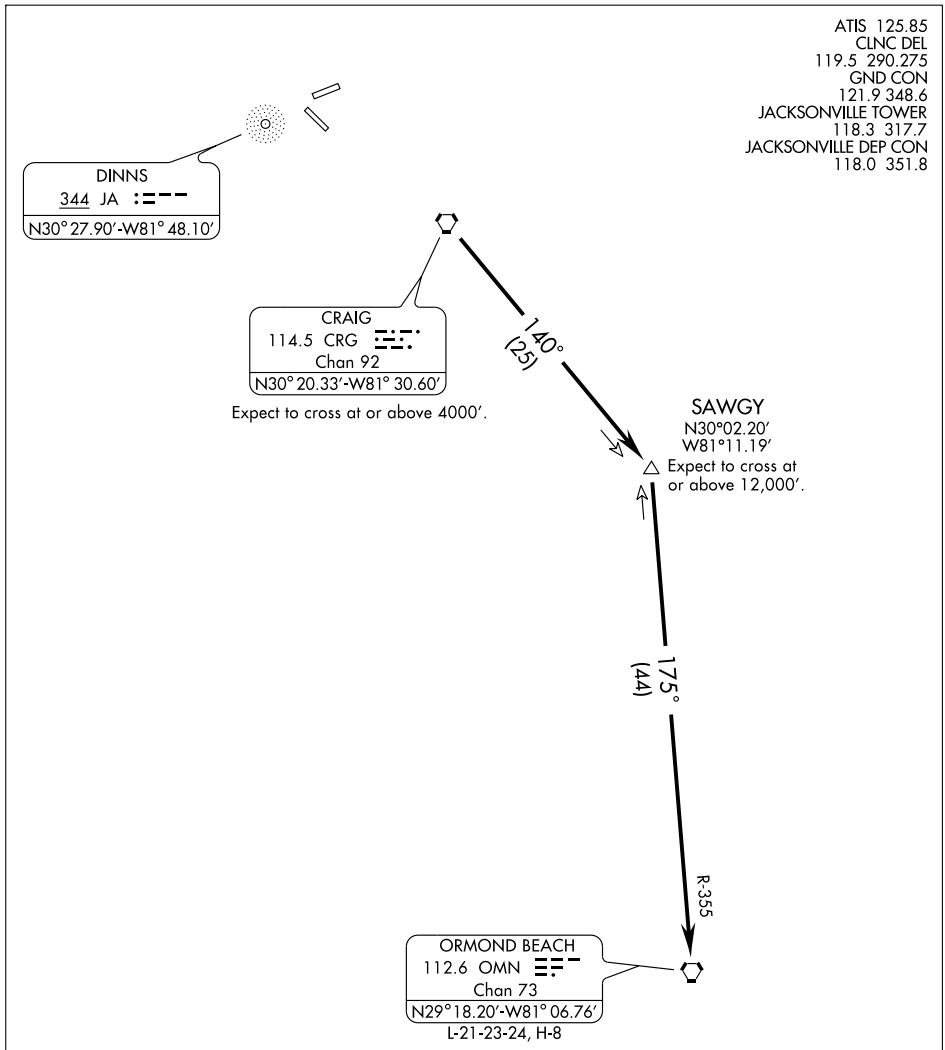


CATEGORY	A	B	C	D
LPV DA	336-1 312 (400-1)			
LNAV/VNAV DA	392-1¼ 368 (400-1¼)			
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	520-1¼ 491 (500-1¼)		520-1½ 491 (500-1½)	620-2 591 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

SAWGY ONE DEPARTURE

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 3000 feet and expect to cross CRG VORTAC at or above 4000 feet. Expect to cross SAWGY INT at or above 12,000 feet. Expect clearance to requested altitude/flight level 10 minutes after departure.

TAKE-OFF ALL RUNWAYS: Cleared as filed. Climb runway heading or as assigned for vectors to join CRG R-140 to SAWGY INT. Then via OMN R-355 to OMN VORTAC.

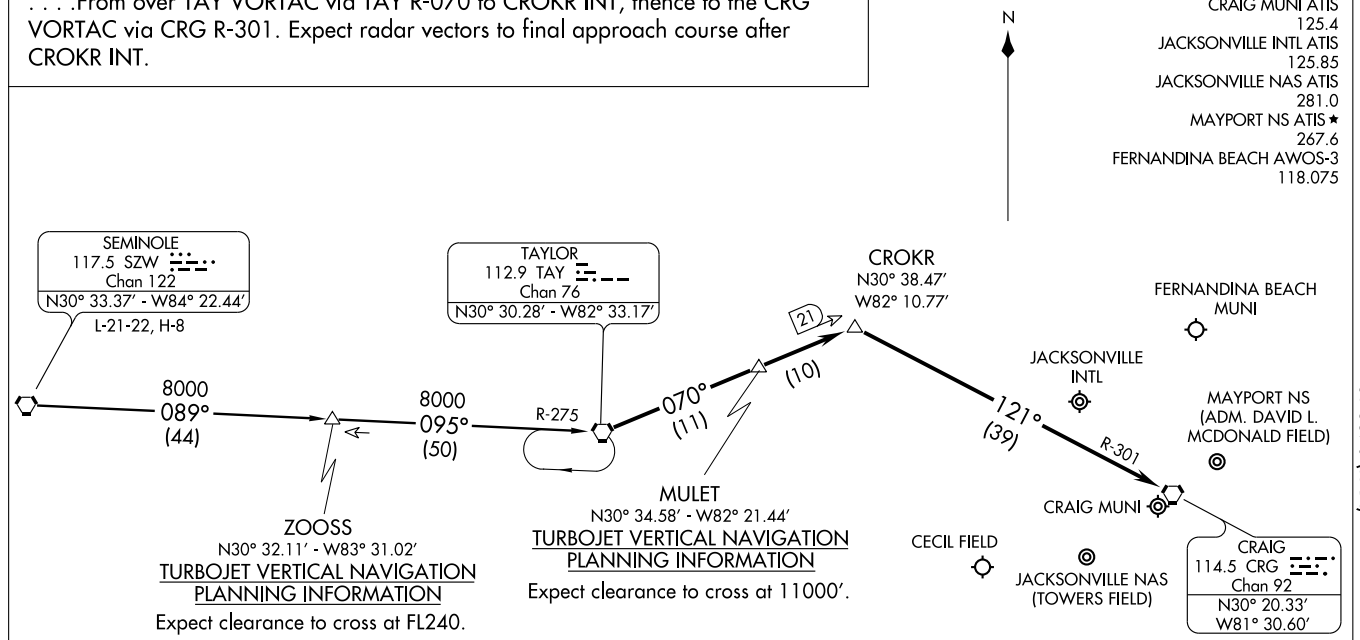
SE-3, 17 DEC 2009 to 14 JAN 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC CRG	APP CRS	Rwy Idg	7701
114.5	316°	TDZE	24
Chan 92		Apt Elev	29

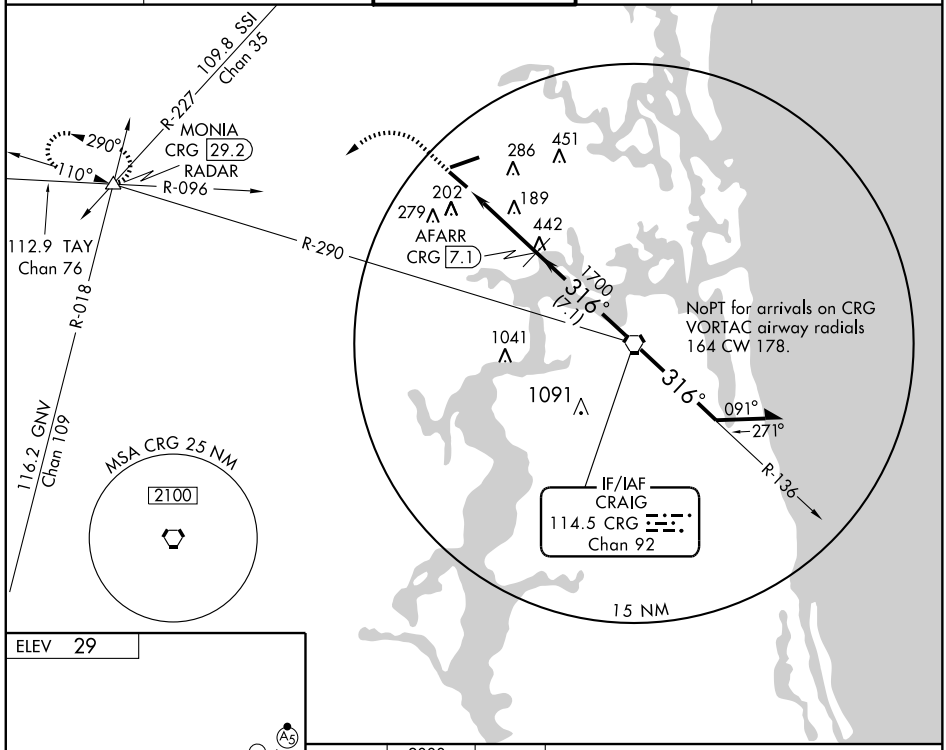
VOR/DME RWY 31
JACKSONVILLE INTL (JAX)

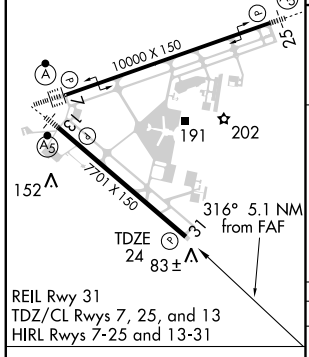
ASR

Visibility reduction by helicopters NA. Cat. E procedure turn not authorized.

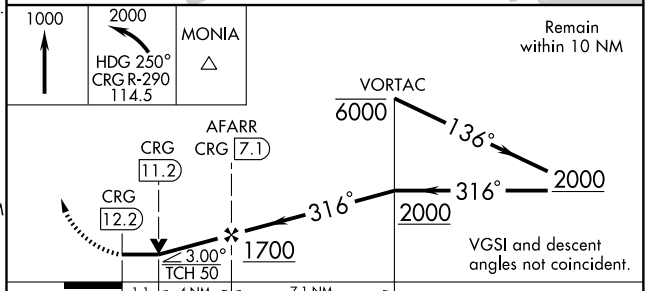
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG VORTAC R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





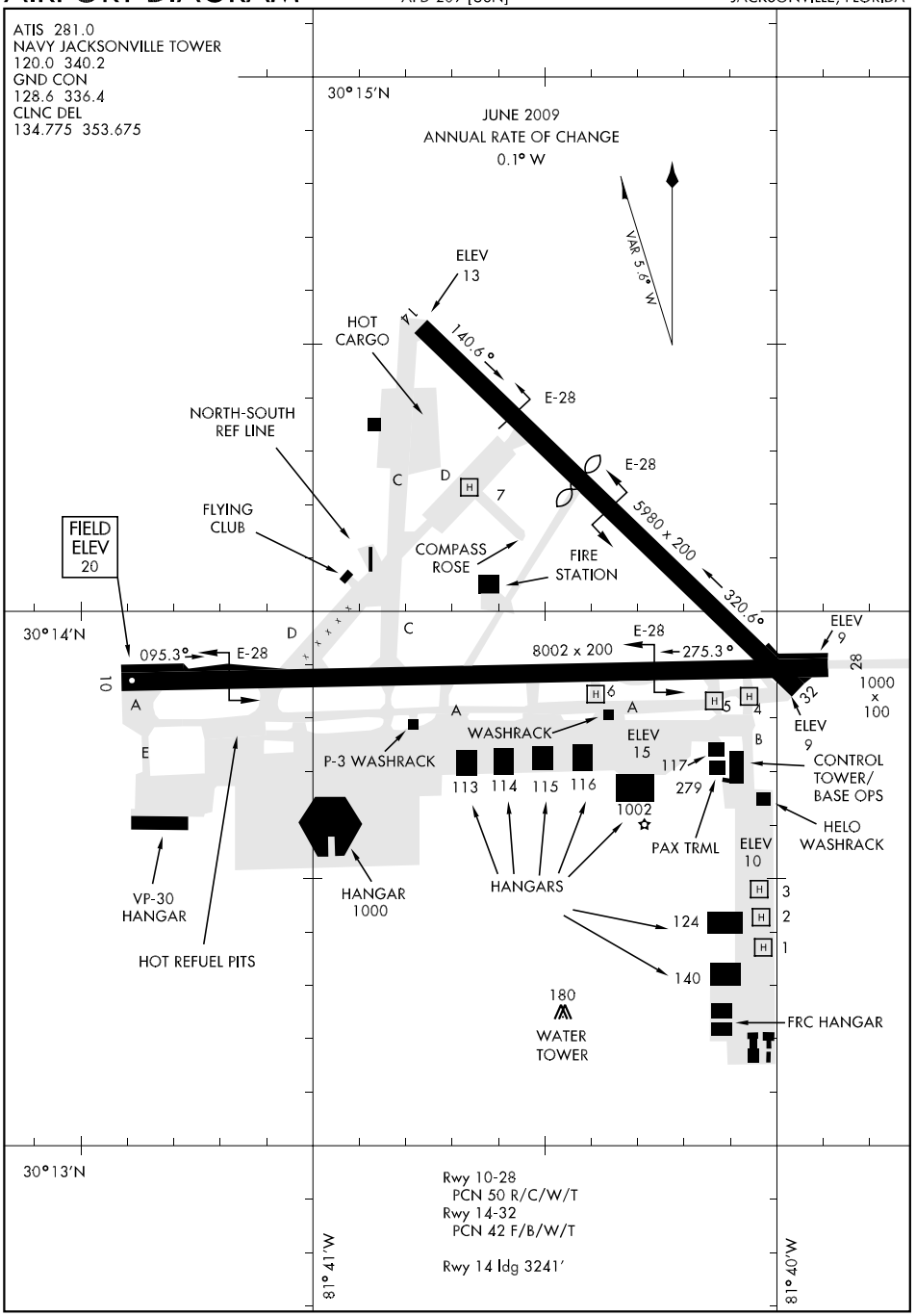
REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D	E
S-31	440-1 416 (500-1)		440-1¼ 416 (500-1¼)		440-1½ 416 (500-1½)
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	620-2 591 (600-2)	820-2¾ 791 (800-2¾)

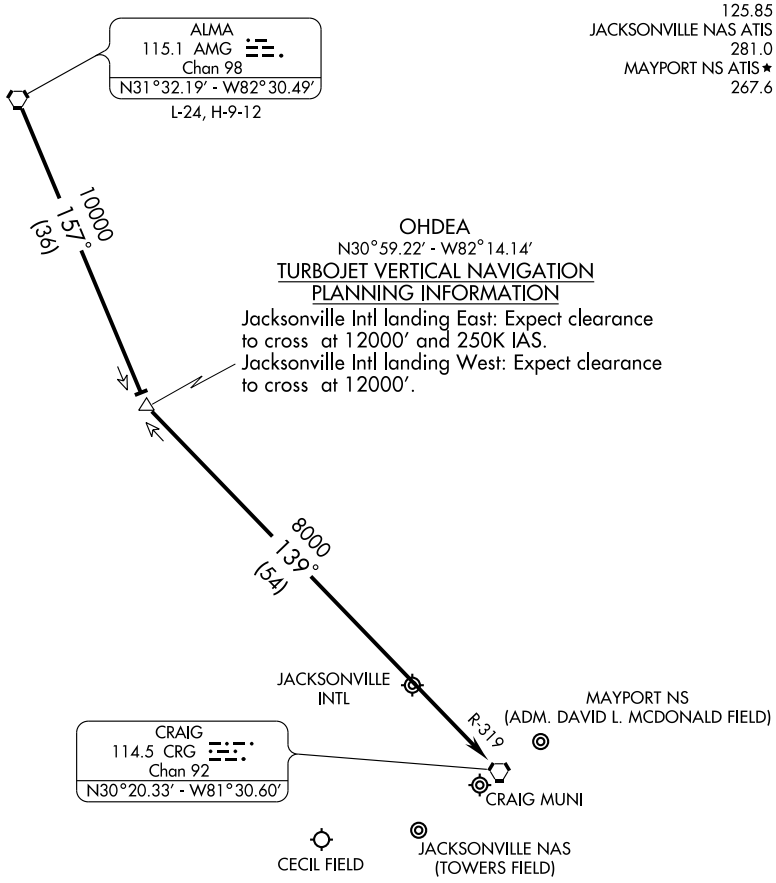
SE-3, 17 DEC 2009 to 14 JAN 2010


ATIS 281.0
NAVY JACKSONVILLE TOWER
120.0 340.2
GND CON
128.6 336.4
CLNC DEL
134.775 353.675
30°15'N
JUNE 2009
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.8° W
ELEV 13
HOT CARGO
14
140.6°
E-28
NORTH-SOUTH REF LINE
C
D
7
E-28
5980 x 200
320.6°
FLYING CLUB
FIELD ELEV 20
COMPASS ROSE
FIRE STATION
30°14'N
095.3°
E-28
8002 x 200
275.3°
ELEV 9
28
1000 x 100
32
ELEV 9
10
A
E
WASHRACK
ELEV 15
P-3 WASHRACK
113
114
115
116
117
279
1002
CONTROL TOWER/ BASE OPS
HELO WASHRACK
PAX TRML
ELEV 10
VP-30 HANGAR
HANGAR 1000
HANGARS
124
140
180
WATER TOWER
FRC HANGAR
HOT REFUEL PITS
30°13'N
Rwy 10-28
PCN 50 R/C/W/T
Rwy 14-32
PCN 42 F/B/W/T
Rwy 14 ldg 3241'
81° 41'W
81° 40'W

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

HI-TACAN RWY 10

TACAN	NIP	APCH CRS	Rwy ldg	8002
Chan	19	087°	TDZE	20
			Arpt Elev	20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.
** When ALS inop, increase vis CAT CDE to ½ mile.

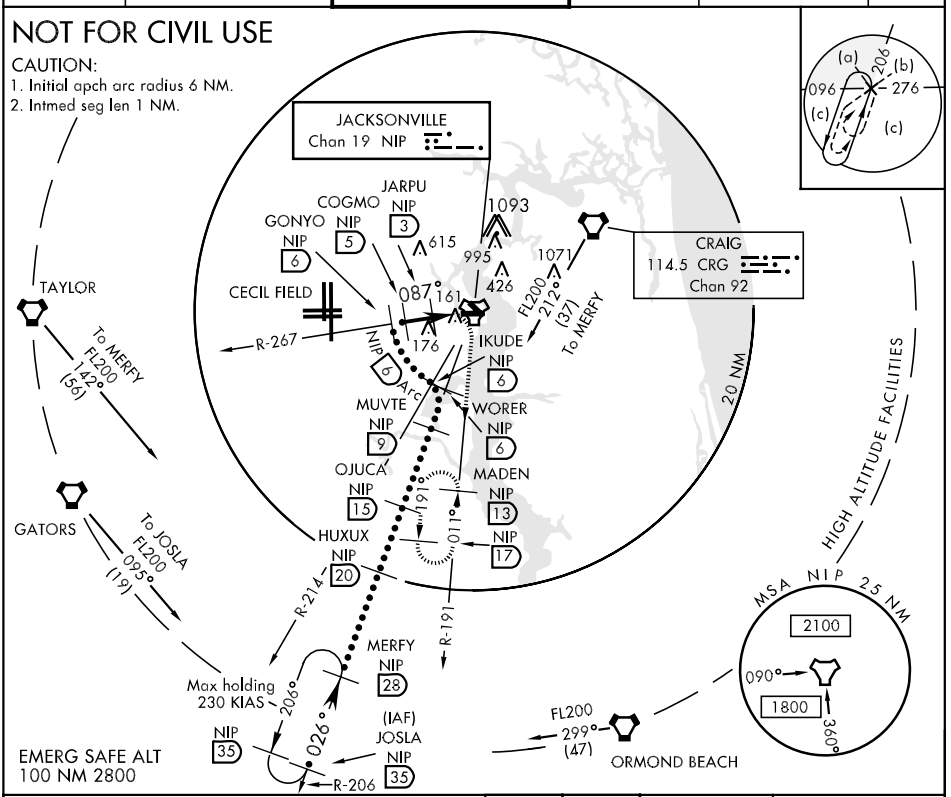
ALSF-1

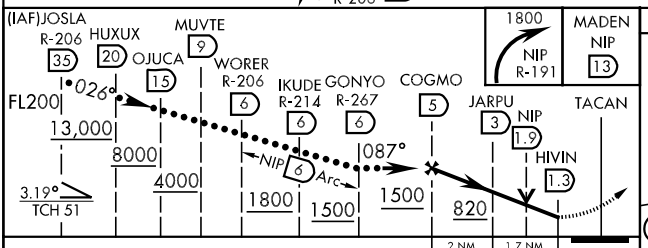
MISSED APPROACH: Climbing right turn to 1800 via NIP TACAN R-191 direct MADEN and hold.

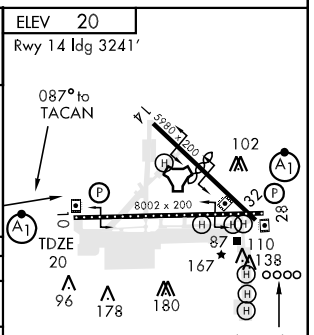
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

NOT FOR CIVIL USE

CAUTION:
1. Initial apch arc radius 6 NM.
2. Intmed seg len 1 NM.







CATEGORY	C	D	E
S-10*	420- ¾ 400 (400-¾)		420-1 400 (400-1)
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)
S-PAR 10**	120-¼ 100 (100-¼) GS 3.00°		

HI-TACAN RWY 28

TACAN	NIP	APCH CRS	Rwy ldg	8002
Chan	19	286°	TDZE	12
			Arpt Elev	20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.
** When ALS inop, increase vis CAT CDE to ½ mile.

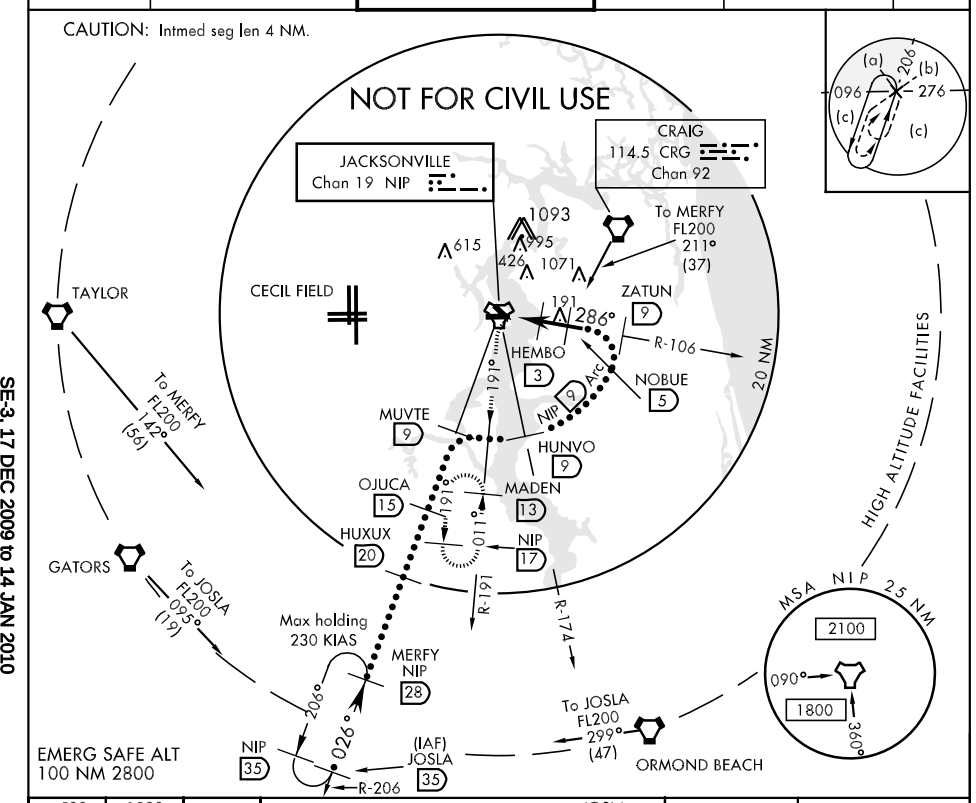
ALSF-1 (A1)

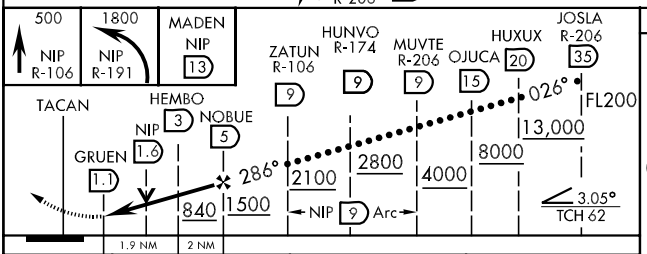
MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

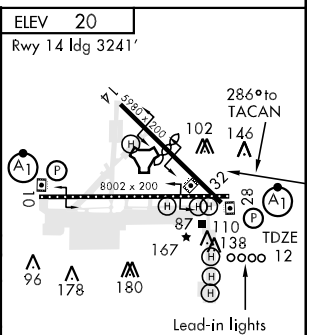
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION: Intmed seg len 4 NM.

NOT FOR CIVIL USE



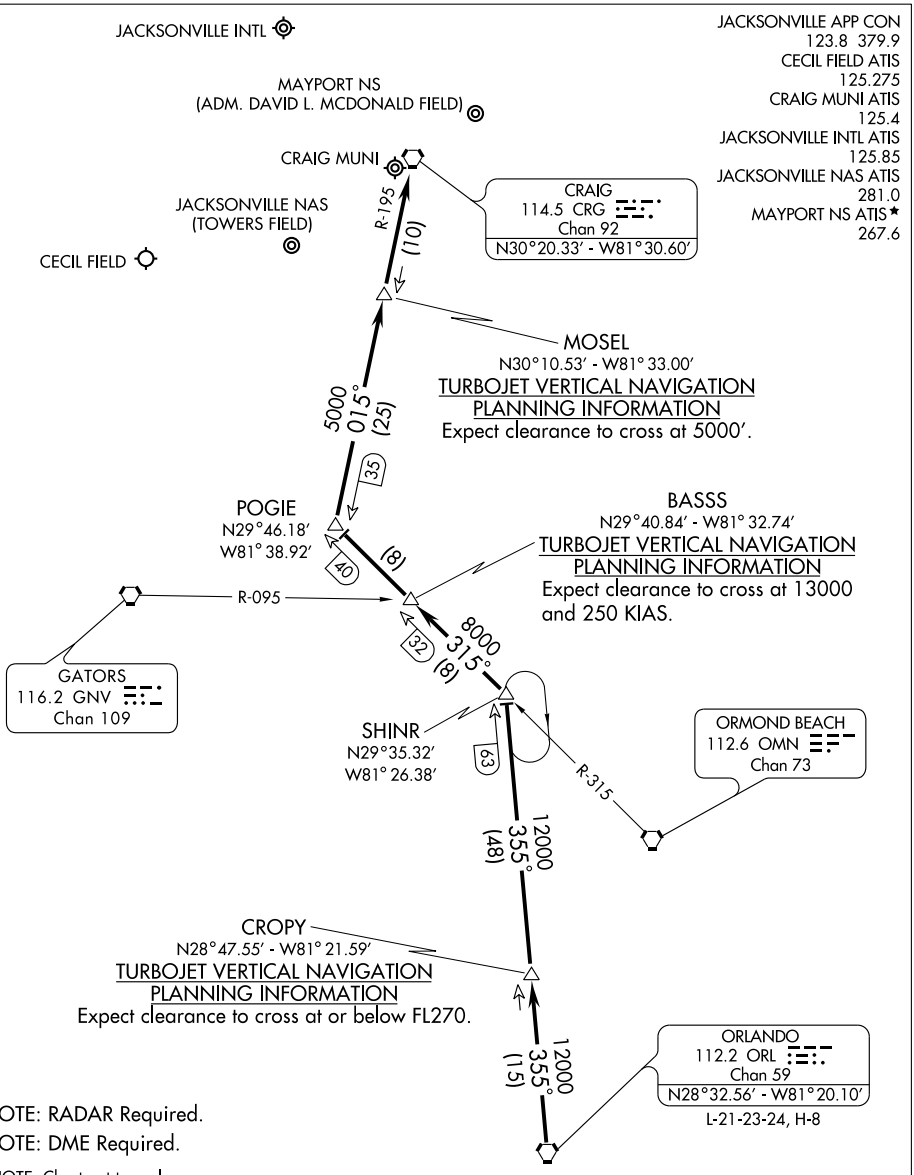




CATEGORY	C	D	E
S-28 *	400-¾ 388 (400-¾)		
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)
S-PAR 28 **	112-¼ 100 (100-¼) GS 3.00°		

HIRL All Rwy
REIL Rwy 10-28, 32

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	8002
095°	TDZE	20
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABC to 1 mile, D to 1¼ miles.
*** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct FRESH and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).

MONIA
3000
162°
(10.9)
MSA RW10 2.5 NM
2100
(IAF)
SNARL
3000
186°
(5)
3000
584
HUTNO
(FAF)
IVANZ
HOWLR
3000
095°
(4.8)
1400
095°
(5.2)
095°
RW10
1093
282
615
1071
285
329
(IAF)
FRESH
3000
047°
(7.9)
3000
047°
227°
3000
027°
(28.5)
6 NM
GATORS
GNV

EMERGENCY SAFE ALT 100 NM 2800

HOWLR HUTNO † LNAV only IVANZ †1.0 NM to RW10 RW10
3000 095° 3000 1400 095°
GS 3.00°
TCH 50
4.2 NM
3000 FRESH

ELEV 20
Rwy 14 ldg 3241'
8002 x 200
TDZE 20
095° to RW10
Lead-in lights
HIRL All Rwy
REIL Rwy 10-28, 32

CATEGORY	A	B	C	D
LNAV/VNAV DA*	340- ½ 320 (400-½)		340-¾ 320 (400-¾)	
LNAV MDA**	380- ½ 360 (400-½)		380-¾ 360 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)
S-PAR 10***	120- ¼ 100 (100- ¼) GS 3.00°			

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	8002
276°	TDZE	12
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

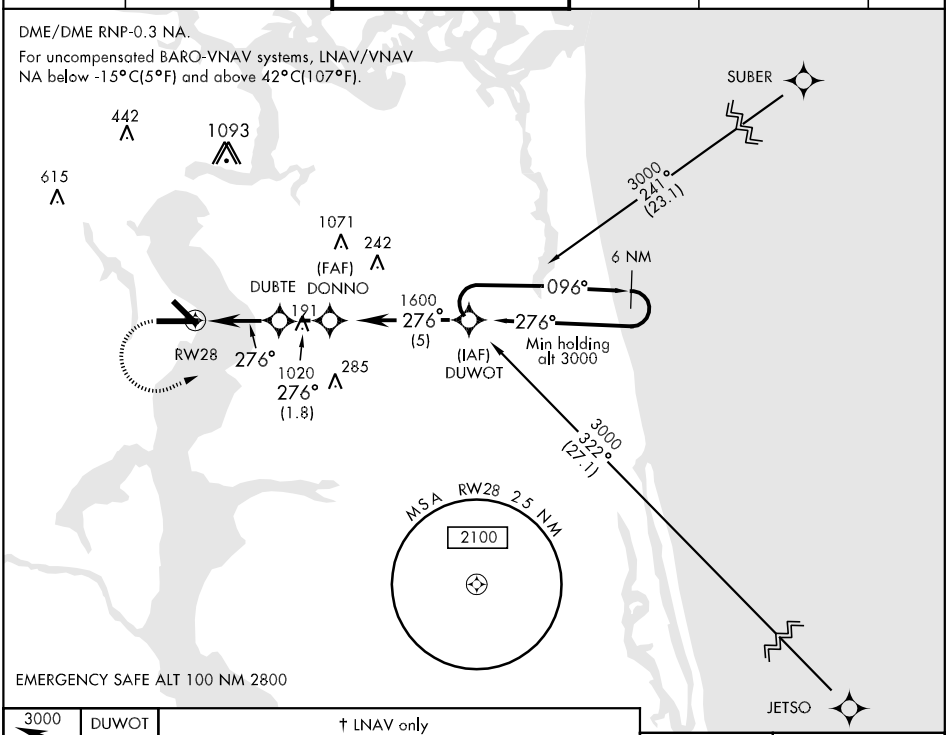
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
*** When ALS inop, increase vis CAT ABCD to ½ mile.

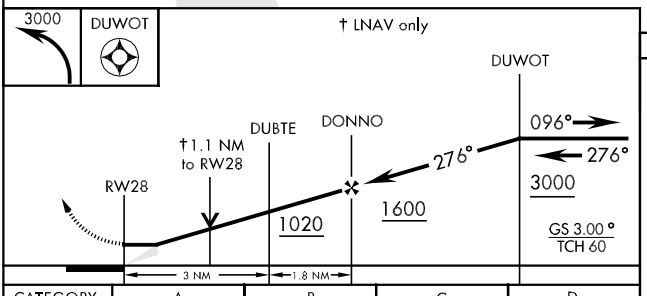
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct DUWOT and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).

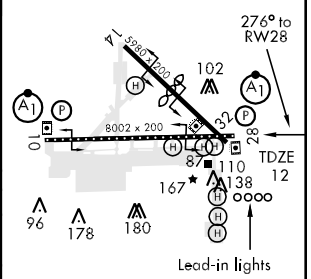




CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340-½ 328 (400-½)		340-¾ 328 (400-¾)	
LNAV MDA**	420-½ 408 (400-½)		420-¾ 408 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)
S-PAR 28***	112-¼ 100 (100-¼)		GS 3.00°	

ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	8002
Chan 19 NIP	087°	TDZE	20
		Arpt Elev	20

AL-209 [USN]

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

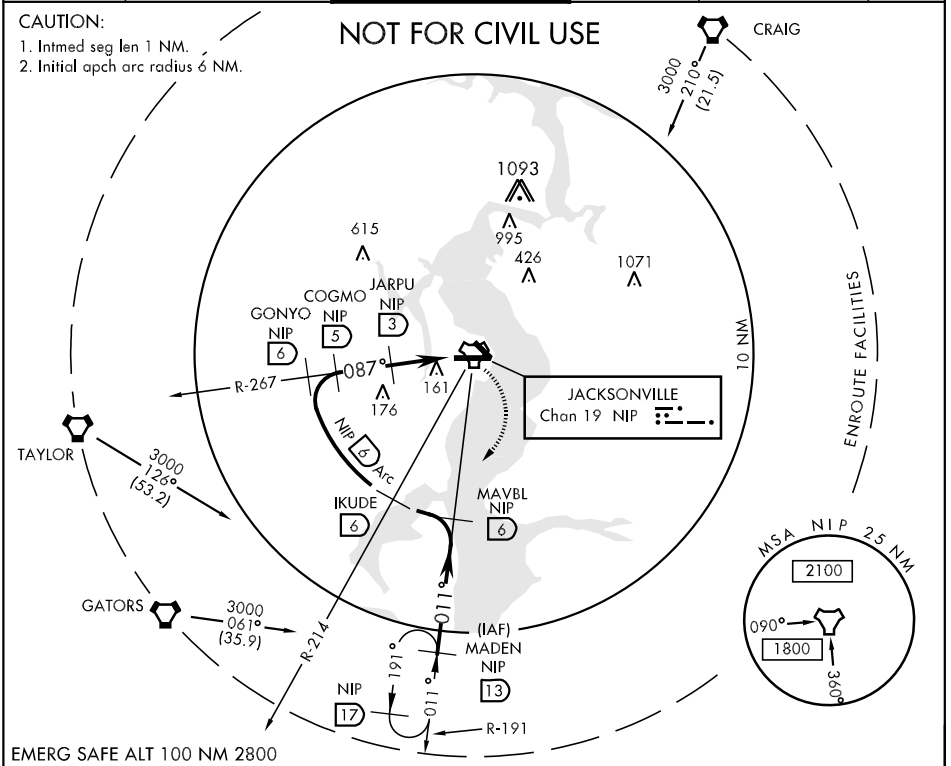
ALSF-1

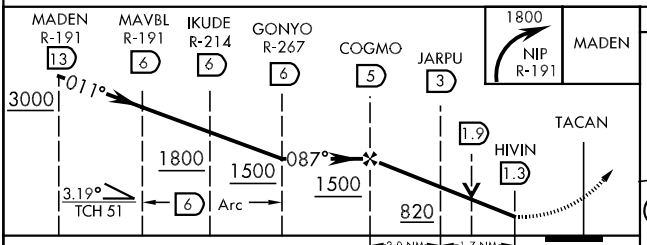
MISSED APPROACH: Climbing right turn to 1800 via NIP R-191 to MADEN and hold.

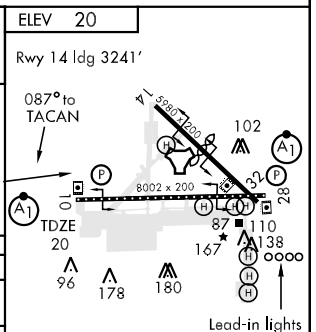
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION:
1. Intmed seg len 1 NM.
2. Initial apch arc radius 6 NM.

NOT FOR CIVIL USE







CATEGORY	A	B	C	D
S-10 *	420-½ 400 (400-½)		420-¾ 400 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)
S-PAR 10 **	120-¼ 100 (100-¼) GS 3.00°			

HIRL All Rwy
REIL Rwy 10-28, 32

TACAN RWY 28

TACAN	NIP	APCH CRS	Rwy ldg	8002
Chan	19	286°	TDZE	12
			Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

T * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

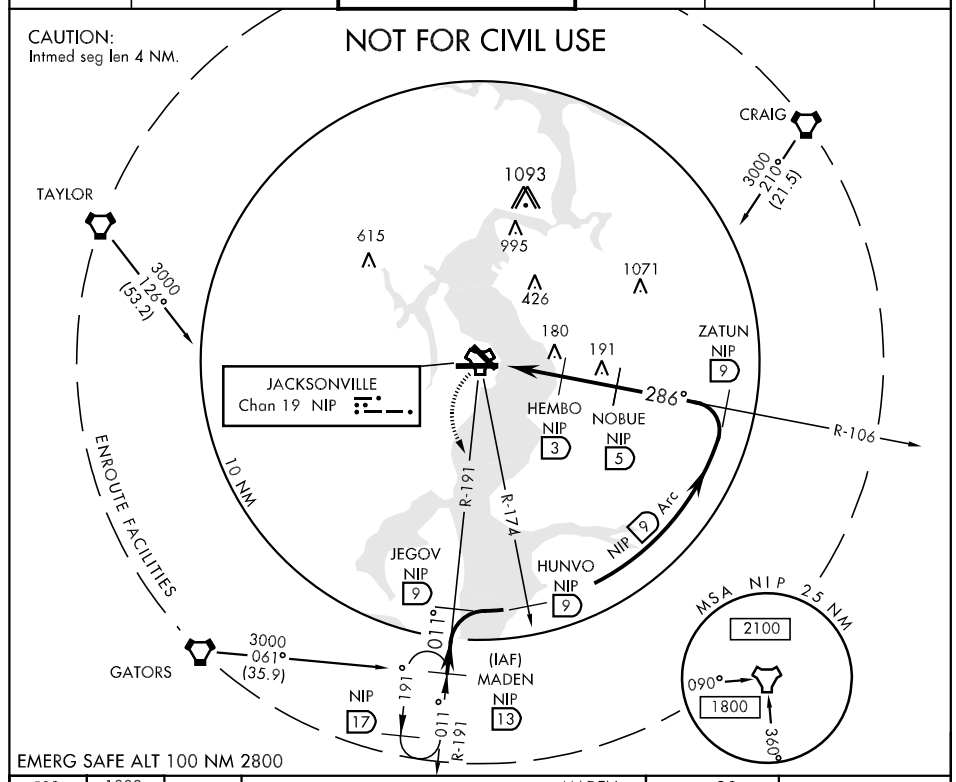
ALSF-1

MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

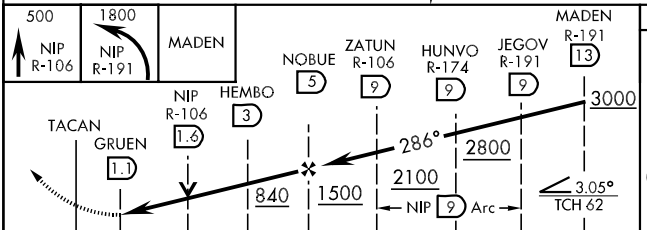
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION:
Intmed seg len 4 NM.

NOT FOR CIVIL USE

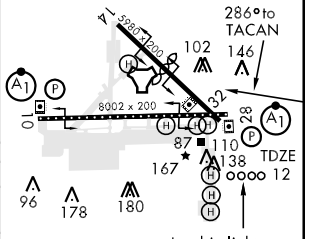


EMERG SAFE ALT 100 NM 2800



ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

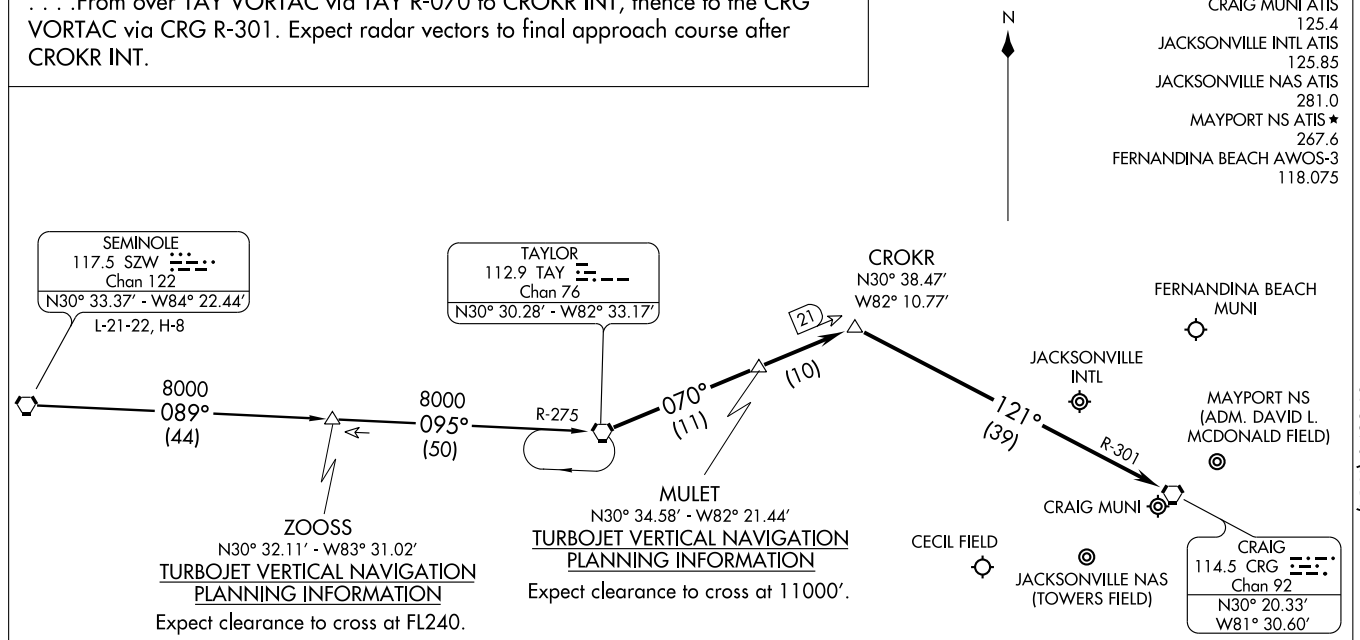
CATEGORY	A	B	C	D
S-28*	400-½ 388 (400-½)		400-¾ 388 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)
S-PAR 28**	112- ¼ 100 (100-¼) GS 3.00°			

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

08137

AIRPORT DIAGRAM

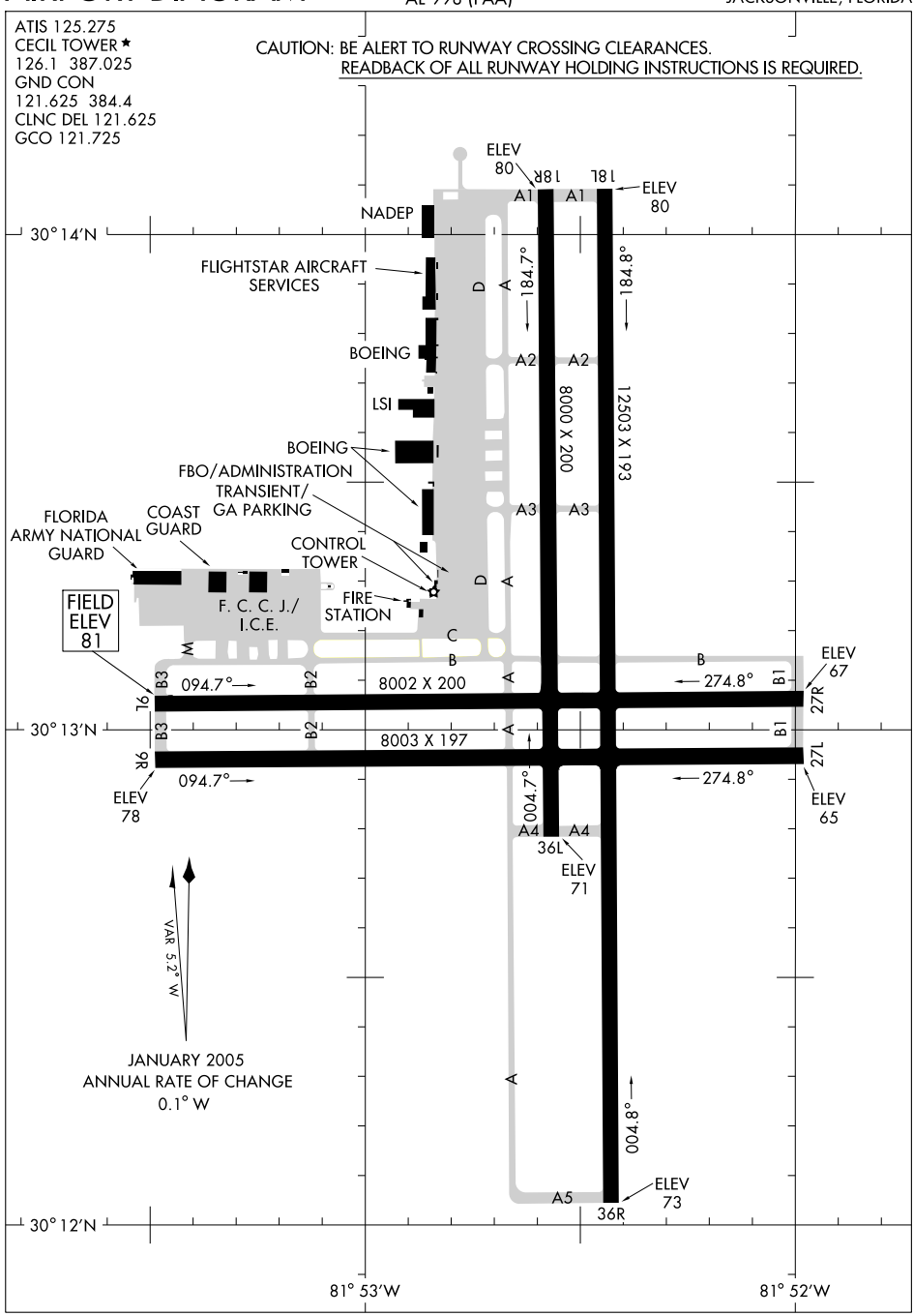
AL-998 (FAA)

JACKSONVILLE/ CECIL FIELD (VQQ)

JACKSONVILLE, FLORIDA

ATIS 125.275
CECIL TOWER ★
126.1 387.025
GND CON
121.625 384.4
CLNC DEL 121.625
GCO 121.725

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

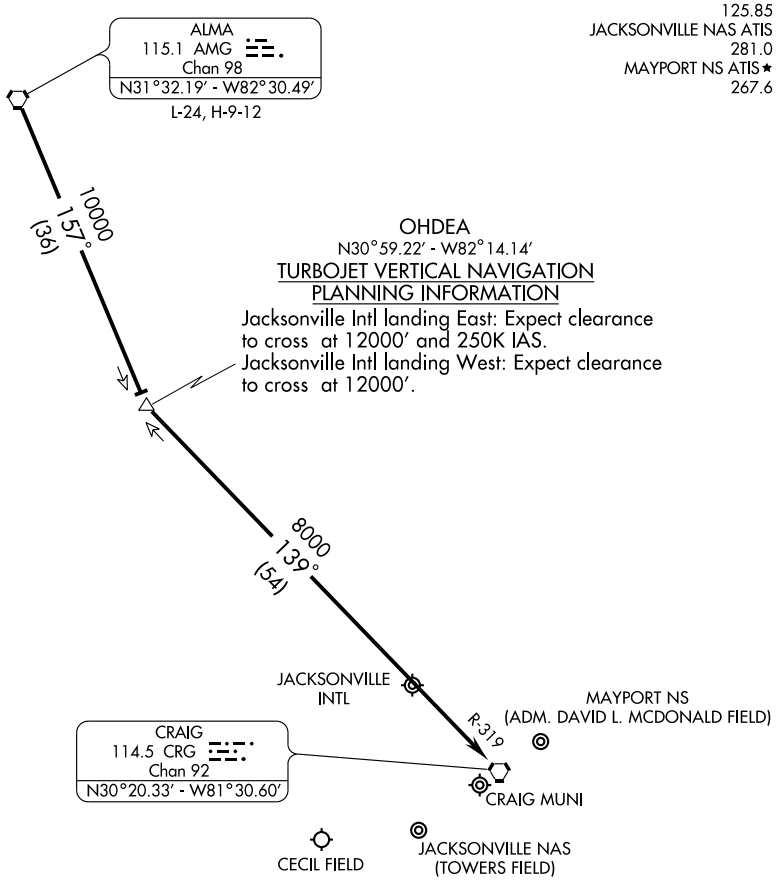


SE-3, 17 DEC 2009 to 14 JAN 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	8003
095°	TDZE	78
	Apt Elev	81

GPS RWY 9R

JACKSONVILLE/CECIL FIELD (VQQ)

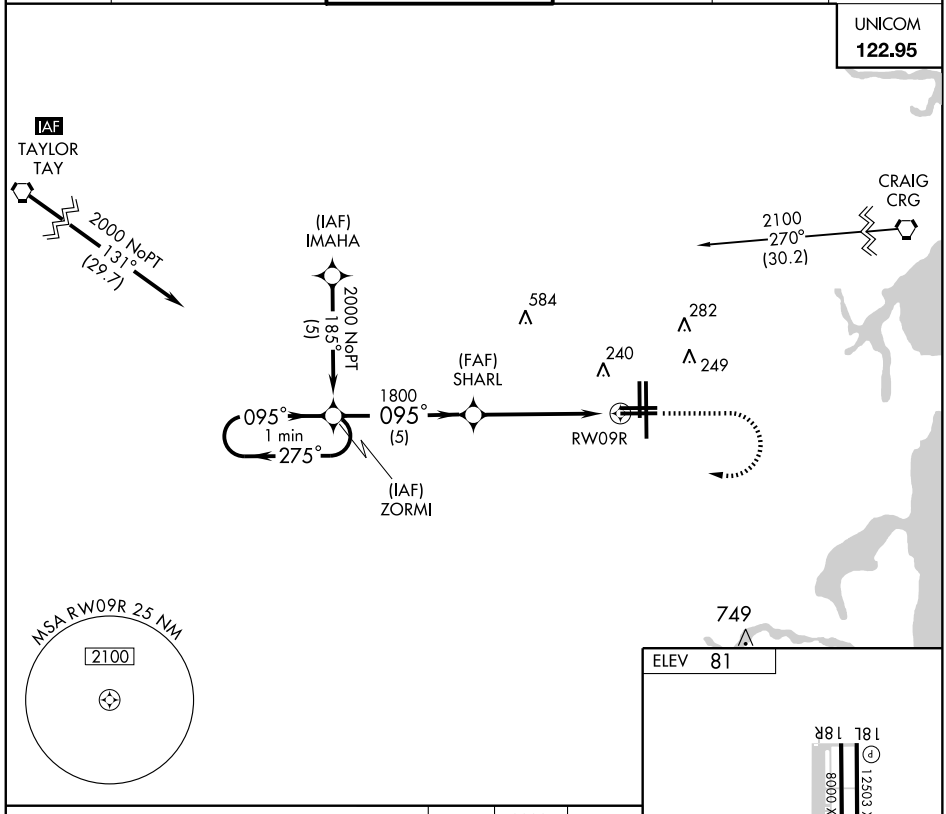
NA — IAF ARM APPROACH MODE PRIOR TO IAF.

MALSR

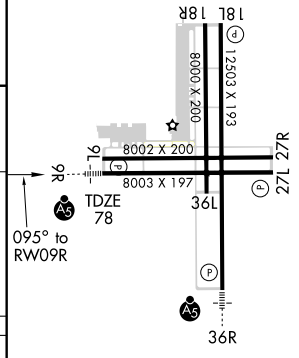
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ZORMI WP and hold.

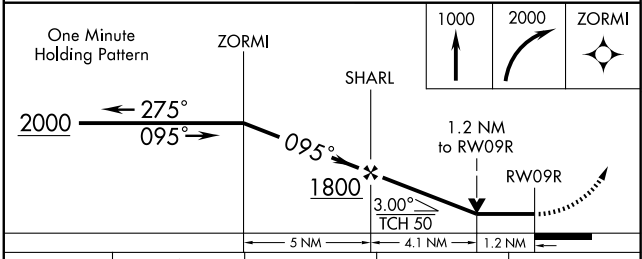
ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95



ELEV 81





CATEGORY	A	B	C	D
S-9R	500-1	422 (500-1)	500-1¼	422 (500-1¼)
CIRCLING	540-1	459 (500-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	12503
185°	TDZE	80
	Apt Elev	81

GPS RWY 18L

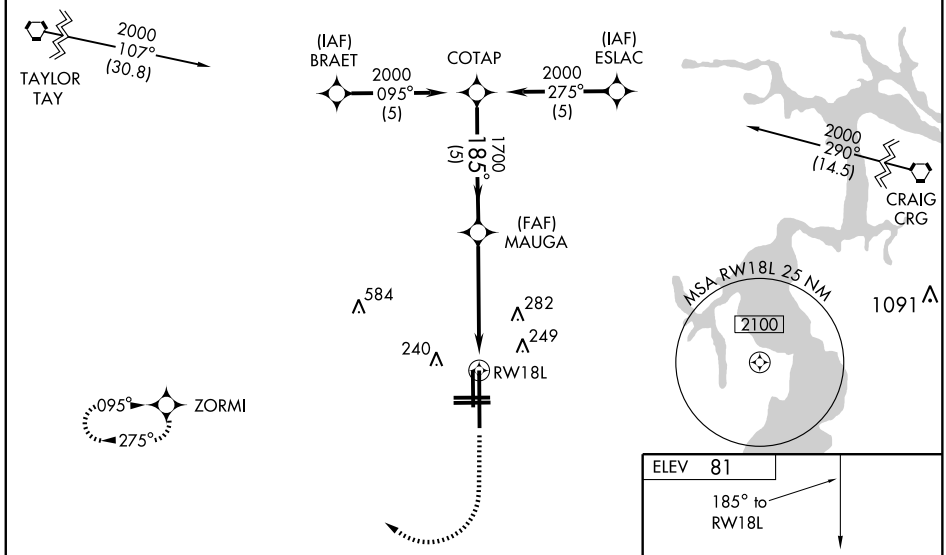
JACKSONVILLE/ CECIL FIELD (VQQ)

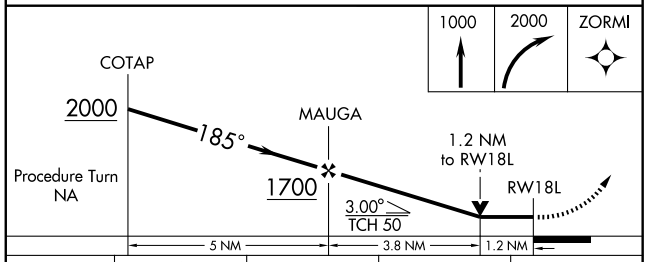
NA

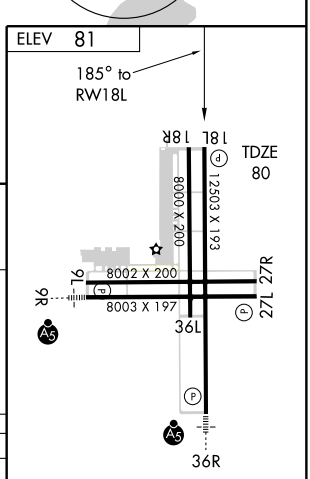
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ZORMI WP and hold.

ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95







CATEGORY	A	B	C	D
S-18L	500-1	420 (500-1)	500-1¼	420 (500-1¼)
CIRCLING	540-1	459 (500-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8003
275°	TDZE	70
	Apt Elev	81

GPS RWY 27L

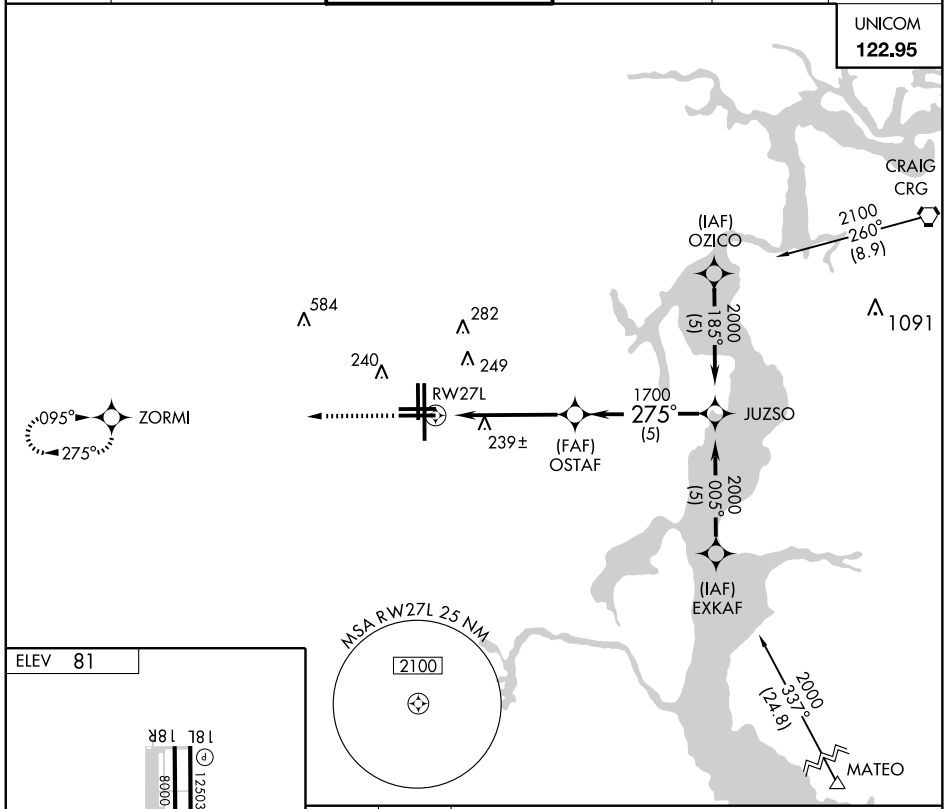
JACKSONVILLE/CECIL FIELD (VQQ)

NA

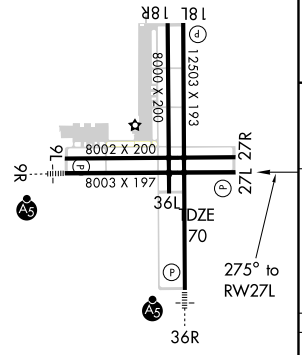
MISSED APPROACH: Climb to 2000 direct ZORMI WP and hold.

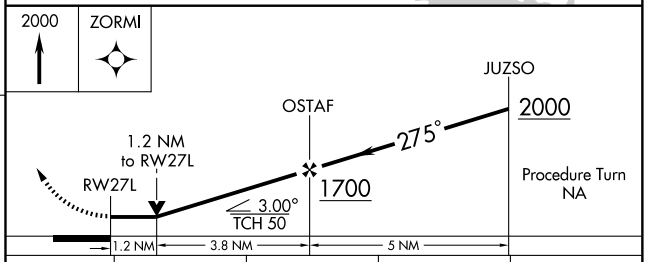
ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95



ELEV 81





CATEGORY	A	B	C	D
S-27L	500-1	430 (500-1)	500-1¼ 430 (500-1¼)	500-1½ 430 (500-1½)
CIRCLING	540-1	459 (500-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

APP CRS	Rwy Idg	12503
005°	TDZE	75
	Apt Elev	81

GPS RWY 36R

JACKSONVILLE/ CECIL FIELD (VQQ)

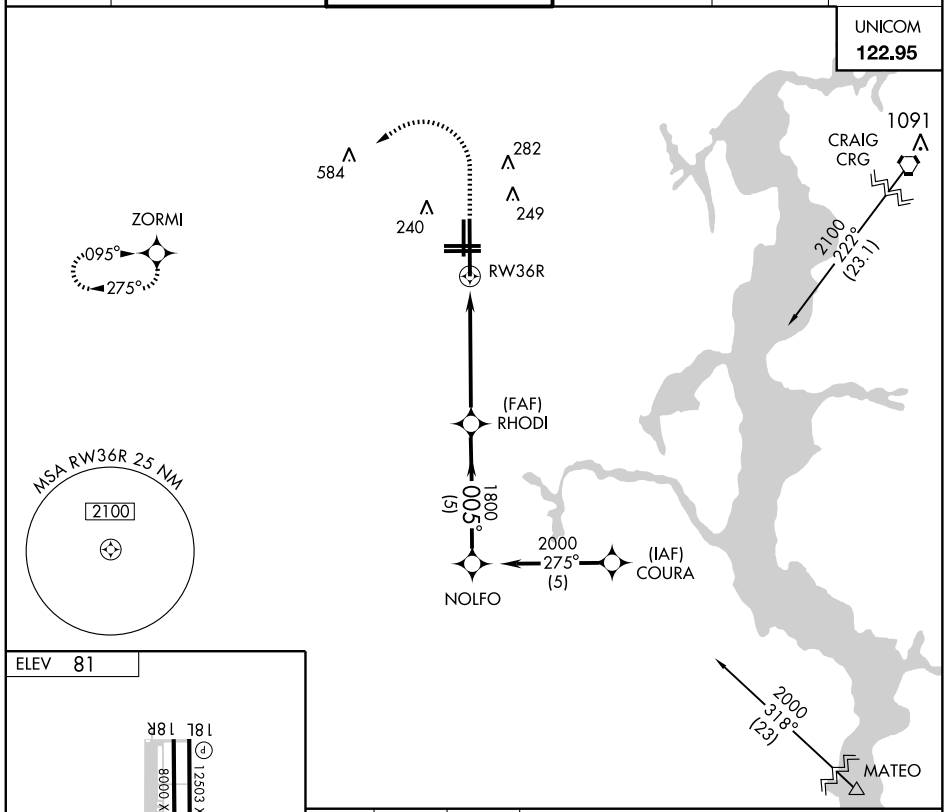
NA

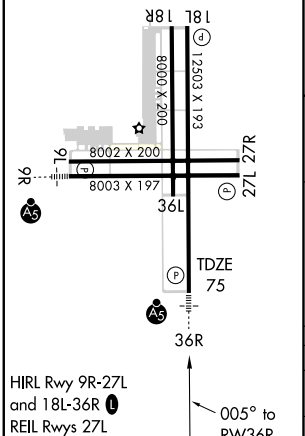
MALSR

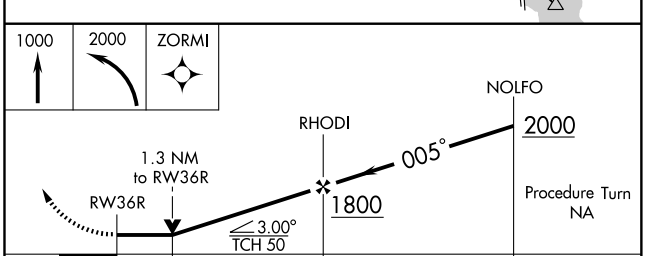
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ZORMI WP and hold.

ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95







CATEGORY	A	B	C	D
S-36R	520-½ 445 (500-½)		520-¾ 445 (500-¾)	520-1 445 (500-1)
CIRCLING	540-1 459 (500-1)		600-1½ 519 (600-1½)	640-2 559 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-VQQ	APP CRS	Rwy Idg 12503
109.5	005°	TDZE 75
Chan 32		Apt Elev 81

ILS or LOC RWY 36R

JACKSONVILLE/CECIL FIELD (VQQ)

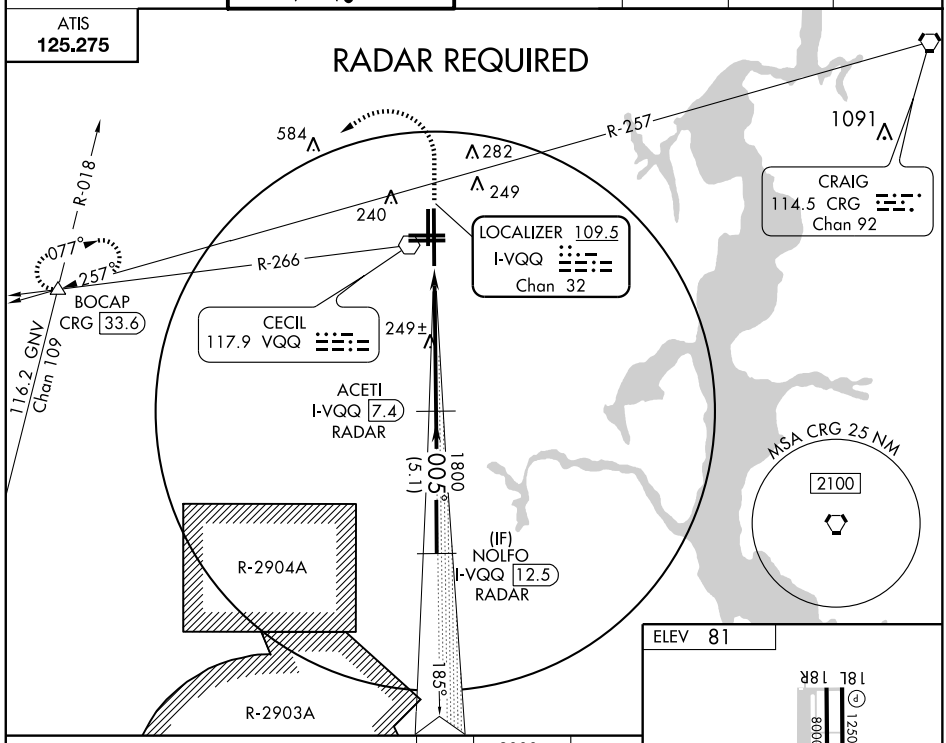
VDP NA with Jacksonville Intl altimeter setting. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase S-ILS 36R Cat. E visibility to ¾ and S-LOC 36R Cat. E visibility to 1½. DME or RADAR REQUIRED.

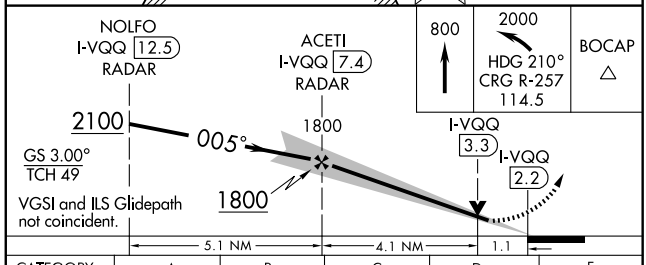
MALSR

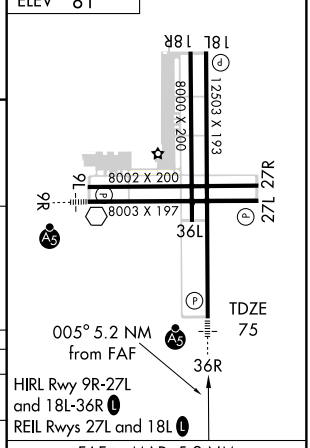
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 210° and CRG VORTAC R-257 to BOCAP Int/CRG 33.6 DME and hold.

JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275







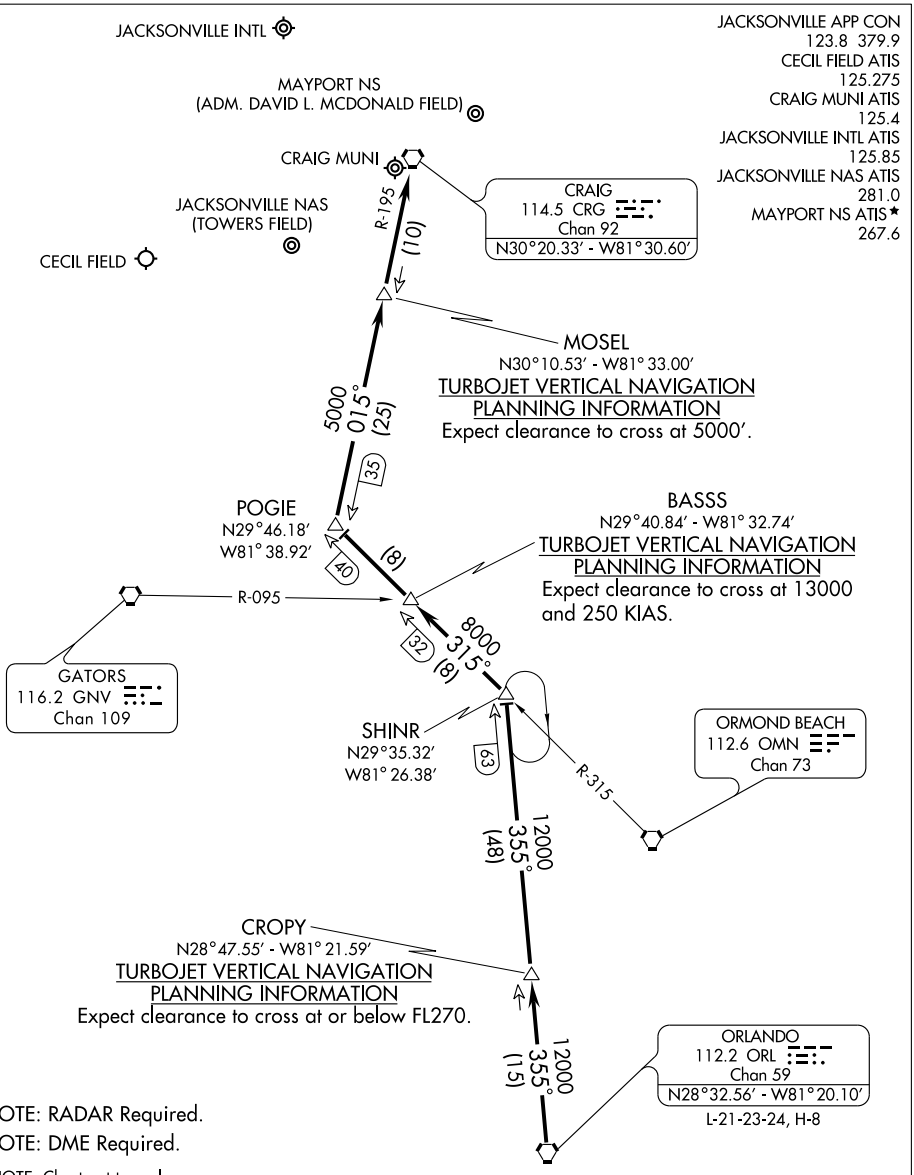
CATEGORY	A	B	C	D	E
S-ILS 36R	275-½ 200 (200-½)				
S-LOC 36R	500-½ 425 (500-½)		500-¾ 425 (500-¾)		500-1 425 (500-1)
CIRCLING	540-1 459 (500-1)		560-1½ 479(500-1½)	640-2 559 (600-2)	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-3, 17 DEC 2009 to 14 JAN 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

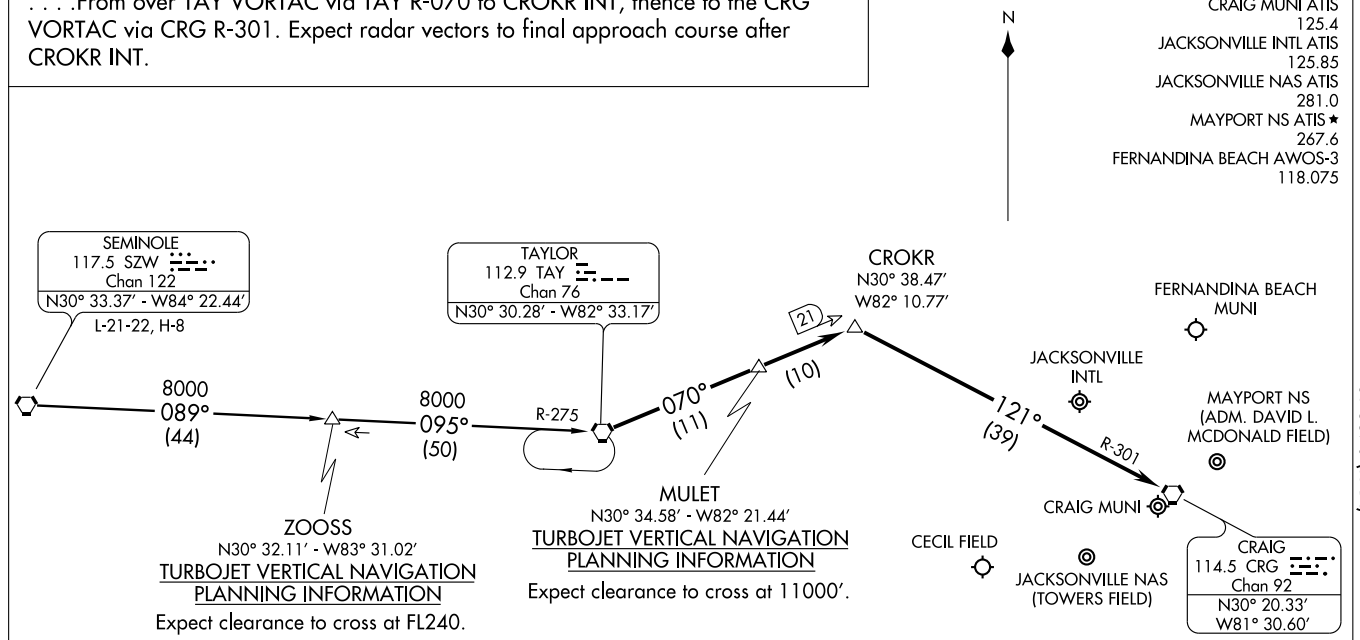
SE-3, 17 DEC 2009 to 14 JAN 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

JACKSONVILLE, FLORIDA AL-998 (FAA)

VORTAC VQQ	APP CRS	Rwy Idg	8003
117.9	109°	TDZE	78
		Apt Elev	81

VOR RWY 9R

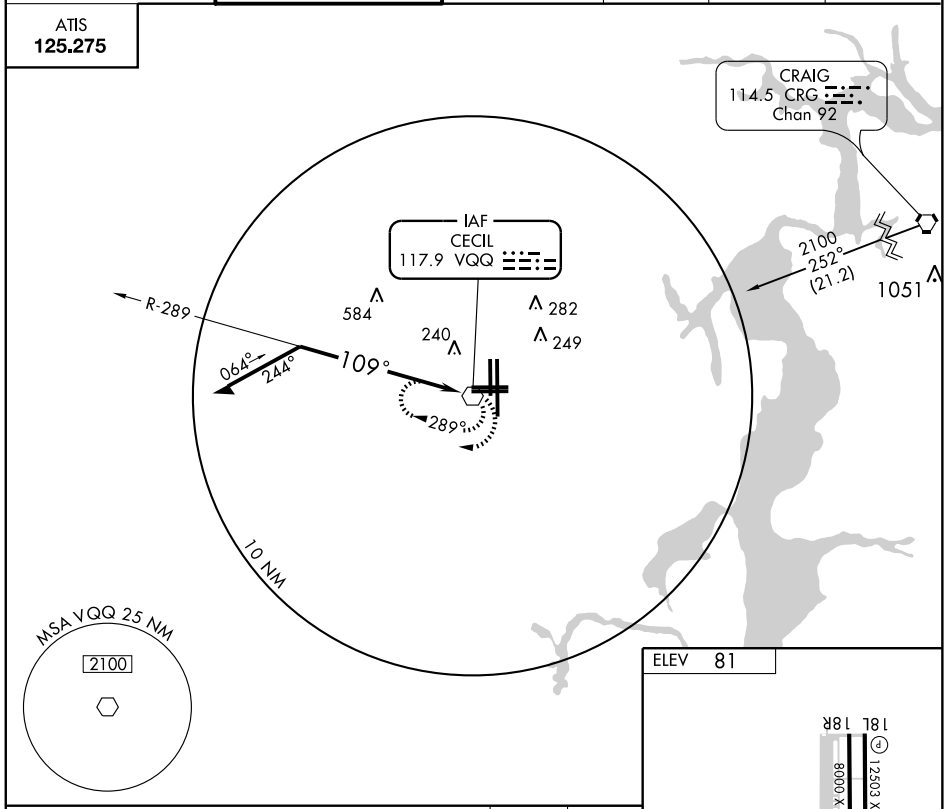
JACKSONVILLE/ CECIL FIELD (VQQ)

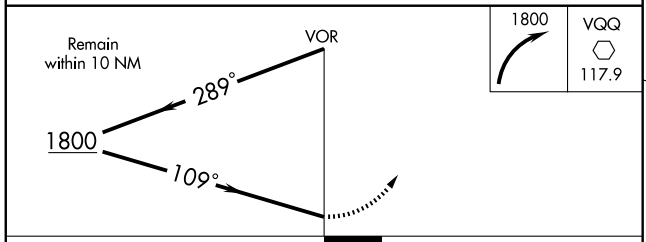
MALSR

MISSED APPROACH: Climbing right turn to 1800 in VQQ VOR holding pattern.

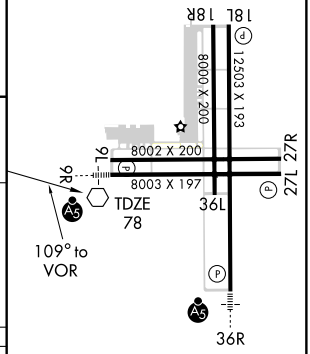
JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275





1800 VQQ 117.9



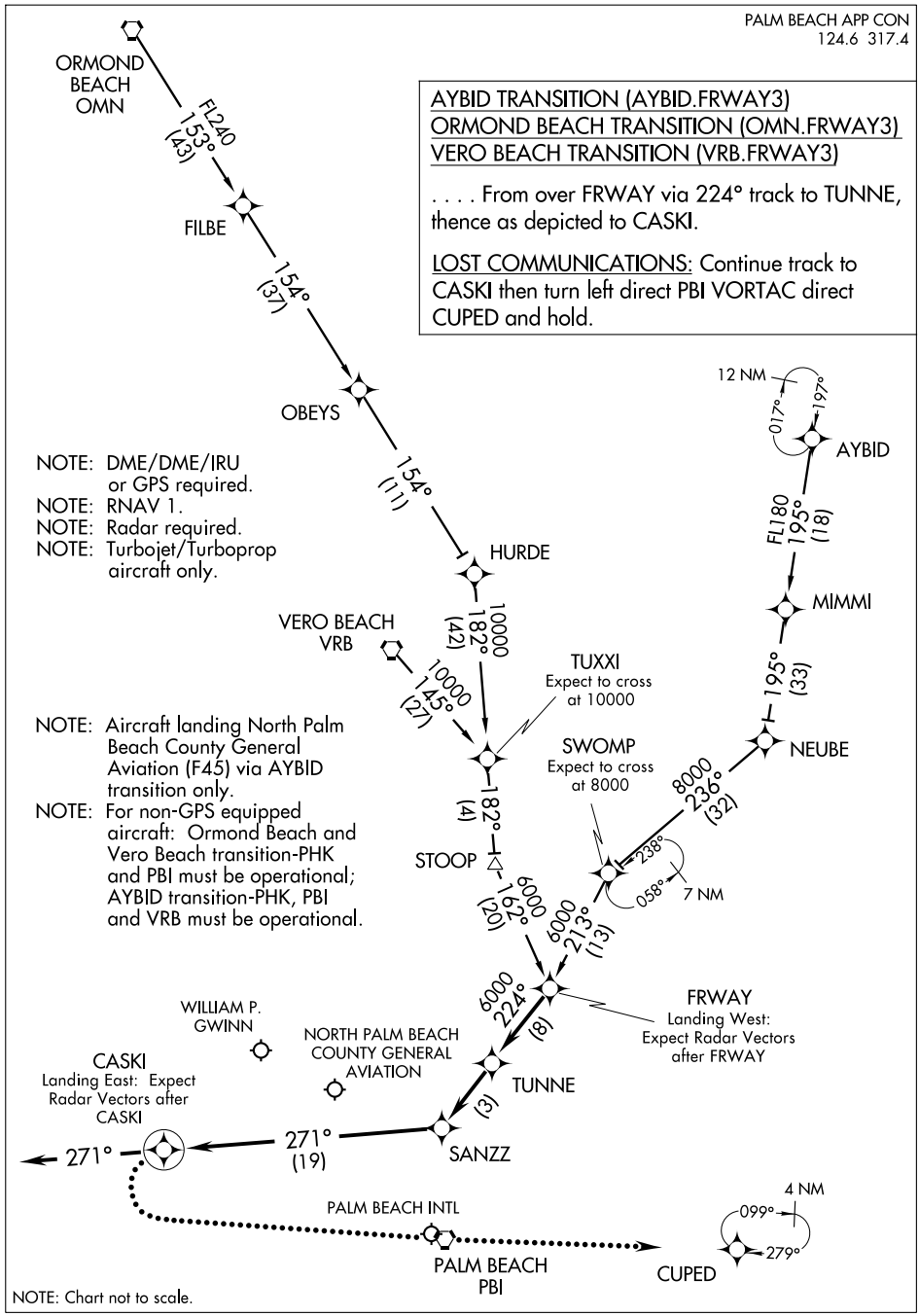
CATEGORY	A	B	C	D
S-9R	640-1	562 (600-1)	640-1½ 562 (600-1½)	640-1¾ 562 (600-1¾)
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

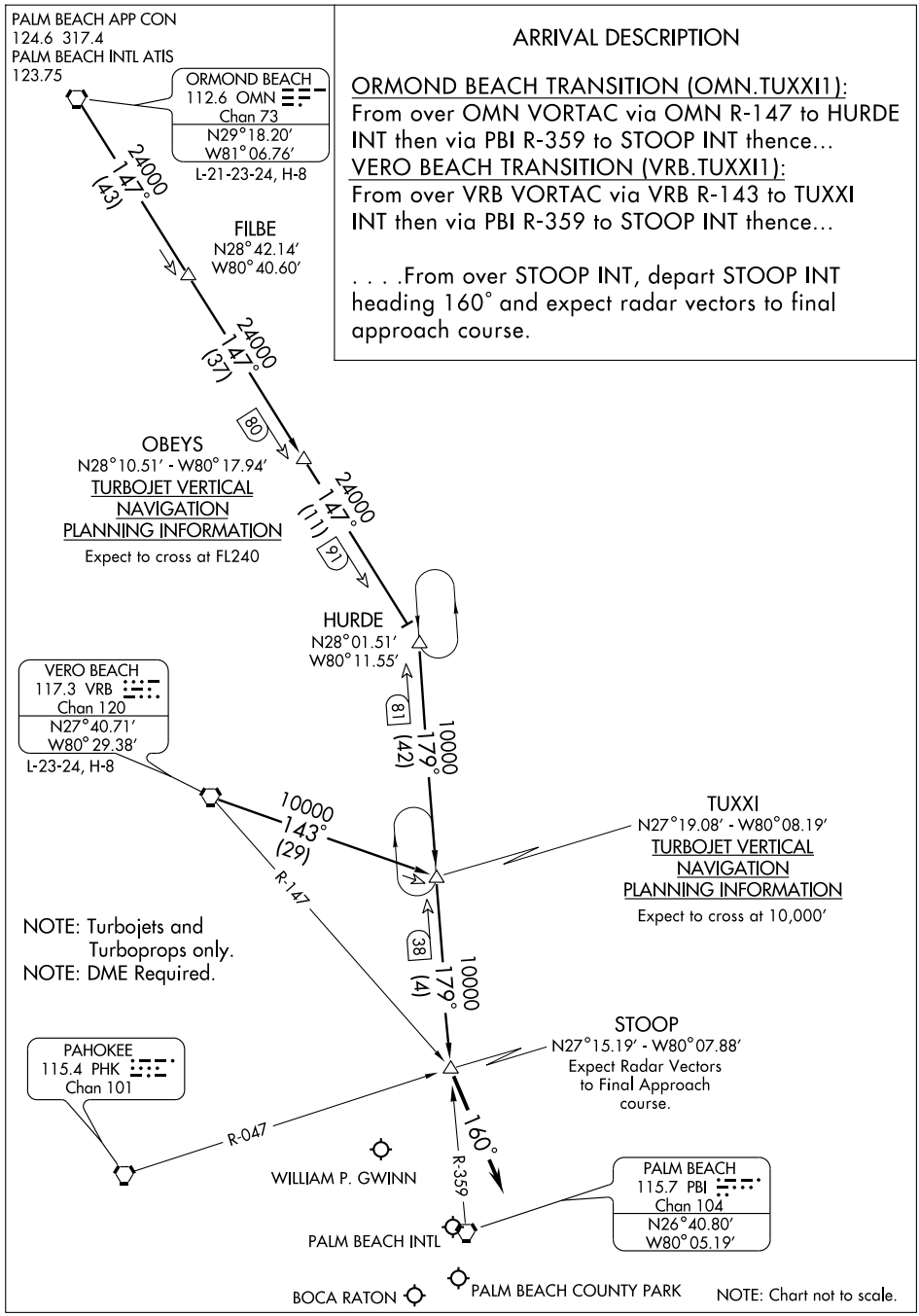
SE-3, 17 DEC 2009 to 14 JAN 2010

FRWAY THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



TUXXI ONE ARRIVAL



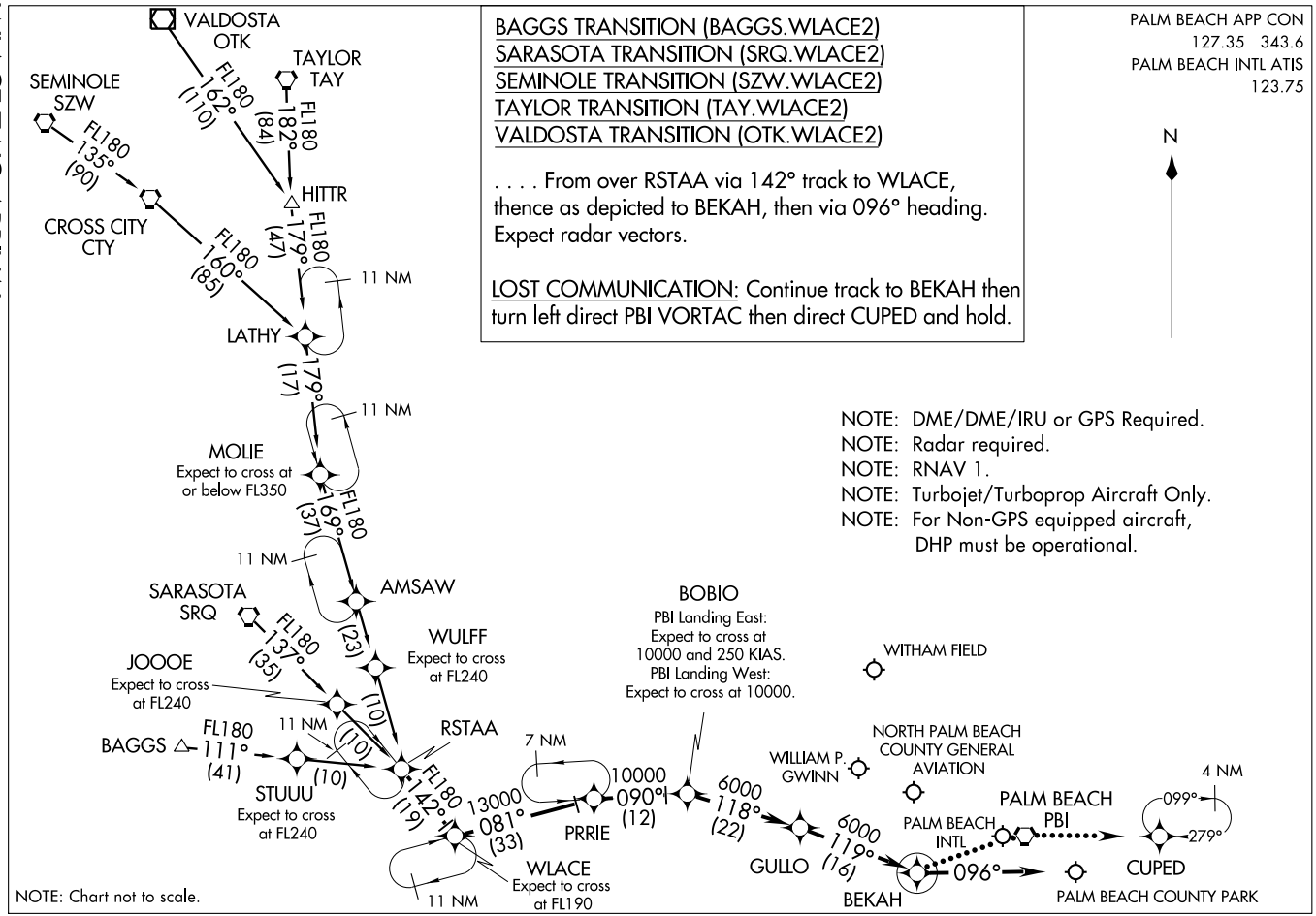
ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010



(WLACE.WLACE2) 09351

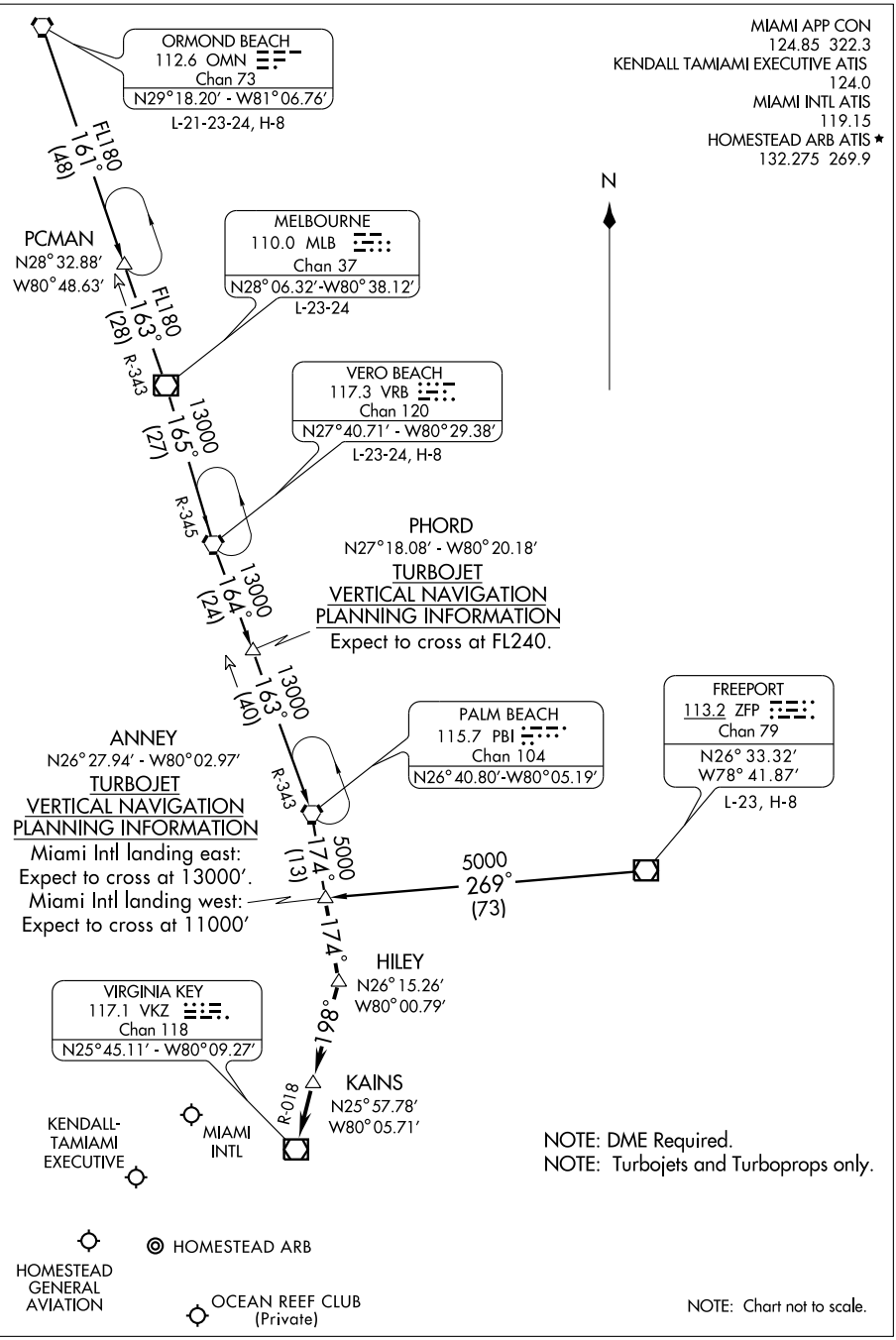
WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

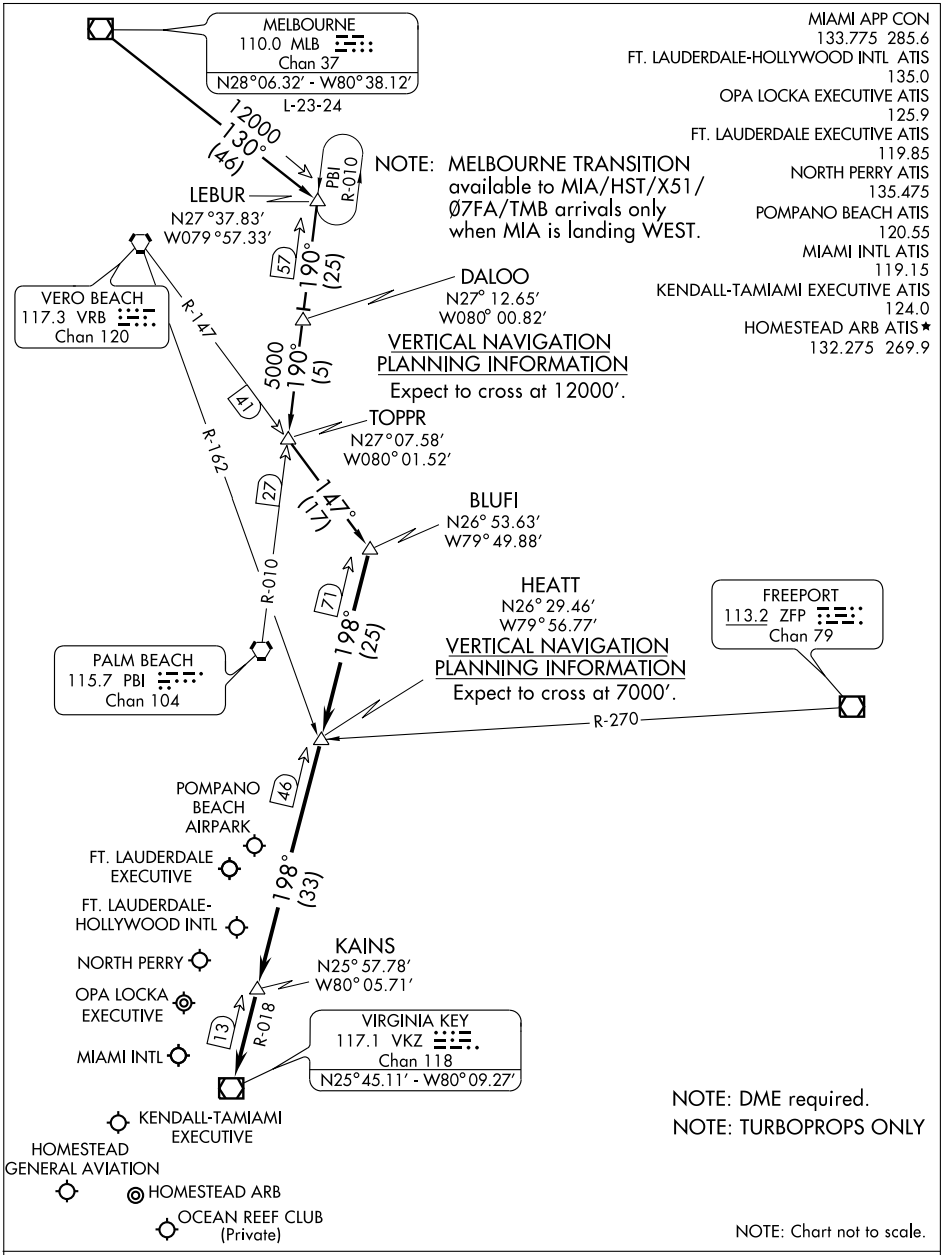
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

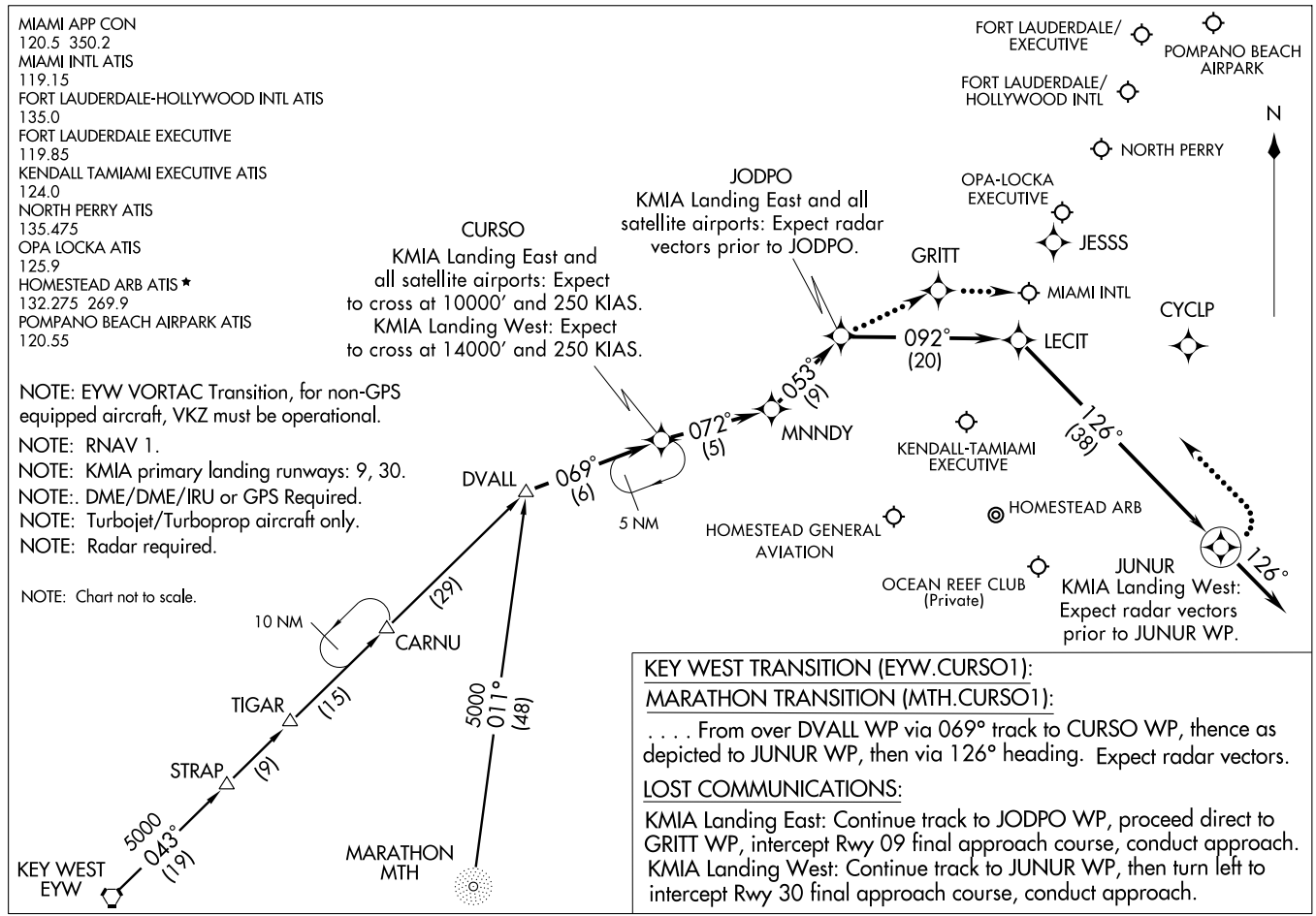
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

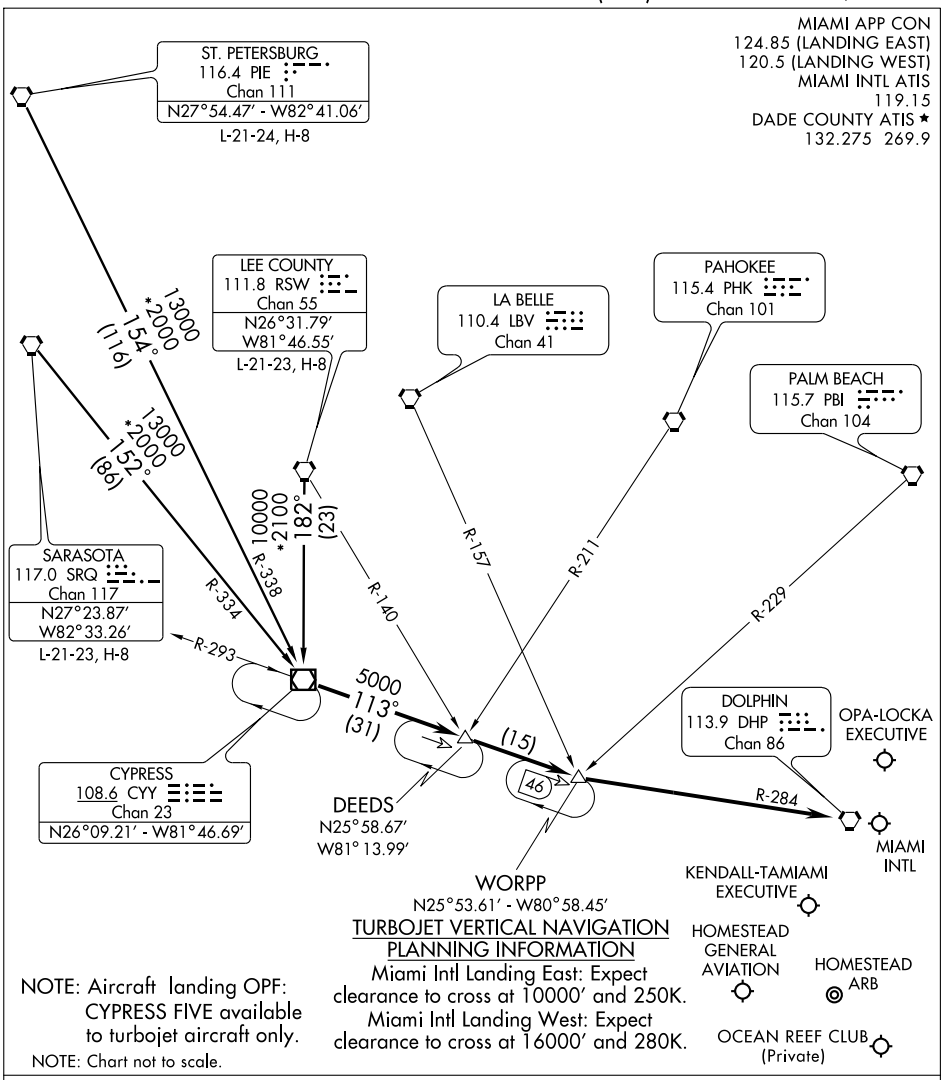
LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

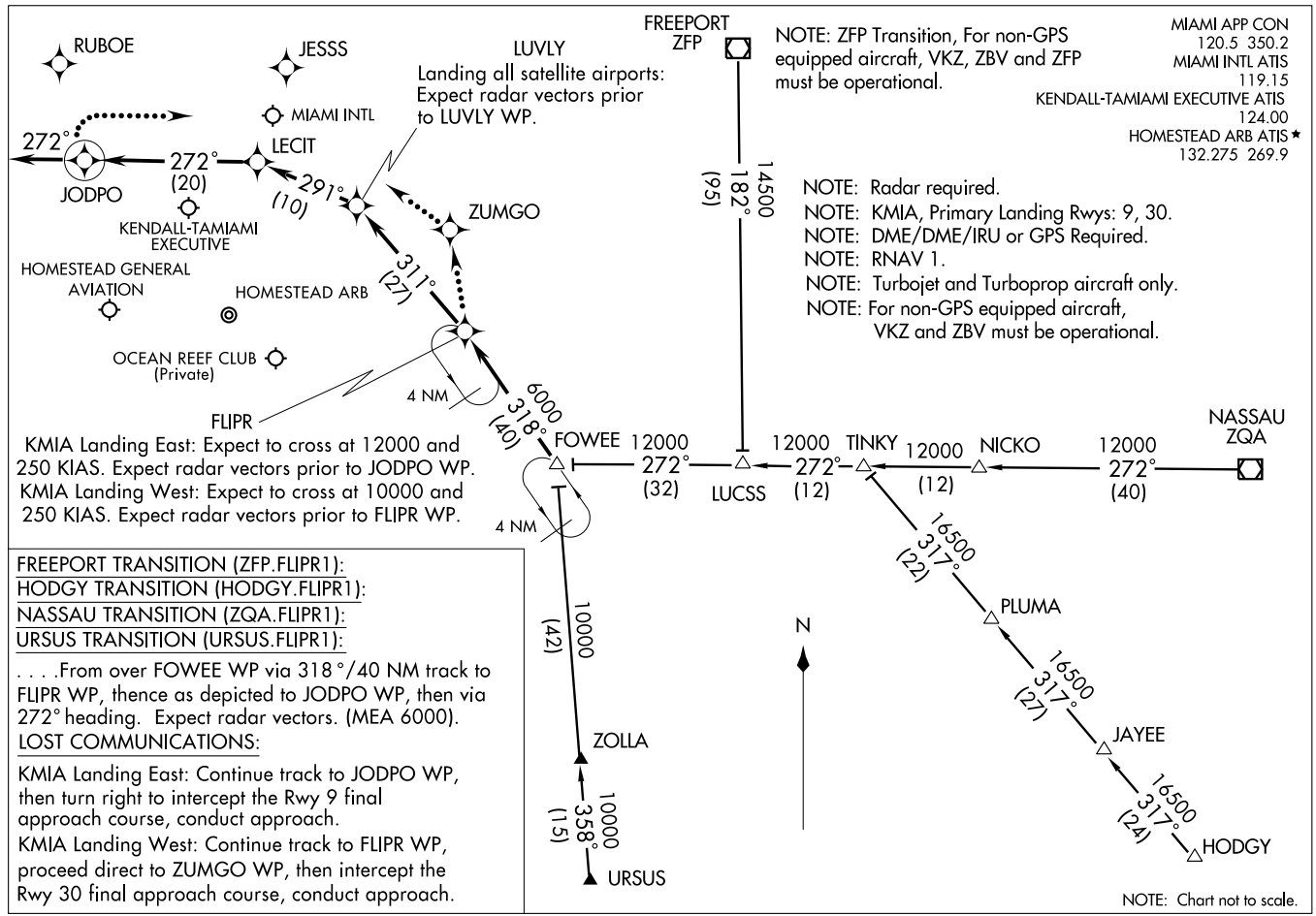
ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

FLIPR ONE ARRIVAL (RNAV)



FREEPORT TRANSITION (ZFP.FLIPR1):

HODGY TRANSITION (HODGY.FLIPR1):

NASSAU TRANSITION (ZQA.FLIPR1):

URSUS TRANSITION (URSUS.FLIPR1):

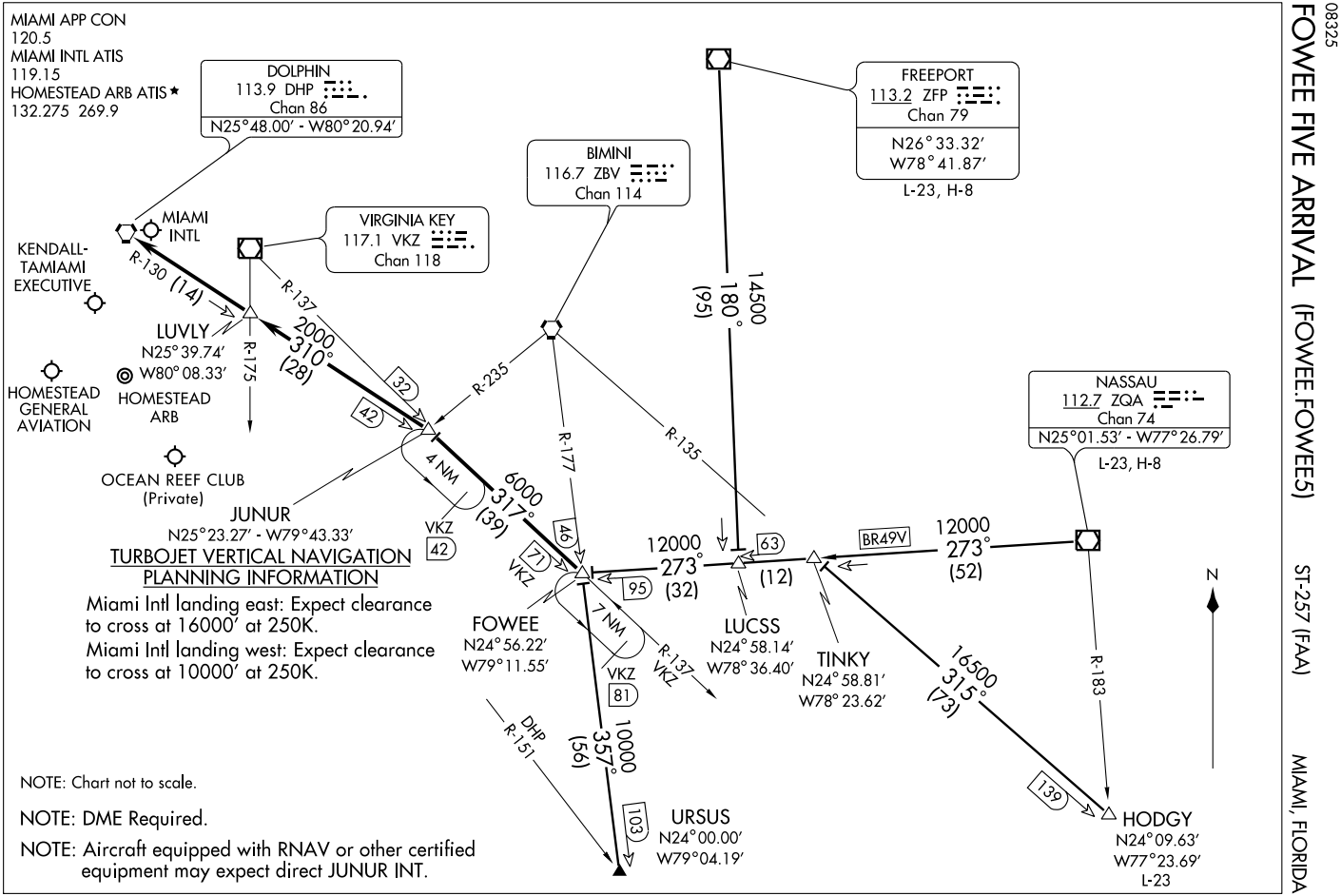
. . . .From over FOWEE WP via 318°/40 NM track to FLIPR WP, thence as depicted to JODPO WP, then via 272° heading. Expect radar vectors. (MEA 6000).

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing West: Continue track to FLIPR WP, proceed direct to ZUMGO WP, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

(HILEY.HILEY2) 07074

ST-257 (FAA)

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 199° (18)

CIMBA

JESSS

271° RUBOE

271° (31)

255° (6)

243° (5)

KAINS

HOXIL

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.

NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

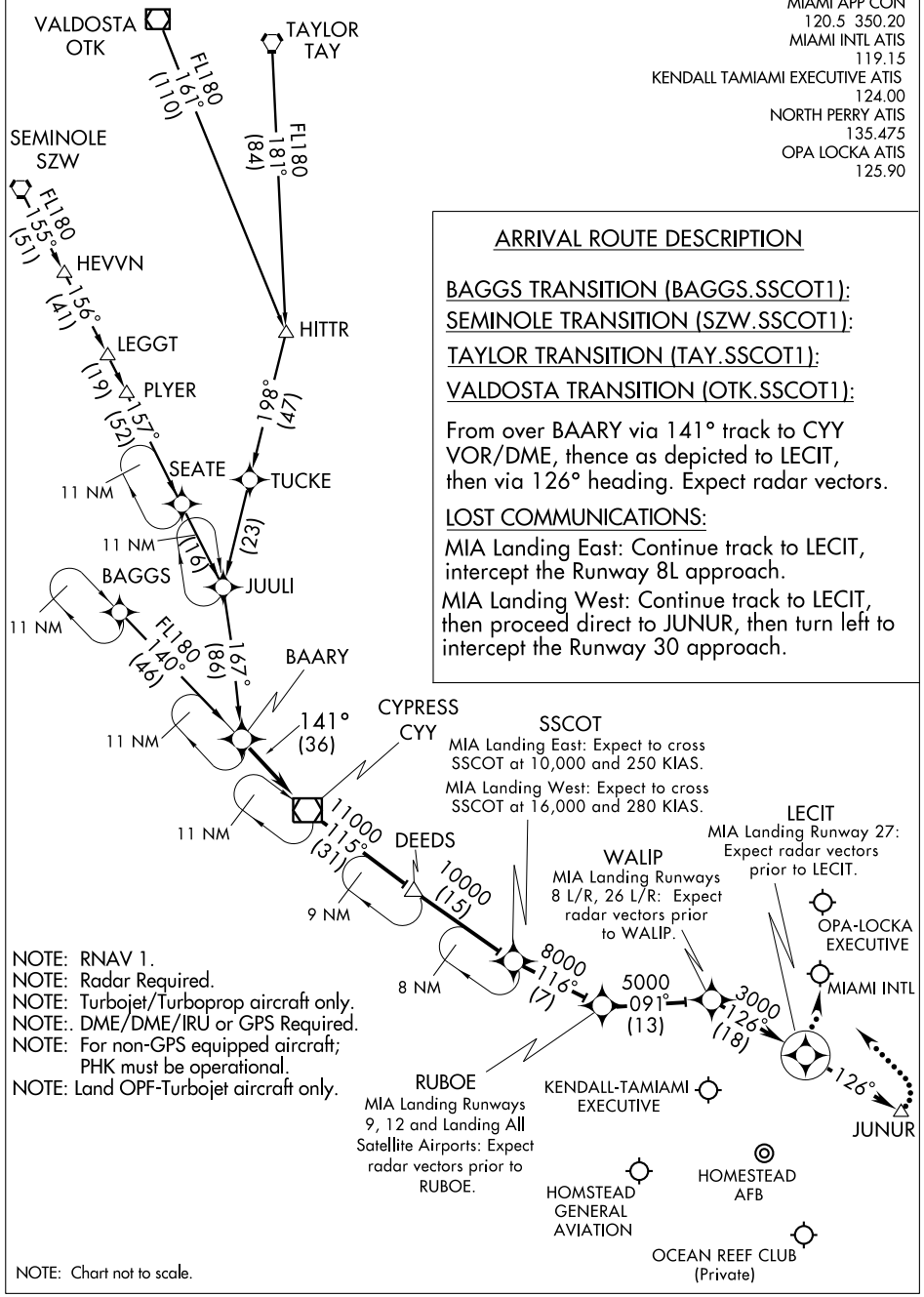
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

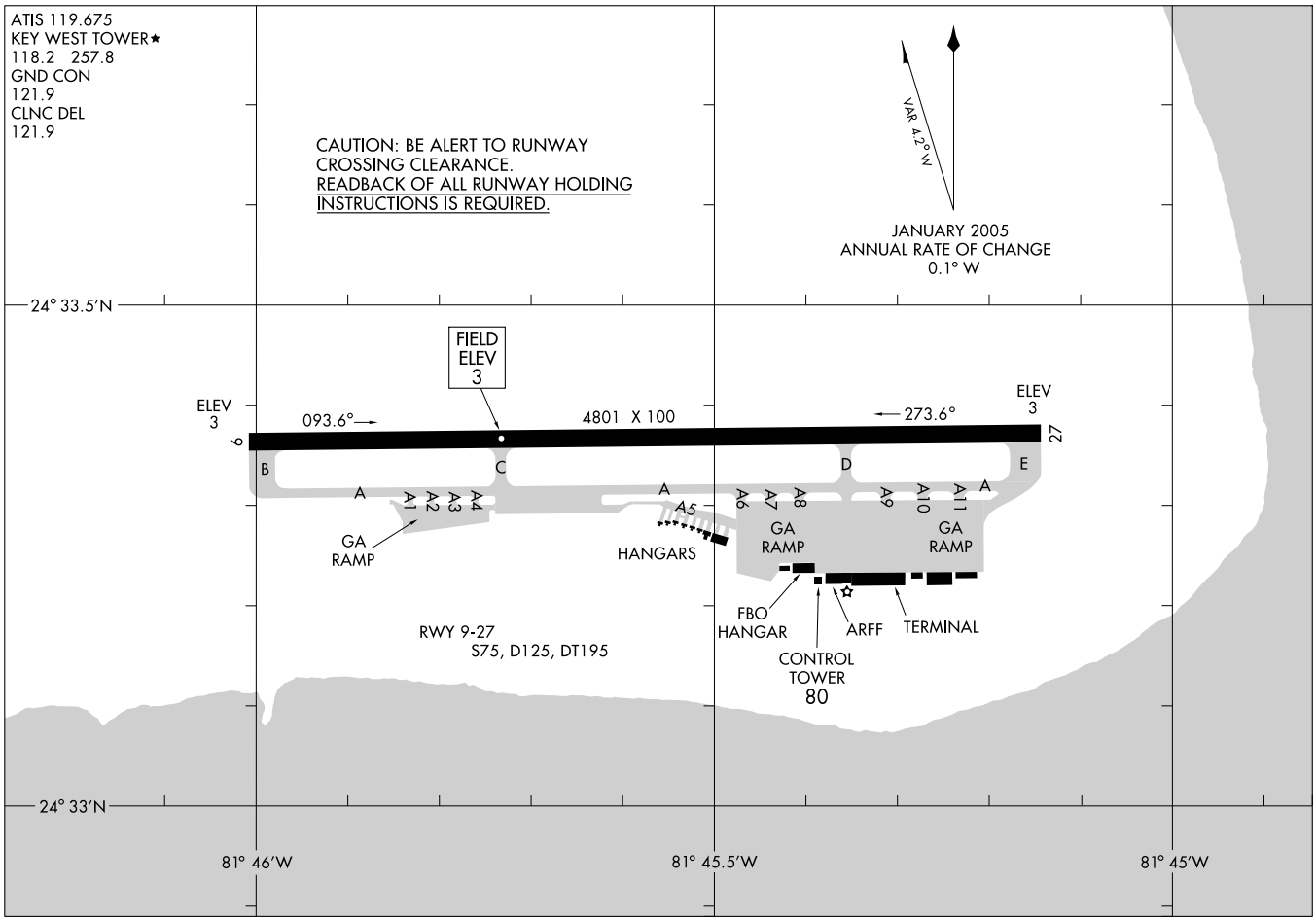
MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010



AIRPORT DIAGRAM

AL-606 (FAA)

KEY WEST INTL (EYW)
KEY WEST, FLORIDA

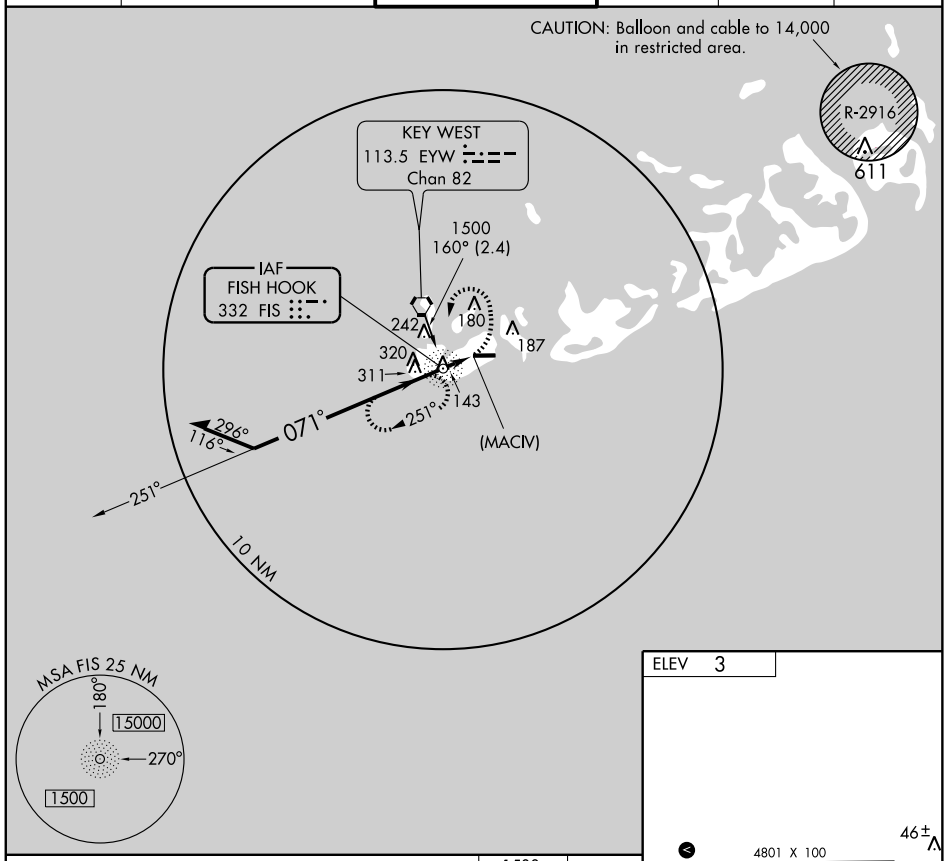
NDB FIS	APP CRS	Rwy Idg	N/A
332	071°	TDZE	N/A
		Apt Elev	3

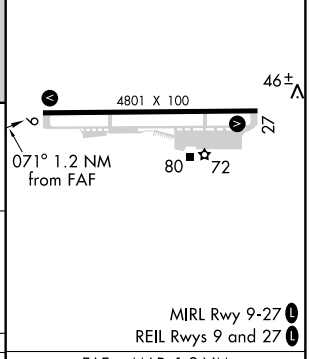
NDB or GPS-A
KEY WEST INTL (EYW)

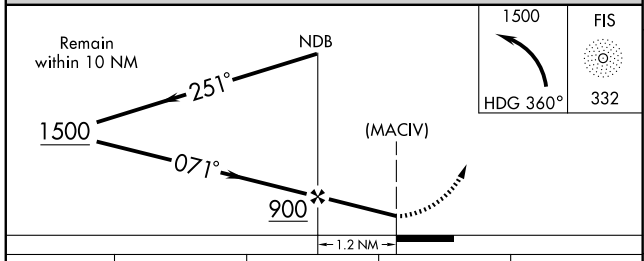
ASR

MISSED APPROACH: Climbing left turn to 1500 via heading 360°, then left turn direct FIS NDB and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95







MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
CIRCLING	500-1	497 (500-1)	500-1½ 497 (500-1½)	620-2 617 (700-2)

FAF to MAP 1.2 NM

Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-3, 17 DEC 2009 to 14 JAN 2010

KEY WEST, FLORIDA AL-606 (FAA)

WAAS	APP CRS	Rwy Idg	4801
CH 40405	093°	TDZE	3
W09A		Apt Elev	3

RNAV (GPS) RWY 9

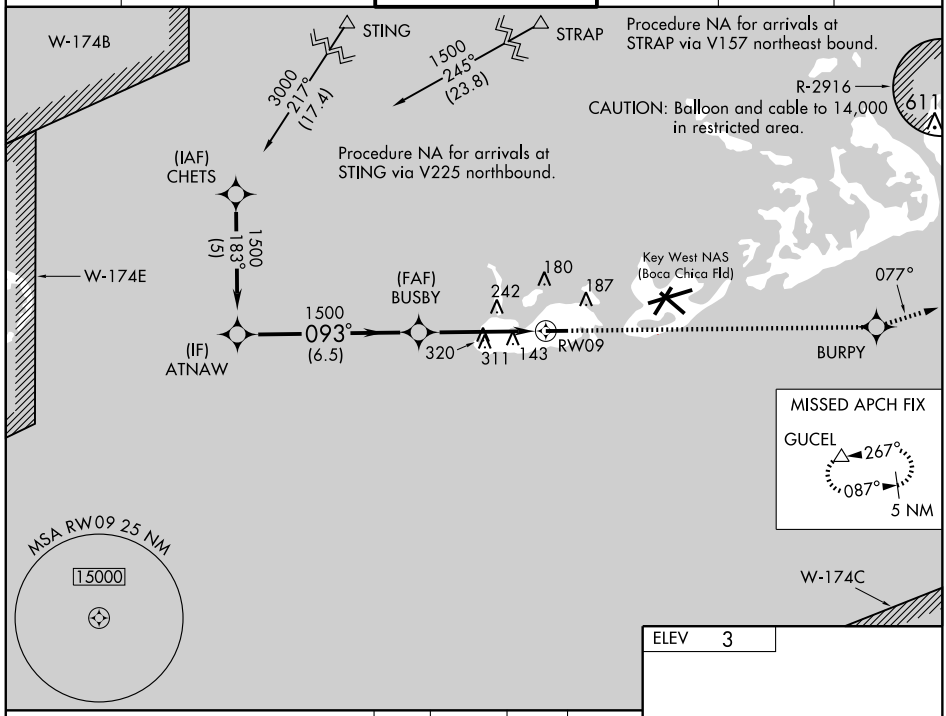
KEY WEST INTL (EYW)

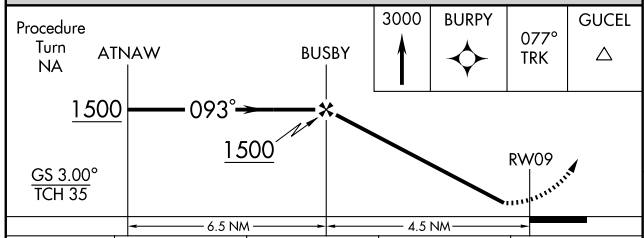
T A W ASR

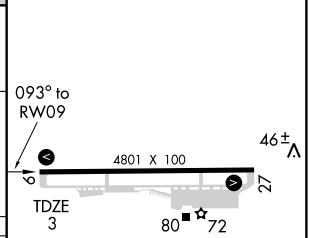
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Key West NAS/ Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct BURPY and via 077° track to GUCEL and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV/ VNAV DA	425-1½ 422 (500-1½)			
LNAV MDA	580-1 577 (600-1)		580-1½ 577 (600-1½)	580-1¾ 577 (600-1¾)
CIRCLING	580-1 577 (600-1)		580-1½ 577 (600-1½)	620-2 617 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4801
CH 82100	273°	TDZE	3
W27A		Apt Elev	3

RNAV (GPS) RWY 27

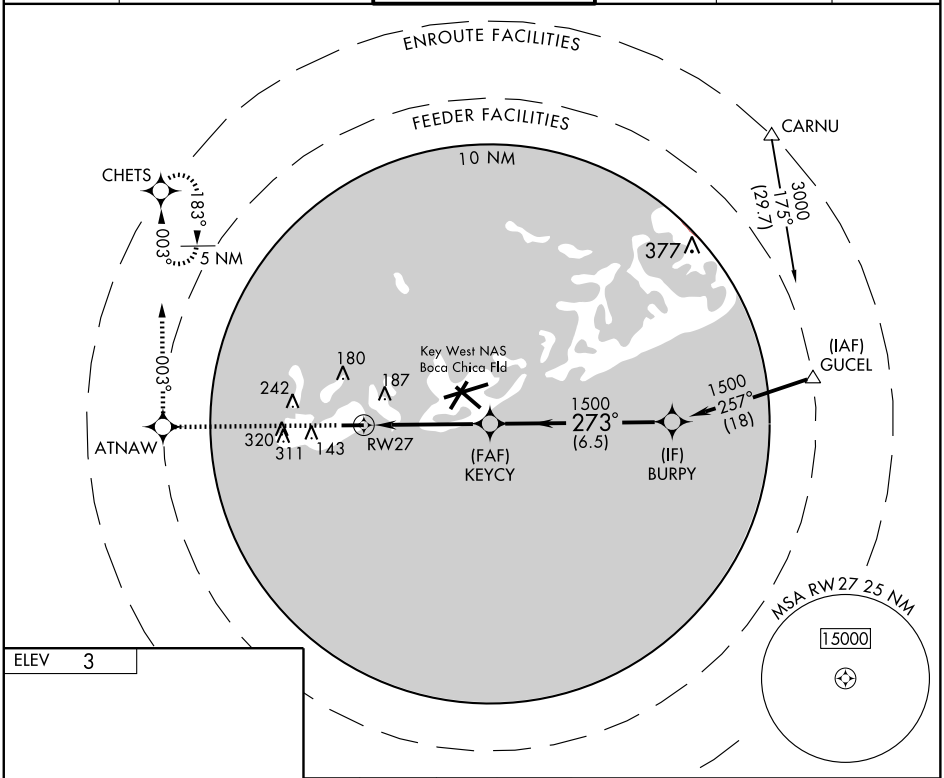
KEY WEST INTL (EYW)

T W
A ASR

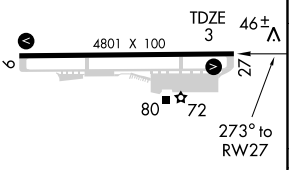
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Key West NAS/Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 2400 direct ATNAW and via 003° track to CHETS and hold.

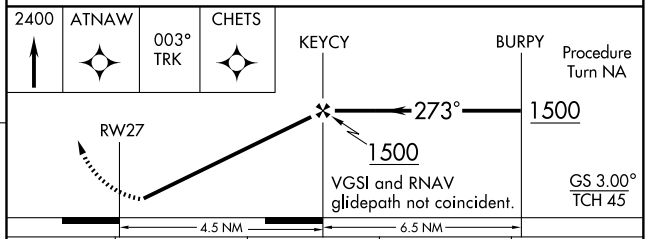
ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95



ELEV 3

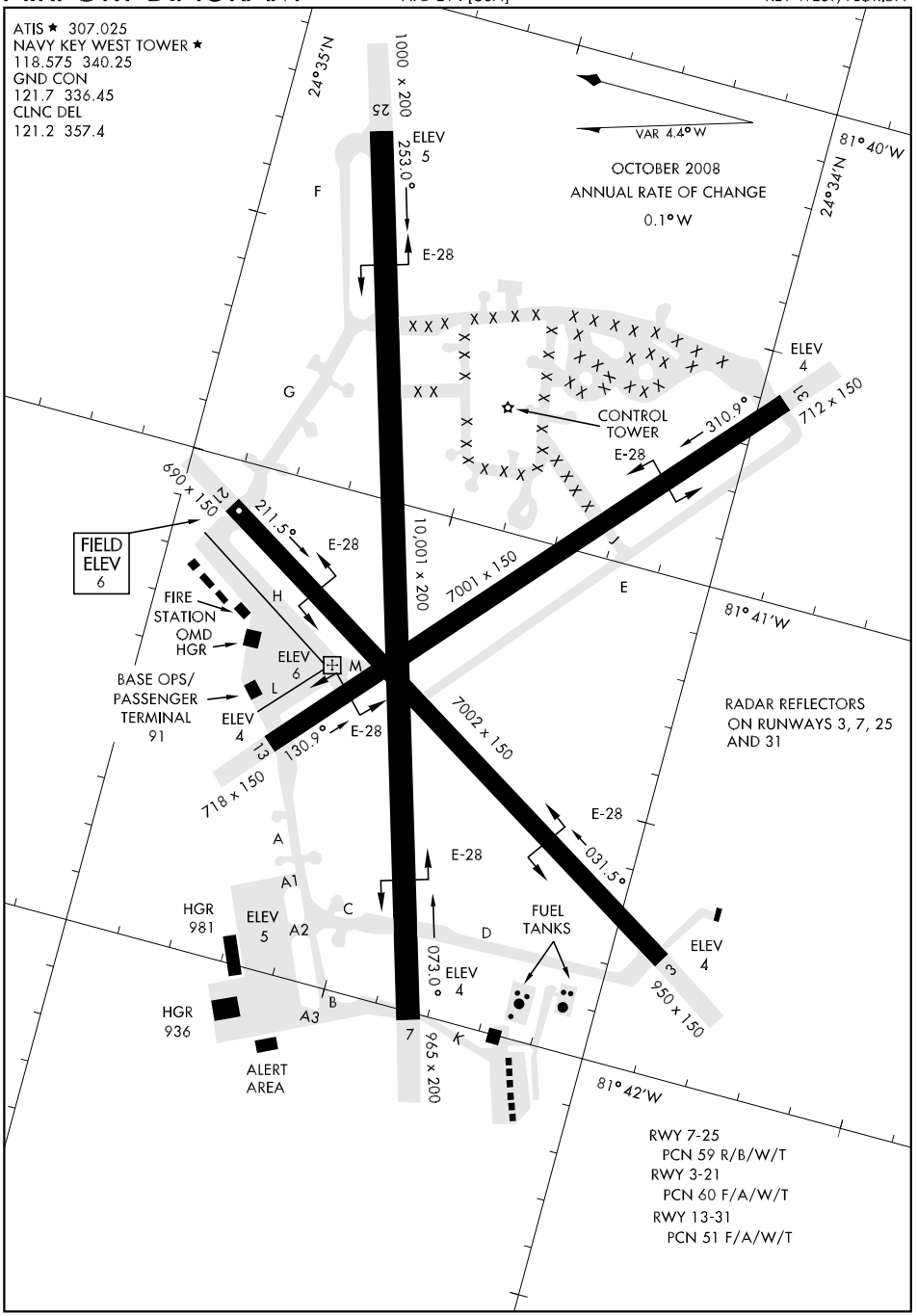


MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV MDA	420-1 417 (500-1)		420-1¼ 417 (500-1¼)	
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

HI-TACAN RWY 3

TACAN	APCH CRS	Rwy ldg	7002
Chan 78	040°	TDZE	4
		Arpt Elev	6

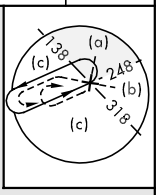
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

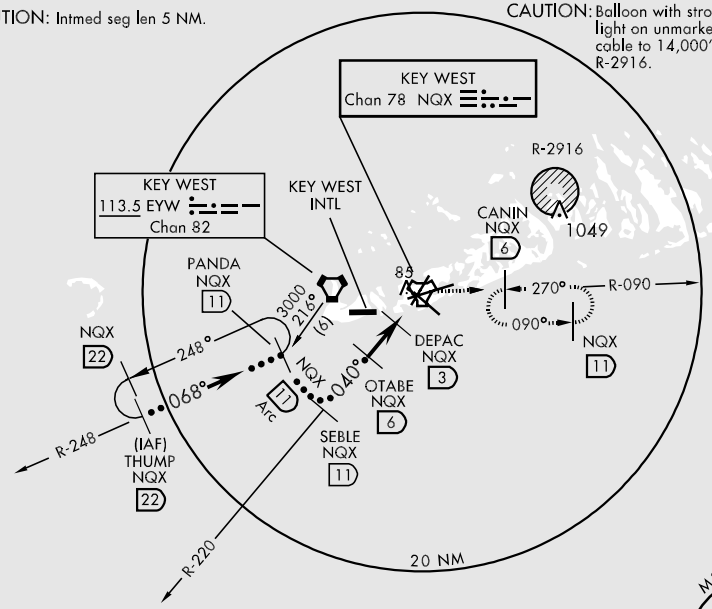
MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

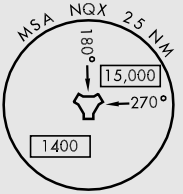
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340°- 069°) 126.575 313.7 (NQX 070°- 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM.

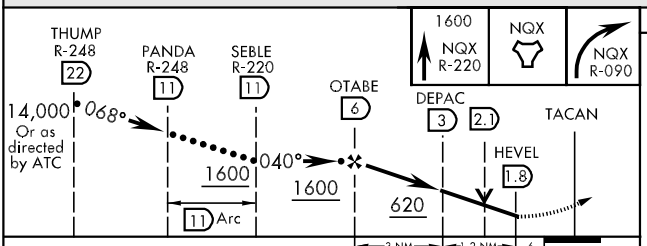
CAUTION: Balloon with strobe light on unmarked cable to 14,000′ in R-2916.

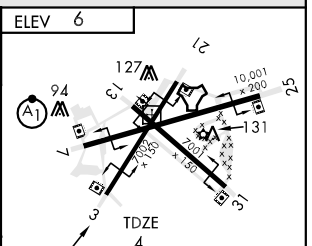






EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-3	340-1 336 (400-1)		340-1¼ 336 (400-1¼)
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	
S-PAR 3	204-¾ 200 (200-¾) GS 3.00°		

HIRL all Rwys

HI-TACAN RWY 31

TACAN	APCH CRS	Rwy ldg	7001
Chan 78	331°	TDZE	4
		Arpt Elev	6

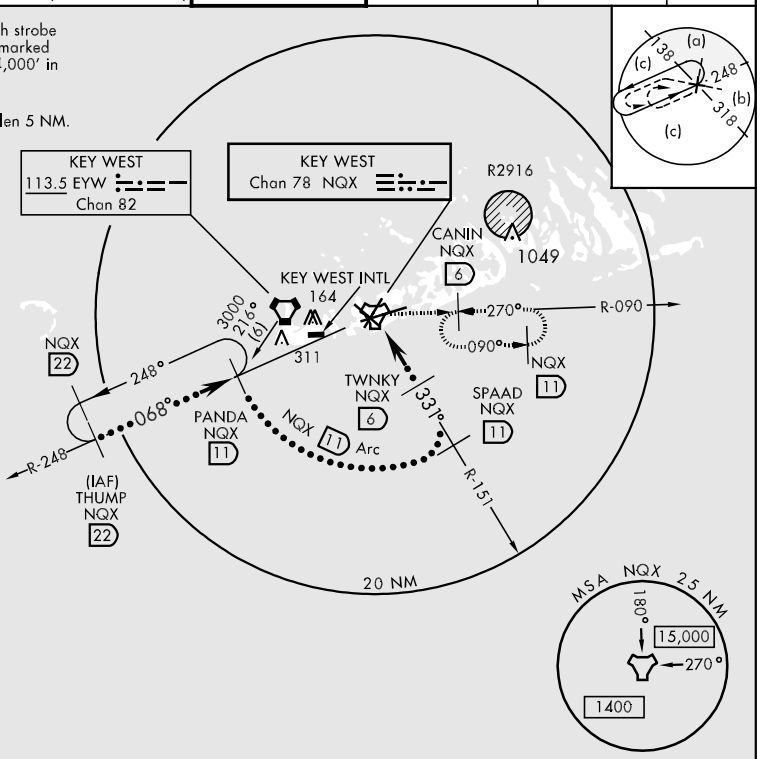
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

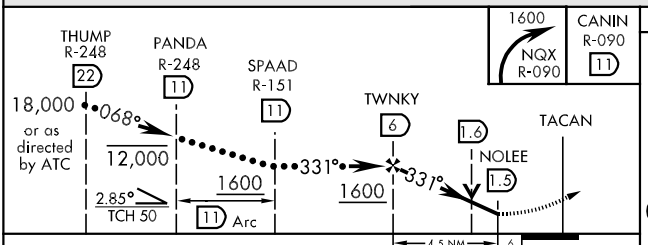
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340°- 069°) 126.575 313.7 (NQX 070°- 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.

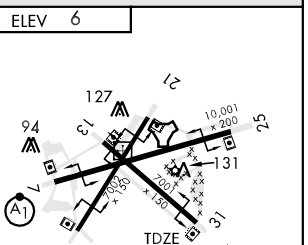
CAUTION: Intmed seg len 5 NM.



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	C	D	E
S-31	300-1	296	(300-1)
CIRCLING	500-1½ 494 (500-1½)	560-2 554	(600-2)
S-ASR 31	340-1	336	(400-1)

HIRL all Rwys

HI-TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	10,001
NQX Chan 78	068°	TDZE	4
		Arpt Elev	6

JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.
** When ALS inop, increase vis CAT CDE to ½ mile.

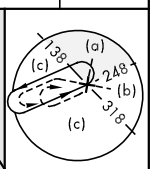
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340°- 069°) 126.575 313.7 (NQX 070°- 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM

CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.



KEY WEST
Chan 78 NQX

KEY WEST
113.5 EYW
Chan 82

R-2916

CANIN NQX 1049

KEY WEST INTL

311 164 196 187

3000 (6)

270° R-090

090°

NQX 11

UCGOR NQX 2.5

UTERE NQX 4

OBBIN NQX 6

PANDA NQX 11

NQX 22

248°

068°

R-248

(IAF) THUMP NQX 22

20 NM

MSA NQX 25 NM

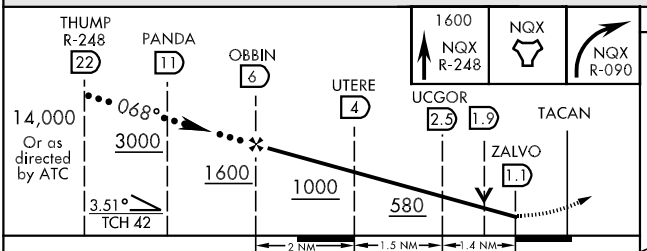
180°

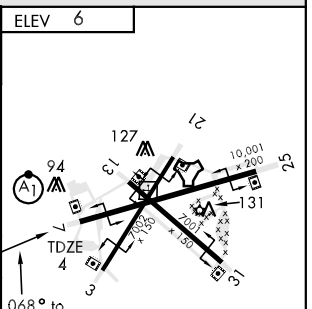
15,000

270°

1400

EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-7 *	360-¾ 356 (400-¾)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	
S-PAR 7 **	104-¼ 100 (100-¼) GS 3.00°		

HIRL all Rwys

HI-TACAN Z RWY 7

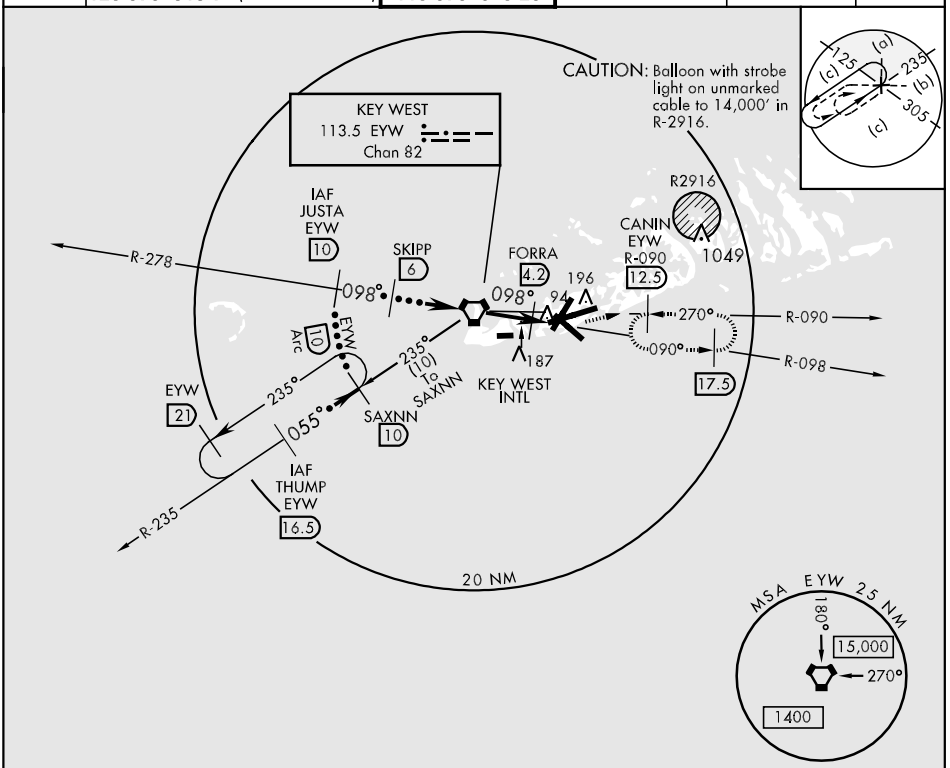
VORTAC EYW	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)
113.5 Chan 82	098°	10,001 / 4 / 6		

▼ *When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.
**When ALS inop, increase vis CAT CDE to ½ miles.

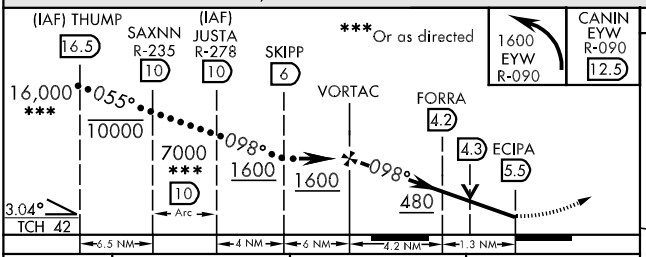
ALSF-1

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

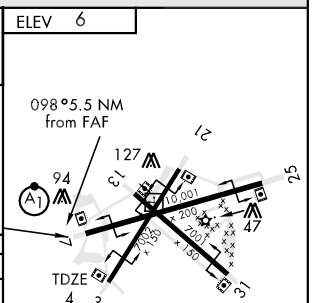
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340°- 069°) 126.575 313.7 (NQX 070°- 339°)	118.575 340.25	121.7 336.45	121.2 357.4	



EMERG SAFE ALT 100 NM 15,000



CATEGORY	C	D	E
S-7 *	360-¾ 356 (400-¾)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	
S-PAR 7 **	104-¼ 100 (100-¼) GS 3.00°		



RNAV (GPS) RWY 3

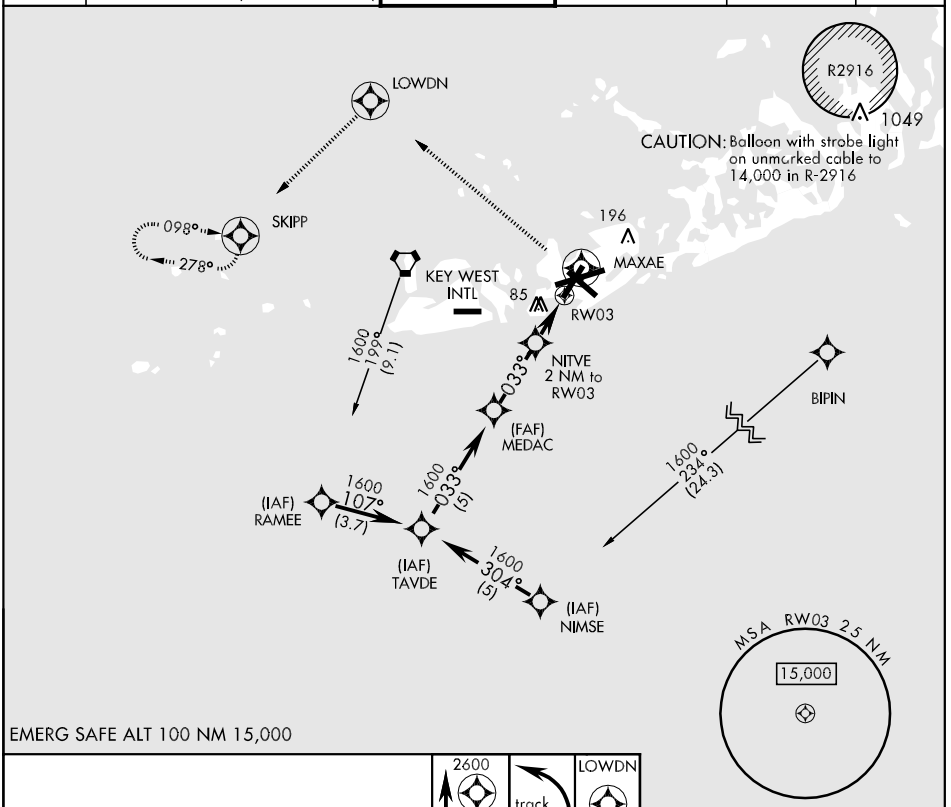
APCH CRS	Rwy Idg	7002
033°	TDZE	4
	Arpt Elev	6

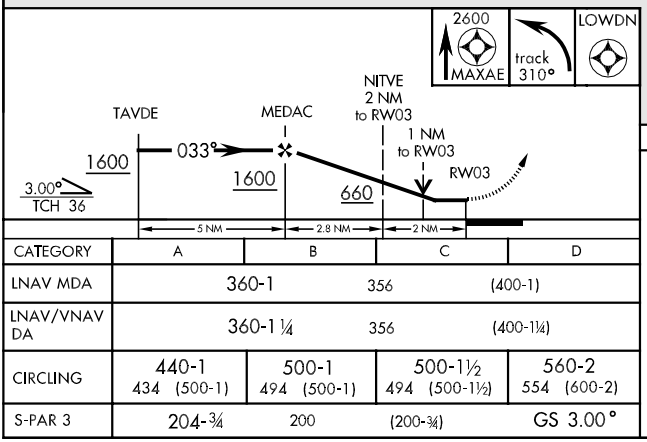
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO VNAV NA below - 15.01° C (4.98°F)

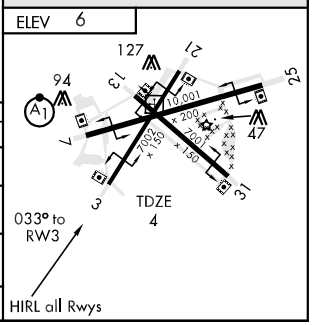
MISSED APPROACH: Climb to 2600 direct MAXAE, then turn left via track 310° to LOWDN, then turn left via track 226° to SKIPP and hold. Max missed approach speed 200 KIAS.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	A	B	C	D
LNAV MDA	360-1	356	(400-1)	
LNAV/VNAV DA	360-1 ¼	356	(400-1¼)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 3	204-¾	200	(200-¾)	GS 3.00°



RNAV (GPS) RWY 7

APCH CRS	Rwy ldg	10,001
075°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

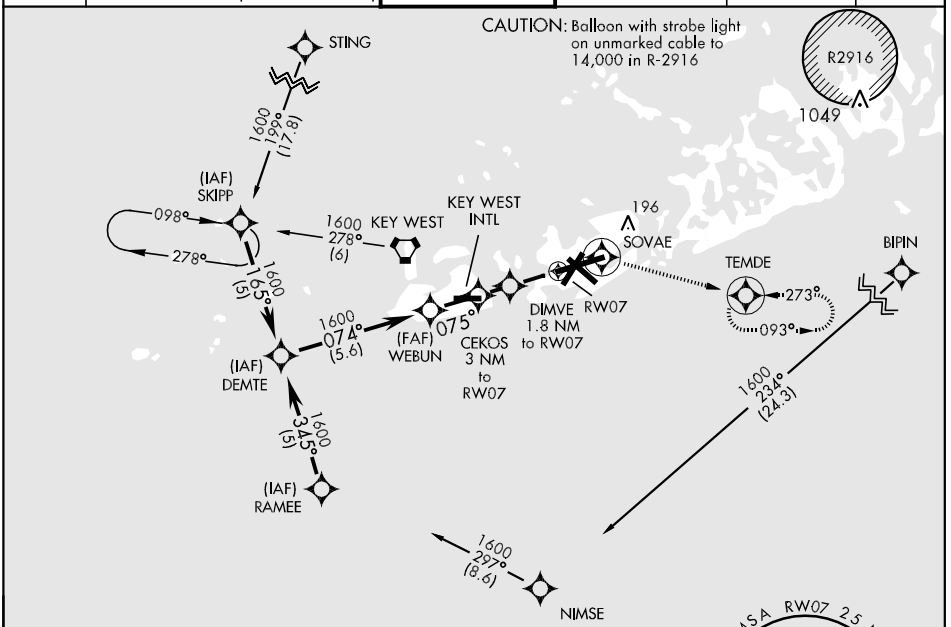
▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 1600 direct SOVAE, then turn right via track 107° to TEMDE and hold. Max missed approach speed 200 KIAS.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

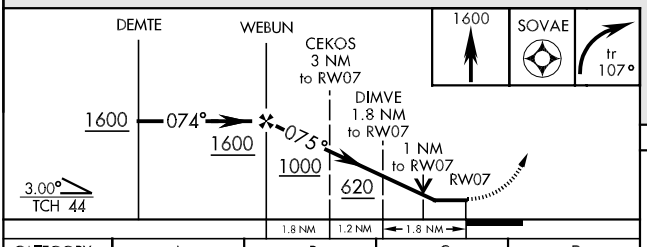
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

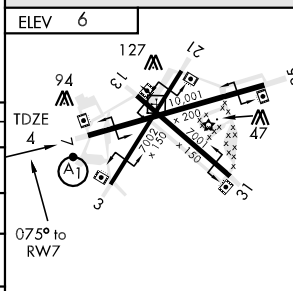


GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO VNAV NA below - 15.01° C (4.98° F)

MSA RW07 25 NM
15,000

EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
LNAV MDA *	360- ½	356	(400-½)	360- ¾ 356 (400- ¾)
LNAV/VNAV DA **	360- ¾	356	(400- ¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 7 ***	104- ¼	100	(100- ¼)	GS 3.00°

HIRL all Rwys

RNAV (GPS) RWY 13

APCH CRS	Rwy ldg	7001
133°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO VNAV NA below - 15.01°C (4.98°F).
CAUTION: Visual Area penetrated by unlit obstacles.

MISSED APPROACH: Climb to 1600 direct OCERI, then turn left via track 097° to TEMDE and hold. Max missed approach speed 210 KIAS.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 4.7 NM.

STING

1600 189° (12)

STRAP

1600 244° (10.8)

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

1600 223° (5)

(IAF) NIBEE

(IAF) LOWDN

R2916

1049

1600 133° (4.7)

(FAF) OCETA

(IAF) SKIPP

1600 046° (6.7)

098°

278°

1600 278° (6)

KEY WEST

196

133°

RW13

OCERI

TEMDE

273°

093°

KEY WEST INTL

MSA RW13 25 NM

15,000

EMERG SAFE ALT 100 NM 15,000

1600 OCERI tr 097°

LOWDN 1600 133° OCETA 1600 1 NM to RW13 RW13

3.00° TCH 50

4.8 NM

ELEV 6

133° to RW13

TDZE 4

CATEGORY	A	B	C	D
LNAV MDA	380-1	376	(400-1)	380-1¼ 376 (400-1¼)
LNAV/VNAV DA	380-1¼	376	(400-1¼)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-ASR 13	380-1	376	(400-1)	380-1¼ 376 (400-1¼)

HIRL all Rwys

RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	10,001
255°	TDZE	5
	Arpt Elev	6

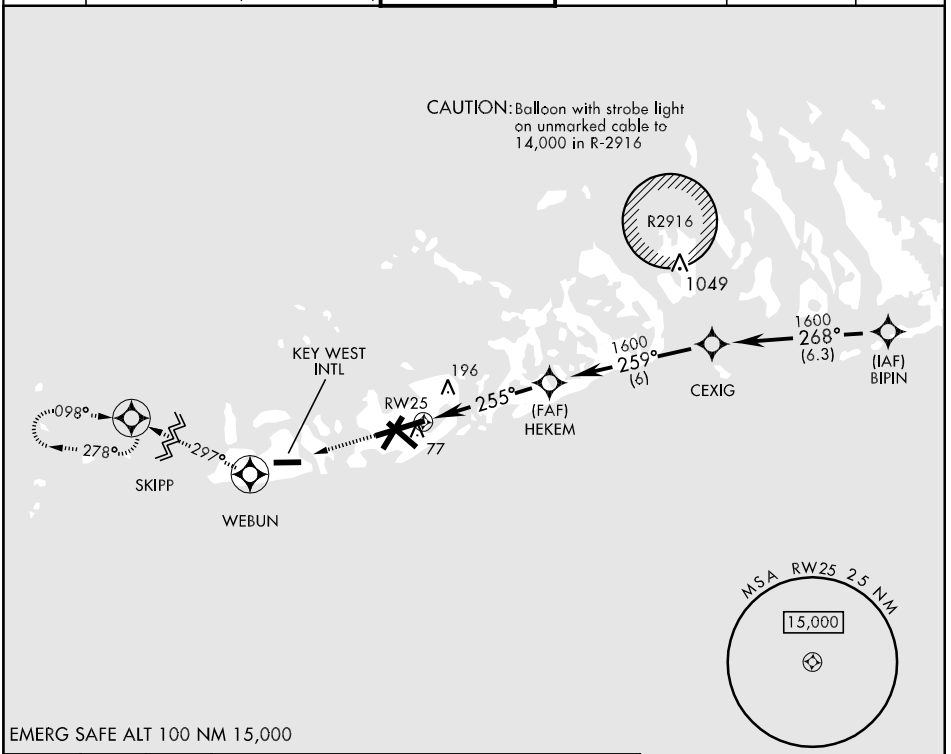
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

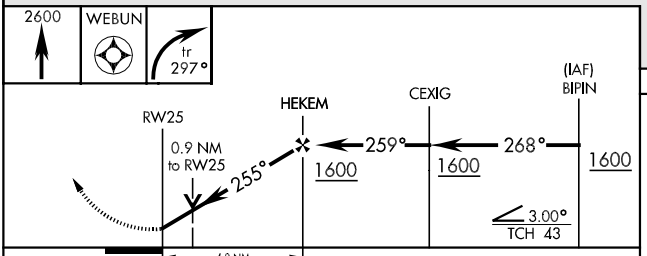
MISSED APPROACH: Climb to 2600 direct WEBUN, then turn right via track 297° to SKIPP and hold.

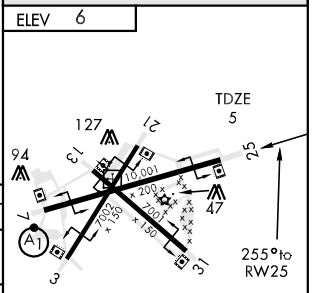
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
LNAV MDA	360-1	355	(400-1)	360-1¼ 355 (400-1¼)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 25	106-½	100	(100-½)	GS 3.00°

HIRL all Rwys

RNAV (GPS) RWY 31

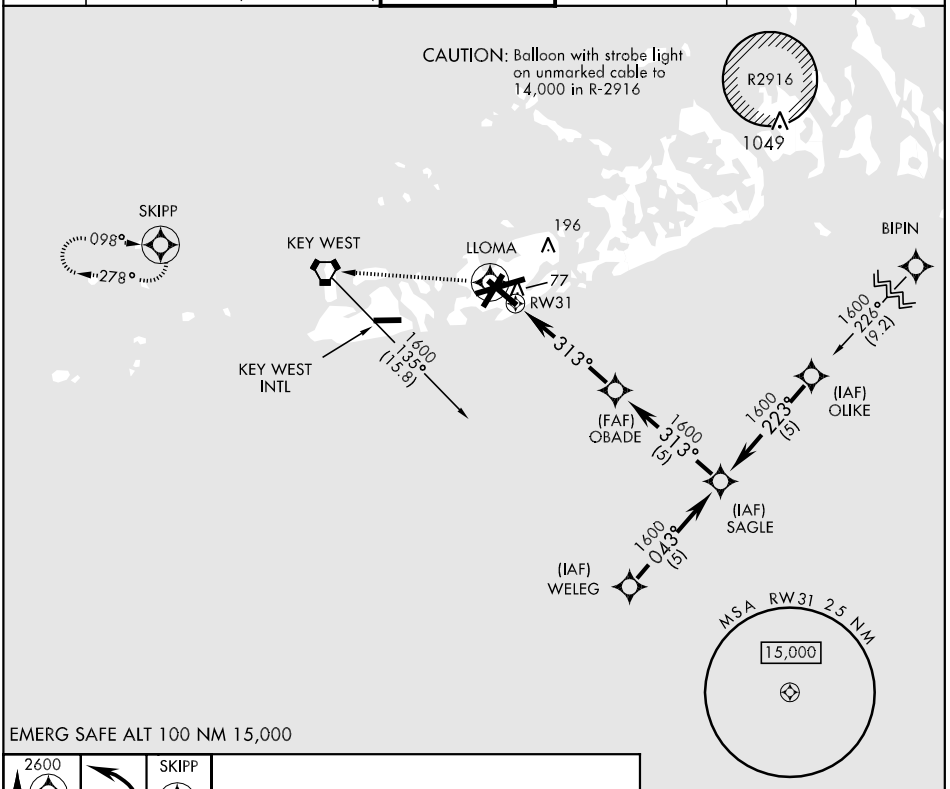
APCH CRS	Rwy ldg	7001
313°	TDZE	4
	Arpt Elev	6

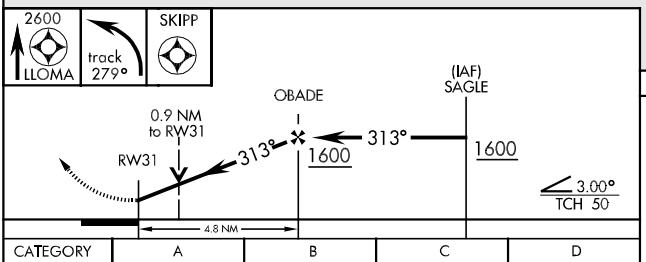
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

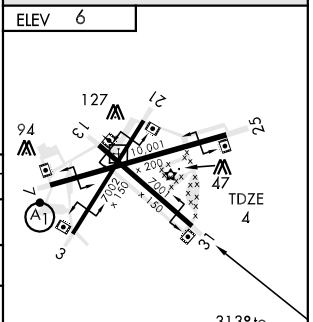
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO VNAV NA below - 15.01°C (4.98°F).

MISSED APPROACH: Climb to 2600 direct LLOMA, then turn left via track 279° to SKIPP and hold. Max missed approach speed 200 KIAS.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	







CATEGORY	A	B	C	D
LNAV MDA	380-1	376	(400-1)	380-1¼ 376 (400-1¼)
LNAV/VNAV DA	340-1¼	336	(400-1¼)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-ASR-31	340-1	336	(400-1)	

HIRL all Rwys

TACAN RWY 3

TACAN	APCH CRS	Rwy Idg	7002
Chan 78	040°	TDZE	4
		Arpt Elev	6

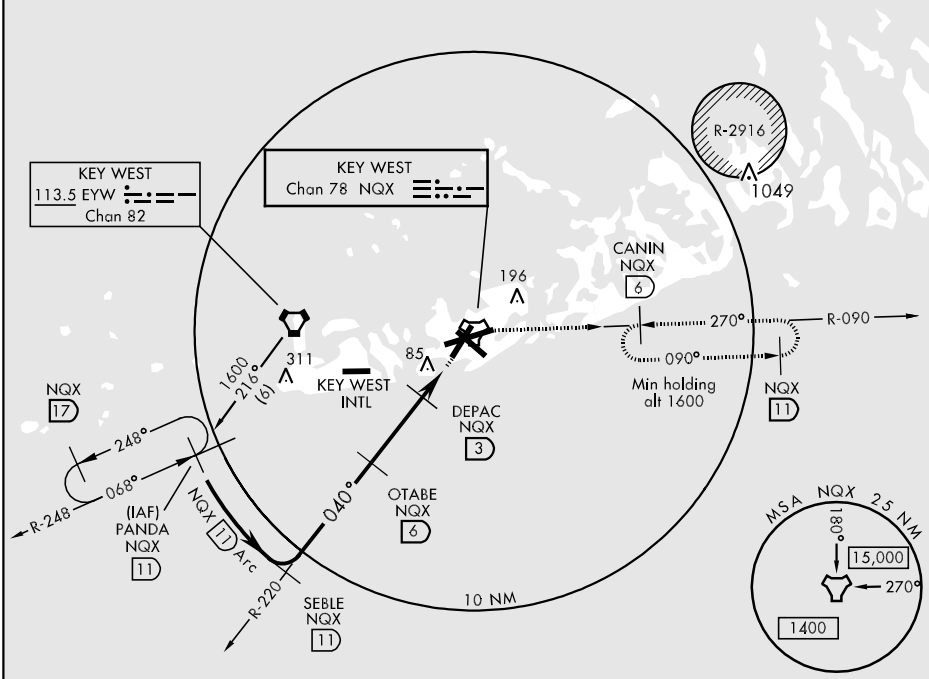
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

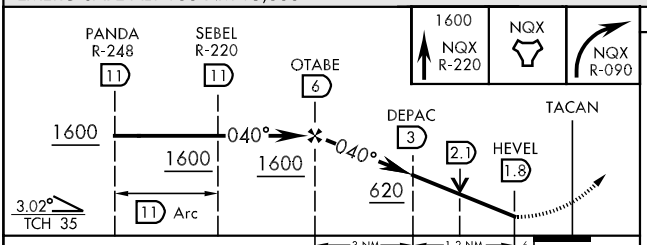
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

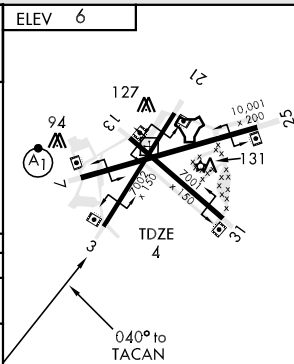
CAUTION: CAT CD intmd seg len 5 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
S-3	340-1 336 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 3	104-½ 100 (100-½) GS 3.00°			

TACAN RWY 25

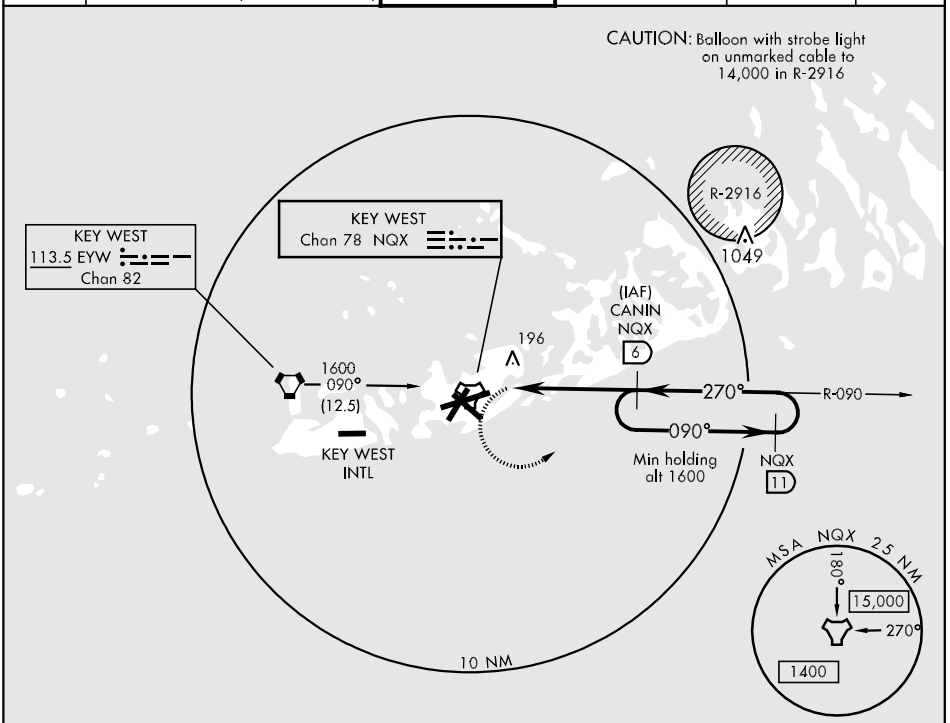
TACAN	APCH CRS	Rwy ldg	10,001
Chan 78	270°	TDZE	5
		Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

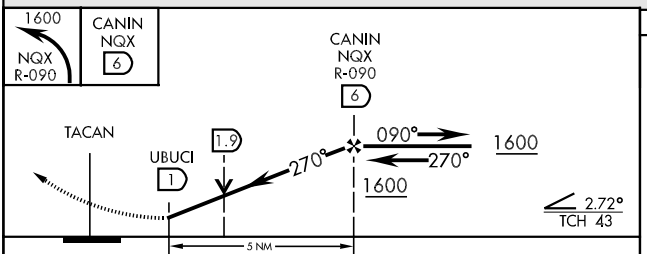
MISSED APPROACH: Climbing left turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

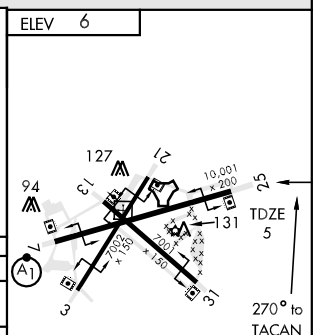
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMEG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 25	106-½ 100 (100-½) GS 3.00°			

HIRL all Rwys

TACAN RWY 31

TACAN	NQS	APCH CRS	Rwy Idg	7001
Chan	78	331°	TDZE	4
			Arpt Elev	6

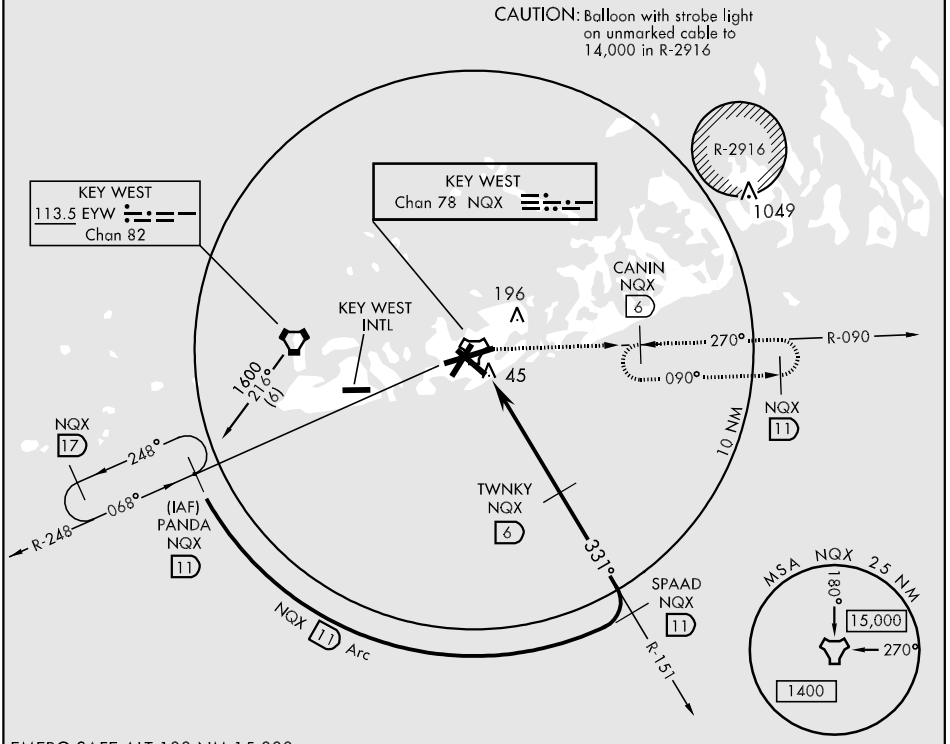
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600, intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

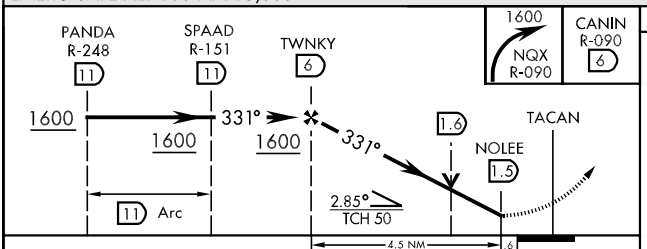
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

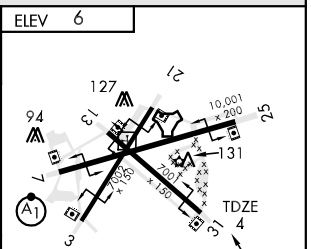
CAUTION: CAT CD intmed seg len 5 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
S-31	300-1 296 (300-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-ASR 31	340-1 336 (400-1)			

HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	10,001
Chan 78	068°	TDZE	4
		Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

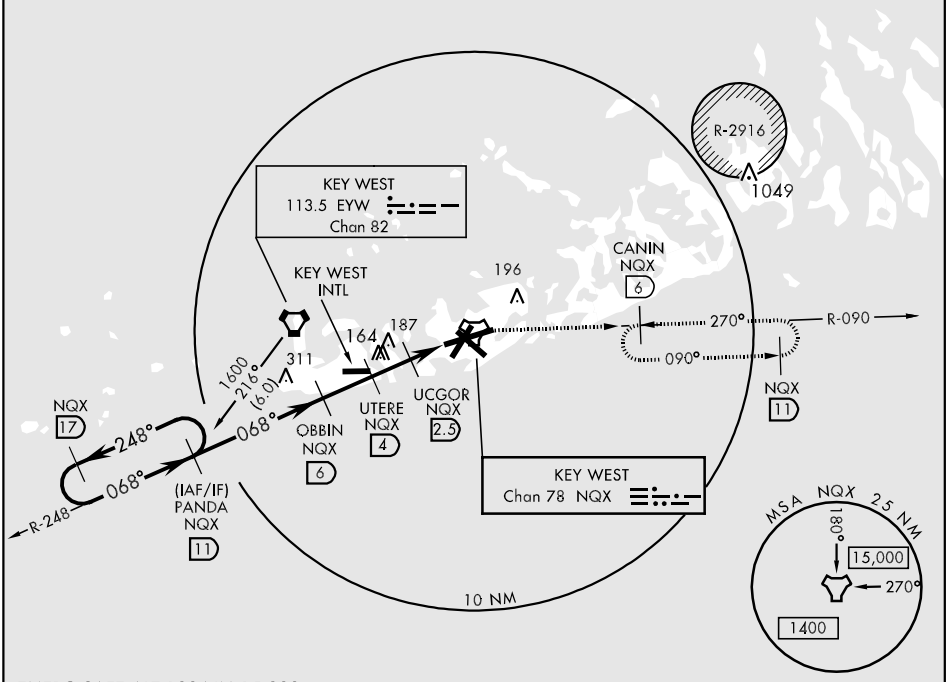
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

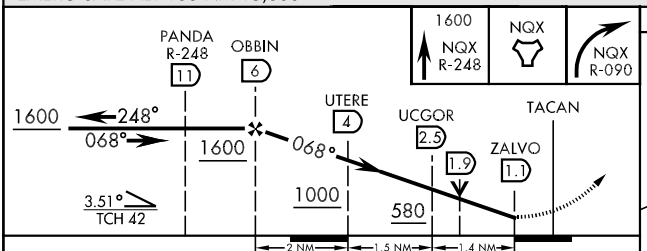
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	

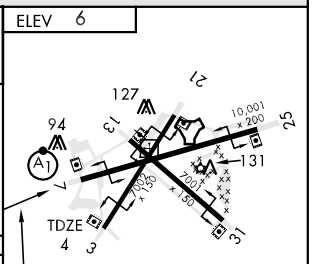
CAUTION: CAT CD intmed seg len 5 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
S-7 *	360- ½ 356 (400-½)		360- ¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 7 **	104-¼ 100 (100-¼) GS 3.00°			

HIRL all Rwys

24°34'N-81°41'W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

TACAN Y RWY 7

TACAN Z RWY 7

EYW VORTAC 113.5 Chan 82	APCH CRS 098°	Rwy ldg 10,001 TDZE 4 Arpt Elev 6

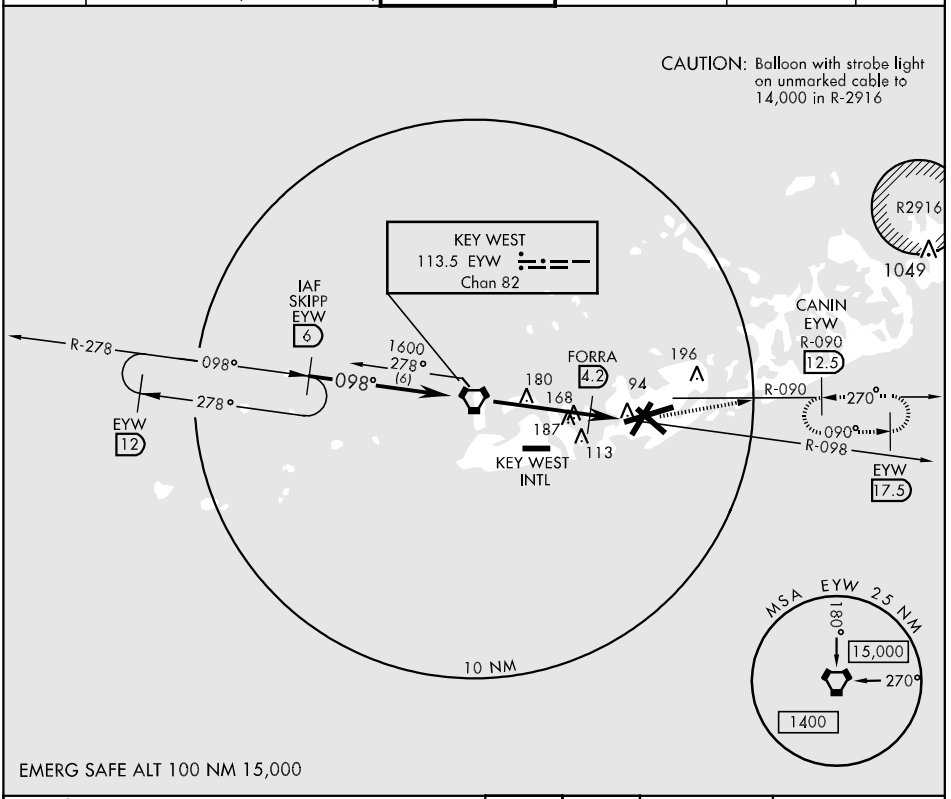
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

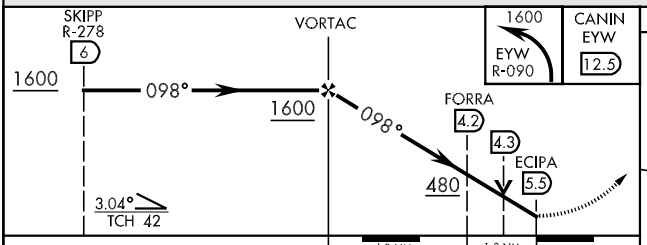
▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

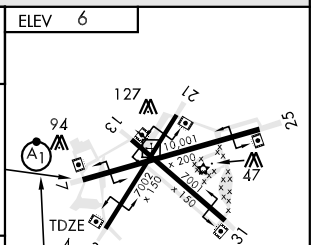
ALSF-1

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340°- 069°) 126.575 313.7 (NQX 070°- 339°)	118.575 340.25	121.7 336.45	121.2 357.4	







CATEGORY	A	B	C	D
S-7 *	360- ½ 356 (400-½)		360- ¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 7 **	104-¼ 100 (100-¼) GS 3.00°			

HIRL all Rwys

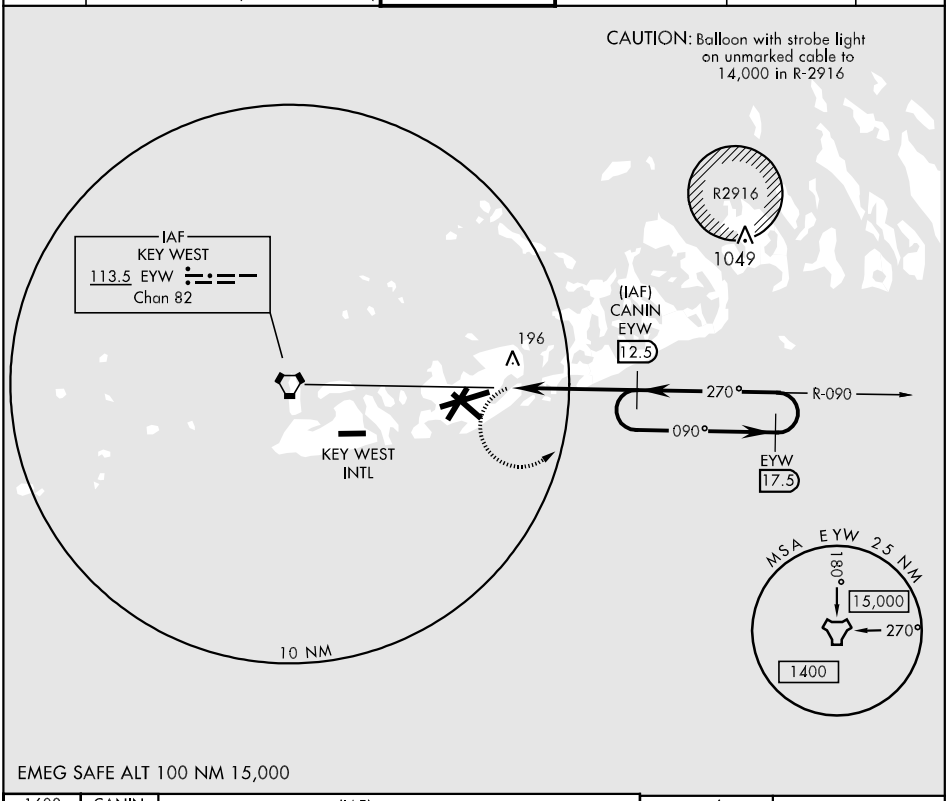
SE-3, 17 DEC 2009 to 14 JAN 2010

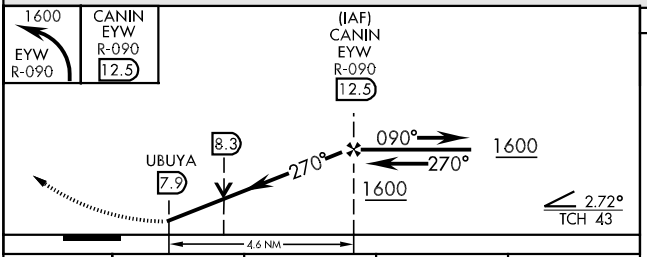
VOR/DME RWY 25

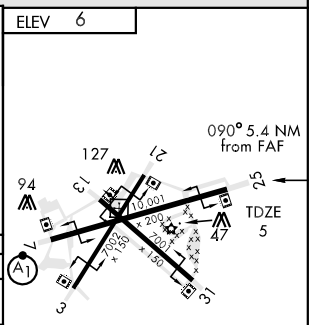
EYW VORTAC 113.5 Chan 82	APCH CRS 270°	Rwy ldg 10,001 TDZE 5 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340° - 069°) 126.575 313.7 (NQX 070° - 339°)	118.575 340.25	121.7 336.45	121.2 357.4	







CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 25	106-½ 100 (100-½) GS 3.00°			

HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR or VOR/DME RWY 7

EYW VORTAC	APCH CRS	Rwy ldg 10,001
113.5	098°	TDZE 4
Chan 82		Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

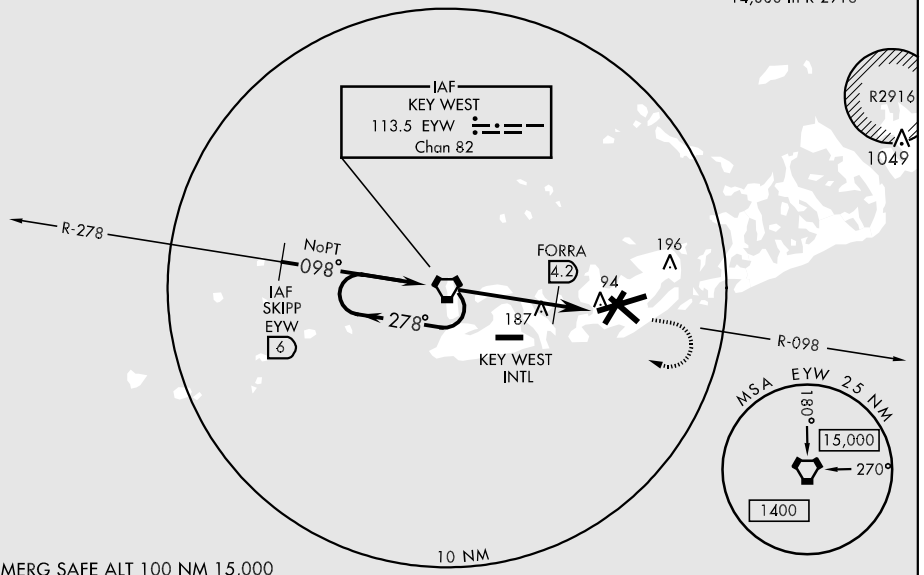
ALSF-1

MISSED APPROACH: Climb to 1600 via EYW R-098, then climbing right turn to 2600 direct EYW VORTAC and hold.

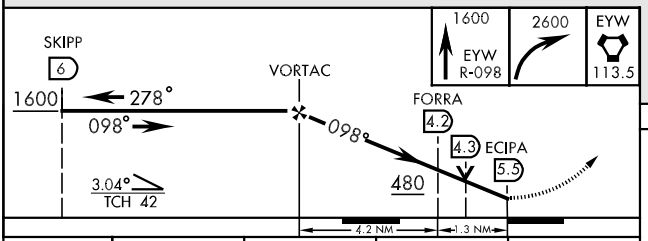
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85 (NQX 340°-069°) 126.575 313.7 (NQX 070°-339°)	118.575 340.25	121.7 336.45	121.2 357.4	

*** When ALS inop, increase vis CAT ABCD to ½ mile.

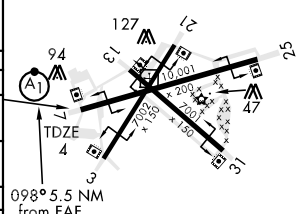
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-7 *	360-½ 356 (400-½)		360-¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
WITHOUT DME MINIMUMS				
S-7 **	440-½ 436 (500-½)		440-¾ 436 (500-¾)	440-1 436 (500-1)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)
S-PAR 7 ***	104-¼ 100 (100-¼) GS 3.00°			

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

APP CRS		
050°	Rwy Idg	5044
	TDZE	190
	Apt Elev	196

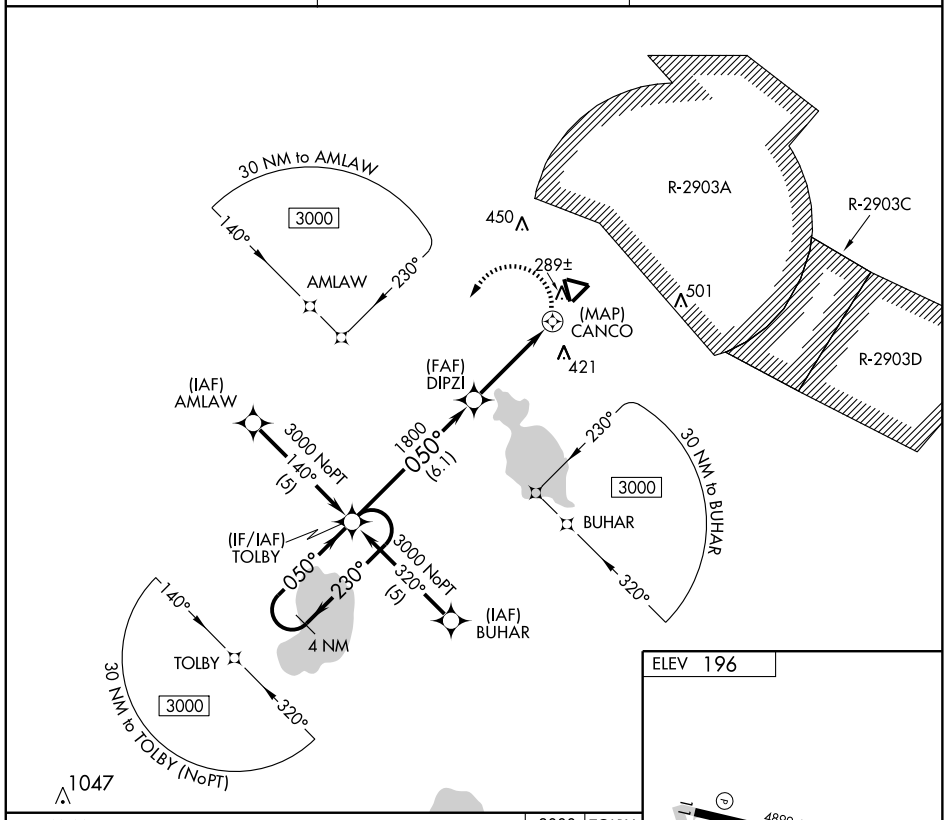
RNAV (GPS) RWY 5

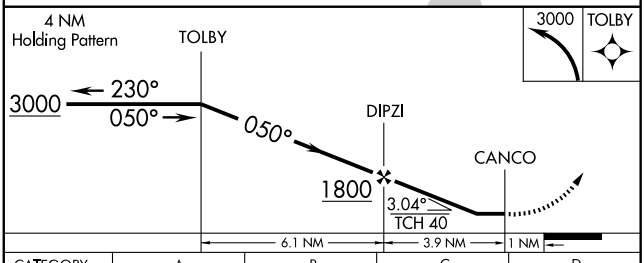
KEYSTONE AIRPARK (42J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA for Cats. B and C NE of Rwy 11-29. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct TOLBY and hold.

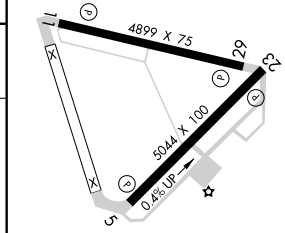
AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1¼ 410 (500-1¼)			NA
CIRCLING	620-1¼ 424 (500-1¼)	660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)	NA

ELEV 196



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC GNV 116.2 Chan 109	APP CRS 057°	Rwy Idg 5044 TDZE 190 Apt Elev 196

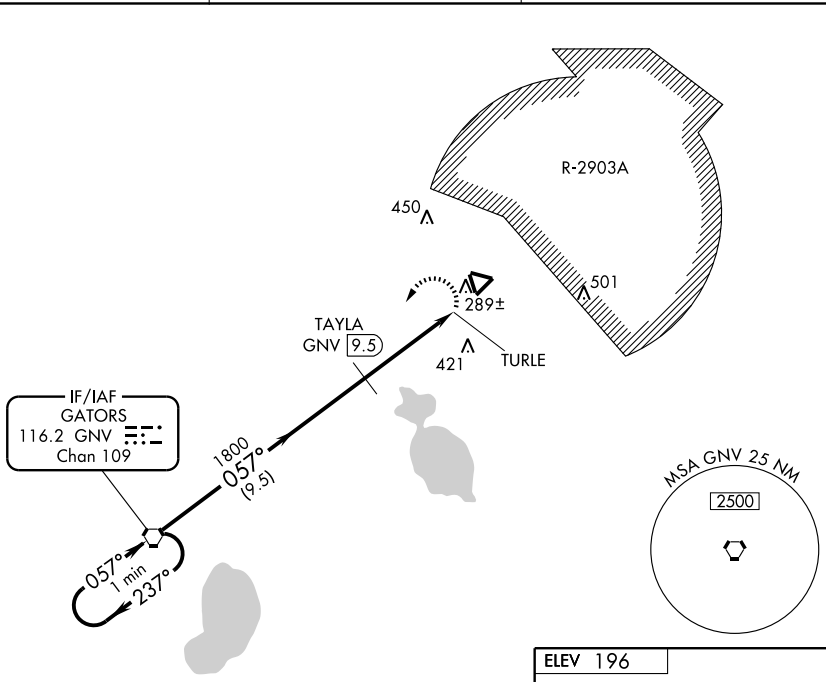
VOR/DME RWY 5

KEYSTONE AIRPARK (42J)

T NA — Visibility reduction by helicopters NA. Circling NA for Cats. B and C NE of Rwy 11-29. When local altimeter setting not received use Gainesville altimeter setting and increase all MDA 60 feet; increase S-5 Cat. C visibility ¼ mile.

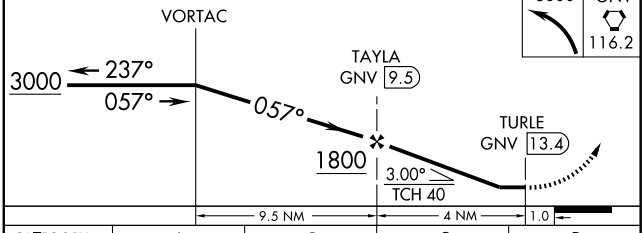
MISSED APPROACH: Climbing left turn to 3000 direct GNV VORTAC and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	118.175 338.25	122.7 (CTAF) L



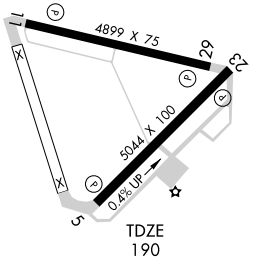
NoPT for arrival on GNV VORTAC airway radials 179 CW 308.

1047



CATEGORY	A	B	C	D
S-5	680-1¼ 490 (500-1¼)			NA
CIRCLING	680-1¼ 484 (500-1¼)		680-1½ 484 (500-1½)	NA

ELEV 196



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 56406	142°	Rwy Idg	4904
W14A		TDZE	19
		Apt Elev	20

RNAV (GPS) RWY 14

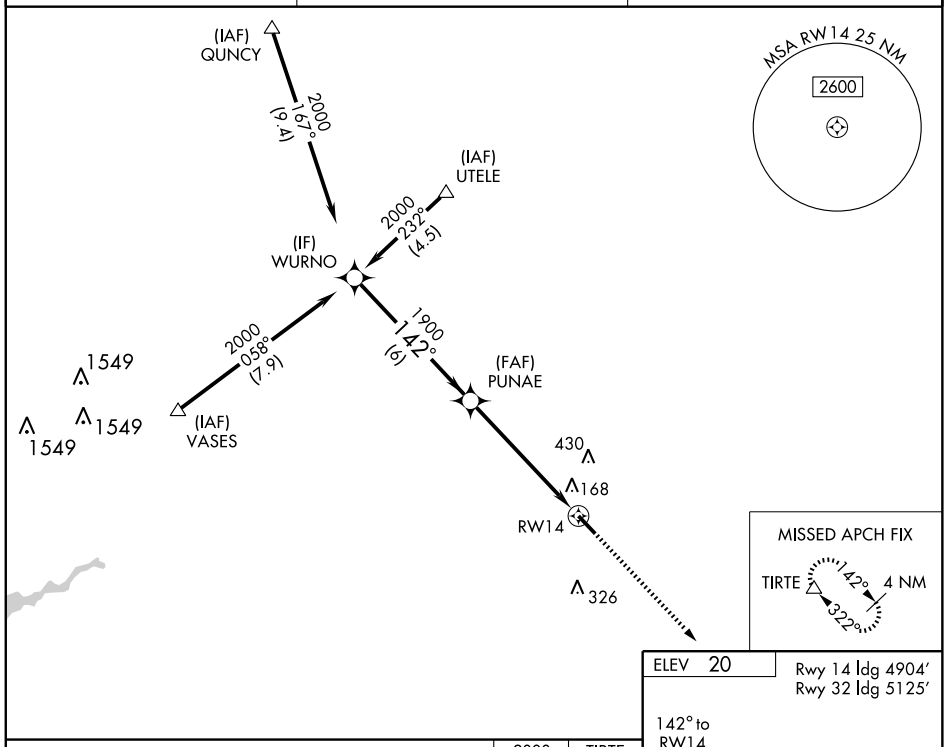
LA BELLE MUNI (X14)

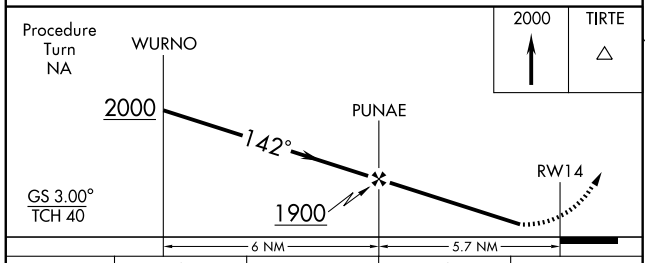
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all DAs 8 feet, all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

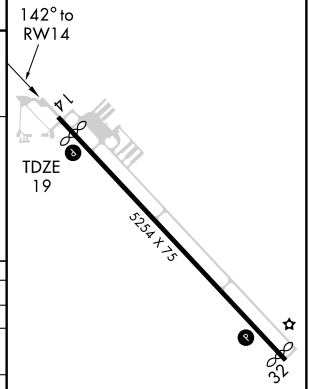
NA

MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		388-1¼	369 (400-1¼)	
LNAV/VNAV DA		565-2	546 (600-2)	
LNAV MDA	520-1	501 (500-1)	520-1½	501 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5125
322°	TDZE	20
	Apt Elev	20

RNAV (GPS) RWY 32

LA BELLE MUNI (X14)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct PUNAE then via 358° track to UTELE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L

MISSED APCH FIX

4 NM 138° 318° UTELE

Procedure NA for arrivals at LBV VORTAC via airway radials 112 CW 157.

MSA RW32 25 NM

2600

358°

PUNAE

LA BELLE LBV

2000 to Tirte 160° (16)

430

168

RW32

326

129±

(FAF) UROLE

1900

322° (6.7)

142°

(IF/IAF) TIRTE

322°

4 NM

452

2000 NoPT 021° (17.2)

2000 NoPT 307° (18.8)

(IAF) FORTL

(IAF) WINCO

ELEV 20

Rwy 14 Ldg 4904'

Rwy 32 Ldg 5125'

14

5254 X 75

TDZE 20

32

322° to RW32

MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

2000	PUNAE	358° TRK	UTELE

4 NM Holding Pattern

TIRTE

142°

322°

2000

UROLE

322°

RW32

1900

3.05°

TCH 40

5.7 NM

6.7 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

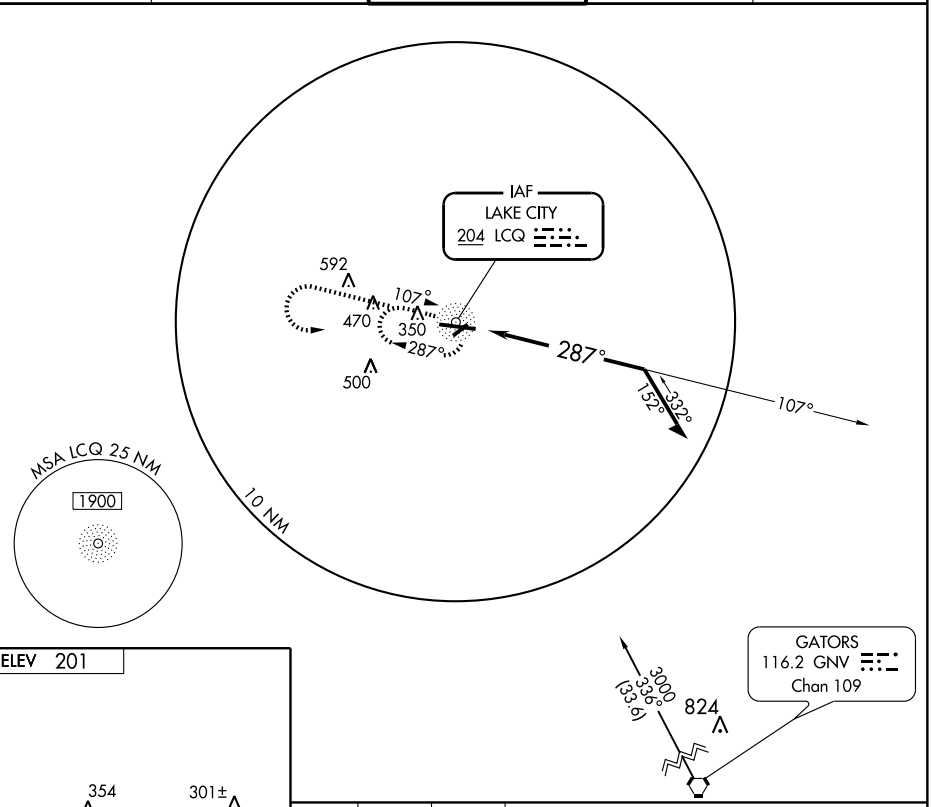
NDB LCQ	APP CRS	Rwy ldg	8003
204	287°	TDZE	196
		Apt Elev	201

NDB RWY 28
LAKE CITY MUNI (LCQ)

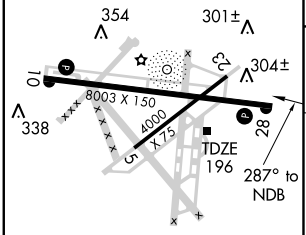
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCQ NDB and hold.

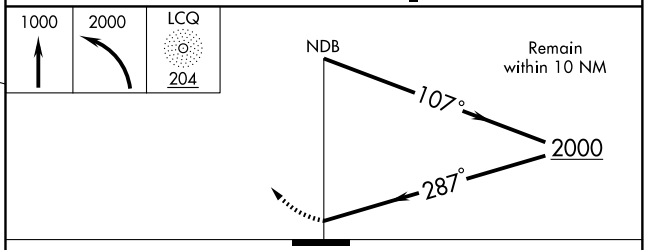
AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L



ELEV 201



REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
S-28	660-1 464 (500-1)		660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8003
100°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 10

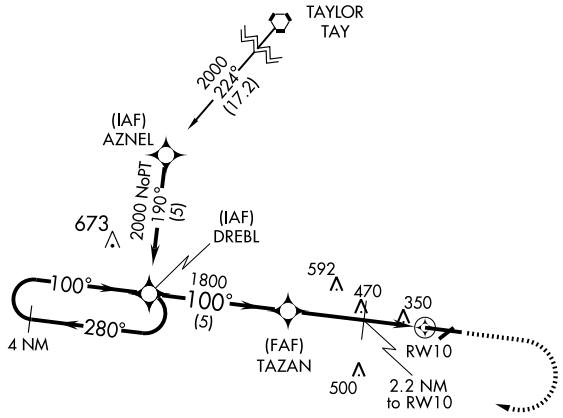
LAKE CITY MUNI (LCQ)

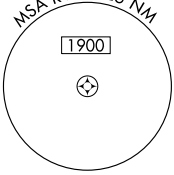
NA

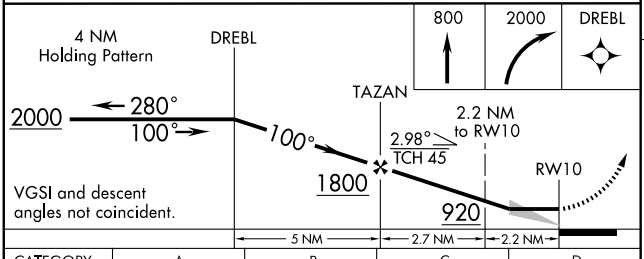
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct DREBL WP and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L

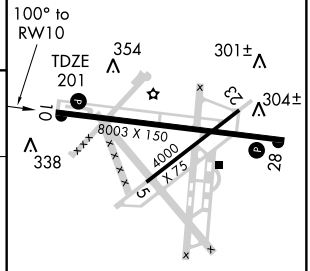






CATEGORY	A	B	C	D
LNAV MDA	700-1 499 (500-1)		700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

ELEV 201



REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8003
CH 82008	280°	TDZE	196
W28A		Apt Elev	201

RNAV (GPS) RWY 28

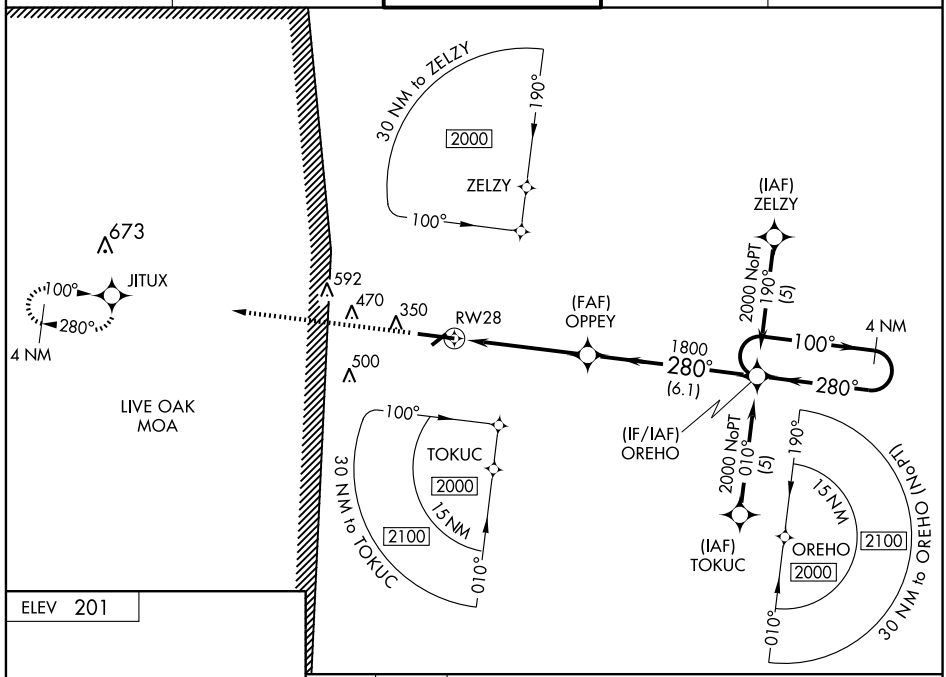
LAKE CITY MUNI (LCQ)

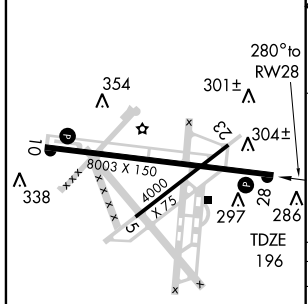
T
A NA

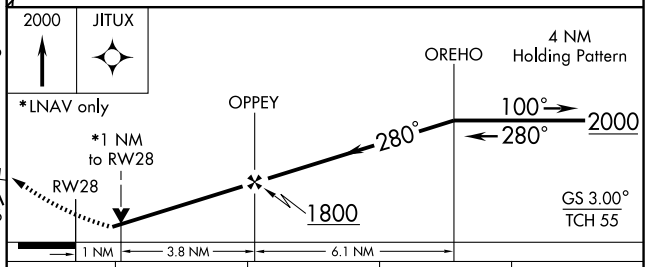
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 624, LNAV/VNAV DA to 640, and all MDA 100 feet; increase LPV, LNAV/VNAV, and LNAV Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct JITUX and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L







CATEGORY	A	B	C	D
LPV DA	540-1¼ 344 (400-1¼)			
LNAV/VNAV DA	556-1¼ 360 (400-1¼)			
LNAV MDA	560-1 364 (400-1)			560-1¼ 364 (400-1¼)
CIRCLING	660-1 459 (500-1)		660-1½ 459 (500-1½)	760-2 559 (600-2)

REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L

VORTAC LAL 116.0 Chan 107	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 126

VOR/DME or GPS-B

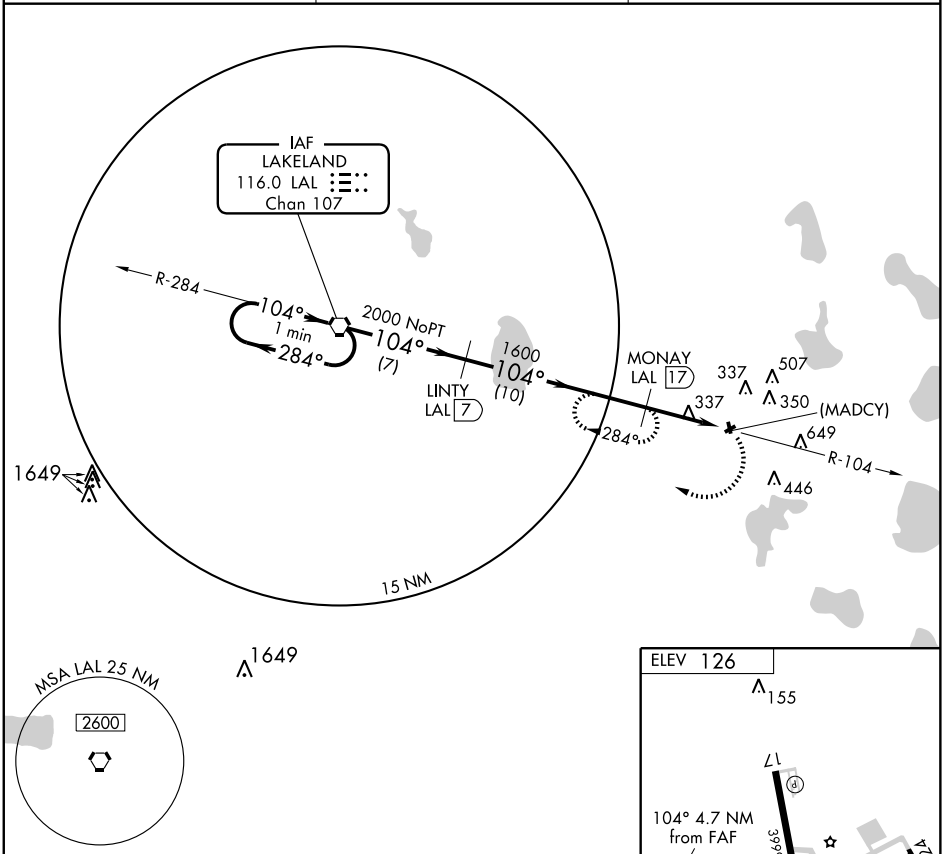
LAKE WALES MUNI (X07)

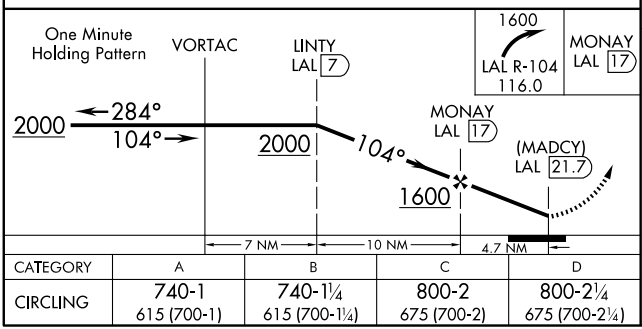
T
A NA

Use Orlando altimeter setting.

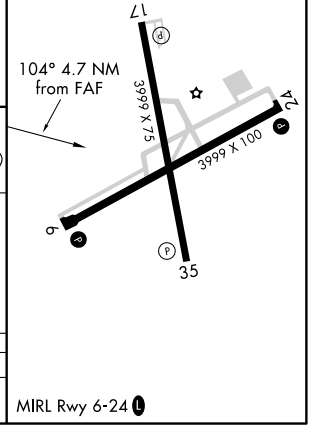
MISSED APPROACH: Climbing right turn to 1600 via LAL R-104 to MONAY 17 DME and hold.

AWOS 3	TAMPA APP CON	UNICOM
124.225	120.65 290.3	122.8 (CTAF) L★





CATEGORY	A	B	C	D
CIRCLING	740-1 615 (700-1)	740-1¼ 615 (700-1¼)	800-2 675 (700-2)	800-2¼ 675 (700-2¼)



MIRL Rwy 6-24 L

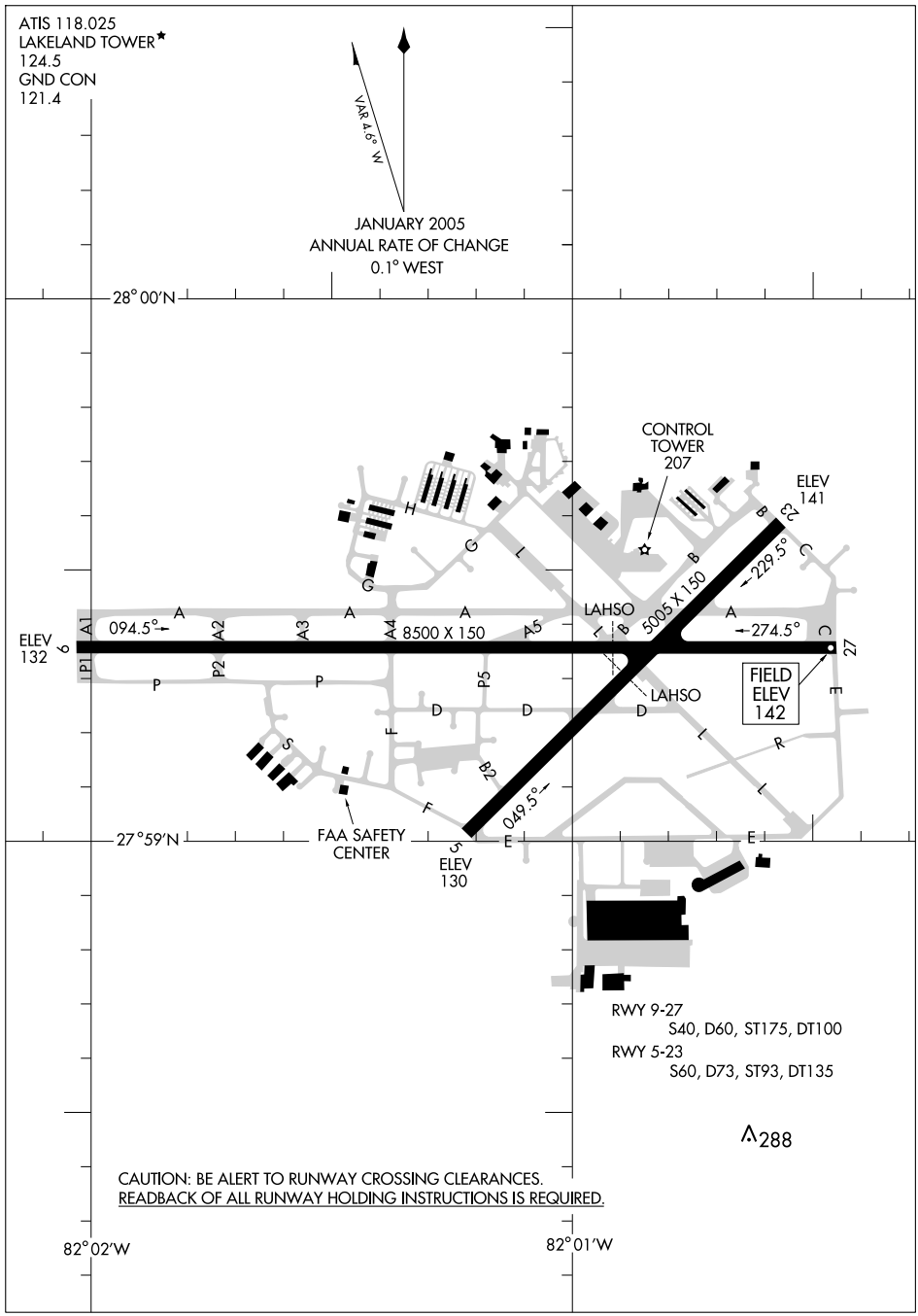
SE-3, 17 DEC 2009 to 14 JAN 2010

07354

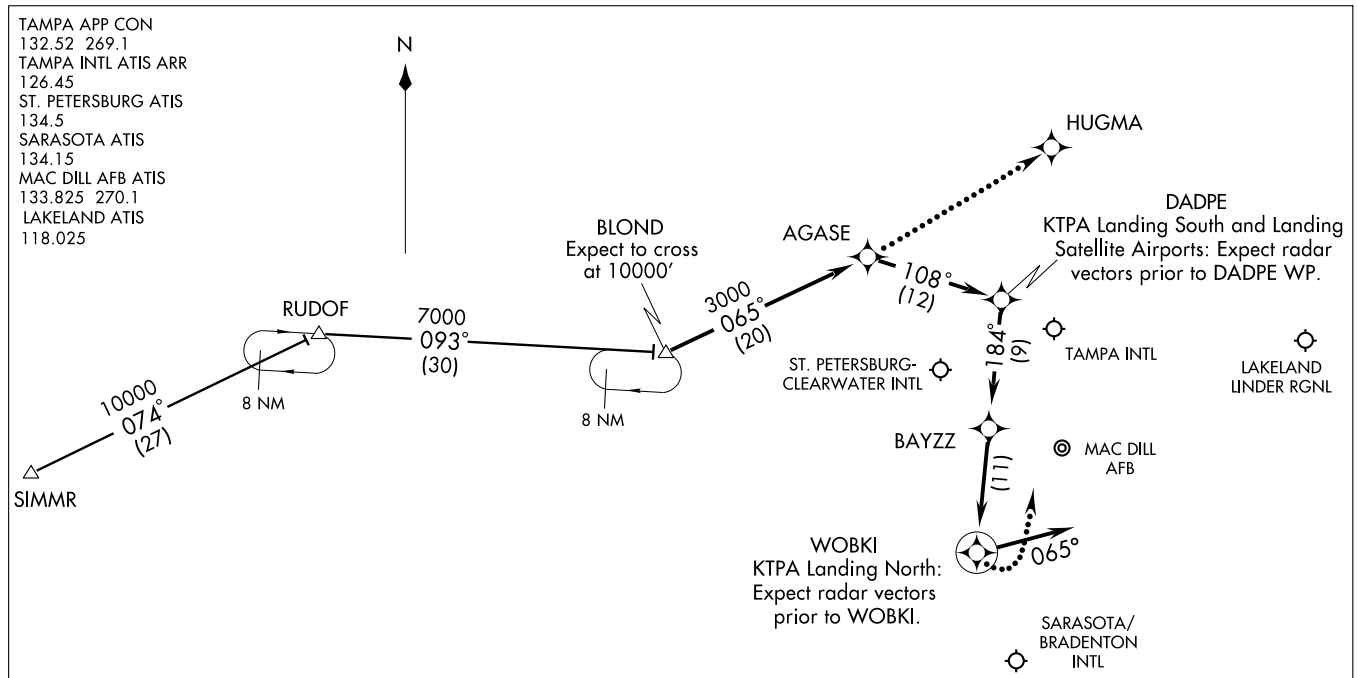
AIRPORT DIAGRAM

AL-939 (FAA)

LAKELAND LINDER RGNL (LAL)
LAKELAND, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010



NOTE: For non-GPS equipped aircraft, PIE must be operational.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Radar Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND1):

From over BLOND WP via 065° track to AGASE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

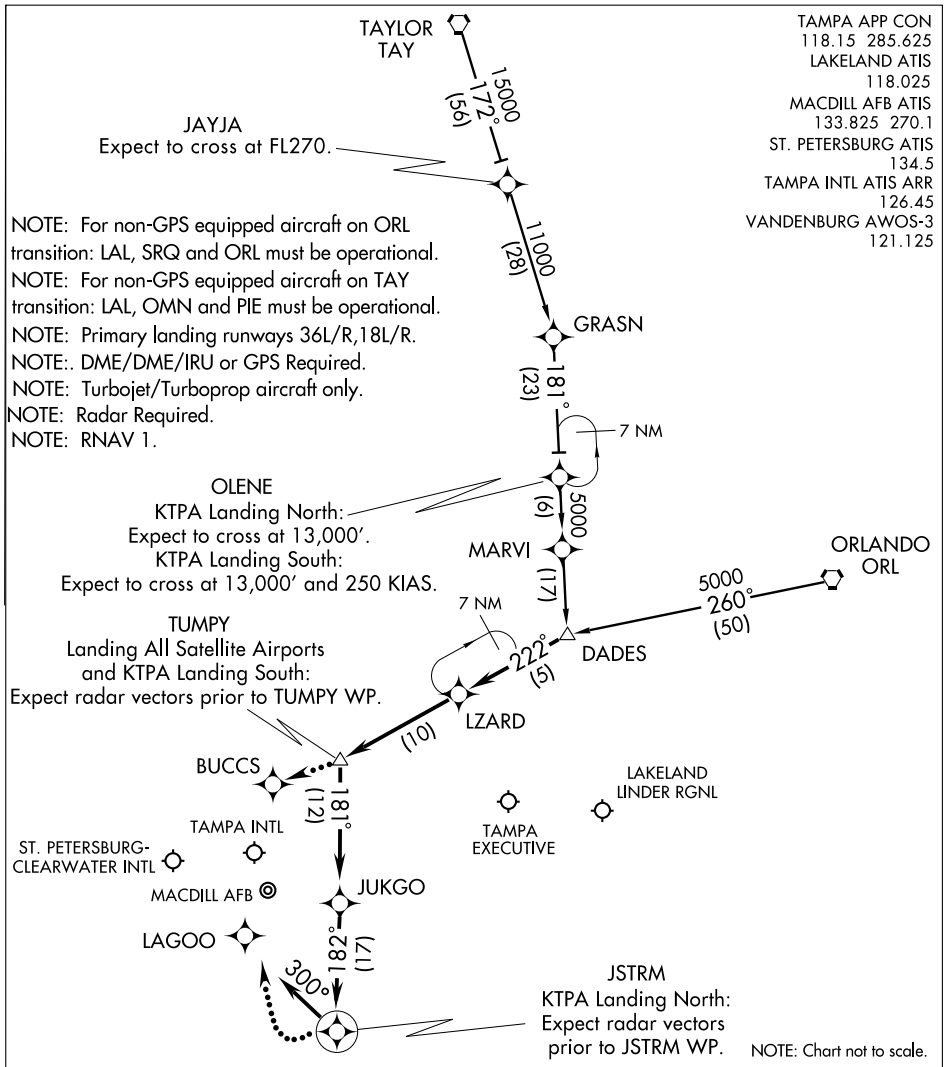
KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to AGASE WP, then proceed direct HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

(DADES.DADES1) 09183 ST-416 (FAA)

DADES ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES1):

TAYLOR TRANSITION (TAY.DADES1):

From DADES WP via 222° track to LZARD WP, thence as depicted to JSTRM WP, then via 300° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to JSTRM WP, then turn right to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to TUMPY WP, proceed direct BUCCS WP, then intercept the Runway 18L final approach course, conduct approach.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-LAL	APP CRS	Rwy Idg	5005
110.1	049°	TDZE	136
		Apt Elev	142

ILS or LOC RWY 5

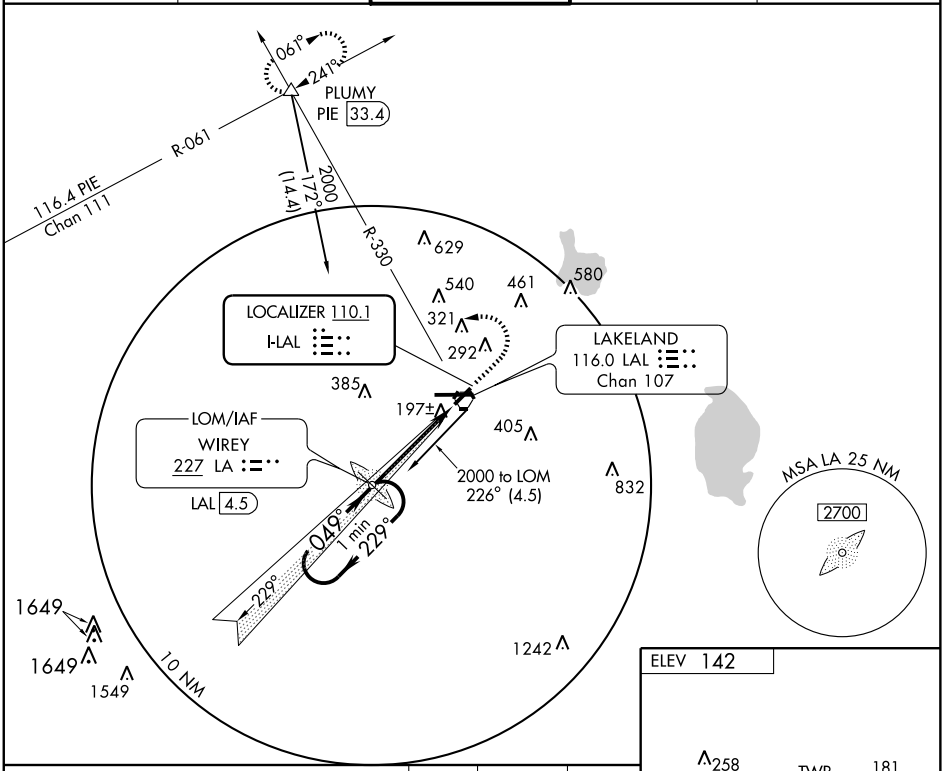
LAKELAND LINDER RGNL (LAL)

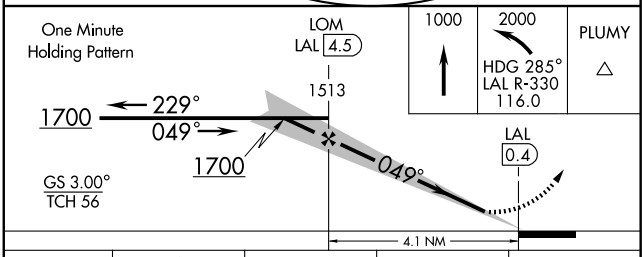
For inoperative MALSR, increase local altimeter setting S-LOC 5 Cat. D visibility to 1 mile. When control tower closed, use Plant City Muni altimeter setting and increase all DA/MDA 20 feet.

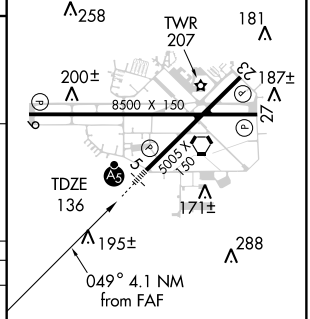
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
S-ILS 5	336-½ 200 (200-½)			
S-LOC 5	460-½ 324 (400-½)			460-¾ 324 (400-¾)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 17 DEC 2009 to 14 JAN 2010

LOM LA	APP CRS	Rwy Idg	5005
227	050°	TDZE	136
		Apt Elev	142

NDB RWY 5

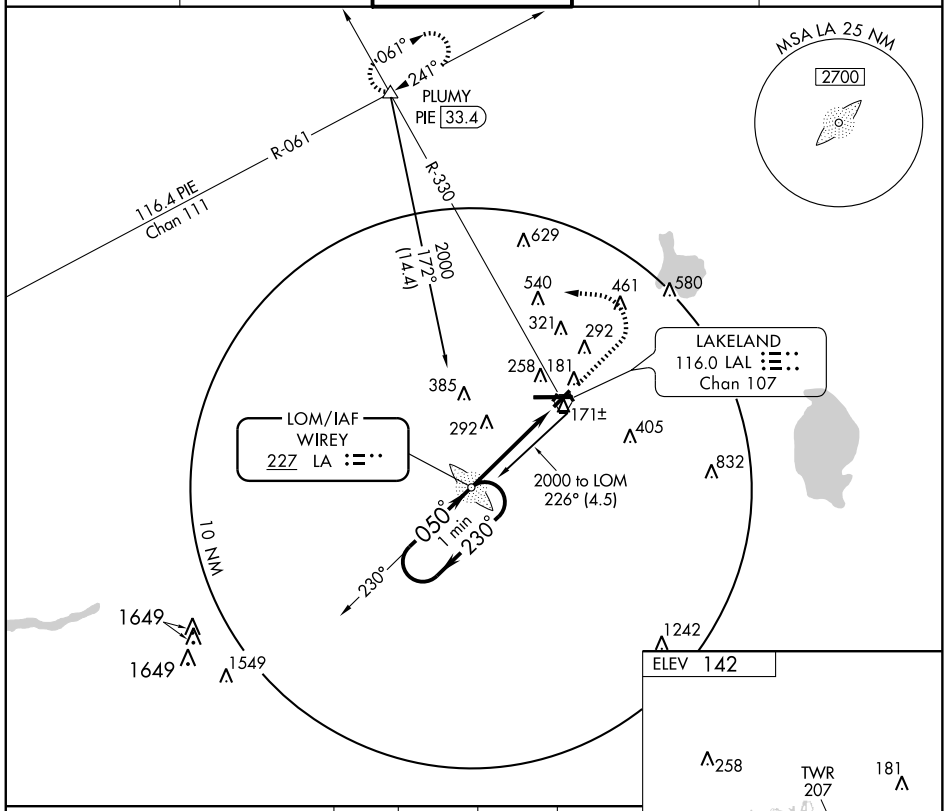
LAKELAND LINDER RGNL (LAL)

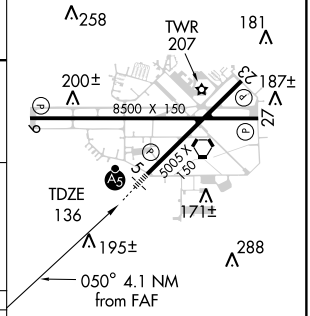
When control tower closed, use Plant City Muni altimeter setting and increase all MDA 20 feet.

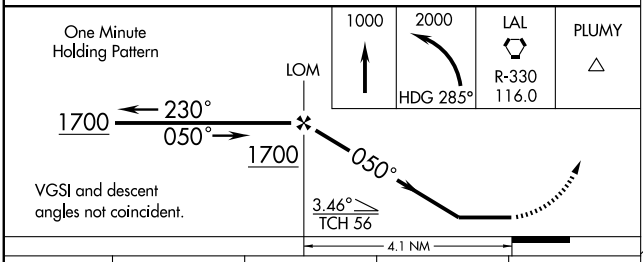
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
S-5	600-¾ 464 (500-¾)			600-1¼ 464 (500-1¼)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5005
CH 42805	049°	TDZE	136
W05A		Apt Elev	142

RNAV (GPS) RWY 5

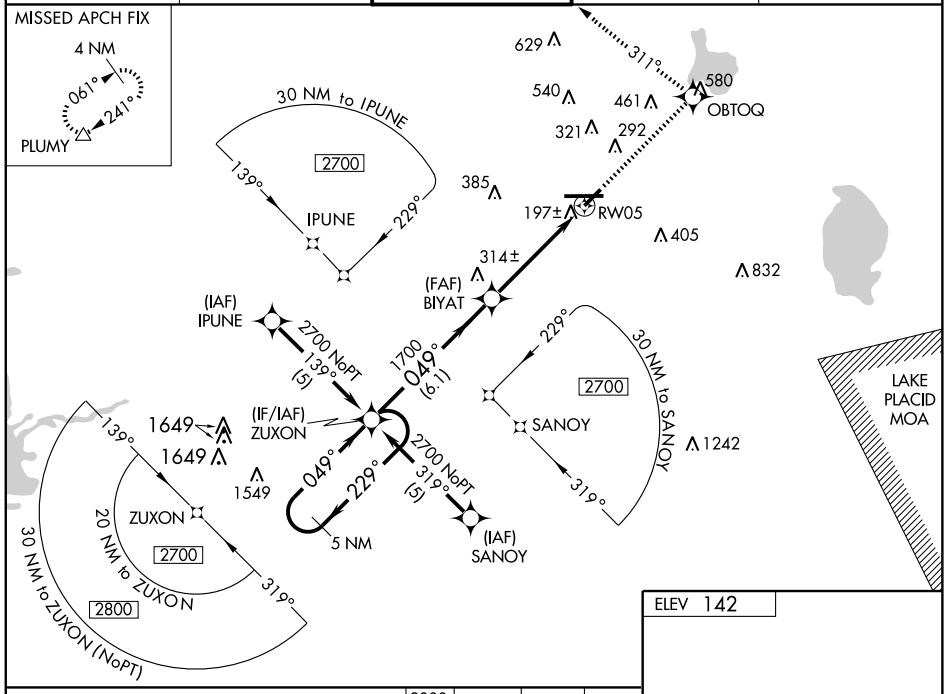
LAKELAND LINDER RGNL (LAL)

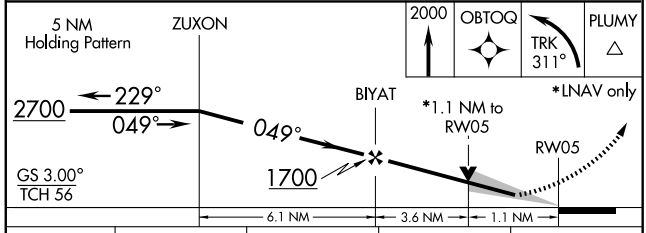
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile and Plant City Muni altimeter setting minimums LNAV Cat. D visibility to 1¼ mile. Baro-VNAV NA when using Plant City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LNAV Cat. C visibility to ¾ mile. VDP NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

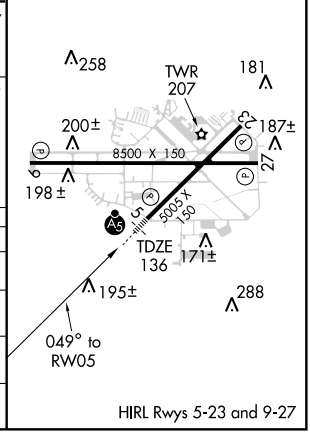
MALSR

MISSED APPROACH: Climb to 2000 direct OBTOQ and left turn via 311° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	336-½ 200 (200-½)			
LNAV/VNAV DA	499-¾ 363 (400-¾)			
LNAV MDA	520-½ 384 (400-½)			520-1 384 (400-1)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

WAAS CH 78305 W09A	APP CRS 094°	Rwy Idg 8500 TDZE 132 Apt Elev 142

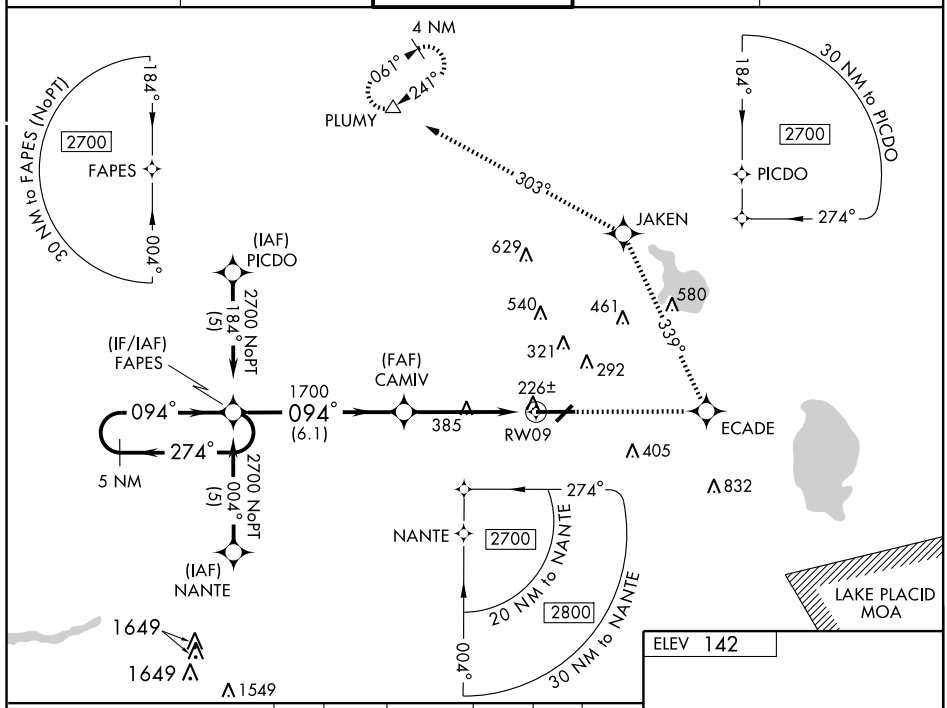
RNAV (GPS) RWY 9

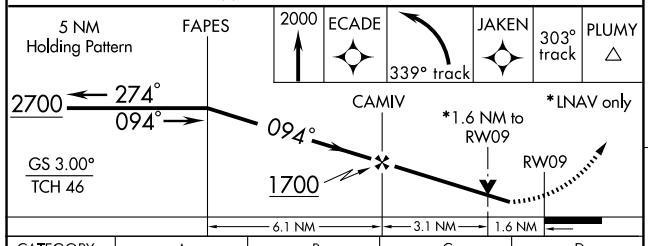
LAKELAND LINDER RGNL (LAL)

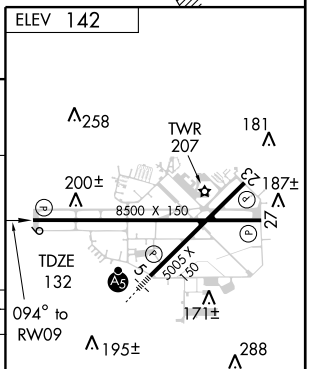
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LPV visibility ¼ mile. VDP NA when using Plant City Muni altimeter setting. Visibility reduction by helicopter NA. Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ECADE and left turn via 339° track to JAKEN then via 303° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	452-1 320 (400-1)			
LNAV/VNAV DA	496-1¼ 364 (400-1¼)			
LNAV MDA	700-1 568 (600-1)		700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1 558 (600-1)		700-1½ 558 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5005
CH 77805	229°	TDZE	141
W23A		Apt Elev	142

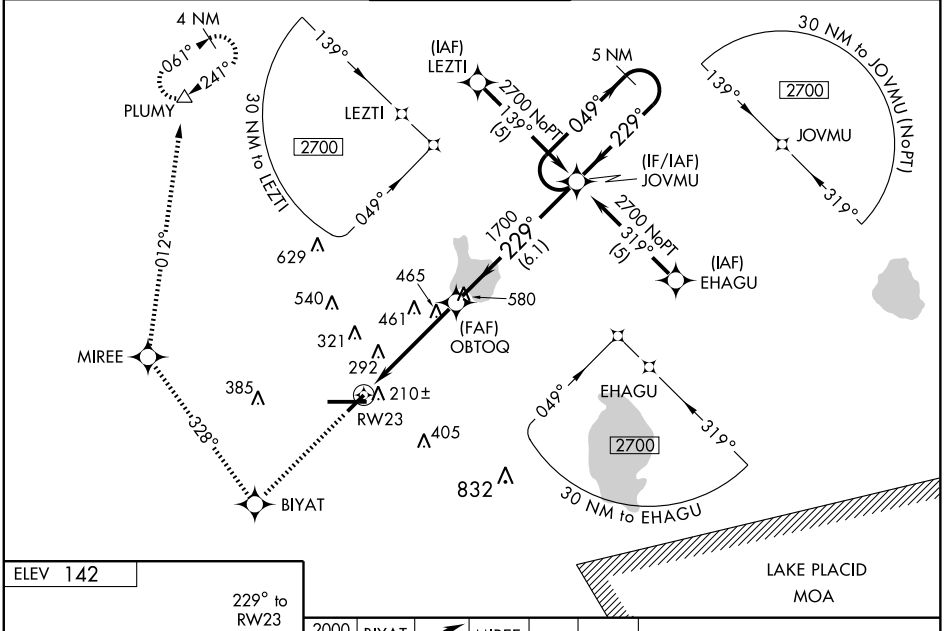
RNAV (GPS) RWY 23

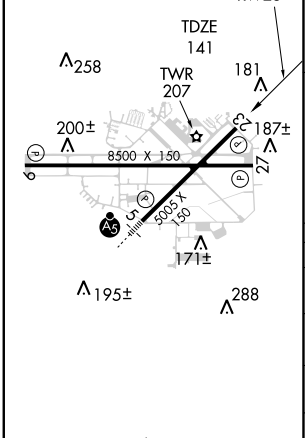
LAKELAND LINDER RGNL (LAL)

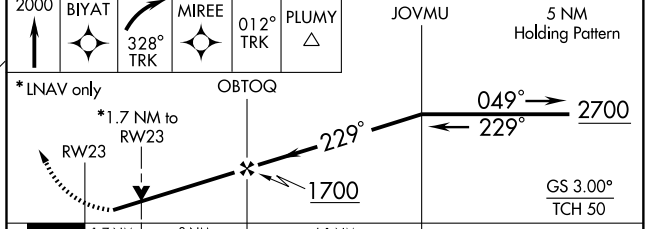
Baro-VNAV NA when using Plant City Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet.
VDP NA when using Plant City Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn via 328° track to MIREE then via 012° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	426-1 285 (300-1)			
LNAV/VNAV DA	480-1¼ 339 (400-1¼)			
LNAV MDA	720-1 579 (600-1)		720-1½ 579 (600-1½)	720-1¾ 579 (600-1¾)
CIRCLING	720-1 578 (600-1)		720-1½ 578 (600-1½)	720-2 578 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 82605 W27A	APP CRS 274°	Rwy Idg 8500 TDZE 142 Apt Elev 142

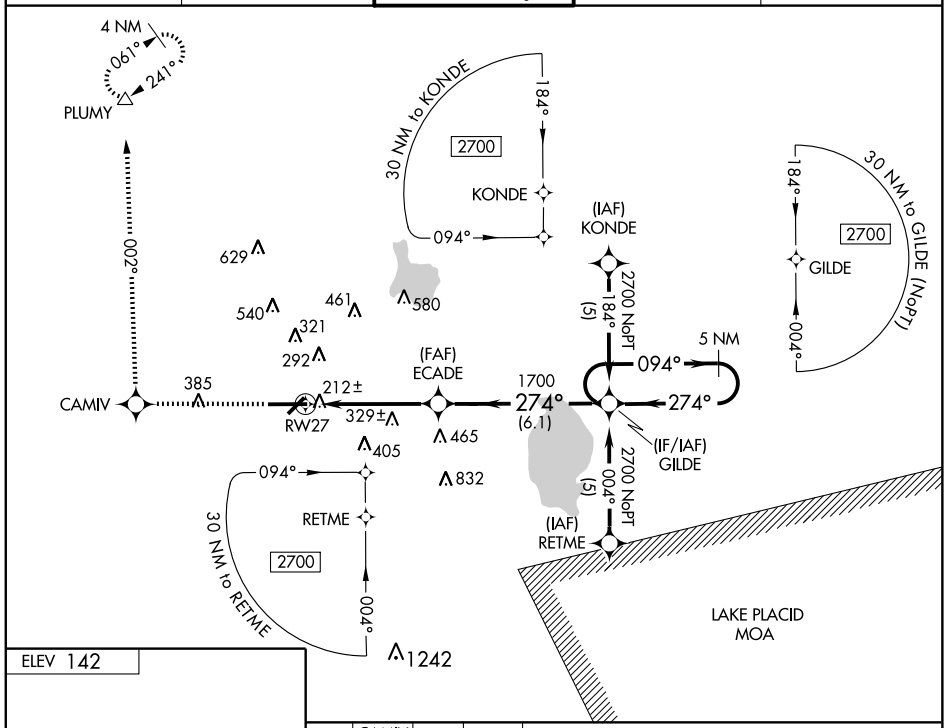
RNAV (GPS) RWY 27

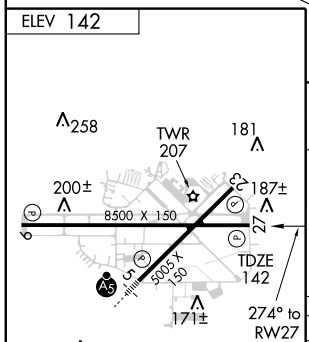
LAKELAND LINDER RGNL (LAL)

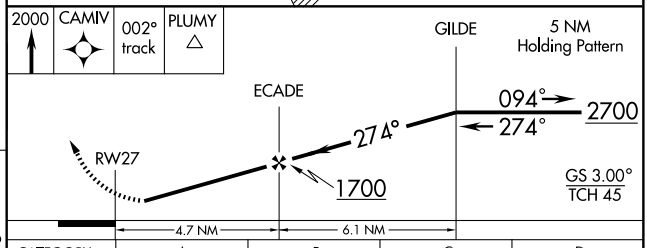
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet, and increase LPV visibility to 1¼ mile.

MISSED APPROACH: Climb to 2000 direct CAMIV and via 002° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	449-1 307 (400-1)			
LNAV/VNAV DA	482-1¼ 340 (400-1¼)			
LNAV MDA	580-1 438 (500-1)		580-1¼ 438 (500-1¼)	580-1½ 438 (500-1½)
CIRCLING	580-1 438 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC LAL	APP CRS	Rwy Idg	8500
116.0	096°	TDZE	132
Chan 107		Apt Elev	142

VOR RWY 9

LAKELAND LINDER RGNL (LAL)

DME or RADAR required. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet. VDP NA when using Plant City Muni altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 294° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF)	121.4	122.95

RADAR REQUIRED

PLUMY
PIE 33.4
061°
241°
R-061
116.4 PIE
Chan 111
R-330
629
(IF)
LOPUW
LAL 10.9
RADAR
AIMIE
LAL 4.9
RADAR
540
461
580
321
292
R-276
1400
096°
(6)
226±
258
385
UDATE
LAL 2.8
405
HANAX
LAL 1.1
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LAKELAND
116.0 LAL
Chan 107
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MSA LAL 25 NM
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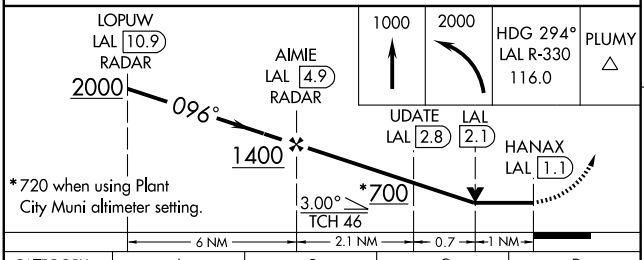
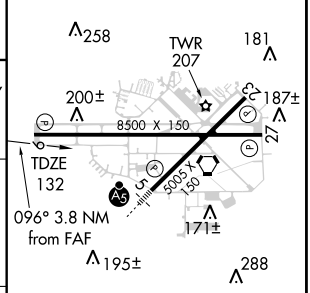
1649
1549
1242





CATEGORY	A	B	C	D
S-9	700-1	568 (600-1)	700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1	558 (600-1)	700-1½ 558 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC LAL	APP CRS	Rwy Idg	8500
116.0	256°	TDZE	142
Chan 107		Apt Elev	142

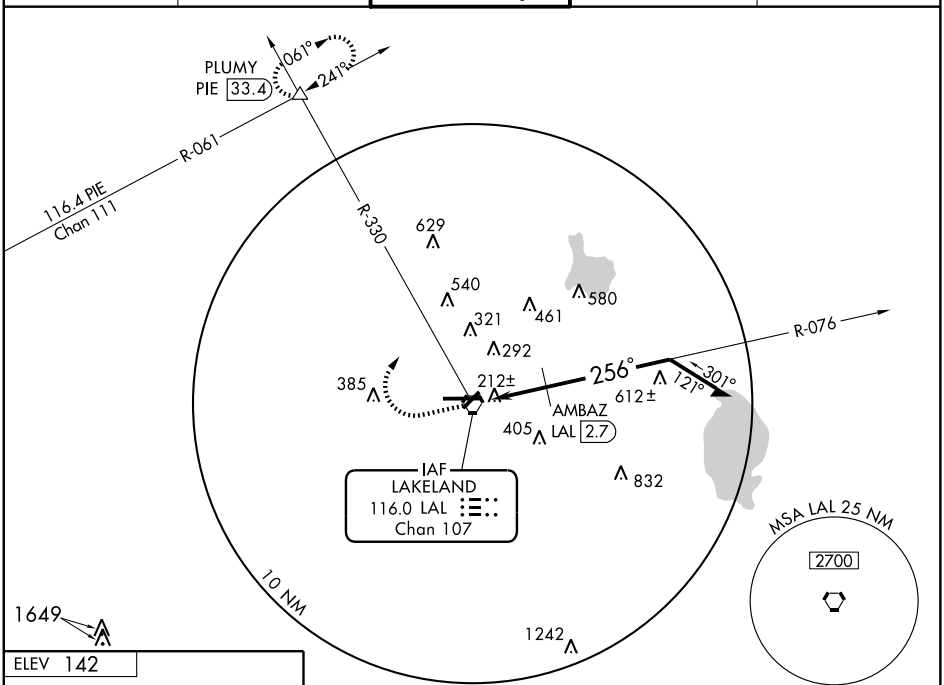
VOR RWY 27

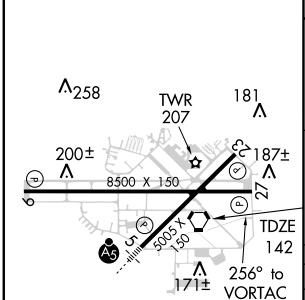
LAKELAND LINDER RGNL (LAL)

When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet and increase AMBAZ Fix minimums S-27 Cat. D visibility to 1¼ mile.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via heading 017° and LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

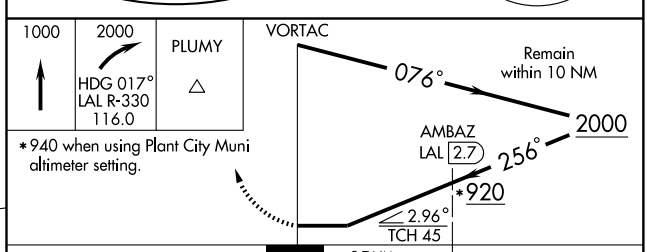
ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95





HIRL Rwys 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
CIRCLING	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
AMBAZ FIX MINIMUMS				
S-27	480-1 338 (400-1)			
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

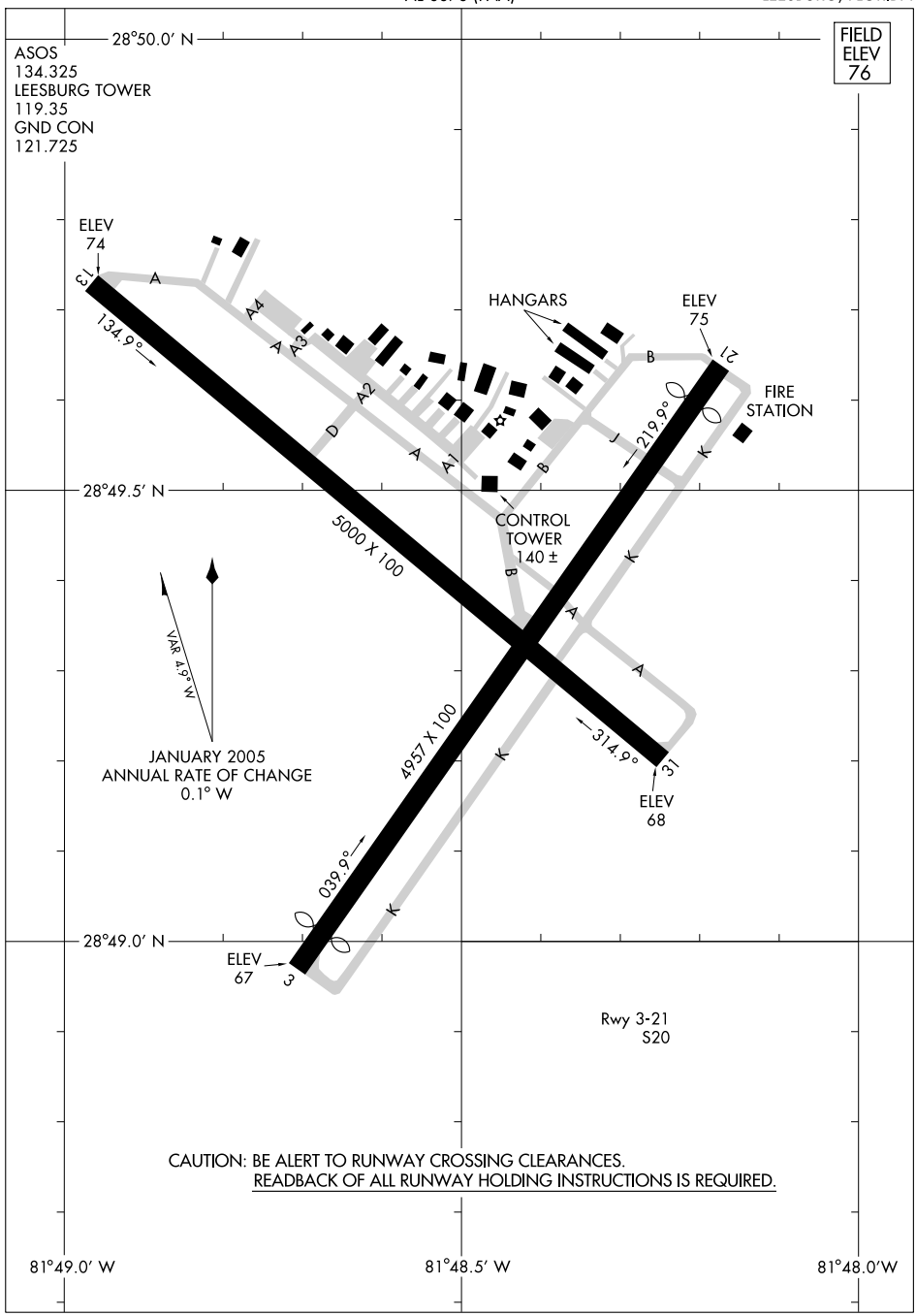
SE-3, 17 DEC 2009 to 14 JAN 2010

09295

AIRPORT DIAGRAM

AL-6676 (FAA)

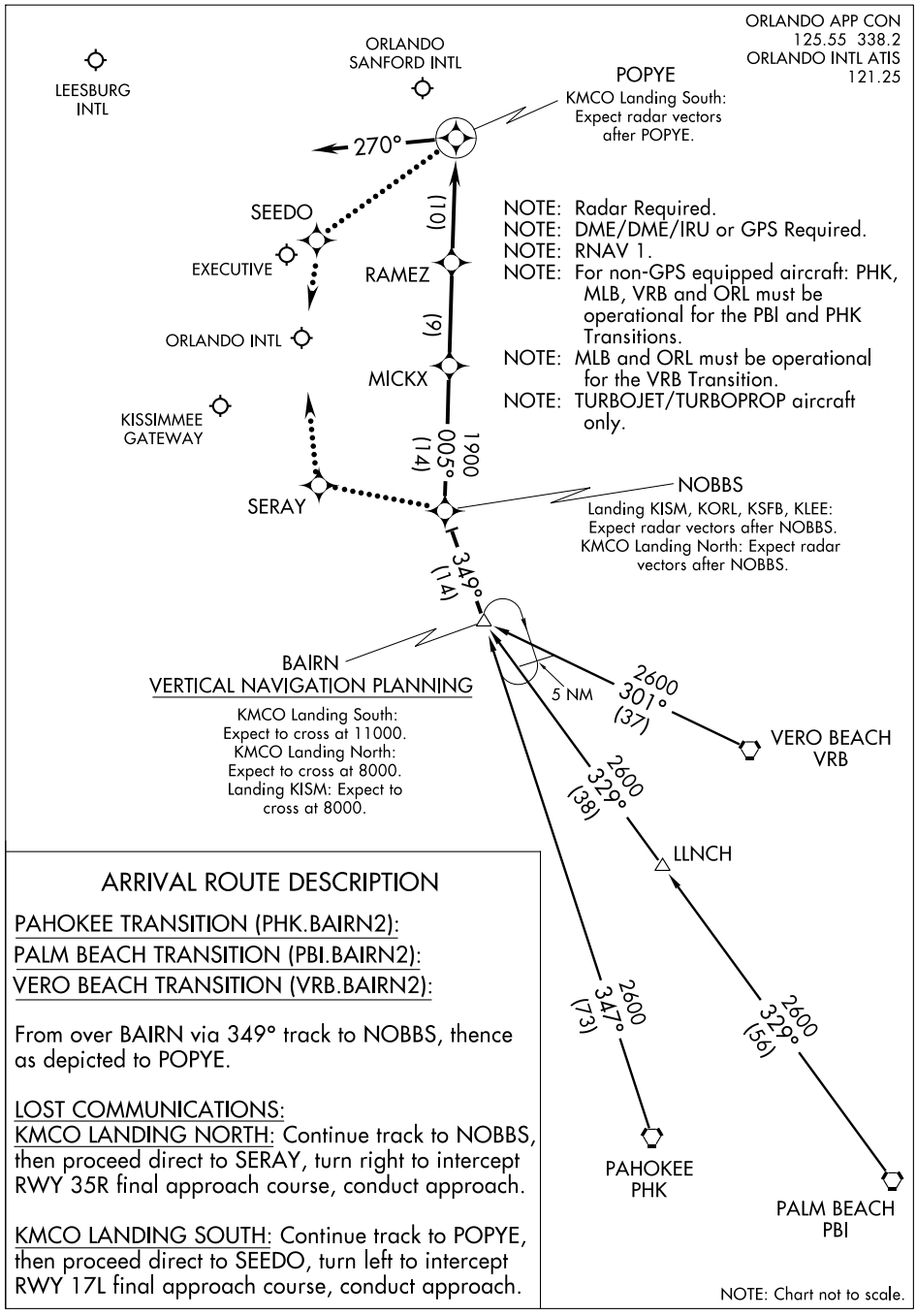
LEESBURG INTL (LEE)
LEESBURG, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

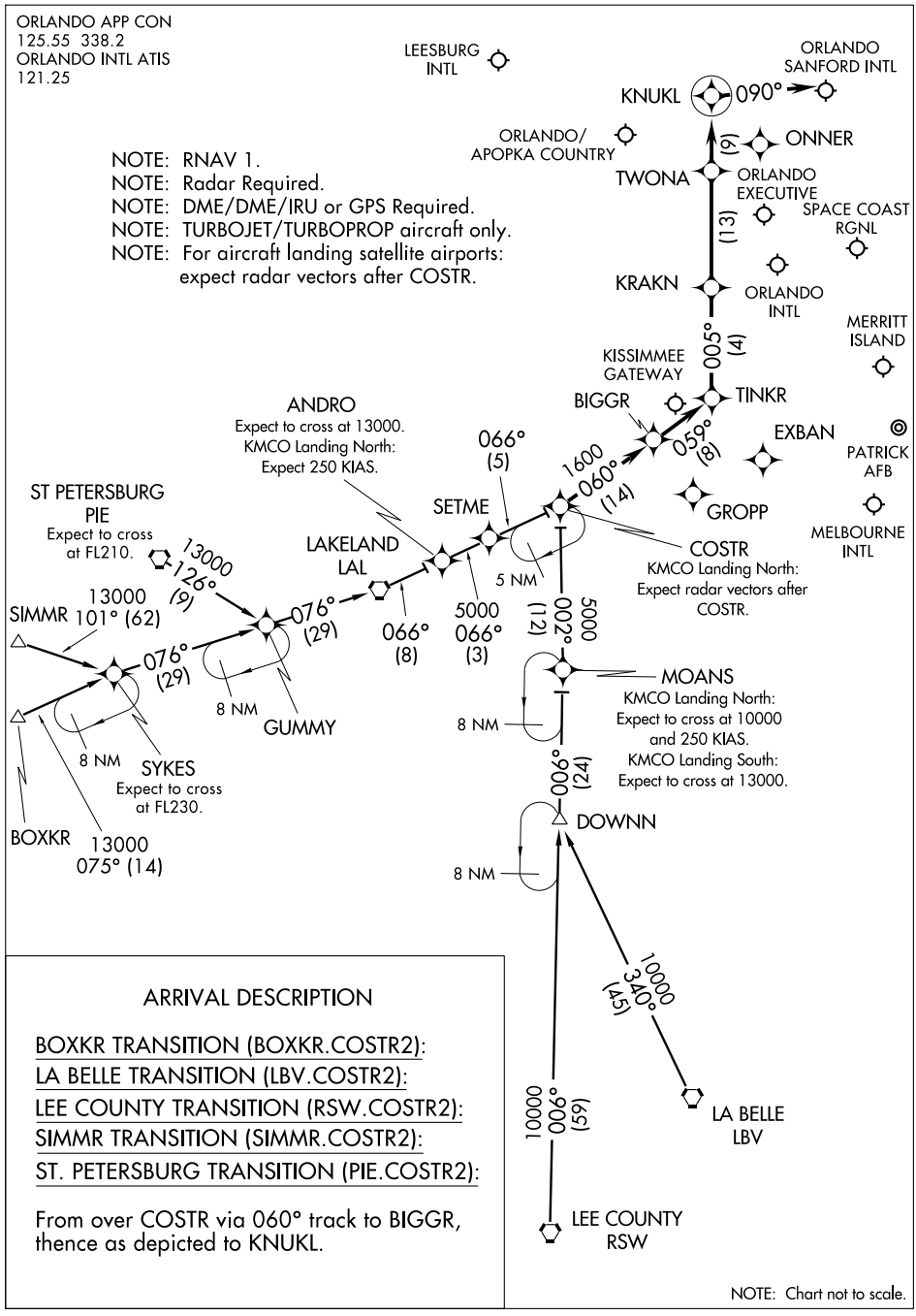
LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

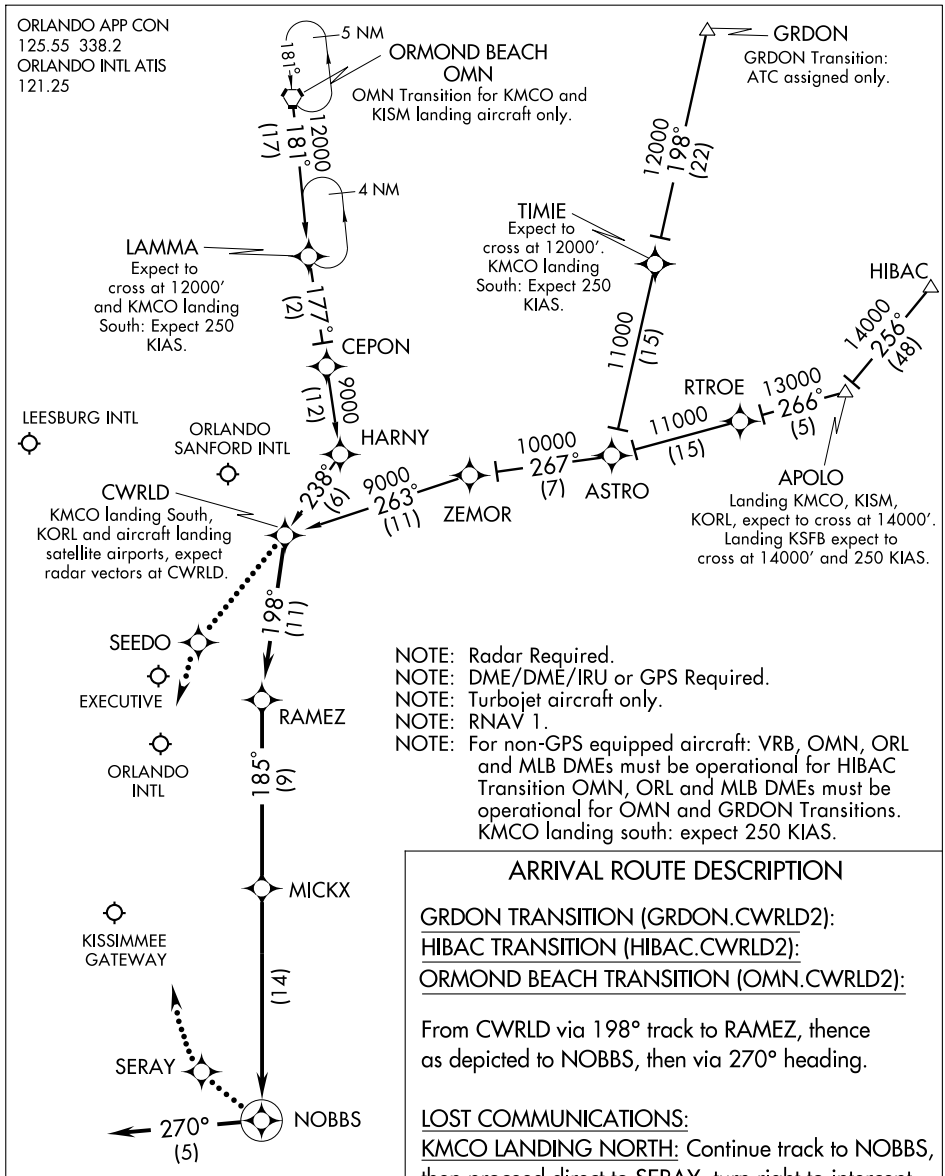
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

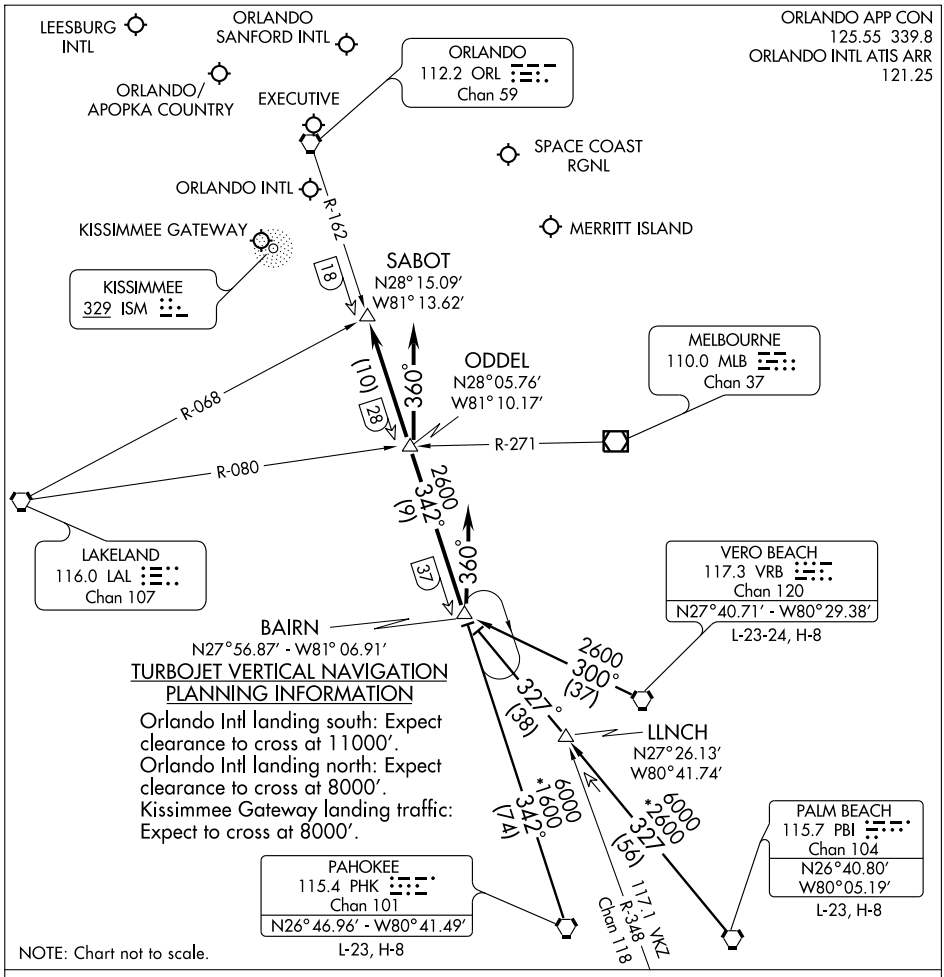
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

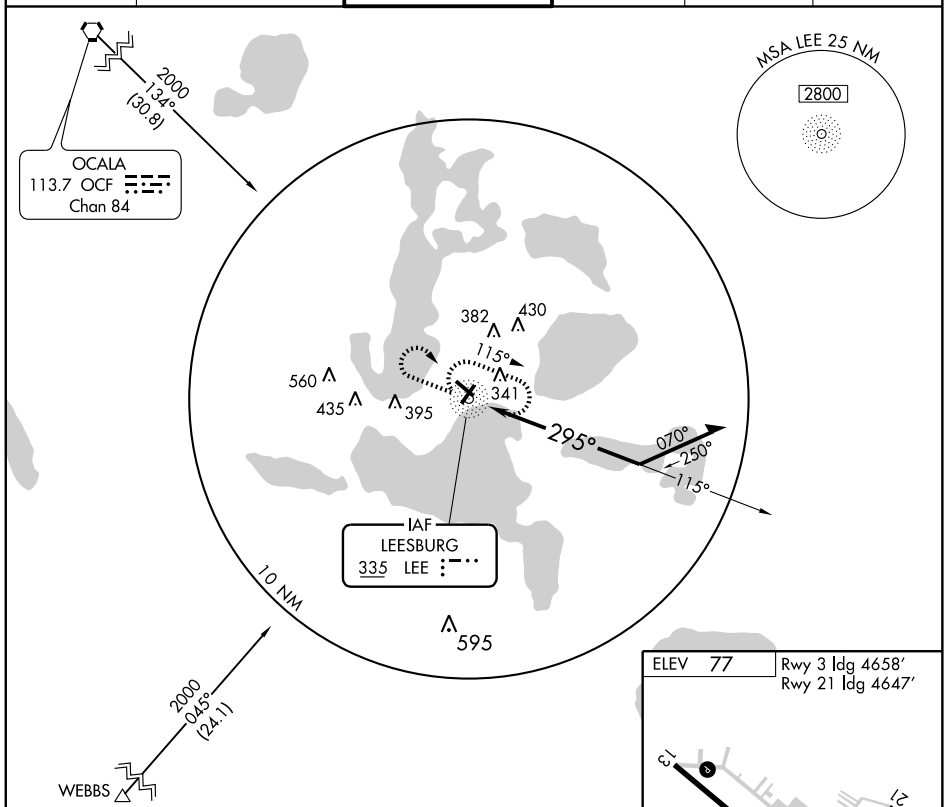
NDB LEE 335	APP CRS 295°	Rwy Idg 5000 TDZE 76 Apt Elev 77

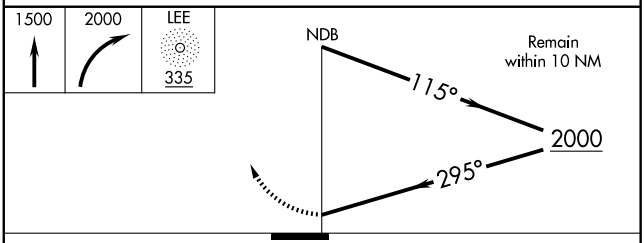
NDB RWY 31
LEESBURG INTL (LEE)

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct LEE NDB and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725

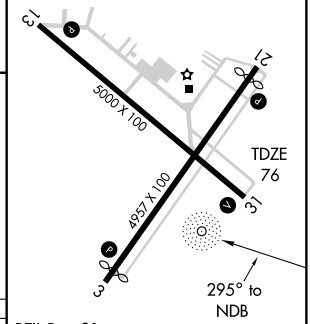




CATEGORY	A	B	C	D
S-31	820-1 744 (800-1)	820-1¼ 744 (800-1¼)	820-2¼ 744 (800-2¼)	820-2½ 744 (800-2½)
CIRCLING	820-1 743 (800-1)	820-1¼ 743 (800-1¼)	820-2¼ 743 (800-2¼)	820-2½ 743 (800-2½)

ELEV 77

Rwy 3 ldg 4658′
Rwy 21 ldg 4647′



REIL Rwy 31
HIRL Rwys 3-21 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS		
039°	Rwy Idg	4658
	TDZE	70
	Apt Elev	76

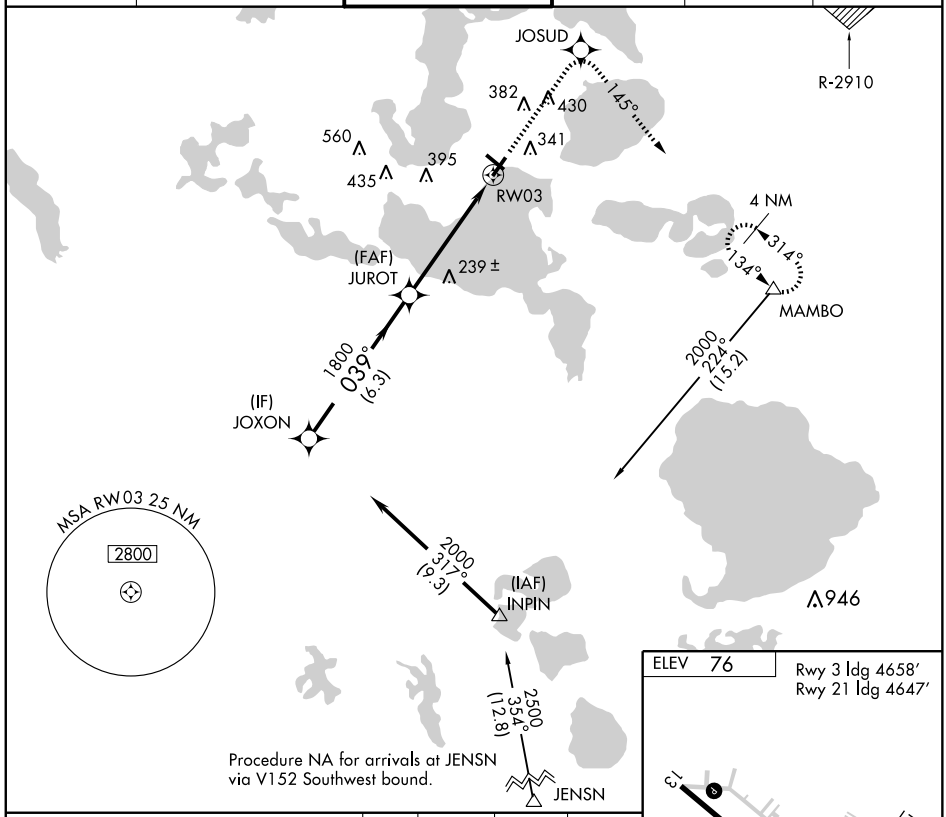
RNAV (GPS) RWY 3

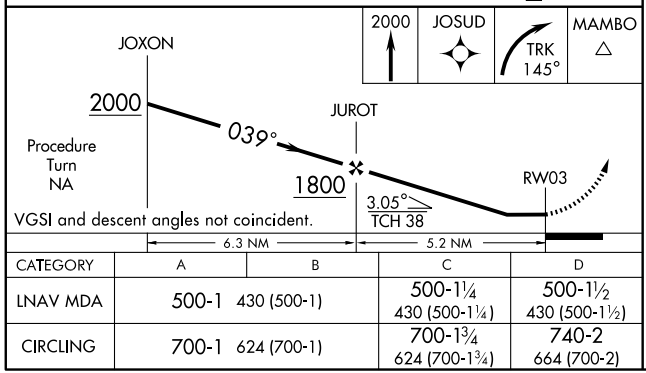
LEESBURG INTL (LEE)

If local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

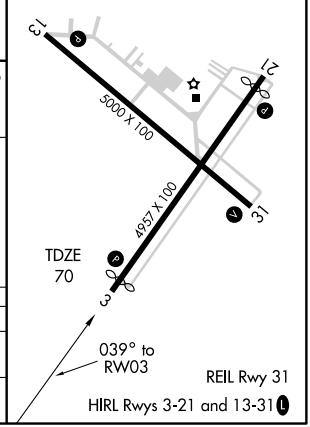
MISSED APPROACH: Climb to 2000 direct JOSUD and right turn via 145° track to MAMBO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725





CATEGORY	A	B	C	D
LNAV MDA	500-1 430 (500-1)		500-1¼ 430 (500-1¼)	500-1½ 430 (500-1½)
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)



SE-3, 17 DEC 2009 to 14 JAN 2010

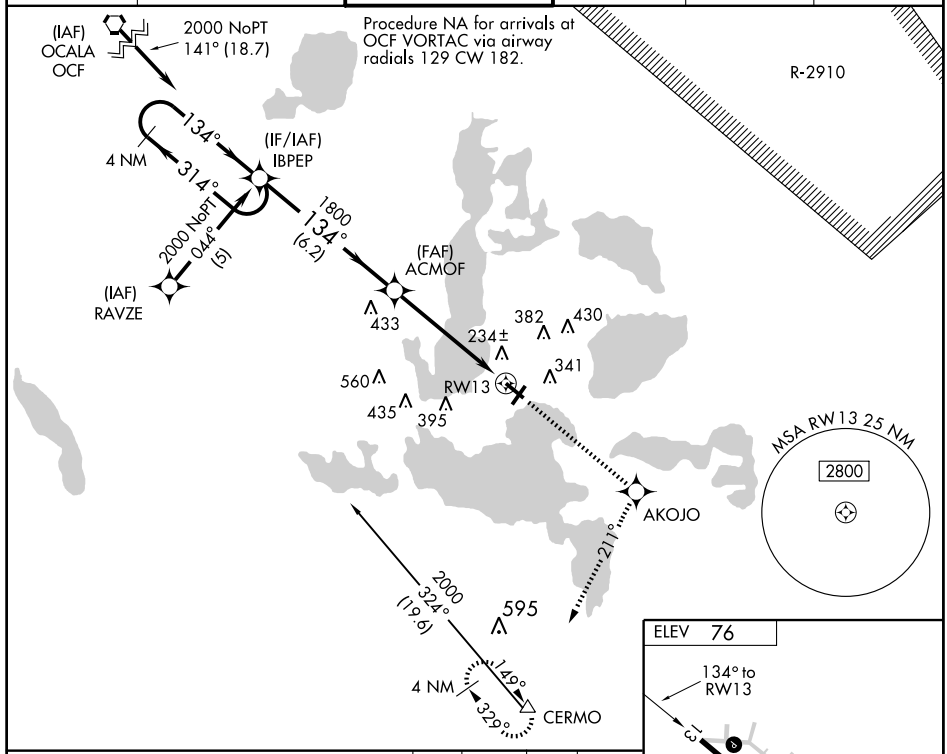
WAAS	APP CRS	Rwy Idg	5000
CH 77802	134°	TDZE	76
W13A		Apt Elev	76

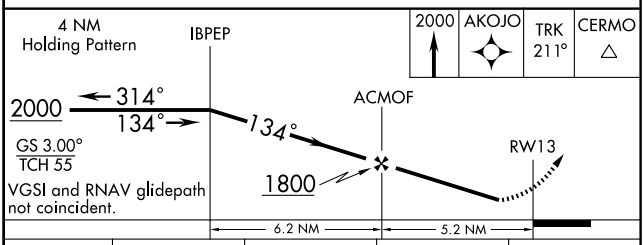
RNAV (GPS) RWY 13
LEESBURG INTL (LEE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase DA to 498 feet, and all MDA 100 feet, and increase LPV visibility all Cats. ¼ mile, LNAV visibility Cat. C ¼, Cat. D ½ and Circling visibility Cats. C and D ¼.

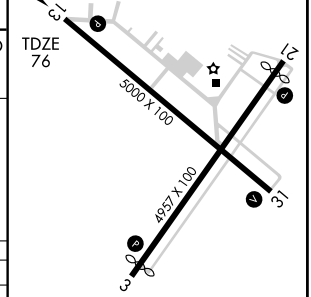
MISSED APPROACH: Climb to 2000 direct AKOJO and via 211° track to CERMO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725





2000	AKOJO	TRK 211°	CERMO



CATEGORY	A	B	C	D
LPV DA	413-1¼ 337 (400-1¼)			
LNAV MDA	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)

REIL Rwy 31
HIRL Rwys 3-21 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

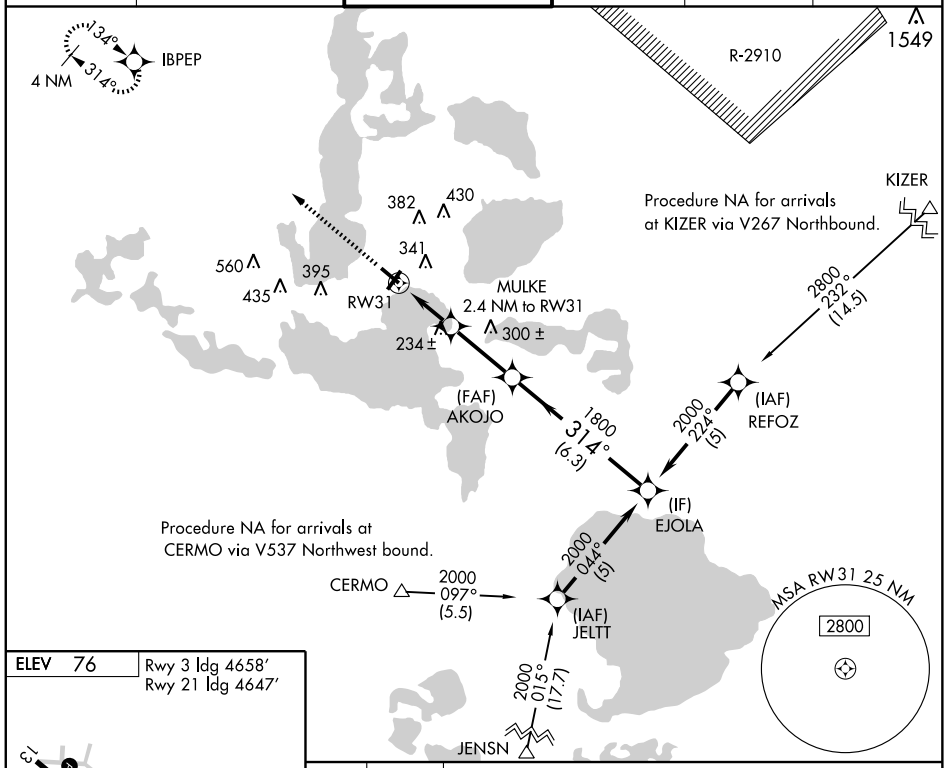
WAAS	APP CRS	Rwy ldg	5000
CH 97602	314°	TDZE	75
W31A		Apt Elev	76

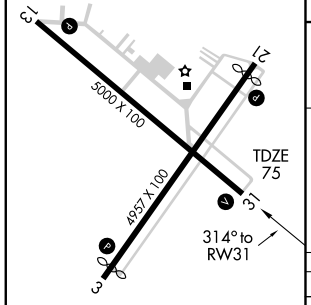
RNAV (GPS) RWY 31
LEESBURG INTL (LEE)

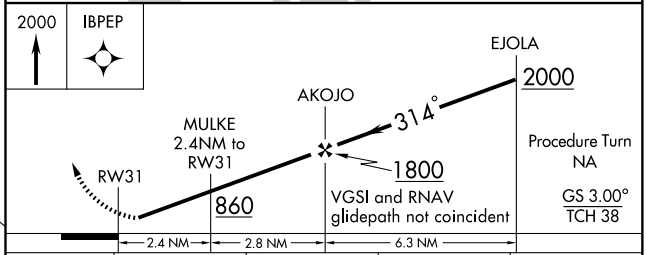
If local altimeter setting not received, use Orlando Intl altimeter setting: increase DA to 439 feet, and all MDAs 100 feet.
DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH:Climb to 2000 direct IBPEP and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
LPV DA	354-1 279 (300-1)			
LNAV MDA	500-1 425 (500-1)		500-1¼ 425 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

NDB MTH	APP CRS	Rwy Idg	N/A
260	075°	TDZE	N/A
		Apt Elev	5

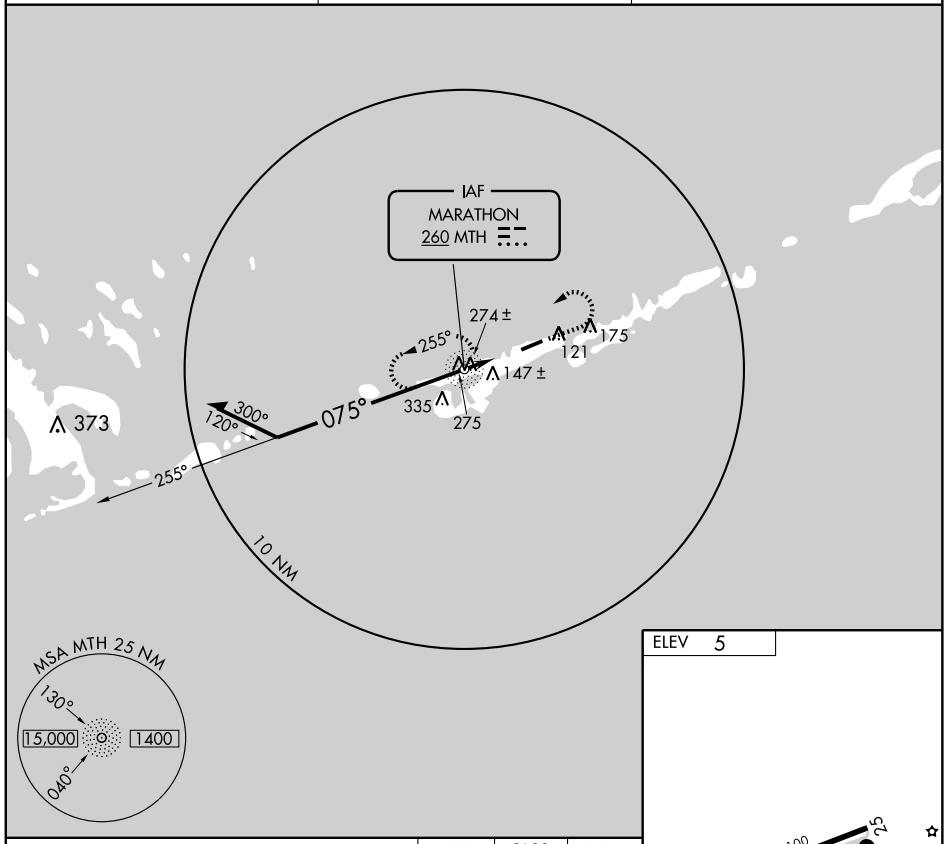
NDB-A

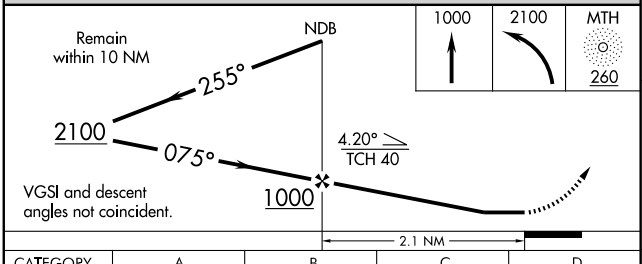
MARATHON/THE FLORIDA KEYS MARATHON (MTH)

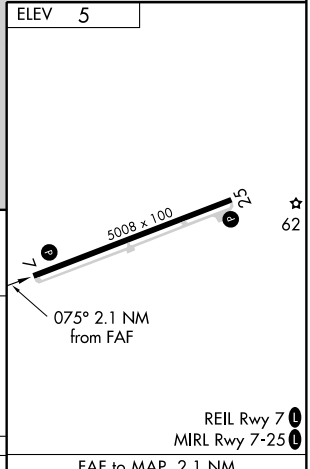
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Key West Intl altimeter setting and increase all MDAs 100 feet and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	460-1 455 (600-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SE-3, 17 DEC 2009 to 14 JAN 2010

MARATHON, FLORIDA

AL-6394 (FAA)

WAAS	APP CRS	Rwy Idg	5008
CH 99605	071°	TDZE	5
W07A		Apt Elev	5

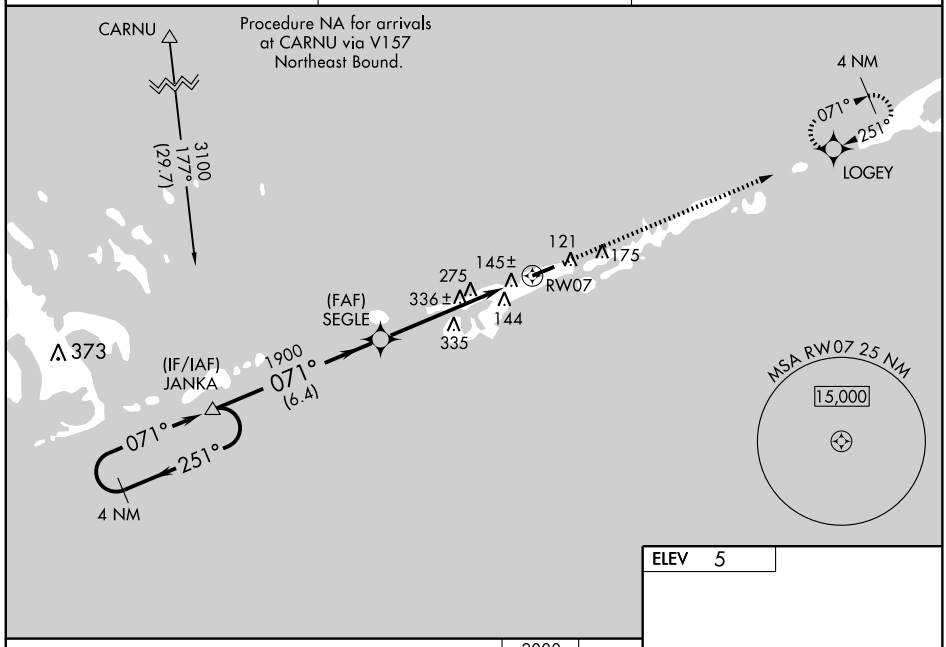
RNAV (GPS) RWY 7

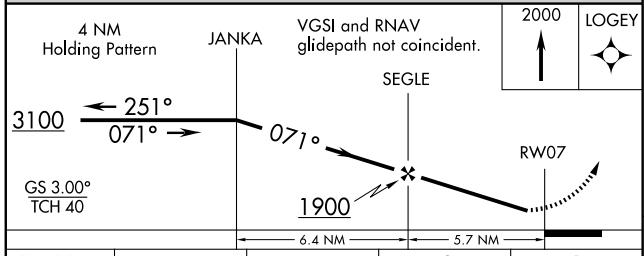
MARATHON/THE FLORIDA KEYS MARATHON (MTH)

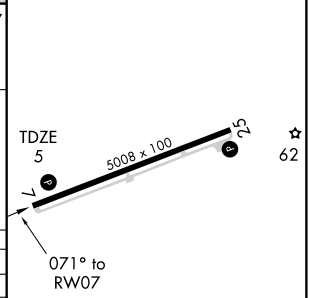
Baro-VNAV NA when using Key West Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DAs 93 feet, increase all MDAs 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LOGEY and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	389-1¼ 384 (400-1¼)			
LNAV/VNAV DA	441-1½ 436 (500-1½)			
LNAV MDA	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-1¾ 595 (600-1¾)
CIRCLING	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-2 595 (600-2)

REIL Rwy 7 L
MIRL Rwy 7-25 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5008
CH 58312	251°	TDZE	5
W25A		Apt Elev	5

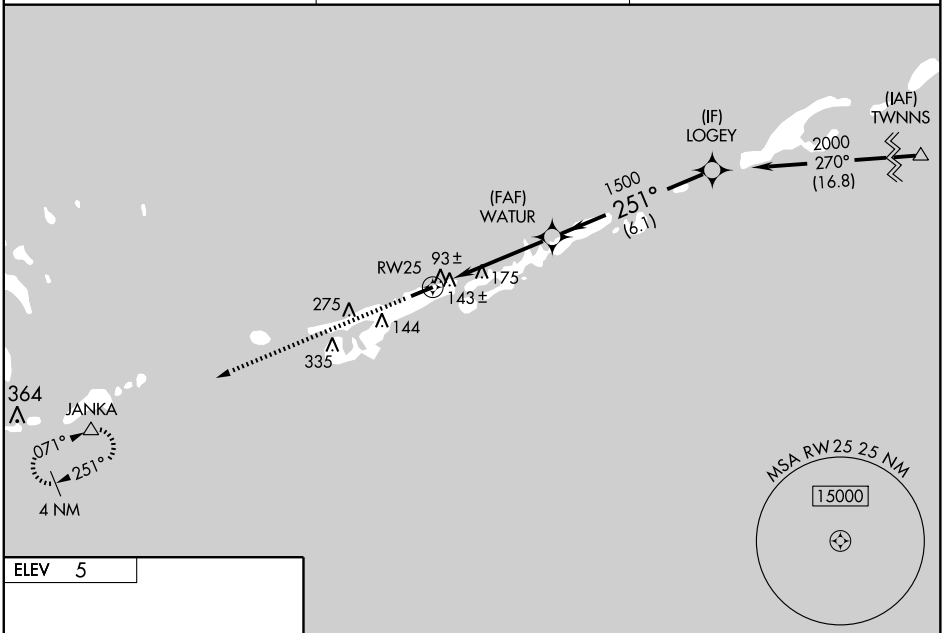
RNAV (GPS) RWY 25

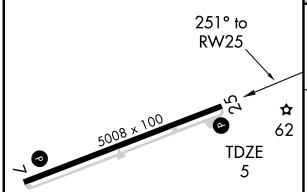
MARATHON / THE FLORIDA KEYS MARATHON (MTH)

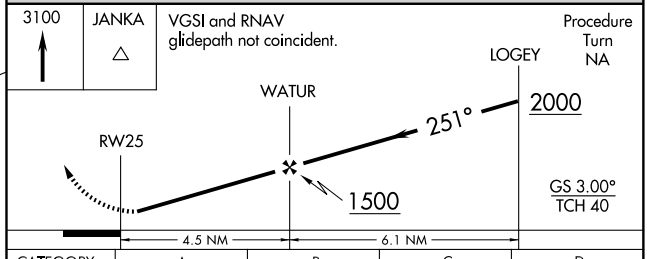
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile.
Baro-VNAV NA below -15°C (5°F) and above 48°C (118°F).
Baro-VNAV NA when using Key West Intl altimeter setting.

MISSED APPROACH: Climb to 3100 direct JANKA and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







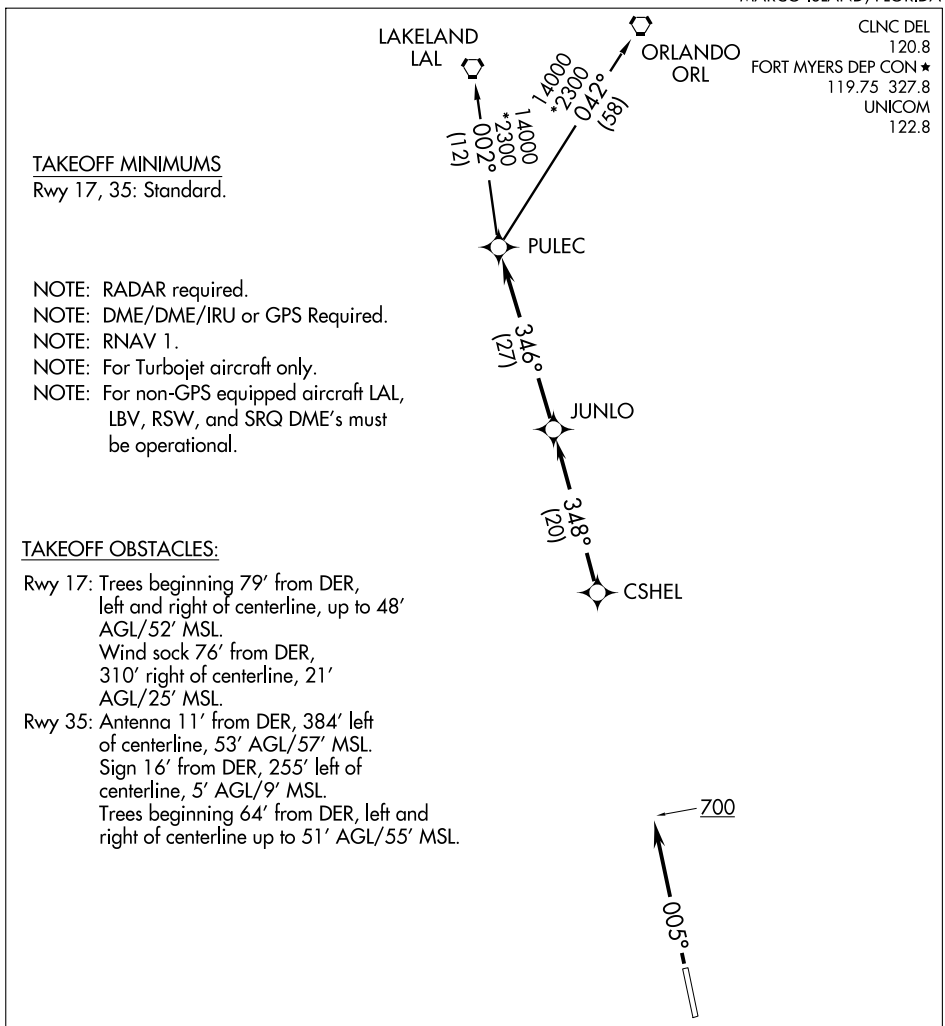
CATEGORY	A	B	C	D
LPV DA	315-1 310 (400-1)			
LNAV/VNAV DA	404-1½ 399 (400-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	460-1 455 (500-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

REIL Rwy 7 L
MIRL Rwy 7-25 L

SE-3, 17 DEC 2009 to 14 JAN 2010

CSHEL THREE DEPARTURE (RNAV)

MARCO ISLAND (MKY)
MARCO ISLAND, FLORIDA



TAKEOFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 17: Trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL.
Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL.
Rwy 35: Antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL.
Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL.
Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 35: Climb heading 005° to 700, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

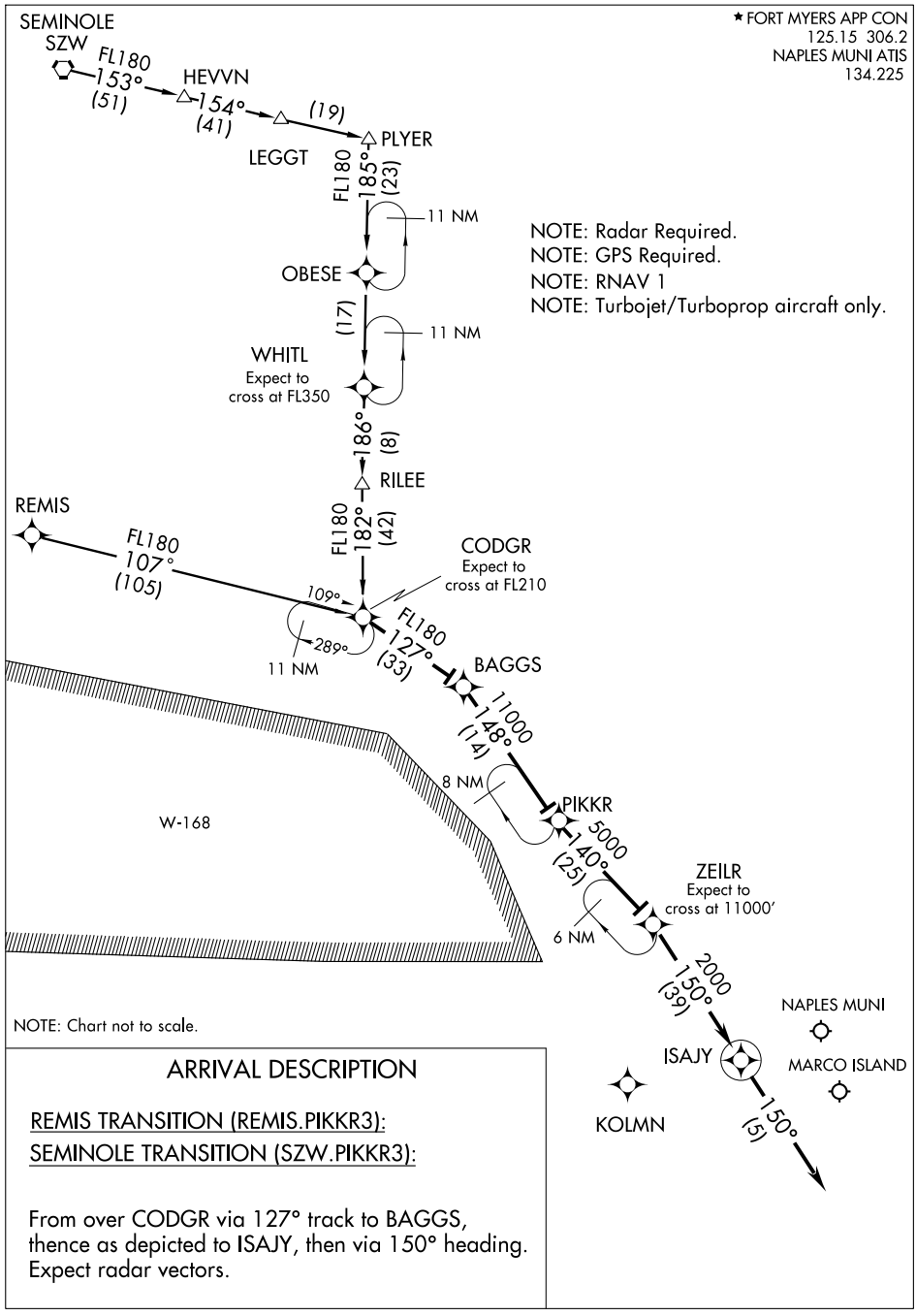
LAKELAND TRANSITION (CSHEL3.LAL):
ORLANDO TRANSITION (CSHEL3.ORL):

SE-3, 17 DEC 2009 to 14 JAN 2010

PIKKR THREE ARRIVAL (RNAV)

ST-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):

SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH **93516**	**171°**	Rwy Idg	**5000**
W17A		TDZE	**5**
		Apt Elev	**5**

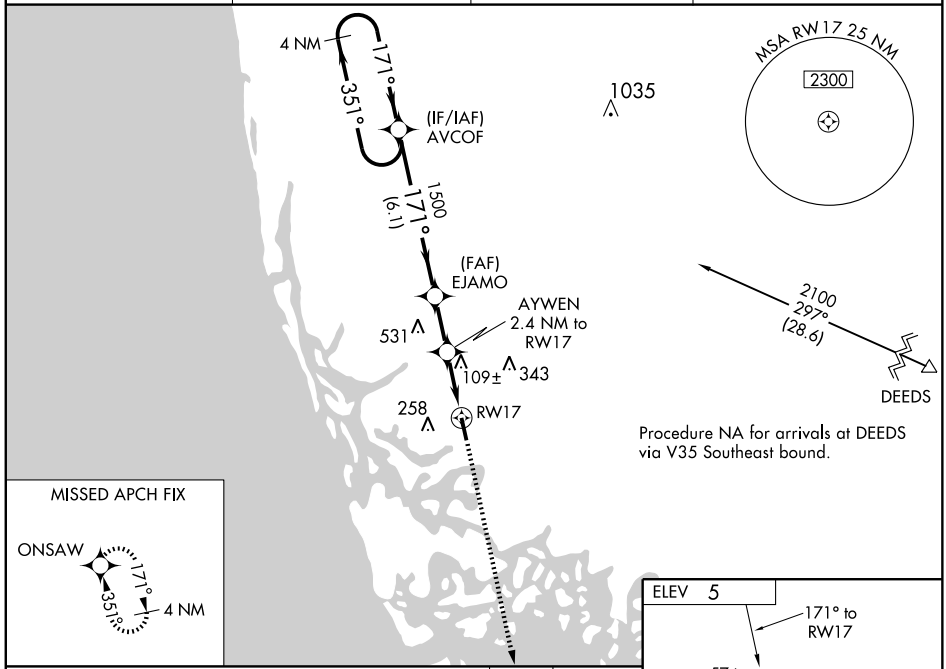
RNAV (GPS) RWY 17
MARCO ISLAND (MKY)

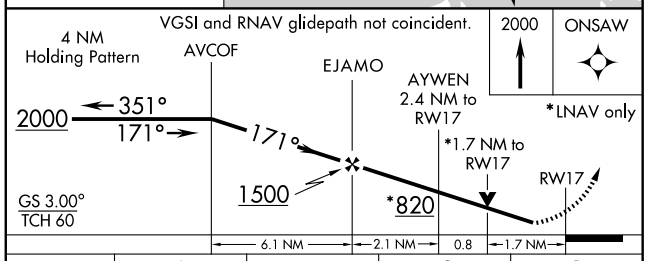
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

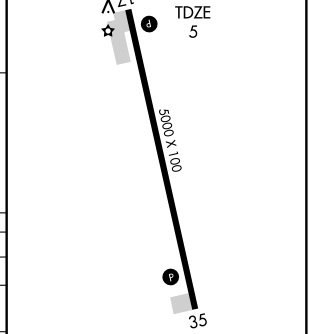
NA

MISSED APPROACH: Climb to 2000 direct ONSAW and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	**119.75 327.8**	**120.8**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
LNAV/VNAV DA	458-1½ 453 (500-1½)			
LNAV MDA	560-1 555 (600-1)		560-1½ 555 (600-1½)	560-1¾ 555 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

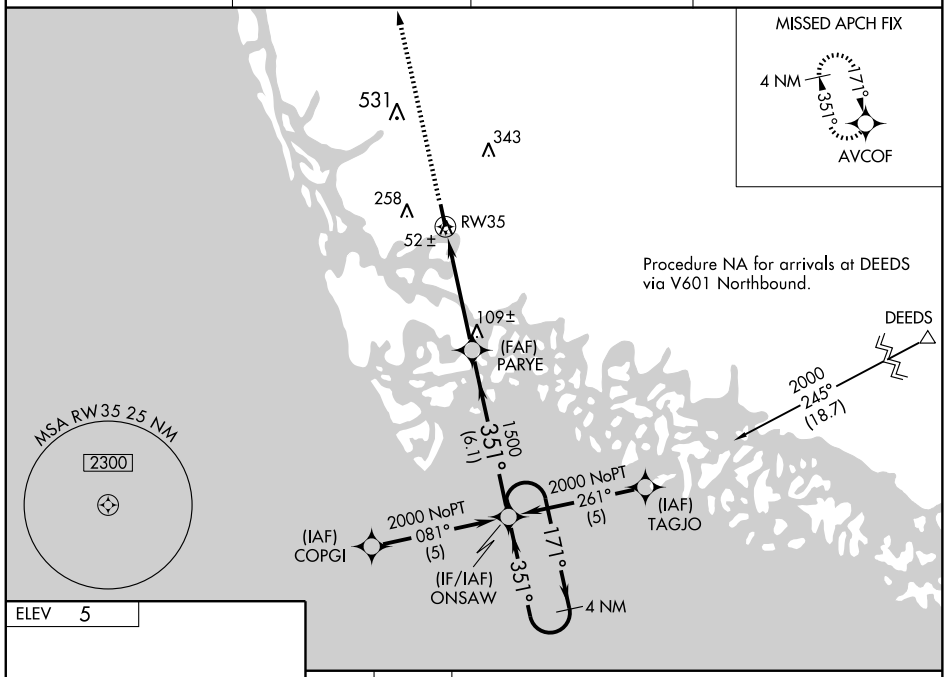
WAAS	APP CRS	Rwy Idg	5000
CH 53316	351°	TDZE	5
W35A		Apt Elev	5

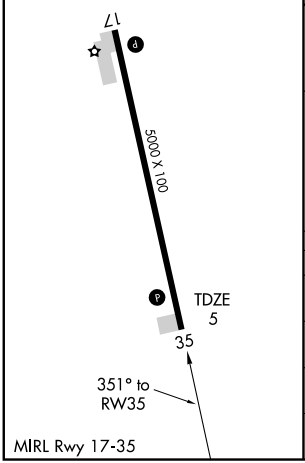
RNAV (GPS) RWY 35
MARCO ISLAND (MKY)

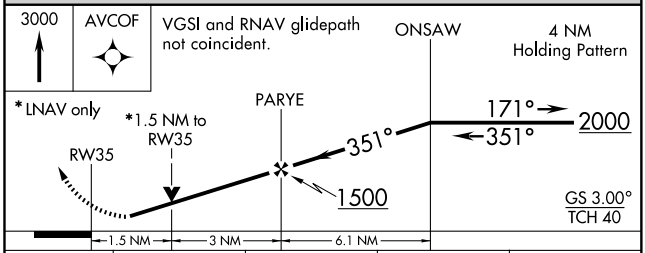
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct AVCOF and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L







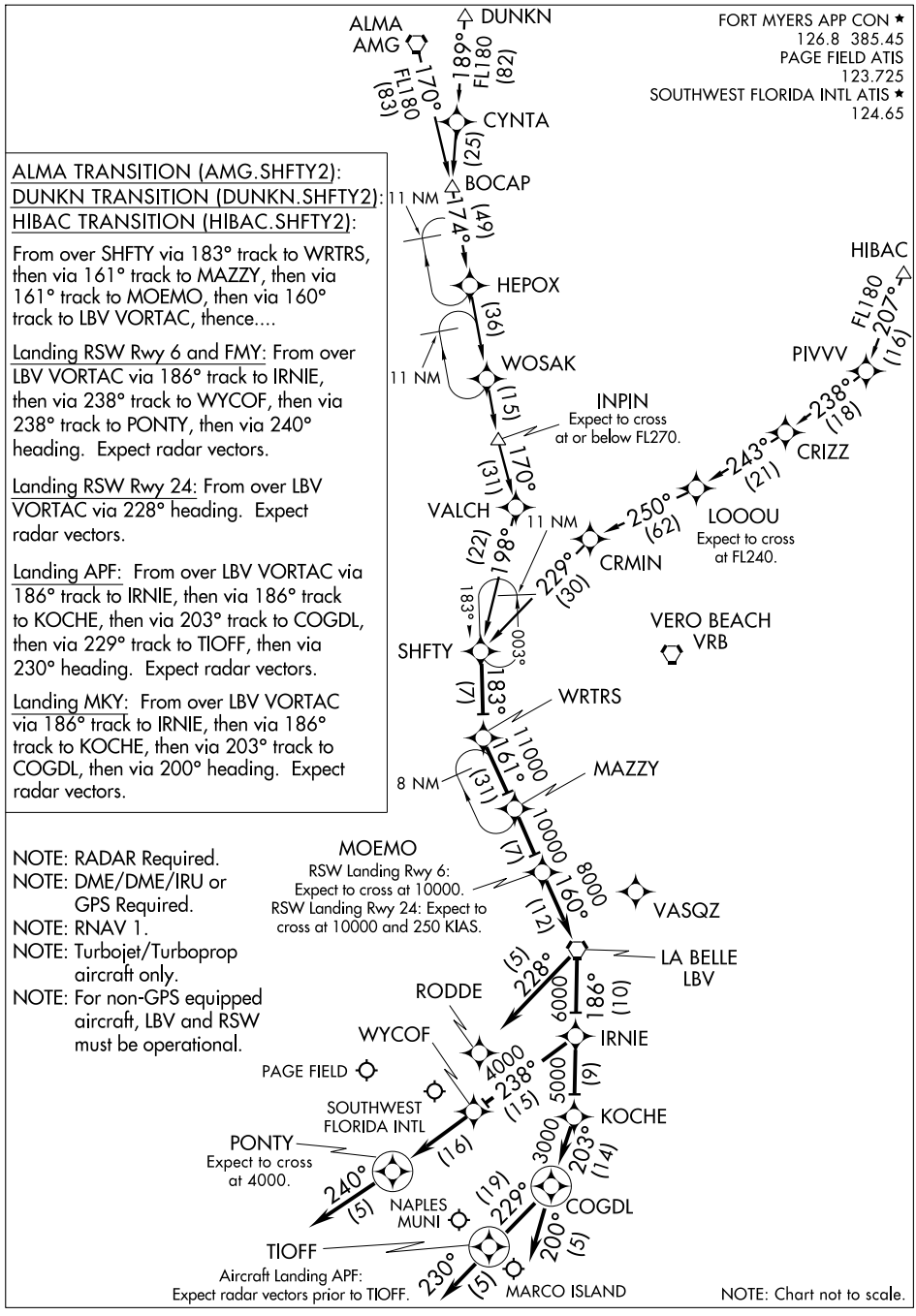
CATEGORY	A	B	C	D
LPV DA	286-1 281 (300-1)			
LNAV/VNAV DA	394-1½ 389 (400-1½)			
LNAV MDA	520-1 515 (600-1)		520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

(SHFTY.SHFTY2) 09351 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



NOTE: Chart not to scale.

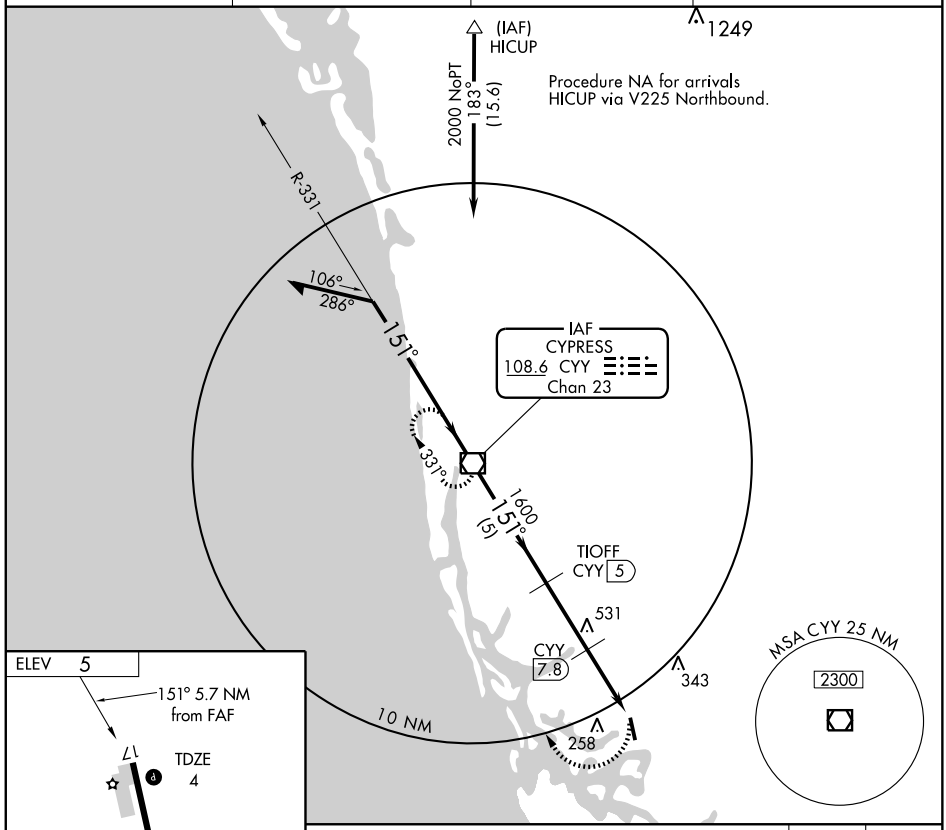
SE-3, 17 DEC 2009 to 14 JAN 2010

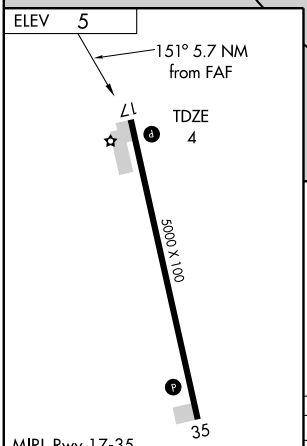
VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	151°	TDZE	4
Chan 23		Apt Elev	5

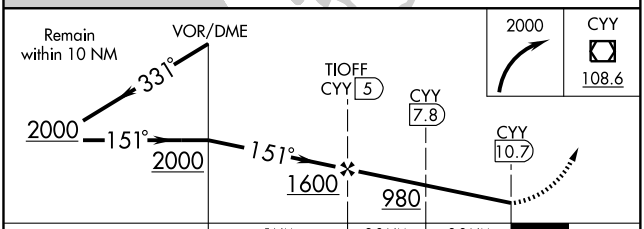
VOR/DME RWY 17
MARCO ISLAND (MKY)

MISSED APPROACH: Climbing right turn to 2000 direct CYY VOR/DME and hold.

AWOS-3	FORT MYERS APP CON★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-17	640-1	636 (700-1)	640-1¾ 636 (700-1¾)	640-2 636 (700-2)
CIRCLING	700-1	695 (700-1)	700-2 695 (700-2)	700-2¼ 695 (700-2¼)

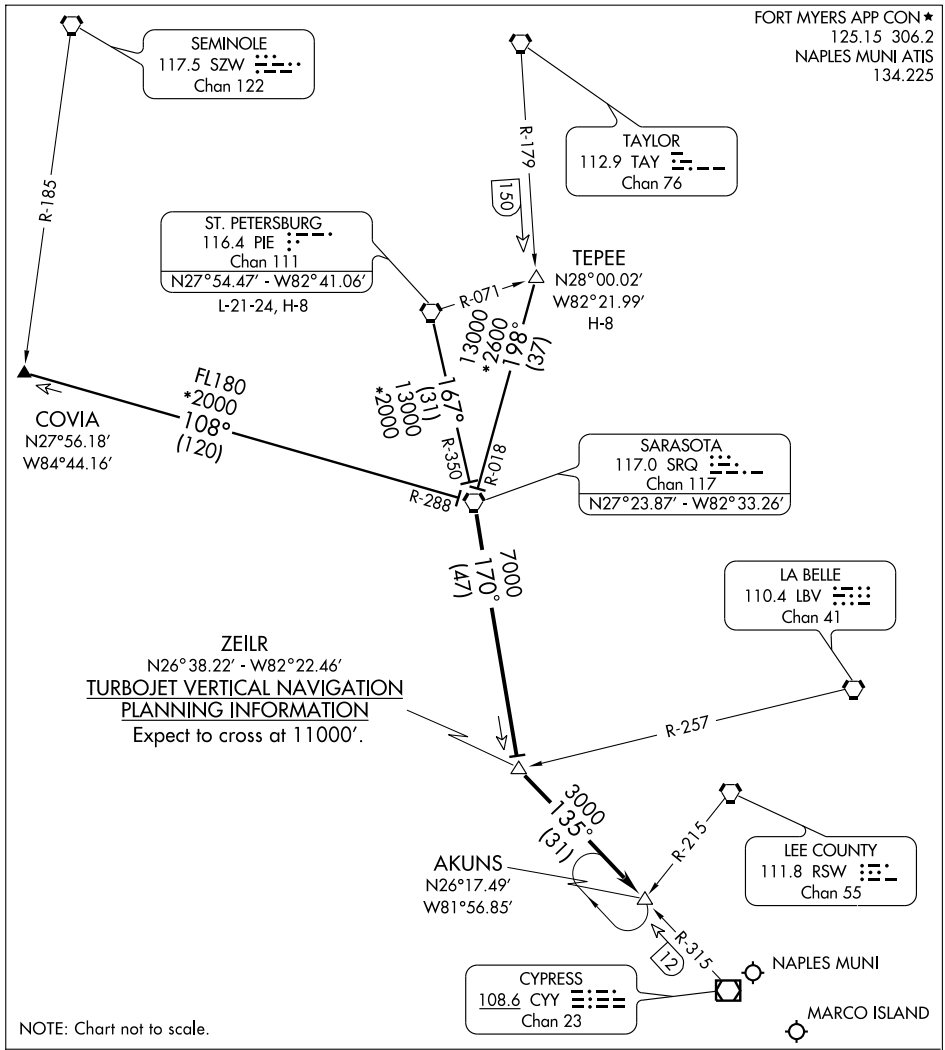
SE-3, 17 DEC 2009 to 14 JAN 2010

(ZEILR.ZEILR2) 08325

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

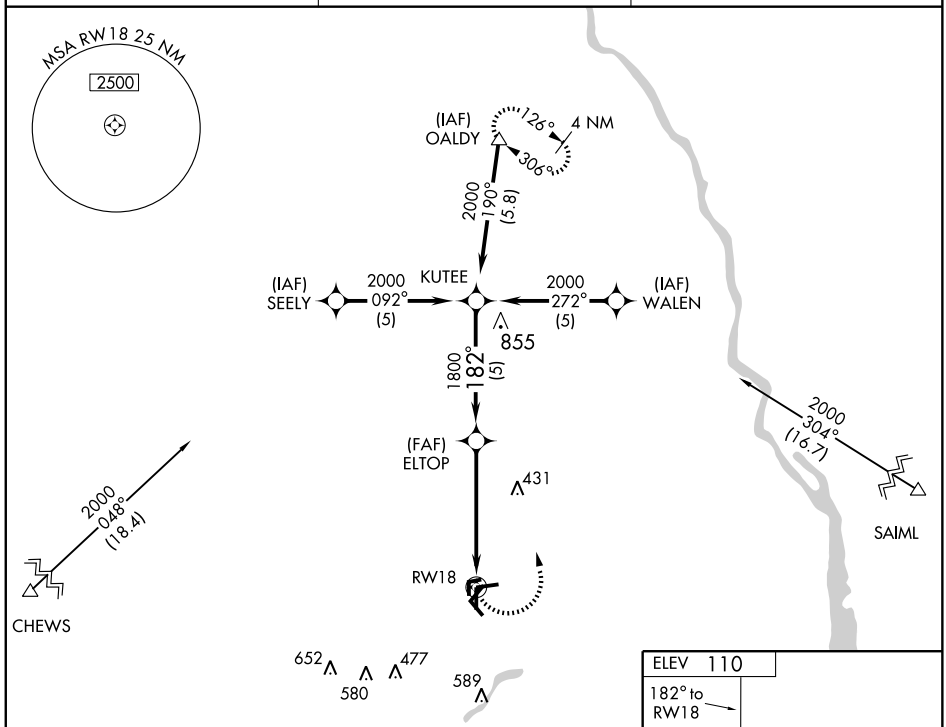
APP CRS	Rwy Idg	4896
182°	TDZE	110
	Apt Elev	110

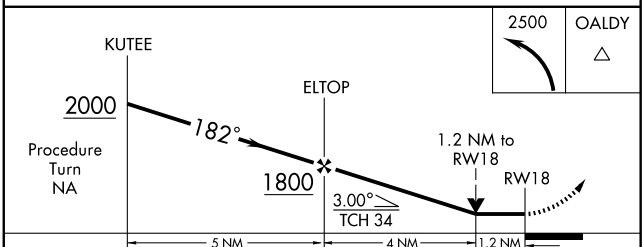
GPS RWY 18
MARIANNA MUNI (MAI)

NA

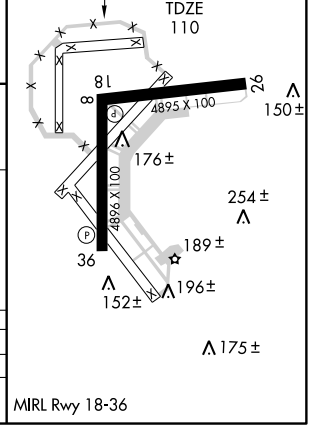
MISSED APPROACH: Climbing left turn to 2500 direct OALDY WP and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)





CATEGORY	A	B	C	D
S-18	520-1 410 (500-1)		520-1¼ 410 (500-1¼)	
CIRCLING	580-1 470 (500-1)		620-1½ 510 (600-1½)	660-2 550 (600-2)



SE-3, 17 DEC 2009 to 14 JAN 2010

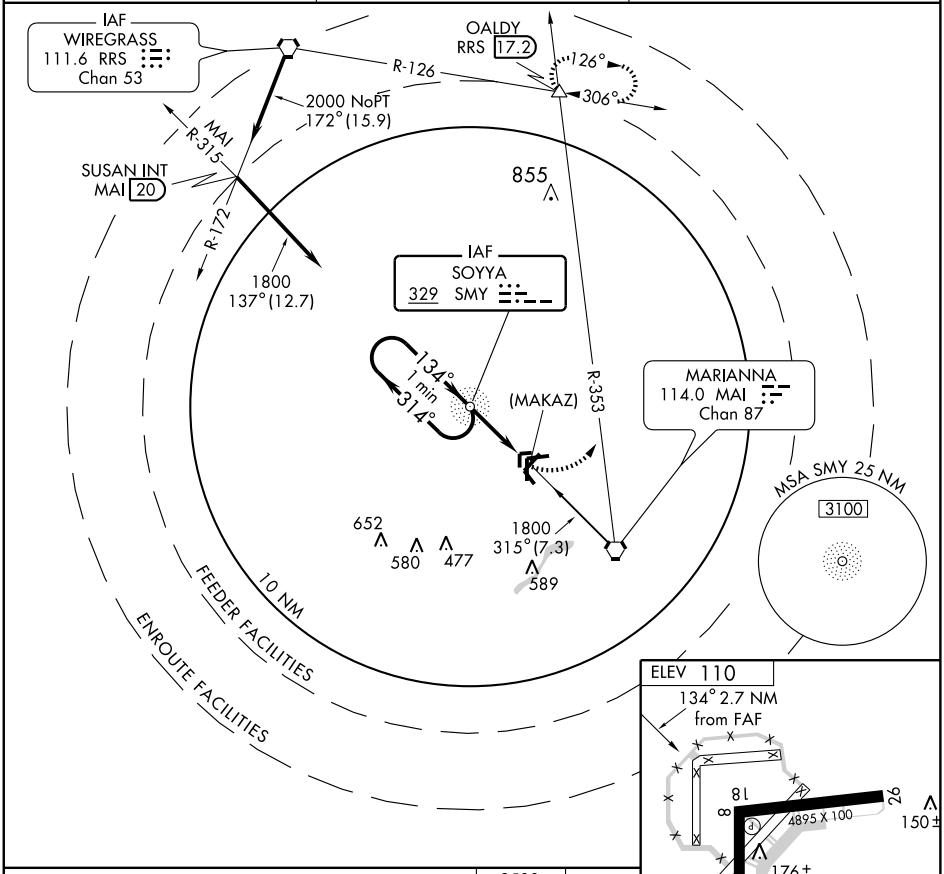
NDB SMY	APP CRS	Rwy ldg	N/A
329	134°	TDZE	N/A
		Apt Elev	110

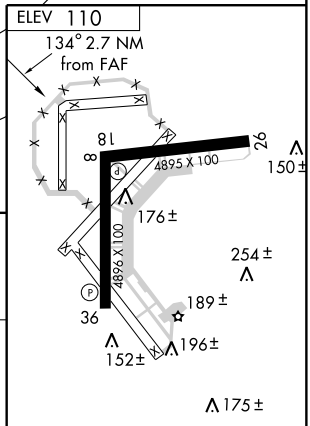
NDB or GPS-C
MARIANNA MUNI (MAI)

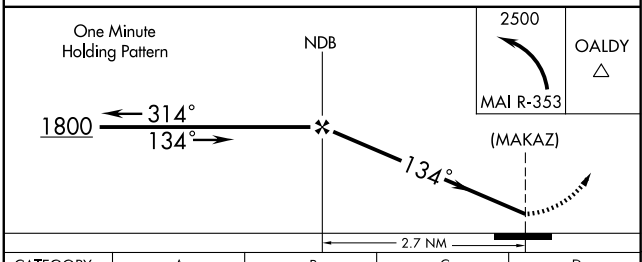
NA

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY Int and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	720-1 610 (700-1)		720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 17 DEC 2009 to 14 JAN 2010

MARIANNA, FLORIDA

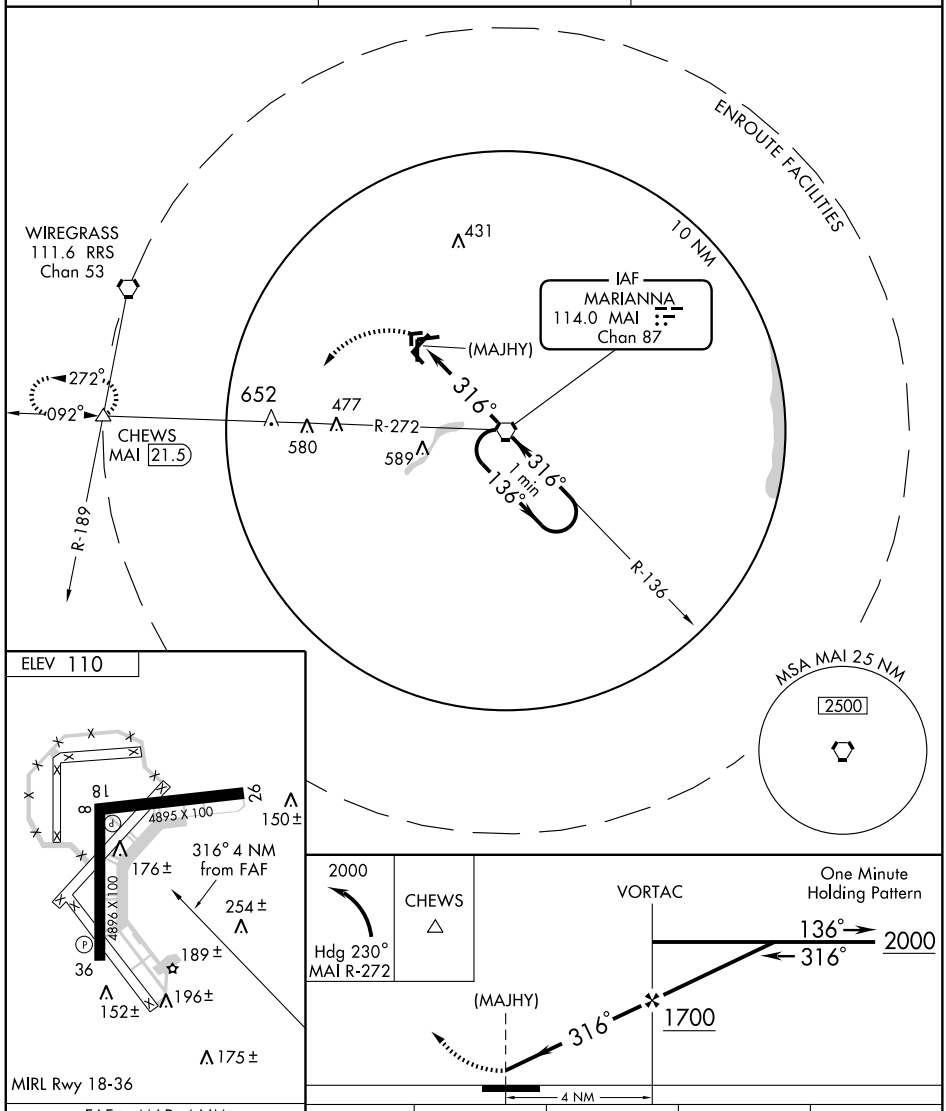
VORTAC MAI 114.0 Chan 87	APP CRS 316°	Rwy Idg N/A TDZE N/A Apt Elev 110

VOR or GPS-A

MARIANNA MUNI (MAI)

MISSED APPROACH: Climbing left turn to 2000 via heading 230° and MAI R-272 to CHEWS Int and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	580-1	470 (500-1)	620-1½ 510 (600-1½)	660-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC MAI 114.0 Chan 87	APP CRS 135°	Rwy Idg N/A TDZE N/A Apt Elev 110

VOR or GPS-B

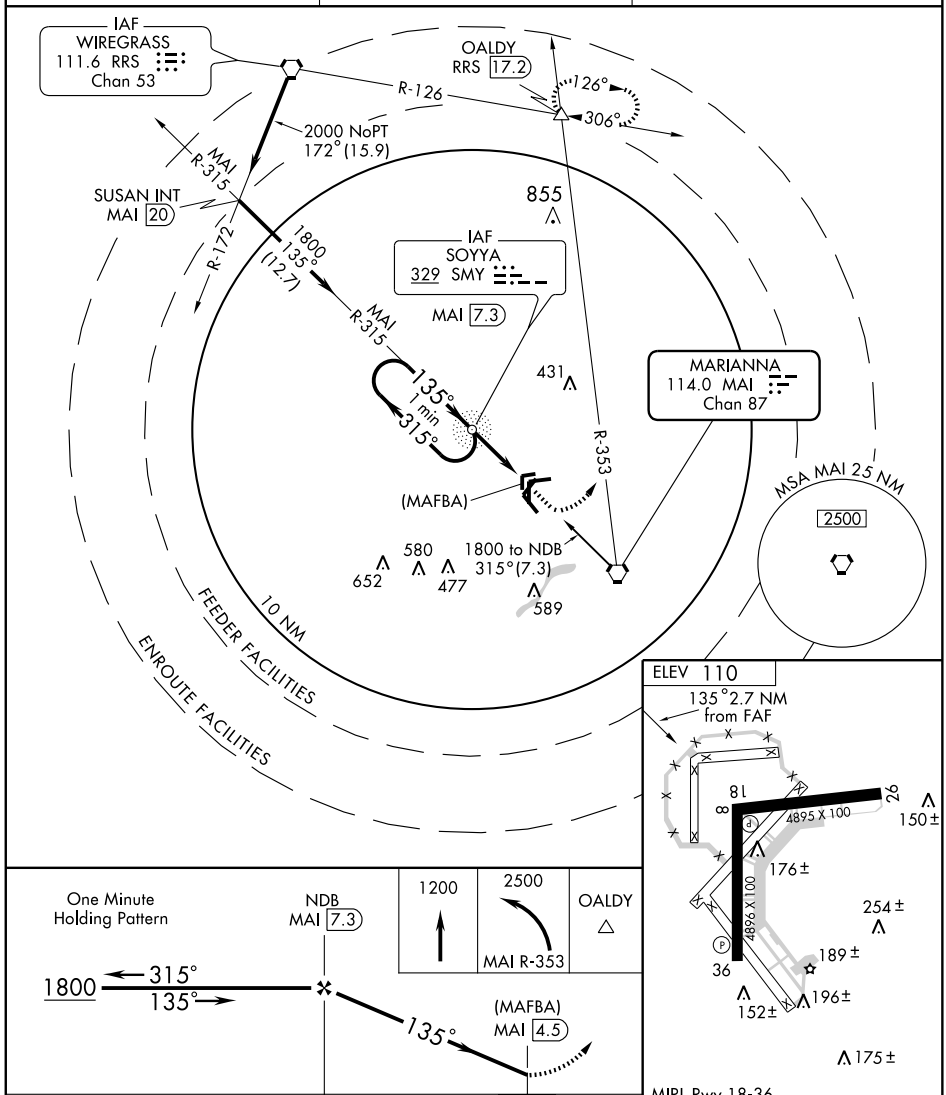
MARIANNA MUNI (MAI)

NA

ADF OR DME REQUIRED

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 via MAI R-353 to OALDY Int and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)

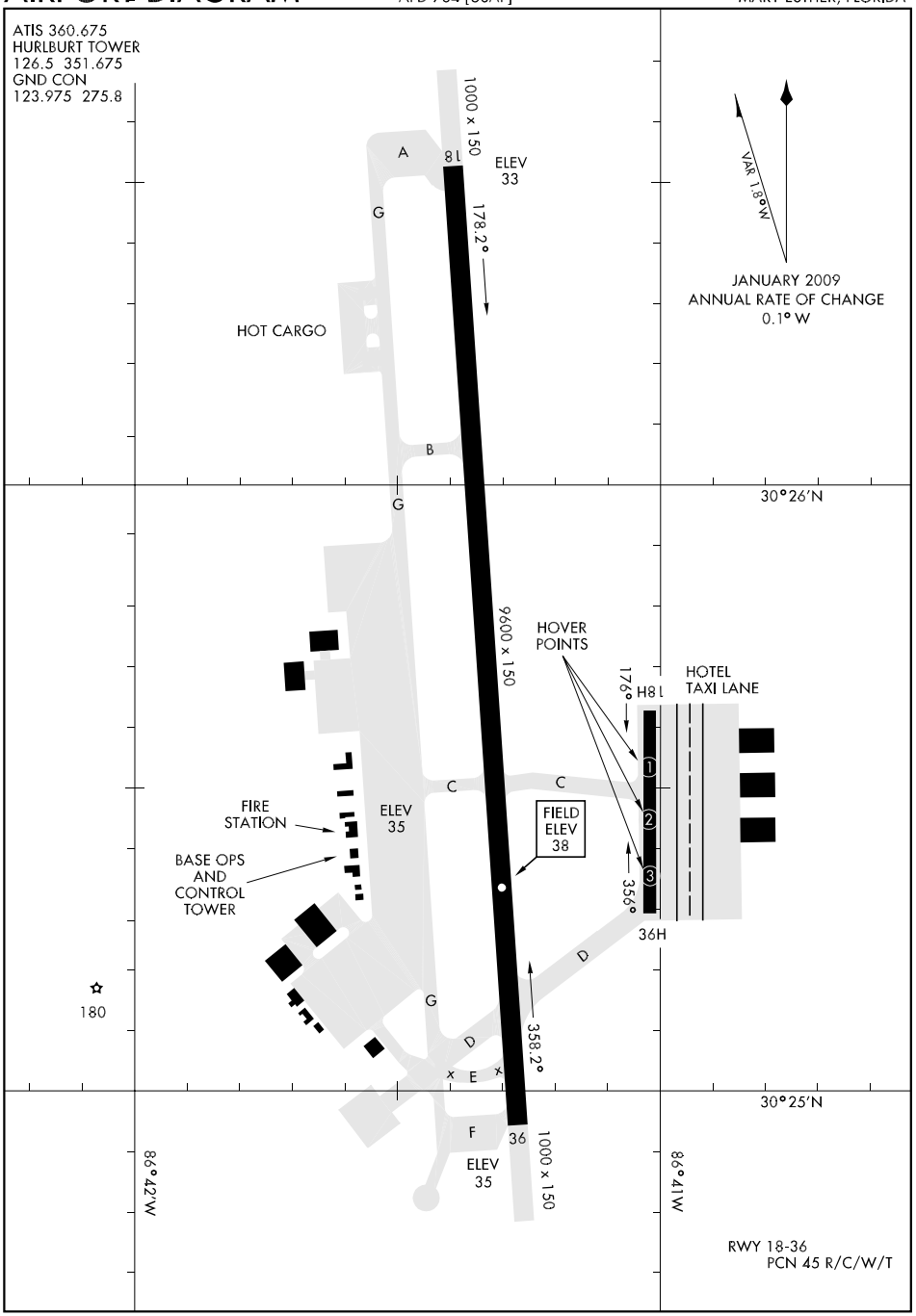


CATEGORY	A	B	C	D
CIRCLING	720-1	610 (700-1)	720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 17 DEC 2009 to 14 JAN 2010


ATIS 360.675
HURLBURT TOWER
126.5 351.675
GND CON
123.975 275.8
1000 x 150
18
ELEV
33
178.2°
VAR 1.8°W
JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W
HOT CARGO
30°26'N
9600 x 150
HOVER
POINTS
176°
H8
L
HOTEL
TAXI LANE
FIRE
STATION
ELEV
35
FIELD
ELEV
38
BASE OPS
AND
CONTROL
TOWER
356°
36H
180
358.2°
30°25'N
F
36
1000 x 150
ELEV
35
86°42'W
86°41'W
RWY 18-36
PCN 45 R/C/W/T

COPTER TACAN RWY 18

TACAN	APCH CRS	Rwy ldg	9600
HRT	180°	TDZE	35
Chan 45		Arpt Elev	38

AL-734 [USAF]

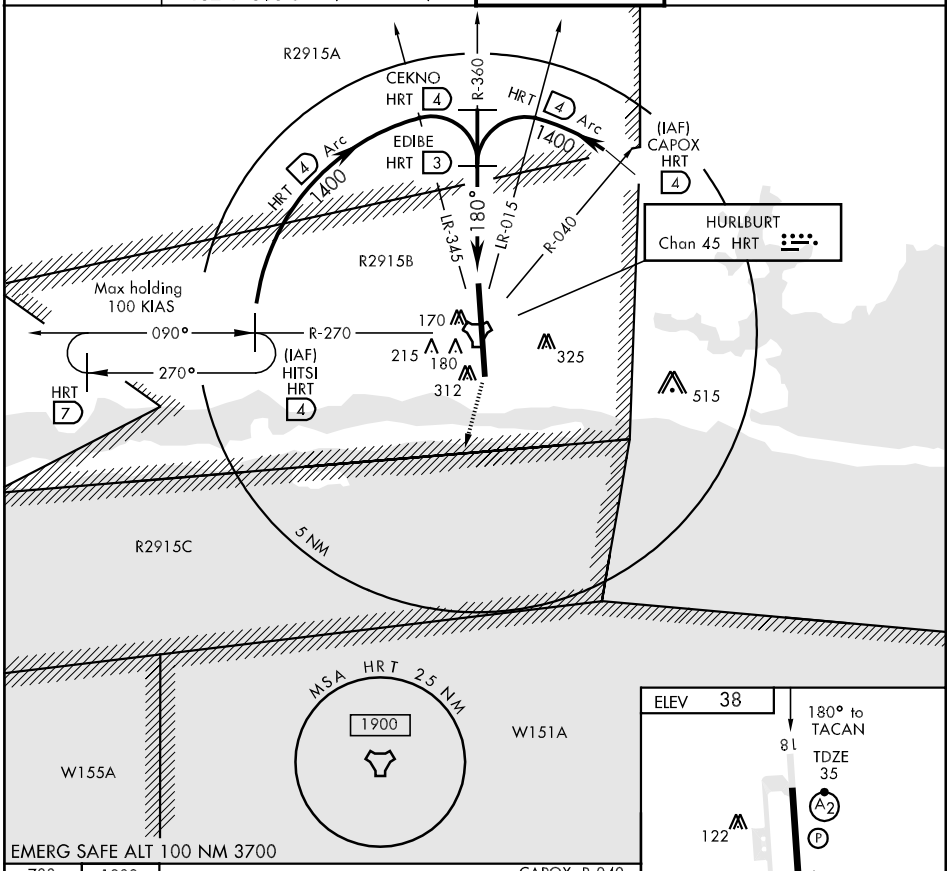
HURLBURT FLD (KHRT)

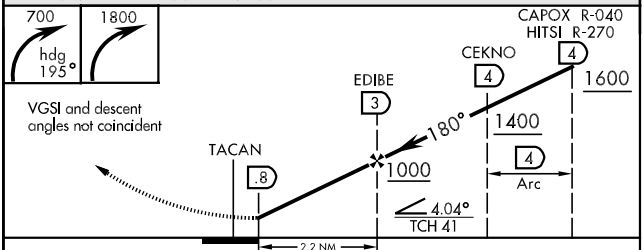
▼ *When ALS inop, increase vis to 1 mile.

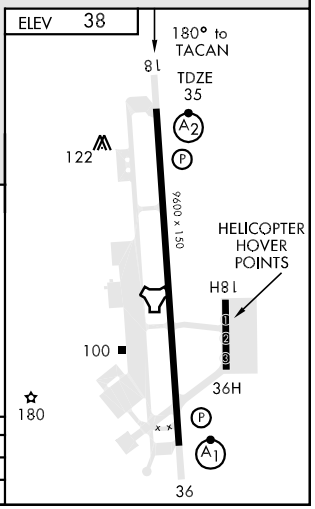
SALSF (A2)

MISSED APPROACH: Climb to 700 via 195° heading, then turn right direct HITSI and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	COPTER		
H-18*	420-¾	385	(400-¾)
CIRCLING	NOT AUTHORIZED		

COPTER TACAN RWY 36

TACAN HRT Chan 45	APCH CRS 352°	Rwy Idg 9600 TDZE 37 Arpt Elev 38

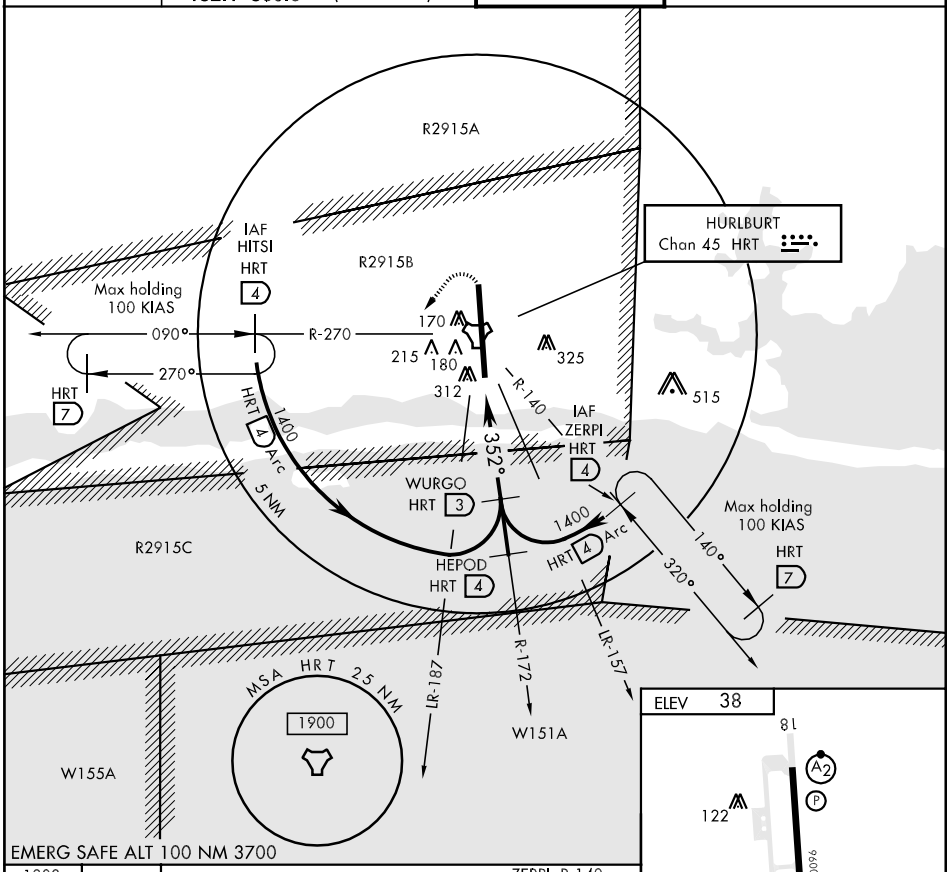
AL-734 [USAF] — HURLBURT FLD (KHRT)

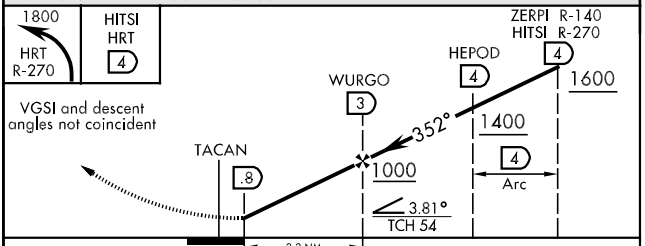
* When ALS inop, increase RVR to 50, vis to 1 mile.

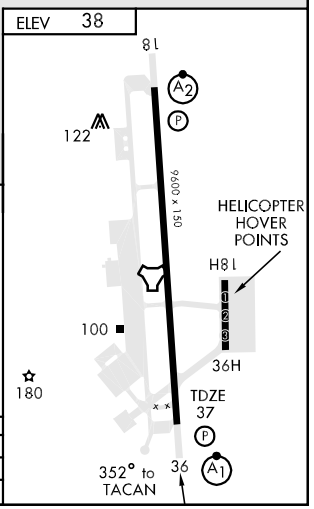
ALSF-1 (A1)

MISSED APPROACH: Turn left to intercept HRT R-270 to HITSI R-270/4 DME and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	COPTER		
H-36 *	440/24	403	(500-½)
CIRCLING	NOT AUTHORIZED		

ILS or LOC RWY 36

LOC I-HRT	APCH CRS	Rwy ldg	9600
111.3	358°	TDZE	37
		Arpt Elev	38

AL-734 [USAF]

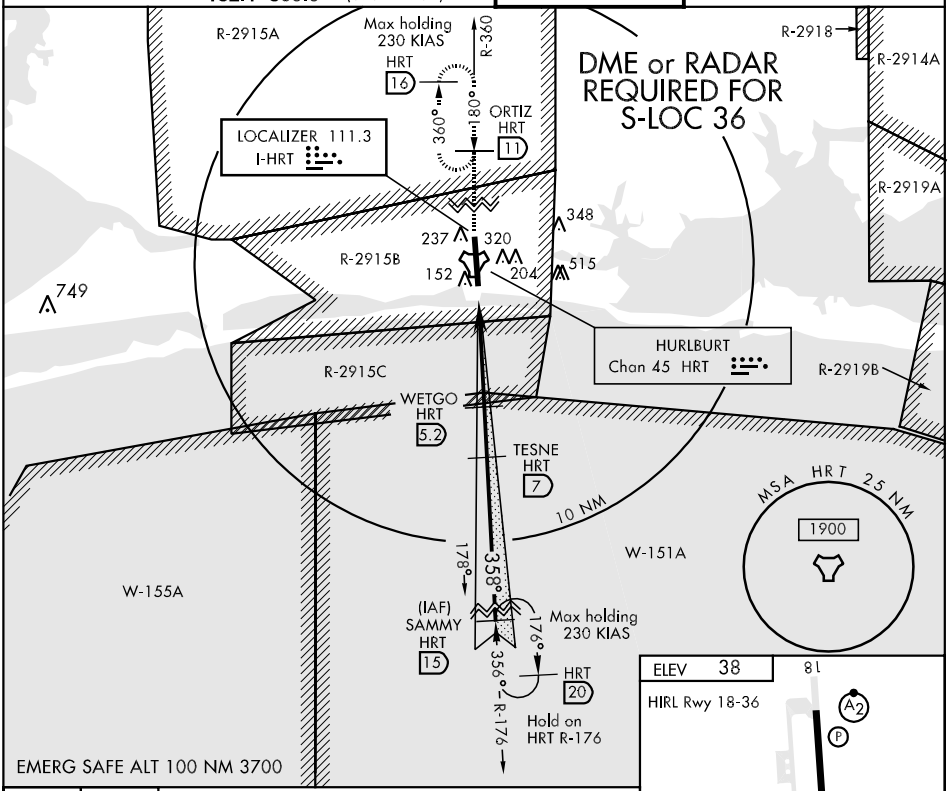
HURLBURT FLD (KHRT)

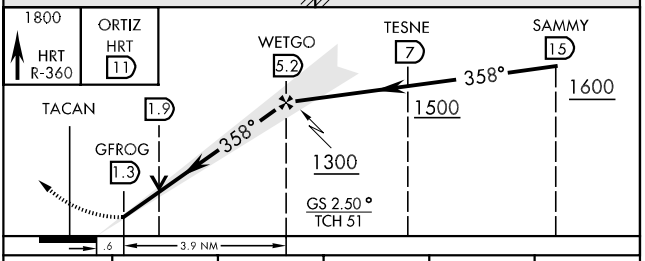
▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

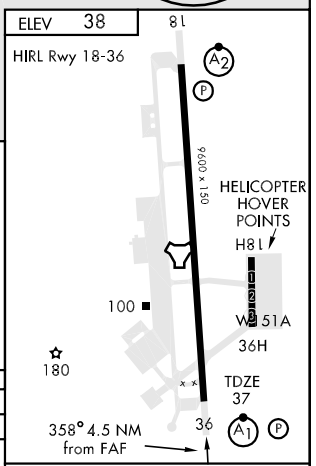
ALSF-1

MISSED APPROACH: Climb to 1800 on HRT TACAN R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-ILS 36*	237/24		200 (200-½)		
S-LOC 36**	360/24 323 (400-½)		360/40 323 (400-¾)		
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	9600
178°	TDZE	35
	Arpt Elev	38

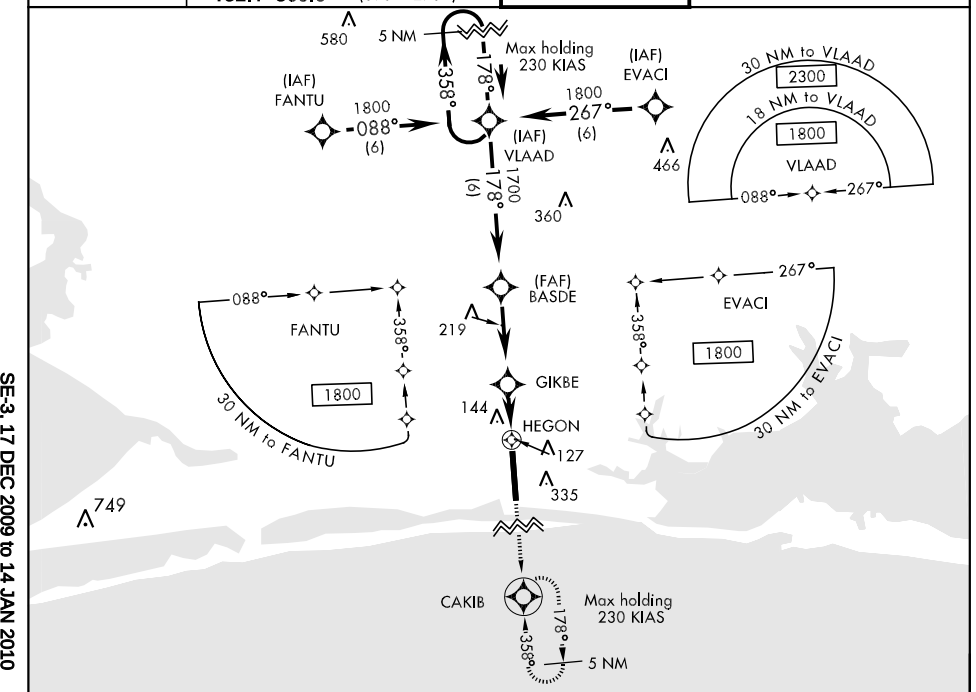
AL-734 [USAF]

HURLBURT FLD (KHRT)

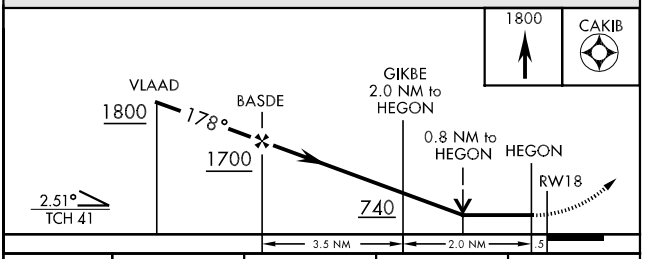
SALSF

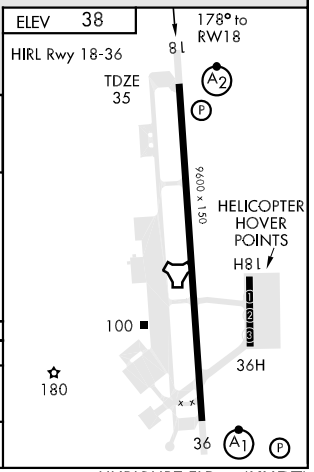
MISSED APPROACH: Climb to 1800 direct CAKIB and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D
LNAV MDA	420-¾ 385 (400-¾)			420-1 385 (400-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 36

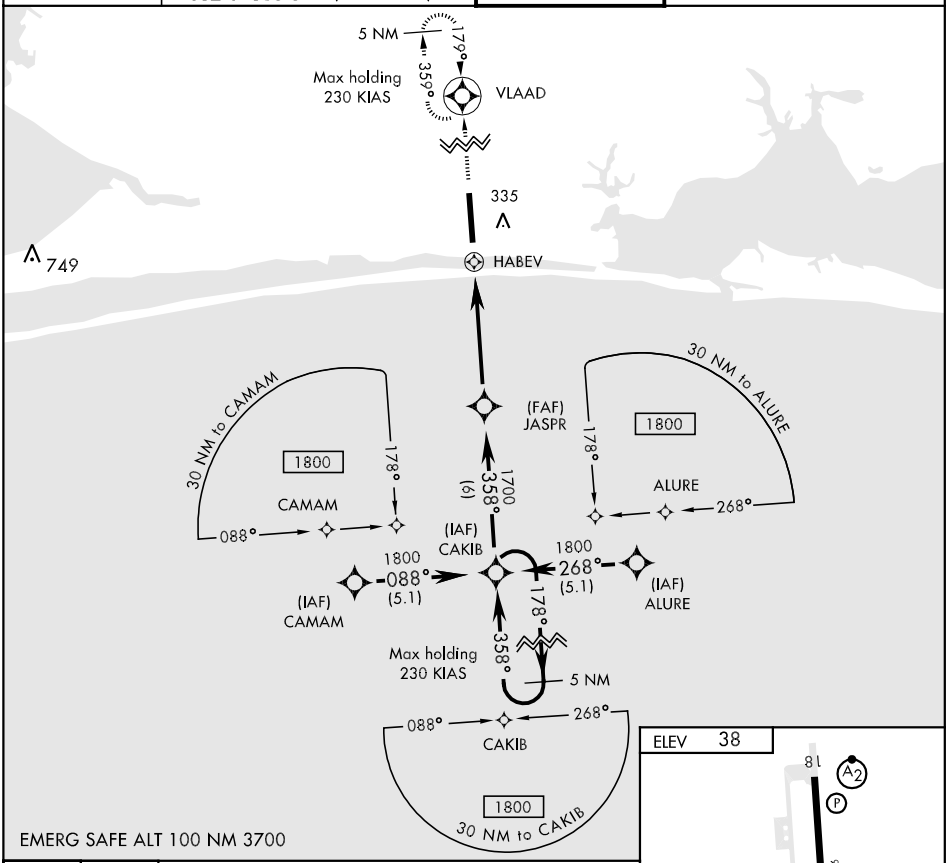
APCH CRS	Rwy ldg	9600
358°	TDZE	37
	Arpt Elev	38

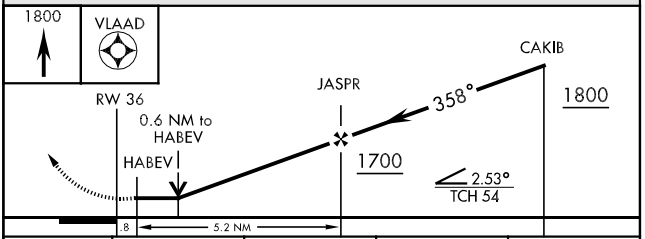
AL-734 [USAF] — HURLBURT FLD (KHRT)

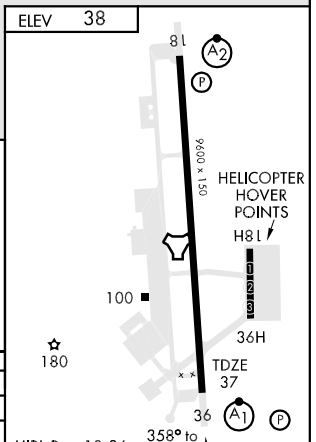
SALSF

MISSED APPROACH: Climb to 1800 direct VLAAD and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D
LNAV MDA	460/24 423 (500-½)		460/40	423 (500-¾)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

TACAN RWY 18

TACAN	APCH CRS	Rwy ldg	9600
HRT	180°	TDZE	35
Chan 45		Arpt Elev	38

AL-734 [USAF]

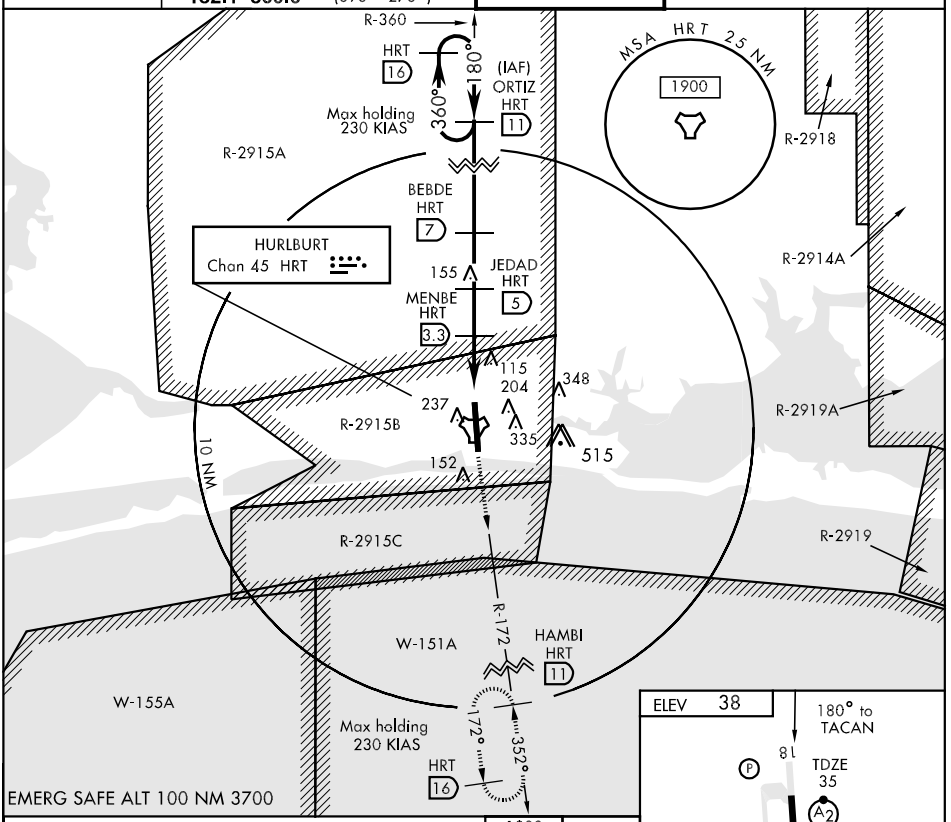
HURLBURT FLD (KHRT)

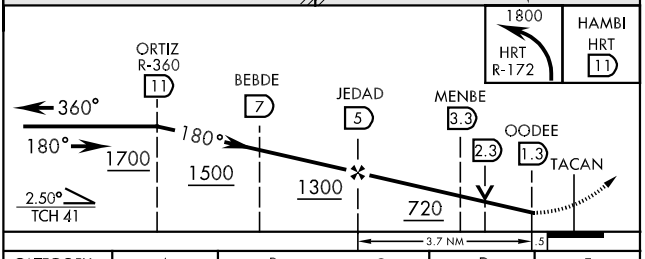
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, and CAT E vis to 1½ miles.

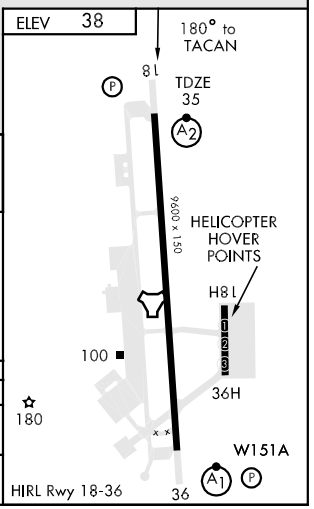
SALSF A2

MISSED APPROACH: Climb to 1800 on R-172 to HAMBI/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-18 *	460- ¾ 425 (500-¾)		460-1 425 (500-1)		460-1¼ 425 (500-1¼)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602(700-2)	880-3 842(900-3)

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 36

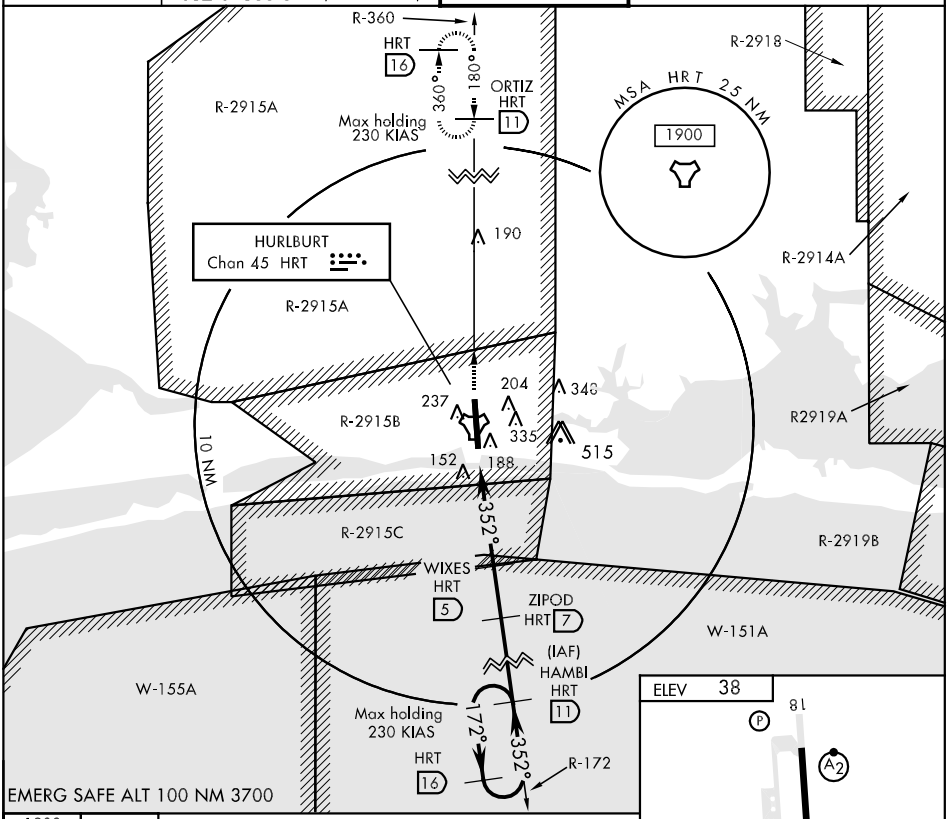
TACAN HRT Chan 45	APCH CRS 352°	Rwy ldg 9600 TDZE 37 Arpt Elev 38	AL-734 [USAF]	HURLBURT FLD (KHRT)

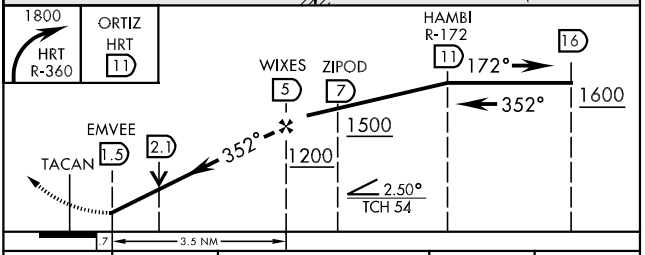
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

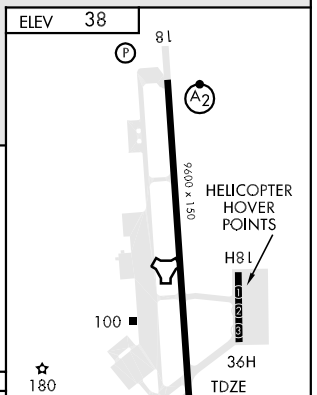
ALSF-1 (A1)

MISSED APPROACH: Climb to 1800 on R-360 to ORTIZ/11 DME and hold.

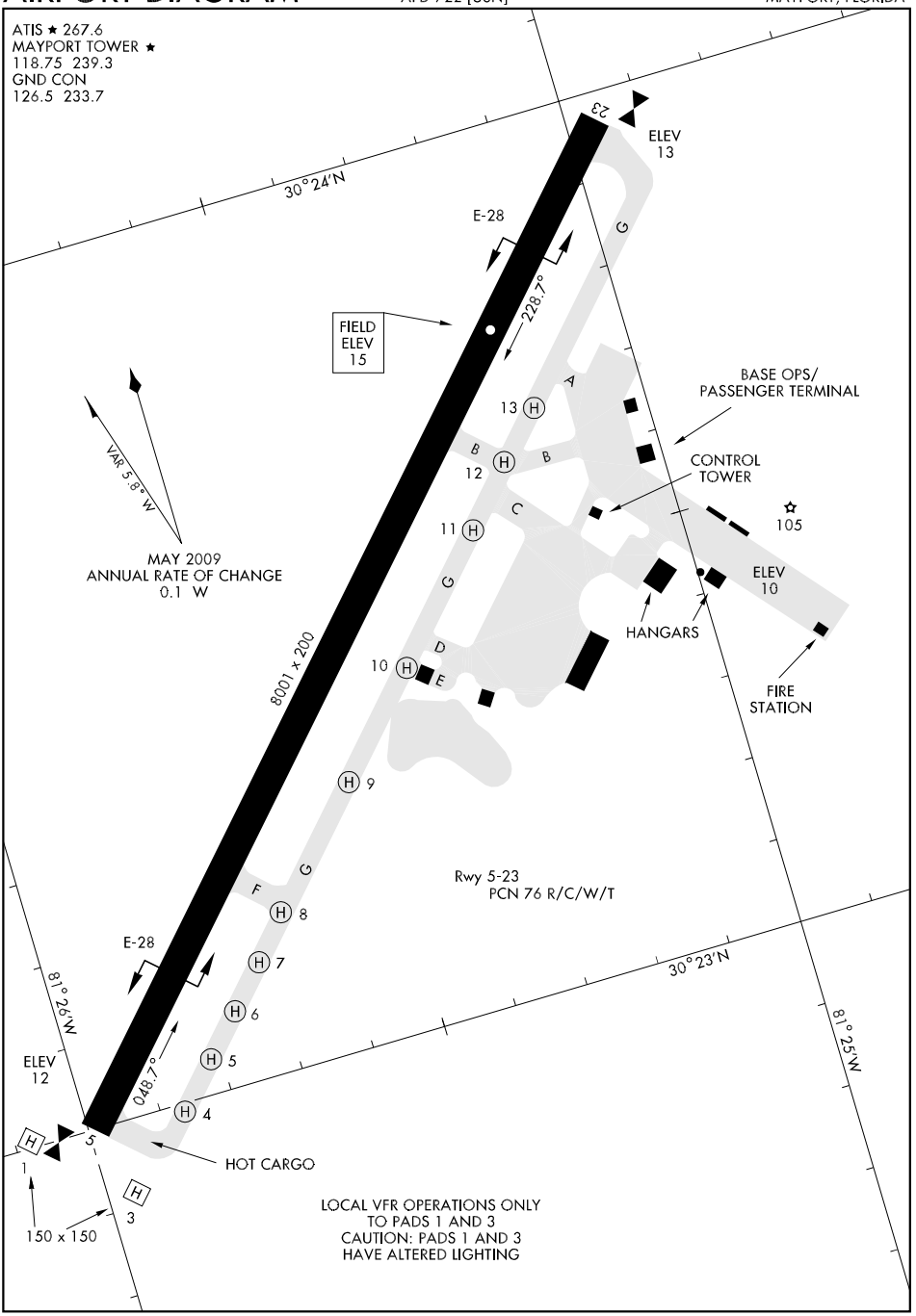
ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-36 *	440/24 403 (500-½)		440/40 403 (500-¾)		440/50 403(500-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	920-3 882 (900-3)

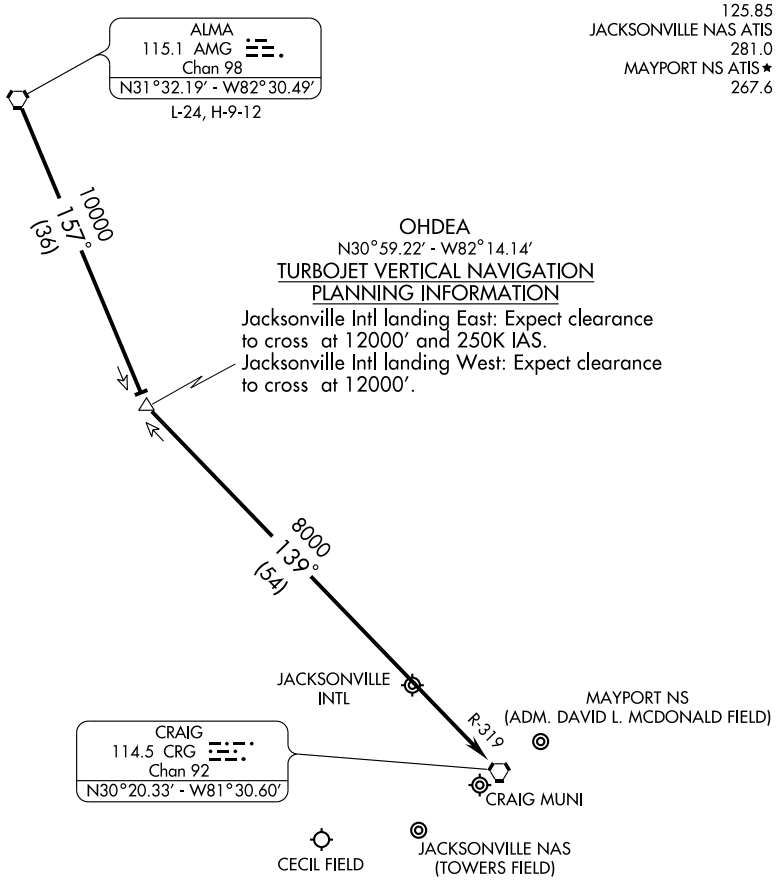


SE-3, 17 DEC 2009 to 14 JAN 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

COPTER TACAN RWY 5

TACAN	NRB
Chan	51

APCH CRS
052°

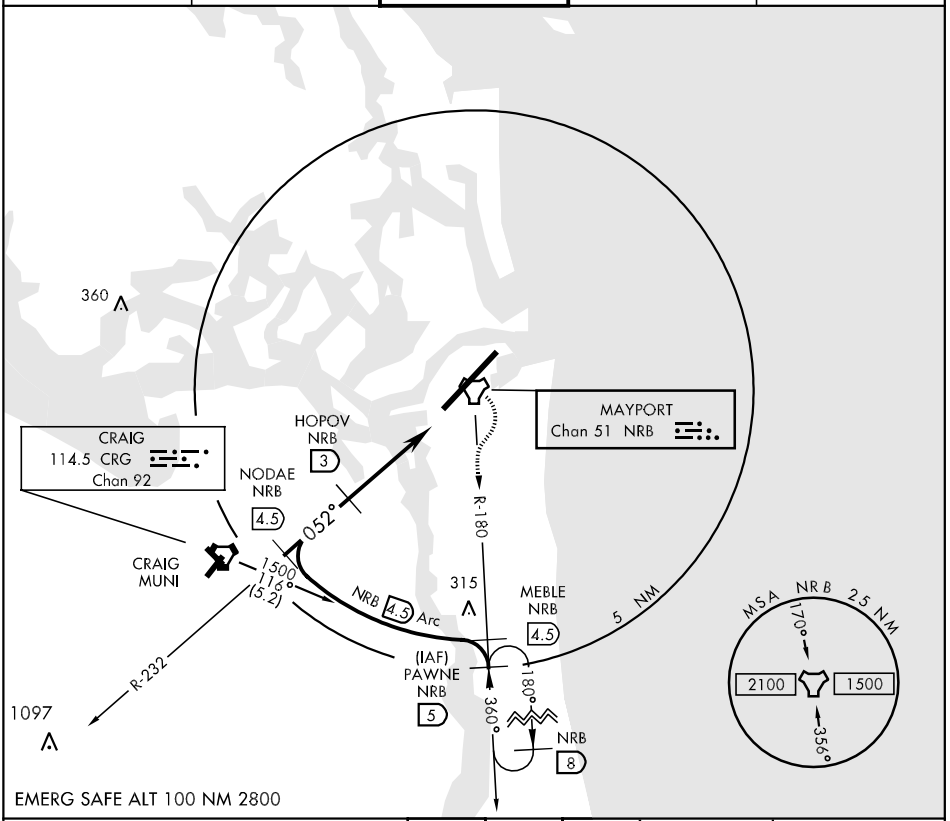
Rwy ldg	8001
TDZE	13
Arpt Elev	15

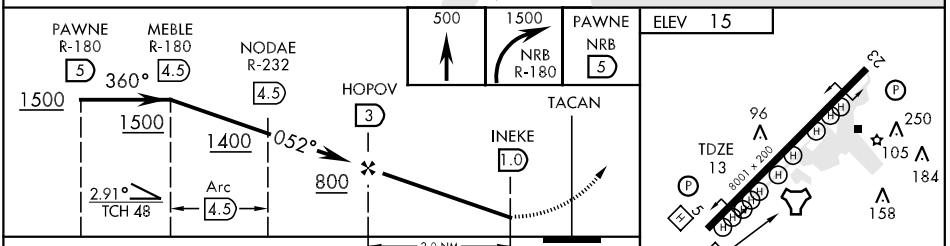
AL-722 [USN]

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climb to 500, then climbing right turn to1500 via NRB R-180 to PAWNE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	





CATEGORY	COPTER		
S-5	400- ½	387	(400-½)
CIRCLING	NOT AUTHORIZED		

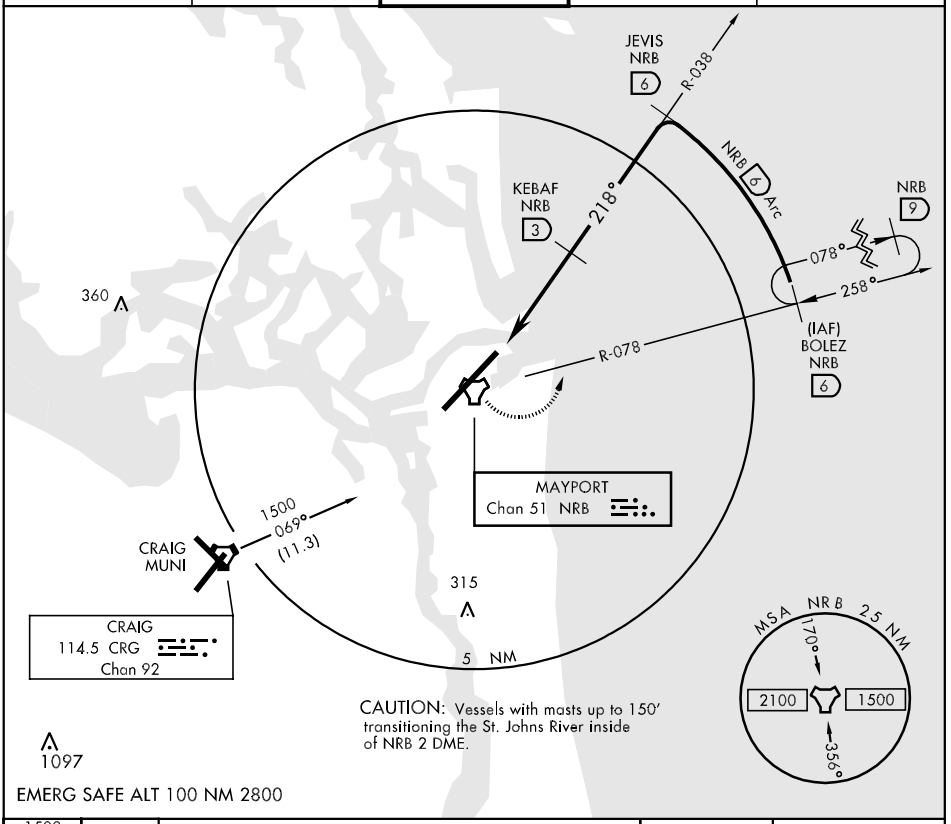
REIL Rwy 5-23
HIRL Rwy 5-23

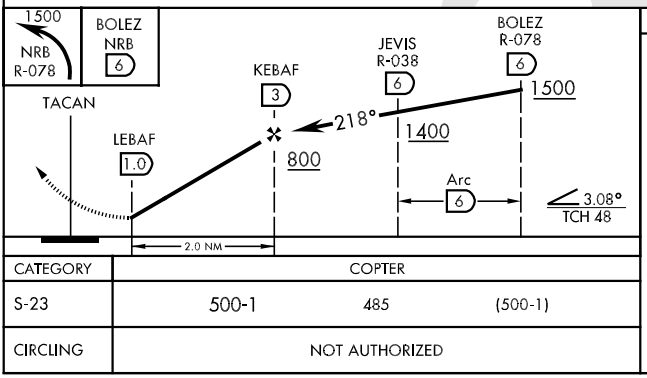
COPTER TACAN RWY 23

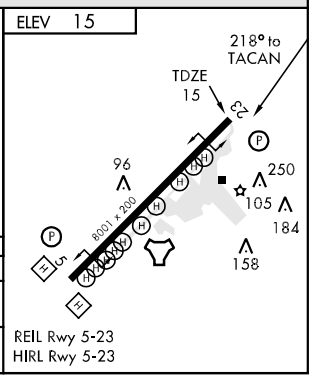
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-722 [USN]
NRB Chan 51	218°	8001 / 15 / 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climbing left turn to 1500 via NRB R-078 to BOLEZ and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	

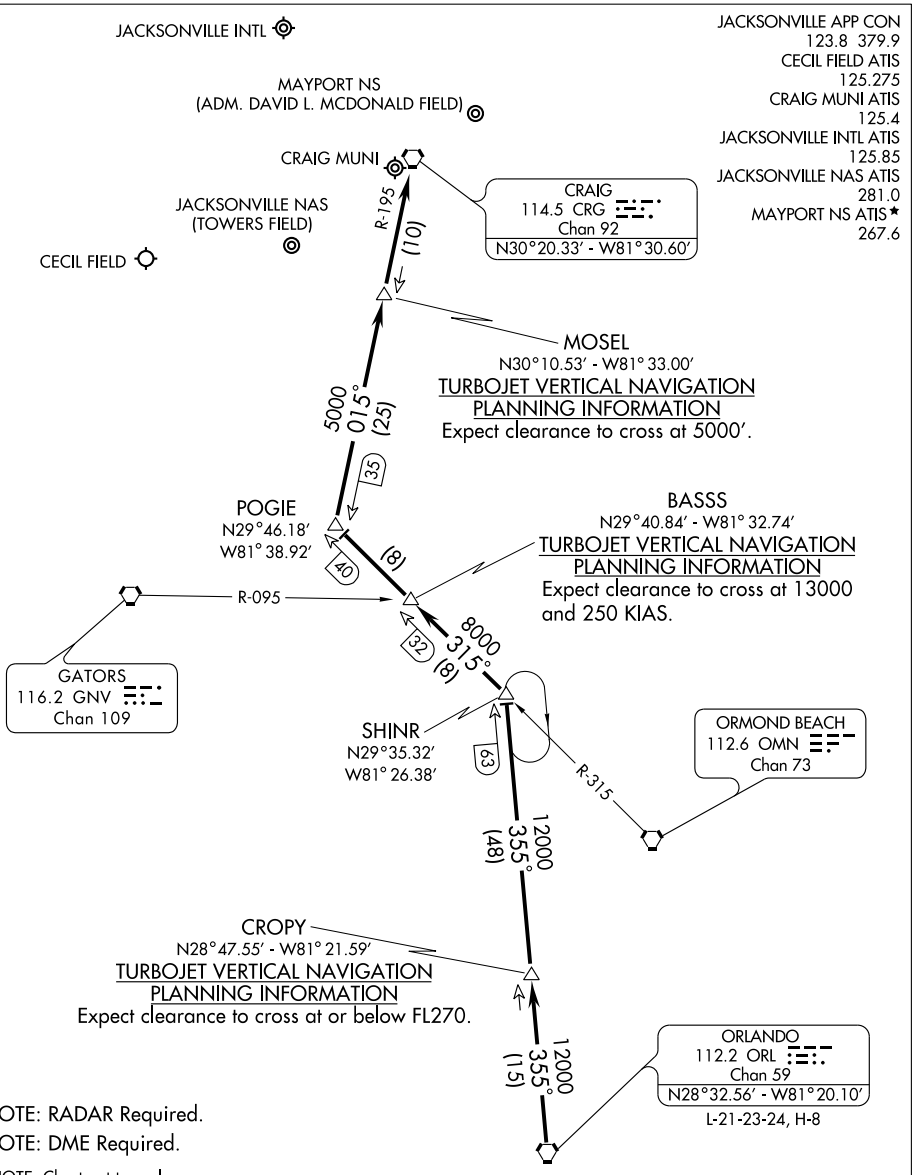






CATEGORY	COPTER		
S-23	500-1	485	(500-1)
CIRCLING	NOT AUTHORIZED		

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

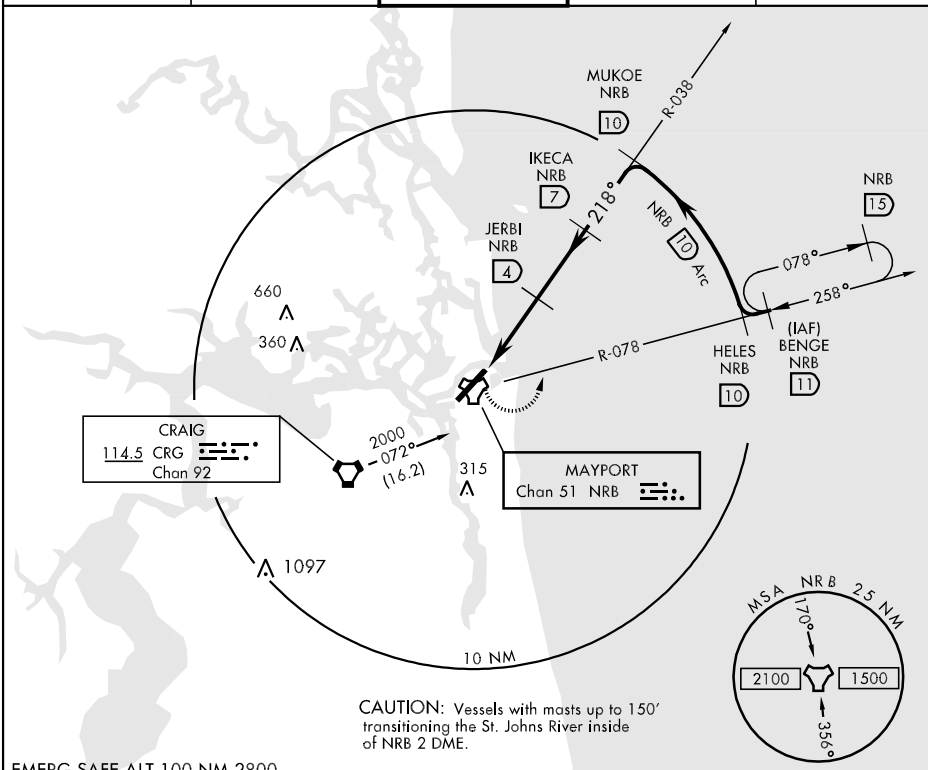
SE-3, 17 DEC 2009 to 14 JAN 2010

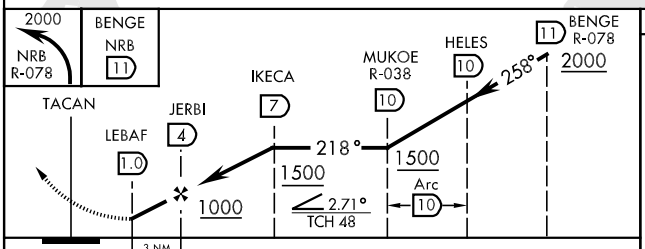
TACAN RWY 23

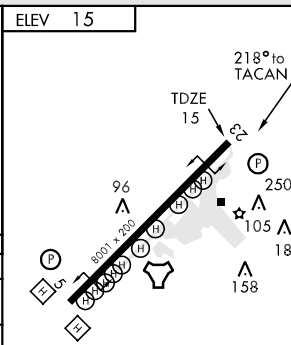
TACAN	APCH CRS	Rwy ldg	8001	AL-722 [USN]
Chan 51	218°	TDZE	15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)
		Arpt Elev	15	

MISSED APPROACH: Climbing left turn to 2000 via NRB R-078 to BENGE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	







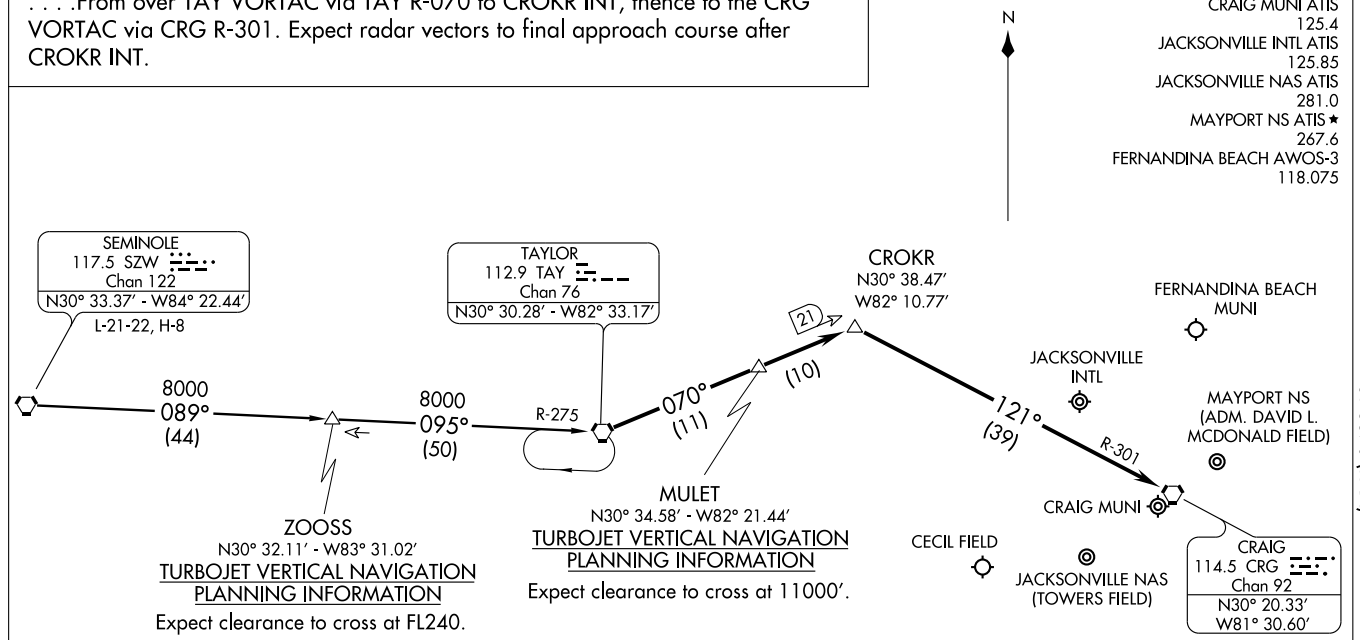
CATEGORY	A	B	C	D
S-23	500-1 485 (500-1)		500-1¼ 485 (500-1¼)	500-1½ 485 (500-1½)
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	580-2 565 (600-2)
S-PAR 23	215-¾ 200 (200-¾) GS 3.00°			

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

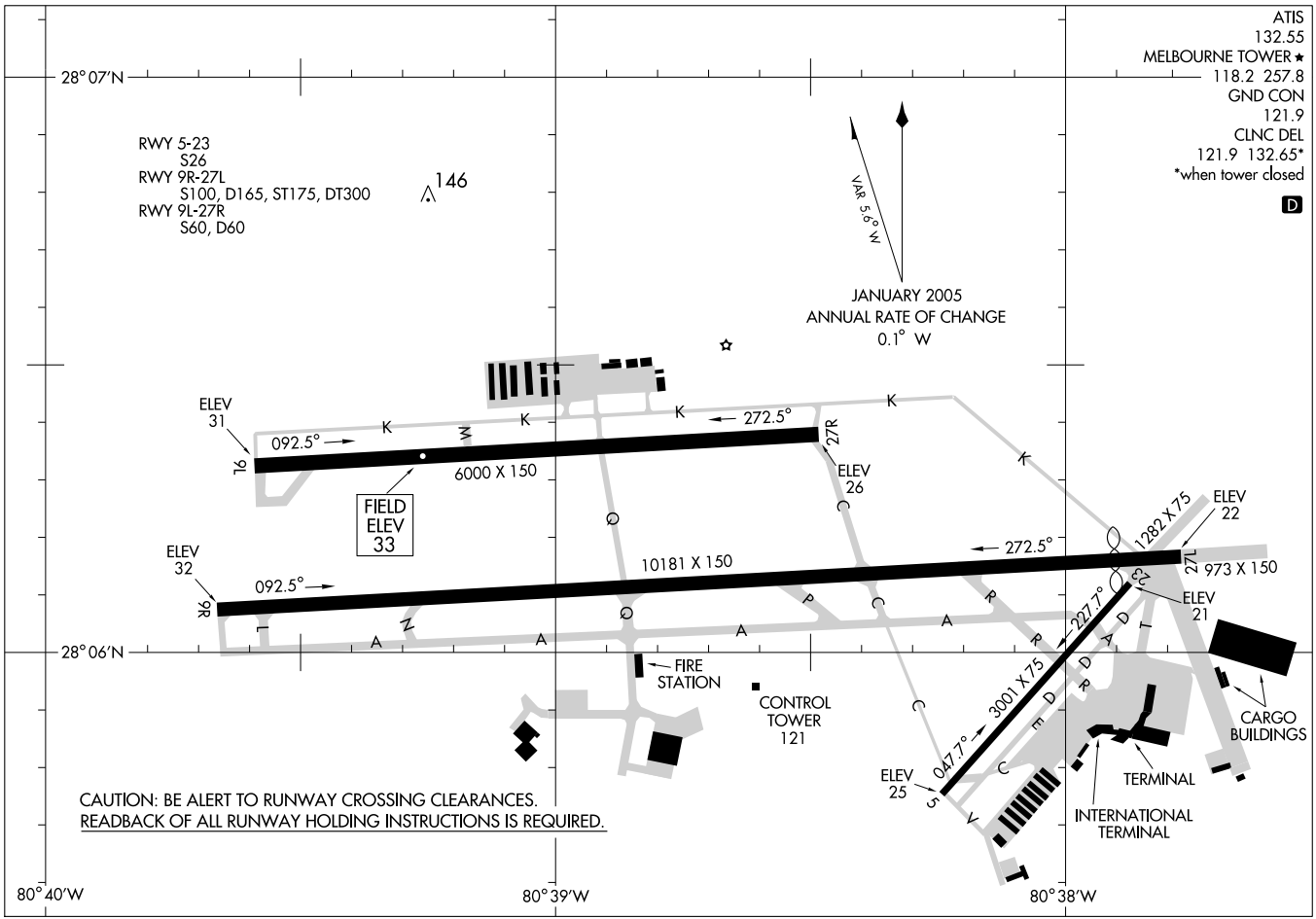
. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

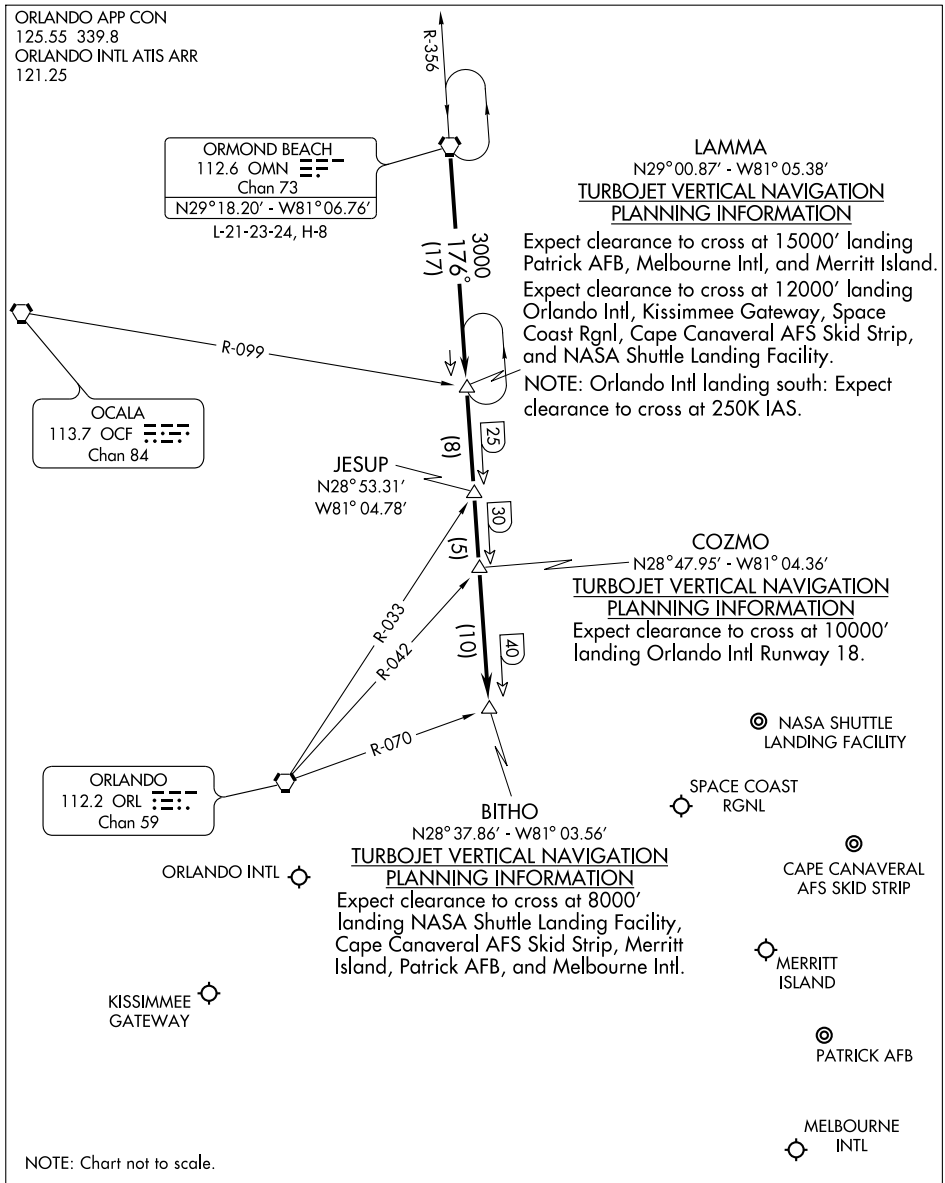
NOTE: Chart not to scale.



AL-252 (FAA)

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

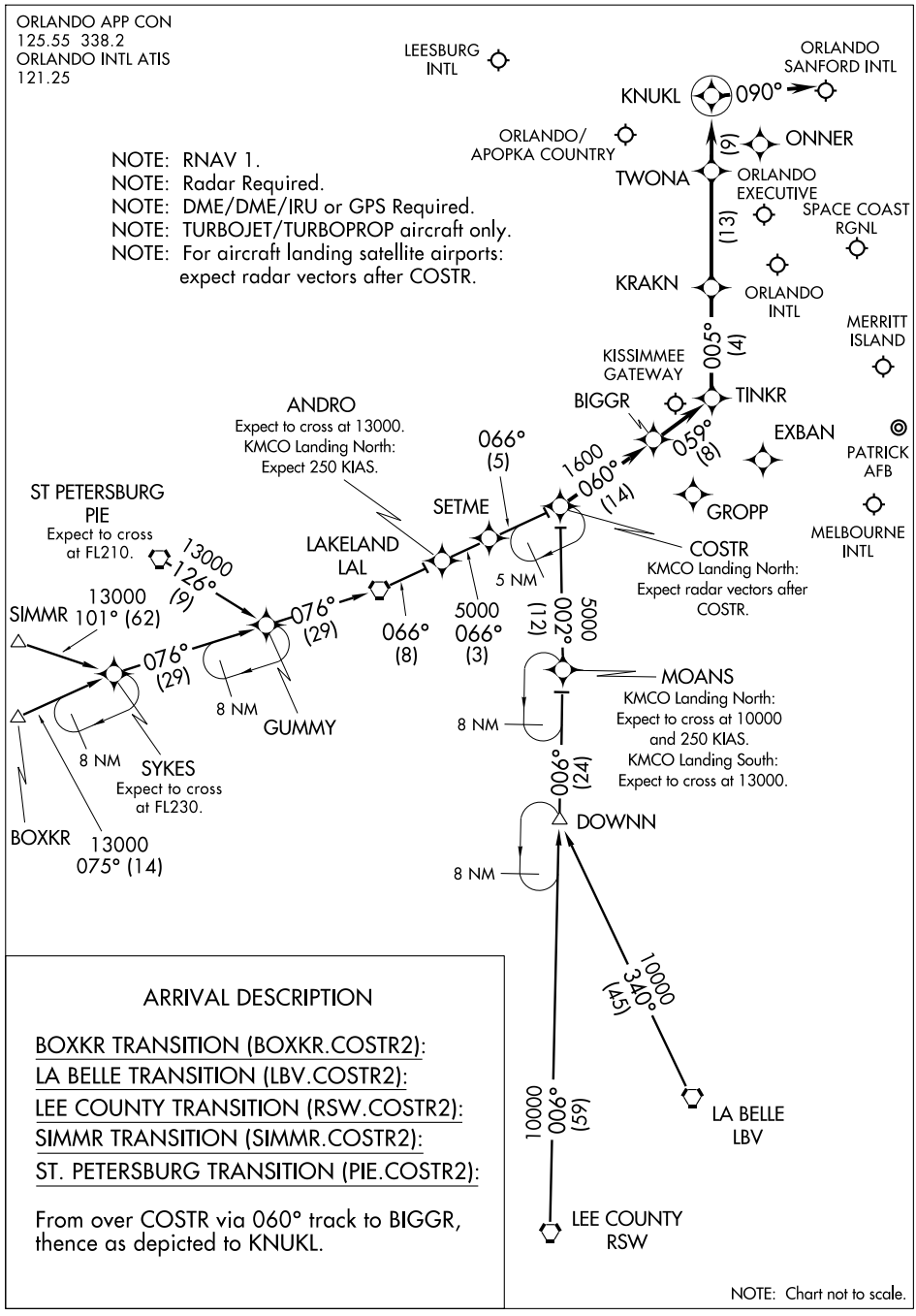
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-MLB	APP CRS	Rwy Idg	10181
108.3	090°	TDZE	32
		Apt Elev	33

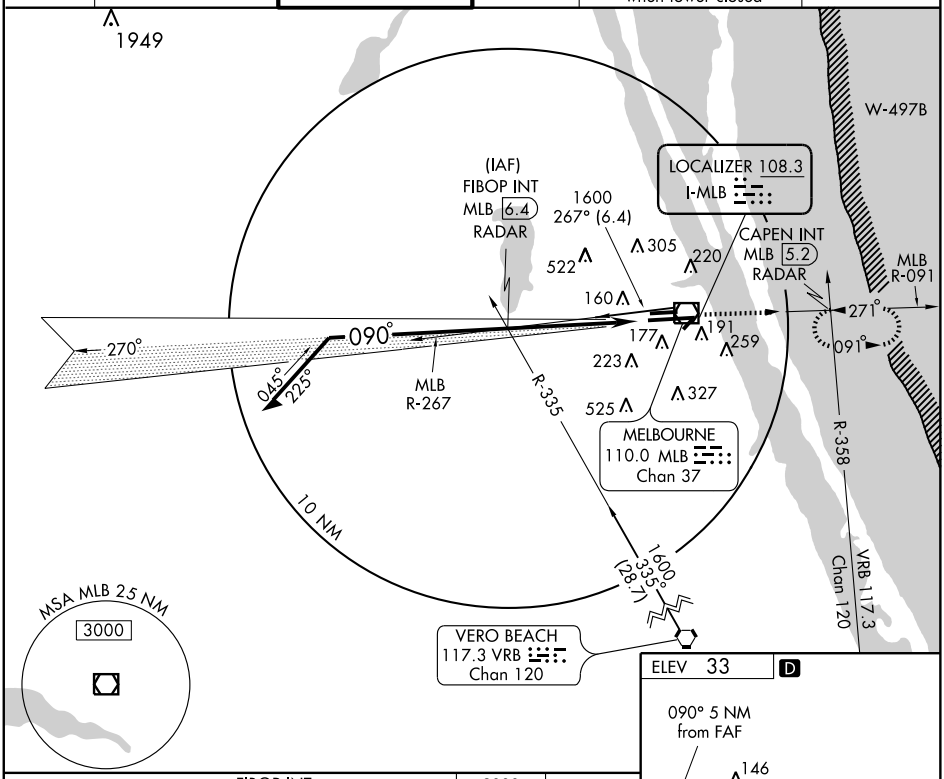
ILS or LOC RWY 9R
MELBOURNE INTL (MLB)

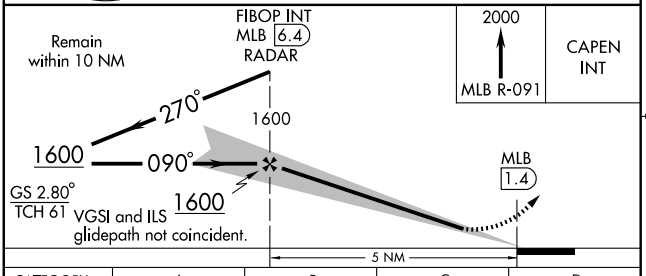
DME or RADAR REQUIRED

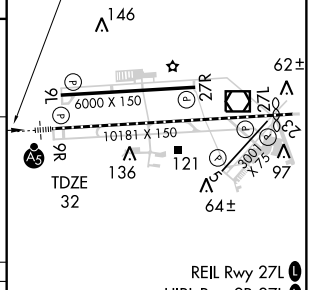
MALSR

MISSED APPROACH: Climb to 2000 via MLB VOR/DME R-091 to CAPEN INT/5.2 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* *when tower closed	122.95







CATEGORY	A	B	C	D
S-ILS 9R	232/18 200 (200-½)			
S-LOC 9R	380/24 348 (400-½)			380/40 348 (400-¾)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3. 17 DEC 2009 to 14 JAN 2010

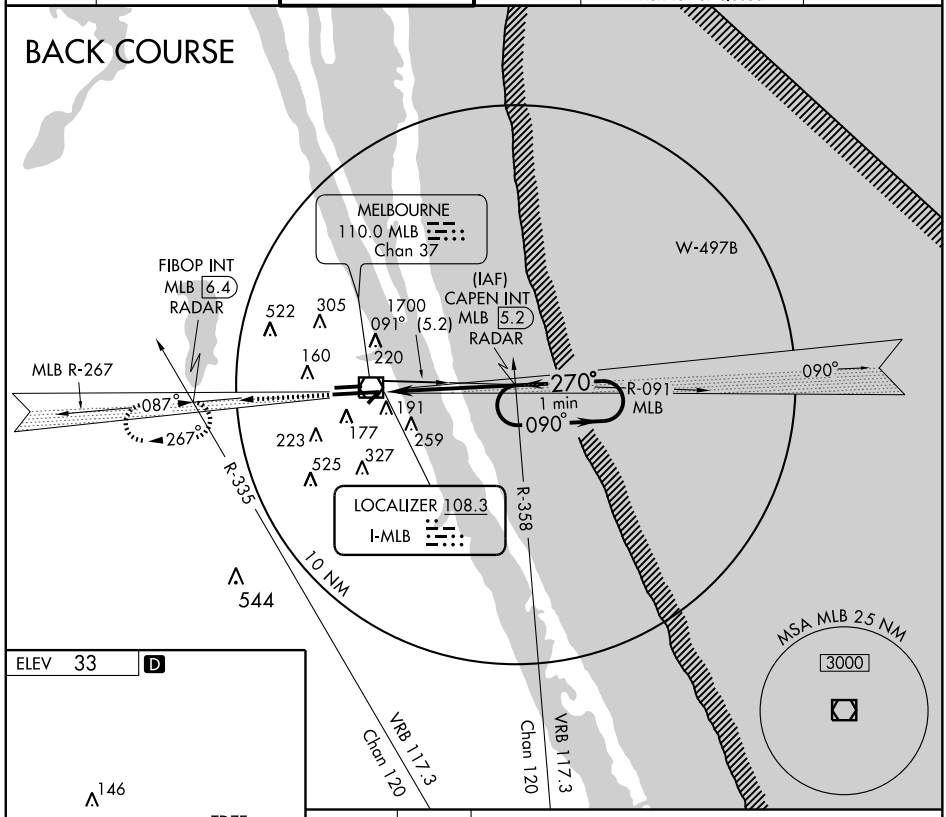
LOC I-MLB	APP CRS	Rwy Idg	9481
108.3	270°	TDZE	26
		Apt Elev	33

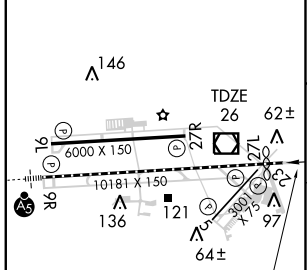
LOC BC RWY 27L
MELBOURNE INTL (MLB)

RADAR or DME REQUIRED

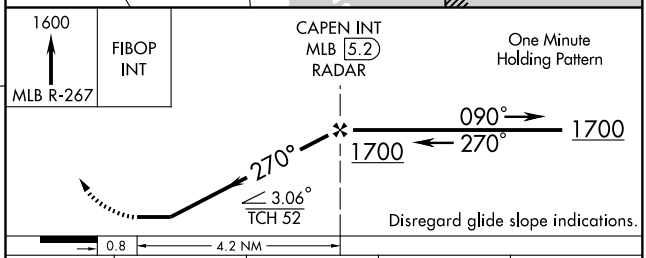
MISSED APPROACH: Climb to 1600 via MLB VOR/DME R-267 to FIBOP INT/6.4 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





TDZ/CL Rwys 9R and 27L
REIL Rwy 27L L
MIRL Rwys 5-23 and 9L-27R L
HIRL Rwy 9R-27L L



FAF to MAP 4.2 NM

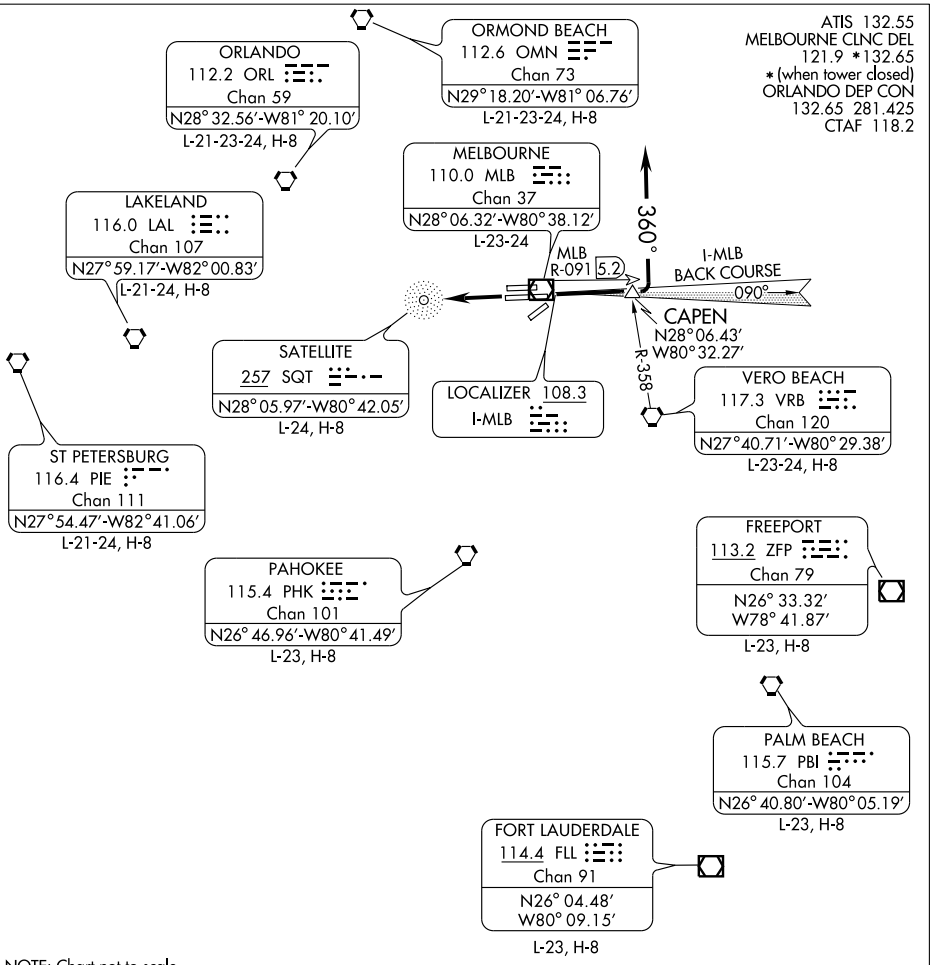
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-27L	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

MELBOURNE THREE DEPARTURE

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R: Fly runway heading until the CAPEN INT then turn left heading 360° . Thence....

TAKE-OFF RUNWAY 27L: Fly runway heading. Thence....

.... All aircraft expect radar vectors to join assigned route. Maintain 5,000 feet or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

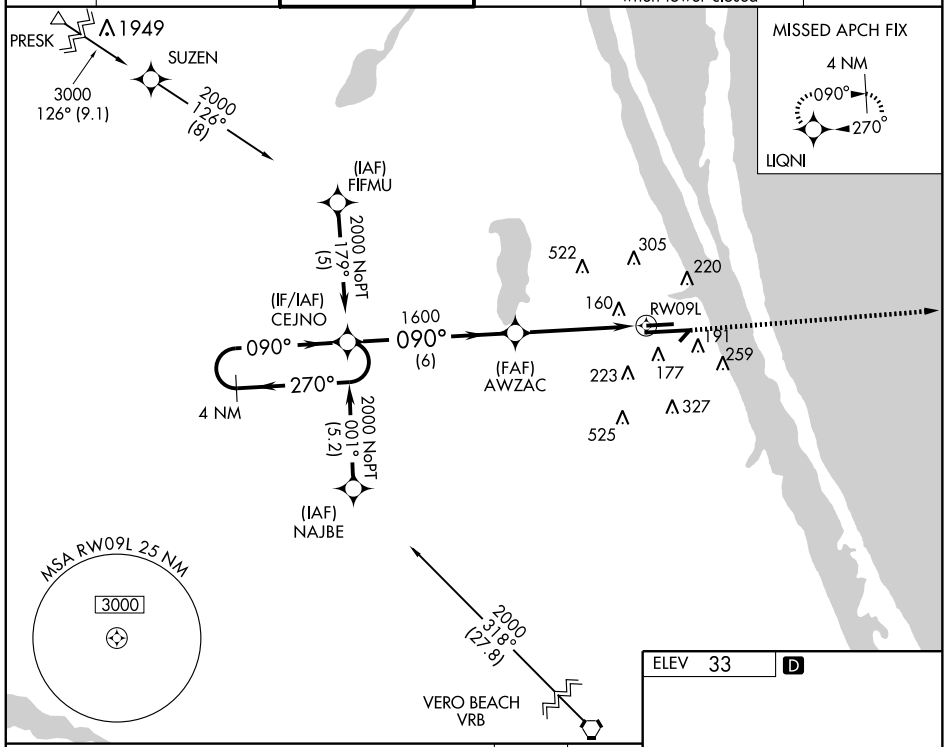
WAAS CH 65601 W09A	APP CRS 090°	Rwy Idg 6000 TDZE 33 Apt Elev 33

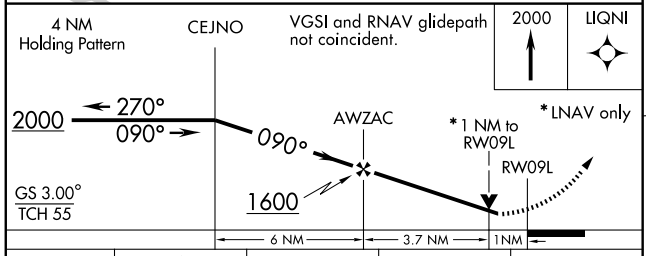
RNAV (GPS) RWY 9L
MELBOURNE INTL (MLB)

Baro-VNAV NA below -16° C (4° F)
DME/DME RNP-0.3 NA

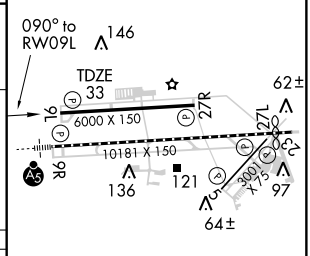
MISSED APPROACH: Climb to 2000 direct LIQNI and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* * when tower closed	122.95





CATEGORY	A	B	C	D
LPV DA	310-1 277 (300-1)			
LNAV/VNAV DA	420-1¼ 387 (400-1¼)			
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1¼ 467 (500-1¼)	580-1¼ 547 (600-1¼)	580-1½ 547 (600-1½)	620-2 587 (600-2)



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

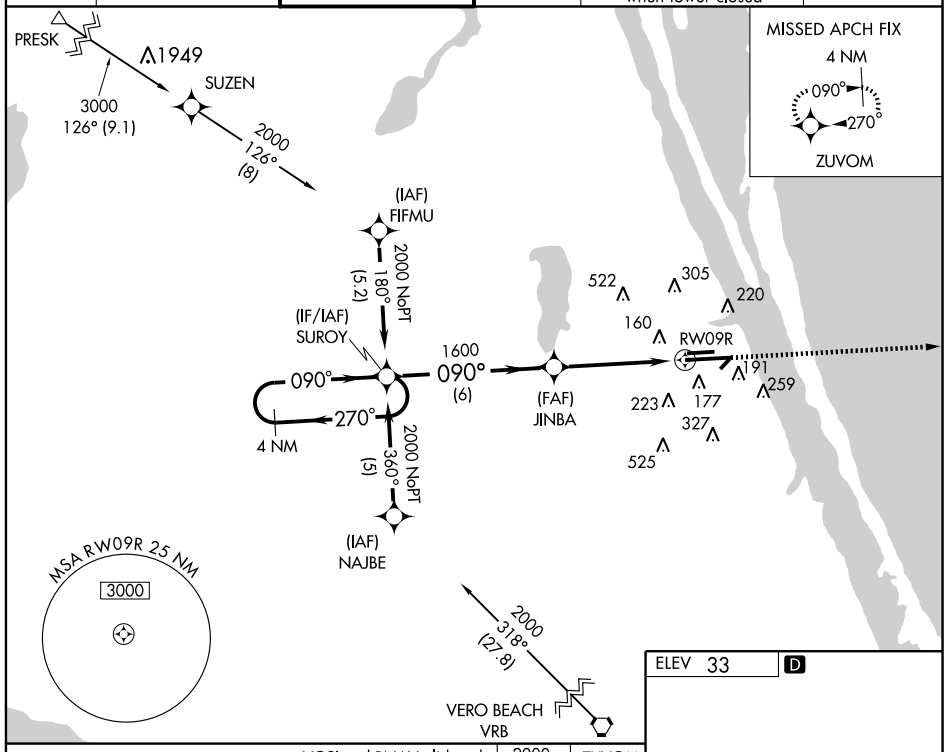
SE-3. 17 DEC 2009 to 14 JAN 2010

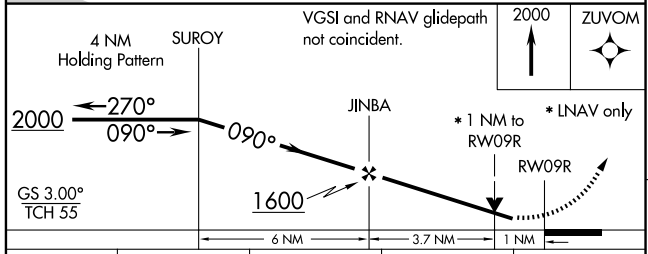
WAAS	APP CRS	Rwy Idg	10181
CH 60901	090°	TDZE	32
W09B		Apt Elev	33

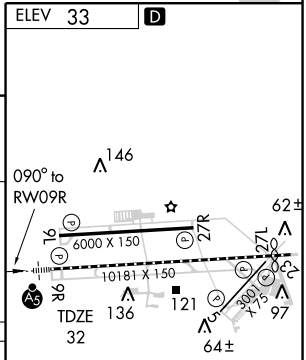
RNAV (GPS) RWY 9R
MELBOURNE INTL (MLB)

T A NA	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼.	MALSR	MISSED APPROACH: Climb to 2000 direct ZUVOM and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* * when tower closed	122.95







CATEGORY	A	B	C	D
LPV DA	310/24 278 (300-½)			
LNAV/VNAV DA	400/40 368 (400-¾)			
LNAV MDA	400/24 368 (400-½)			400/50 368 (400-1)
CIRCLING	500-1¼ 467 (500-1¼)	580-1¼ 547 (600-1¼)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 17 DEC 2009 to 14 JAN 2010

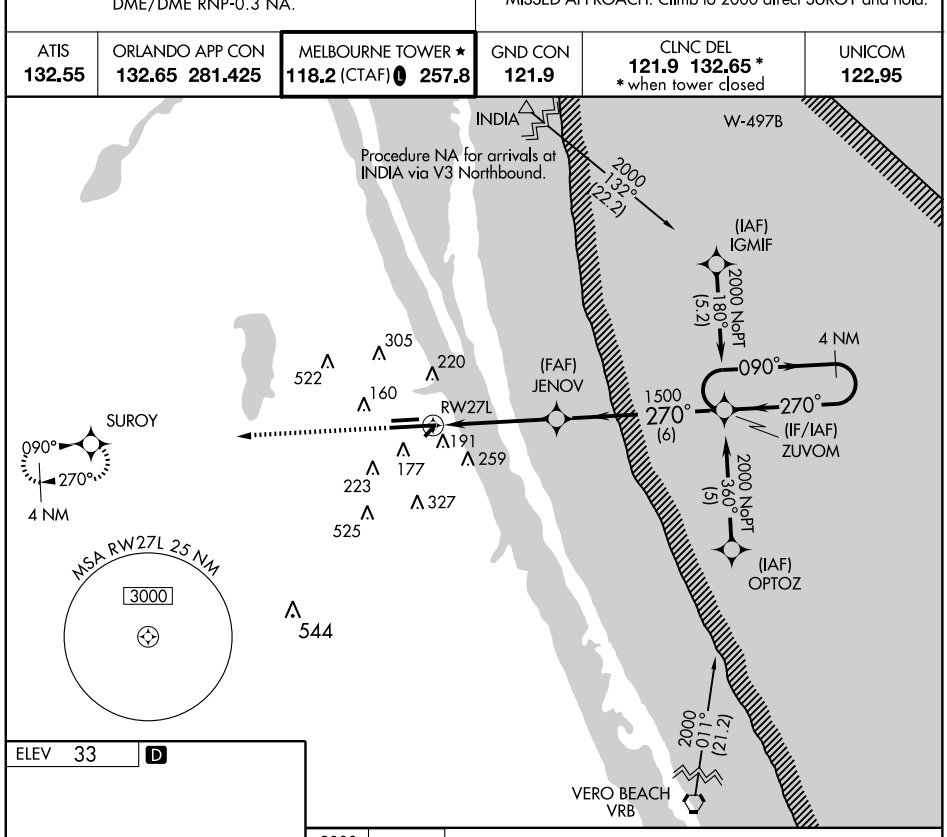
WAAS	APP CRS	Rwy Idg	9481
CH 56201	270°	TDZE	26
W27B		Apt Elev	33

RNAV (GPS) RWY 27L
MELBOURNE INTL (MLB)

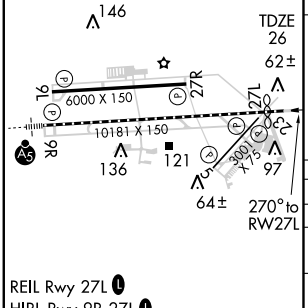
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

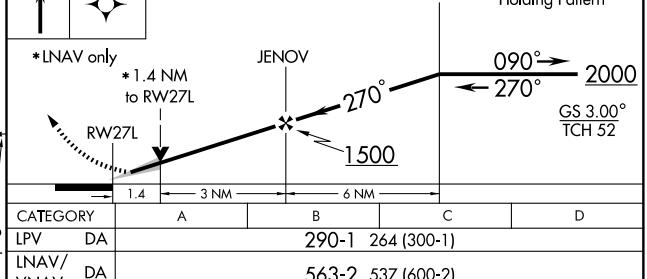
MISSED APPROACH: Climb to 2000 direct SUROY and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95



ELEV 33 D





CATEGORY	A	B	C	D
LPV DA	290-1 264 (300-1)			
LNAV/VNAV DA	563-2 537 (600-2)			
LNAV MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 17 DEC 2009 to 14 JAN 2010

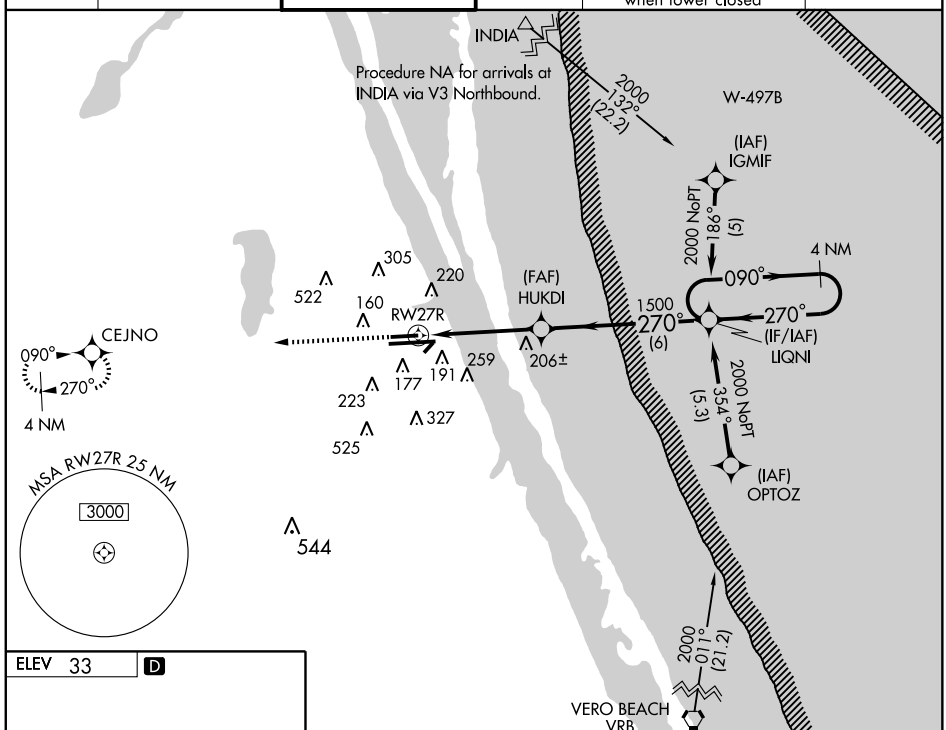
WAAS CH 50101 W27A	APP CRS 270°	Rwy Idg 6000 TDZE 32 Apt Elev 33

RNAV (GPS) RWY 27R
MELBOURNE INTL (MLB)

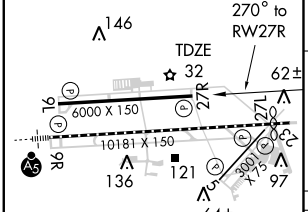
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

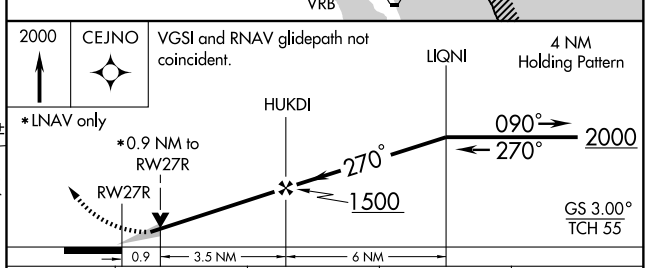
MISSED APPROACH: Climb to 2000 direct CEJNO and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* *when tower closed	122.95



ELEV 33 D





CATEGORY	A	B	C	D
LPV DA	290-1 258 (300-1)			
LNAV/VNAV DA	480-1½ 448 (500-1½)			
LNAV MDA	380-1 348 (400-1)			380-1¼ 348 (400-1¼)
CIRCLING	500-1½ 467 (500-1½)	580-1½ 547 (600-1½)		620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR/DME MLB	APP CRS	Rwy Idg	10181
110.0	084°	TDZE	32
Chan 37		Apt Elev	33

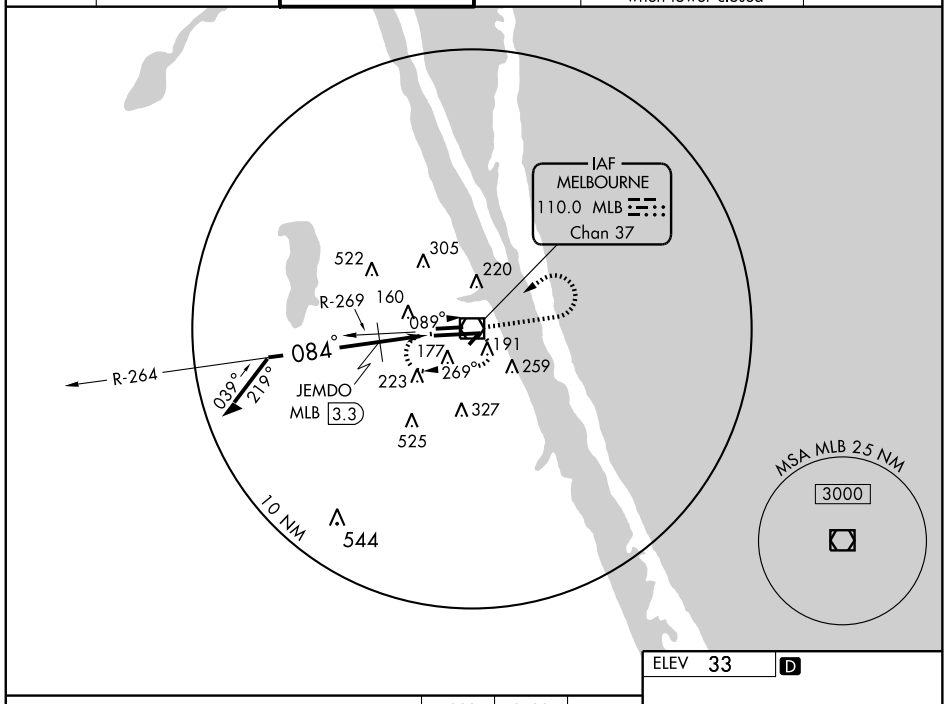
VOR RWY 9R
MELBOURNE INTL (MLB)

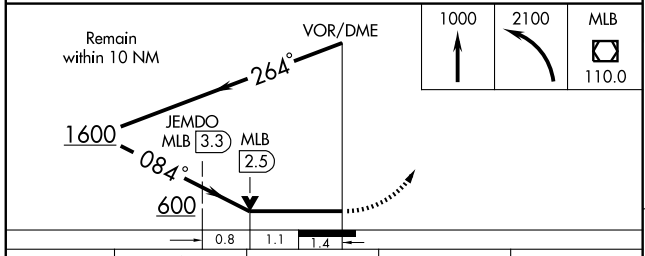
JEMDO Fix minimums: For inoperative MALSR, increase S-9R Cat D visibility to 6000.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold.

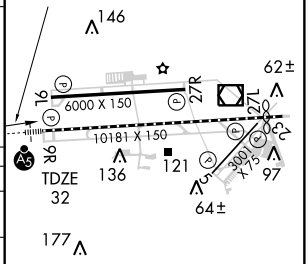
ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





CATEGORY	A	B	C	D
S-9R	600/24 568 (600-½)		600/50 568 (600-1)	600/60 568 (600-1¼)
CIRCLING	600-1 567 (600-1)		600-1½ 567 (600-1½)	620-2 587 (600-2)
JEMDO FIX MINIMUMS				
S-9R	440/24 408 (500-½)		440/40 408 (500-¾)	440/50 408 (500-1)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

ELEV 33 D



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

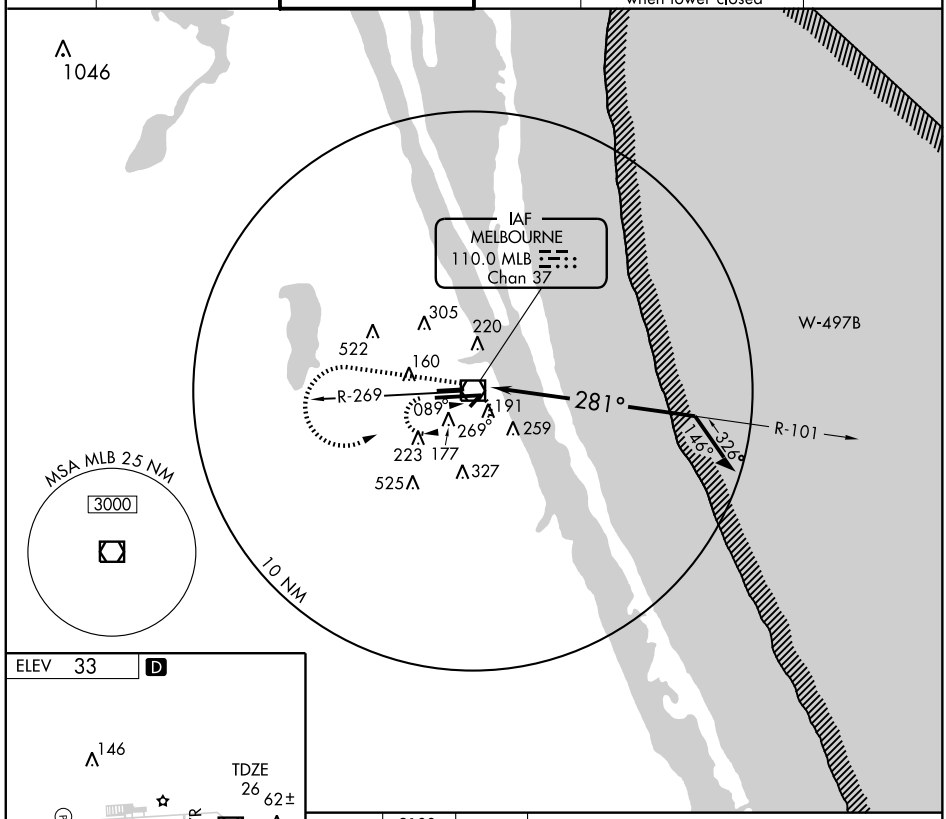
SE-3. 17 DEC 2009 to 14 JAN 2010

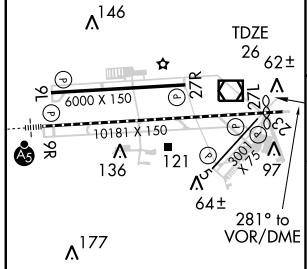
VOR/DME MLB	APP CRS	Rwy Idg	9481
110.0	281°	TDZE	26
Chan 37		Apt Elev	33

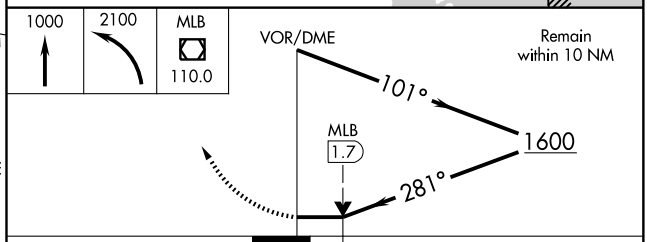
VOR RWY 27L
MELBOURNE INTL (MLB)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MLB VOR/DME and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





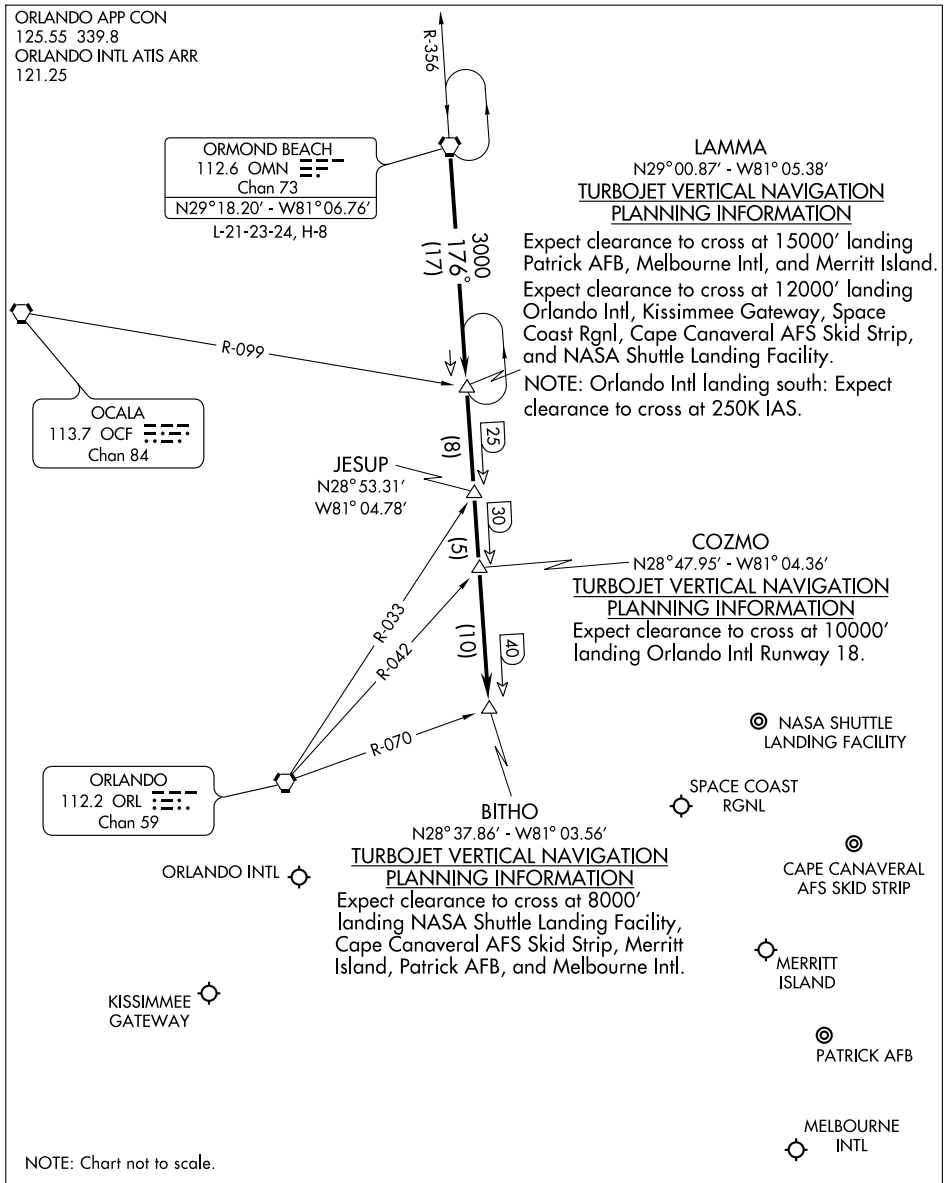


CATEGORY	A	B	C	D
S-27L	560-1 534 (600-1)		560-1½ 534 (600-1½)	560-1¾ 534 (600-1¾)
CIRCLING	560-1 527 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3. 17 DEC 2009 to 14 JAN 2010

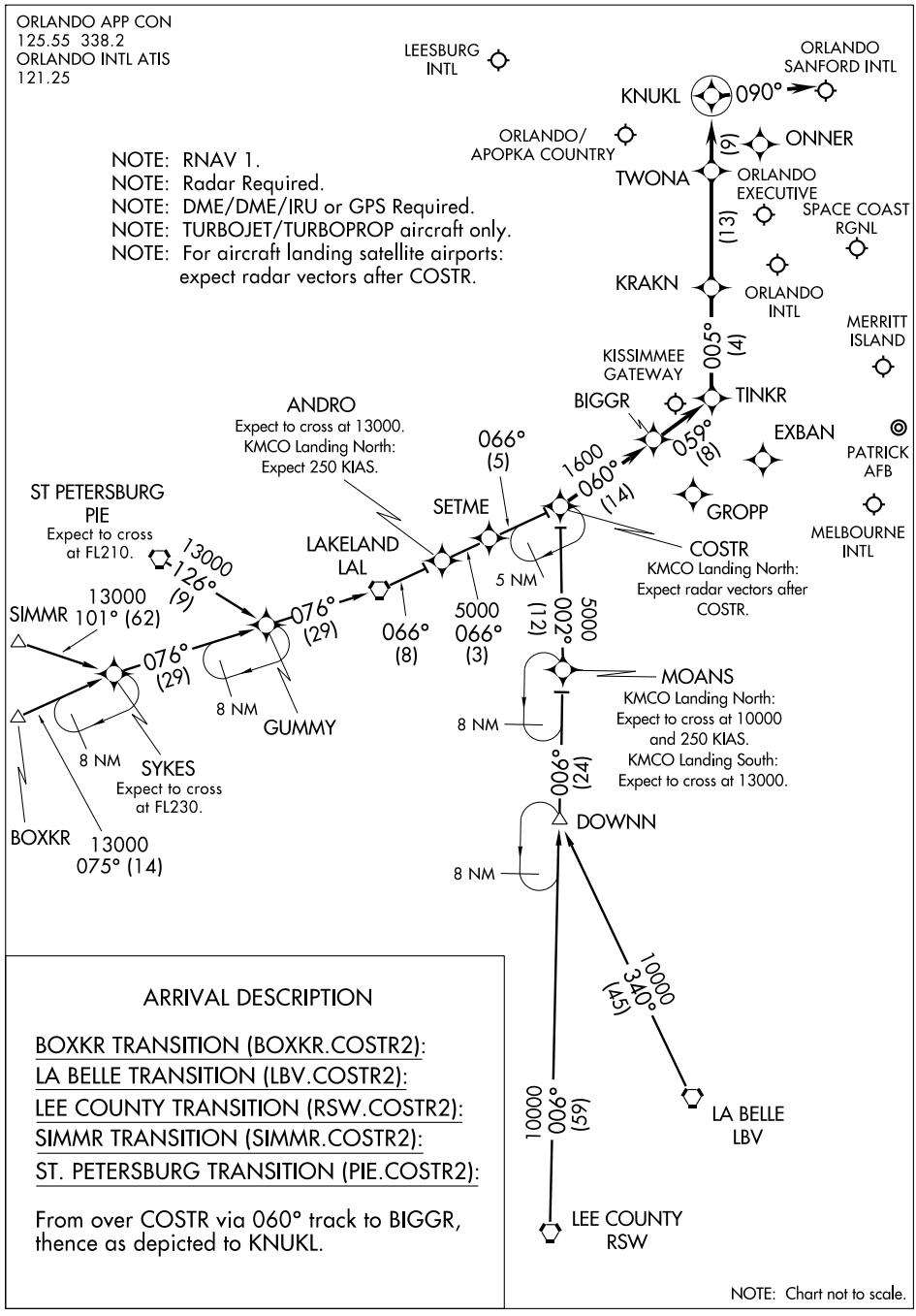
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

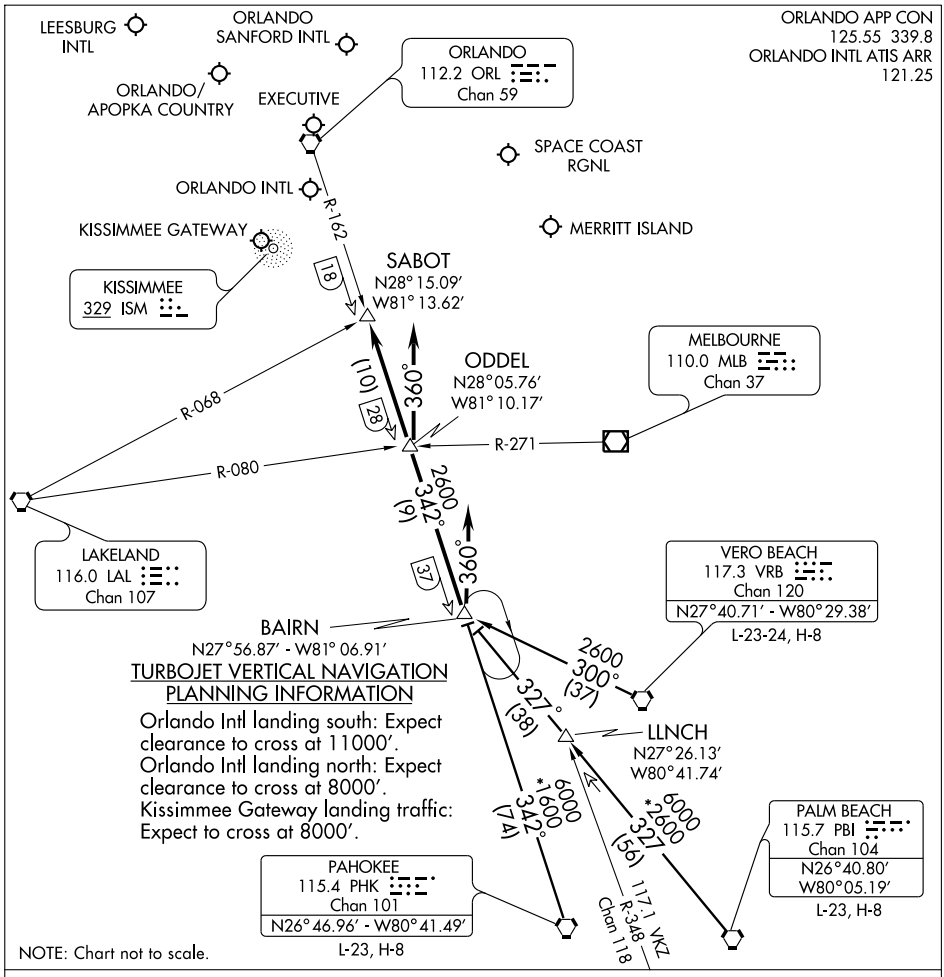
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

NDB COI	APP CRS	Rwy Idg	3601
247	128°	TDZE	7
		Apt Elev	7

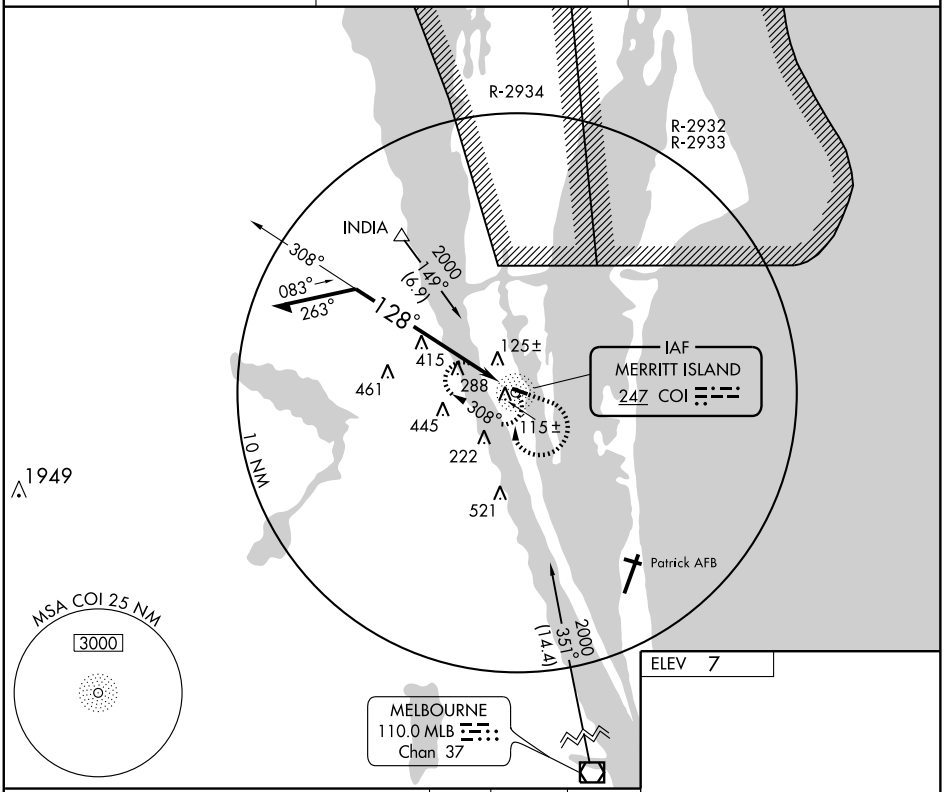
NDB RWY 11
MERRITT ISLAND (COI)

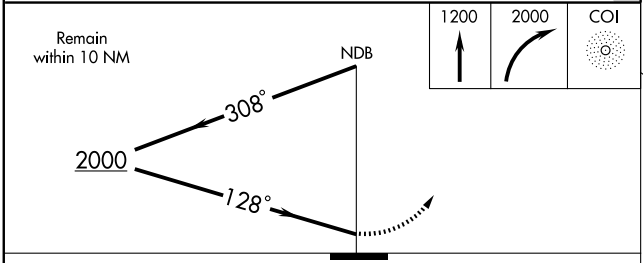
NA

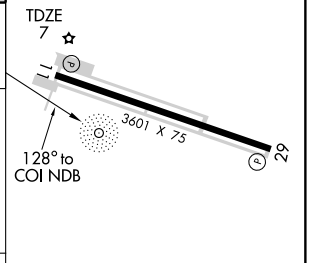
Use Melbourne Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct COI NDB and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L







ELEV 7

MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-11	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	
CIRCLING	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	3601
CH 65899	114°	TDZE	6
W11A		Apt Elev	6

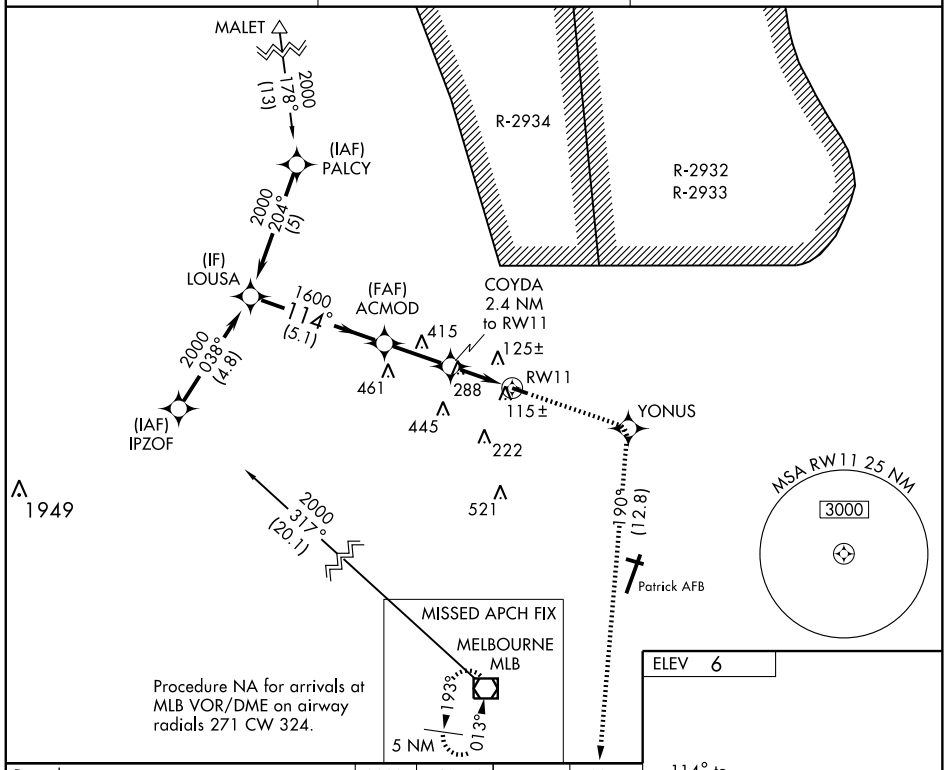
RNAV (GPS) RWY 11

MERRITT ISLAND (COI)

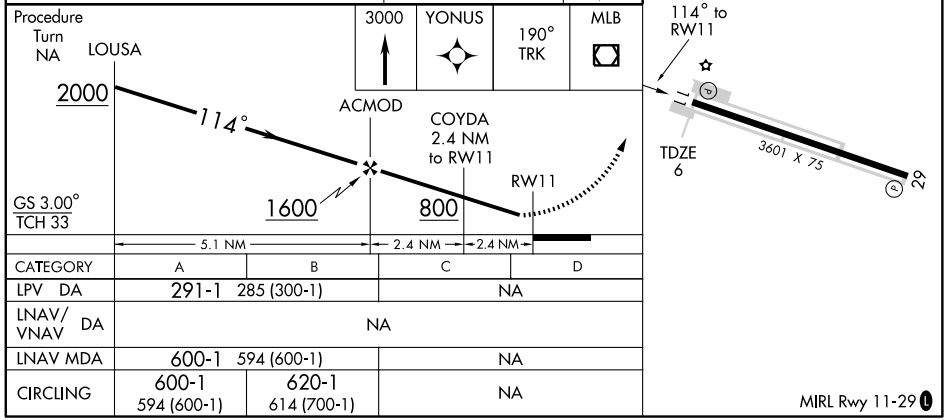
If local altimeter setting not received, use Melbourne altimeter setting and increase LPV DA to 329 and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct YONUS and via 190° track to MLB VOR/DME and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L



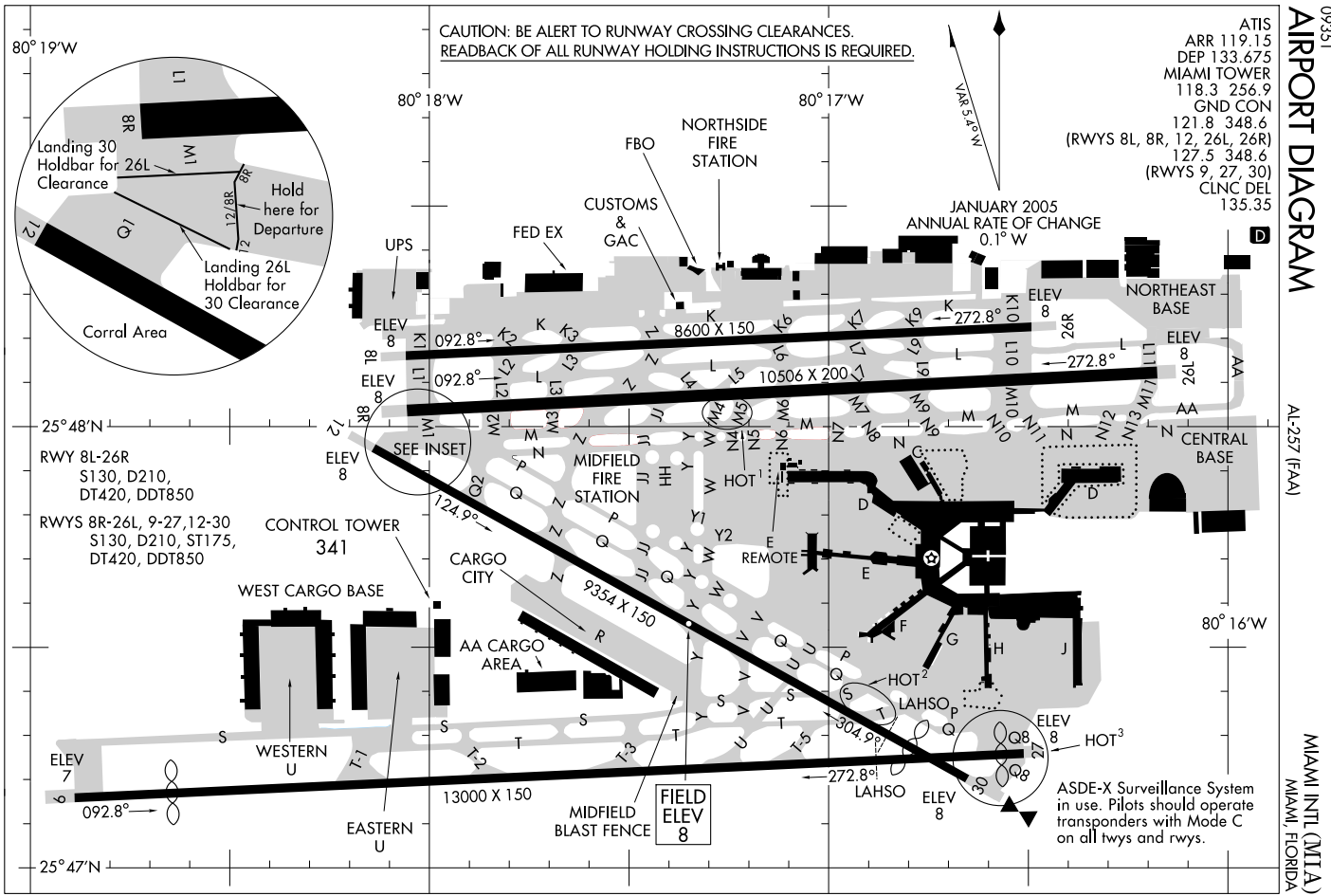
ELEV 6



CATEGORY	A	B	C	D
LPV DA	291-1	285 (300-1)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	600-1	594 (600-1)	NA	
CIRCLING	600-1 594 (600-1)	620-1 614 (700-1)	NA	

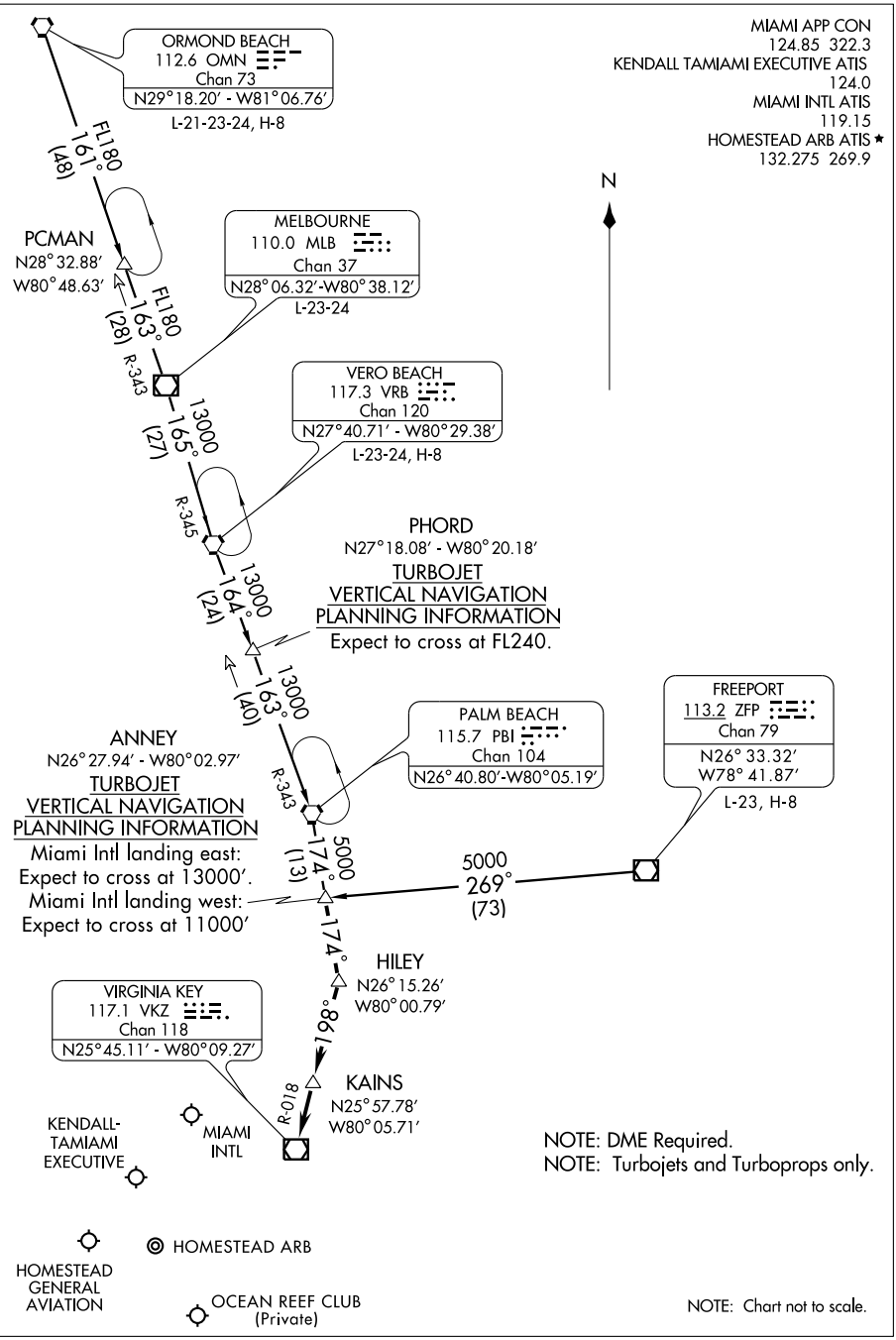
MIRL Rwy 11-29 L

SE-3. 17 DEC 2009 to 14 JAN 2010


AIRPORT DIAGRAM
09351
AL-257 (FAA)
MIAMI INTL (MIA)
MIAMI, FLORIDA
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS
ARR 119.15
DEP 133.675
MIAMI TOWER
118.3 256.9
GND CON
121.8 348.6
(RWYS 8L, 8R, 12, 26L, 26R)
127.5 348.6
(RWYS 9, 27, 30)
CLNC DEL
135.35
VAR 5.4°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
80° 19'W
80° 18'W
80° 17'W
80° 16'W
25° 48'N
25° 47'N
Landing 30
Holdbar for 26L
Clearance
Hold
here for
Departure
Landing 26L
Holdbar for
30 Clearance
Corral Area
FBO
NORTHSIDE
FIRE
STATION
CUSTOMS
&
GAC
FED EX
UPS
NORTHEAST
BASE
CENTRAL
BASE
8600 X 150
10506 X 200
9354 X 150
13000 X 150
092.8°
272.8°
124.9°
304.9°
ELEV
8
ELEV
7
SEE INSET
RWY 8L-26R
S130, D210,
DT420, DDT850
RWYS 8R-26L, 9-27,12-30
S130, D210, ST175,
DT420, DDT850
CONTROL TOWER
341
MIDFIELD
FIRE
STATION
HOT 1
REMOTE
CARGO
CITY
WEST CARGO BASE
AA CARGO
AREA
HOT 2
LAHSO
HOT 3
WESTERN
U
EASTERN
U
MIDFIELD
BLAST FENCE
FIELD
ELEV
8
ASDE-X Surveillance System
in use. Pilots should operate
transponders with Mode C
on all twys and rwys.

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

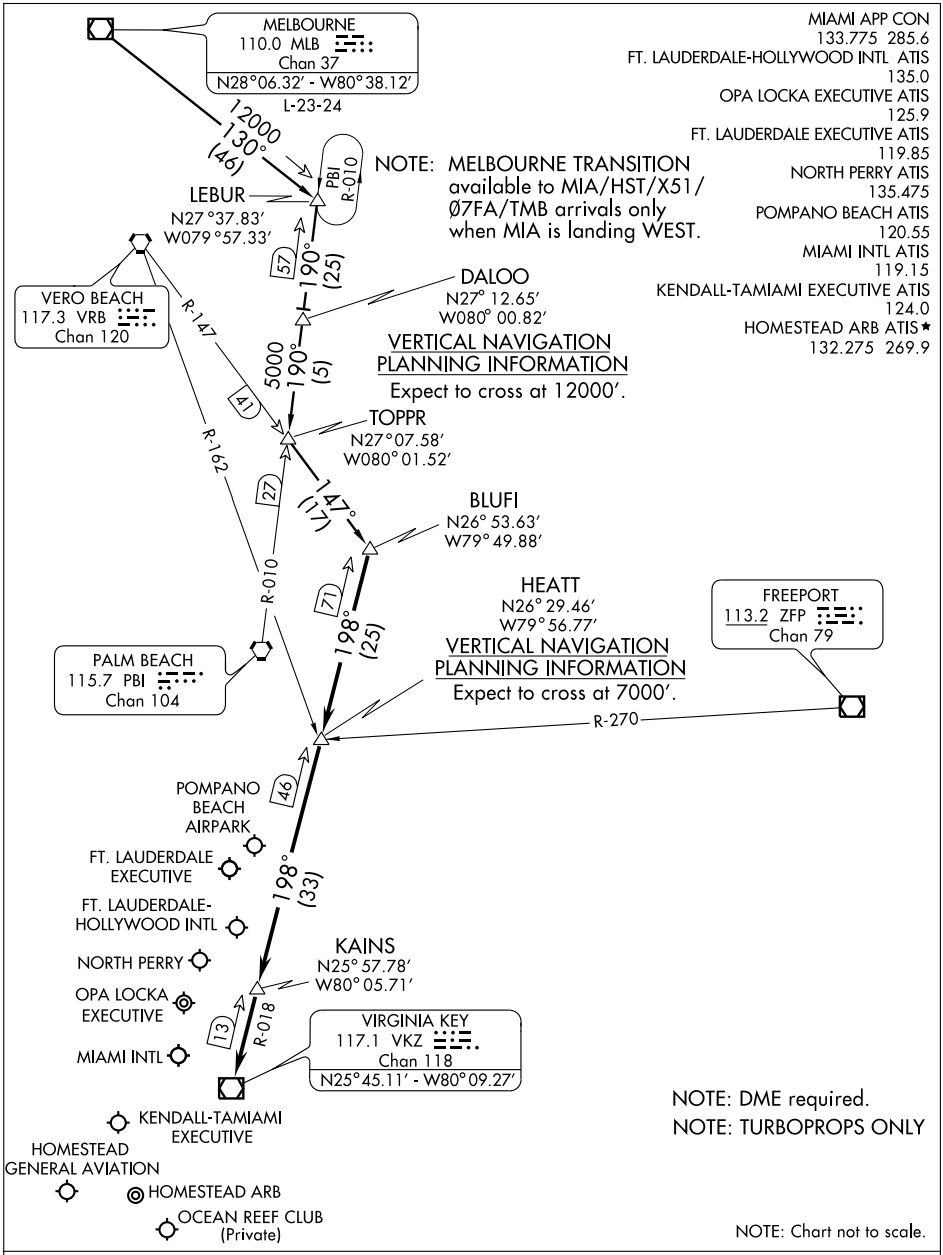
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

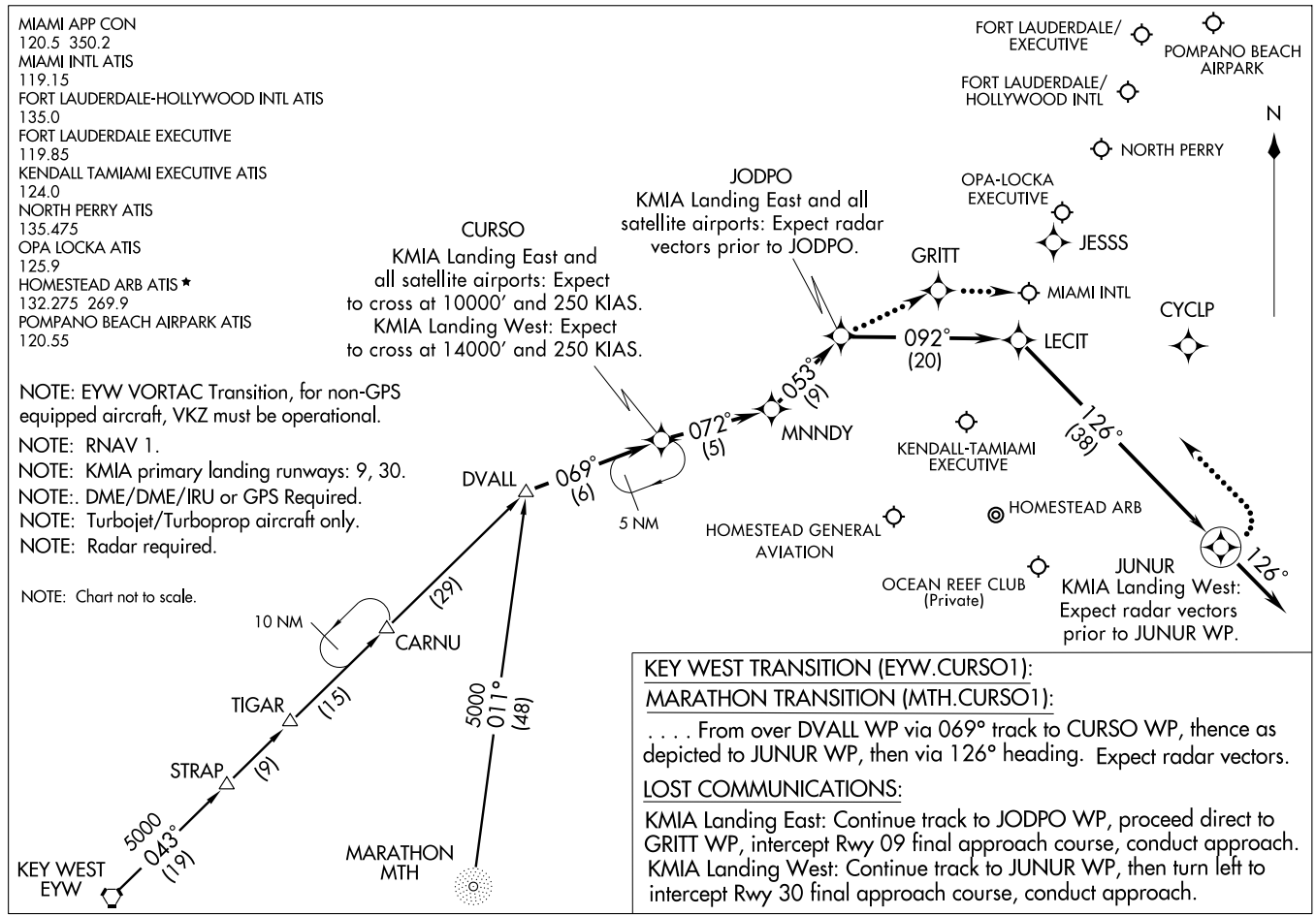
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

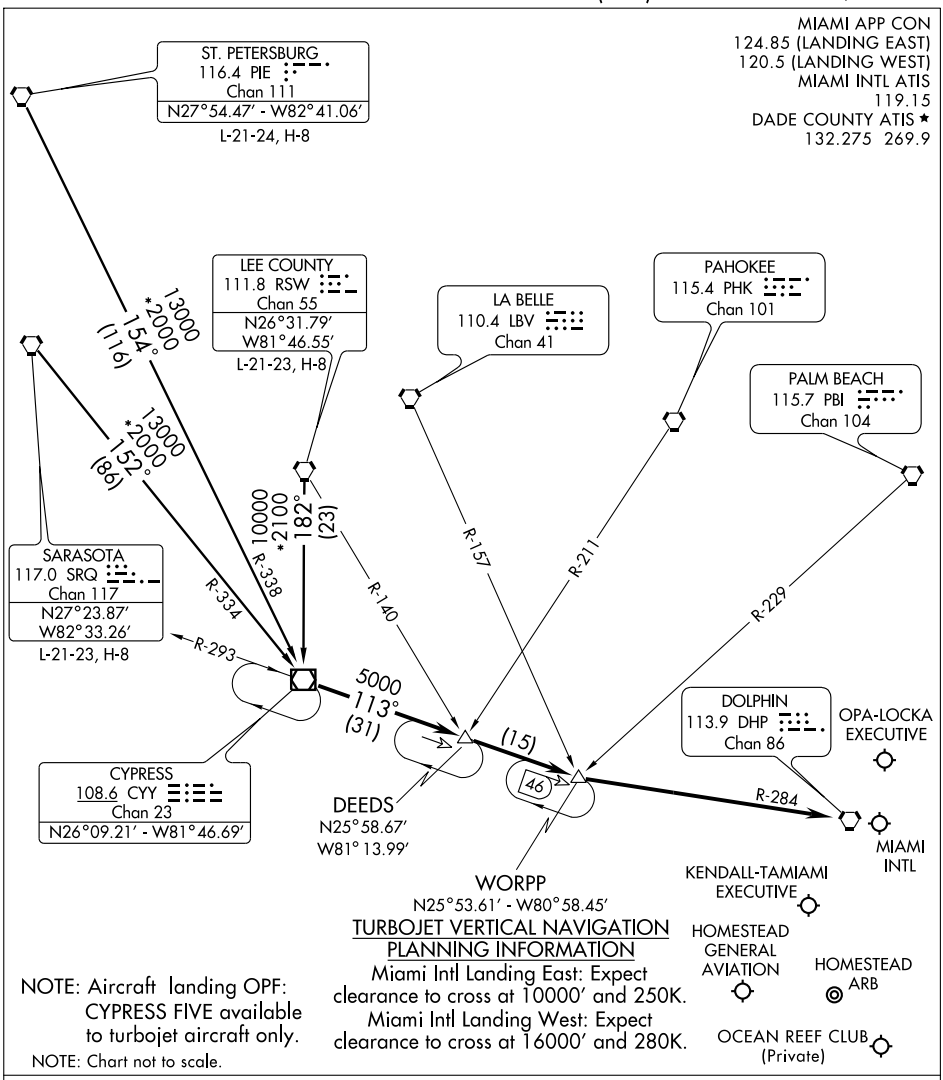
LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

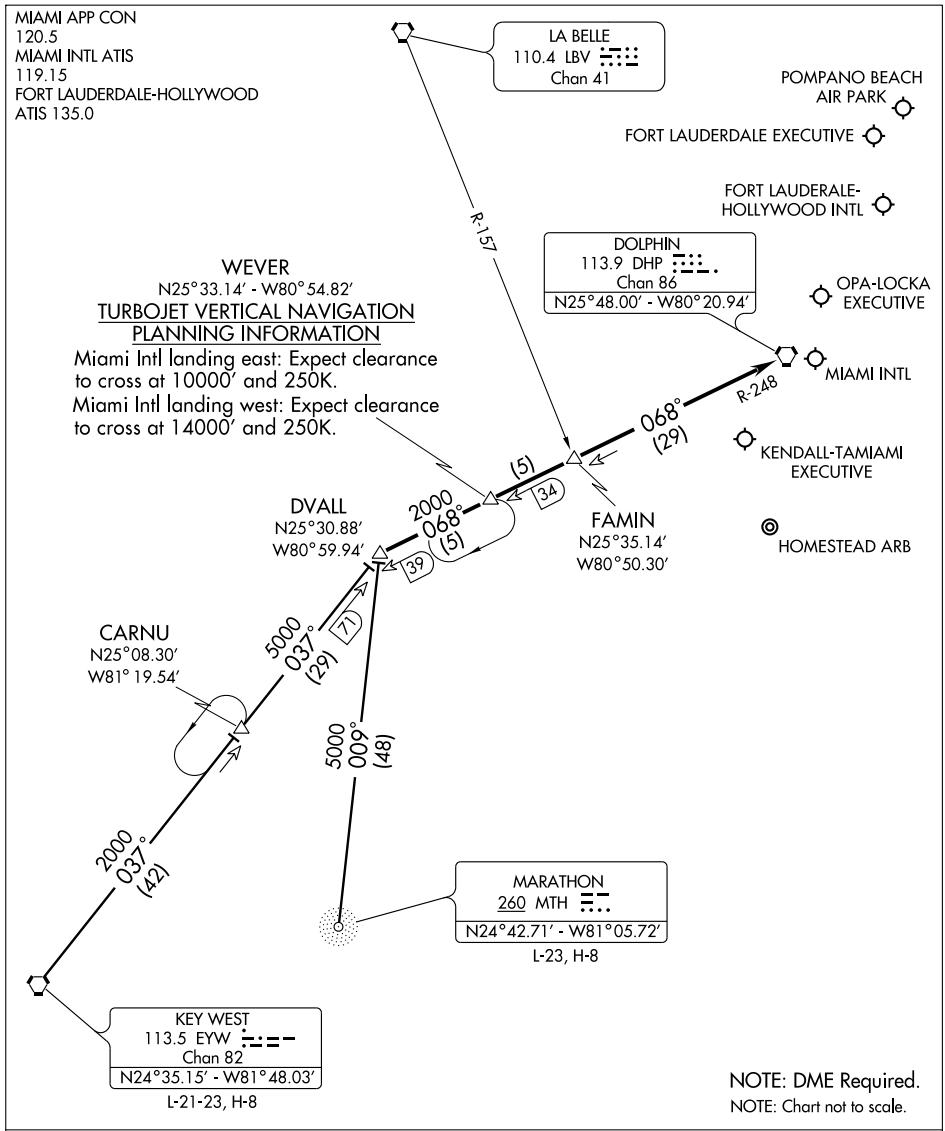
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

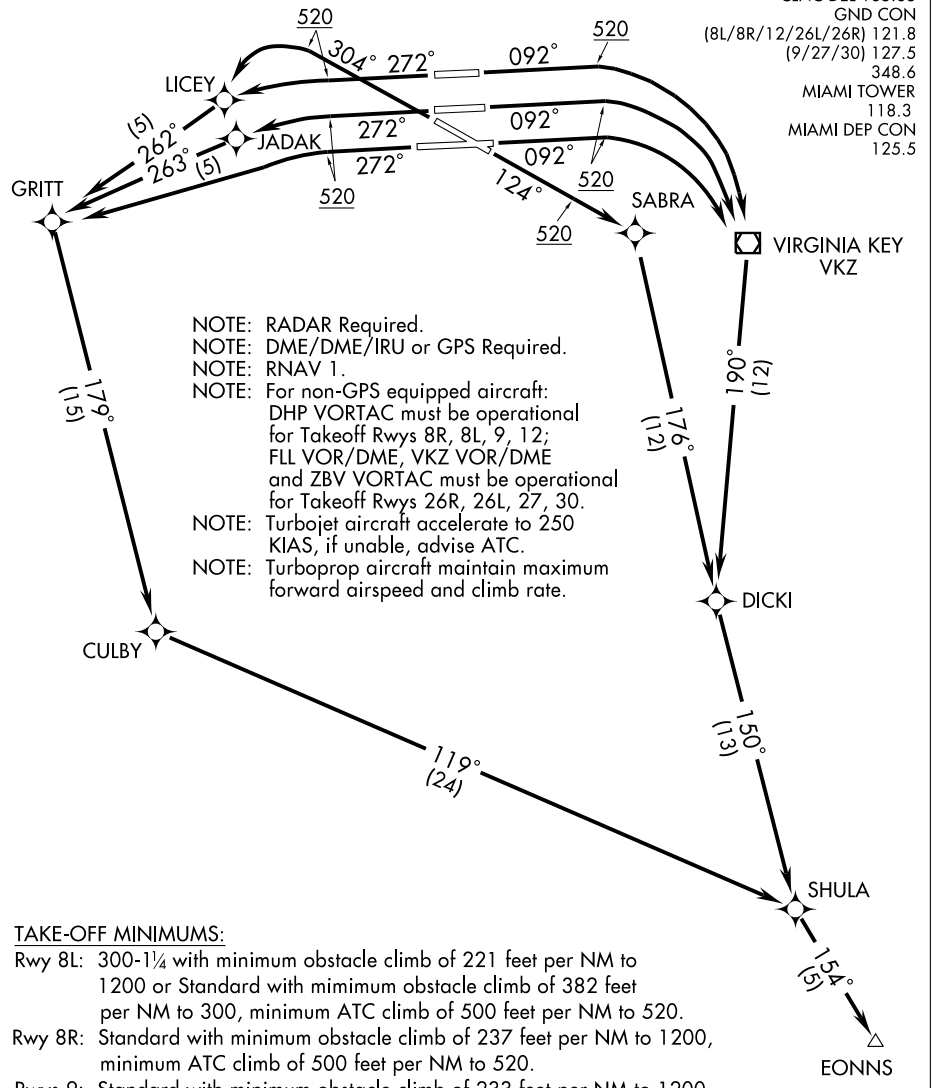
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

EONNS ONE DEPARTURE (RNAV)

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
125.5



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with mimimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

EONNS ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

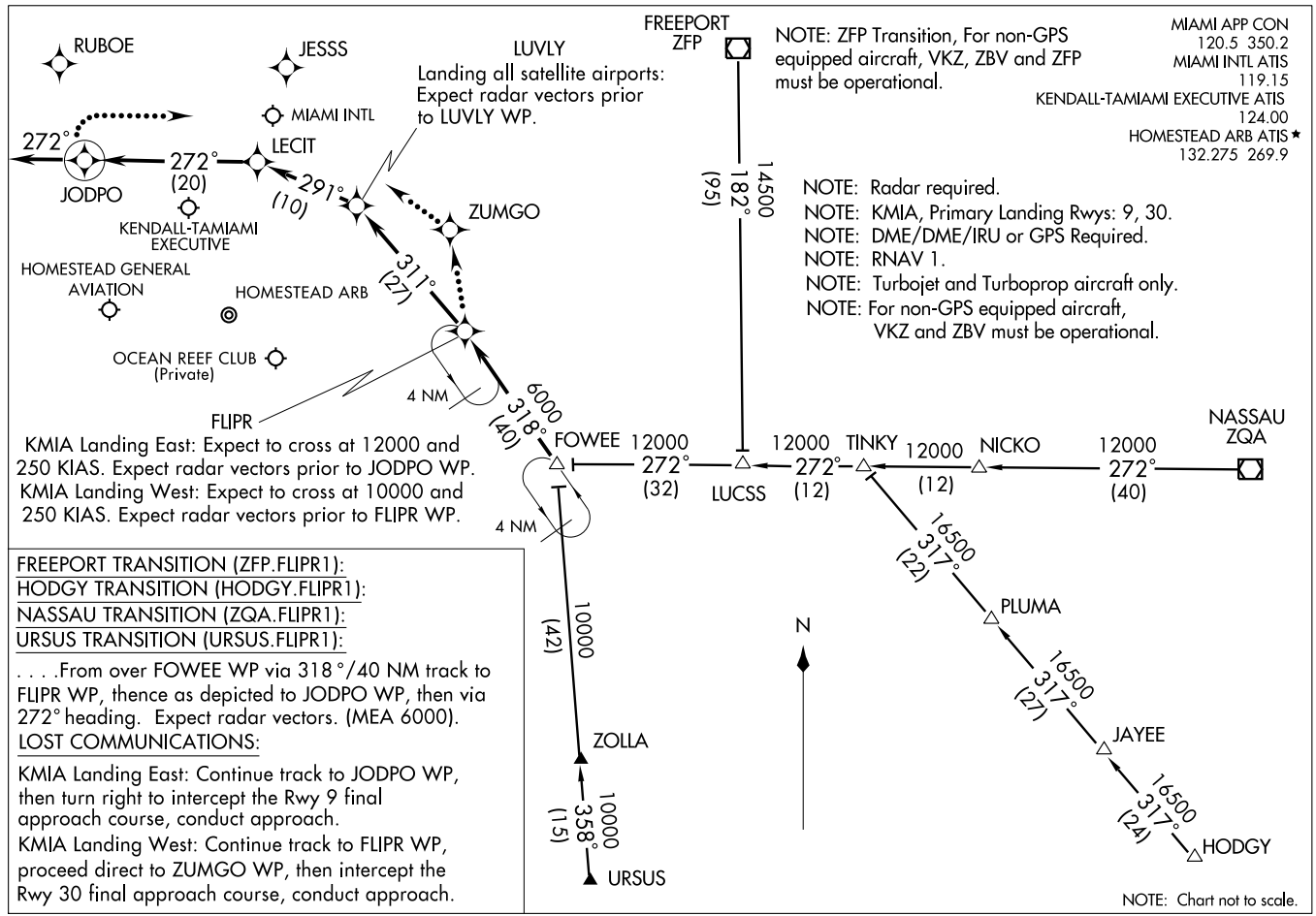
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

FLIPR ONE ARRIVAL (RNAV)



FREEPORT TRANSITION (ZFP.FLIPR1):

HODGY TRANSITION (HODGY.FLIPR1):

NASSAU TRANSITION (ZQA.FLIPR1):

URSUS TRANSITION (URSUS.FLIPR1):

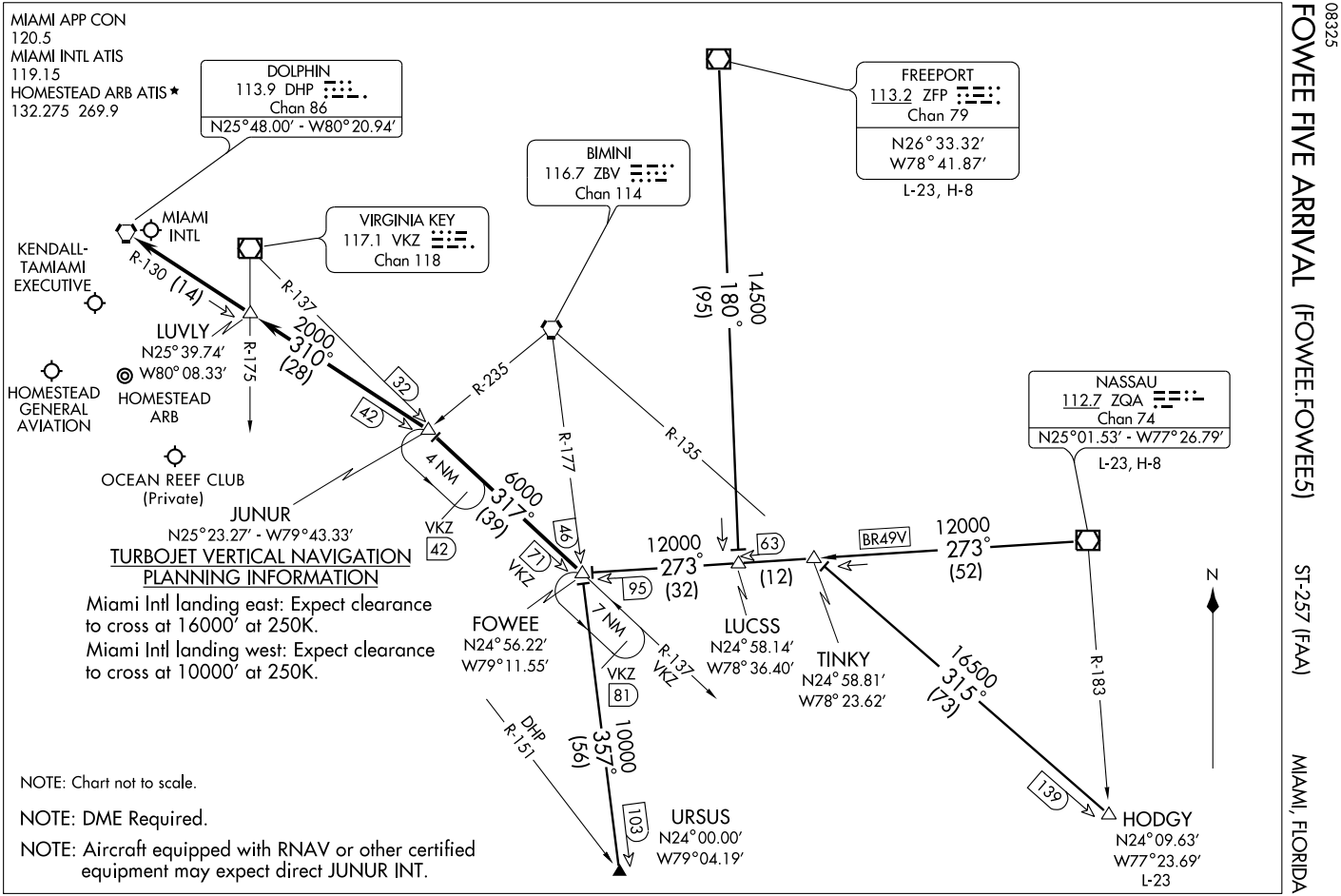
. . . .From over FOWEE WP via 318°/40 NM track to FLIPR WP, thence as depicted to JODPO WP, then via 272° heading. Expect radar vectors. (MEA 6000).

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing West: Continue track to FLIPR WP, proceed direct to ZUMGO WP, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

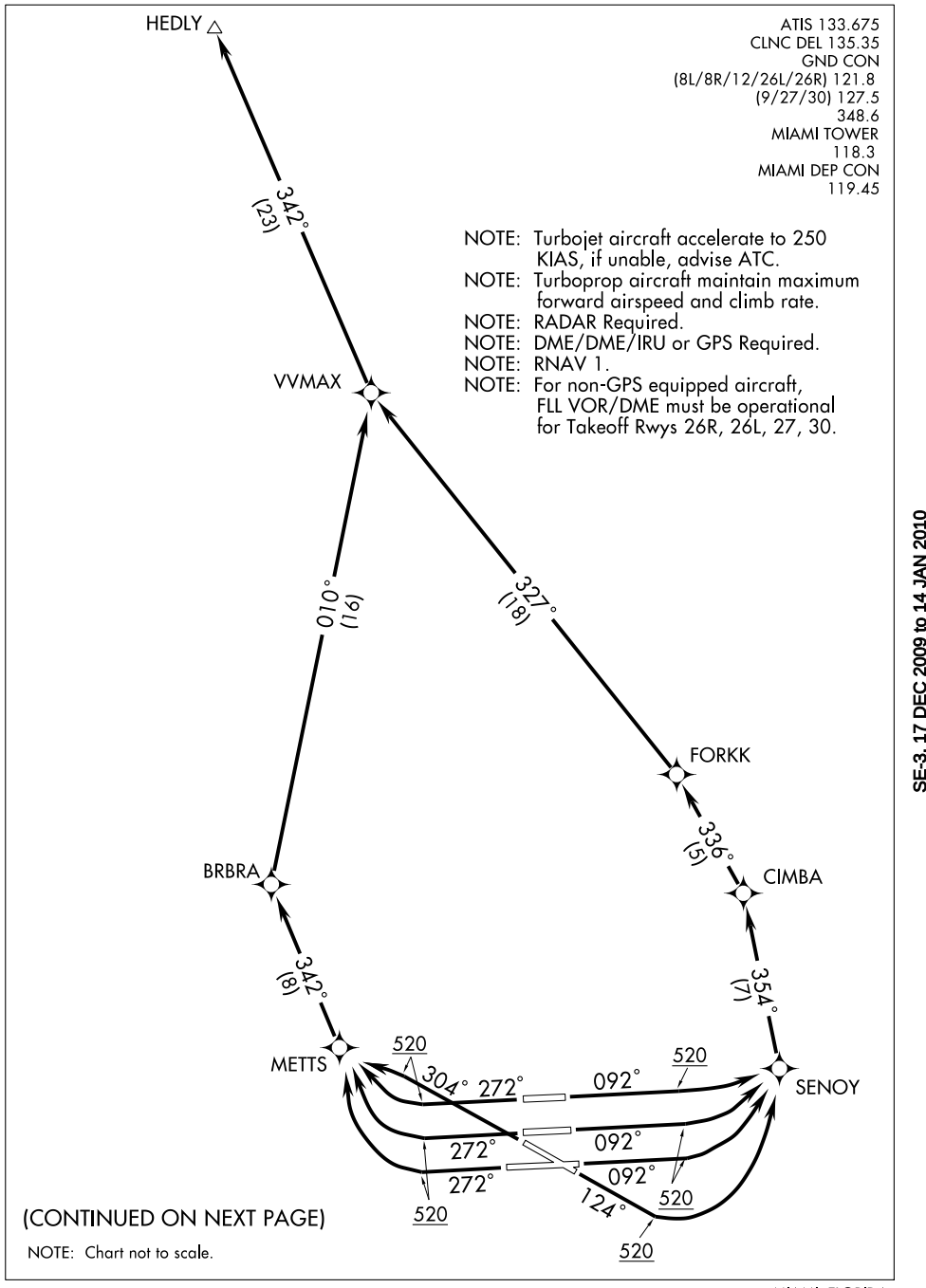
HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

HEDLY ONE DEPARTURE (RNAV)



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF MINIMUMS:
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

TAKE-OFF OBSTACLES:
NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL.
Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

(HILEY.HILEY2) 07074

ST-257 (FAA)

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 199° (18)

CIMBA

JESSS

271° RUBOE

271° (31)

255° (6)

243° (5)

KAINS

HOXIL

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.

NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-MFA	APP CRS	Rwy Idg	10506
110.3	092°	TDZE	8
Chan 40		Apt Elev	8

ILS or LOC RWY 8R

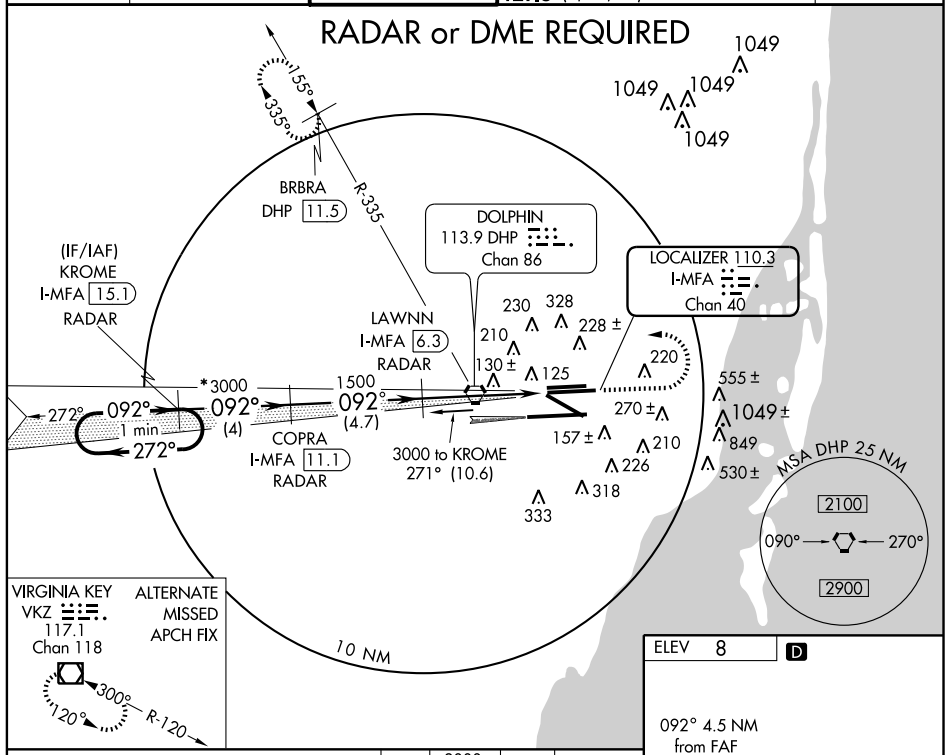
MIAMI INTL (MIA)

Simultaneous approach authorized with Rwy 9.
Autopilot coupled approach not authorized below 500 feet.
DME Required.
S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/DHP 11.5 DME and hold.

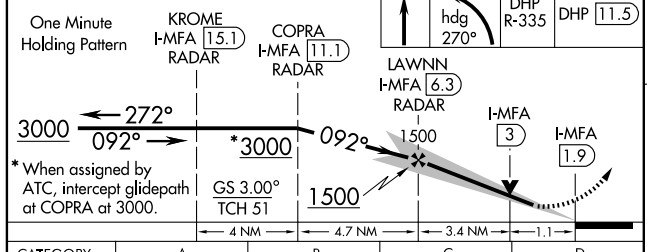
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35



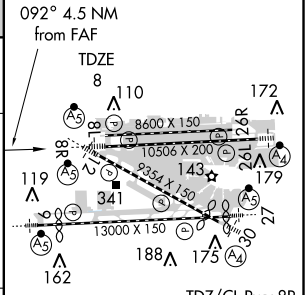
VGSI and ILS glidepath not coincident.

800	3000 hdg 270°	DHP R-335	BRBRA DHP 11.5

One Minute Holding Pattern



ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 8R	208/18 200 (200-½)			
S-LOC 8R	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-BUL	APP CRS	Rwy Idg	11397
110.9	092°	TDZE	7
		Apt Elev	8

ILS or LOC RWY 9

MIAMI INTL (MIA)

For inoperative MALSR, increase S-ILS-9 Cat E visibility to RVR 4000, and S-LOC-9 Cat E visibility to 1½. Simultaneous approach authorized with Rwy 8R.
** Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6 135.35

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.

RADAR REQUIRED

DOLPHIN
113.9 DHP
Chan 86

GRITT INT
DHP 7
RADAR

INESS
OM/INT
RADAR

VIRGINIA KEY
117.1 VKZ
Chan 118

LOCALIZER 110.9
I-BUL

LOM
QEEZY
266 TM

MSA DHP 25 NM
2100
090° 270°
2900

10 NM

272° 194° 221° 092° (5) 1500 MM

1049 1049 1049 1049

230 328 210 228± 125 220 270± 555± 1049± 849 157± 210 318 226 333 530±

1849

*1500 when directed by atc.

GRITT INT
DHP 7
RADAR
2997

INESS
OM/INT
RADAR
1349

092° *3000 1500 MM

GS 3.00°
TCH 55

800 3000 VKZ

5 NM 3.6 NM 0.4

ELEV 8 D

110 172 119 143 179 341 188 175 162 7 TDZE 30 27

8600 X 150
10506 X 200
9554 X 150
13000 X 150

092° 4 NM from FAF

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-ILS 9	** 207/24 200 (200-½)				
S-LOC 9	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	NA				

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GEM	APP CRS	Rwy Idg	8579
108.9	124°	TDZE	8
Chan 26		Apt Elev	8

ILS or LOC RWY 12

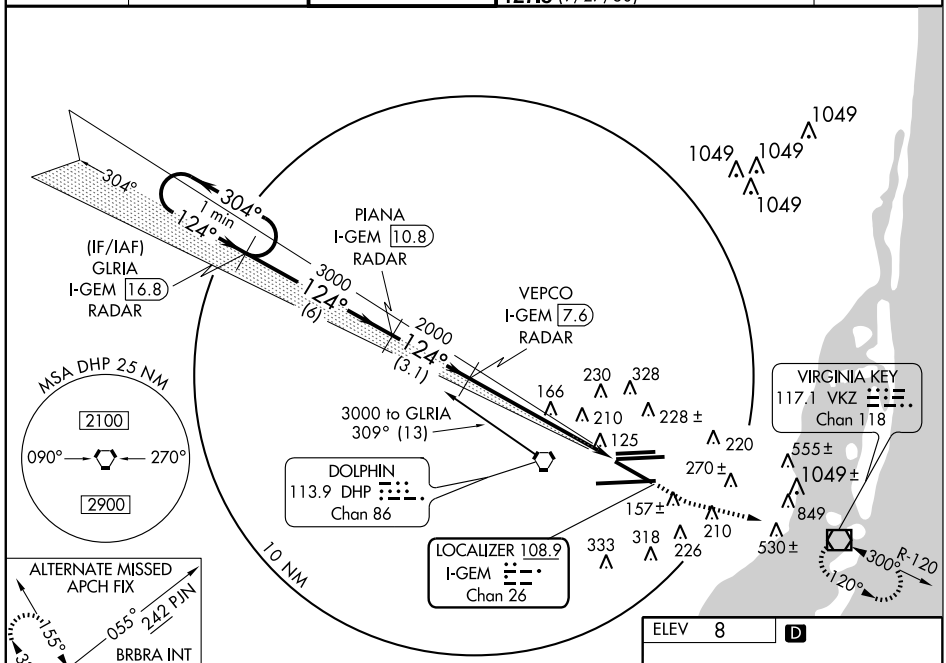
MIAMI INTL (MIA)

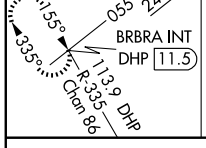
For inoperative MALSR, increase S-ILS 12 all Cats visibility to 1¼, increase S-LOC 12 Cats A and B visibility to RVR 5000.
DME or RADAR Required.
Visibility reduction by helicopters NA.

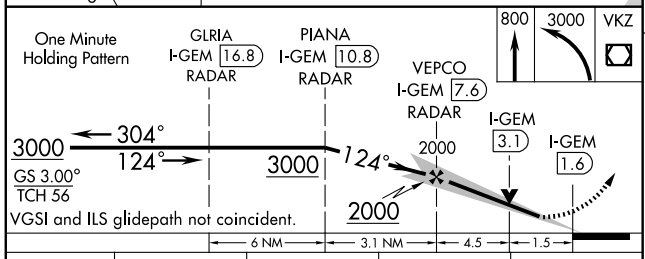
MALSR

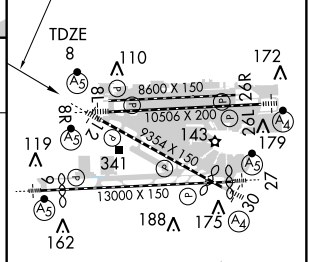
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35









TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 12	376/40 368 (400-¾)			
S-LOC 12	560/40 552 (600-¾)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-VIN	APP CRS	Rwy Idg 10506
109.1	272°	TDZE 8
Chan 28		Apt Elev 8

ILS or LOC RWY 26L
MIAMI INTL (MIA)

Autopilot coupled approach NA below 385.
Simultaneous approach authorized with Rwy 27.
DME Required.
LOC procedure NA during simultaneous operations.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

RADAR REQUIRED

BRBRA DHP 11.5
155°
335°
R-335
LOCALIZER 109.1 I-VIN Chan 28
DOLPHIN 113.9 DHP Chan 86
CONST I-VIN 4 RADAR
AGLER INT I-VIN 6.6 RADAR
BASHO INT I-VIN 11 RADAR
ZILBI INT I-VIN 16.9 RADAR
(IF)
272° (4.4)
272° (5.9)
3000
1600
092°
R-044
R-071
R-339
VIRGINIA KEY 117.1 VKZ Chan 118
MSA DHP 25 NM
2100
090°
270°
2900
10 NM

ALTERNATE MISSED APCH FIX
266 TM
098°
117.1 VKZ Chan 118
278°
R-278
183°
CICIV INT VKZ 19

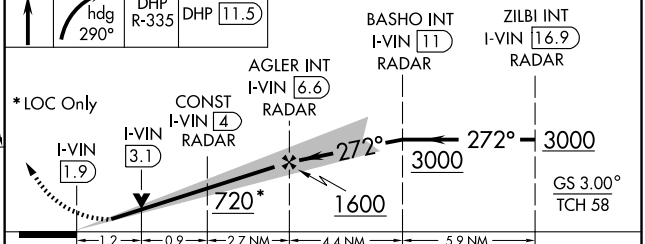
ELEV 8 D

272° 4.8 NM from FAF
TDZE 8
8600 X 150
10506 X 200
9354 X 150
13000 X 150
143
341
TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 | 2000 hdg 290° | DHP R-335 | BRBRA DHP 11.5

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 26L	208/40 200 (200-¾)			
S-LOC 26L	720/40 712 (800-¾)		720-2 712 (800-2)	720-2¼ 712 (800-2¼)
CONST FIX MINIMUMS				
S-LOC 26L	460/40 452 (500-¾)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-MIA	APP CRS	Rwy Idg	12747
109.5	272°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 27

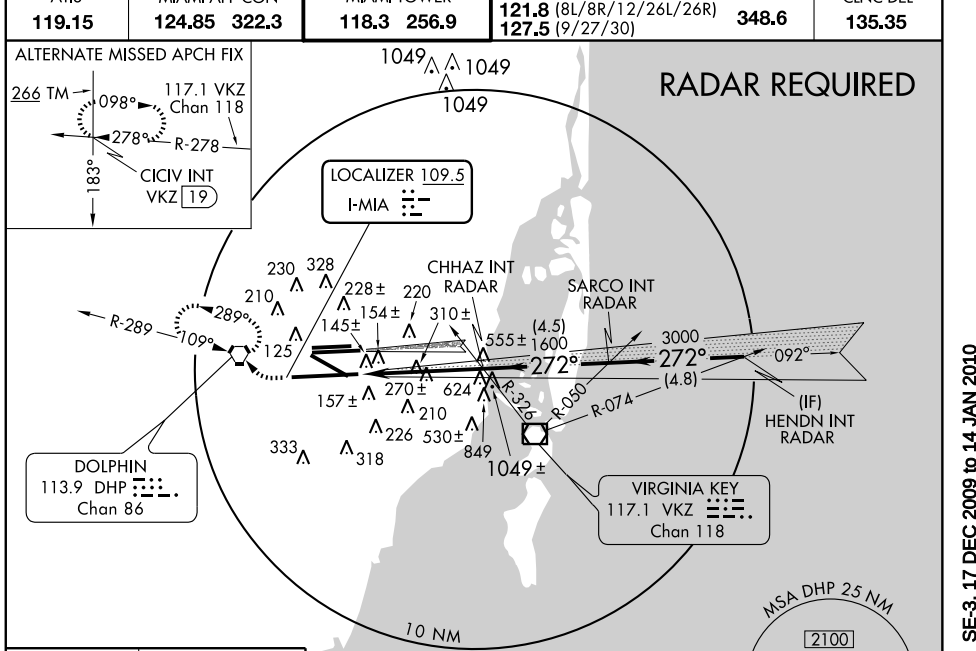
MIAMI INTL (MIA)

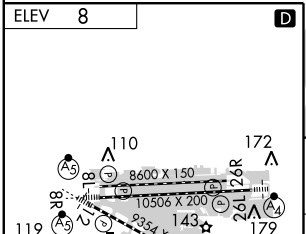
For inoperative MALSR, increase S-ILS 27 Cat. E visibility ¼ mile and S-LOC 27 Cat. E visibility ½ mile. Simultaneous approach authorized with Rwy 26L. S-LOC minima not authorized during simultaneous operation.

MALSR

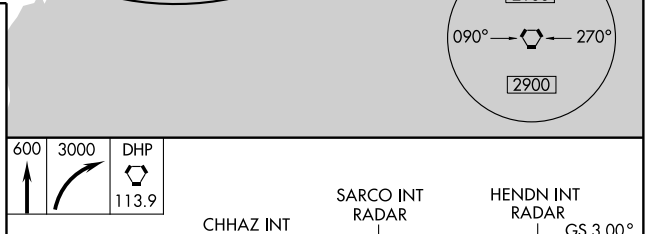
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct DHP VORTAC and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D	E
S-ILS 27	208/24 200 (200-½)				
S-LOC 27	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DCX	APP CRS	Rwy Idg	7911
111.7	304°	TDZE	8
Chan 54		Apt Elev	8

ILS or LOC RWY 30

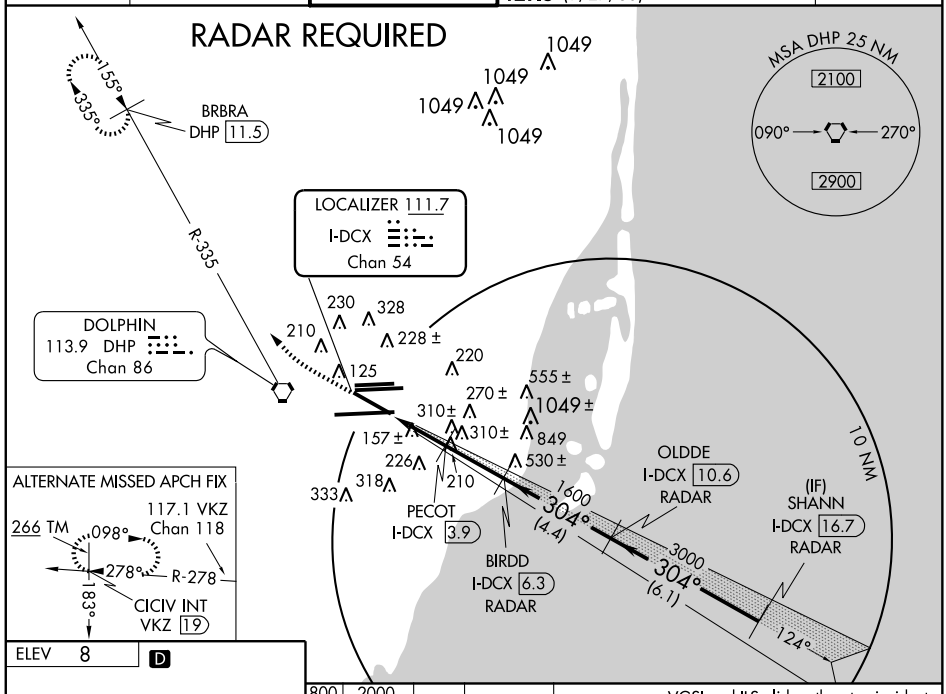
MIAMI INTL (MIA)

▼ Inoperative table does not apply to S-LOC 30 Cats B and C.
▲ Inoperative table does not apply to PECOT
FIX minimums S-LOC 30 Cat C. DME Required.

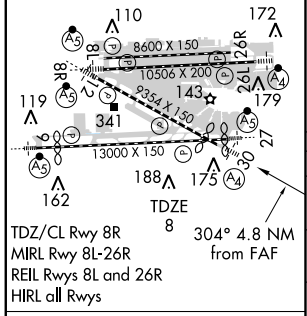
MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 310° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

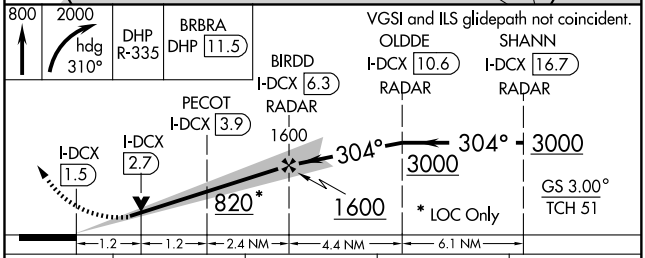


ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 30	220/40 212 (300-¾)			
S-LOC 30	820/40 812 (900-¾)	820/60 812 (900-1¼)	820-2½ 812 (900-2½)	820-2¾ 812 (900-2¾)
PECOT FIX MINIMUMS				
S-LOC 30	460/40 452 (500-¾)		460/60 452 (500-1¼)	460-1½ 452 (500-1½)

LOC/DME I-ROY	APP CRS	Rwy ldg	8600
109.3	092°	TDZE	8
Chan 30		Apt Elev	8

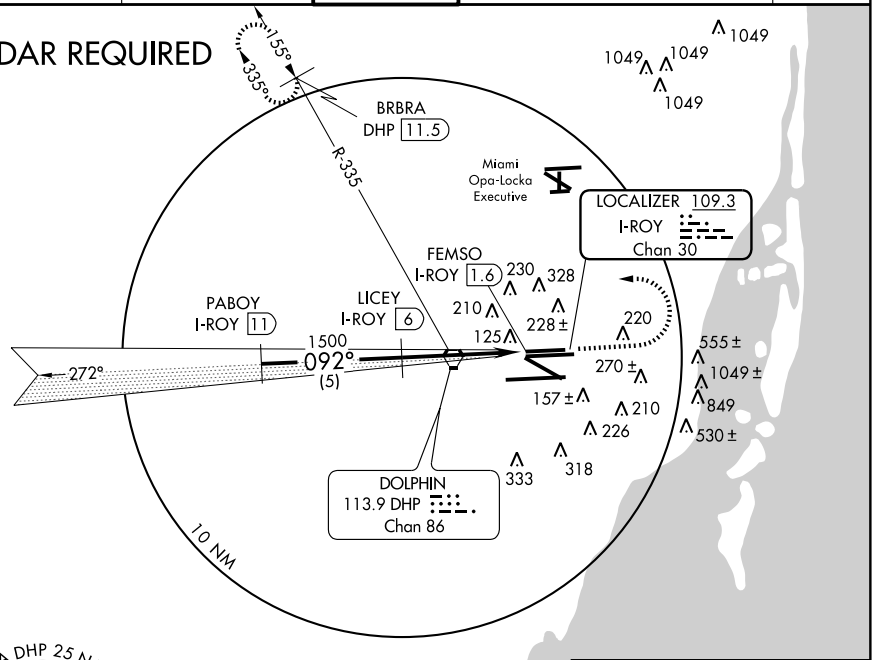
LOC/DME RWY 8L

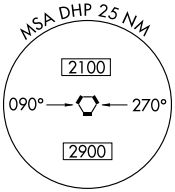
MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/11.5 DME and hold.

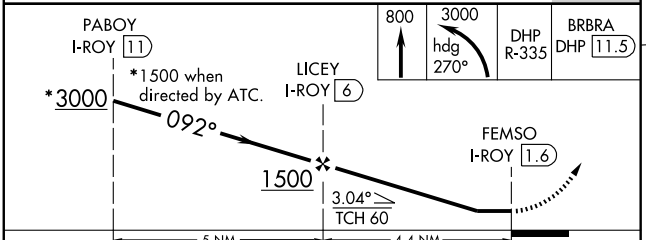
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

RADAR REQUIRED

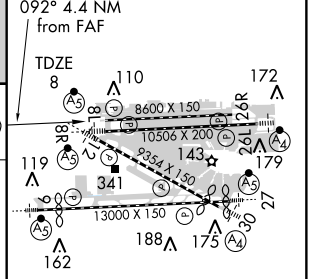




1849



CATEGORY	A	B	C	D
S-8L	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	NA			



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-CNV	APP CRS	Rwy ldg	8600
109.3	272°	TDZE	8
Chan 30		Apt Elev	8

LOC/DME RWY 26R

MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

RADAR REQUIRED

BRBRA
DHP 11.5

LOCALIZER 109.3
I-CNV
Chan 30

Miami Opa-Locka Executive

ARIYA
I-CNV 1.6

JODAX
I-CNV 6

HINKU
I-CNV 11

DOLPHIN
113.9 DHP
Chan 86

10 NM

MSA DHP 25 NM
2100
090° 270°
2900

ELEV 8 D

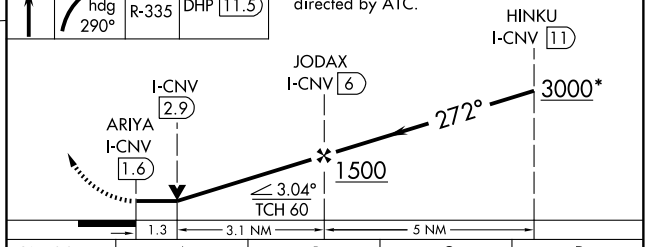
272° 4.4 NM from FAF

TDZE 8

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

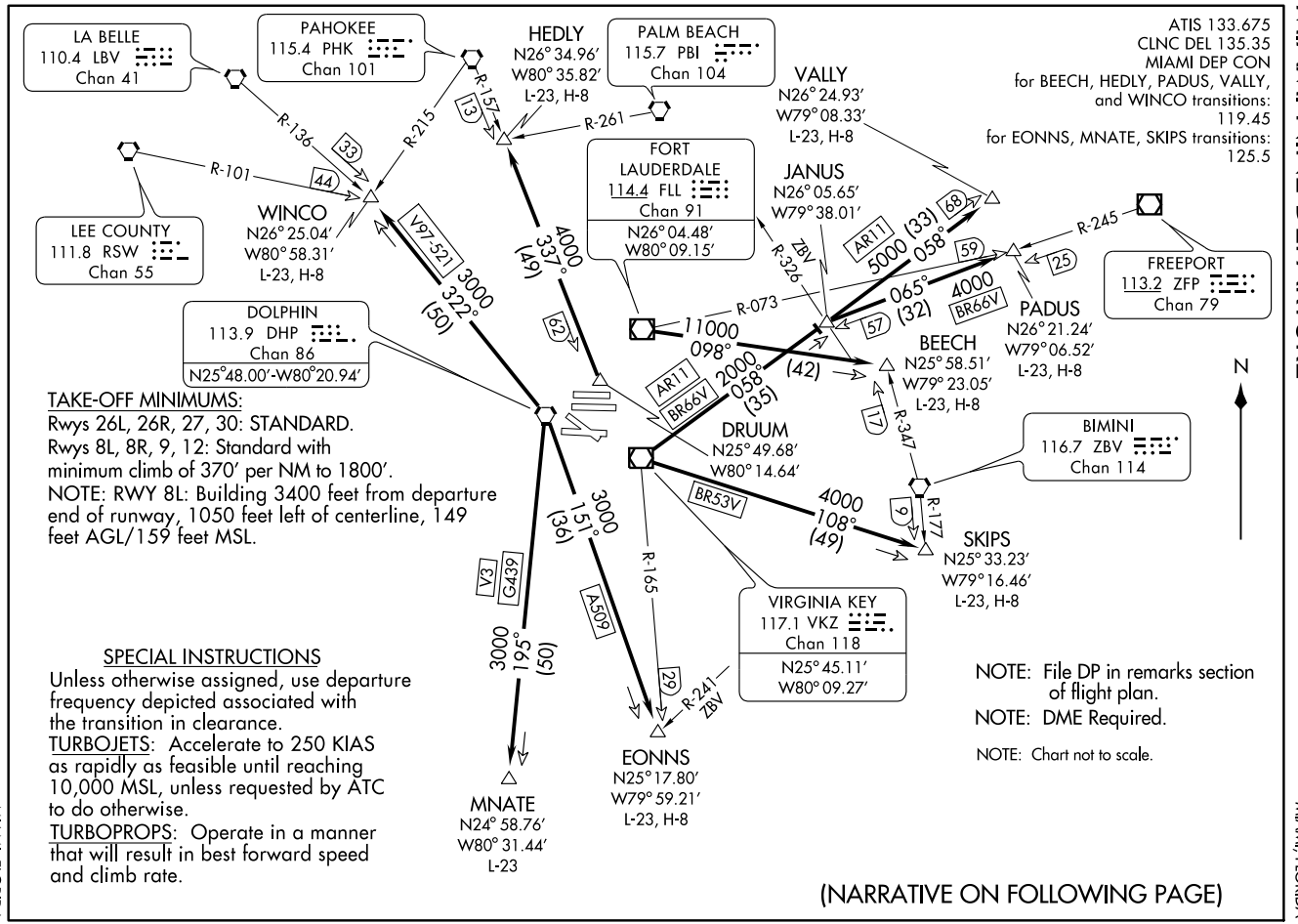
800	2000 hdg 290°	DHP R-335	BRBRA DHP 11.5

*1500 when directed by ATC.



CATEGORY	A	B	C	D
S-26R	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

SE-3. 17 DEC 2009 to 14 JAN 2010



(MIA9.MIA) 09183

MIAMI NINE DEPARTURE

SI-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on heading as assigned by ATC.
NOTE: Rwy 26L, 26R, 30: If assigned left turn climb runway heading to 600' before left turn.
NOTE: Rwy 27: If assigned right turn climb runway heading to 600' before right turn.
ALL aircraft maintain 5000 feet or assigned lower altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for North transitions (WINCO, HEDLY, VALLY, PADUS and BEECH) use 119.45, South transitions (SKIPS, EONNS, and MNATE) use 125.5.

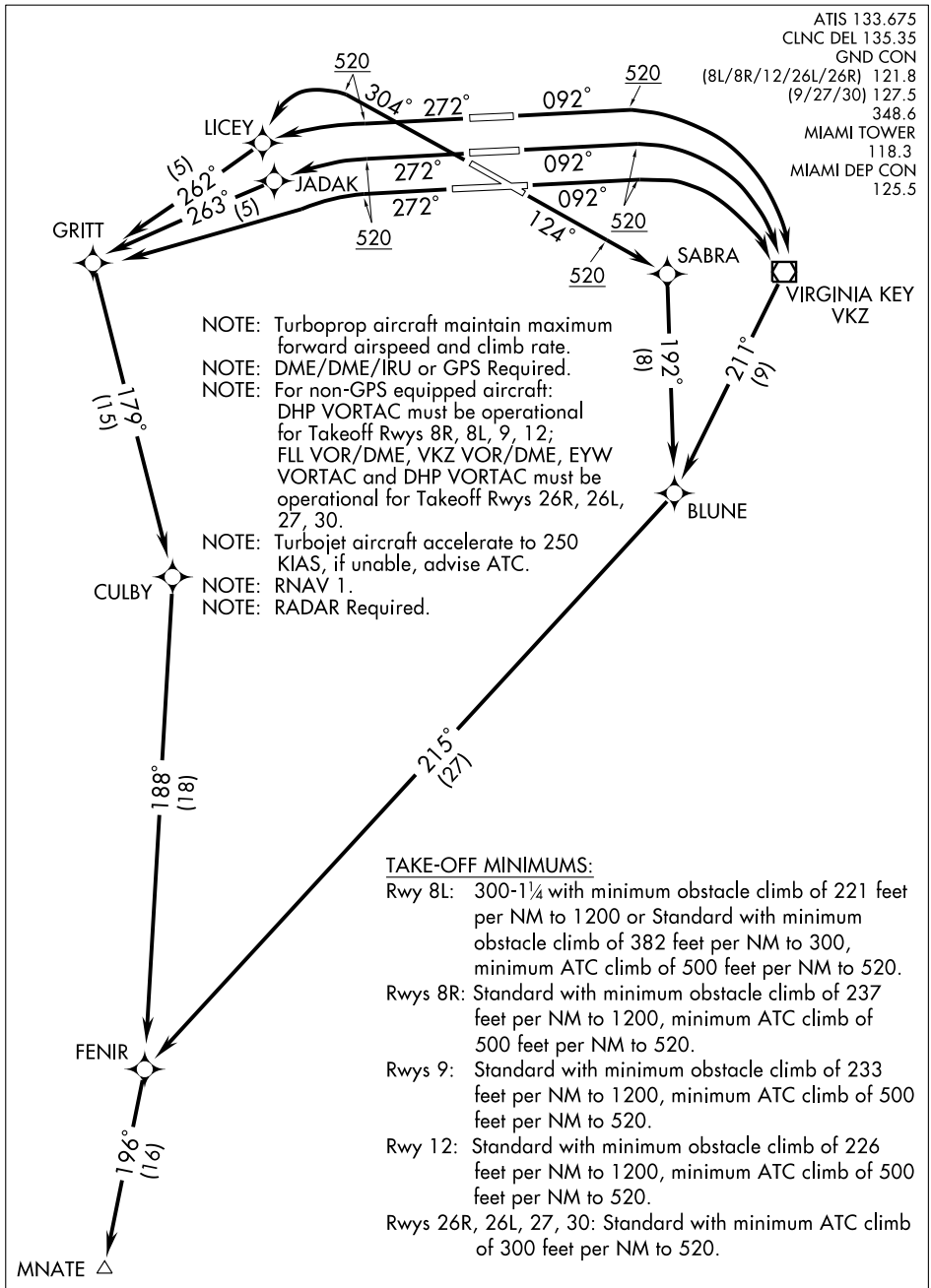
BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

MNATE ONE DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
125.5



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

MNATE ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520', then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct LICEY, then via depicted route to MNATE, thence. . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.

NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

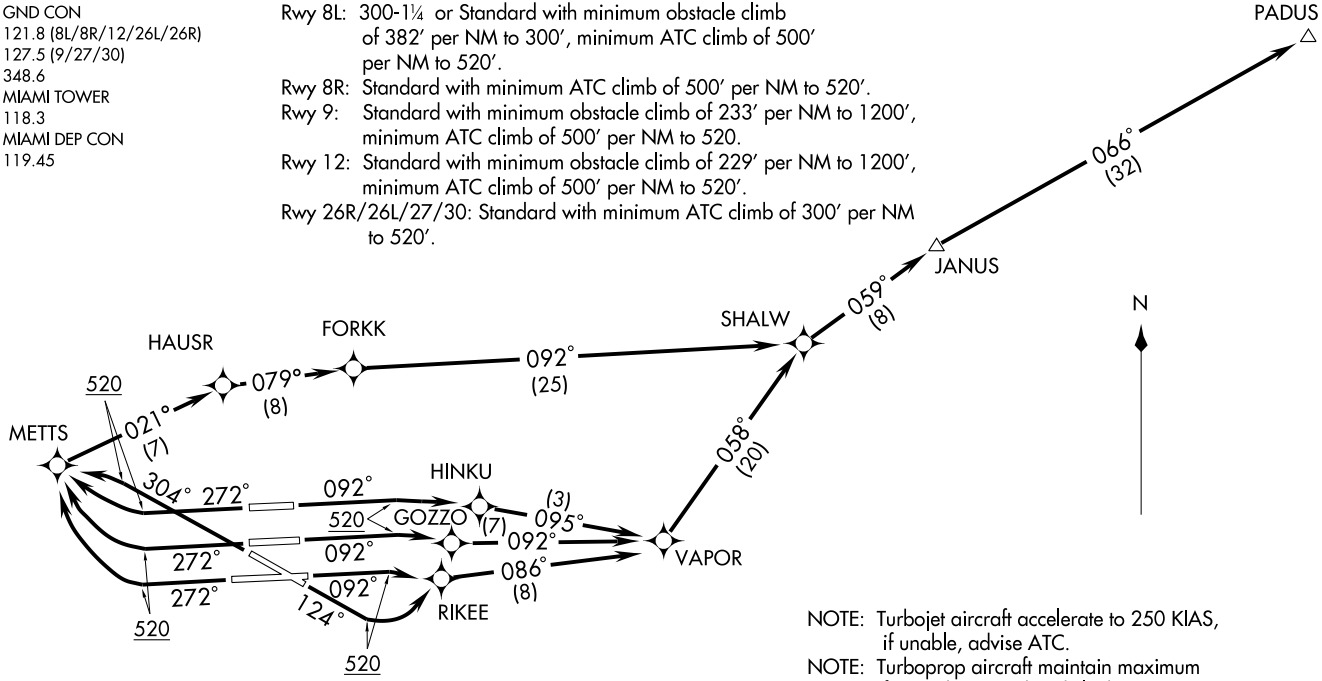
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

PADUS ONE DEPARTURE (RNAV)

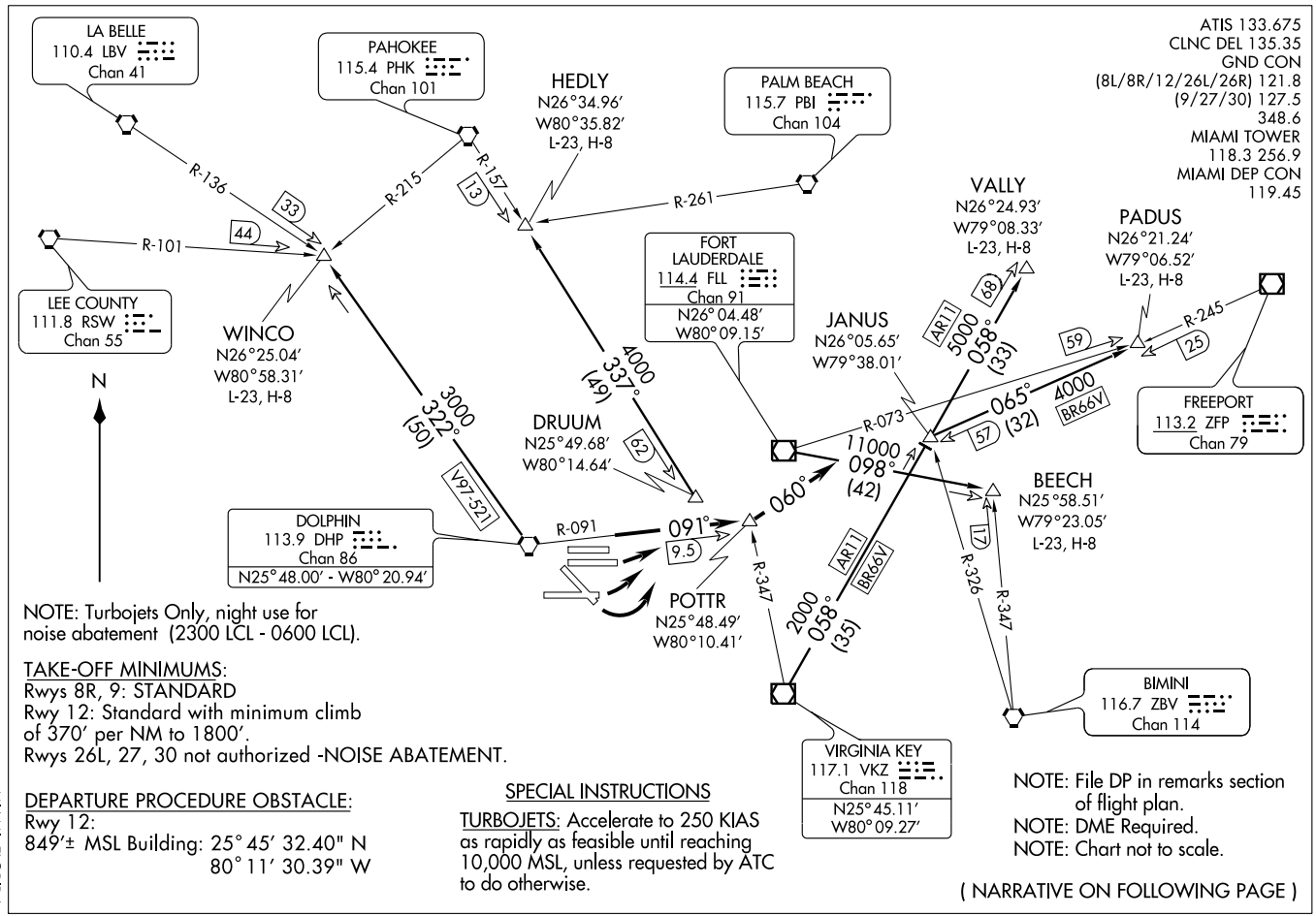
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520', then right turn direct HINKU, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 8R: Climb heading 092° to 520', then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 9: Climb heading 092° to 520', then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then left turn direct RIKEE, them via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 26L, 26R, 27: Climb heading 272° to 520', then right turn direct METTS, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct METTS, then via depicted route to PADUS, thence. . . .
. . . . Maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010



(POTTR3.POTTR) 09183
POTTR THREE DEPARTURE
SL-257 (FAA)
MIAMI INTL (MIA)
MIAMI, FLORIDA

POTTR THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8R: Intercept DHP VORTAC R-091 to POTTR INT. Thence....
TAKE-OFF RUNWAYS 9 and 12: Turn left to intercept DHP VORTAC R-091 to POTTR INT. Thence....
.... turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for BEECH, HEDLY, PADUS, VALLY and WINCO transitions use 119.45.

BEECH TRANSITION (POTTR3.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR3.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
PADUS TRANSITION (POTTR3.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
VALLY TRANSITION (POTTR3.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (POTTR3.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 42703 W08A	APP CRS 092°	Rwy Idg 8600 TDZE 8 Apt Elev 8

RNAV (GPS) RWY 8L

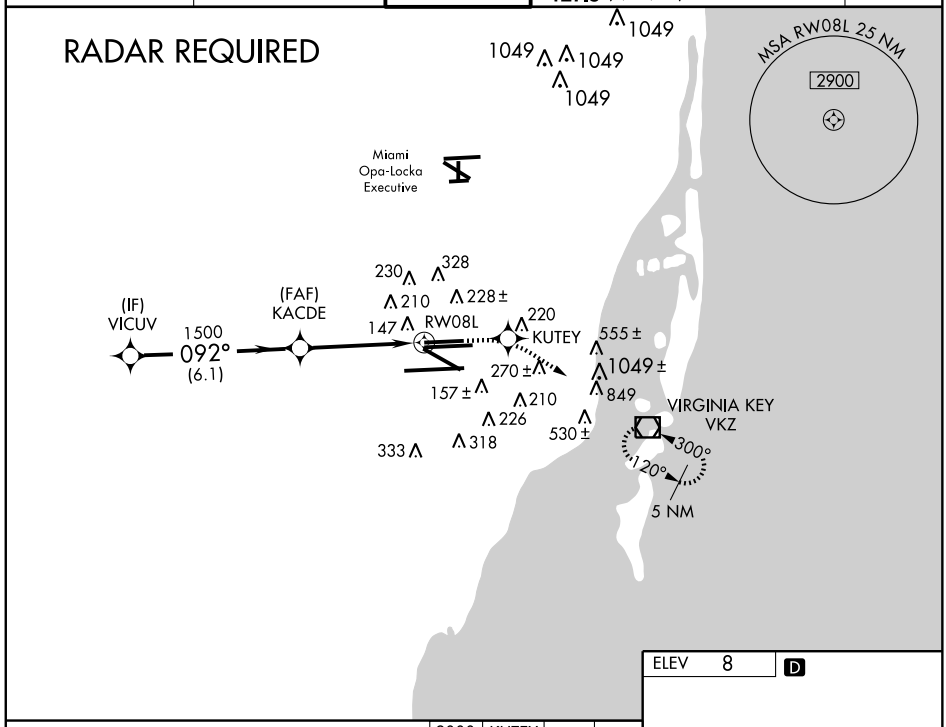
MIAMI INTL (MIA)

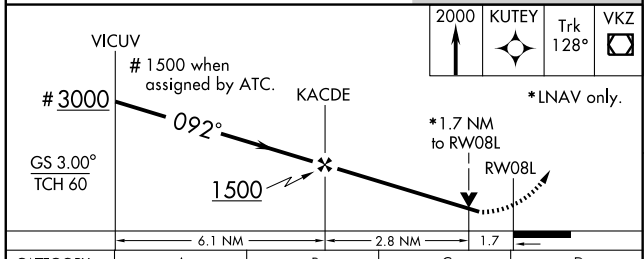
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct KUTEY and via 128° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

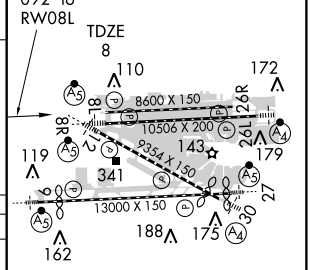
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	306-1	298 (300-1)		
LNAV/VNAV DA	530-1¾	522 (600-1¾)		
LNAV MDA	600-1 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	NA			

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11397
092°	TDZE	7
	Apt Elev	8

RNAV (GPS) RWY 9

MIAMI INTL (MIA)

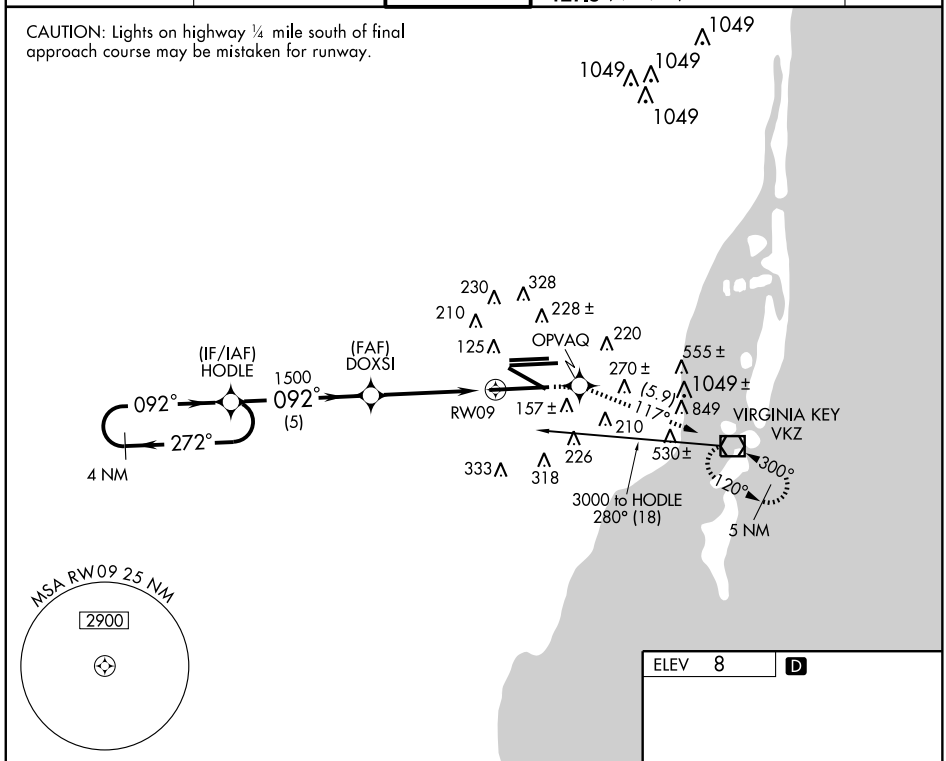
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

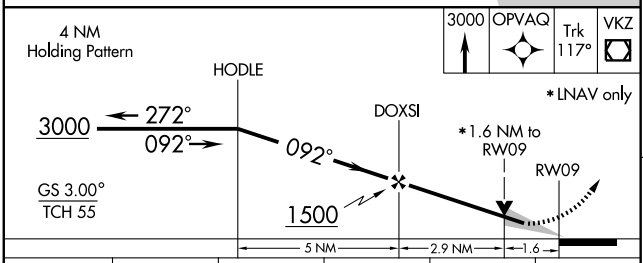
MALSR

MISSED APPROACH: Climb to 3000 direct OPVAQ WP and 117° track to VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

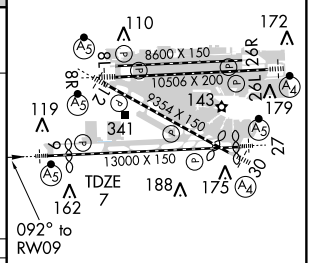
CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.





CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	420/50 413 (500-1)				
LNAV MDA	560/24 553 (600-½)		560/50 553 (600-1)	560/60 553 (600-1¼)	560-1½ 553 (600-1½)
CIRCLING	NA				

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8600
CH 86903	272°	TDZE	8
W26A		Apt Elev	8

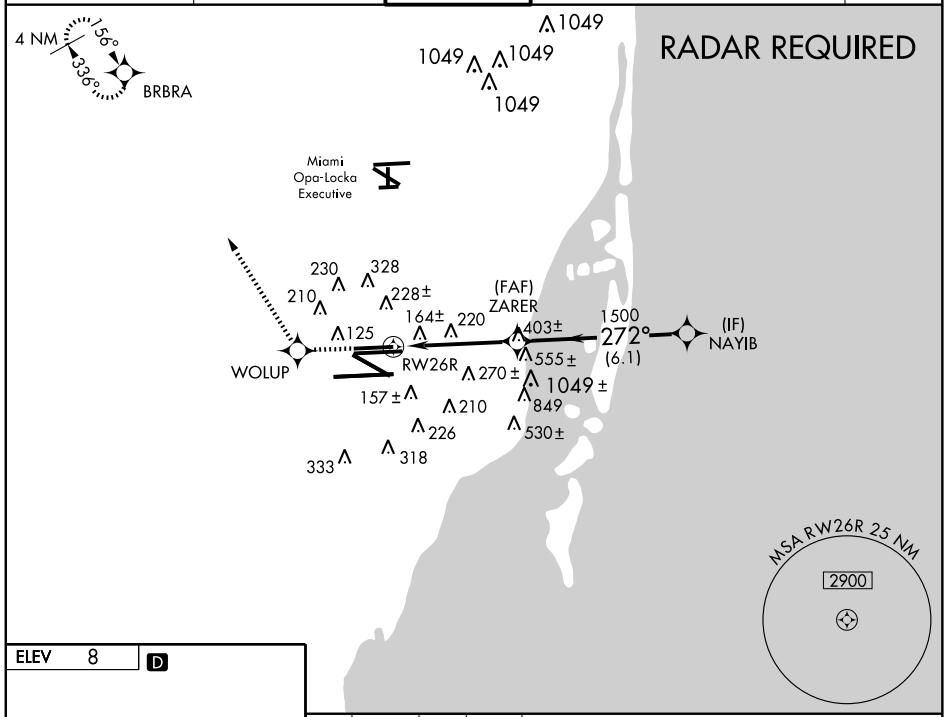
RNAV (GPS) RWY 26R

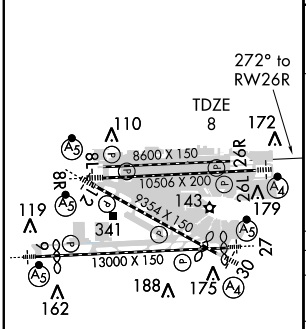
MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

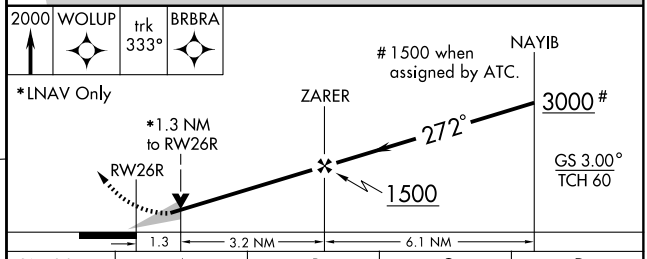
MISSED APPROACH: Climb to 2000 direct WOLUP and via 333° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	298-1 290 (300-1)			
LNAV/VNAV DA	460-1½ 452 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 97404 W08A	APP CRS 092°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 8R

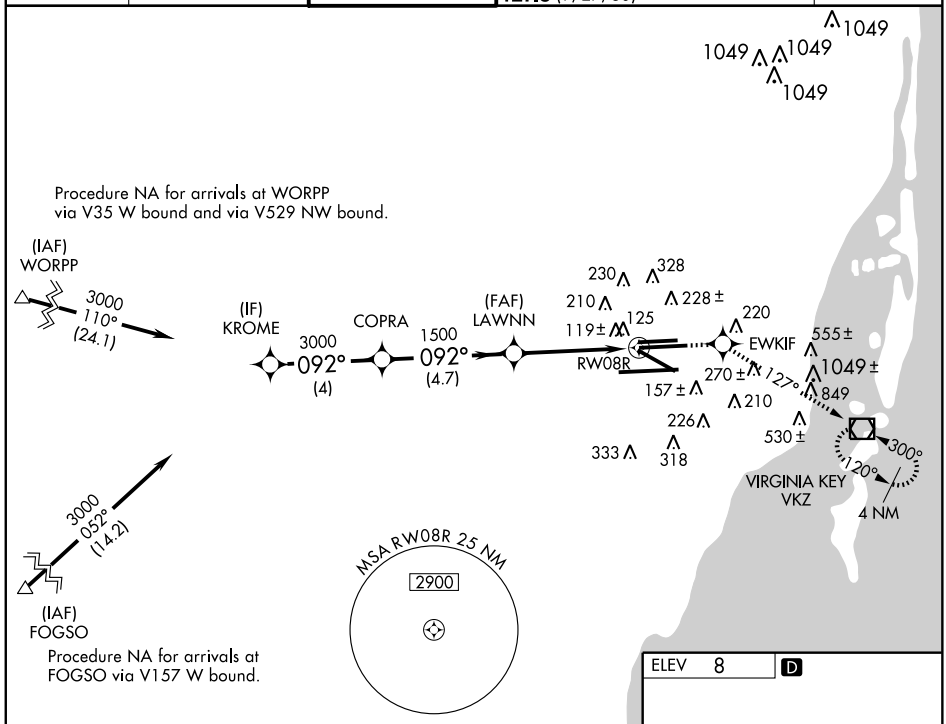
MIAMI INTL (MIA)

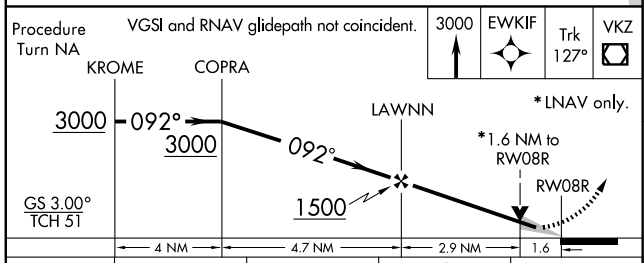
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

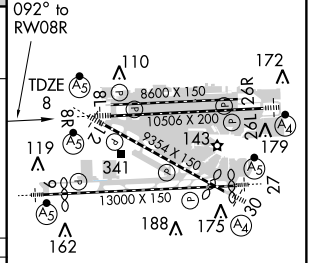
MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35







CATEGORY	A	B	C	D
LPV DA	273/24 265 (300-½)			
LNAV/VNAV DA	530/60 522 (600-1¼)			
LNAV MDA	600/24 592 (600-½)		600/50 592 (600-1)	600/60 592 (600-1¼)

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 61204 W12A	APP CRS 124°	Rwy Idg 8579 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

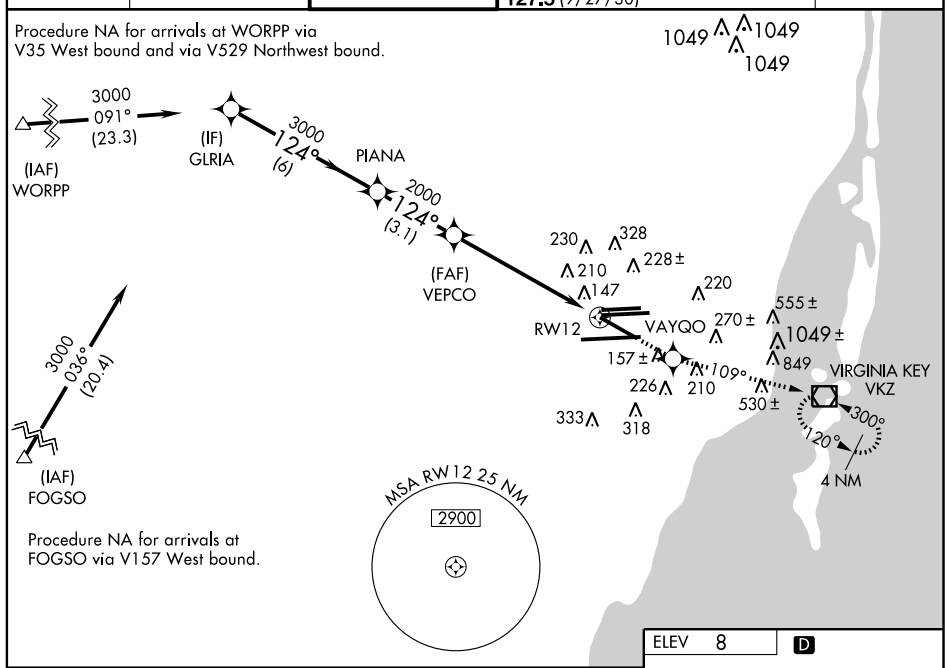
For inoperative MALSR, increase LPV DA all Cats visibility to 1¼, increase LNAV MDA Cats A and B visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F)
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

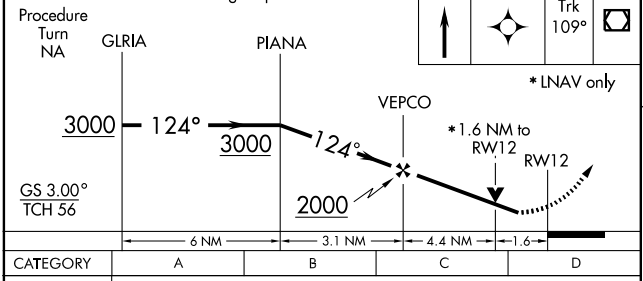
Procedure NA for arrivals at WORPP via V35 West bound and via V529 Northwest bound.



Procedure NA for arrivals at FOGSO via V157 West bound.

VGSI and RNAV glidepath not coincident.

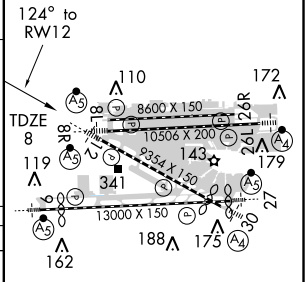
3000	VAYQO	Trk 109°	VKZ



* LNAV only

CATEGORY	A	B	C	D
LPV DA	390/40 382 (400-¾)			
LNAV/VNAV DA	506/60 498 (500-1¼)			
LNAV MDA	600/40 592 (600-¾)		600/50 592 (600-1)	600/60 592 (600-1¼)

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 81905 W26A	APP CRS 272°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 26L

MIAMI INTL (MIA)

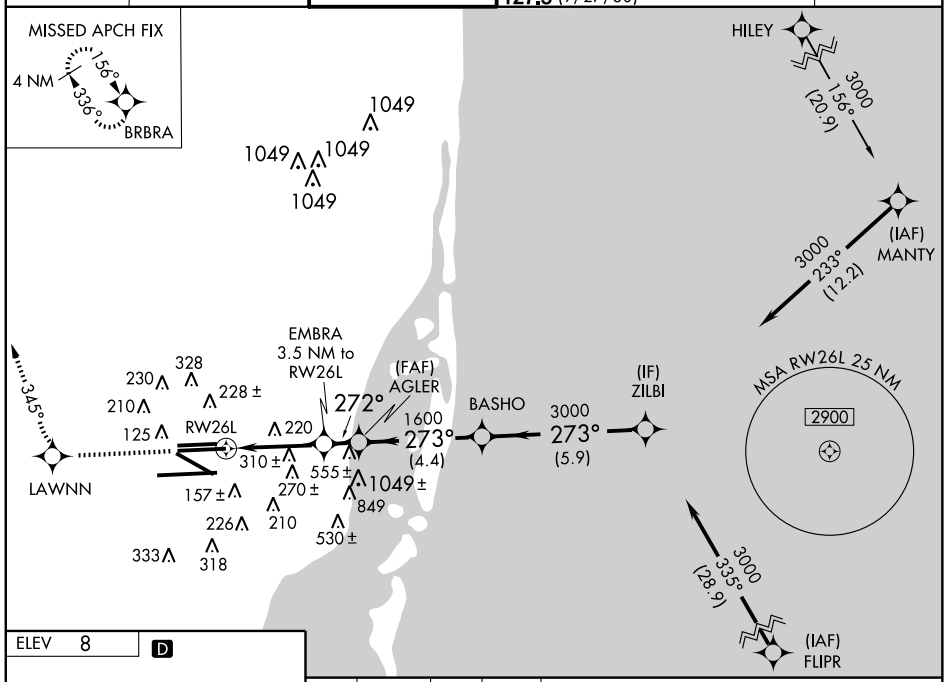
V For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

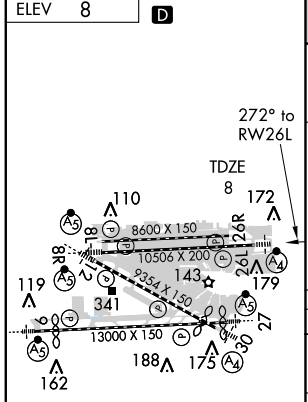
W

MALSF

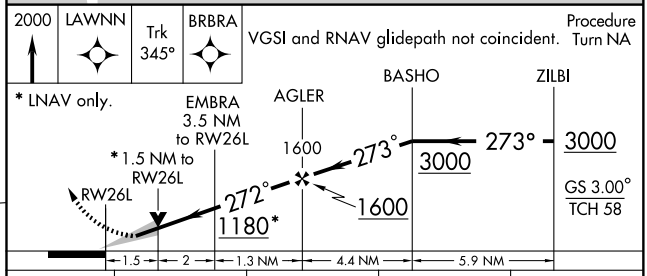
MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	325/24 317 (400-½)			
LNAV/VNAV DA	450/50 442 (500-1)			
LNAV MDA	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

WAAS	APP CRS	Rwy Idg	12747
CH 40205	272°	TDZE	8
W27A		Apt Elev	8

RNAV (GPS) Z RWY 27

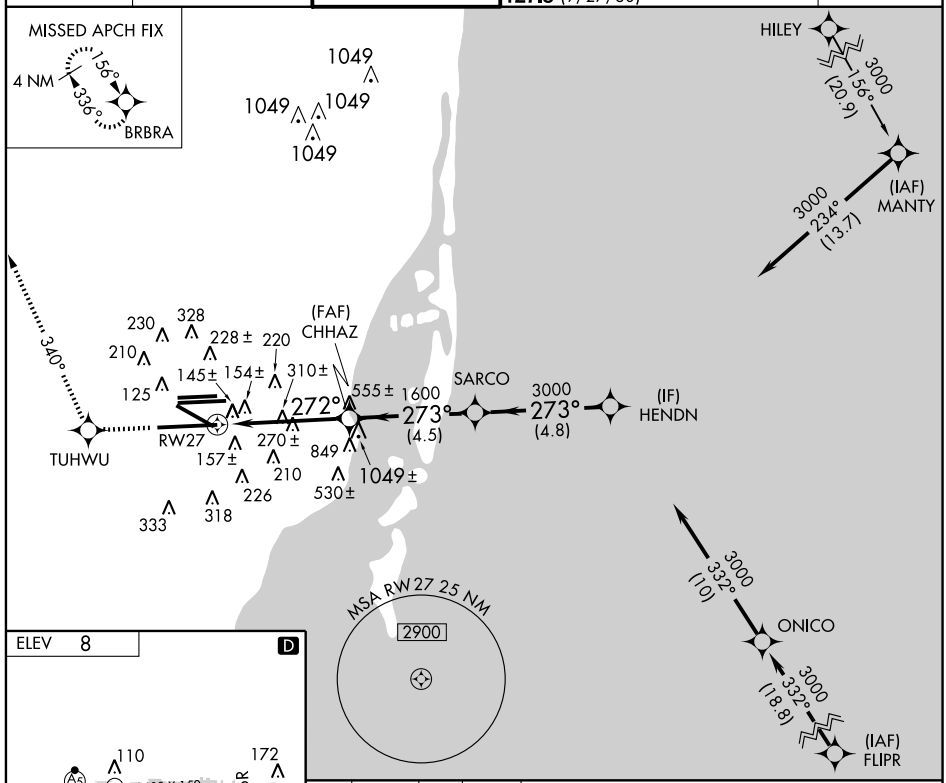
MIAMI INTL (MIA)

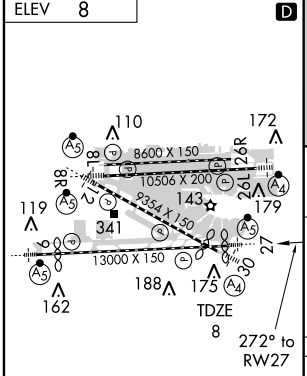
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats, LNAV/VNAV and LNAV Cat. E visibility ½ mile.

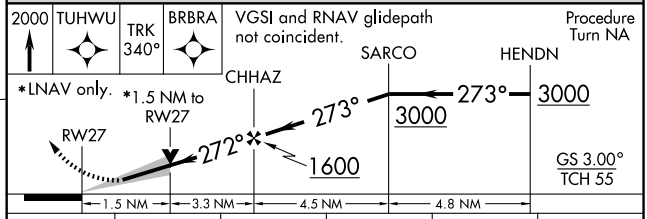
MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via 340° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35







CATEGORY	A	B	C	D	E
LPV DA	312/24 304 (400-½)				
LNAV/VNAV DA	470/50 462 (500-1)				
LNAV MDA	560/24 552 (600-½)	560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)	

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7911
CH 40105	305°	TDZE	8
W30A		Apt Elev	8

RNAV (GPS) Z RWY 30

MIAMI INTL (MIA)

T W Inoperative table does not apply to LNAV Cat C and D. DME/DME RNP-0.3 NA

MALS (A4)

MISSED APPROACH: Climb to 3000 direct IPFAH and via 329° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX

4 NM 156° 336° BRBRA

Procedure NA for arrivals at HILEY via V295 N bound.

HILEY 3000 156° (20.9) (IAF) MANTY 3000 219° (20.6)

1049 1049 1049 1049

329° 230 328 228± 210 220 IPFAH 125 RW30 270± 555± 1049± 157± 310± 849 210 226 530± 333 318 OSKIE 3.2 NM to RW30 (FAF) BIRDD (4.4) 1600 305° OLDDE 3000 305° (6.1) (IF) SHANN 3000 319° (23.1) (IAF) FLIPR

MSA RW30 25 NM 2900

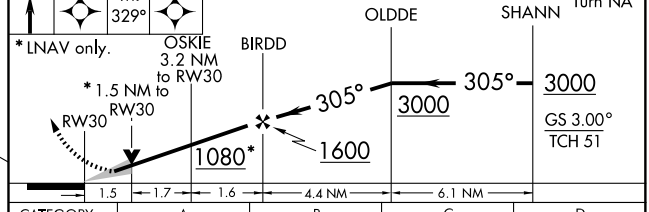
ELEV 8 D

110 172 8 26R 8600 X 150 10506 X 200 26L 12 RR 143 179 119 341 9354 X 150 27 13000 X 150 30 188 175 162 TDZE 8 305° to RW30

3000	IPFAH	Trk 329°	BRBRA

VGSI and LPV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	285/50 277 (300-1)			
LNAV MDA	560/40 552 (600-¾)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10506
092°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 8R

MIAMI INTL (MIA)

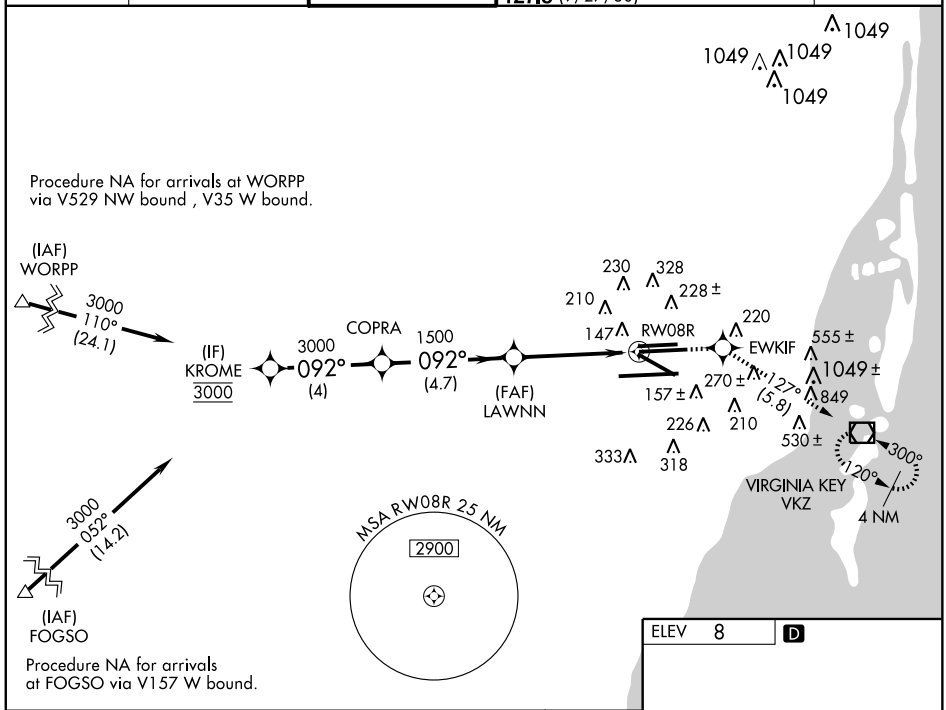
For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½.
For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F). GPS Required.
* RNP 0.11 missed approach requires minimum climb of 330 feet per NM to 600.

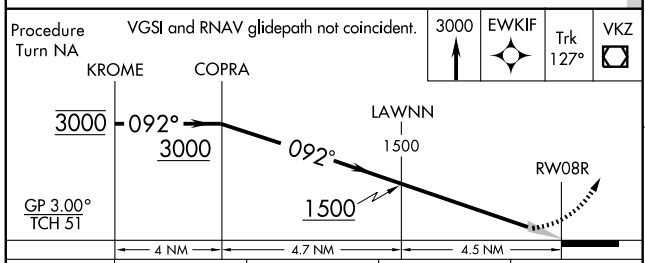
NA

MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

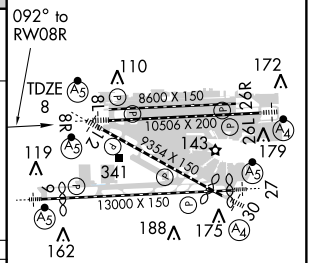
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





CATEGORY	A	B	C	D
RNP 0.11 DA*	354/32 346 (400-⅝)			
RNP 0.30 DA	458/50 450 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8579
124°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 12

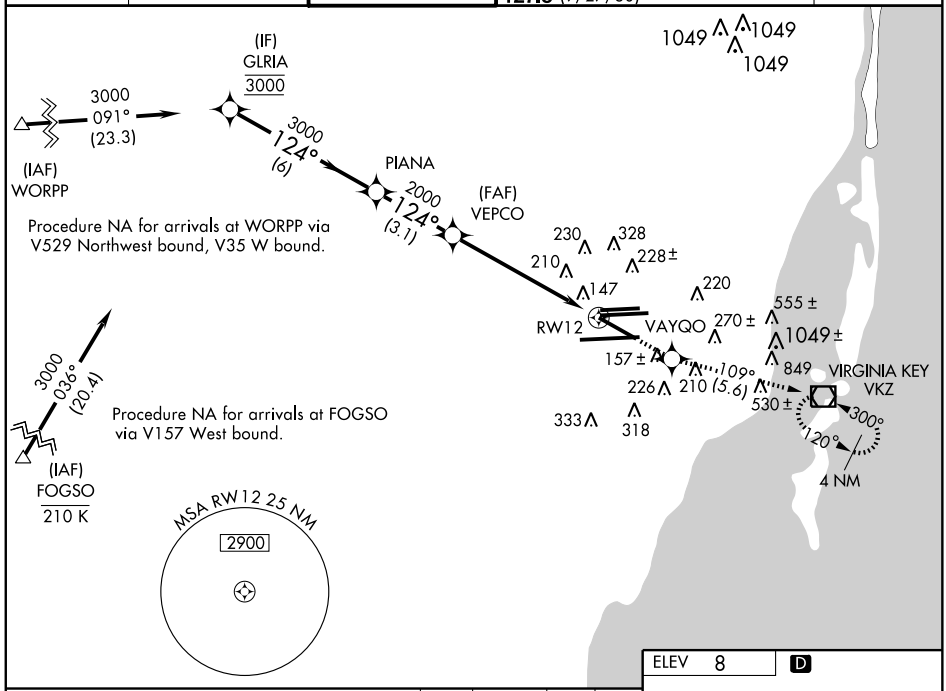
MIAMI INTL (MIA)

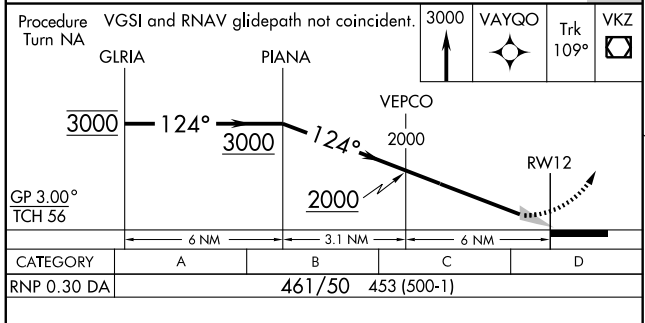
GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

MALSR

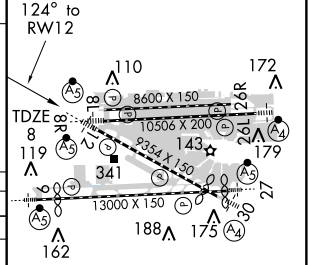
MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35





CATEGORY	A	B	C	D
RNP 0.30 DA	461/50 453 (500-1)			



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10506
272°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 26L

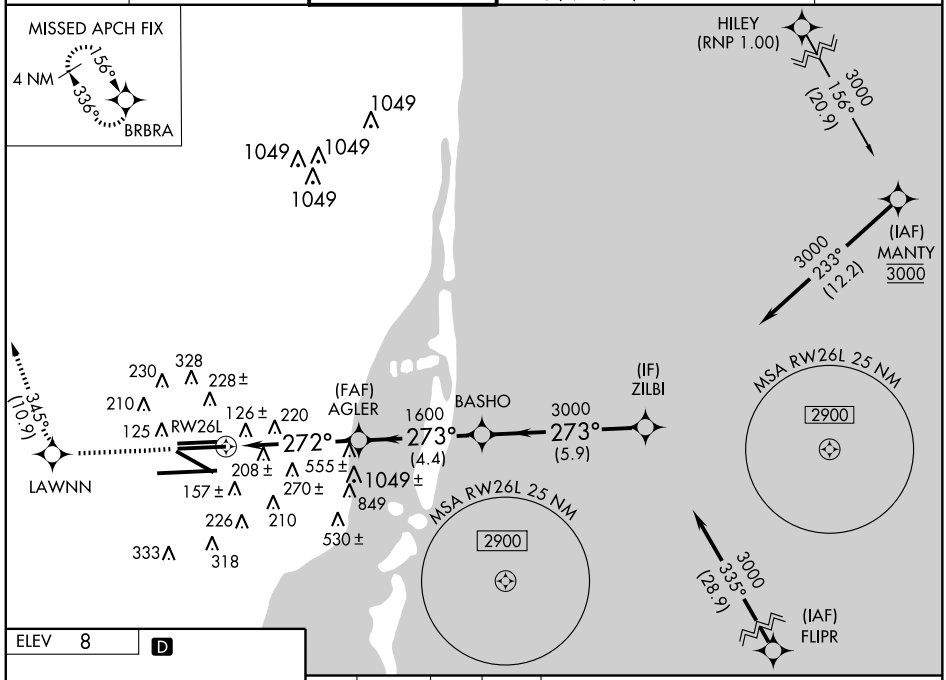
MIAMI INTL (MIA)

GPS Required. For inoperative MALSF, increase RNP 0.20 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 2. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

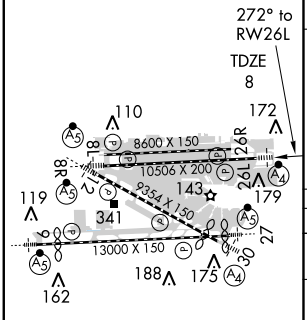
MALSF

MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



ELEV 8 D

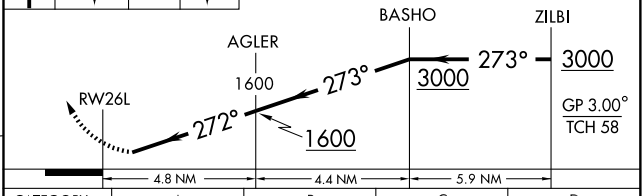


TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

2000	LAWNN	Trk 345°	BRBRA

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.20 DA	407/50 399 (400-1)			
RNP 0.30 DA	564-1¾ 556 (600-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	12747
272°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 27

MIAMI INTL (MIA)

GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats. visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via track 340° to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX

4 NM 156° 336° BRBRA

HILEY 3000 156° (20.9) (IAF) MANTY 3000

3000 234° (13.7)

2000 340° (12.1)

(FAF) CHHAZ 1600 272° (4.5) SARCO 3000 273° (4.8) (IF) HENDN

272° (4.8)

TUHWU RW27

3000 332° (10) ONICO 3000 3000 332° (18.8) (IAF) FLIPR

MSA RW27 25 NM 2900

ELEV 8 D

8600 X 150 10506 X 200 9354 X 150 13000 X 150

TDZE 8

272° to RW27

2000 TUHWU TRK 340° BRBRA

VGSI and RNAV glidepath not coincident. Procedure Turn NA

SARCO 273° 3000 HENDN 3000

CHHAZ 1600 272° 1600 RW27

GP 3.00° TCH 55

4.8 NM 4.5 NM 4.8 NM

CATEGORY	A	B	C	D	E
RNP 0.30 DA	455/50 447 (500-1)				

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7911
305°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 30

MIAMI INTL (MIA)

T NA — For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALS (A4)

MISSED APPROACH: Climb to 3000 direct VEPCO and via 342° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX
4 NM
156°
336°
BRBRA

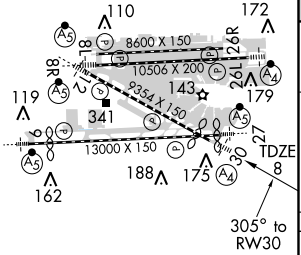
HILEY
3000
156°
(20.9)
(IAF)
MANTY
3000 210 K
3000
219°
(20.6)

1049
1049
1049
1049

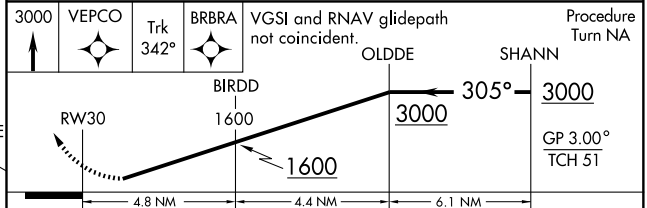
342°
(7.7)
VEPCO
230
210
328
228±
125
220
555±
RW30
270±
1049±
108±
165±
210
849
226
530±
1600
333
318
(FAF)
BIRDD
305°
(4.4)
OLDDE
3000
305°
(6.1)
(IF)
SHANN
3000
319°
(23.1)
(IAF)
FLIPR

MSA RW30 25 NM
2900

ELEV 8 D



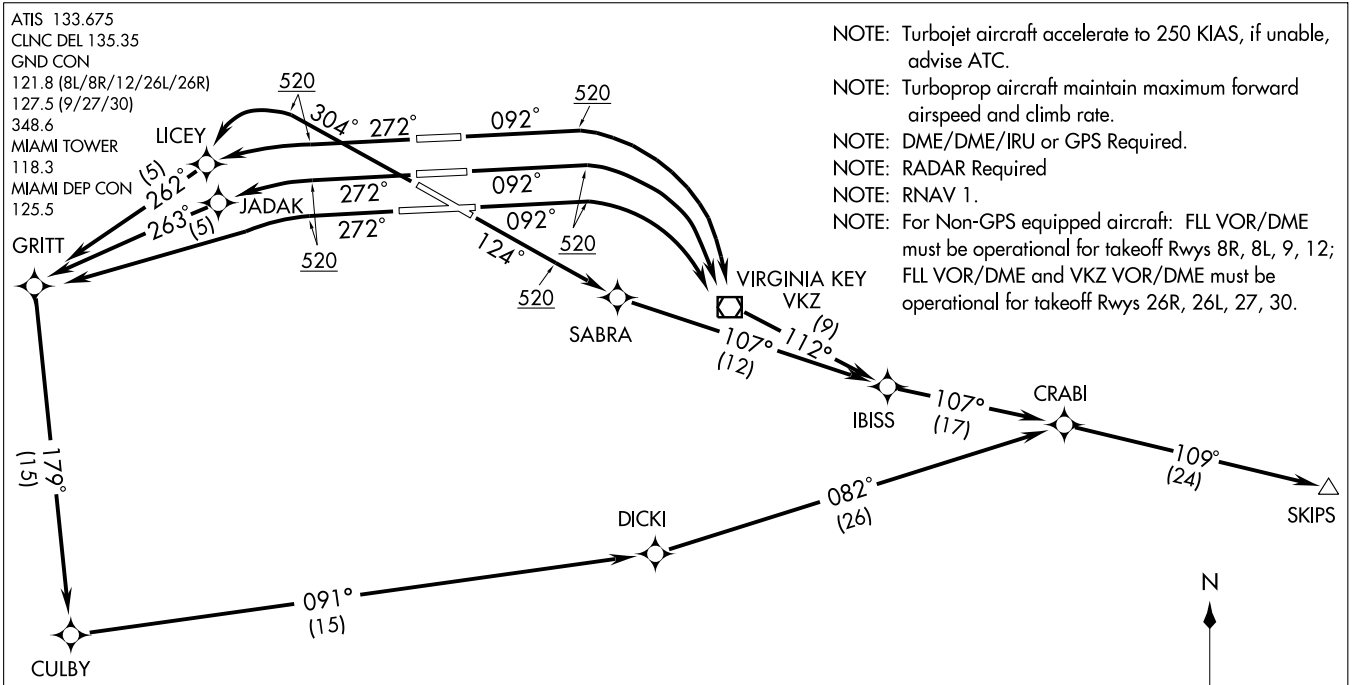
TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.23 DA	426-1¼ 418 (500-1¼)			
RNP 0.30 DA	521-1½ 513 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1.

NOTE: For Non-GPS equipped aircraft: FLL VOR/DME must be operational for takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME and VKZ VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.

TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SKIPS ONE DEPARTURE (RNAV)

(SKIPS1.SKIPS) 09183

SL-257 (FAA)

MIAMI INTL (MIA)

MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

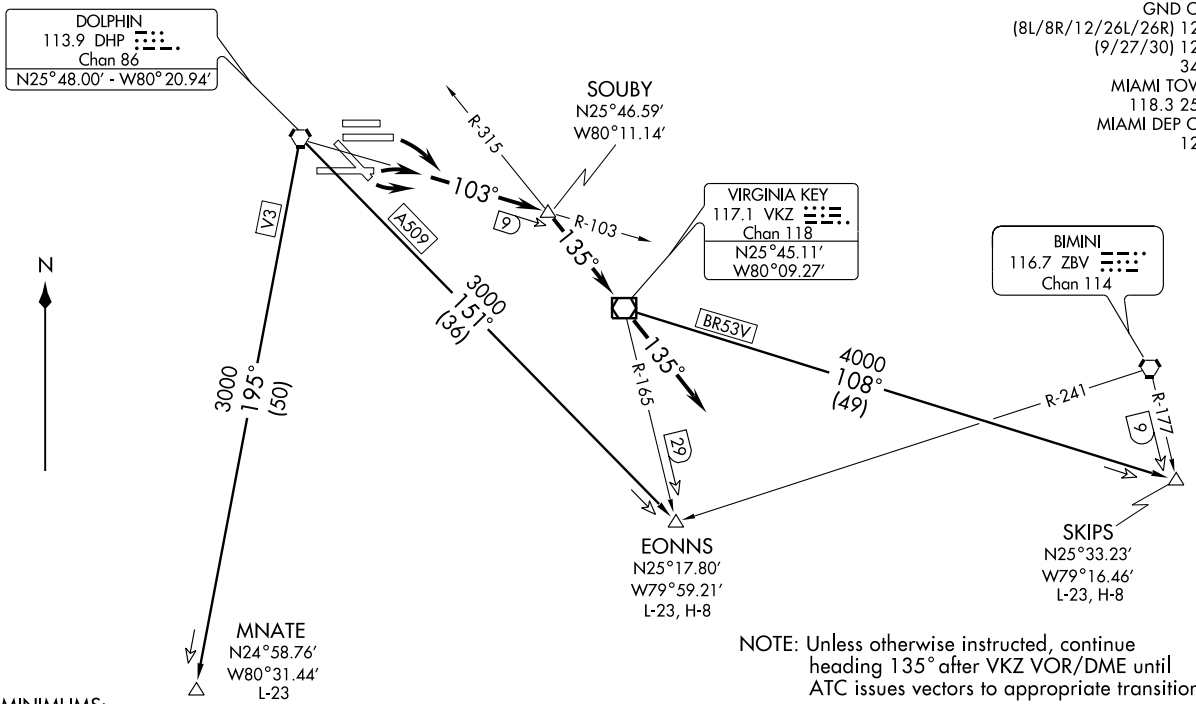
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

(NARRATIVE ON FOLLOWING PAGE)

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
125.5



NOTE: Unless otherwise instructed, continue heading 135° after VKZ VOR/DME until ATC issues vectors to appropriate transition.

TAKE-OFF MINIMUMS:
Rwys 8R, 9, 12: Standard with minimum climb of 370′ per NM to 1800′.
Rwys 26L, 27, 30 not authorized -NOISE ABATEMENT.

DEPARTURE PROCEDURE OBSTACLE:
Rwys 8R, 9, 12:
849′± MSL Building: 25° 45′ 32.40" N
80° 11′ 30.39" W

SPECIAL INSTRUCTIONS

TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.

NOTE: Turbojets Only, night use for noise abatement (2300 LCL - 0600 LCL).
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8R and 9: Turn right. Thence....
TAKE-OFF RUNWAY 12: Turn left. Thence....
....intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right via VKZ R-315 to VKZ VOR/DME. Thence via heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY4.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
MNATE TRANSITION (SOUBY4.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
SKIPS TRANSITION (SOUBY4.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

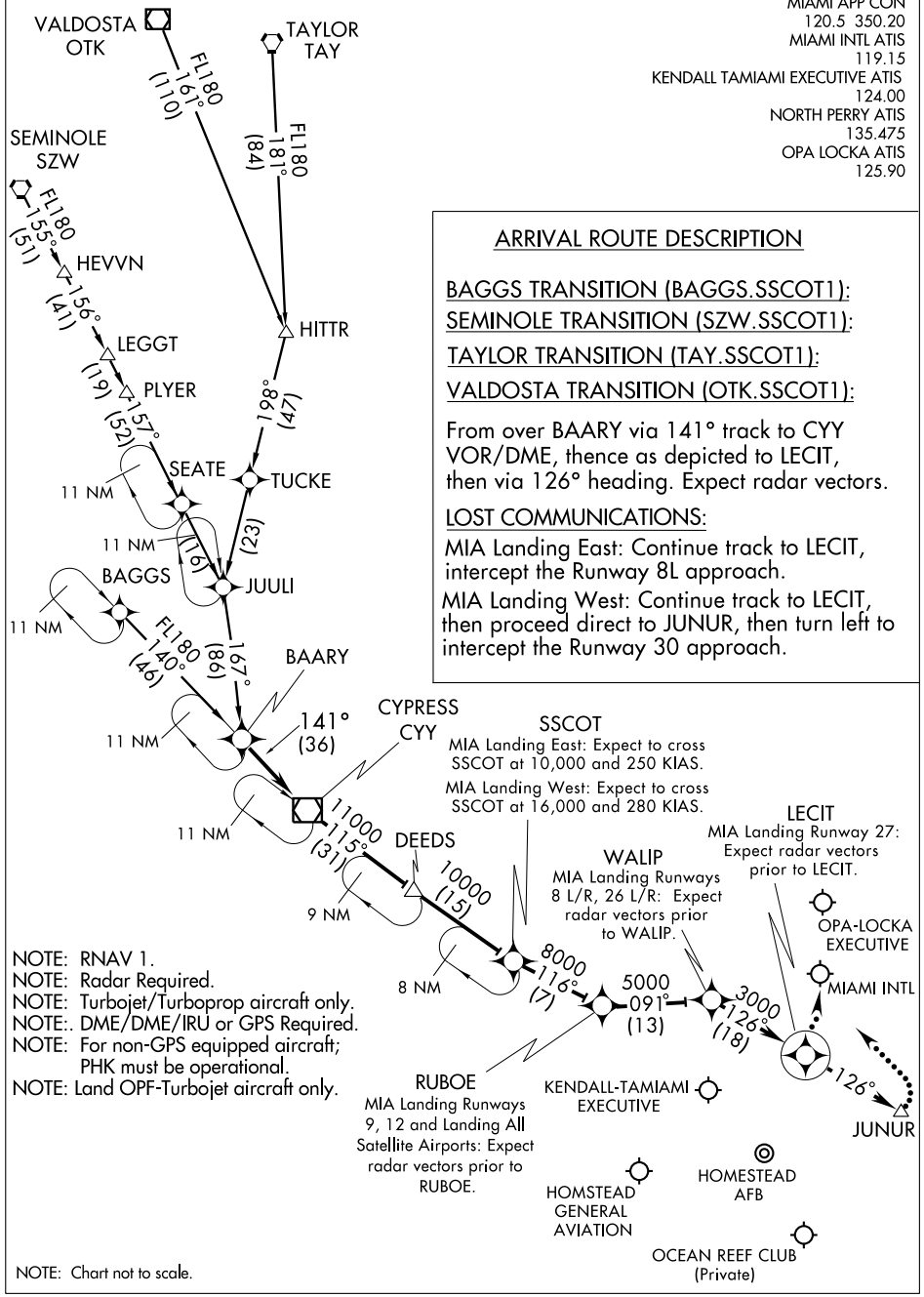
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

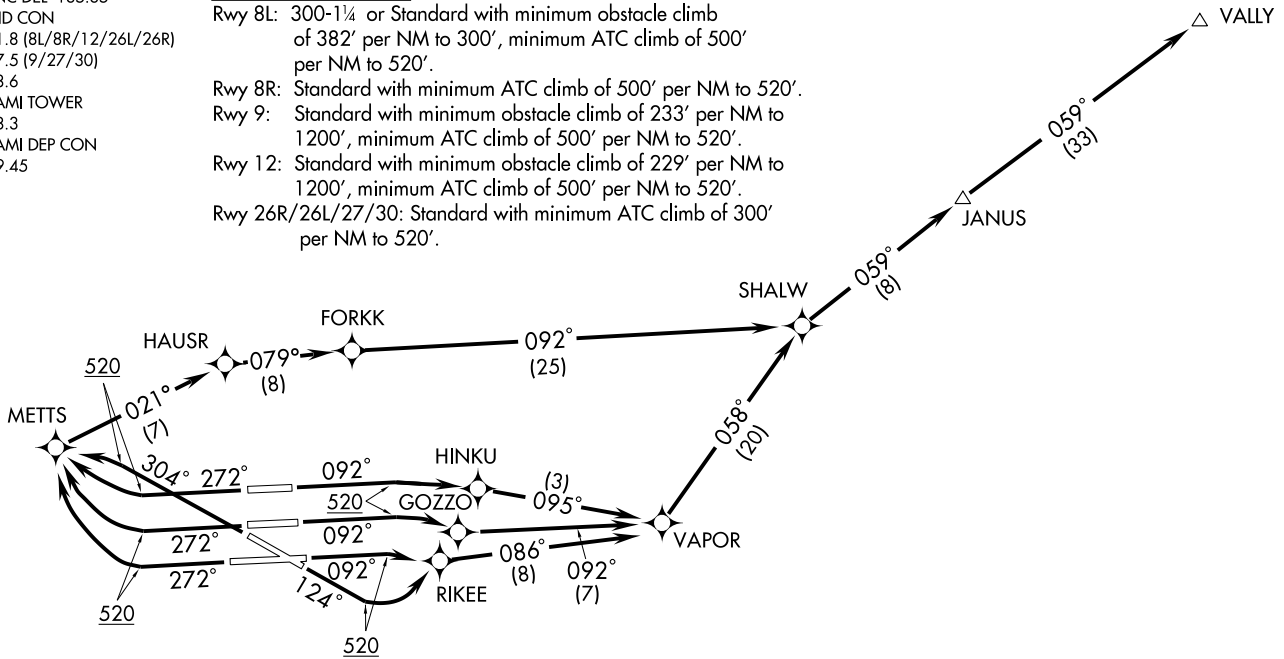
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

(VALLY1.VALLY) 09183

VALLY ONE DEPARTURE (RNAV) SL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct HINKU, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 092° to 520, then right turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence . . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to VALLY, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

WINCO ONE DEPARTURE (RNAV)

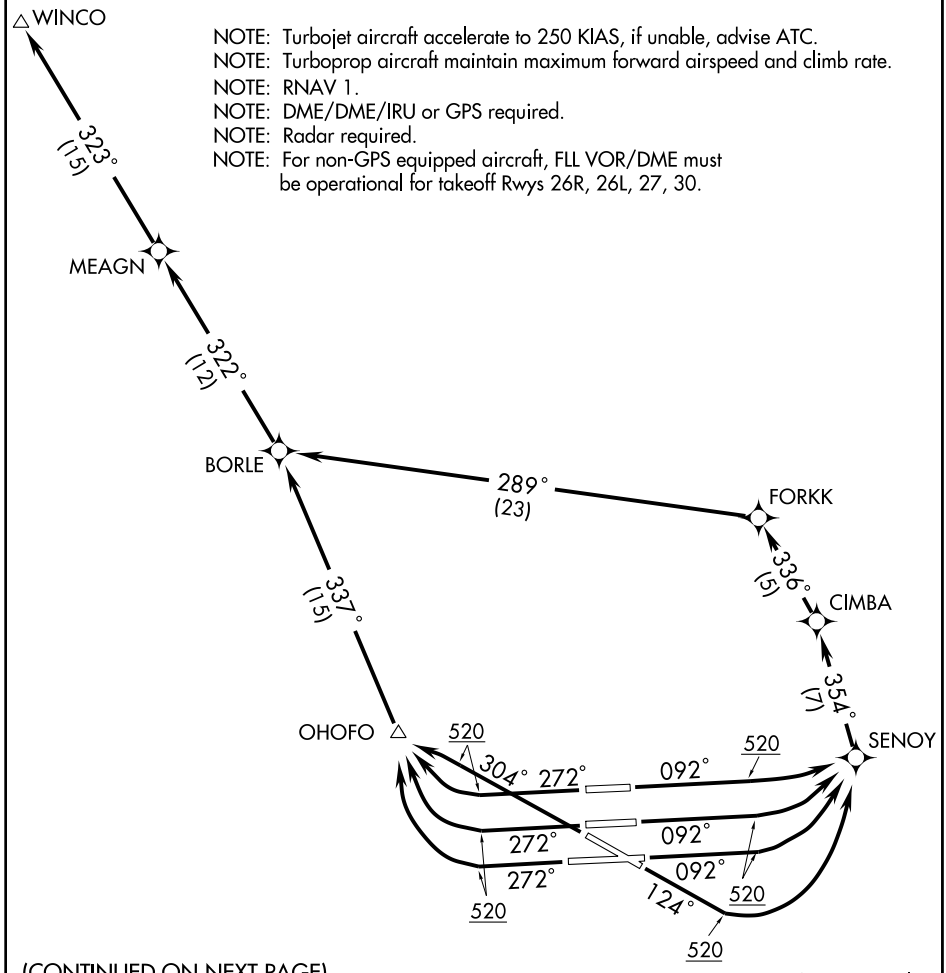
MIAMI INTL (MIA)
MIAMI, FLORIDA

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS:

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

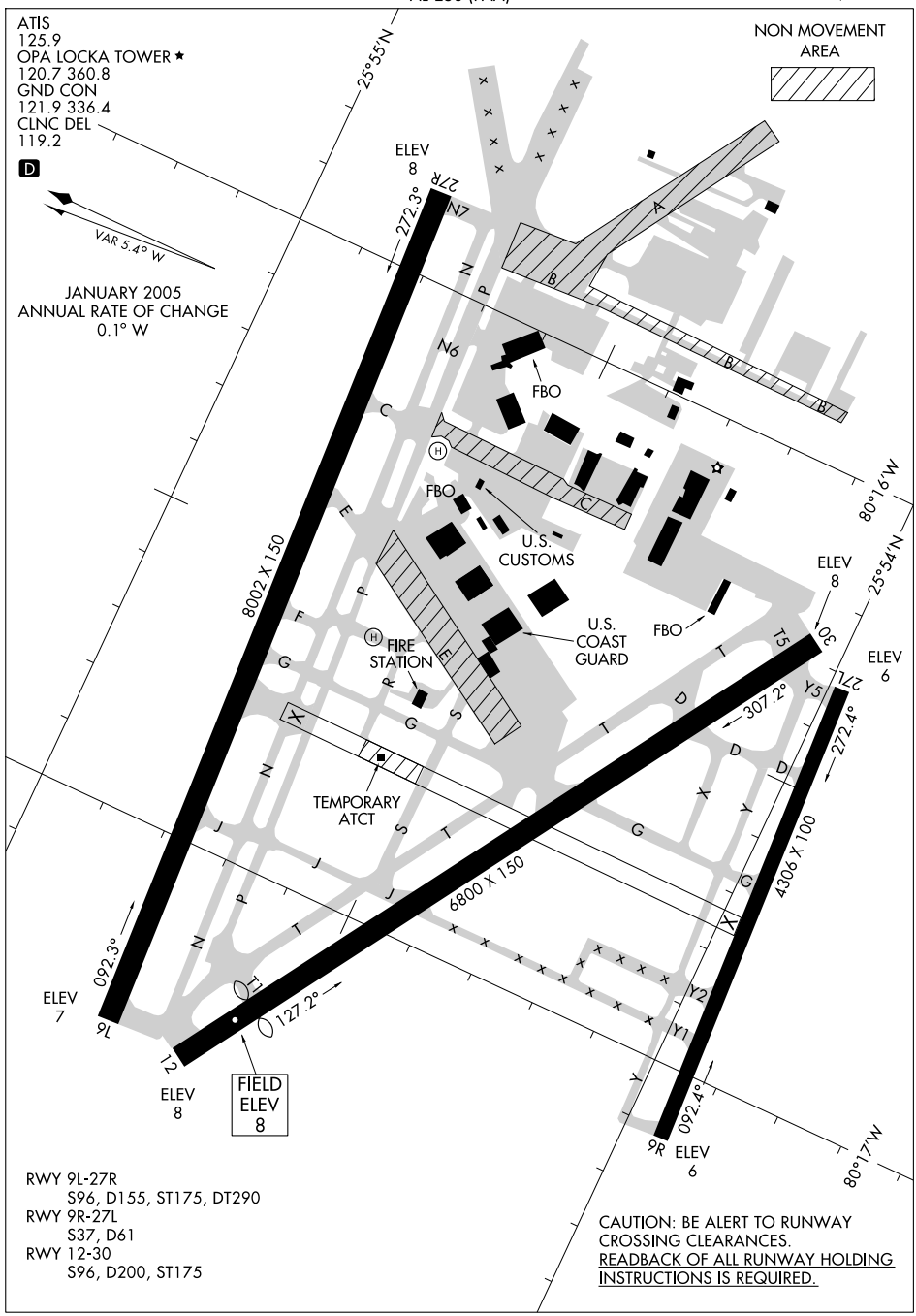
NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

09351

AIRPORT DIAGRAM

AL-256 (FAA)

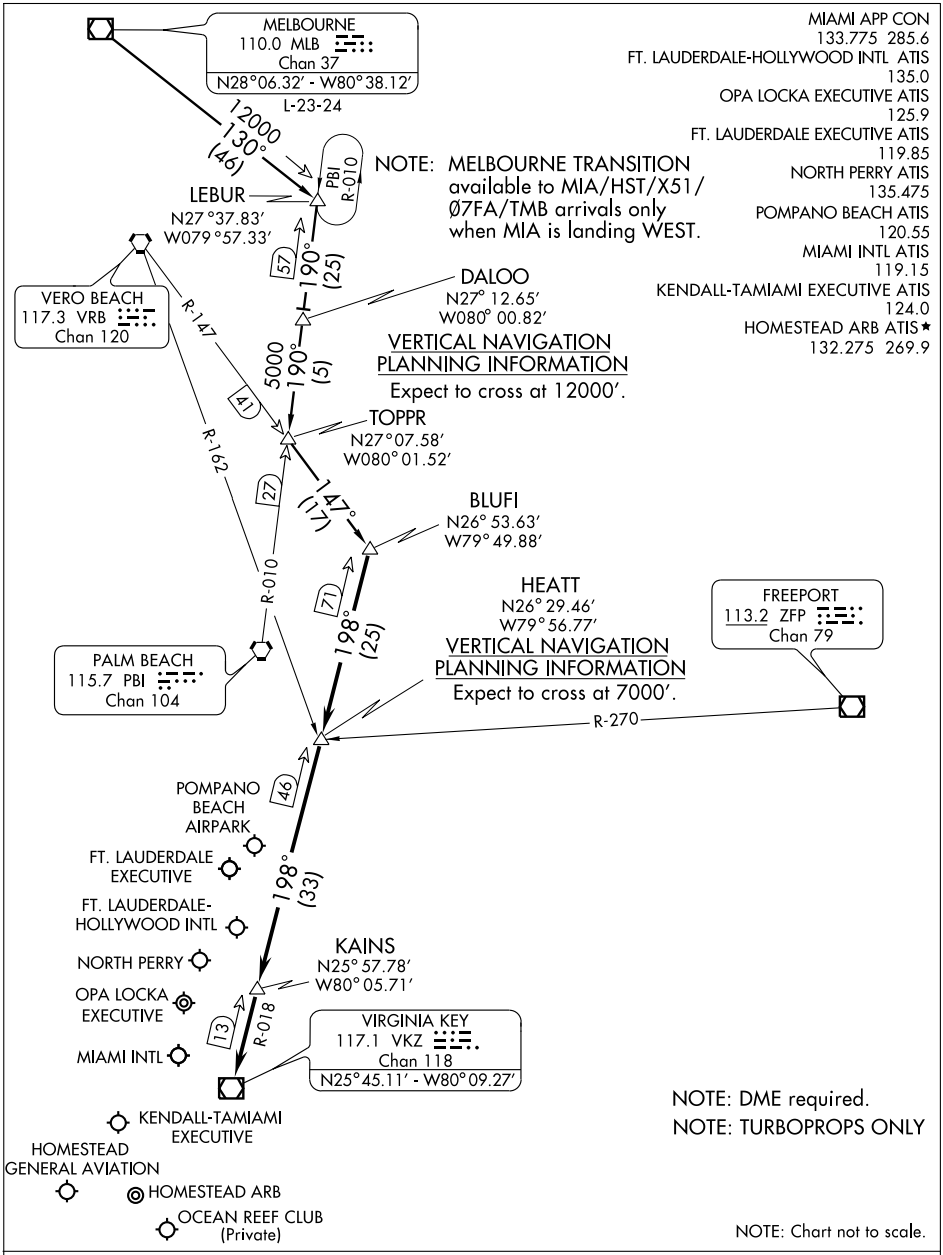
MIAMI/OPA LOCKA EXECUTIVE (OPF)
MIAMI, FLORIDA



RWY 9L-27R
S96, D155, ST175, DT290
RWY 9R-27L
S37, D61
RWY 12-30
S96, D200, ST175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

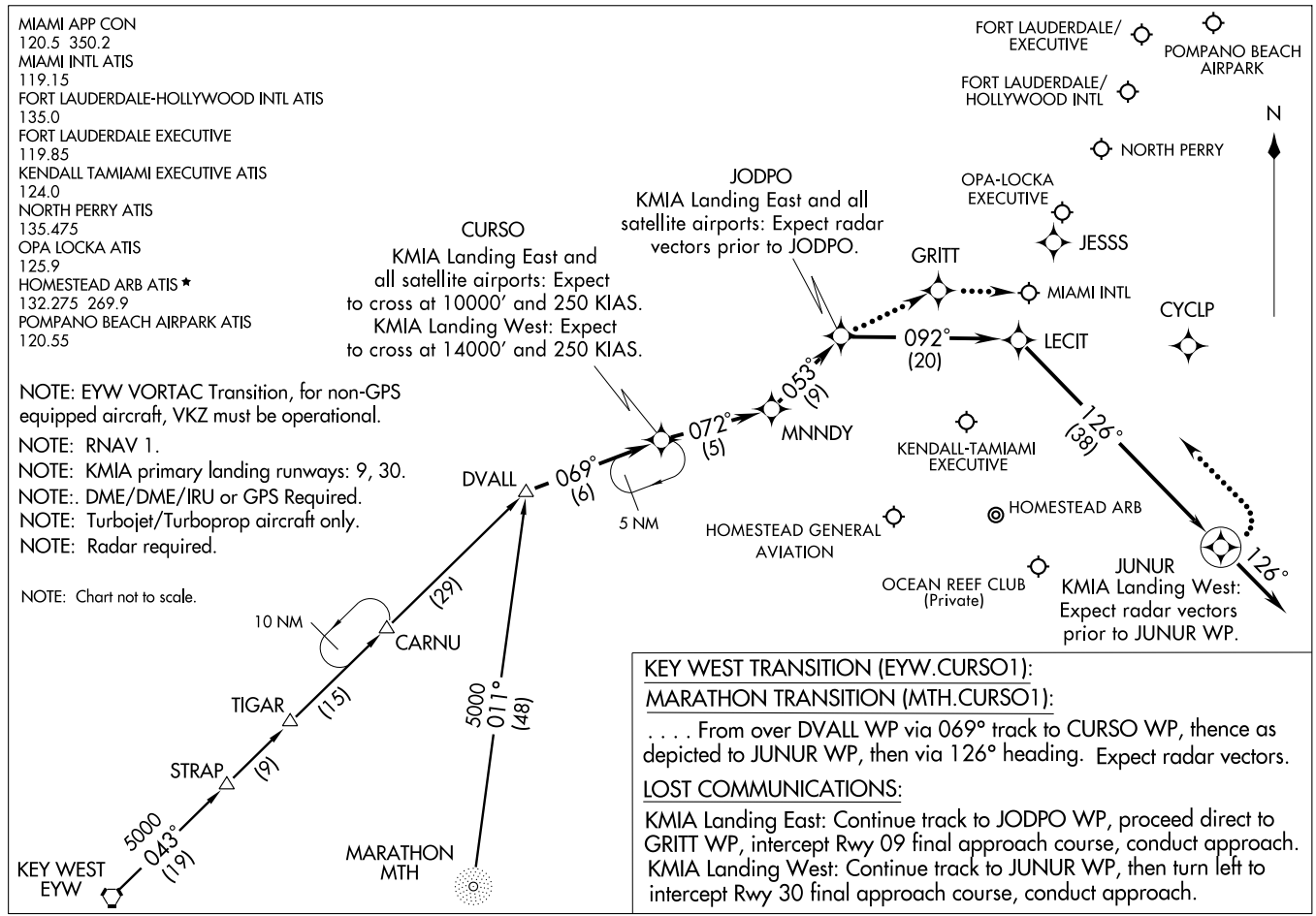
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

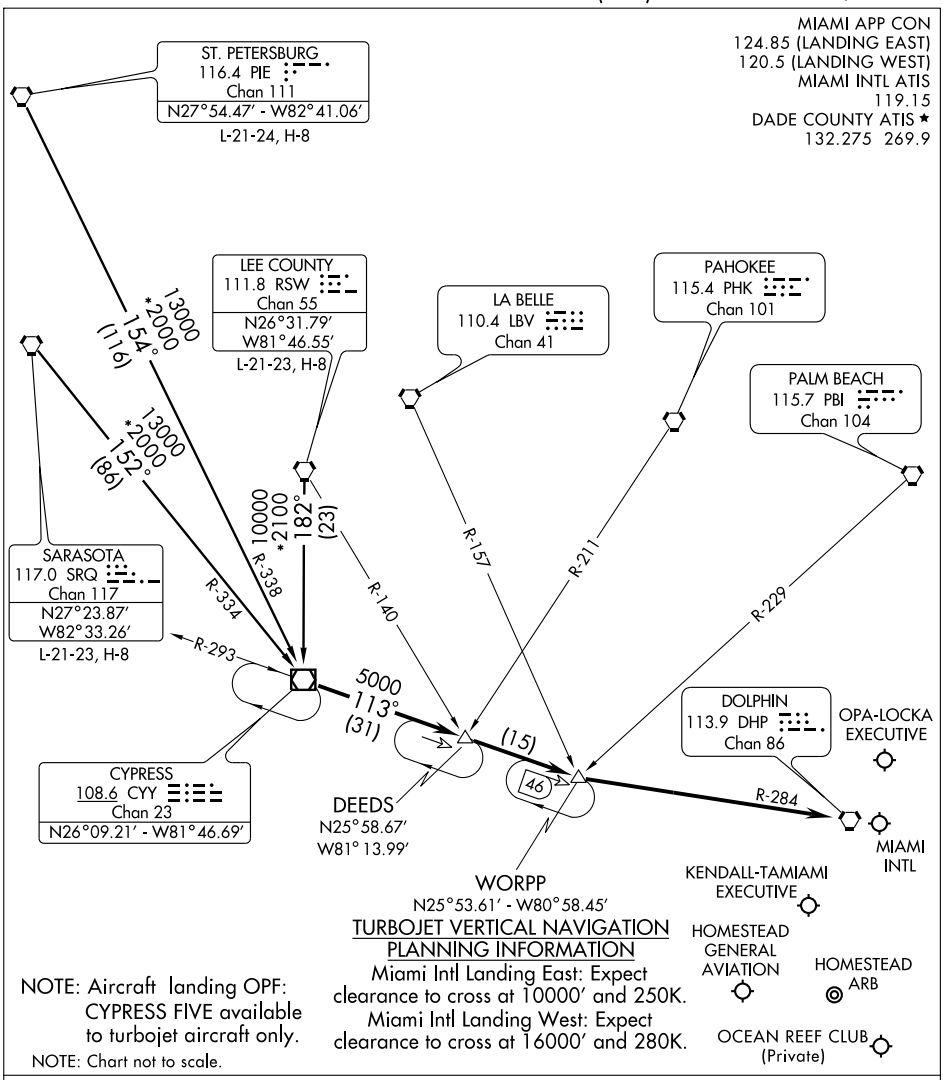
LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

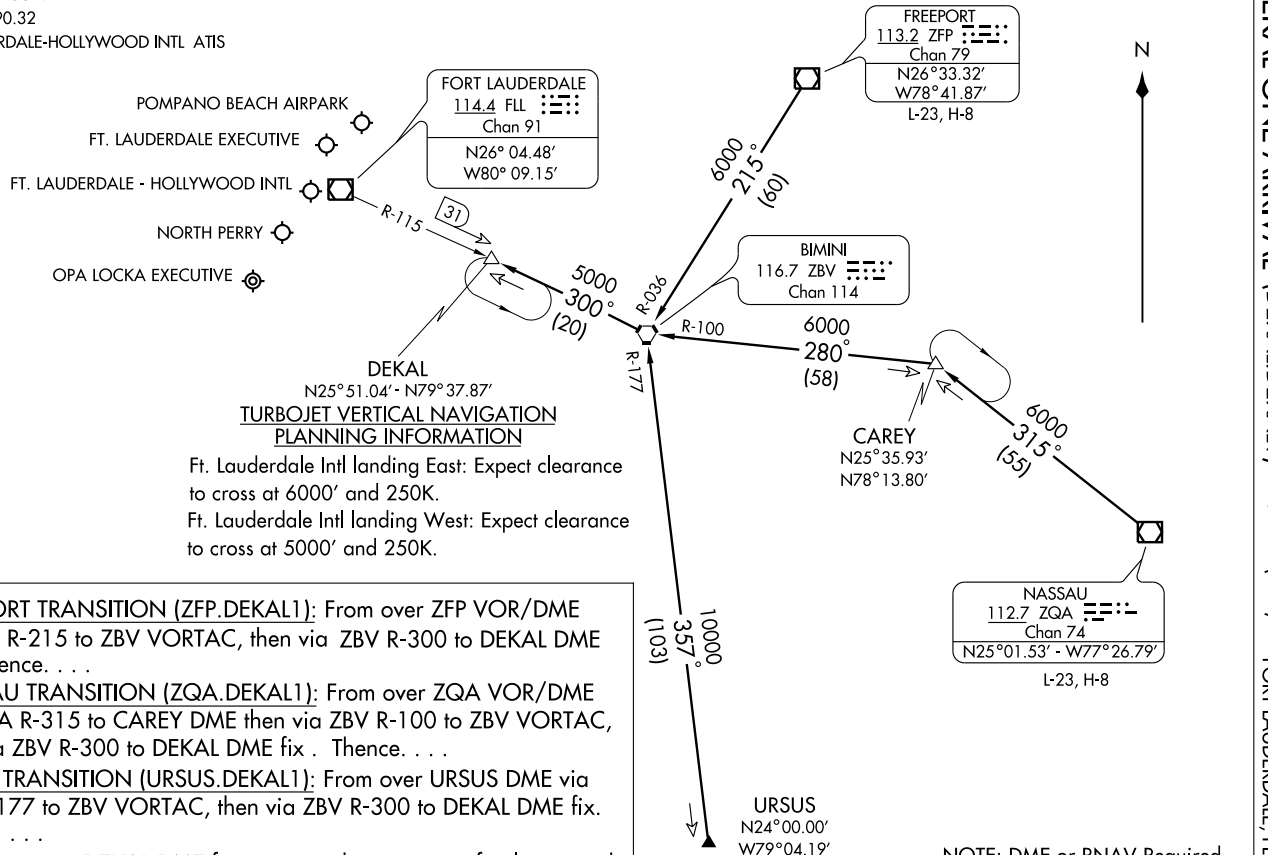
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

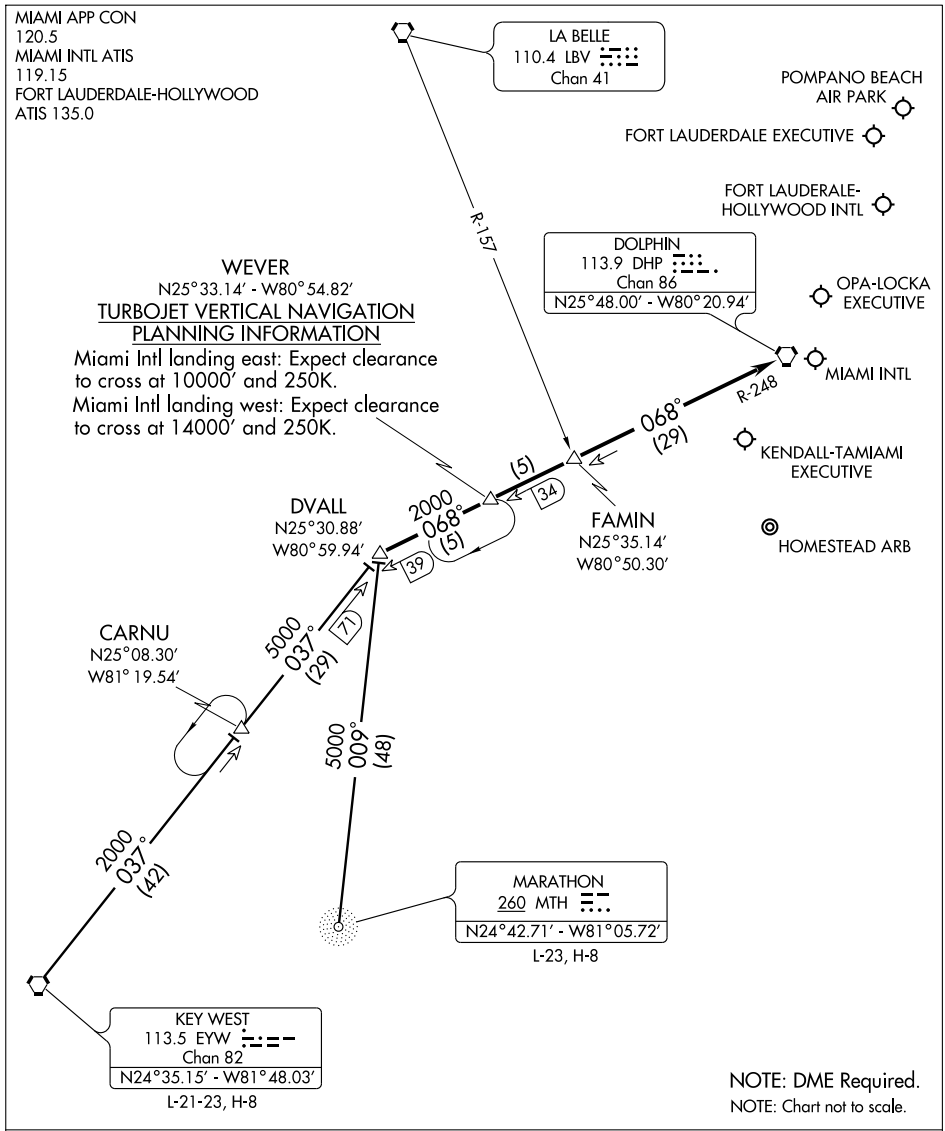
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

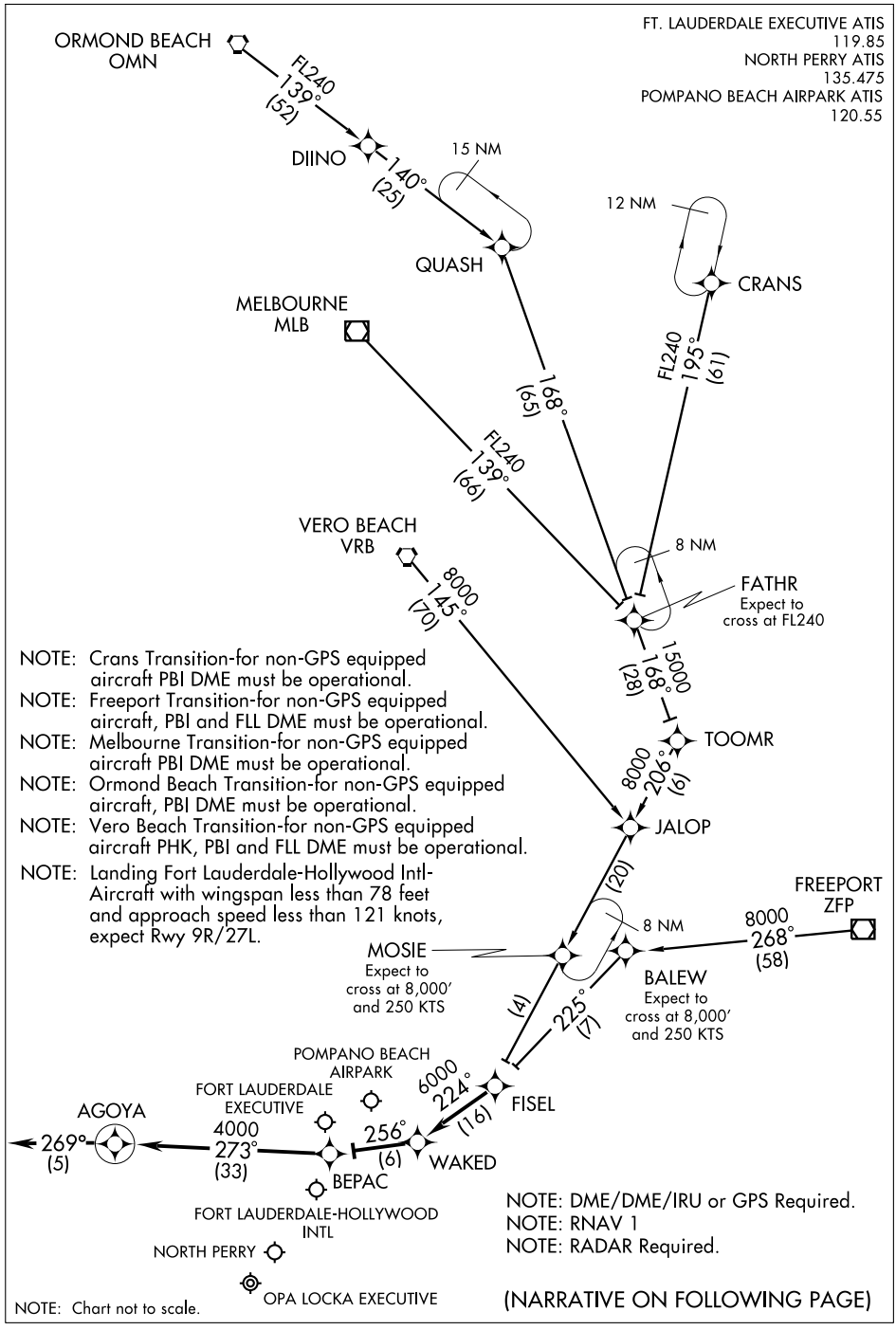
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

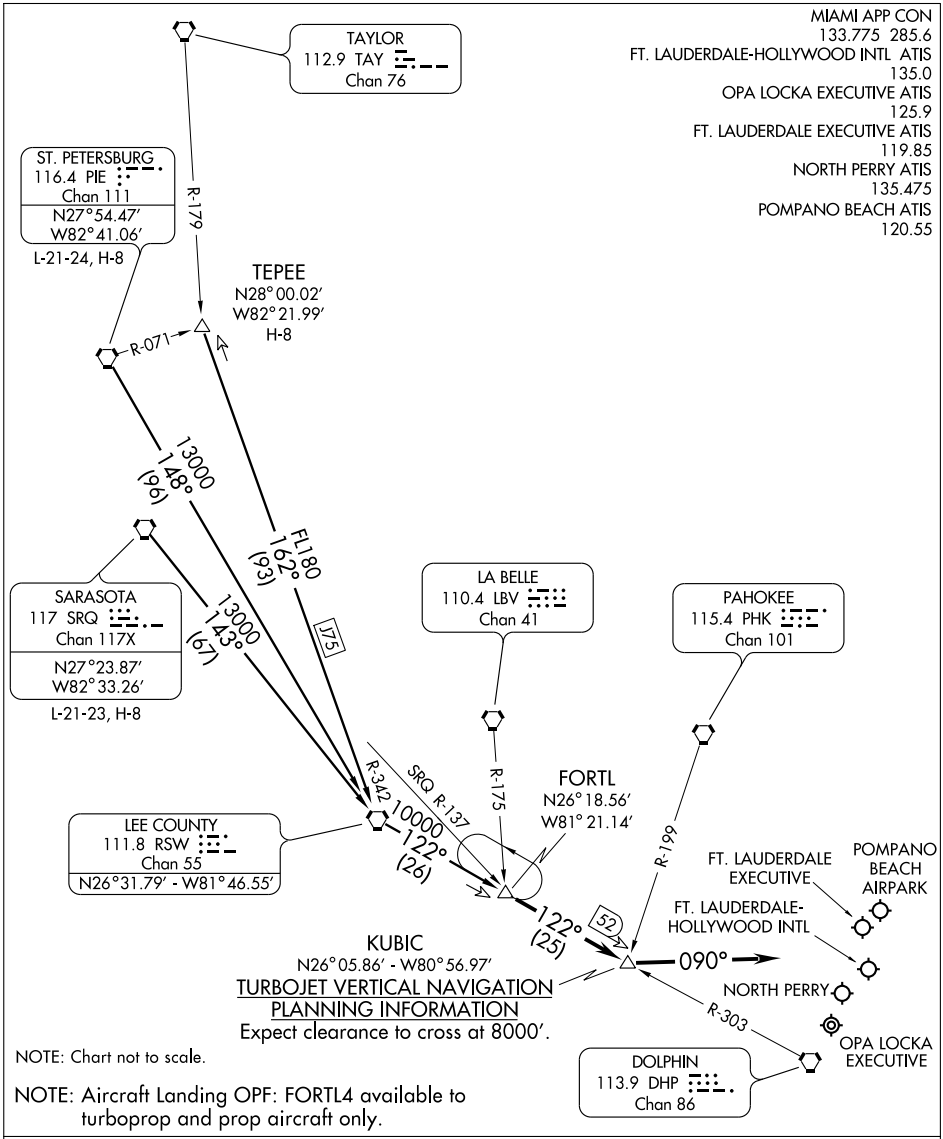
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 17 DEC 2009 to 14 JAN 2010

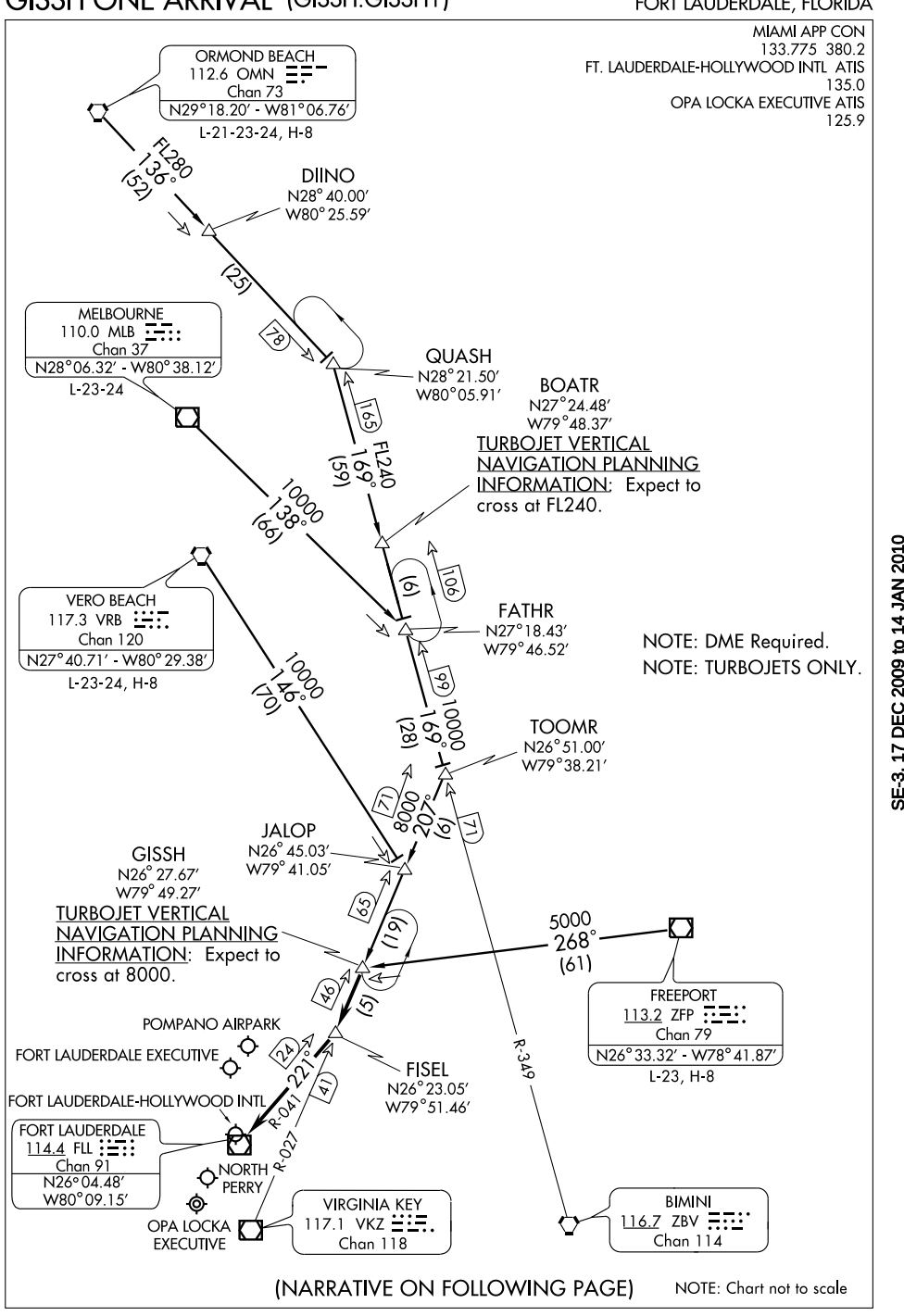


ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

APP CRS	Rwy Idg	8002
089°	TDZE	8
	Apt Elev	8

GPS RWY 9L

MIAMI/OPA LOCKA EXECUTIVE (OPF)

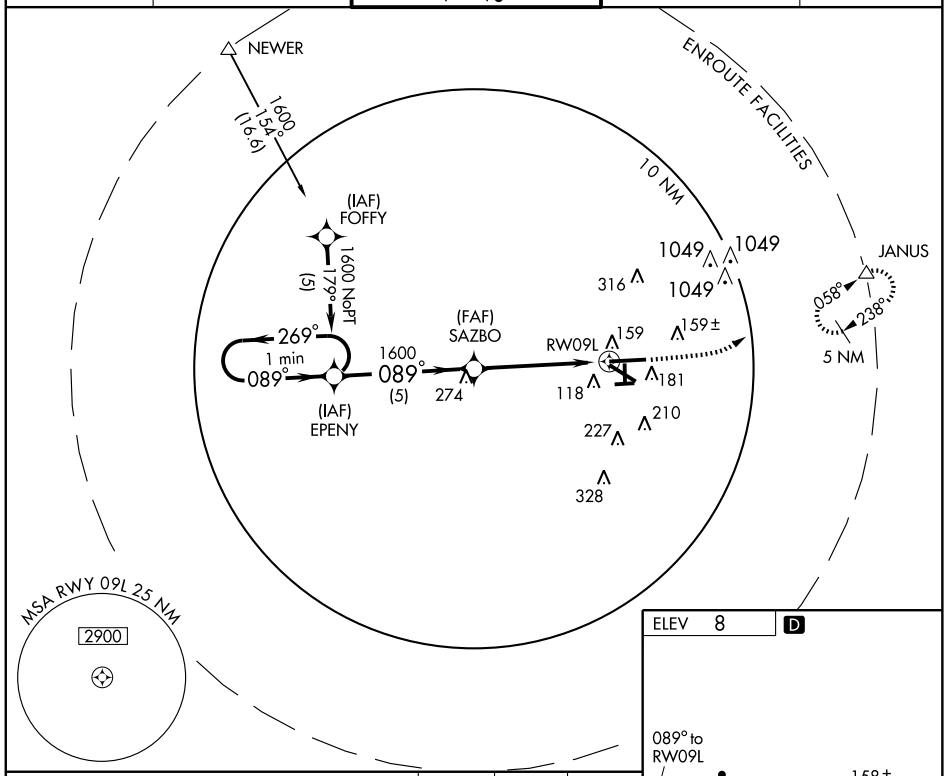
CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. For inoperative MALSR, increase S-9L Cat A/B visibility to 1 mile or S-9L Cat D visibility to 1¼. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. VDP NA when using Miami Intl altimeter setting.

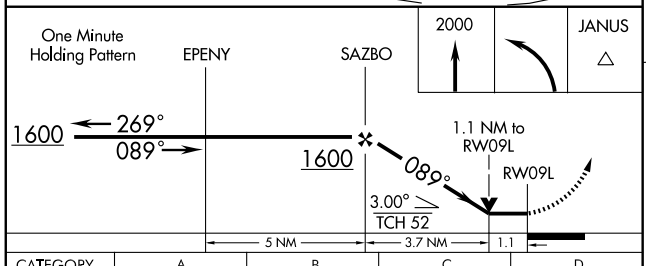
NA

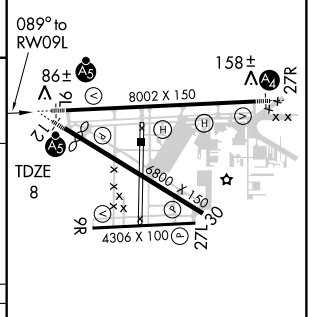
MALSR

MISSED APPROACH: Climb to 2000 then turn left direct JANUS WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) Ⓣ 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-9L	420-¾ 412 (500-¾)			420-1 412 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

APP CRS	Rwy Idg	8002
269°	TDZE	8
	Apt Elev	8

GPS RWY 27R

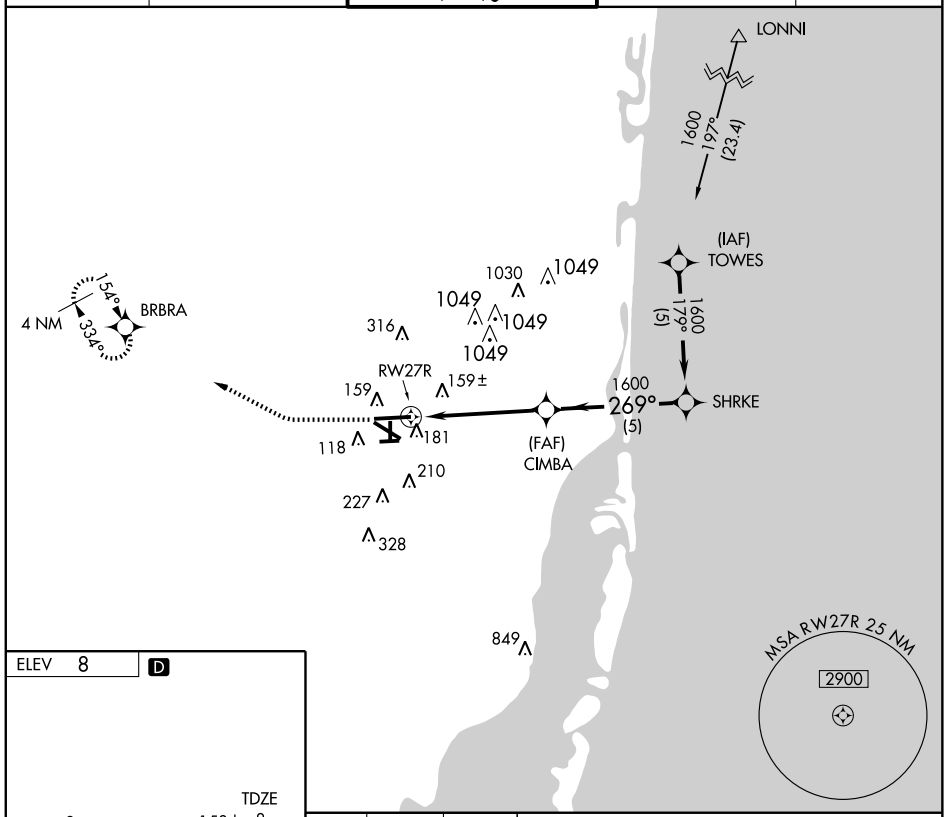
MIAMI / OPA LOCKA EXECUTIVE (OPF)

CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. Inoperative table does not apply. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

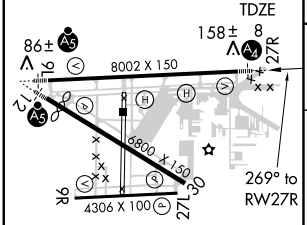
MALS NA

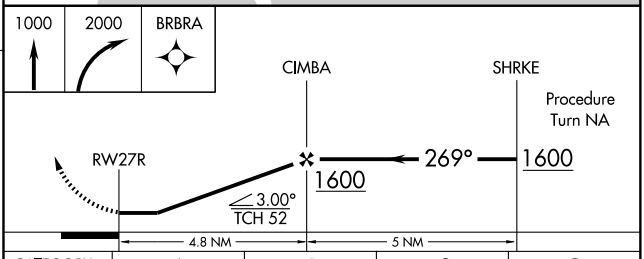
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRBRA WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2



ELEV 8 D





CATEGORY	A	B	C	D
S-27R	480-1	472 (500-1)	480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	540-1	532 (600-1)	540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PLJ	APP CRS	Rwy Idg	8002
111.35	269°	TDZE	8
Chan 50 (Y)		Apt Elev	8

ILS/DME RWY 27R

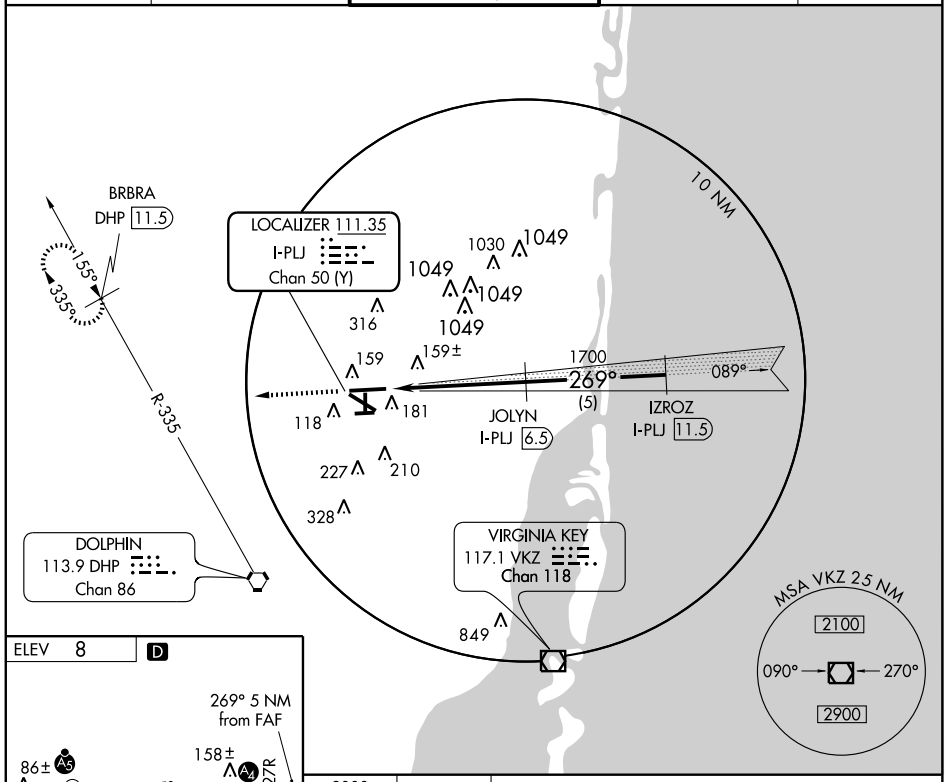
MIAMI / OPA LOCKA EXECUTIVE (OPF)

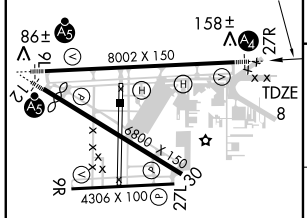
If local altimeter setting not received, use Miami Intl altimeter setting and increase all DH to 274 feet and MDAs 20 feet. RADAR Required. Inoperative table does not apply. Visibility reduction by helicopters NA. DME Required.

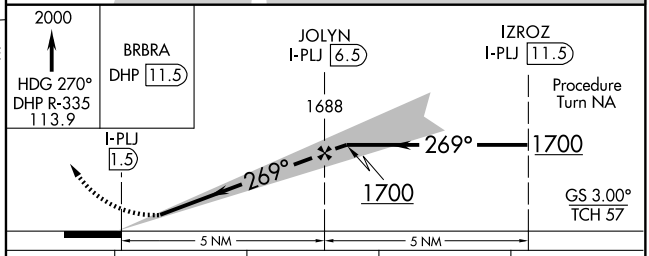
MALS

MISSED APPROACH: Climb to 2000 via heading 270° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) Ⓛ 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-ILS 27R	265-1	257 (300-1)		
S-LOC 27R	400-1	392 (400-1)		400-1¼ 392 (400-1¼)
CIRCLING	540-1	532 (600-1)	540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-OPF	APP CRS	Rwy Idg	8002
110.5	089°	TDZE	8
		Apt Elev	8

ILS RWY 9L

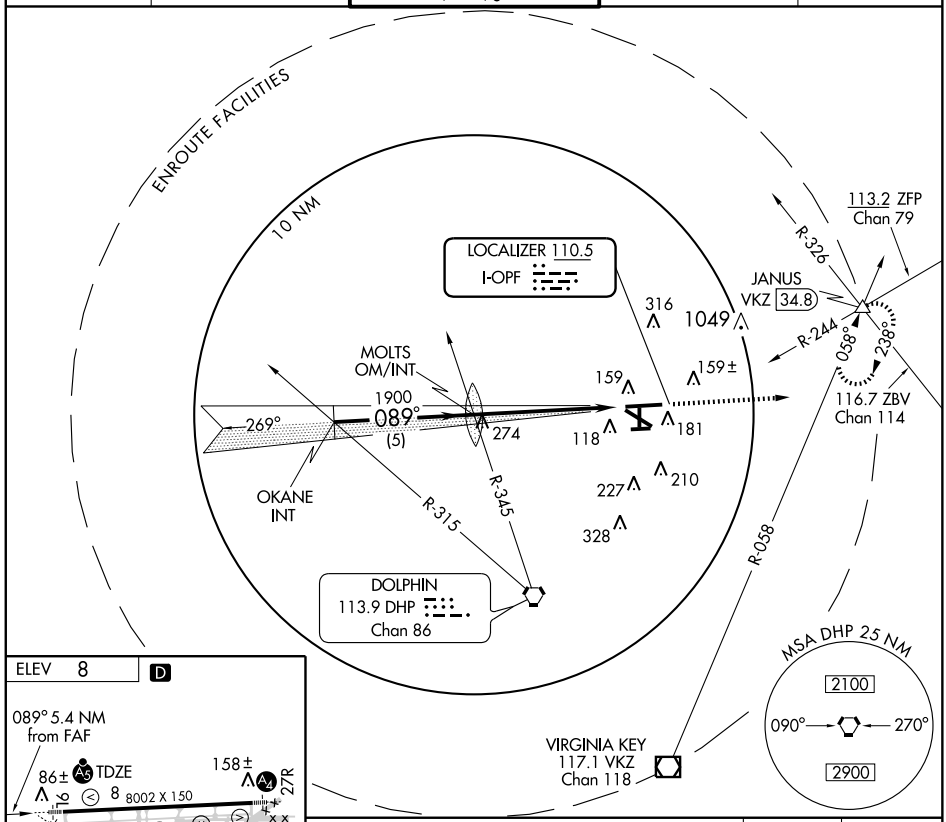
MIAMI/OPA LOCKA EXECUTIVE (OPF)

If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet.
CAUTION: Lights on highway 0.7 NM north of airport may be mistaken for runway. RADAR REQUIRED

MALSR

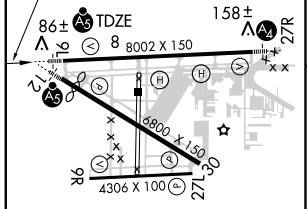
MISSED APPROACH: Climb to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) 360.8	121.9 336.4	119.2



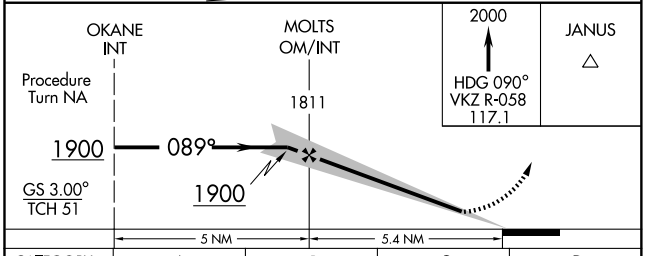
ELEV 8 D

089° 5.4 NM from FAF



MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 9L	208-½ 200 (200-½)			
S-LOC 9L	420-½ 412 (500-½)		420-¾ 412 (500-¾)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OLX	APP CRS	Rwy Idg	6000
111.55	124°	TDZE	8
Chan 52 (Y)		Apt Elev	8

ILS RWY 12

MIAMI/OPA LOCKA EXECUTIVE (OPF)

If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet. RADAR REQUIRED

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2

ENROUTE FACILITIES

10 NM

JARNO INT
I-OLX 11.2

304°

1700

124°

(5)

LOCALIZER 111.55
I-OLX
Chan 52 (Y)

HAUSR INT
I-OLX 6.2

316

159

118

181

159±

1049

1030

1049

1049

227

210

328

R-341

R-359

R-058

R-326

R-244

058°

238°

JANUS
VKZ 34.8

113.2 ZFP
Chan 79

116.7 ZBV
Chan 114

DOLPHIN
113.9 DHP
Chan 86

MSA DHP 25 NM
2100
090° 270°
2900

VIRGINIA KEY
117.1 VKZ
Chan 118

ELEV 8 D

124° 5 NM from FAF

TDZE 8

86±

158±

8002 X 150

6800 X 150

4306 X 100

27R

9R

27L

30

12

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

JARNO INT
I-OLX 11.2

HAUSR INT
I-OLX 6.2

Procedure Turn NA

1700

124°

1677

1700

GS 3.00°
TCH 53

5 NM 5 NM

800

2000

HDG 090°
VKZ R-058
117.1

JANUS

Disregard MM indications.

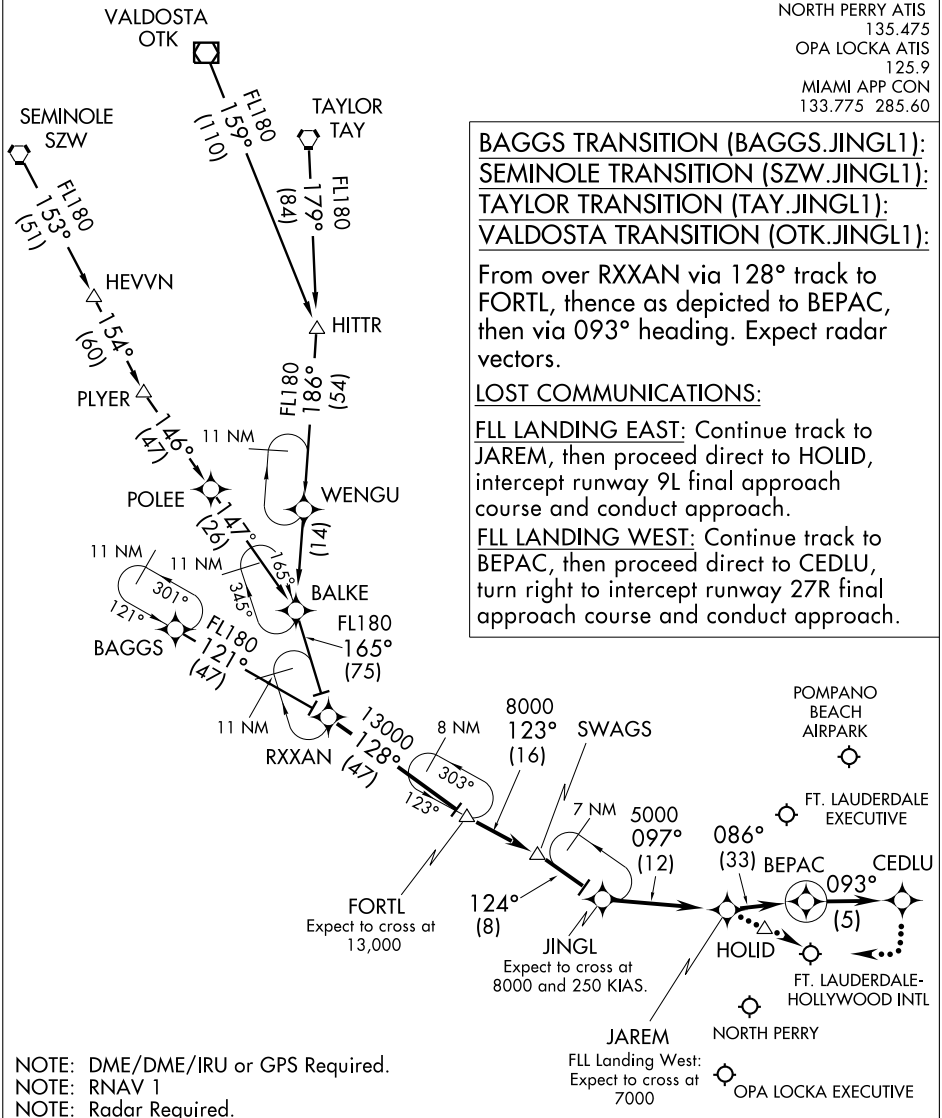
CATEGORY	A	B	C	D
S-ILS 12	208-½ 200 (200-½)			
S-LOC 12	500-½ 492 (500-½)		500-¾ 492 (500-¾)	500-1 492 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

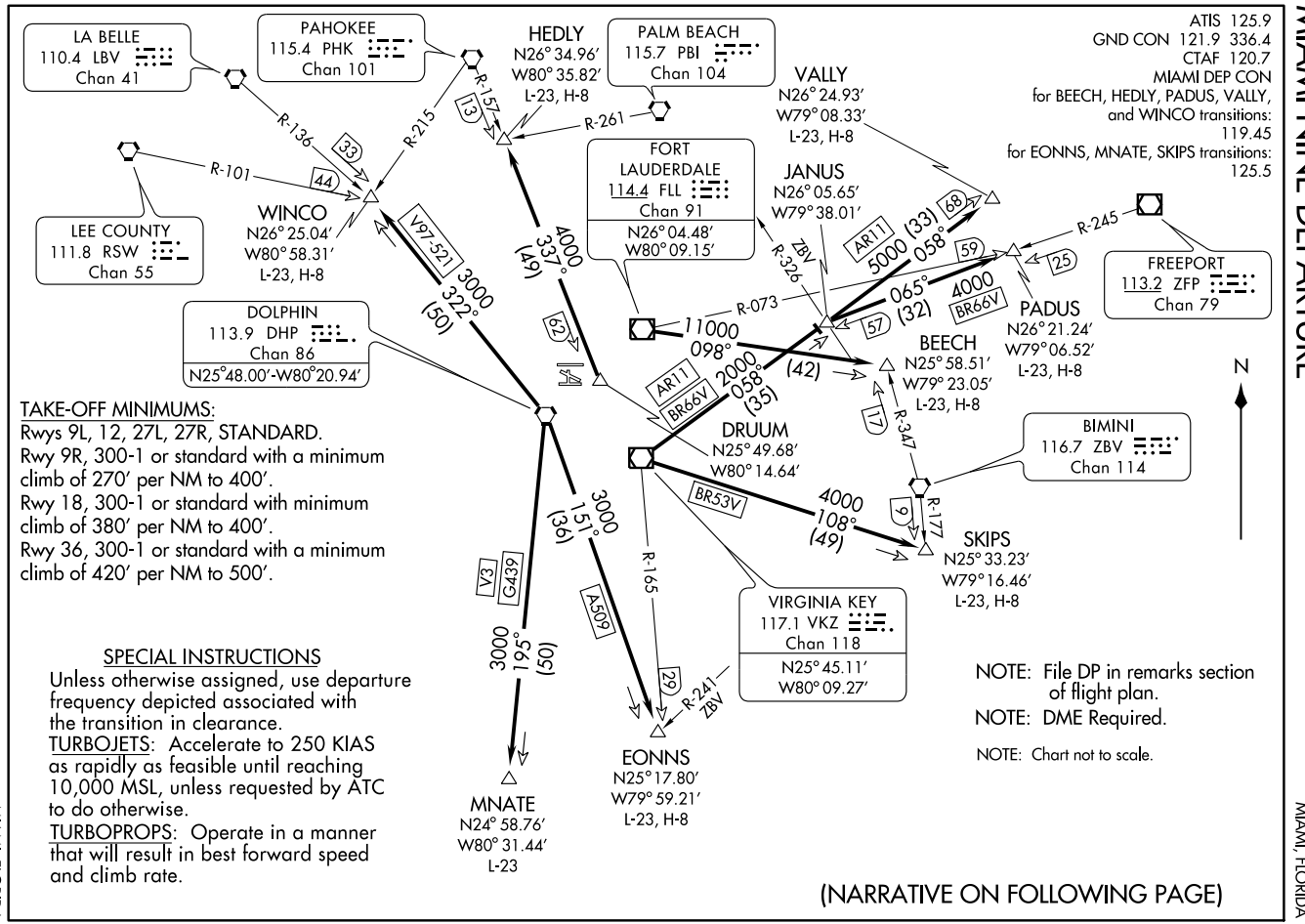
FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

MIAMI NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition.
Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME fix via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

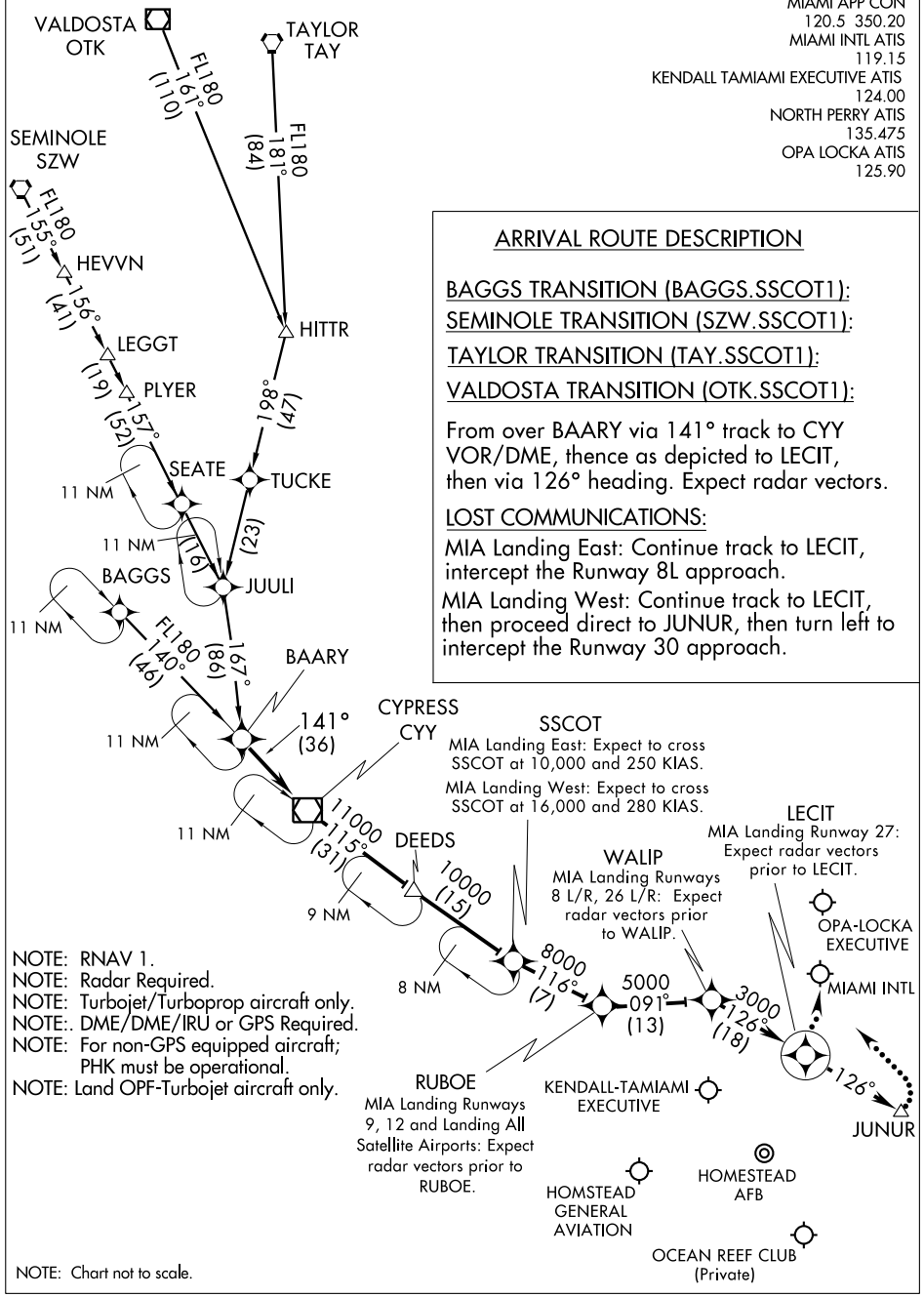
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

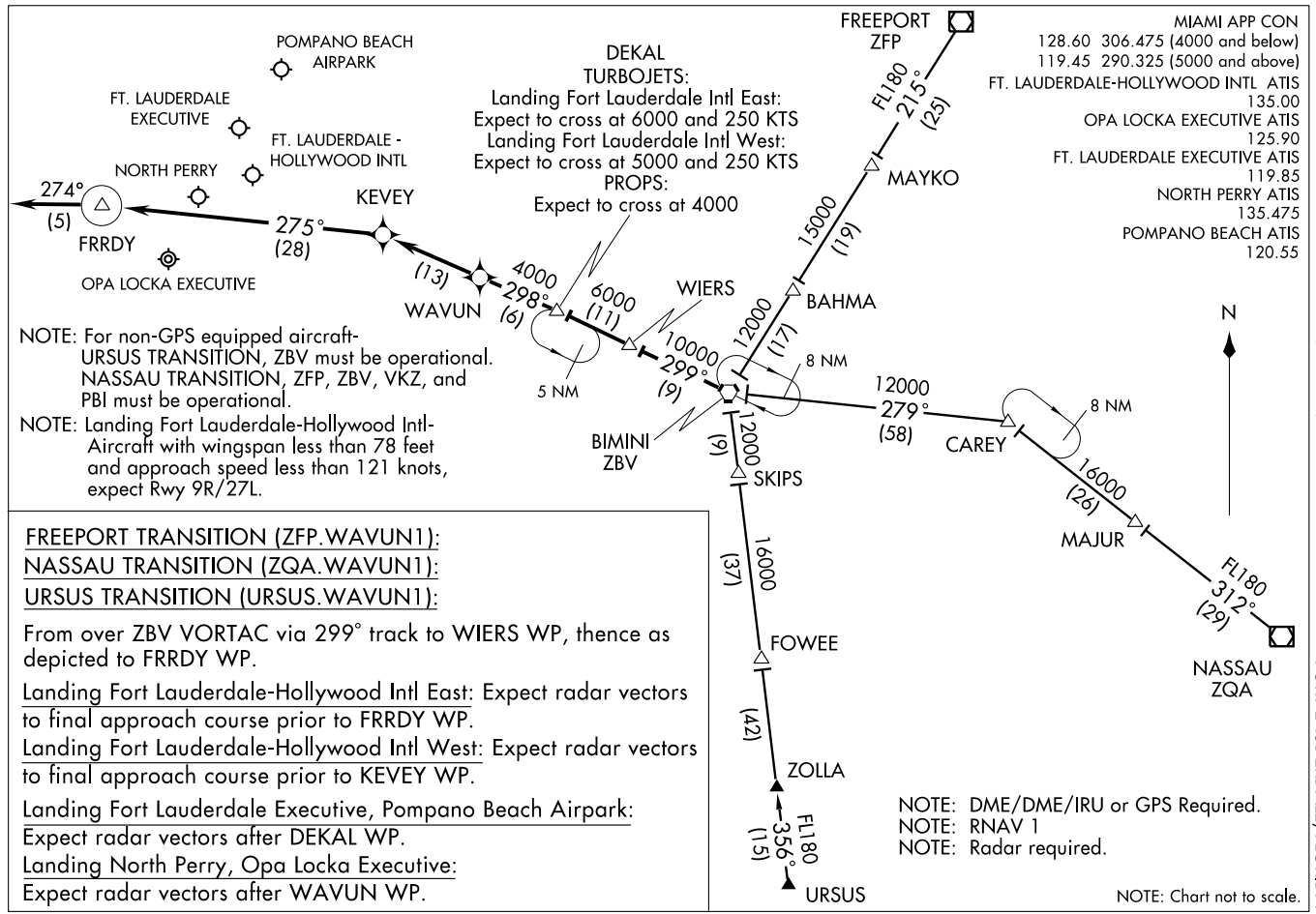
MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

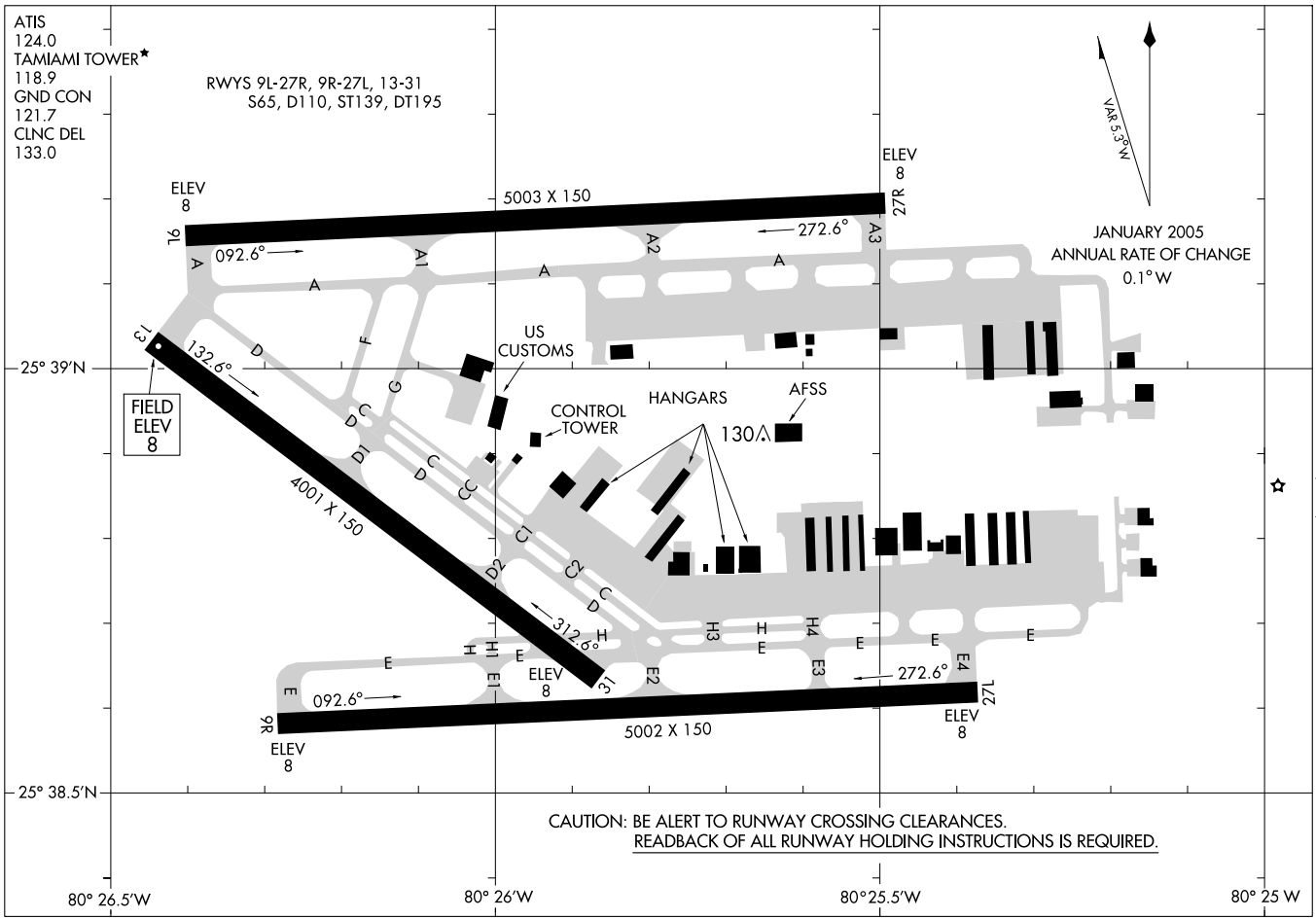
Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

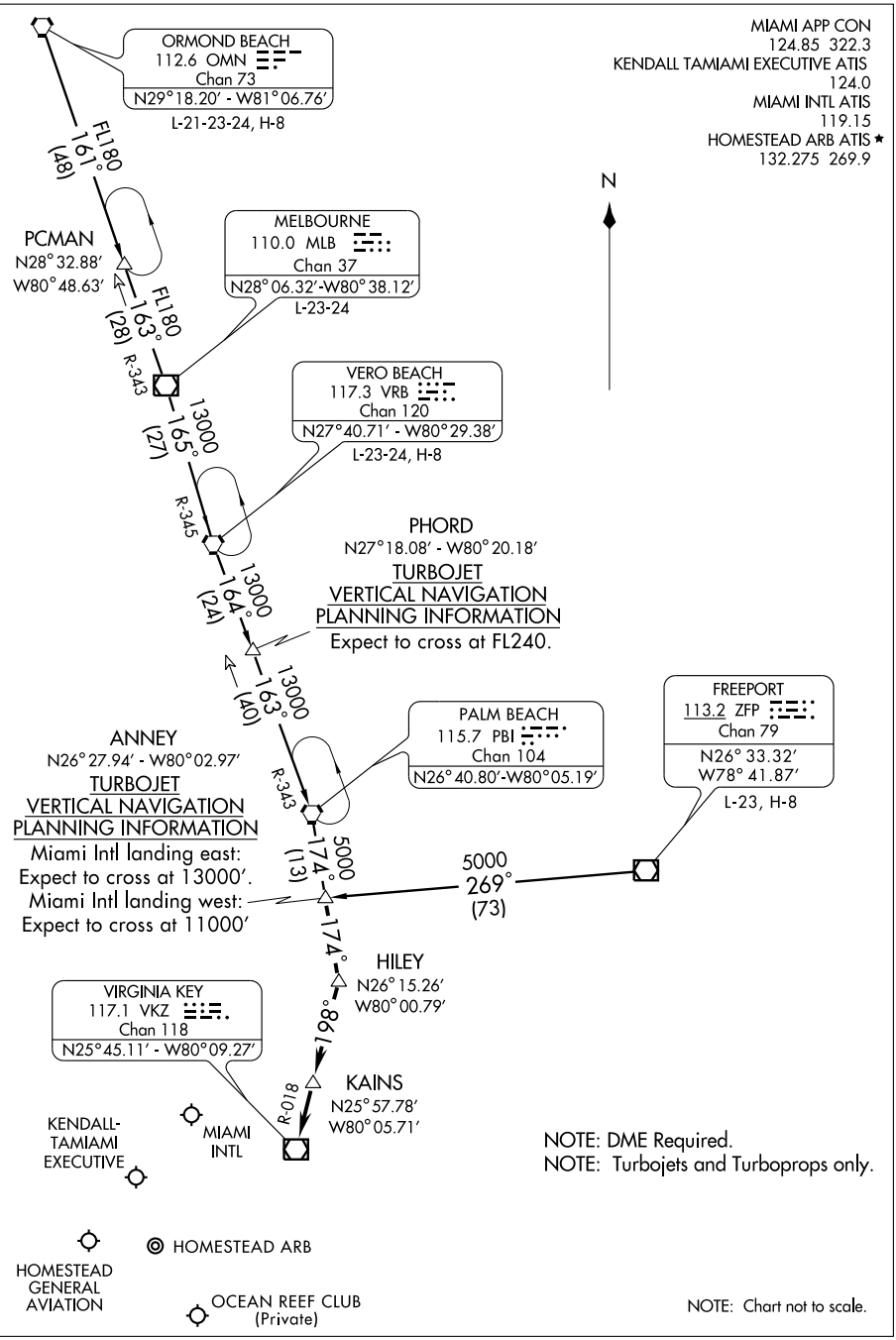


AIRPORT DIAGRAM

MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)
AL-5349 (FAA)
MIAMI, FLORIDA

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

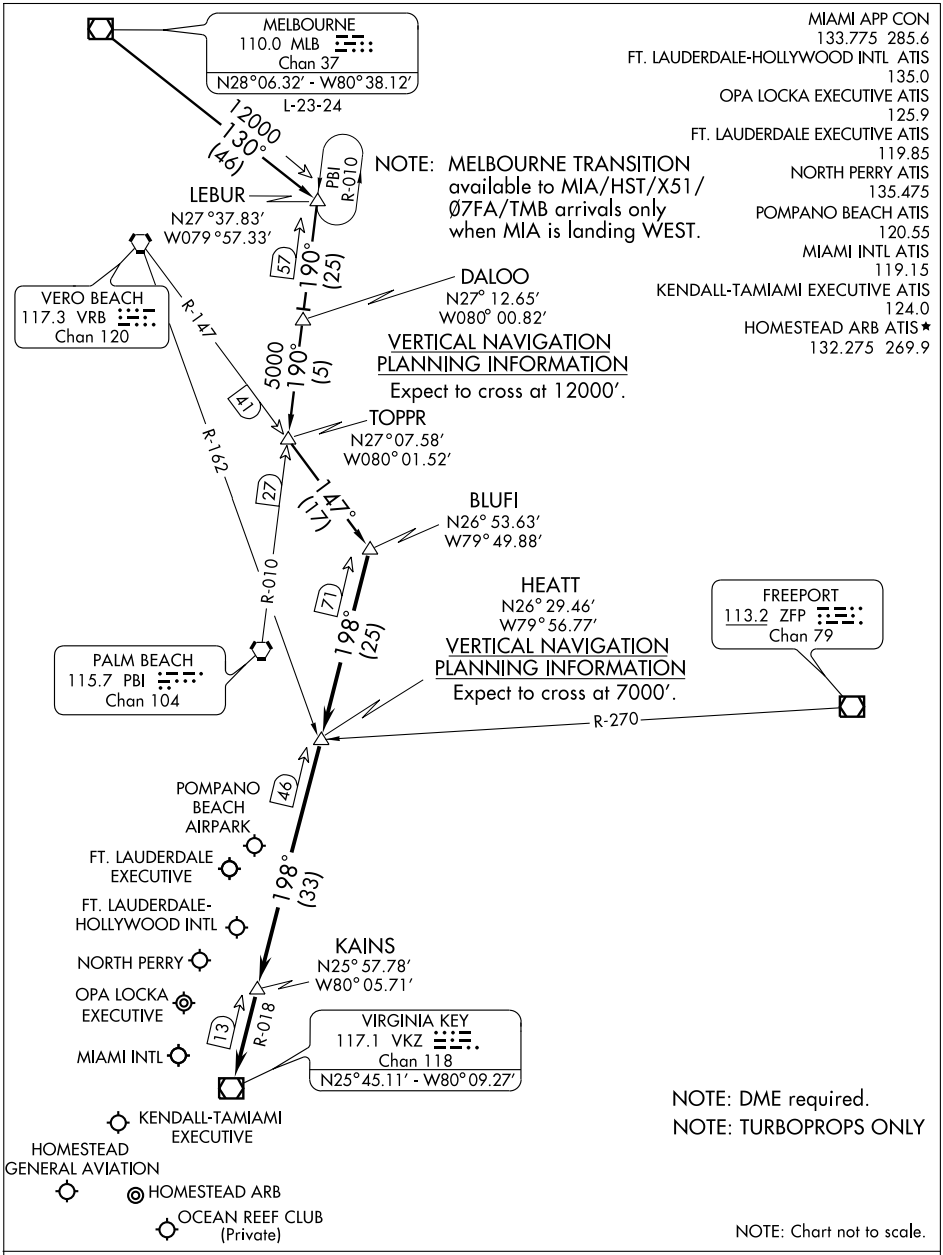
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

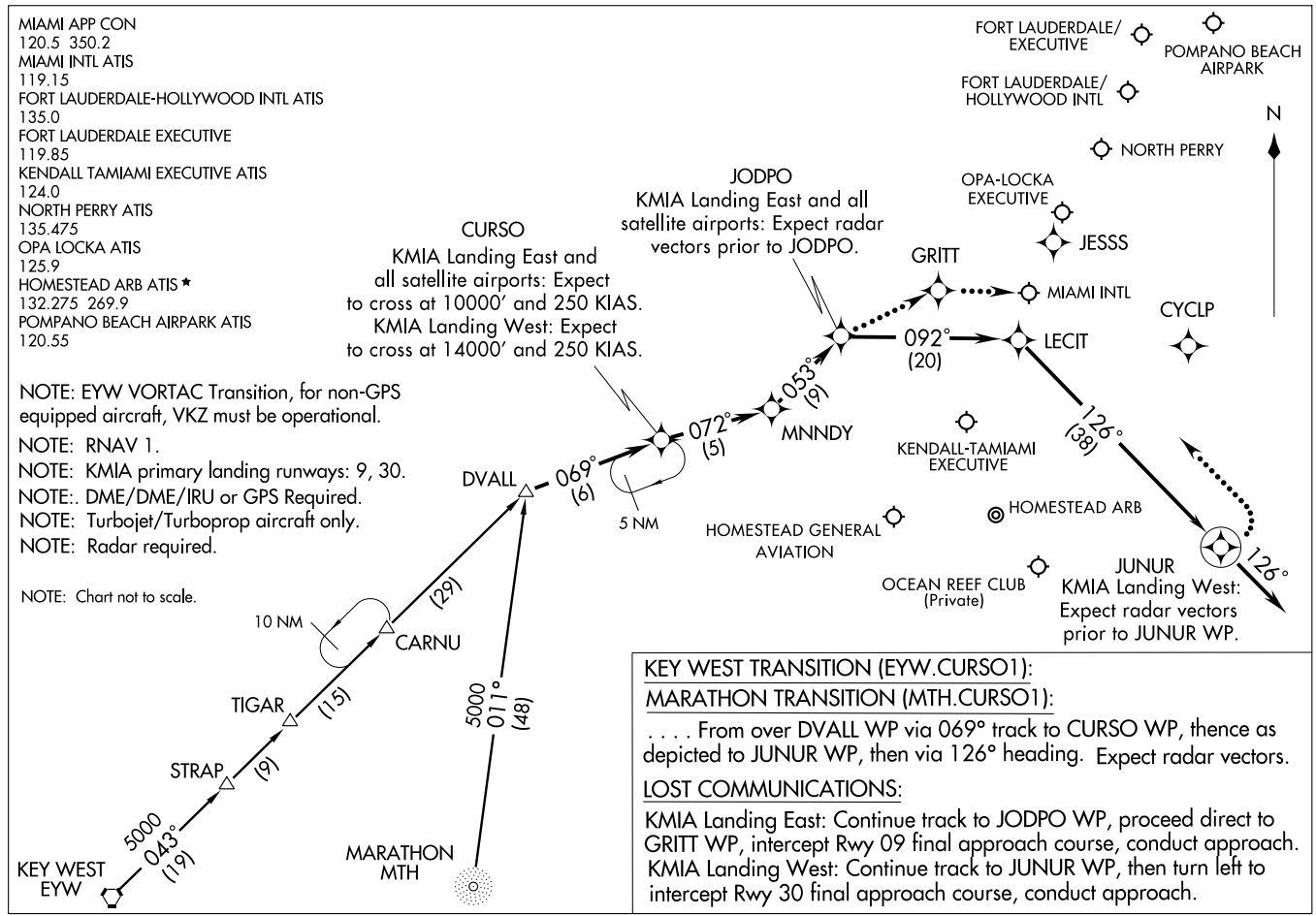
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

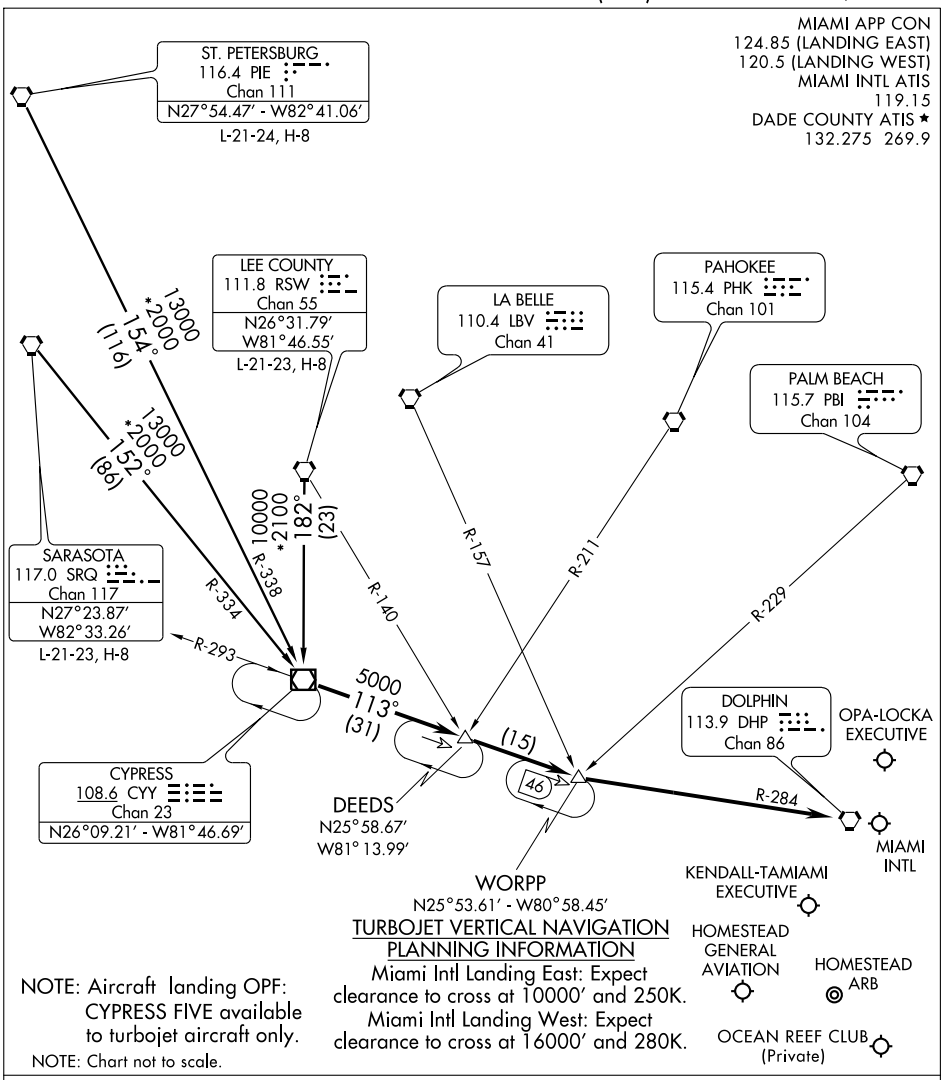
LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

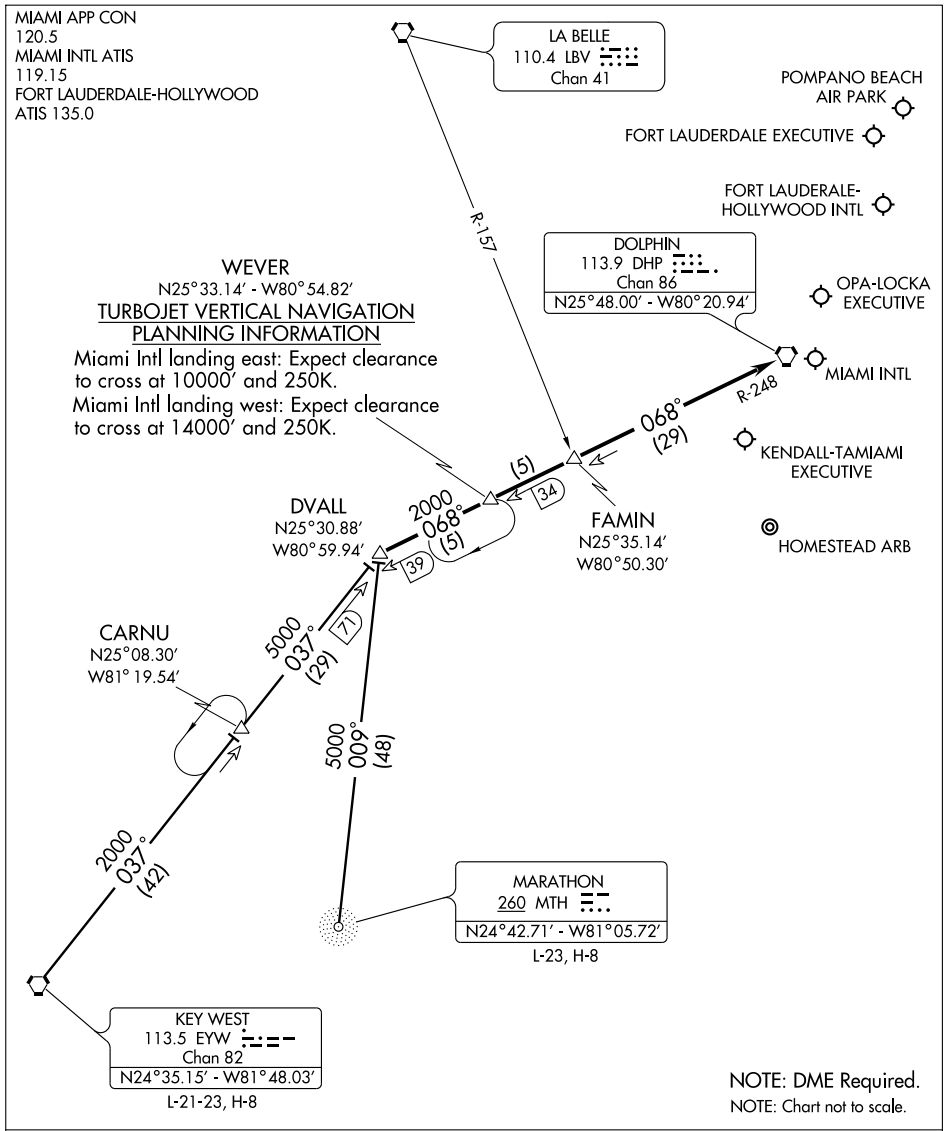
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



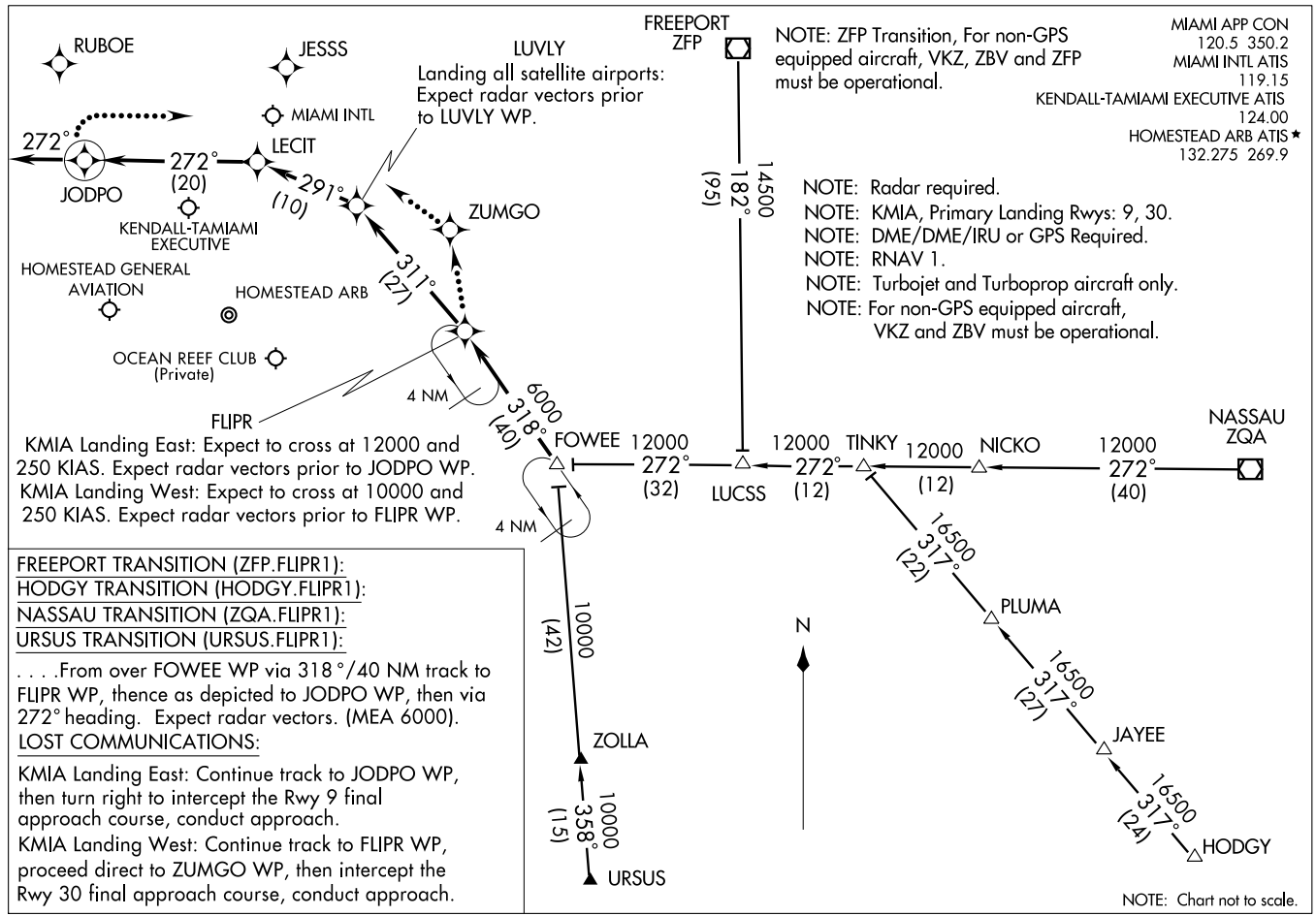
KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

FLIPR ONE ARRIVAL (RNAV)



FREEPORT TRANSITION (ZFP.FLIPR1):

HODGY TRANSITION (HODGY.FLIPR1):

NASSAU TRANSITION (ZQA.FLIPR1):

URSUS TRANSITION (URSUS.FLIPR1):

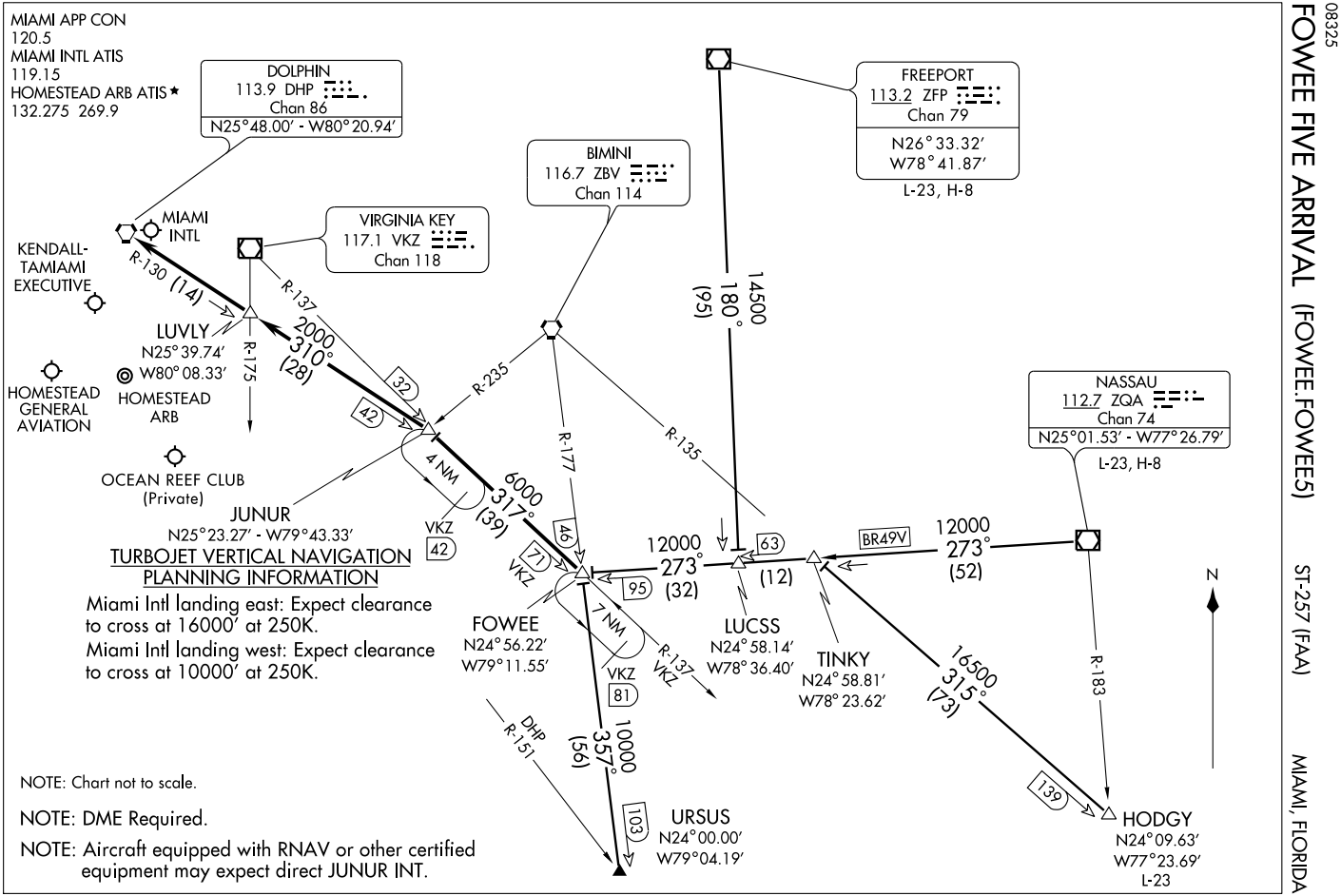
. . . .From over FOWEE WP via 318°/40 NM track to FLIPR WP, thence as depicted to JODPO WP, then via 272° heading. Expect radar vectors. (MEA 6000).

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, then turn right to intercept the Rwy 9 final approach course, conduct approach.

KMIA Landing West: Continue track to FLIPR WP, proceed direct to ZUMGO WP, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

(HILEY.HILEY2) 07074

ST-257 (FAA)

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):

JORAY TRANSITION (JORAY.HILEY2):

ORMOND BEACH TRANSITION (OMN.HILEY2):

. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.

KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN

FL240 166° (48)

14 NM

PCMAN

FL240 166° (28)

MELBOURNE MLB

FL180 168° (27)

165° 345°

VERO BEACH VRB

13000 165° (24)

PHORD

5000 165° (40)

PALM BEACH PBI

5 NM

5000 176° (13)

ANNEY

KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.

5000 176° (13)

6000 229° (11)

HILEY

5000 199° (18)

CIMBA

JESSS

271° RUBOE

271° (31)

255° (6)

243° (5)

KAINS

HOXIL

12 NM

JORAY

FL180 200° (74)

OSOGY

FL180 200° (30)

ENVOY

10000 212° (9)

FREEPORT ZFP

YOSSI

10000 274° (50)

10000 242° (7)

063° 243°

10000 243° (9)

MILSY

KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

BOYUR

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

MIAMI INTL

JODPO

LECIT

KENDALL-TAMIAMI EXECUTIVE

HOMESTEAD ARB

HOMESTEAD GENERAL AVIATION

OCEAN REEF CLUB (Private)

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.

NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-TMB	APP CRS	Rwy Idg	5002
108.7	090°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 9R

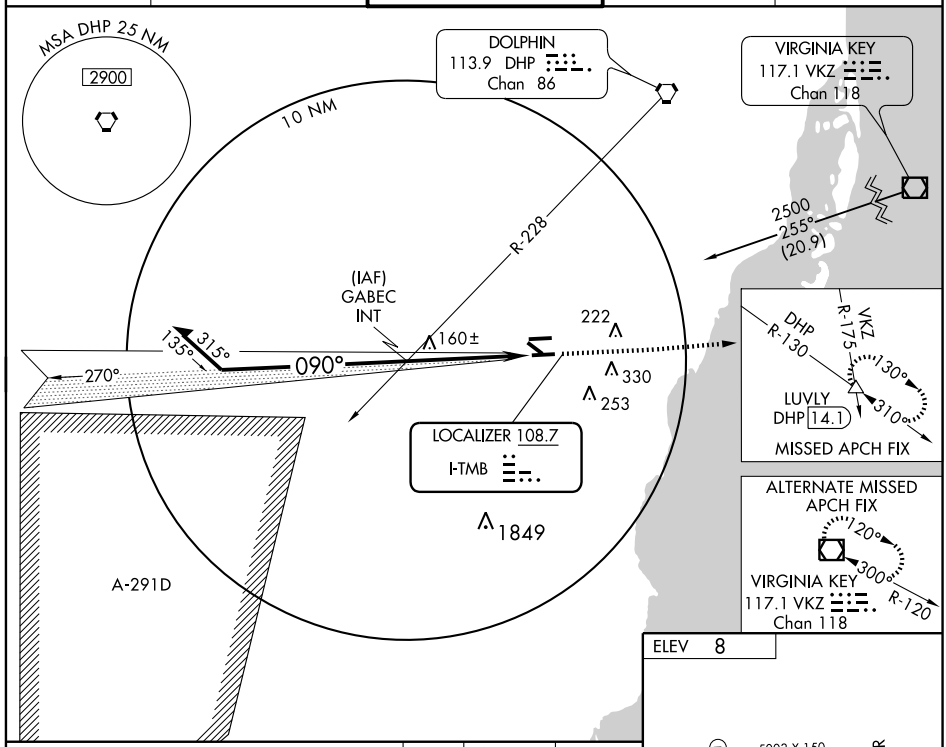
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

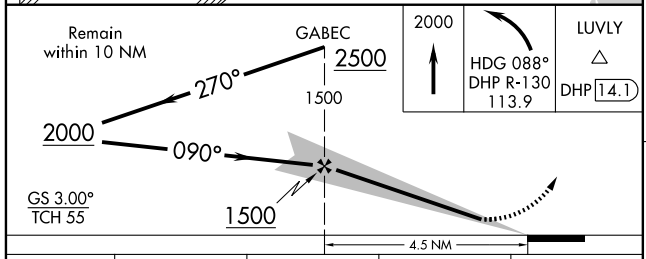
Circling to Rwy 13 NA at night. When local altimeter setting not received, use Miami Intl altimeter setting and increase S-ILS 9R DA to 235 feet and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile.

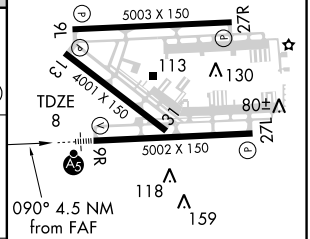
MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 088° and DHP VORTAC R-130 to LUVLY Int/DHP 14.1 DME and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







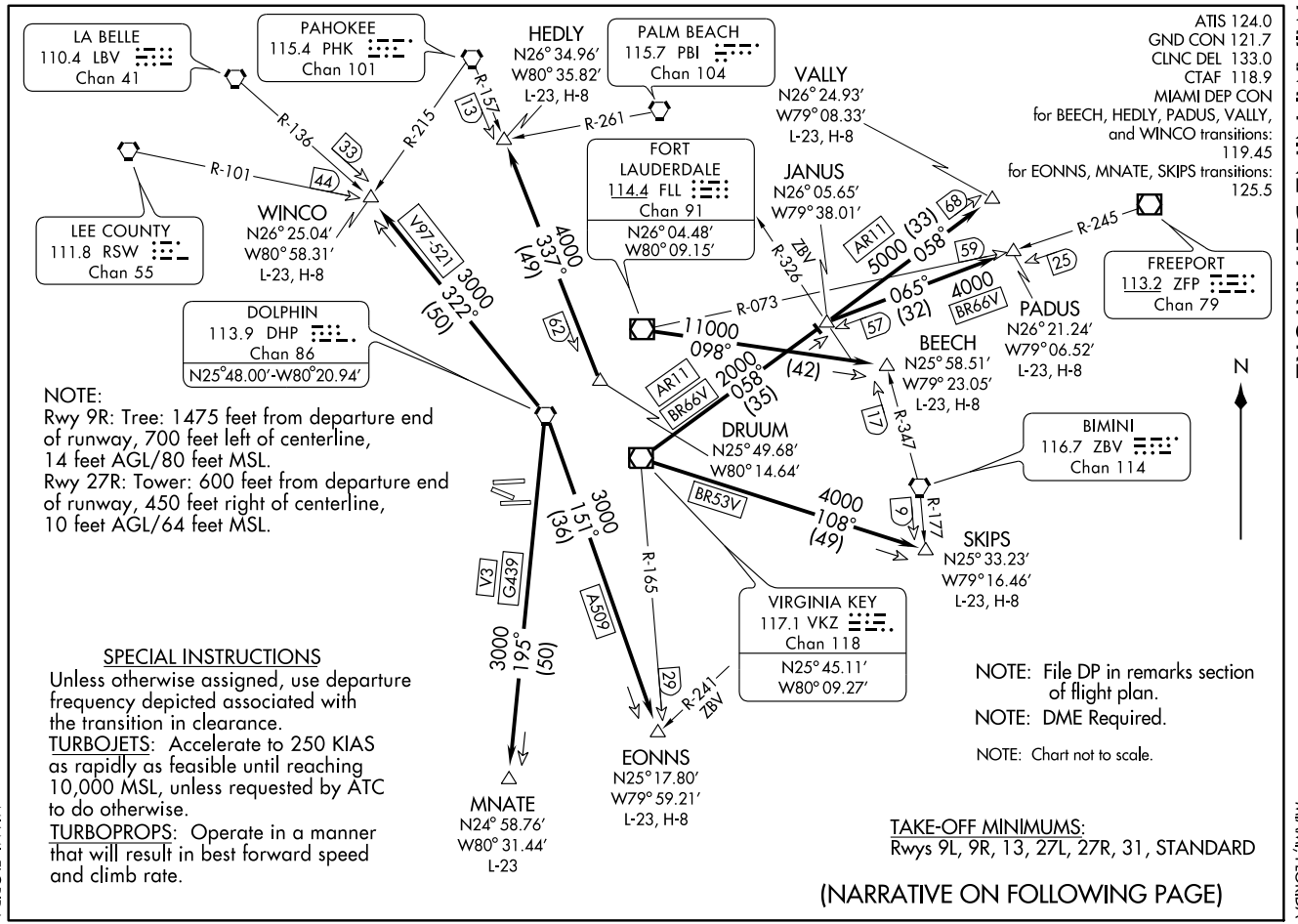
CATEGORY	A	B	C	D
S-ILS 9R	208-½ 200 (200-½)			
S-LOC 9R	460-½ 452 (500-½)		460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 17 DEC 2009 to 14 JAN 2010



(MIA9.MIA) 08101

MIAMI NINE DEPARTURE

SL-5349 (FAA)

MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned.
NOTE: RUNWAYS 9L, 9R, 13: If assigned right turn climb runway heading to 1400 before turning right.
NOTE: RUNWAYS 27L, 27R, 31: If assigned left turn climb runway heading to 1400 before turning left.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 99415 W09B	APP CRS 093°	Rwy Idg 5003 TDZE 8 Apt Elev 8

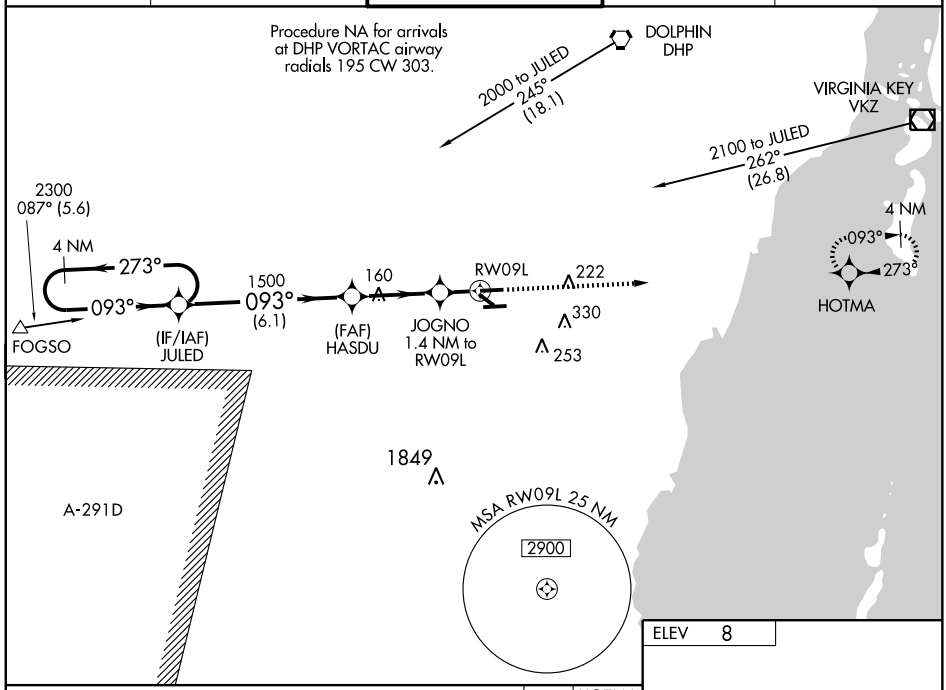
RNAV (GPS) RWY 9L

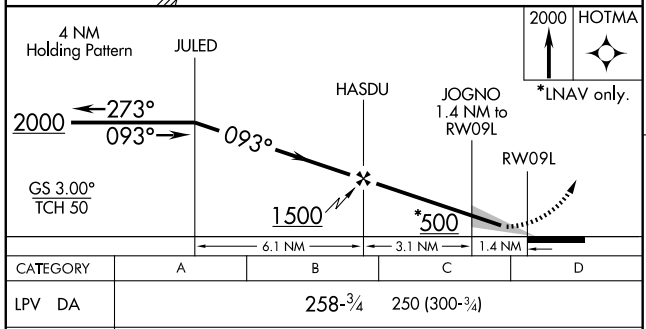
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

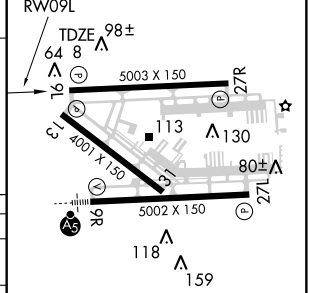
Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOTMA and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	258-¾	250 (300-¾)		
LNAV/ VNAV DA	364-1¼	356 (400-1¼)		
LNAV MDA	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

WAAS	APP CRS	Rwy Idg	5002
CH 72900	090°	TDZE	8
W09A		Apt Elev	8

RNAV (GPS) RWY 9R

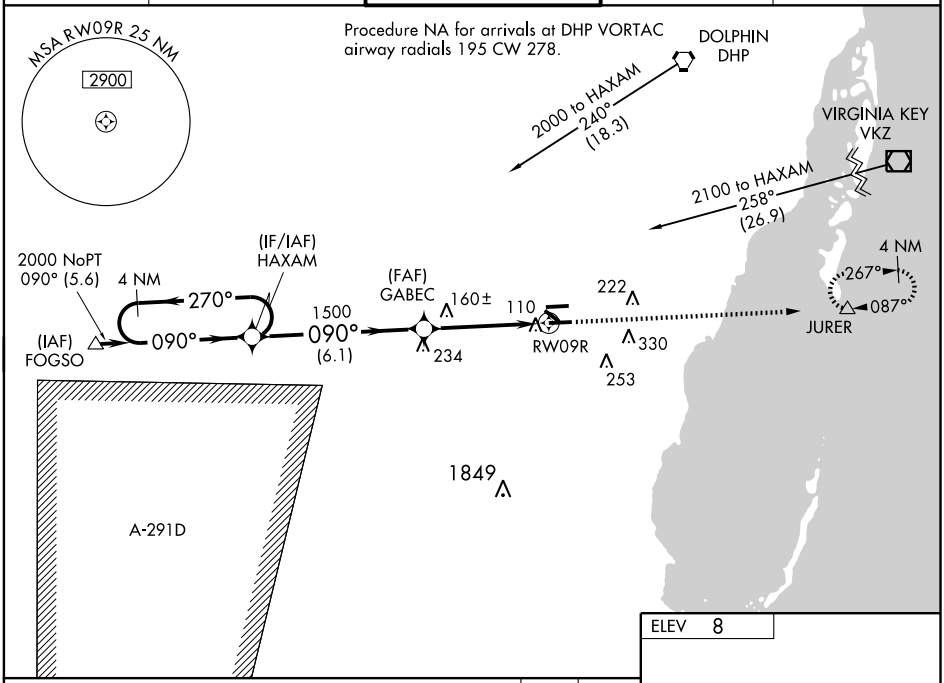
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

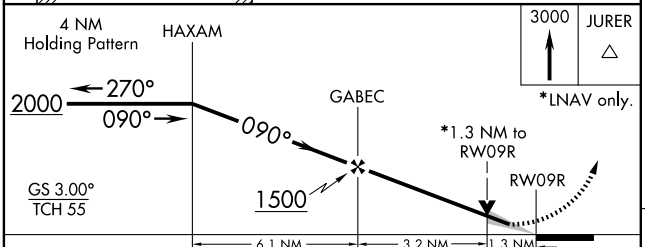
Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235, LNAV/VNAV DA to 403 and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile. VDP NA when using Miami Intl altimeter setting.

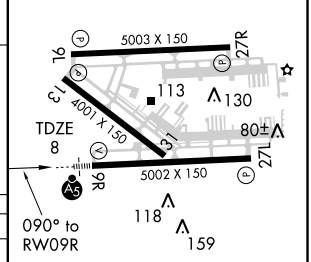
MALSR

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	208-½	200 (200-½)		
LNAV/VNAV DA	376-¾	368 (400-¾)		
LNAV MDA	460-½	452 (500-½)	460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5002
CH 56400	273°	TDZE	8
W27A		Apt Elev	8

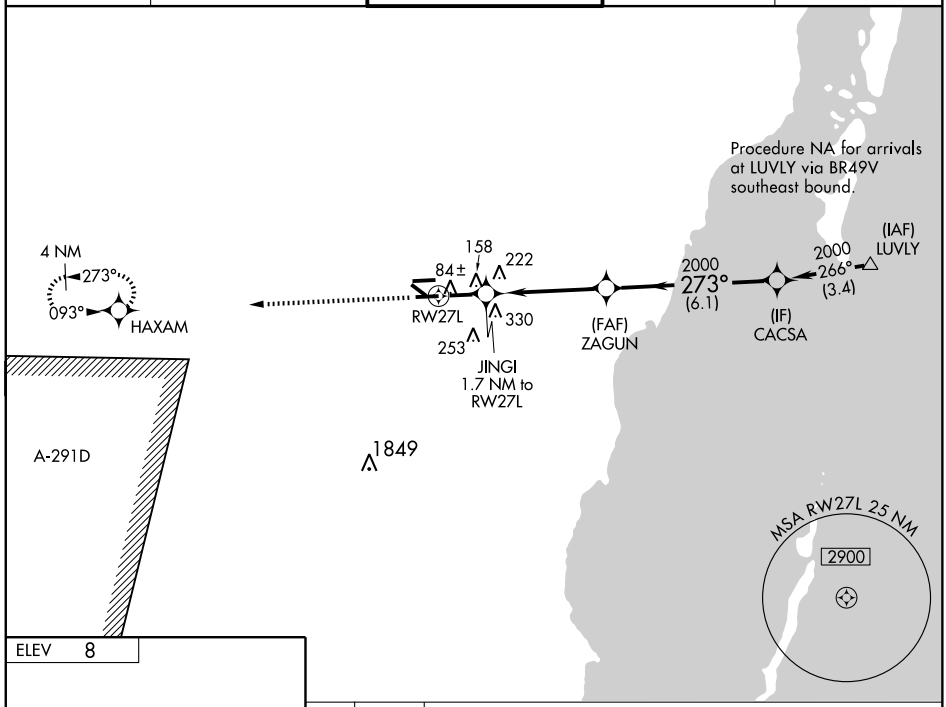
RNAV (GPS) RWY 27L

MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)

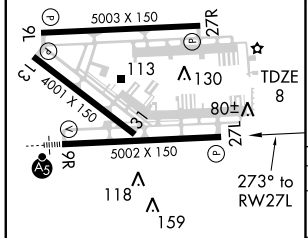
Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile, increase circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Miami Intl altimeter setting.

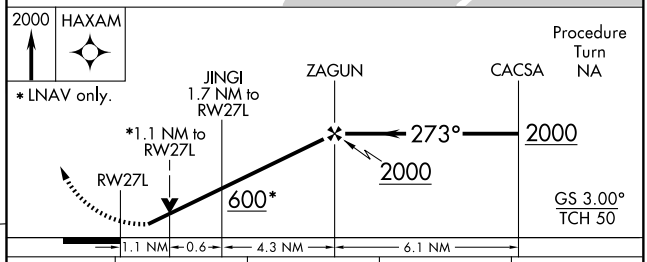
MISSED APPROACH: Climb to 2000 direct HAXAM and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 8





CATEGORY	A	B	C	D
LPV DA	211-1	203 (300-1)		
LNAV/VNAV DA	441-1½	433 (500-1½)		
LNAV MDA	420-1	412 (500-1)	420-1¼	412 (500-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5003
CH 93615	273°	TDZE	8
W27B		Apt Elev	8

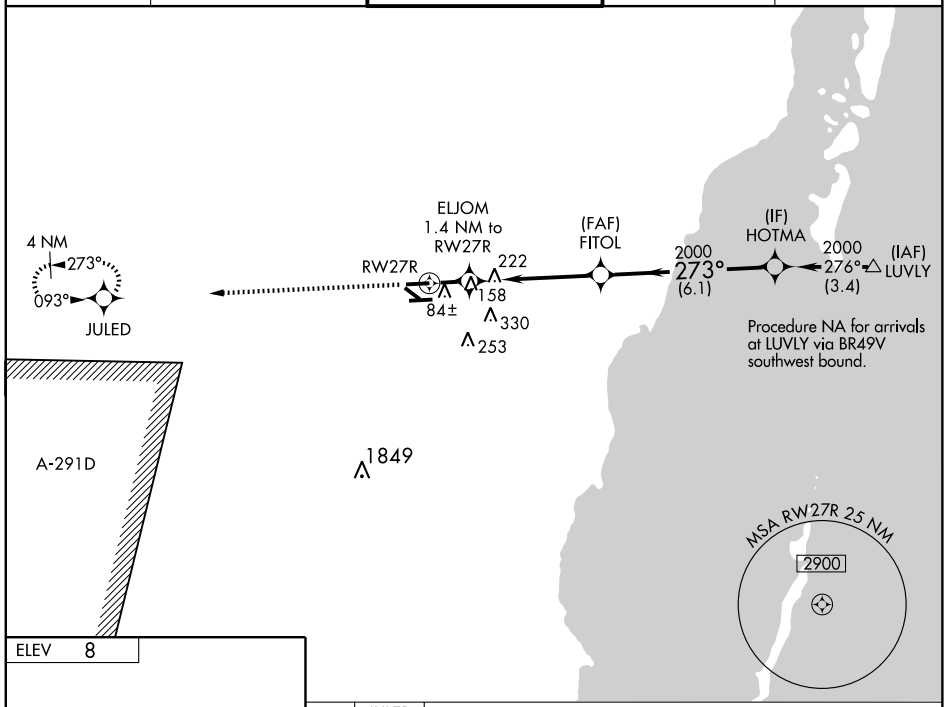
RNAV (GPS) RWY 27R

MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

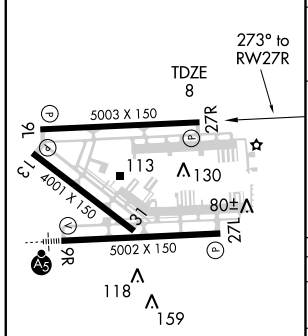
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and adjust all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Miami Intl altimeter setting. Circling to Rwy 13 NA at night.

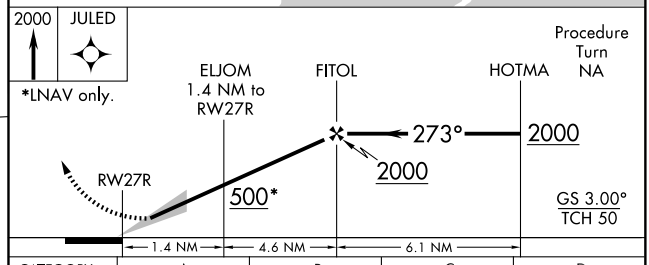
MISSED APPROACH: Climb to 2000 direct JULED and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 8





CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	352-1¼ 344 (400-1¼)			
LNAV MDA	420-1 412 (500-1)		420-1¼ 412 (500-1¼)	
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

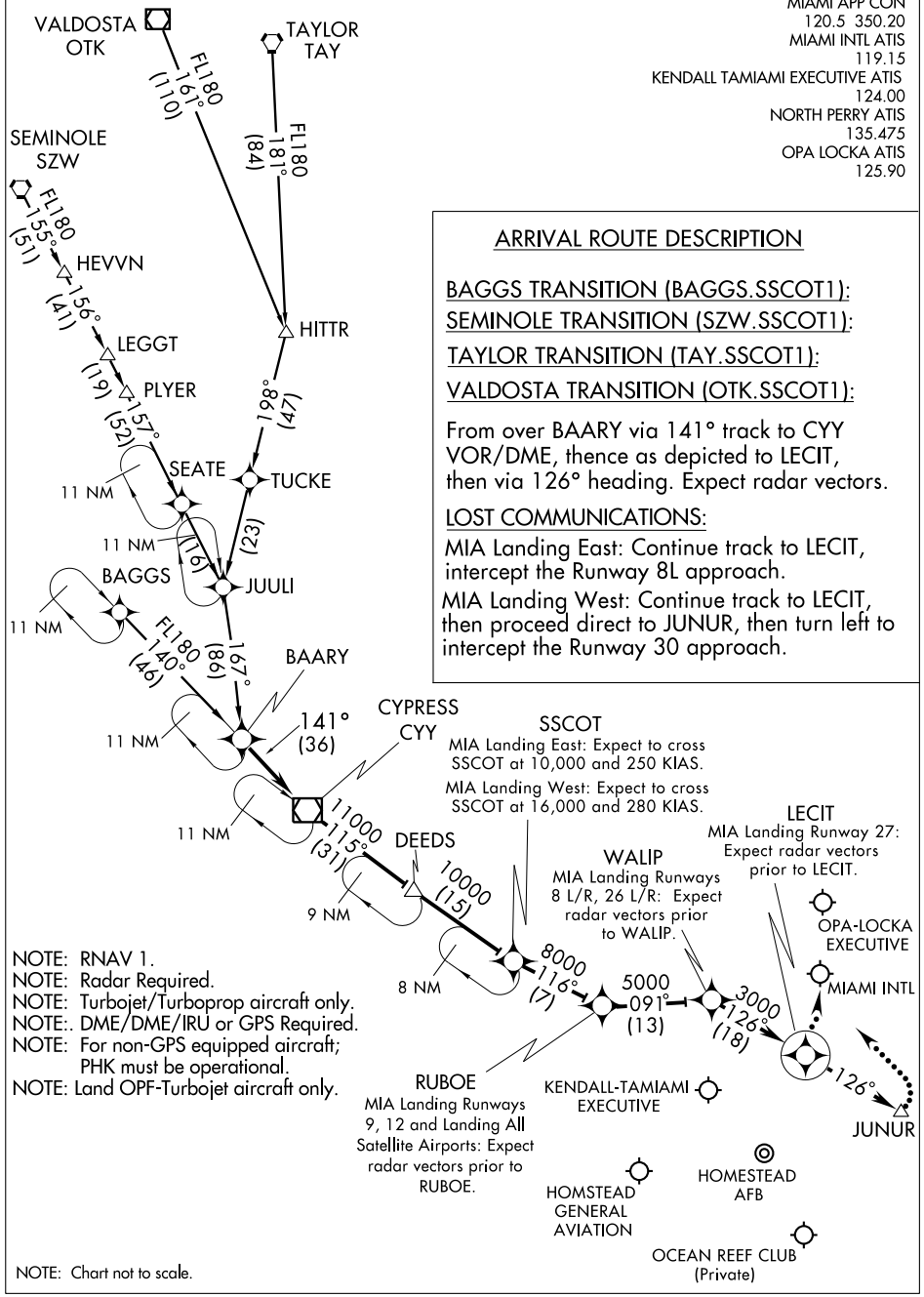
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-TNT	APP CRS	Rwy Idg	10499
108.3	095°	TDZE	13
		Apt Elev	13

ILS RWY 9

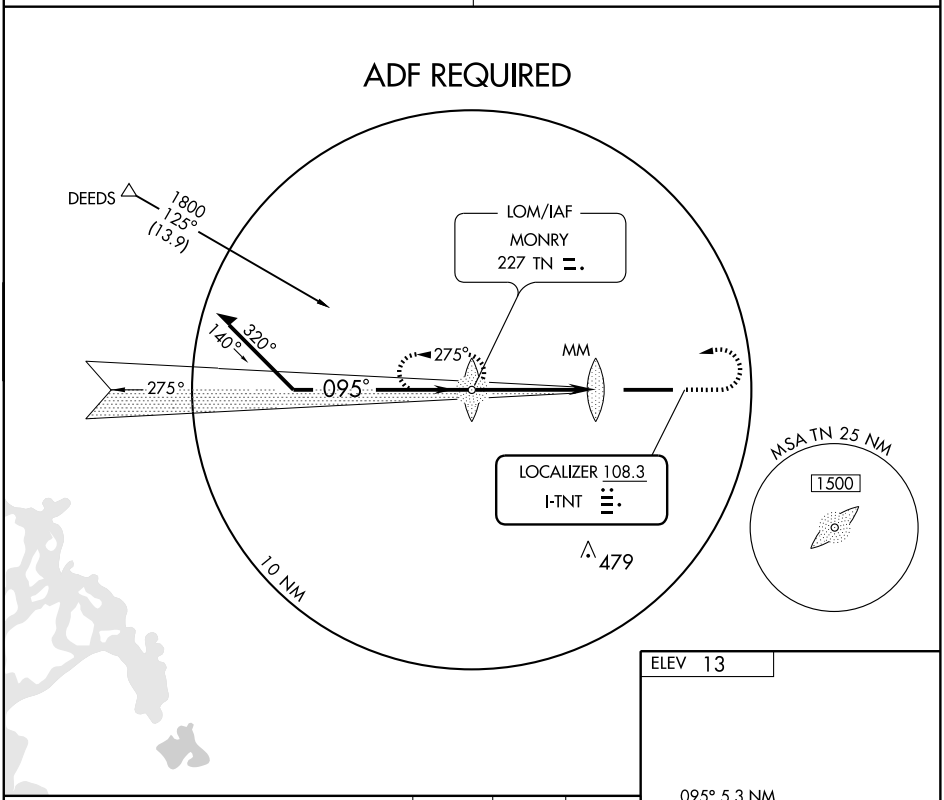
MIAMI/ DADE-COLLIER TRAINING AND TRANSITION (TNT)

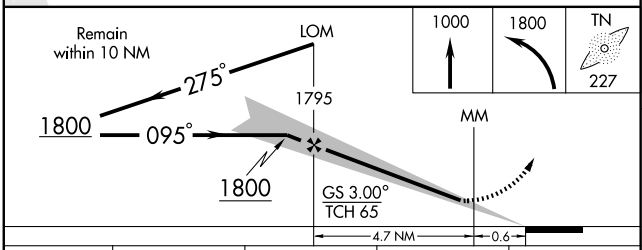
NA Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-LOC 9 Cat. C.

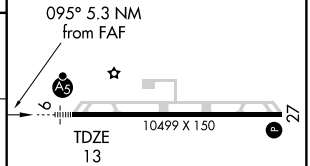
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct MONRY LOM and hold.

MIAMI CENTER	UNICOM
132.4 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	279-¾ 266 (300-¾)			
S-LOC 9	440-¾ 427 (500-¾)		440-1¼ 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3. 17 DEC 2009 to 14 JAN 2010

LOM TN	APP CRS	Rwy Idg	10499
227	095°	TDZE	13
		Apt Elev	13

NDB or GPS RWY 9

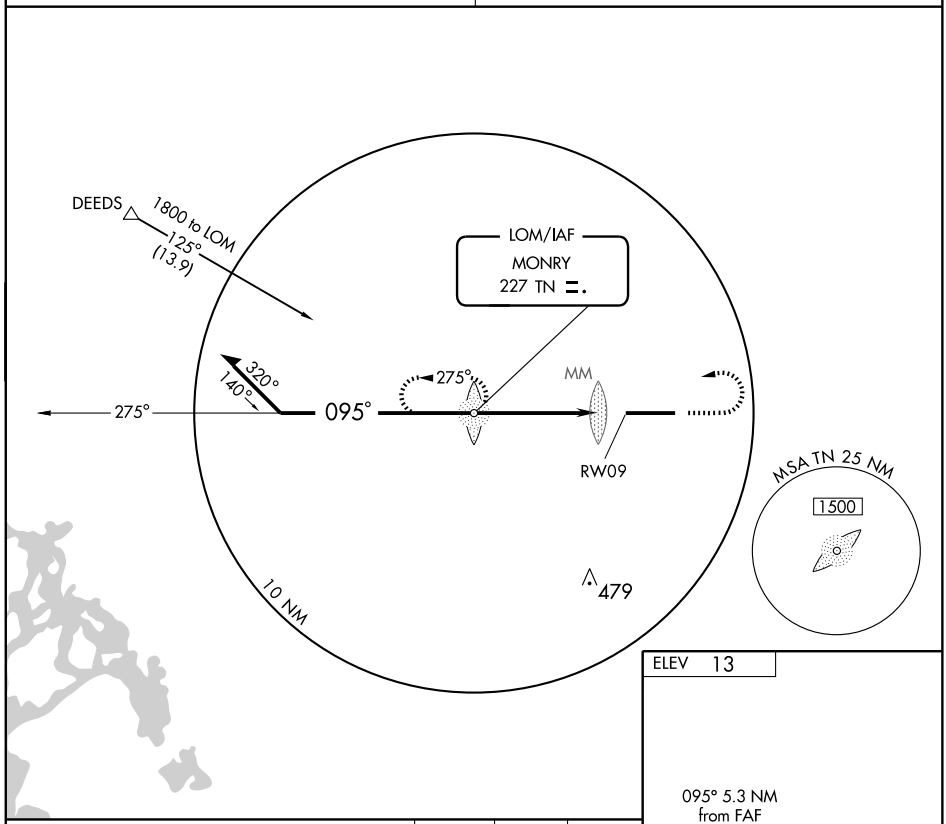
MIAMI/DADE-COLLIER TRAINING AND TRANSITION (TNT)

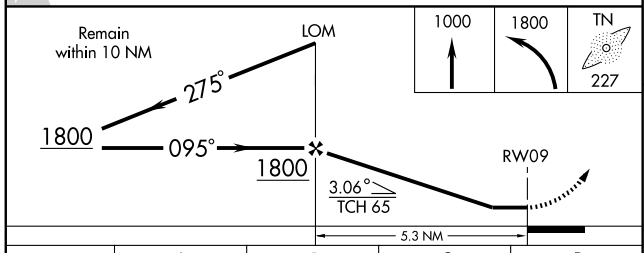
NA Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-9 CAT C.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct TN LOM and hold.

MIAMI CENTER	UNICOM
132.4 281.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-9	480-¾	467 (500-¾)	480-1¼ 467 (500-1¼)	480-1½ 467 (500-1½)
CIRCLING	480-1	467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3701
003°	TDZE	82
	Apt Elev	82

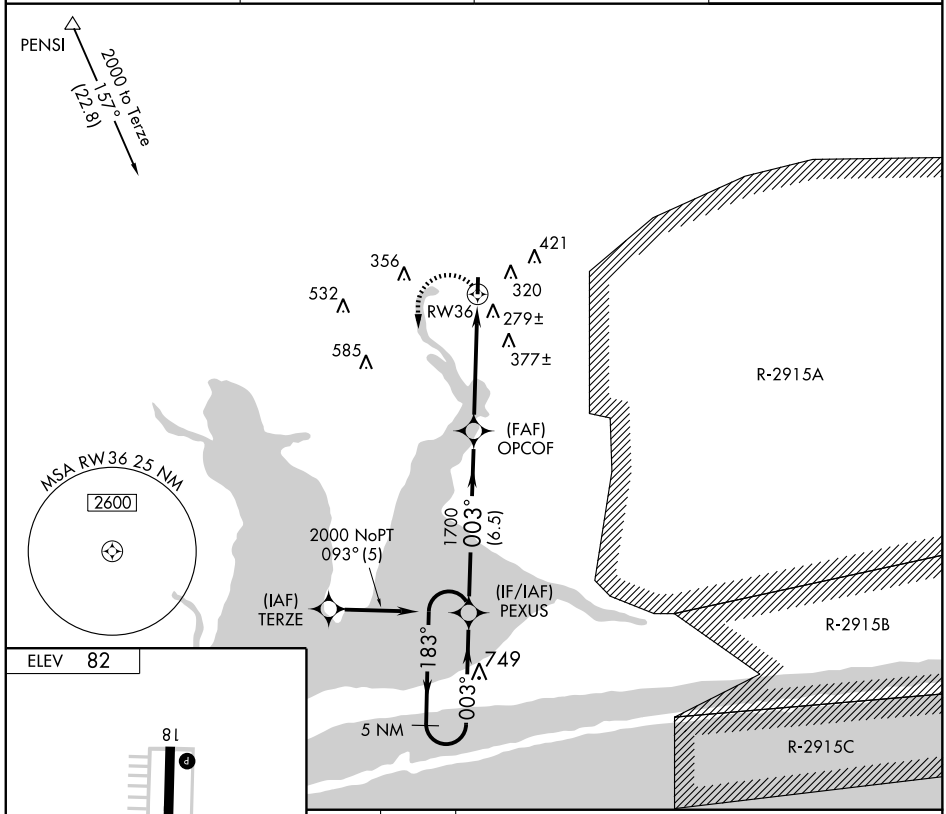
RNAV (GPS) RWY 36

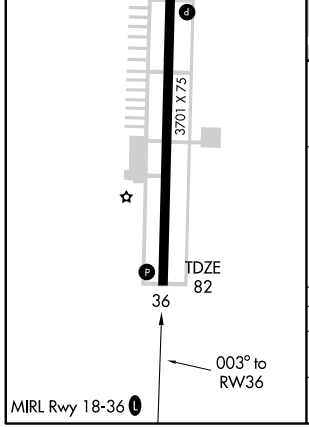
MILTON/ PETER PRINCE FIELD (2R4)

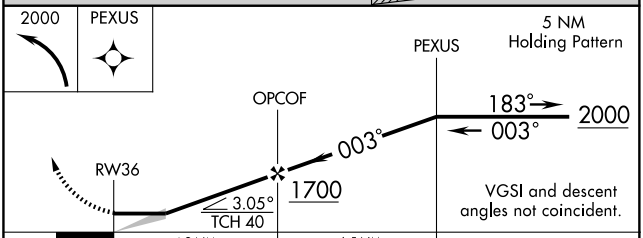
DME/DME RNP-0.3 NA. Use Pensacola Rgnl altimeter setting; if not received, use Crestview altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct PEXUS and hold.

PENSACOLA RGNL ASOS	PENSACOLA APP CON	GCO	UNICOM
121.25	124.85 385.4	121.725	122.975 (CTAF)

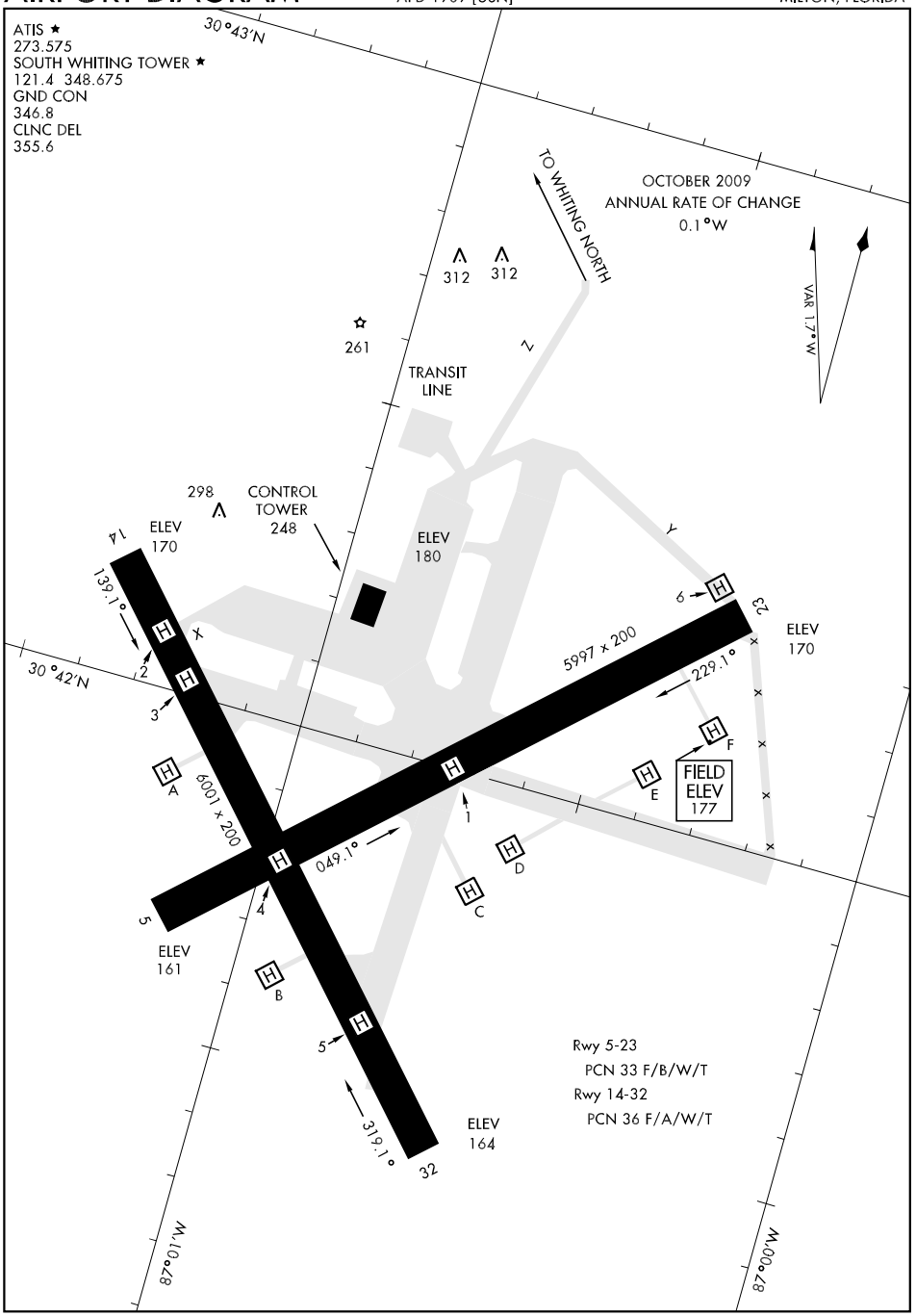






CATEGORY	A	B	C	D
LNAV MDA	580-1 498 (500-1)		580-1¼ 498 (500-1¼)	NA
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

MILTON, FLORIDA

COPTER RNAV (GPS) 004

APCH CRS	Rwy ldg	5997
004°	TDZE	N/A
	Arpt Elev	177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

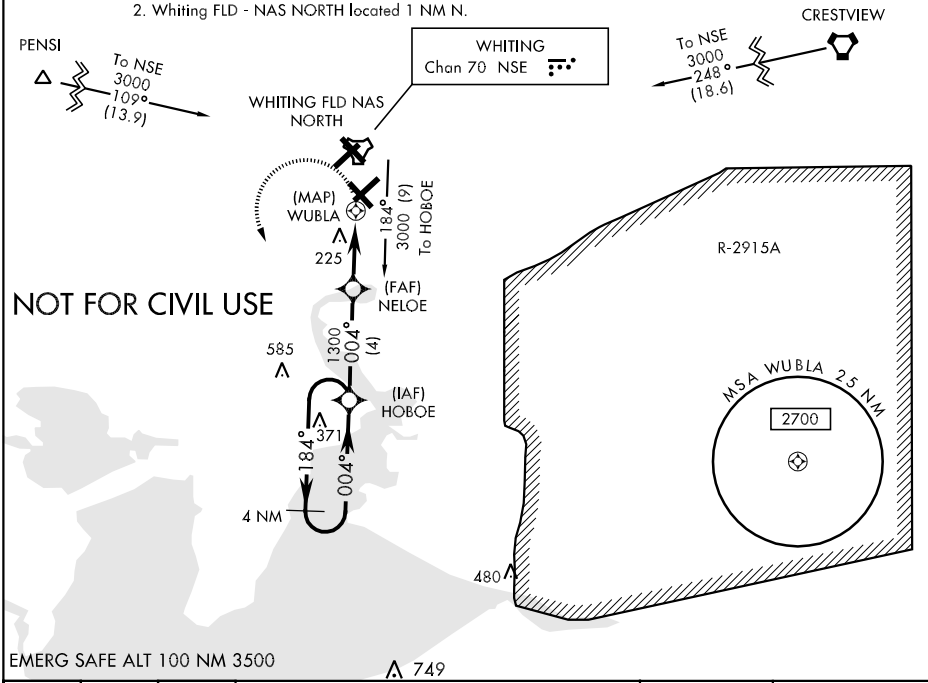
DME/DME RNP-0.3 NA.
Use by tilt rotor aircraft Not Authorized.
Arm approach mode 30 NM from airport.

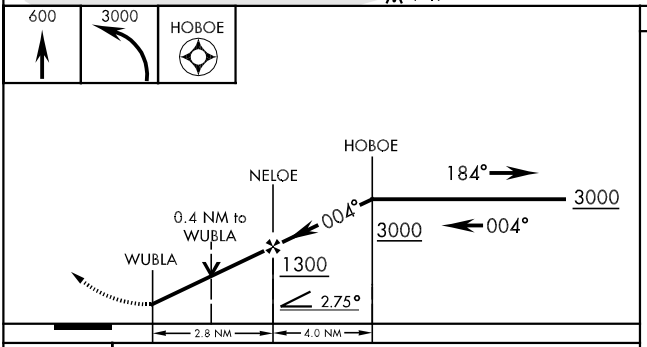
MALSR

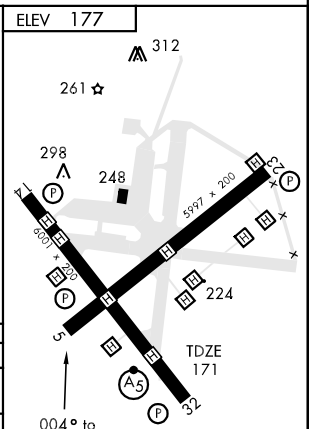
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD - NAS NORTH located 1 NM N.







CATEGORY	COPTER
LNAV MDA	480-¾ 303 (400-¾)
CIRCLING	NOT AUTHORIZED

SE-3, 17 DEC 2009 to 14 JAN 2010

COPTER TACAN 004

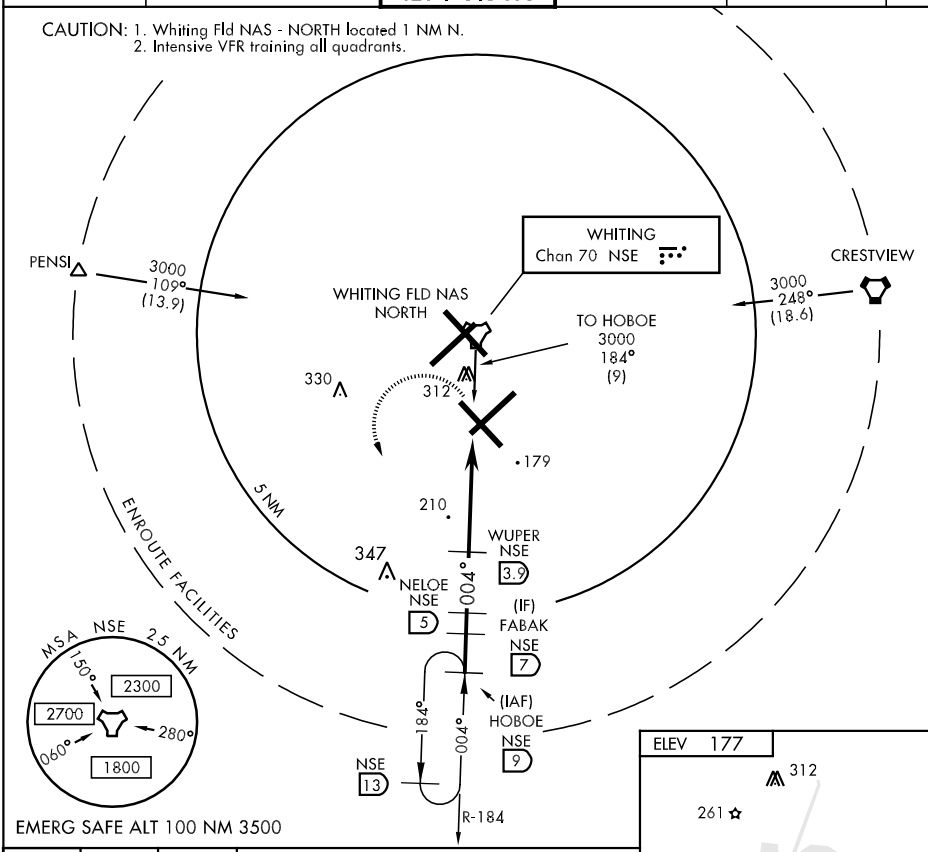
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-1909 [USN]	WHITING FLD NAS - SOUTH (KNDZ)
NSE Chan 70	004°	5997 / N/A / 177		

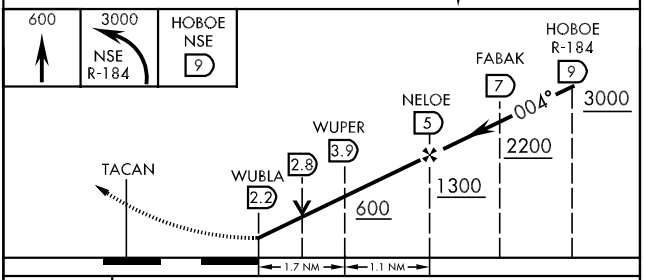
Use by tilt rotor aircraft N/A.

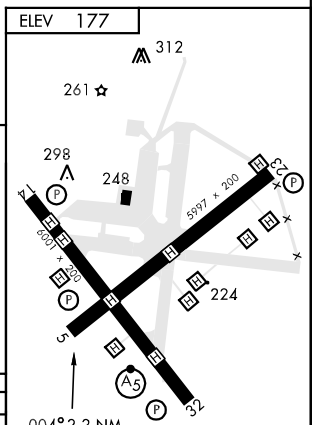
MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-184 to HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Whiting Fld NAS - NORTH located 1 NM N.
2. Intensive VFR training all quadrants.







CATEGORY	COPTER
H-004	540-½ 363 (400-½)
CIRCLING	NOT AUTHORIZED

ILS Y or LOC/DME RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy ldg 6001
110.55	319°	TDZE 171
Chan 42(Y)		Arpt Elev 177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

T * When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

MALSR A5

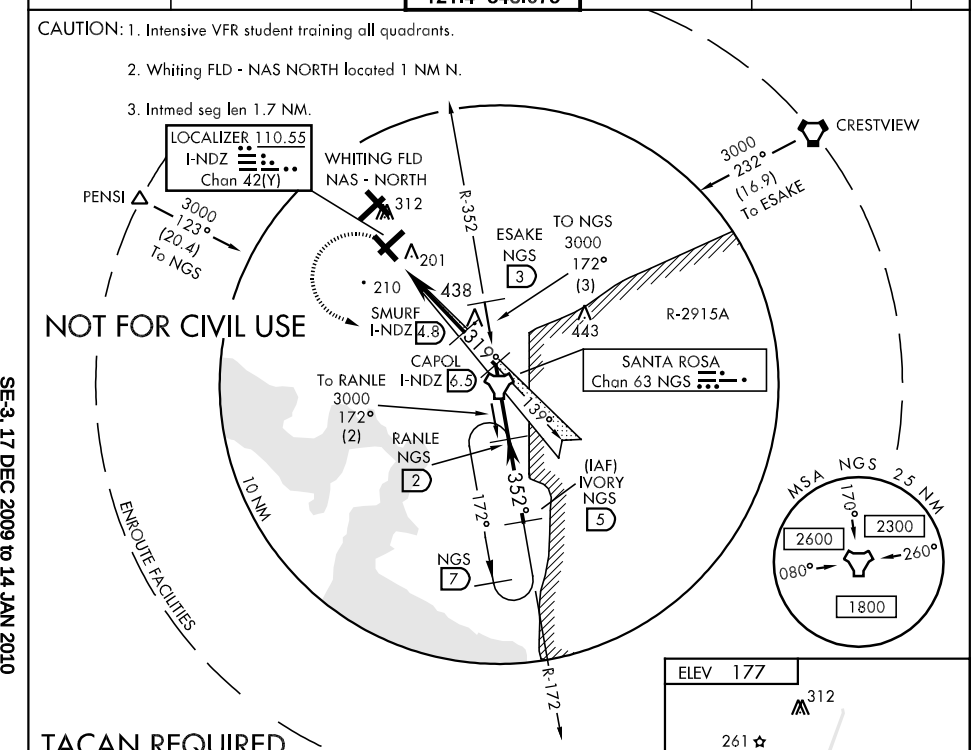
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.

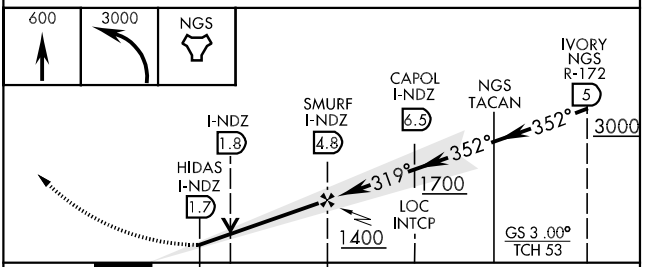
2. Whiting FLD - NAS NORTH located 1 NM N.

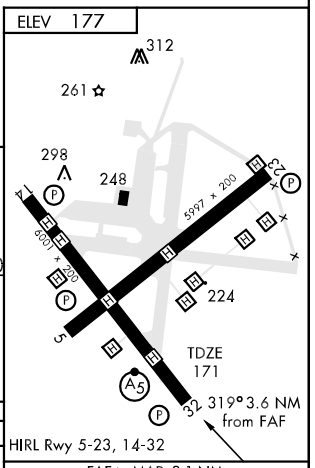
3. Intmed seg len 1.7 NM.



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 32 *	371-½ 200 (200-½)			
S-LOC 32 **	420-½ 249 (300-½)		420-¾ 249 (300-¾)	
CIRCLING ***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

ILS Z or RNAV (GPS) RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy ldg	6001
110.55	319°	TDZE	171
Chan 42(Y)		Arpt Elev	177

AL-1909 [USN] WHITING FLD NAS-SOUTH (KNDZ)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
***Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

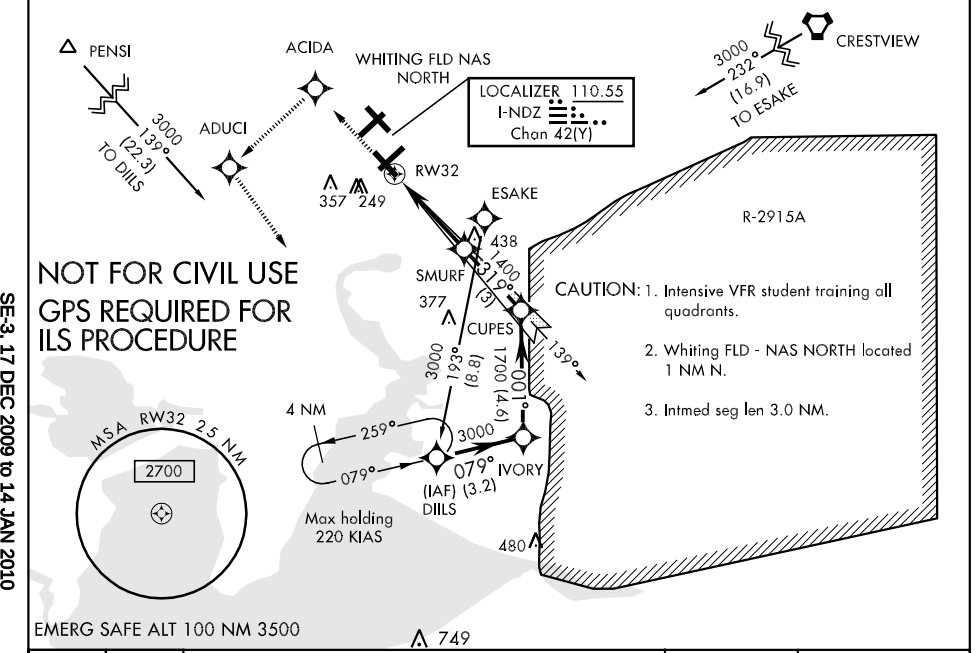
MALSR

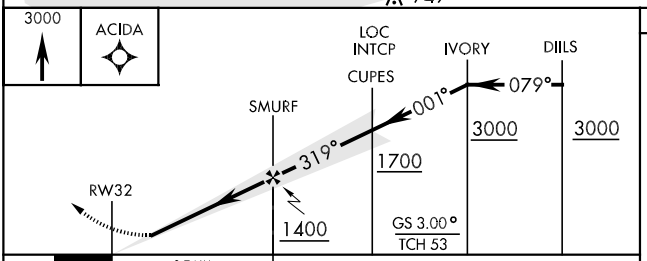
MISSED APPROACH: Climb to 3000 direct ACIDA. Turn left via track 229° to ADUCI, then turn left via track 146° to DIILS and hold. Contact Pensacola Approach Control.

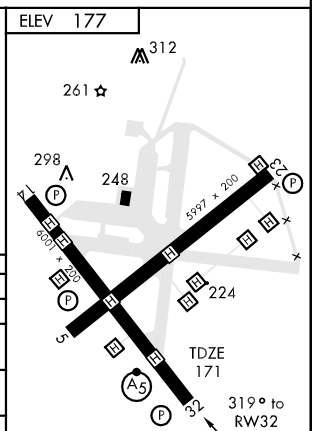
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

BARO VNAV NA below -15°C (4°F).
DME/DME RNP-0.3 NA.

Max approach speed all segments 220 KIAS.







CATEGORY	A	B	C	D
S-ILS 32 *	371 - ½ 200 (200-½)			
LNAV/ ** VNAV DA	480-½ 309 (400-½)		480-¾ 309 (400-¾)	
LNAV MDA**	500-½ 329 (400-½)		500-¾ 329 (400-¾)	
CIRCLING***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

TACAN RWY 32

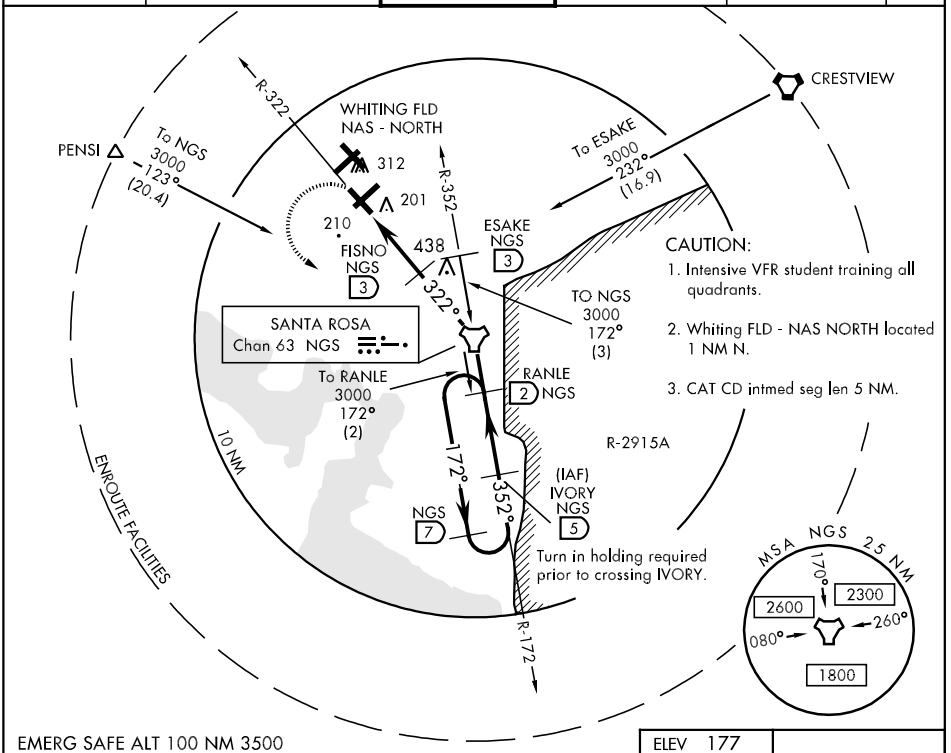
TACAN NGS Chan 63	APCH CRS 322°	Rwy ldg 6001 TDZE 171 Arpt Elev 177	AL-1909 [USN]	WHITING FLD NAS-SOUTH (KNDZ)

▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

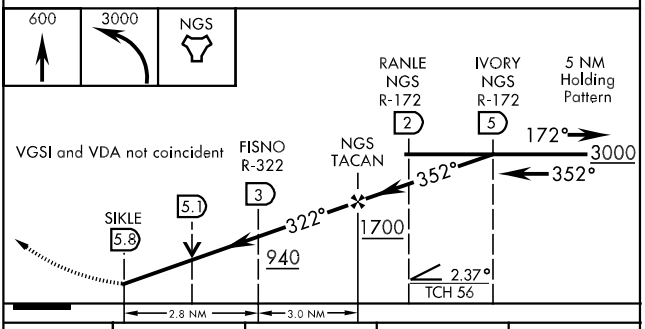
MALSR (A5)

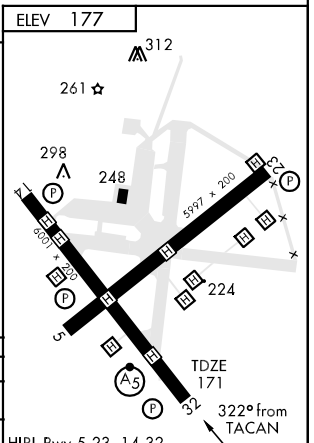
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

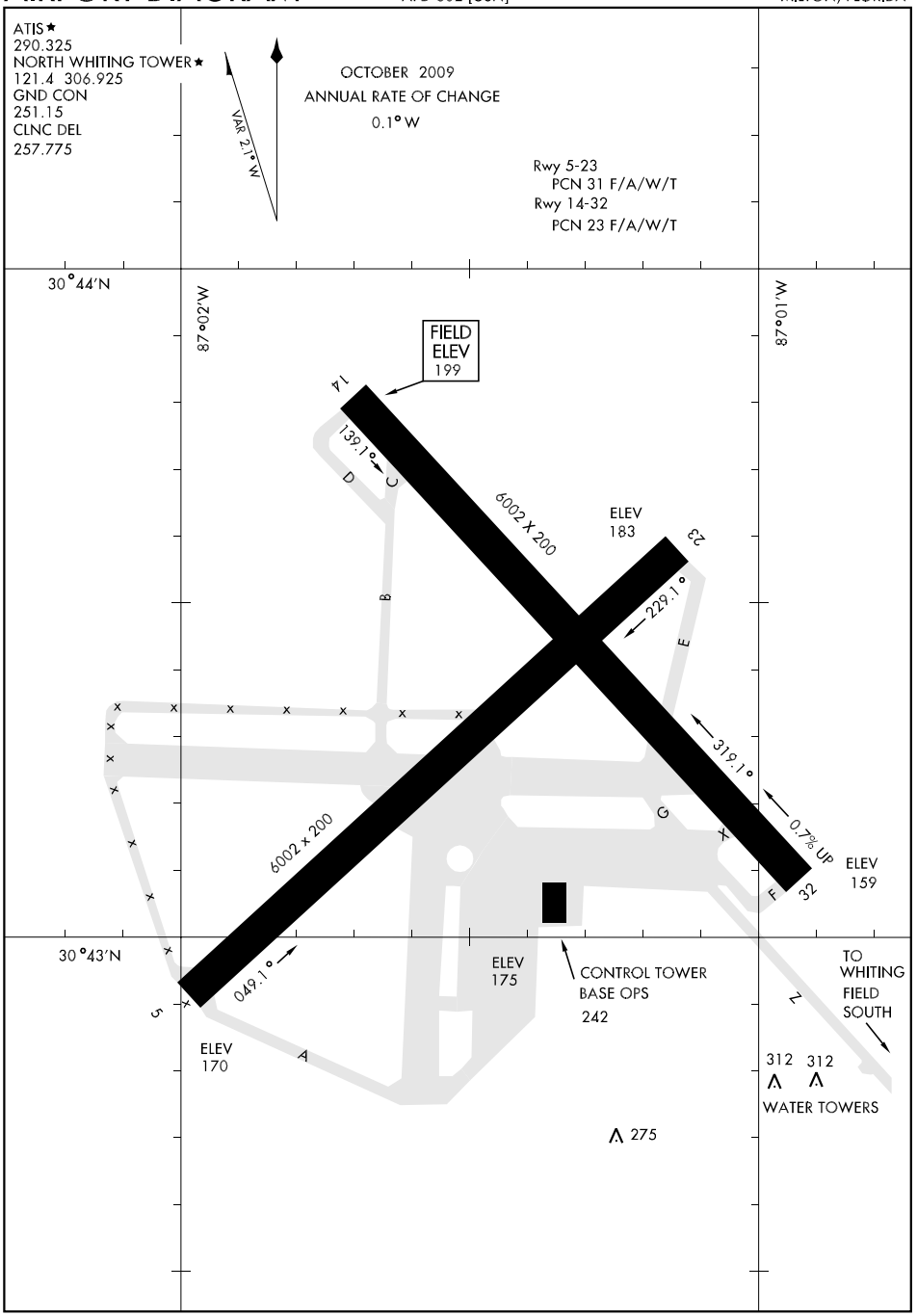


EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-32 *	460-½ 289 (300-½)		460-¾ 289 (300-¾)	
CIRCLING **	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)


ATIS ★
290.325
NORTH WHITING TOWER ★
121.4 306.925
GND CON
251.15
CLNC DEL
257.775
VAR 2.1° W
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W
Rwy 5-23
PCN 31 F/A/W/T
Rwy 14-32
PCN 23 F/A/W/T
30°44'N
87°02'W
87°01'W
30°43'N
FIELD ELEV 199
14
139.1°
6002 X 200
ELEV 183
23
229.1°
319.1°
0.7% UP
ELEV 159
6002 x 200
049.1°
5
ELEV 170
ELEV 175
CONTROL TOWER
BASE OPS
242
TO WHITING FIELD SOUTH
312 312
WATER TOWERS
275
A
B
C
D
E
F
G
Z

ILS Y or LOC/DME RWY 14

LOC/DME I-NSE	APCH CRS	Rwy ldg 6002
111.75	139°	TDZE 199
Chan 54(Y)		Arpt Elev 199

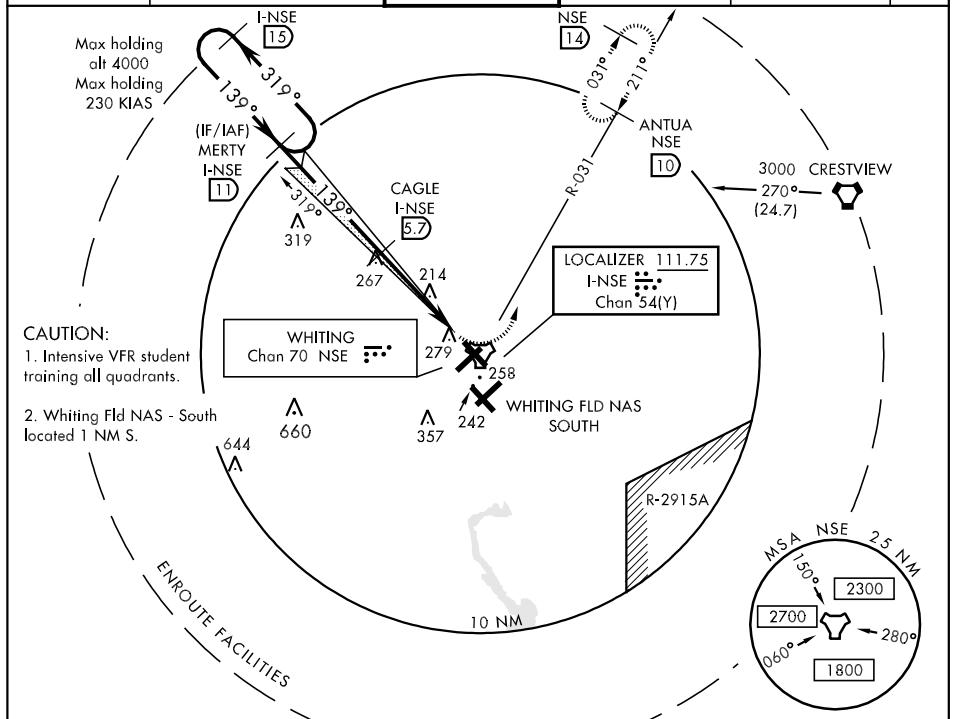
AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

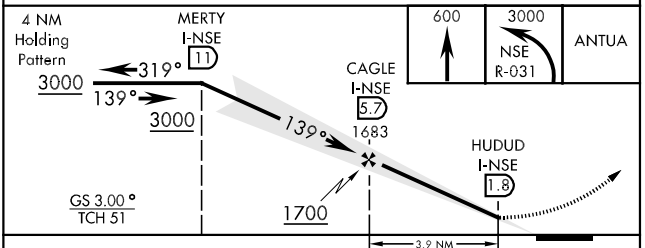
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 to intercept NSE TACAN R-031 to ANTUA and hold. Contact Pensacola APP CON.

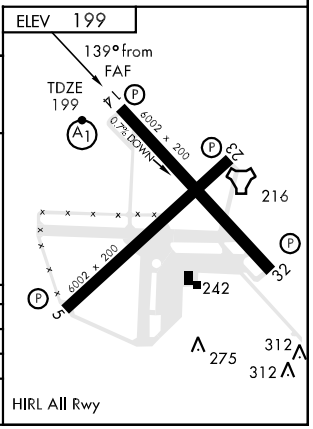
ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
S-LOC 14 **	480-½ 281 (300-½)			
CIRCLING ***	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

ILS Z or RNAV (GPS) RWY 14

LOC/DME I-NSE	APCH CRS	Rwy ldg 6002
111.75	139°	TDZE 199
Chan 54(Y)		Arpt Elev 199

AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct ANTUA and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

† Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

DME/DME RNP-0.3 NA.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (106°F).

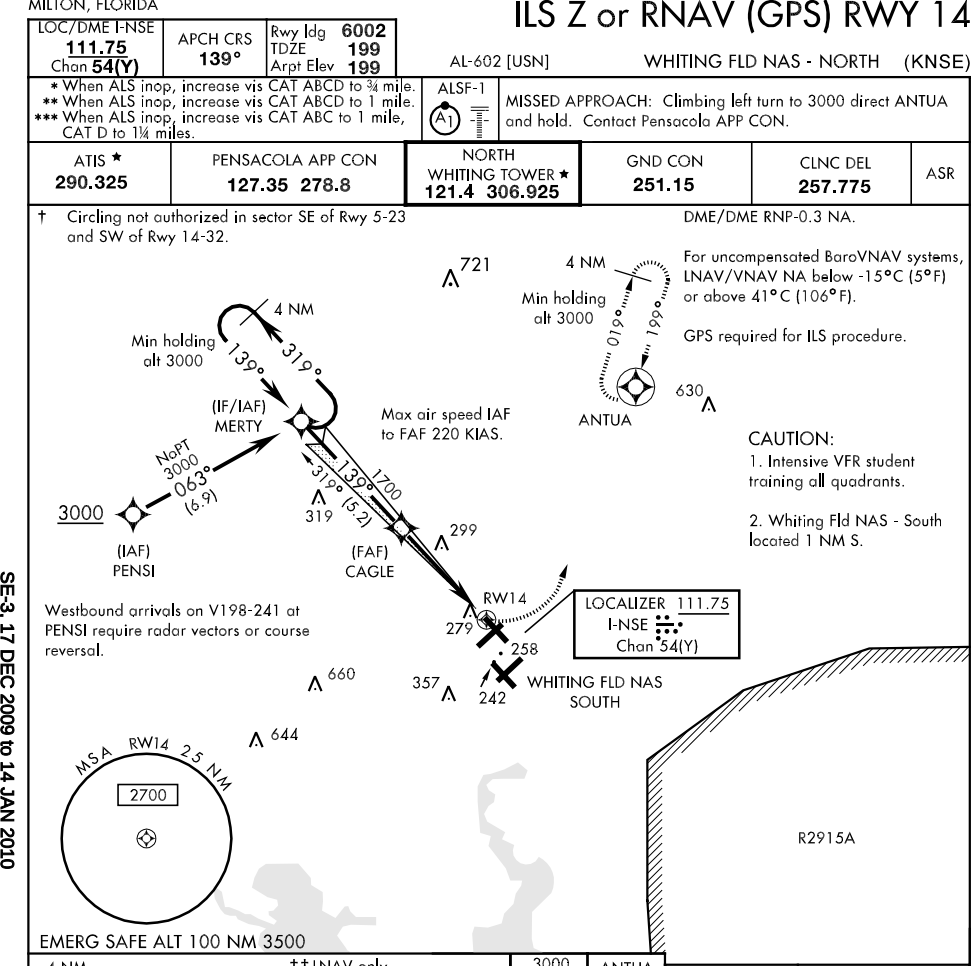
GPS required for ILS procedure.

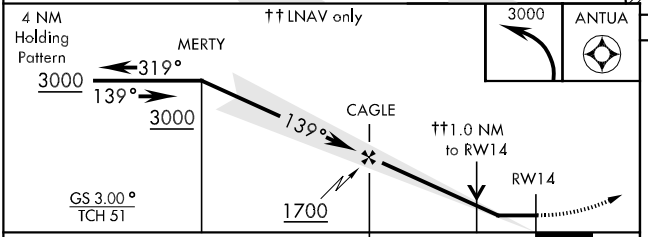
CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.

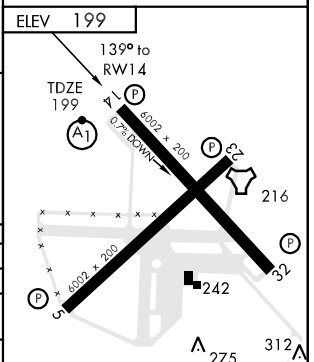
Max air speed IAF to FAF 220 KIAS.

Westbound arrivals on V198-241 at PENSI require radar vectors or course reversal.

EMERG SAFE ALT 100 NM 3500







CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
LNAV/VNAV DA **	460-½ 261 (300-½)			
LNAV MDA ***	560-½ 361 (400-½)			560-¾ 361 (400-¾)
CIRCLING †	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	TDZE	Arpt Elev
229°	6002	183	199

AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
DME/DME RNP-0.3 NA

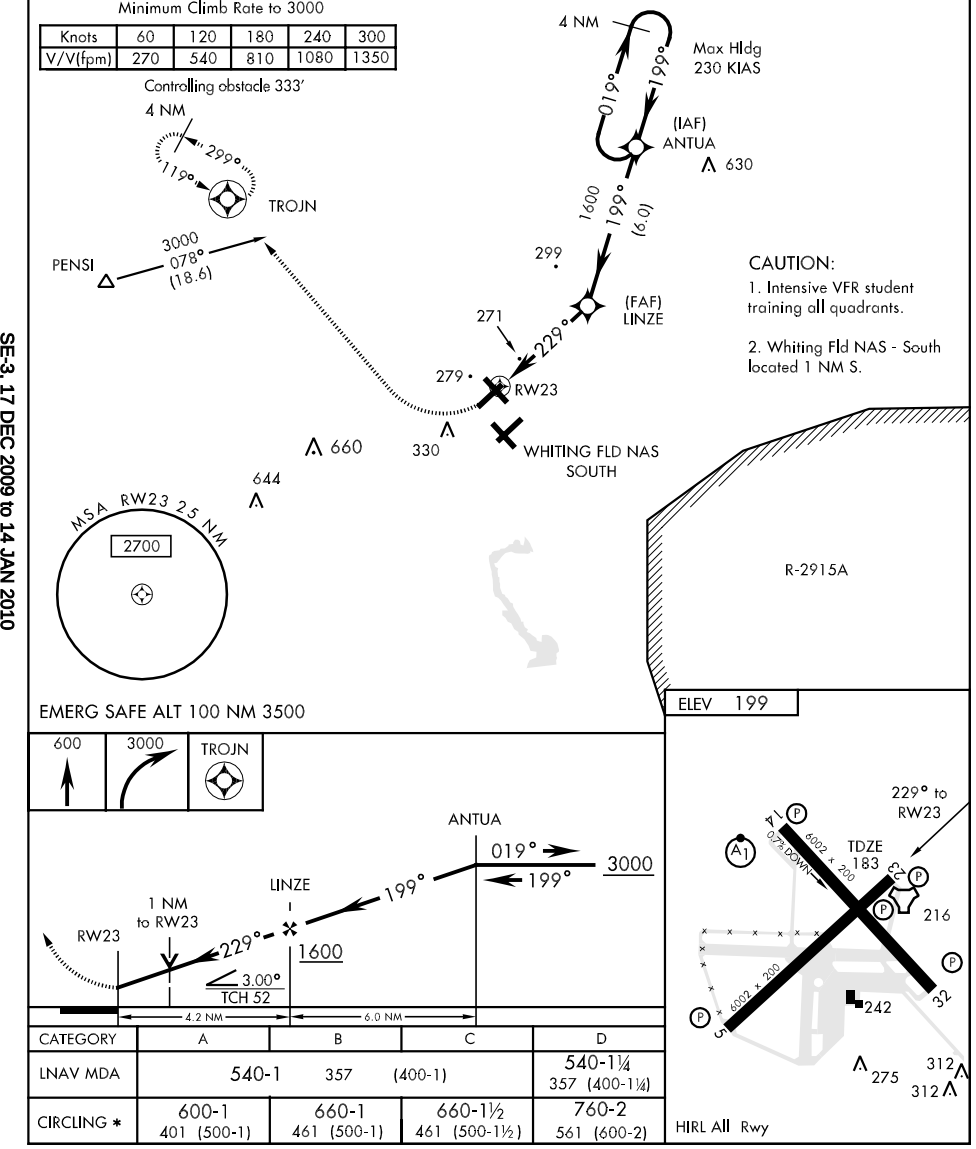
† MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct TROJN and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

† CAUTION: Missed Approach
Minimum Climb Rate to 3000

Knots	60	120	180	240	300
V/V(fpm)	270	540	810	1080	1350

Controlling obstacle 333'



CATEGORY	A	B	C	D
LNAV MDA	540-1 357 (400-1)			540-1¼ 357 (400-1¼)
CIRCLING *	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 5

TACAN NSE Chan 70	APCH CRS 052°	Rwy Idg 6002 TDZE 180 Arpt Elev 199

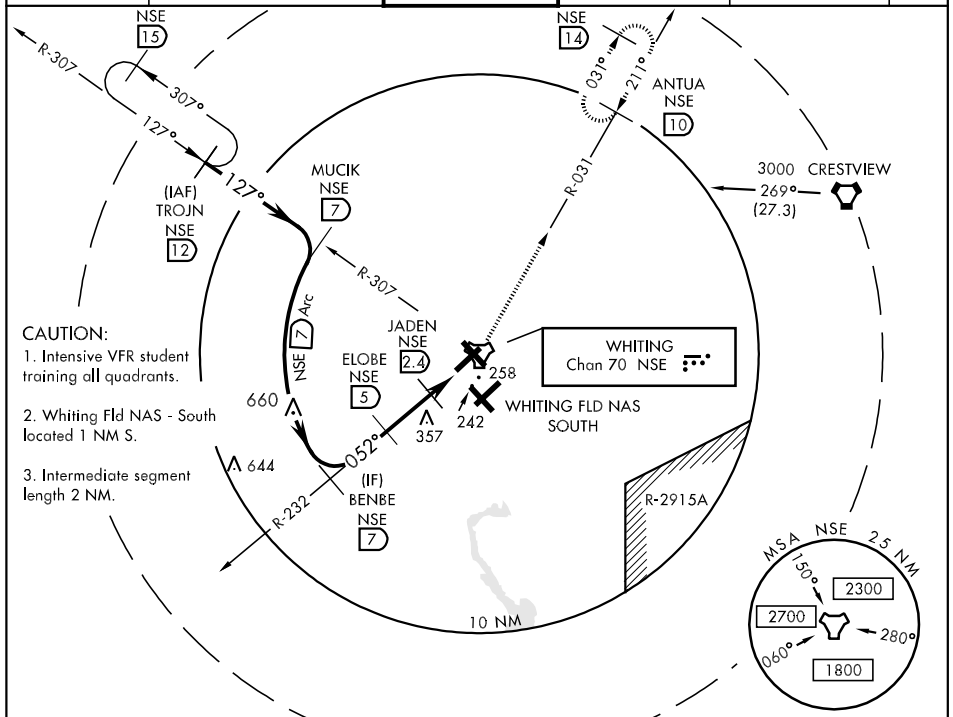
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

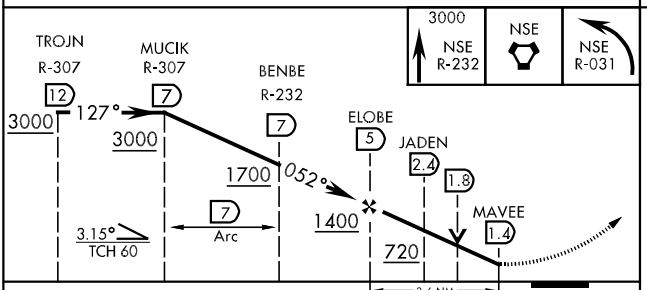
MISSED APPROACH: Climb to 3000 via R-232 to NSE TACAN, then via NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

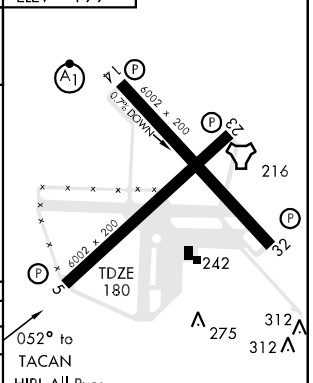


SE-3, 17 DEC 2009 to 14 JAN 2010

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D
S-5	500-1		320 (400-1)	
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)



TACAN RWY 14

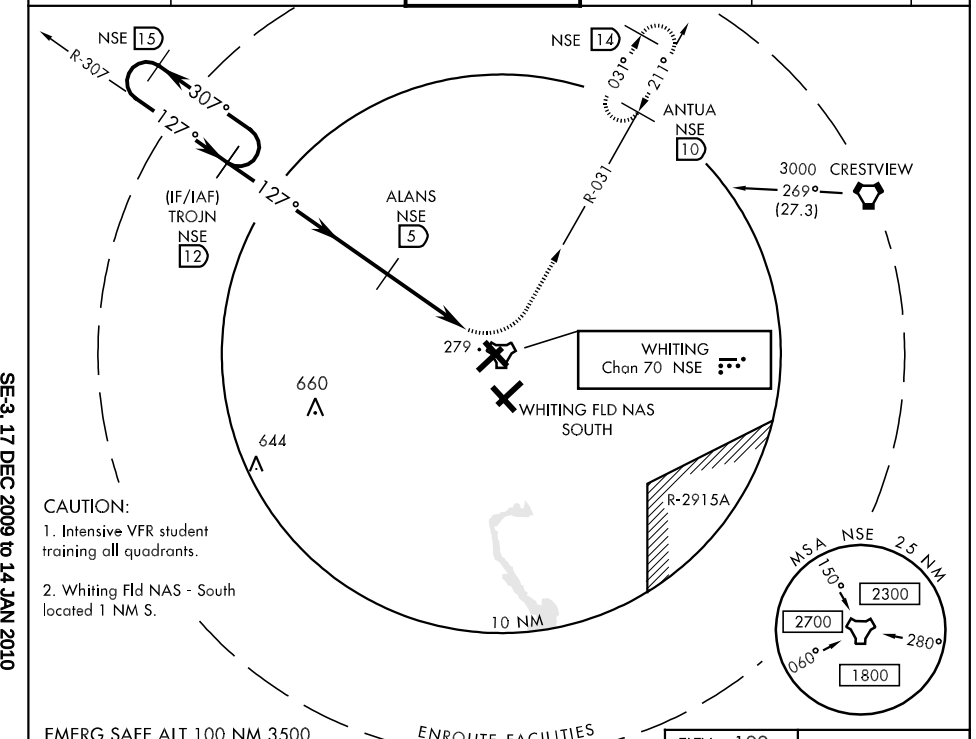
TACAN NSE Chan 70	APCH CRS 127°	Rwy ldg 6002 TDZE 199 Arpt Elev 199	AL-602 [USN]	WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to 1 mile.
** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

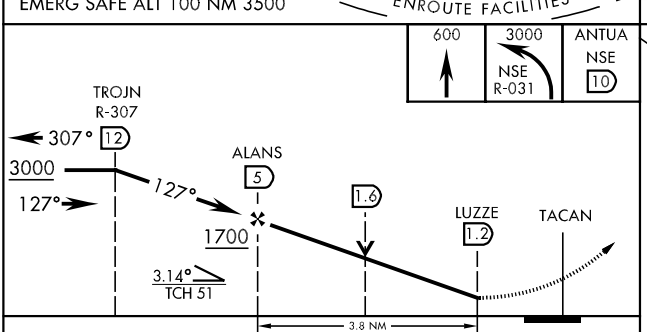


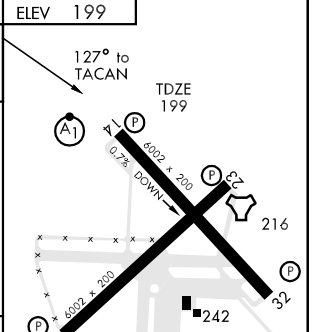
CAUTION:
1. Intensive VFR student training all quadrants.

2. Whiting Fld NAS - South located 1 NM S.

EMERG SAFE ALT 100 NM 3500

ENROUTE FACILITIES





CATEGORY	A	B	C	D
S-14 ★	540-½ 341 (400-½)		540- ¾ 341 (400-¾)	
CIRCLING ★★	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

TACAN RWY 23

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
Chan 70	211°	6002	183	199

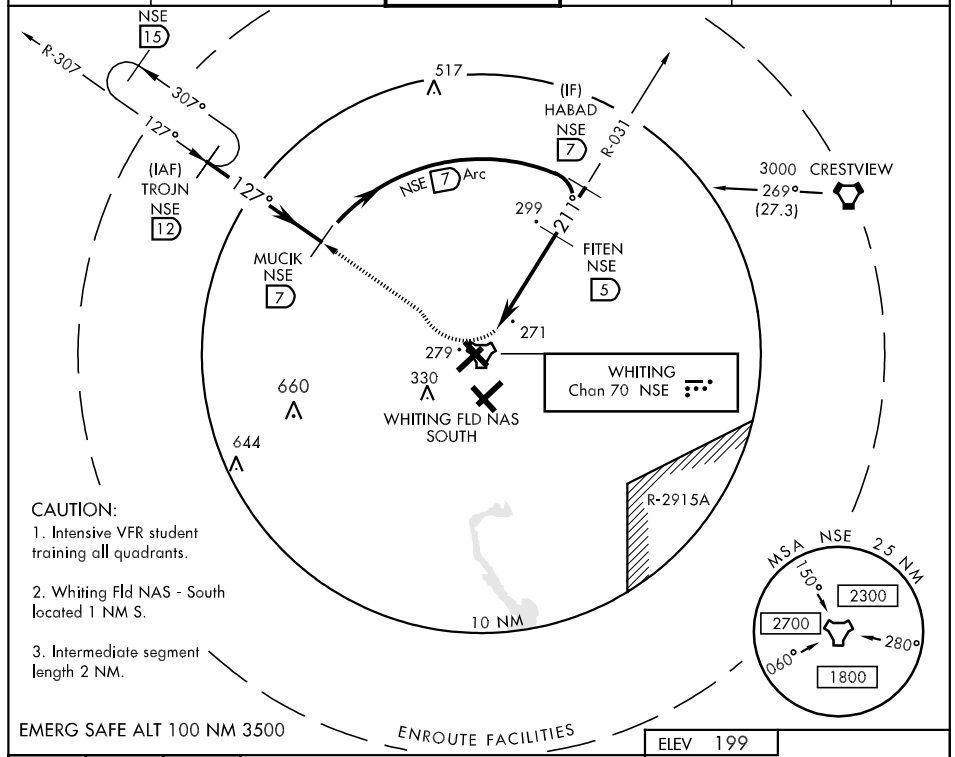
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

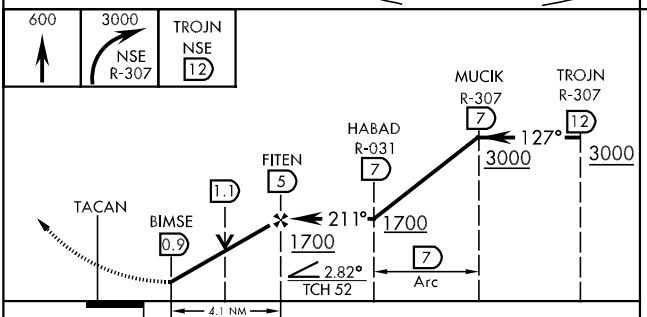
* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

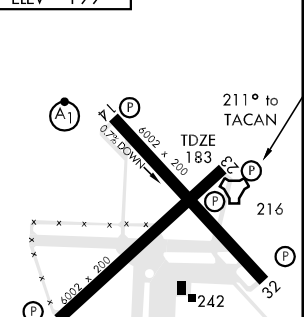
MISSED APPROACH: Climb to 600, then climbing right turn to 3000, intercept NSE R-307 to TROJN and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



ELEV 199





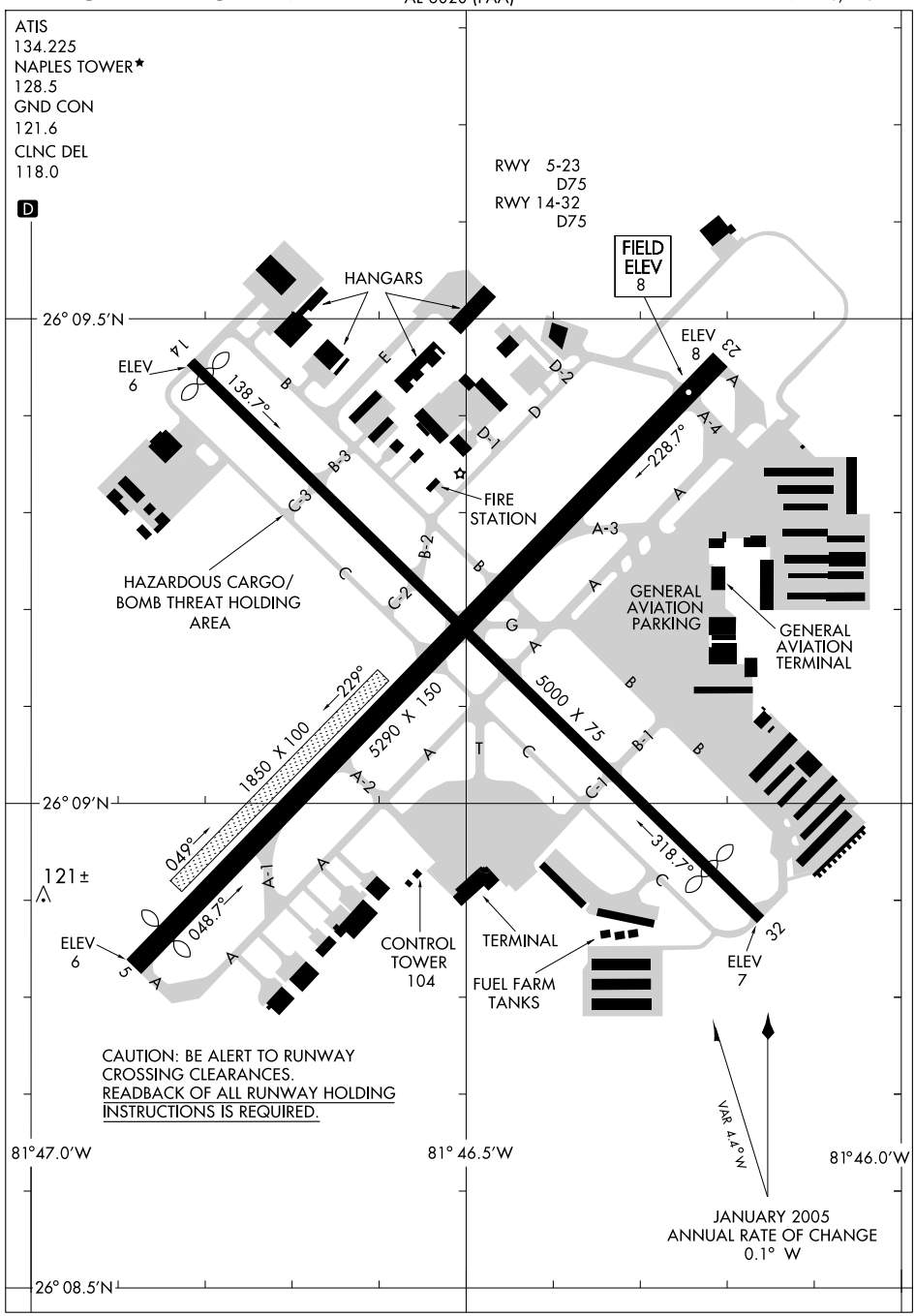
CATEGORY	A	B	C	D
S-23	540-1	357	(400-1)	540-1¼ 357 (400-1¼)
CIRCLING ★	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

AIRPORT DIAGRAM

AL-6020 (FAA)

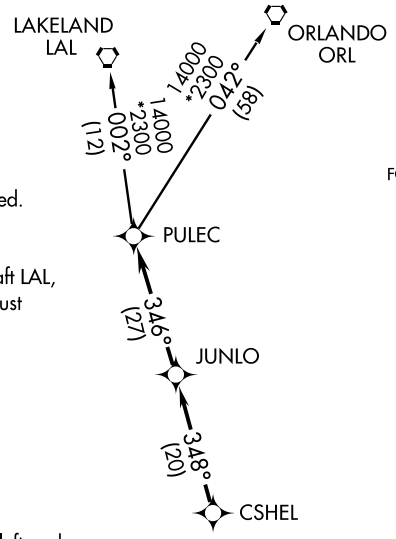
NAPLES MUNI (APF)
NAPLES, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

CSHEL THREE DEPARTURE (RNAV)

NAPLES MUNI (APF)
NAPLES, FLORIDA



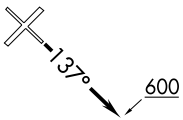
ATIS
134.225
CLNC DEL
118.0
GND CON
121.6
NAPLES TOWER ★
128.5 (CTAF)
FORT MYERS DEP CON ★
119.75 327.8

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For NON-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 5: Trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL.
Rwy 14: Trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL.
Rwy 23: Trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL.
Rwy 32: Trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

TAKEOFF MINIMUMS
Rwy 5, 14, 23, 32: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

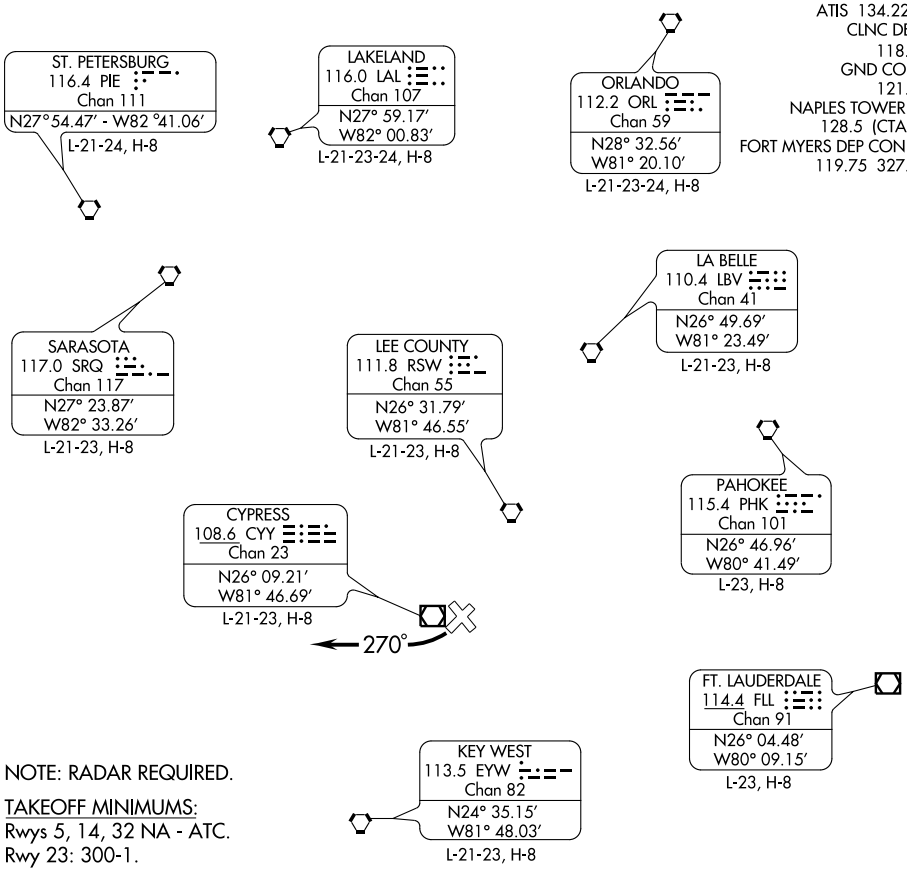
LAKELAND TRANSITION (CSHEL3.LAL):
ORLANDO TRANSITION (CSHEL3.ORL):

SE-3, 17 DEC 2009 to 14 JAN 2010

NAPLES TWO DEPARTURE

NAPLES MUNI (APF)
NAPLES, FLORIDA

ATIS 134.225
CLNC DEL
118.0
GND CON
121.6
NAPLES TOWER★
128.5 (CTAF)
FORT MYERS DEP CON★
119.75 327.8



NOTE: RADAR REQUIRED.

TAKEOFF MINIMUMS:
Rwys 5, 14, 32 NA - ATC.
Rwy 23: 300-1.

OBSTACLE NOTE:
RWY 23; Trees 400 feet left and right of departure end of runway, up to 100 feet AGL/110 feet MSL.

NOISE ABATEMENT NOTE:
Jet aircraft departure procedures and headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

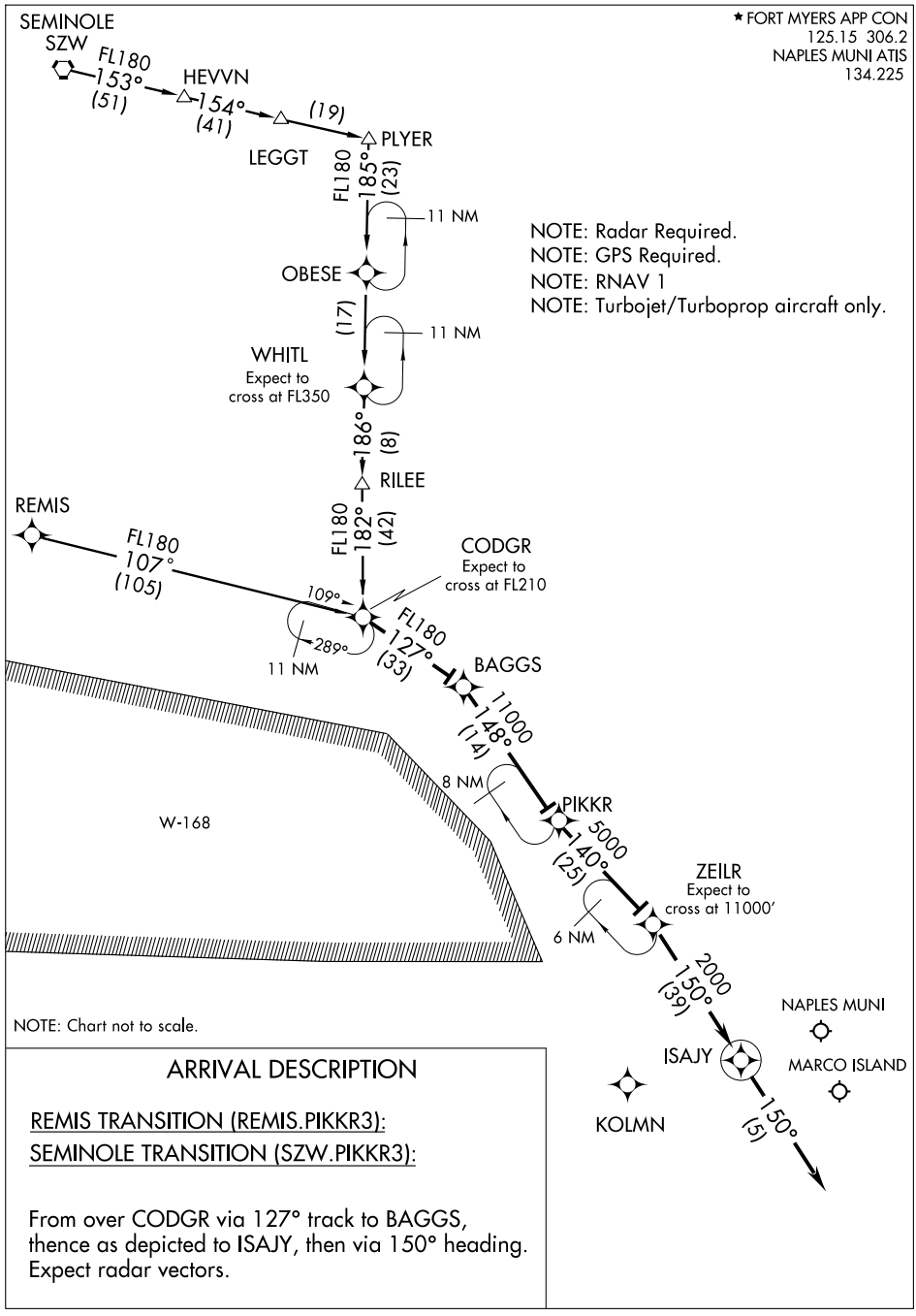
TAKE-OFF RUNWAY 23: Turn right heading 270°. Climb and maintain 2000. Expect radar vectors to join assigned route. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

PIKKR THREE ARRIVAL (RNAV)

ST-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):

SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 73015 W05A	APP CRS 047°	Rwy Idg 5000 TDZE 8 Apt Elev 8

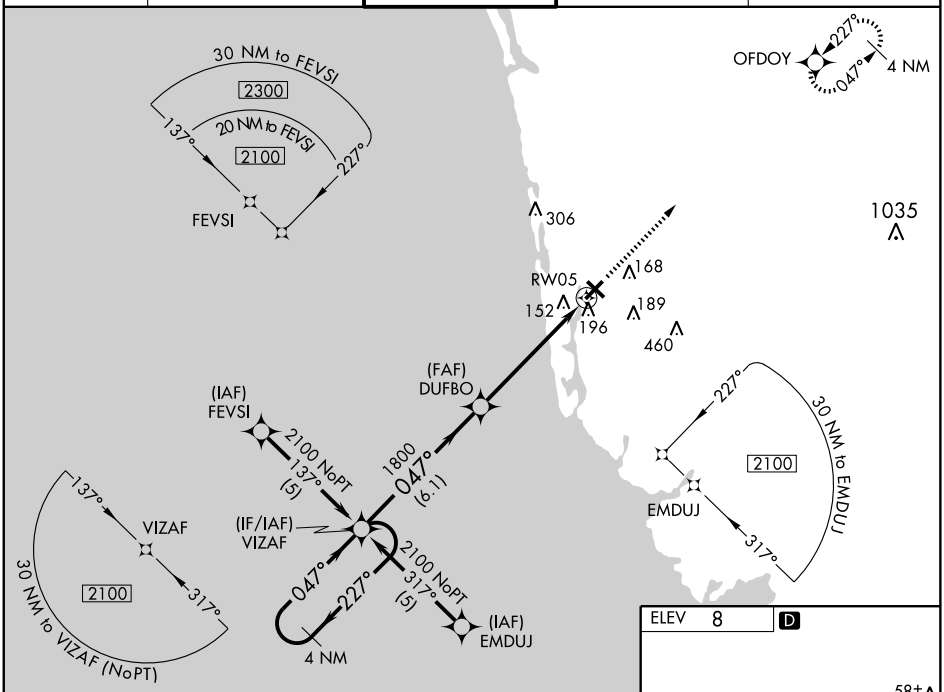
RNAV (GPS) RWY 5

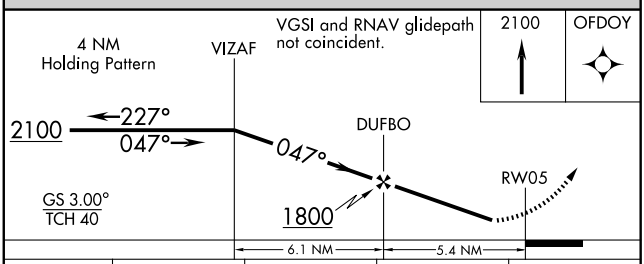
NAPLES MUNI (APF)

Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile

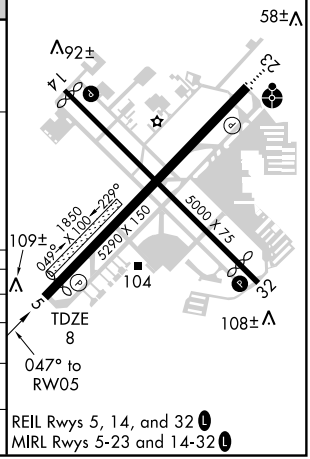
MISSED APPROACH: Climb to 2100 direct OFDOY and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





CATEGORY	A	B	C	D
LPV DA		295-1 287 (300-1)		
LNAV/VNAV DA		446-1½ 438 (500-1½)		
LNAV MDA	460-1 452 (500-1)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)



REIL Rwys 5, 14, and 32 L
MIRL Rwys 5-23 and 14-32 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 69314 W23A	APP CRS 227°	Rwy Idg 5000 TDZE 8 Apt Elev 8

RNAV (GPS) RWY 23

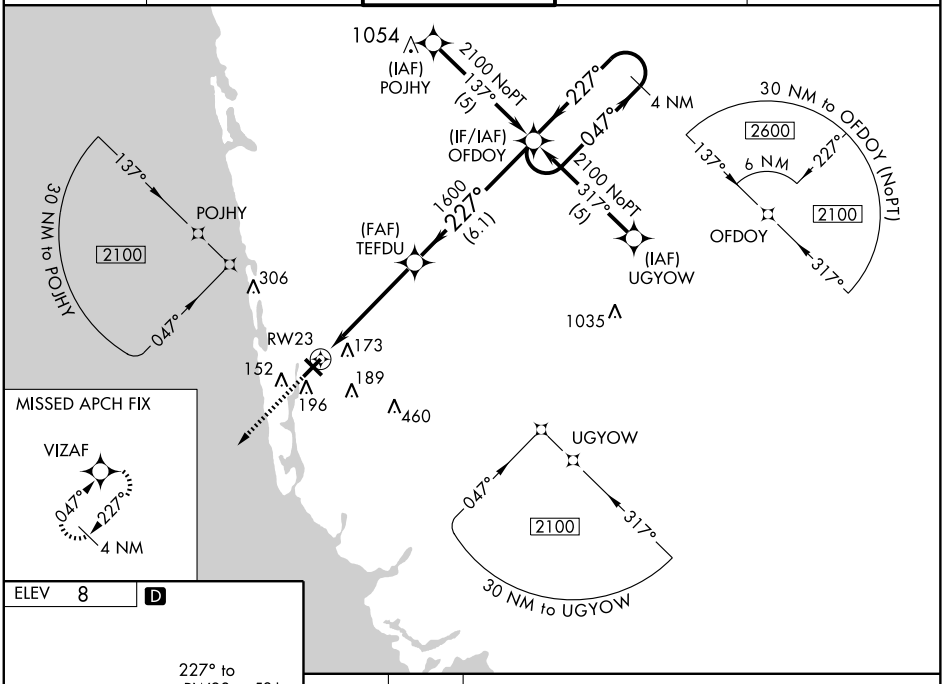
NAPLES MUNI (APF)

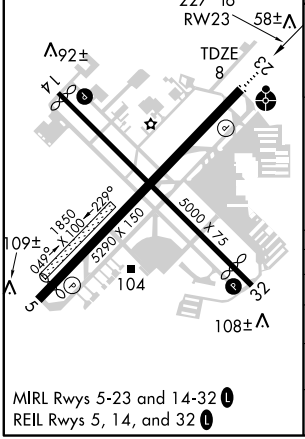
Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

ODALS

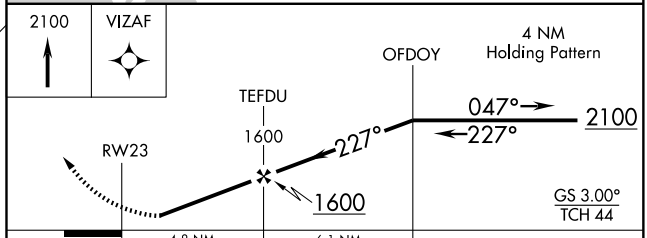
MISSED APPROACH: Climb to 2100 direct VIZAF and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, and 32 L



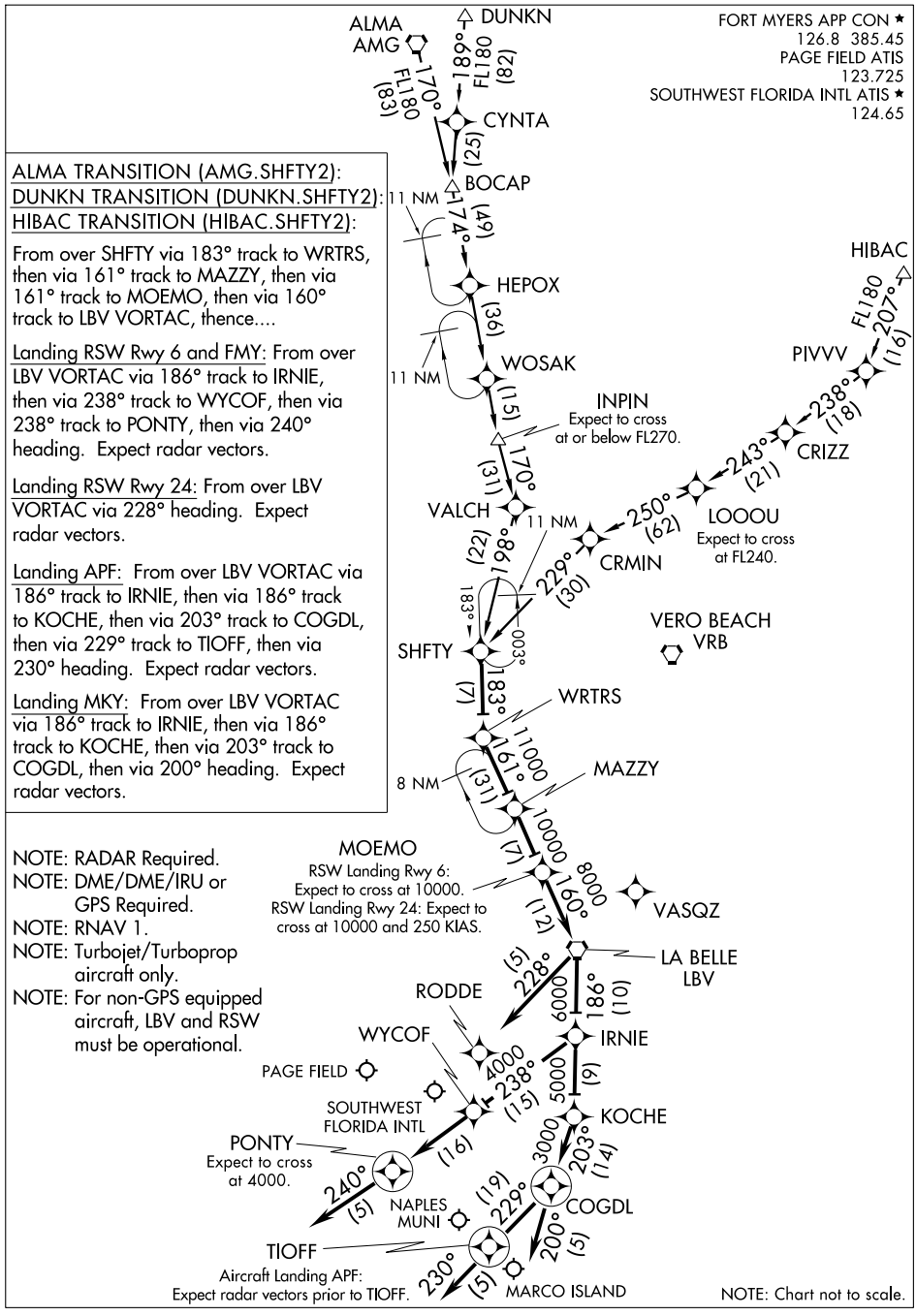
CATEGORY	A	B	C	D
LPV DA	313-1	305 (400-1)		
LNAV/VNAV DA	461-1½	453 (500-1½)		
LNAV MDA	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

(SHFTY.SHFTY2) 09351 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



NOTE: Chart not to scale.

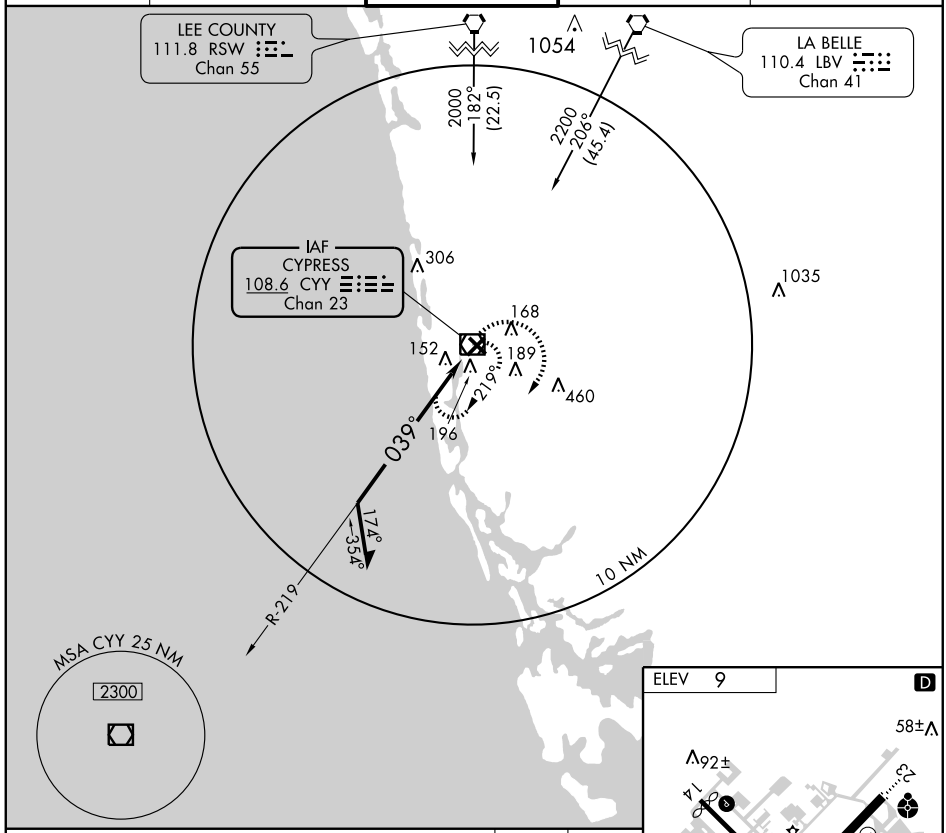
SE-3, 17 DEC 2009 to 14 JAN 2010

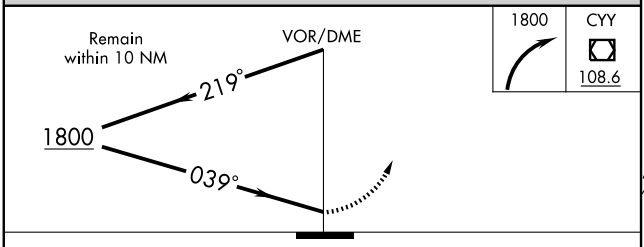
VOR/DME CYY 108.6 Chan 23	APP CRS 039°	Rwy Idg 5000 TDZE 9 Apt Elev 9

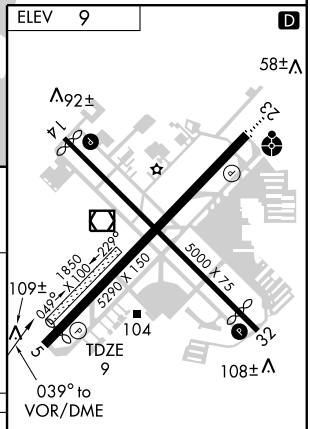
VOR RWY 5
NAPLES MUNI (APF)

MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON ★	NAPLES TOWER ★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0







CATEGORY	A	B	C	D
S-5	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	500-1 491 (500-1)		500-1½ 491 (500-1½)	560-2 551 (600-2)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	235°	TDZE	9
Chan 23		Apt Elev	9

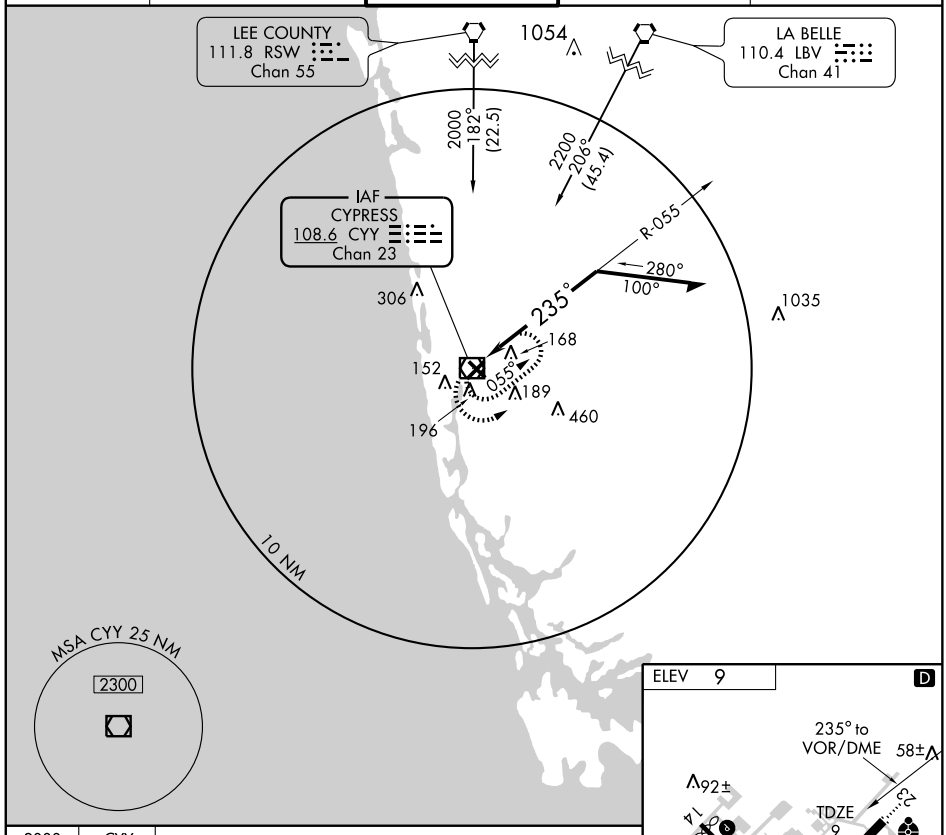
VOR RWY 23
NAPLES MUNI (APF)

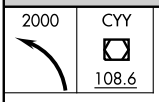
Inoperative table does not apply to Cat. C.

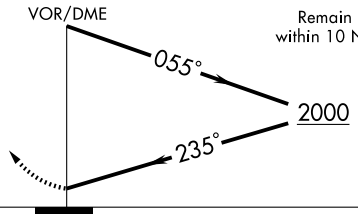
ODALS

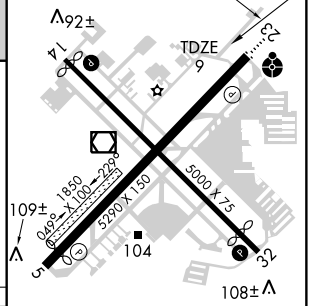
MISSED APPROACH: Climbing left turn to 2000 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0









CATEGORY	A	B	C	D
S-23	500-¾ 491 (500-¾)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	500-1 491 (500-1)		500-1½ 491 (500-1½)	560-2 551 (600-2)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

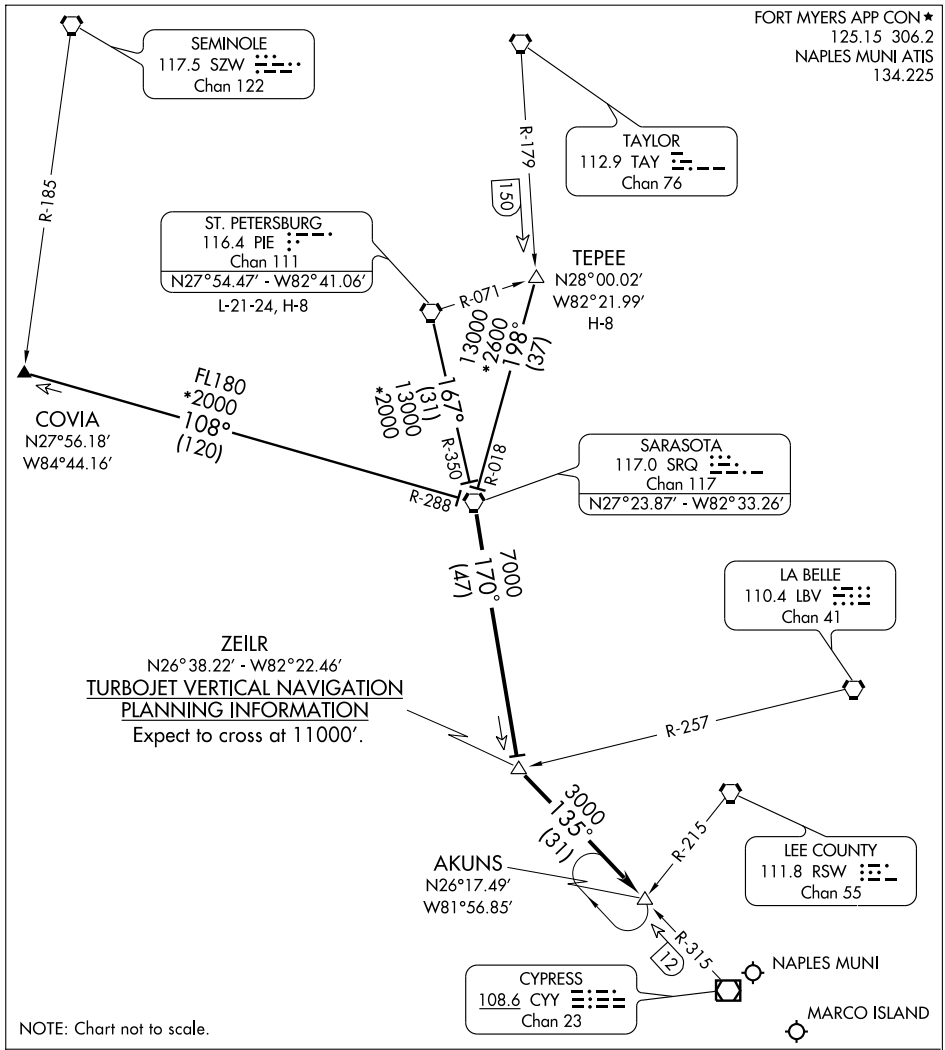
SE-3, 17 DEC 2009 to 14 JAN 2010

(ZEILR.ZEILR2) 08325

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

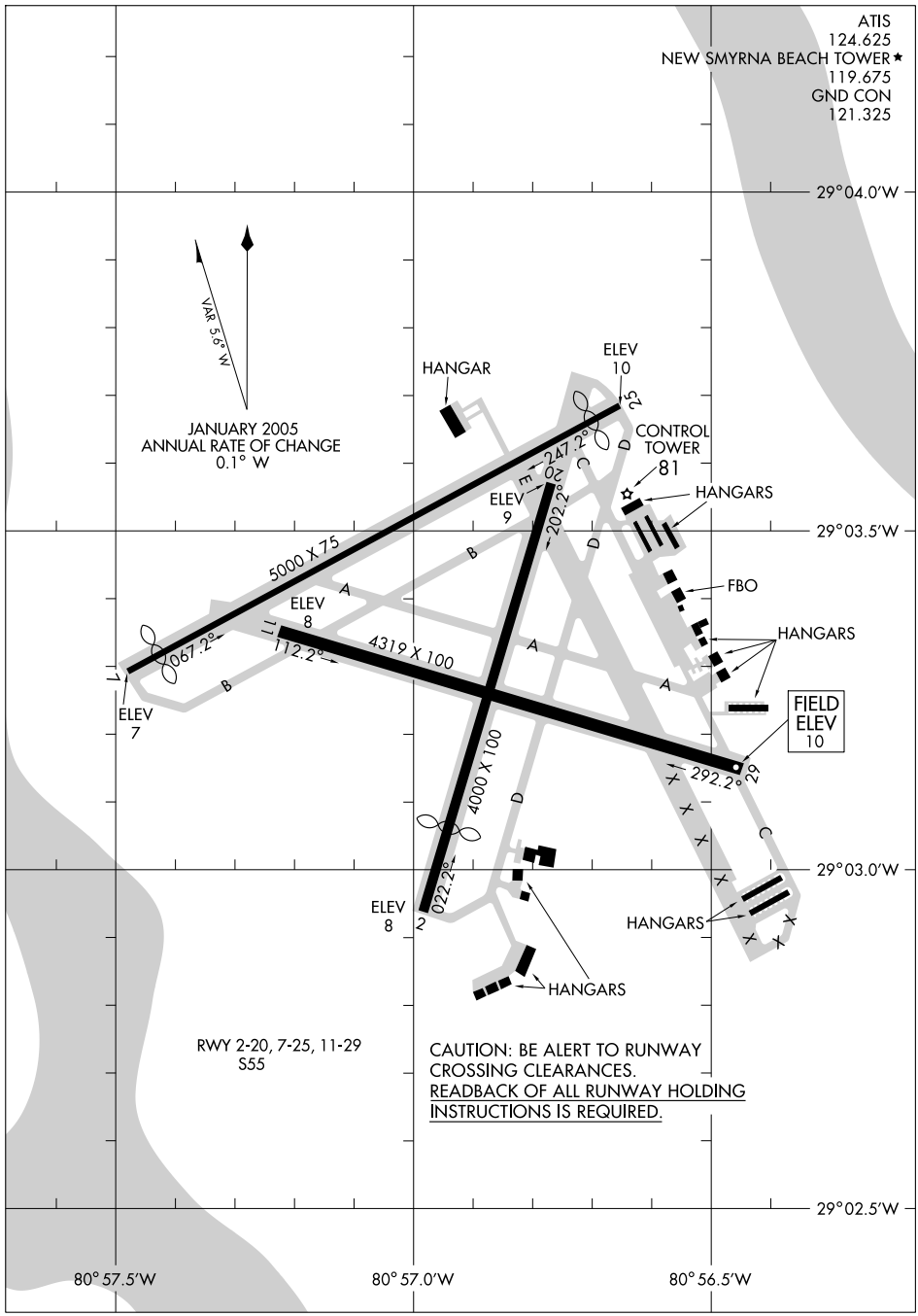
. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

09295

AIRPORT DIAGRAM

AL-6459 (FAA)

NEW SMYRNA BEACH MUNI (EVB)
NEW SMYRNA BEACH, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

NDB EVB 417	APP CRS 304°	Rwy Idg 4319 TDZE 10 Apt Elev 10

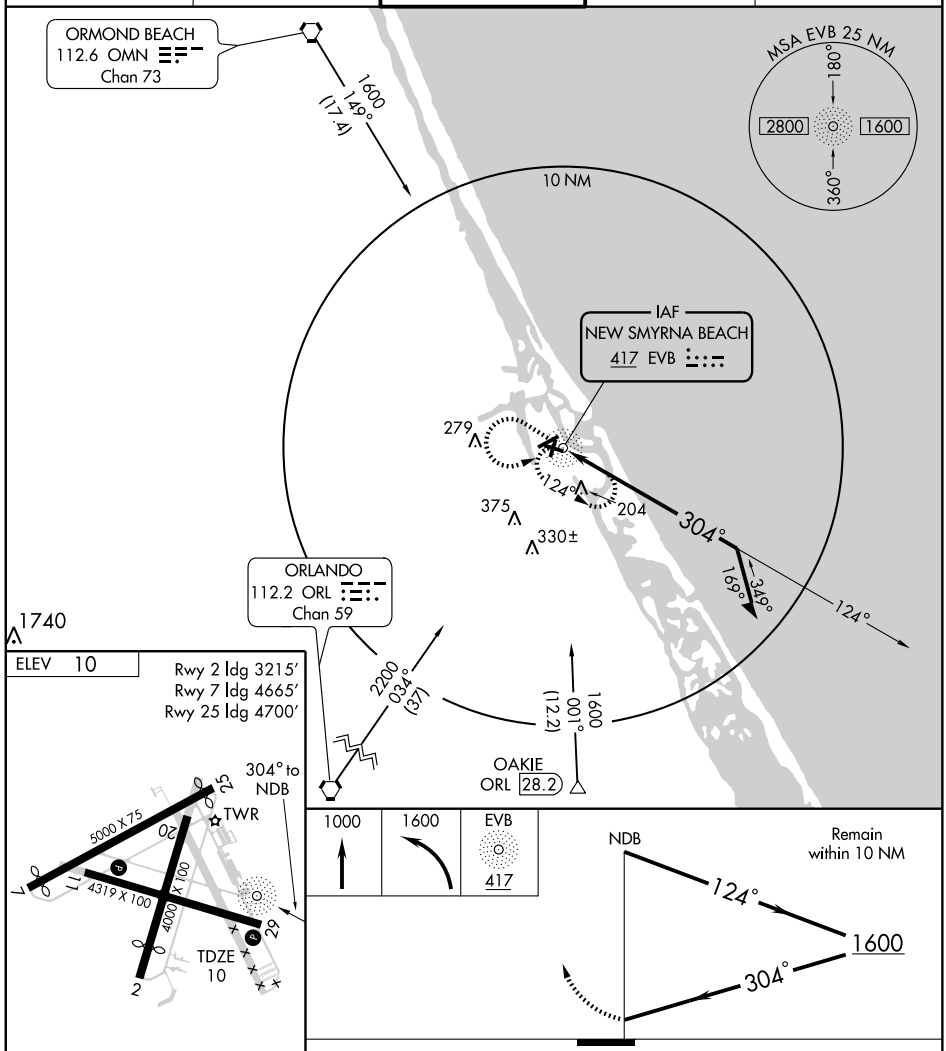
NDB RWY 29

NEW SMYRNA BEACH MUNI (EVB)

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF)	121.325	122.95



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)
CIRCLING	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

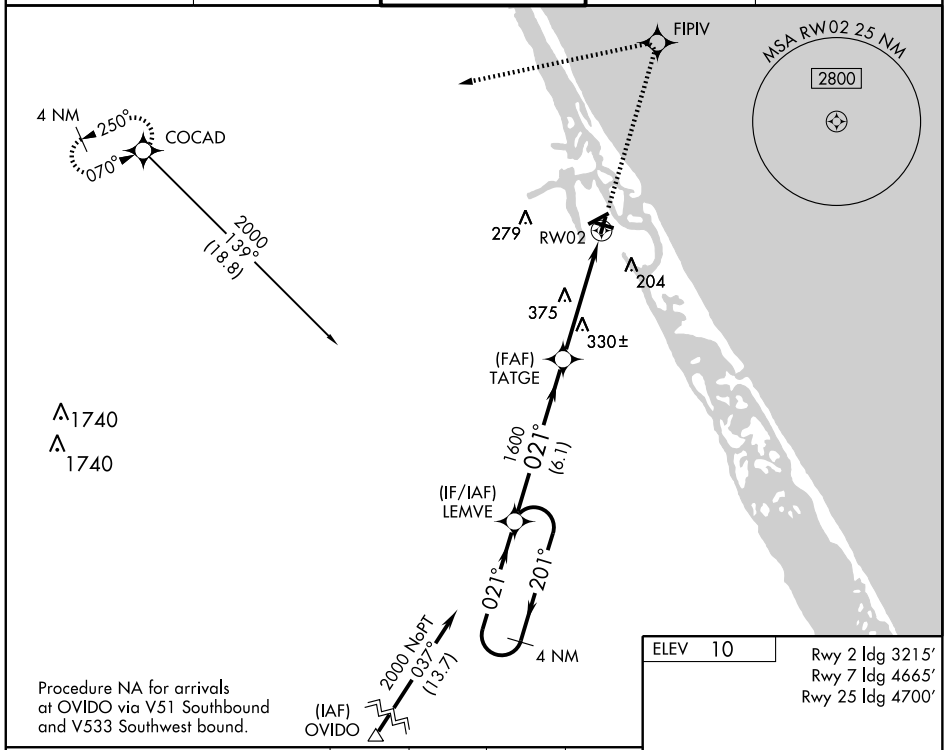
WAAS	APP CRS		
CH **45900**	**021°**	Rwy Idg	**3215**
W02A		TDZE	**9**
		Apt Elev	**10**

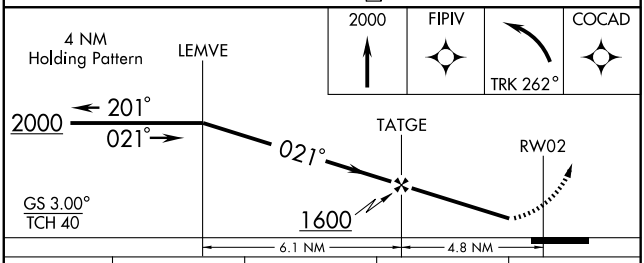
RNAV (GPS) RWY 2
NEW SMYRNA BEACH MUNI (EVB)

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 370 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

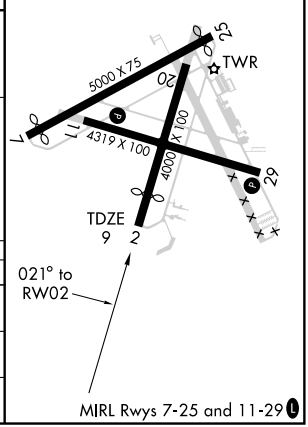
MISSED APPROACH: Climb to 2000 direct FIPIV and left turn via 262° track to COCAD and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	**125.35 322.3**	**119.675** (CTAF) Ⓛ	**121.325**	**122.8**





CATEGORY	A	B	C	D
LPV DA	336-1¼	327 (400-1¼)		
LNAV MDA	700-1	691 (700-1)	700-2 691 (700-2)	700-2¼ 691 (700-2¼)
CIRCLING	700-1¼	690 (700-1¼)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)



SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4665
066°	TDZE	9
	Apt Elev	10

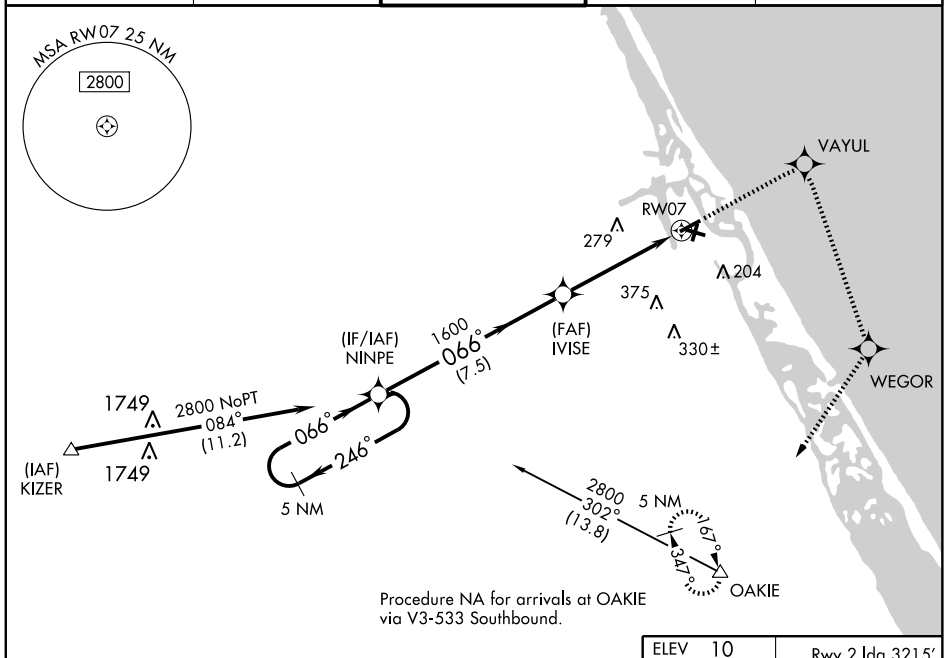
RNAV (GPS) RWY 7
NEW SMYRNA BEACH MUNI (EVB)

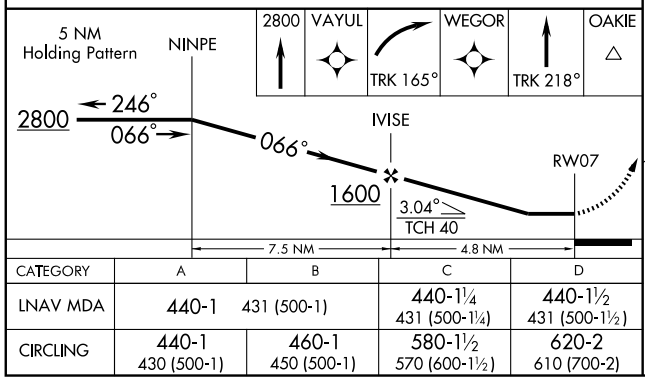
NA
ASR

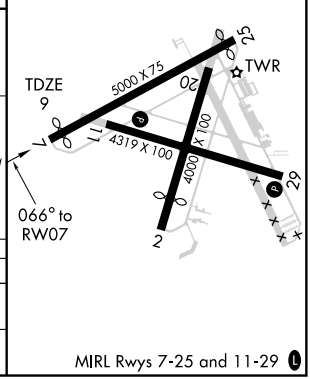
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct VAYUL and right turn via 165° track to WEGOR and via 218° track to OAKIE and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95







CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	440-1¼ 431 (500-1¼)	440-1½ 431 (500-1½)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 50500	246°	Rwy Idg	4700
W25A		TDZE	10
		Apt Elev	10

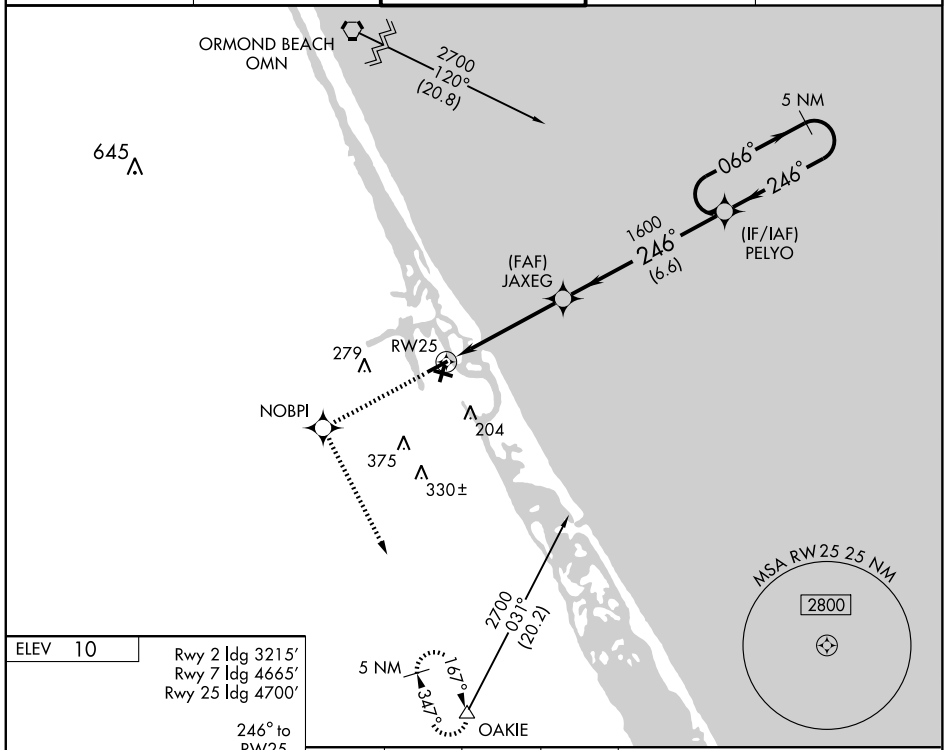
RNAV (GPS) RWY 25
NEW SMYRNA BEACH MUNI (EVB)

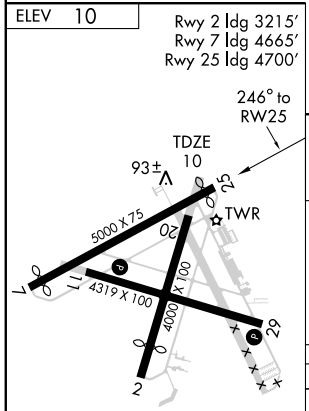
NA
ASR

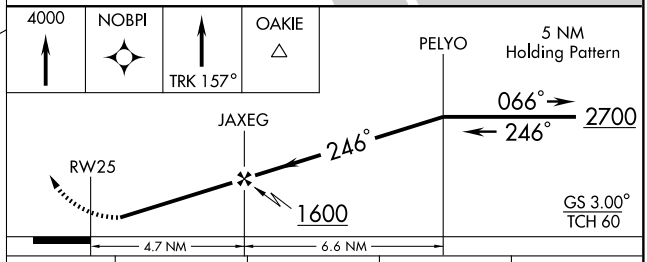
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 337 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct NOBPI and via 157° track to OAKIE and hold, continue climb-in-hold to 4000.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8







CATEGORY	A	B	C	D
LPV DA	303-1 293 (300-1)			NA
LNAV MDA	380-1 370 (400-1)			NA
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	NA

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 97700 W29A	291°	Rwy Idg	4319
		TDZE	10
		Apt Elev	10

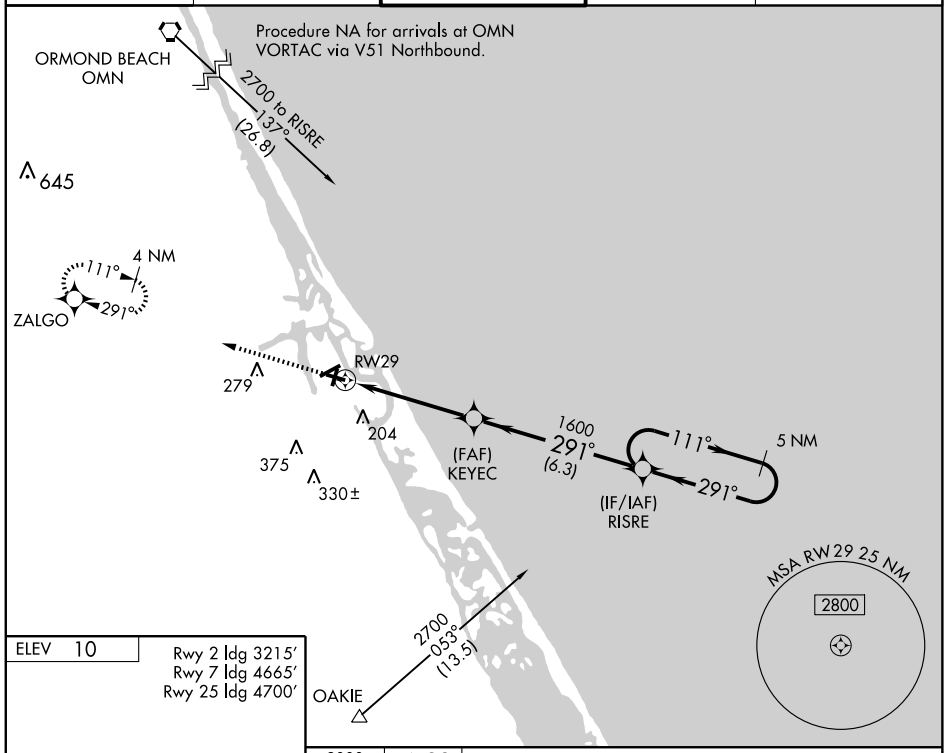
RNAV (GPS) RWY 29
NEW SMYRNA BEACH MUNI (EVB)

NA
ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 342 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

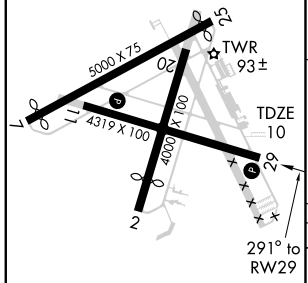
MISSED APPROACH: Climb to 2000 direct ZALGO and hold.

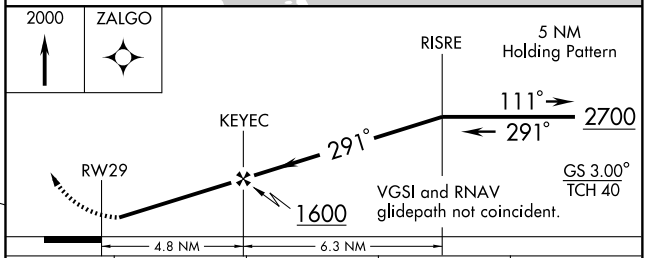
ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



ELEV 10

Rwy 2 ldg 3215′
Rwy 7 ldg 4665′
Rwy 25 ldg 4700′





CATEGORY	A	B	C	D
LPV DA	308-1 298 (300-1)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)

MIRL Rwys 7-25 and 11-29 L

SE-3. 17 DEC 2009 to 14 JAN 2010

NEW SMYRNA BEACH, FLORIDA AL-6965 (FAA)

NDB EVB 417	APP CRS 173°	Rwy Idg 3852 TDZE 12 Apt Elev 12

NDB or GPS RWY 18

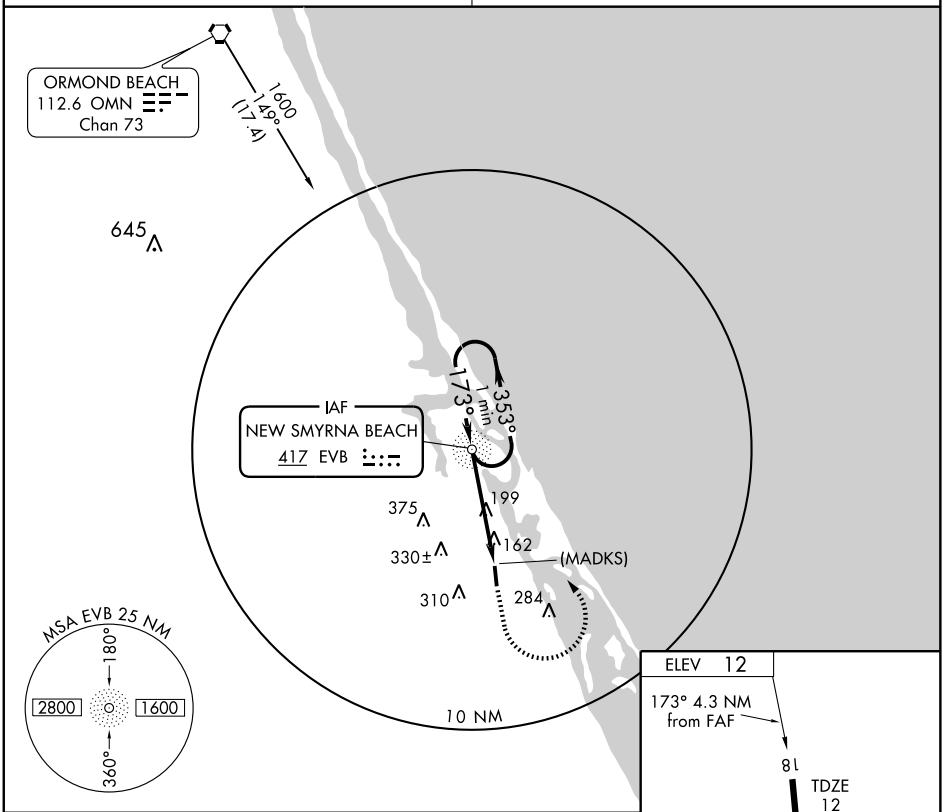
NEW SMYRNA BEACH/ MASSEY RANCH AIRPARK (X50)

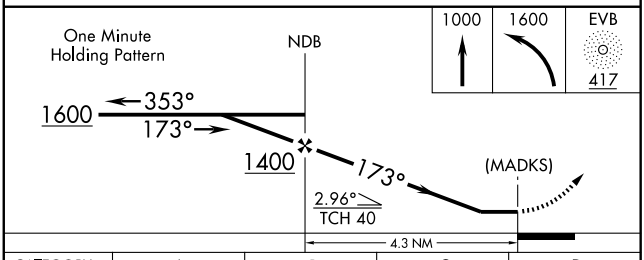
NA

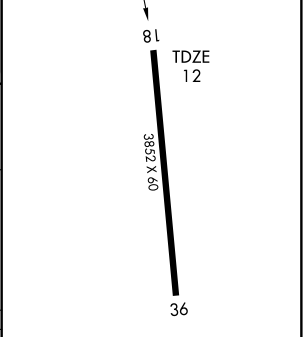
Use Daytona Beach, FL, altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

DAYTONA APP CON	UNICOM
125.35 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-18	600-1 588 (600-1)		600-1½ 588 (600-1½)	NA
CIRCLING	600-1 588 (600-1)	660-1 648 (700-1)	660-1¾ 648 (700-1¾)	NA

LIRL Rwy 18-36

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-OCF	APP CRS	Rwy Idg	6347
111.5	004°	TDZE	80
		Apt Elev	89

ILS or LOC/DME RWY 36

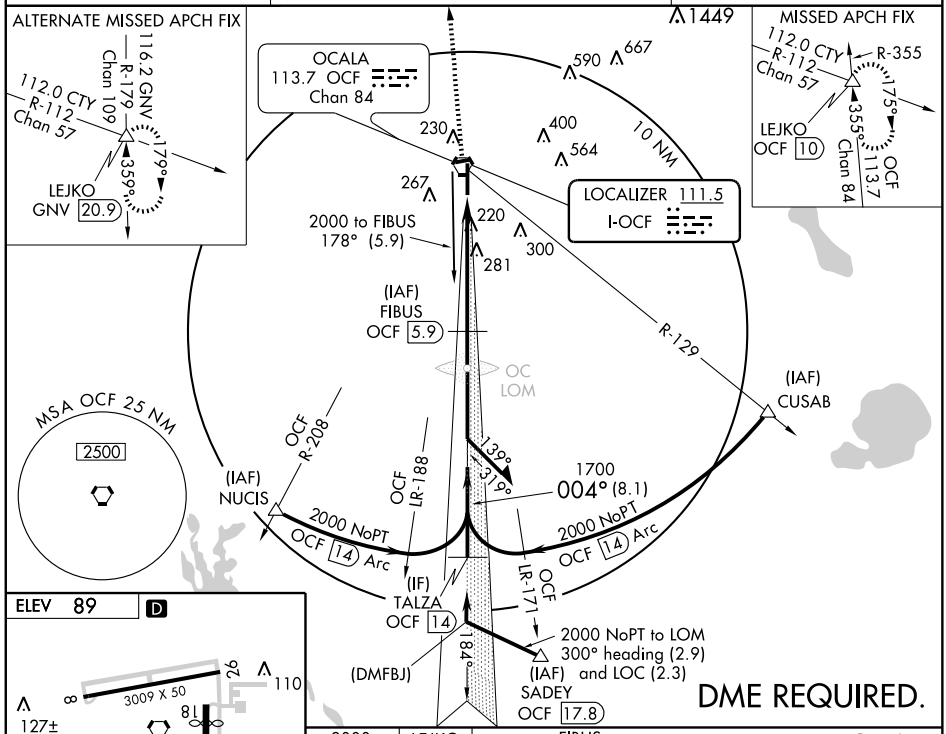
OCALA INTL-JIM TAYLOR FIELD (OCF)

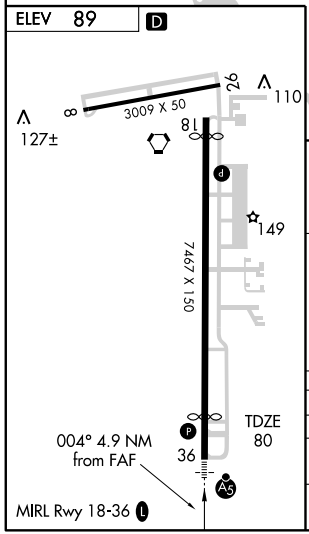
T A — DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required. When local altimeter setting not received, use Gainesville altimeter setting and increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and D visibility ¼ mile. Inoperative table does not apply to S-ILS 36 all Cats when using local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-LOC 36 Cats A and B visibility to 1 mile.

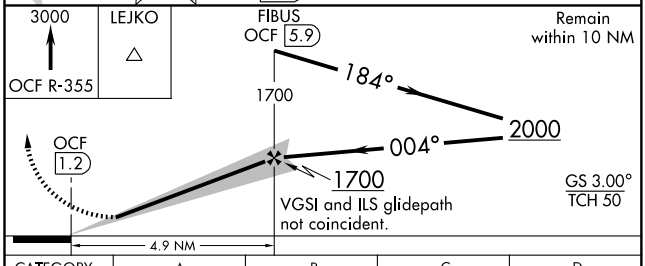
MALSR

MISSED APPROACH: Climb to 3000 via OCF VORTAC R-355 to LEJKO INT/OCF VORTAC 10 DME and hold continue climb-in-hold to 3000.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	280-¾ 200 (200-¾)			
S-LOC 36	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6747
184°	TDZE	81
	Apt Elev	89

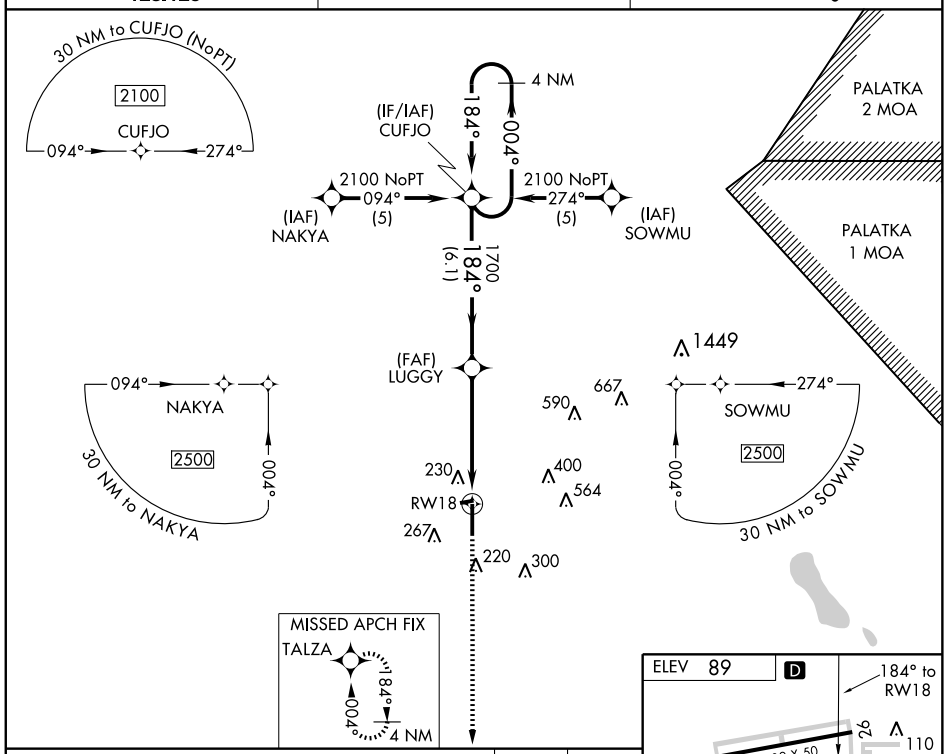
RNAV (GPS) RWY 18

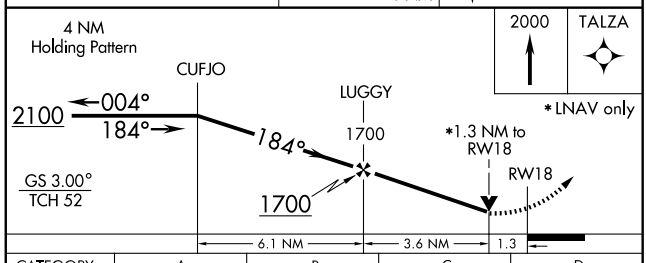
OCALA INTL-JIM TAYLOR FIELD (OCF)

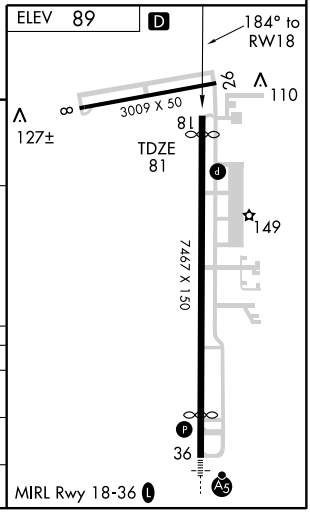
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LNAV/VNAV DA to 657 and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct TALZA and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	576-1¾	495 (500-1¾)		
LNAV MDA	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	580-1	491 (500-1)	580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

OCALA, FLORIDA

AL-5055 (FAA)

WAAS	APP CRS	Rwy Idg	6347
CH 58110	004°	TDZE	80
W36A		Apt Elev	89

RNAV (GPS) RWY 36

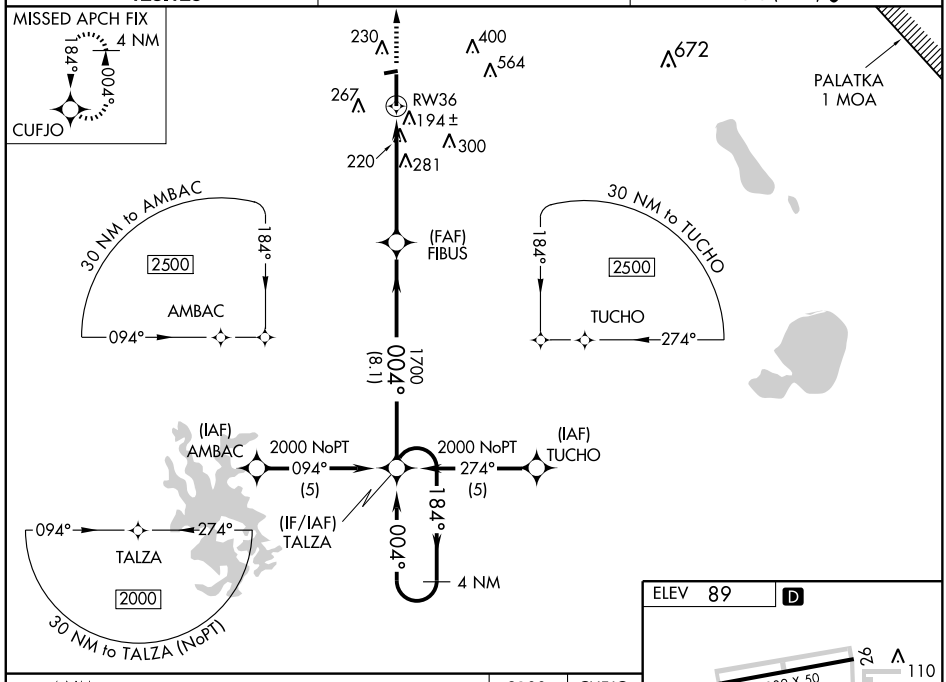
OCALA INTL-JIM TAYLOR FIELD (OCF)

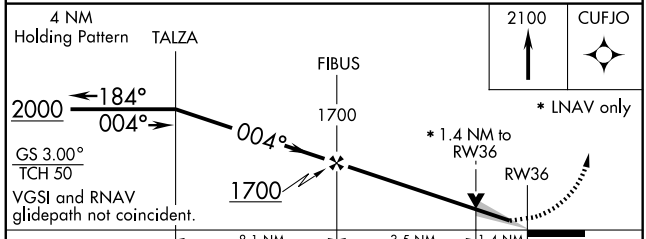
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.

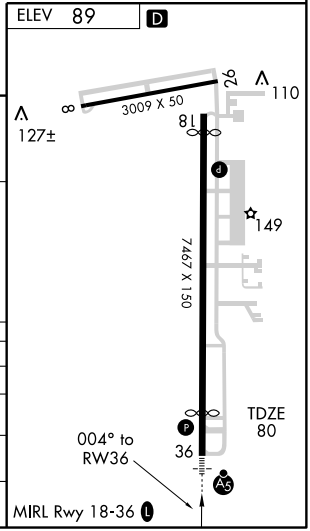
MALSR

MISSED APPROACH: Climb to 2100 direct CUFJO and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/ VNAV DA	563-1¼ 483 (500-1¼)			
LNAV MDA	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC OCF 113.7 Chan 84	APP CRS 354°	Rwy Idg 6347 TDZE 80 Apt Elev 89

VOR RWY 36

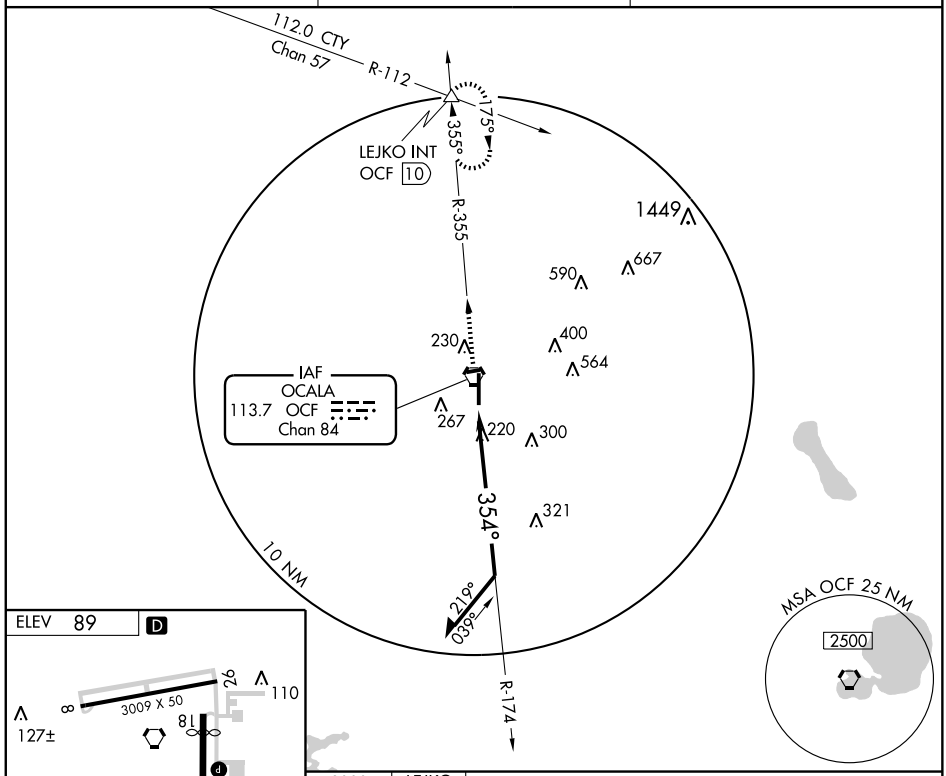
OCALA INTL-JIM TAYLOR FIELD (OCF)

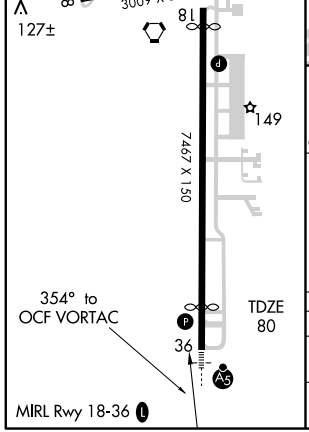
T A When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet; increase S-36 Cats C and D, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainsville altimeter setting, increase S-36 Cats A and B visibility to 1 mile. VDP NA when using Gainesville altimeter setting.

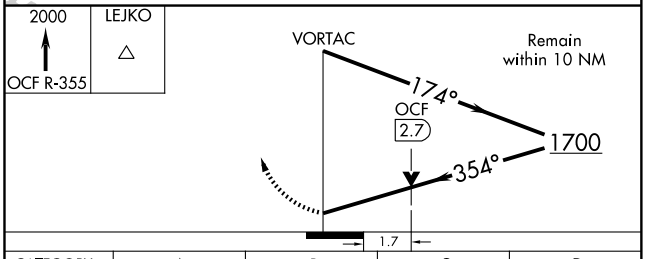
MALSR A5

MISSED APPROACH: Climb to 2000 via OCF VORTAC R-355 to LEJKO INT/OCF 10 DME and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	640-¾ 560 (600-¾)		640-1 560 (600-1)	640-1¼ 560 (600-1¼)
CIRCLING	640-1 551 (600-1)		640-1½ 551 (600-1½)	640-2 551 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

OKEECHOBEE, FLORIDA AL-10337 (FAA)

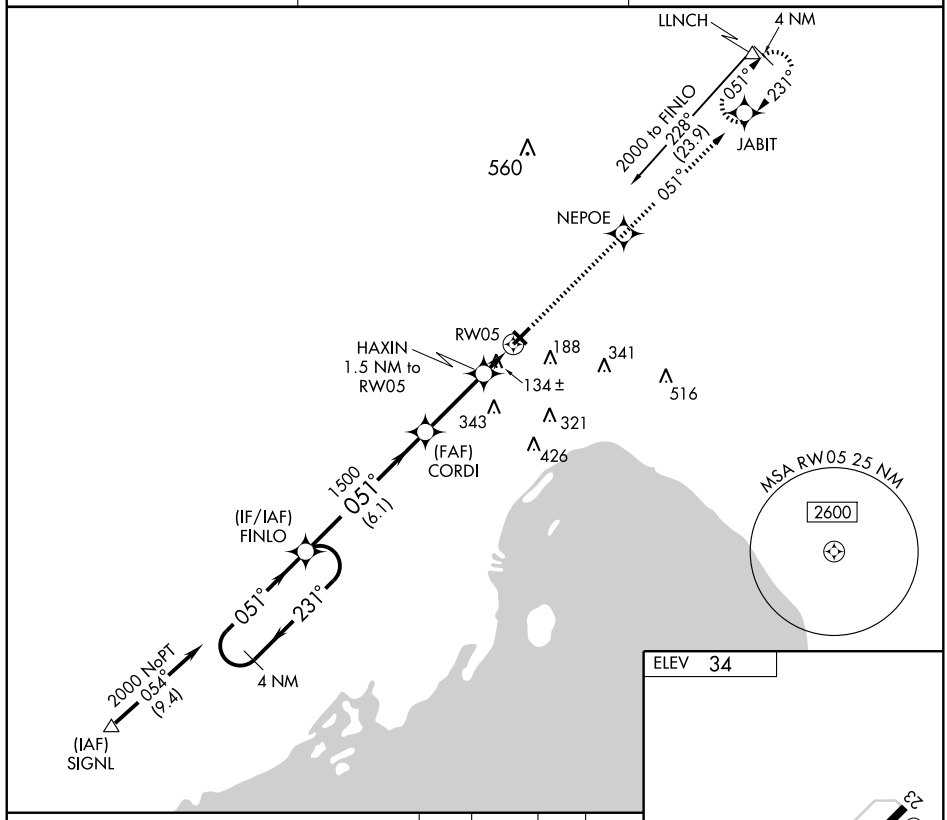
APP CRS	Rwy Idg	5000
051°	TDZE	34
	Apt Elev	34

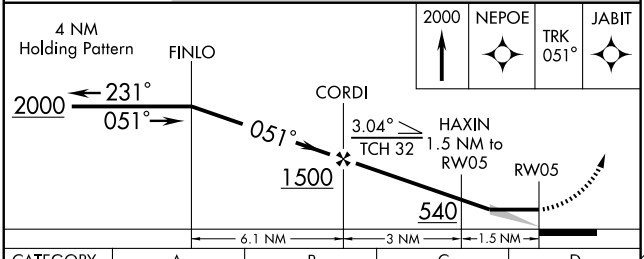
RNAV (GPS) RWY 5
OKEECHOBEE COUNTY (OBE)

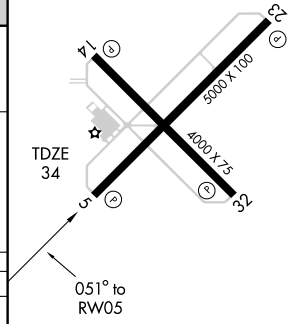
⚠ If local altimeter setting not received, use Vero Beach altimeter setting and increase all MDAs 80 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct NEPOE and via 051° track to JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 466 (500-1)		500-1½ 466 (500-1½)	600-2 566 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-3, 17 DEC 2009 to 14 JAN 2010

OKEECHOBEE, FLORIDA AL-10337 (FAA)

APP CRS	Rwy Idg	5000
231°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 23

OKEECHOBEE COUNTY (OBE)

⚠ If local altimeter setting not received, use Vero Beach altimeter setting and increase all MDAs 80 feet. Procedure NA at night. DME/DME RNP-0.3 NA. VDP NA when using Vero Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct CORDI and via 231° track to FINLO and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L

Procedure NA for arrivals at VRB VORTAC on airway radials 147 CW 228.

2000
216° (15.2)
VERO BEACH
VRB

4 NM
(IAF)
ONLEE
051°
231°
2000 NoPT
231° (5)

560
1600
231°
(6.1)
(IF/IAF)
JABIT

2000
317°
(24.2)
SMUGS

(FAF)
NEPOE
149±

RW23

188
341
516
CORDI
343
321
426
231°

MSA RW23 25 NM
2600

2000 to JABIT
052° (31.5)
FINLO
051°
231°
4 NM
SIGNL

ELEV 34

231° to RW23

23
14
TDZE
34
5000 X 100
4000 X 75
5
32

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

2000	CORDI	TRK 231°	FINLO

4 NM Holding Pattern

JABIT
NEPOE
051°
231°
2000
231°
1600
1.1 NM to RW23
RW23
3.04°
TCH 32
1.1 NM
3.7 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	400-1 366 (400-1)			400-1¼ 366 (400-1¼)
CIRCLING	500-1 466 (500-1)		500-1½ 466 (500-1½)	600-2 566 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

09127

AIRPORT DIAGRAM

ORLANDO/KISSIMMEE GATEWAY (ISM)

AL-5793 (FAA)

ORLANDO, FLORIDA

AWOS-3
128.775
KISSIMMEE TOWER ★
124.45
GND CON
121.7
CLNC DEL
121.7

28° 18.0′ N

ELEV
80

15

WARBIRD
ADVENTURES

KAZ
FBO

ORLANDO
FLIGHT TRAINING

ELEV
78

24

SIGNATURE
FLIGHT SUPPORT

153.2°

243.1°

STALLION
51

ATLANTIC AVIATION

CONTROL
TOWER
140±

28° 17.5′ N

BILMAR
AVIONICS

KISSIMMEE
AVIATION

EUROFLIGHT

5000 X 150

FIELD
ELEV
82

063.1°

SIGNATURE
SOUTH

6000 X 100

ELEV
80

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

28° 17.0′ N

333.2°

33

ELEV
77

RWY 6-24
S30, D60
RWY 15-33
S75, D75, ST95, DT120

VAR 5.1° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

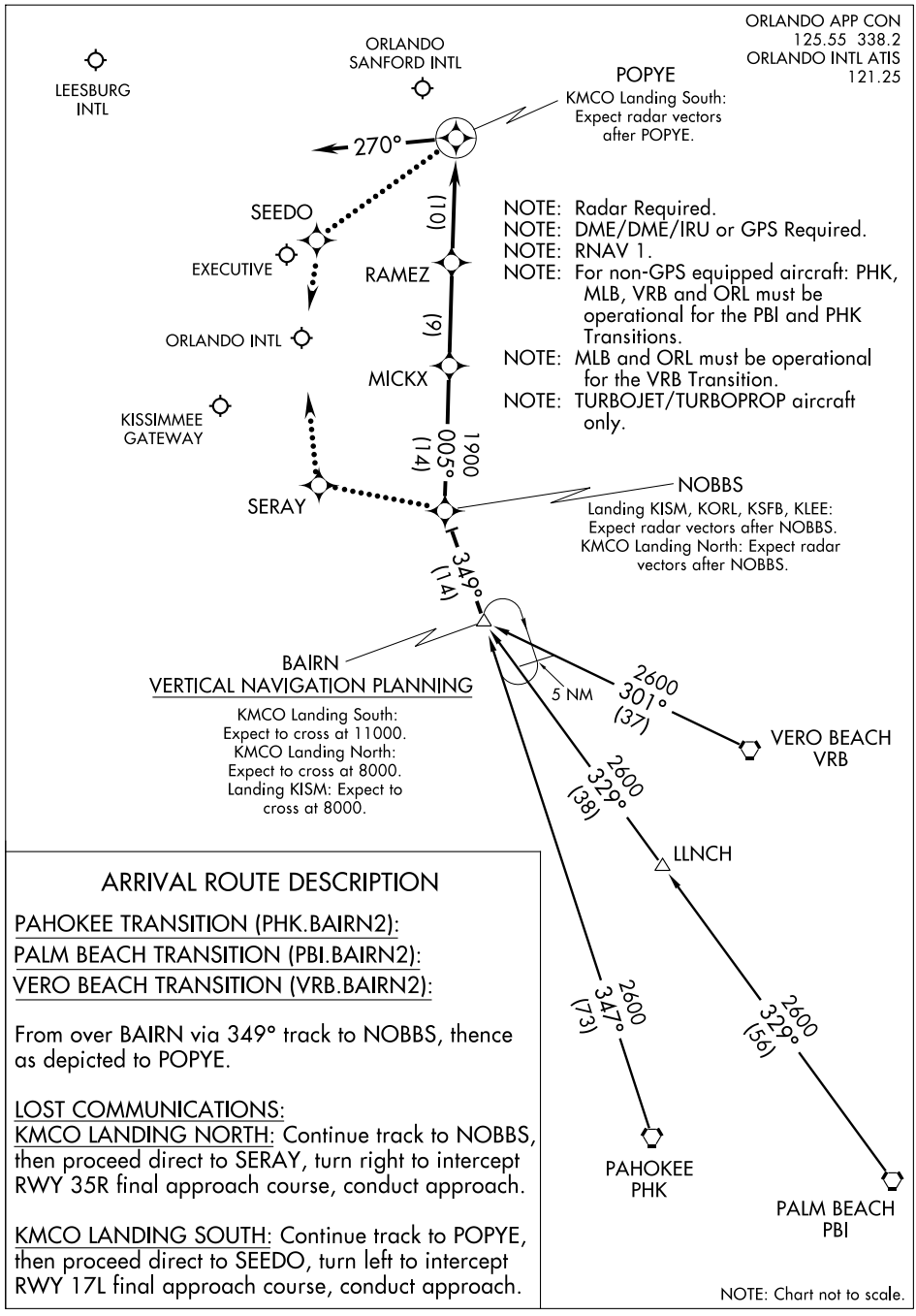
81° 26.5′ W

81° 26.0′ W

SE-3, 17 DEC 2009 to 14 JAN 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

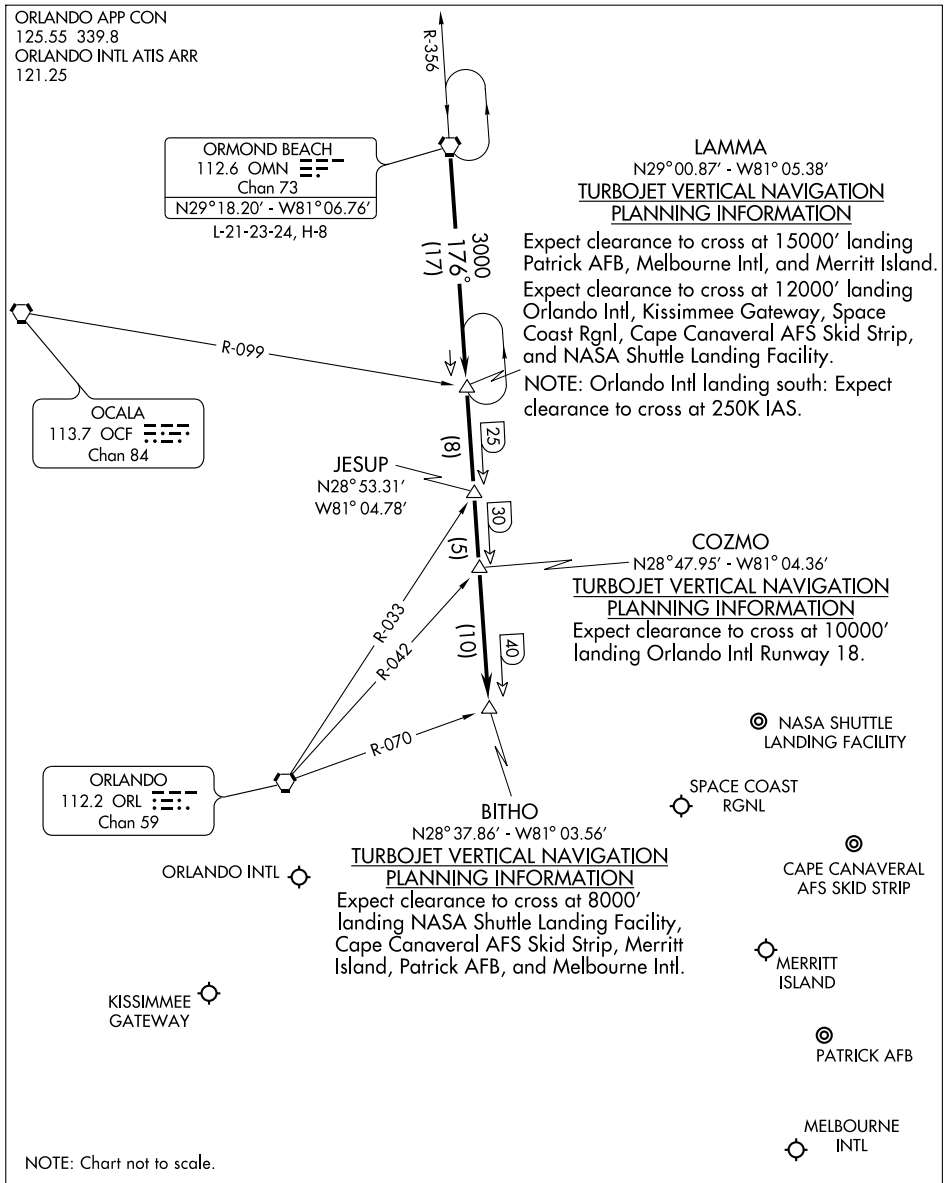
LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

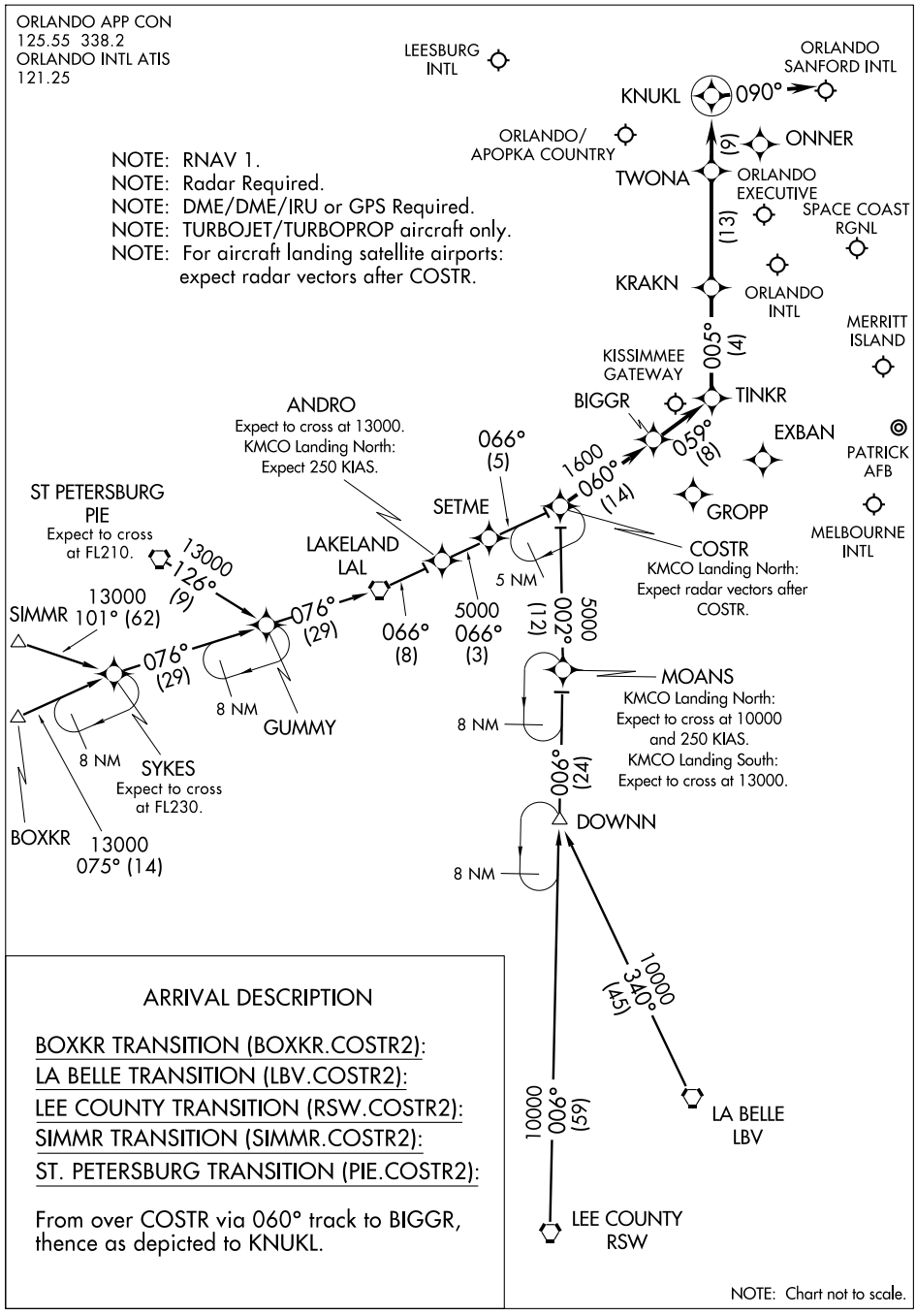
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

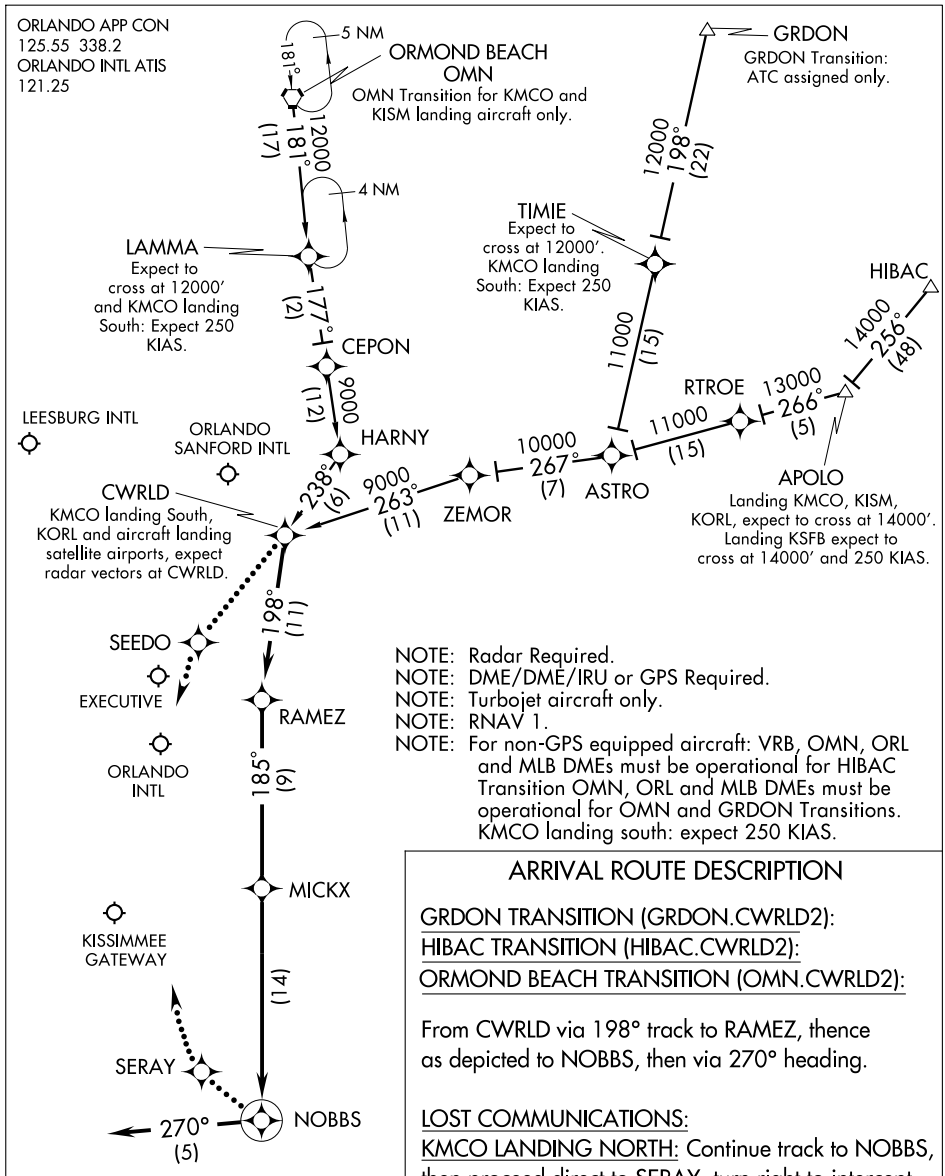
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

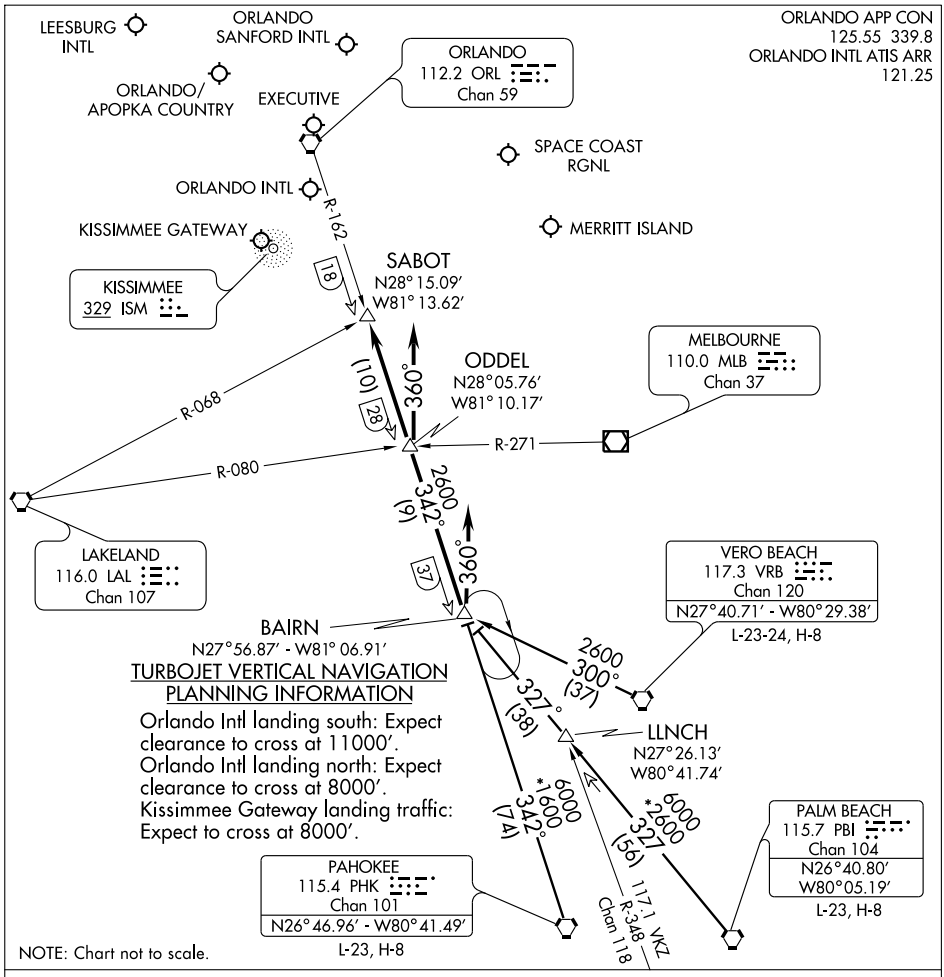
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	5000
063°	TDZE	82
	Apt Elev	82

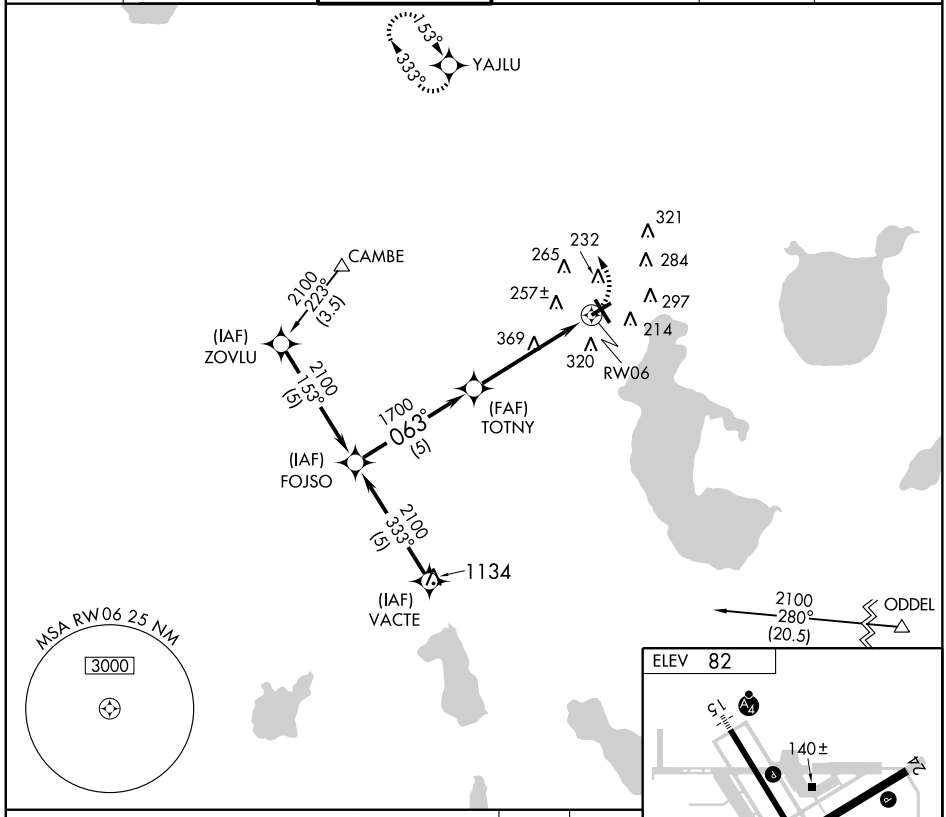
GPS RWY 6

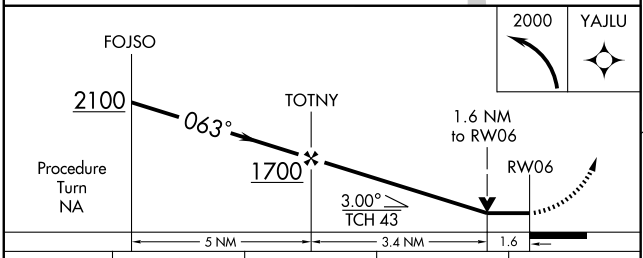
ORLANDO/KISSIMMEE GATEWAY (ISM)

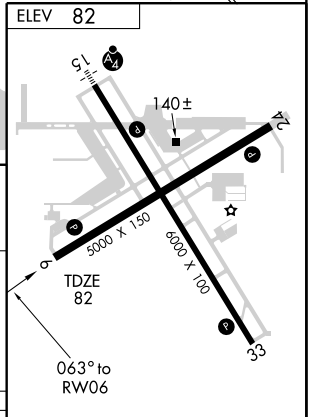
NA

MISSED APPROACH: Climbing left turn to 2000 direct YAJLU WP and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF)	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
S-6	620-1	538 (600-1)	620-1½ 538 (600-1½)	620-1¾ 538 (600-1¾)
CIRCLING	680-1	598 (600-1)	680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-ISM	APP CRS	Rwy Idg	6000
109.75	153°	TDZE	82
Chan 34 (Y)		Apt Elev	82

ILS or LOC RWY 15

ORLANDO/KISSIMMEE GATEWAY (ISM)

T NA If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Orlando Intl altimeter setting.

MALSF

MISSED APPROACH: Climb to 600, then climbing right turn to 2200 via heading 240° and ORL VORTAC R-200 to TEMPE INT/ORL 28 DME and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER ★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95

RADAR REQUIRED

ORLANDO 112.2 ORL Chan 59

(IF) WERPO I-ISM 10.5 RADAR

333° 153° (6) 1200 R-212

WADSI INT I-ISM 4.5 RADAR

267 265 240 257± 369 232 321 284 297 214 320

KISSIMMEE 329 ISM

LOCALIZER 109.75 I-ISM Chan 34 (Y)

10 NM

R-200

ALTERNATE MISSED APCH FIX

147° 327°

KISSIMMEE 329 ISM

MSA ORL 25 NM 3000

1134

116.0 LAL Chan 107 R-074 200° 020°

TEMPE INT ORL 28

ELEV 82

153° 3.3 NM from FAF

TDZE 82

140±

5000 X 150

6000 X 100

15 24 9 27 33

MIRL Rwys 15-33 and 6-24 L

600	2200 hdg 240°	ORL R-200 112.2	TEMPE INT

WERPO I-ISM 10.5 RADAR

WADSI INT I-ISM 4.5 RADAR

2000 153° 1200 I-ISM 2.1 I-ISM 1.2

GS 3.00° TCH 51

1200

6 NM 2.4 NM 0.9 NM

CATEGORY	A	B	C	D
S-ILS 15	282-¾ 200 (200-¾)			
S-LOC 15	420-1 338 (400-1)			
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-3. 17 DEC 2009 to 14 JAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25
EXECUTIVE ATIS
127.25
KISSIMMEE GATEWAY AWOS-3
128.775

ALMA
115.1 AMG
Chan 98
N31°32.19′ - W82°30.48′
L-24, H-9-12

MAA FL450
16000
170°
(37)

MAA FL450
16000
226°
(95)

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78′ - W81°11.95′
L-24, H-9-12

MAA FL450
16000
126°
(15)

VALDOSTA
114.8 OTK
Chan 95
N30°46.83′
W83°16.78′
L-21-22, H-8-9

SHEMP
N30°55.93′
W82°23.07′

170°
(46)
83

(51)

CLAWZ
N30°38.48′ - W83°02.31′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL270.

UGENE
N30°10.13′
W82°13.83′

170°
(42)
125

COAXE
N29°28.76′
W82°05.62′

SHIMM
N28°57.99′ - W81°55.68′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11000′.
NOTE: Orlando Intl landing south:
Expect clearance to cross at 250K.

MAA FL180
6000
129°
(10)

OCALA
113.7 OCF
Chan 84
N29°10.65′ - W82°13.58′
L-21-24

89
(25)

176°

MAA FL450
10000

MAA FL180
6000
129°
(10)

ALADN
N29°04.09′
W82°04.29′

65

20

R-245

ORMOND BEACH
112.6 OMN
Chan 73

(10)

LEESE
N28°51.61′
W81°46.69′

R-356

129°
(30)

R-309

EXECUTIVE

ORLANDO INTL

KISSIMMEE GATEWAY

LAKELAND
116.0 LAL
Chan 107

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 17 DEC 2009 to 14 JAN 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

NDB ISM	APP CRS	Rwy Idg	6000
329	147°	TDZE	82
		Apt Elev	82

NDB RWY 15

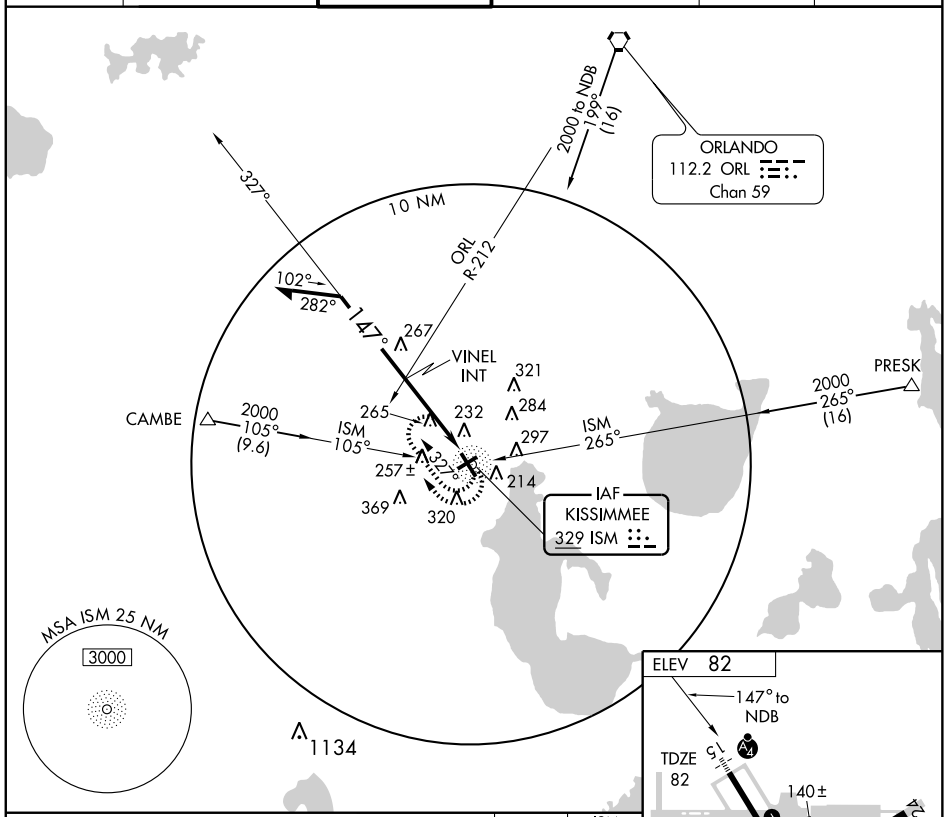
ORLANDO/ KISSIMMEE GATEWAY (ISM)

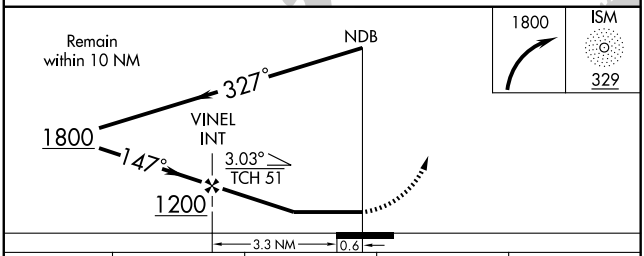
NA — Inoperative table does not apply to S-15 Cat C. If local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 40 feet.

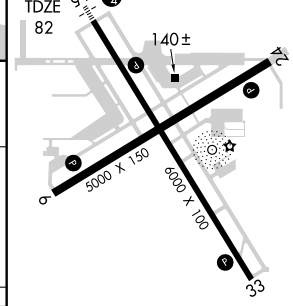
MALSF

MISSED APPROACH: Climbing right turn to 1800 in ISM NDB holding pattern.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







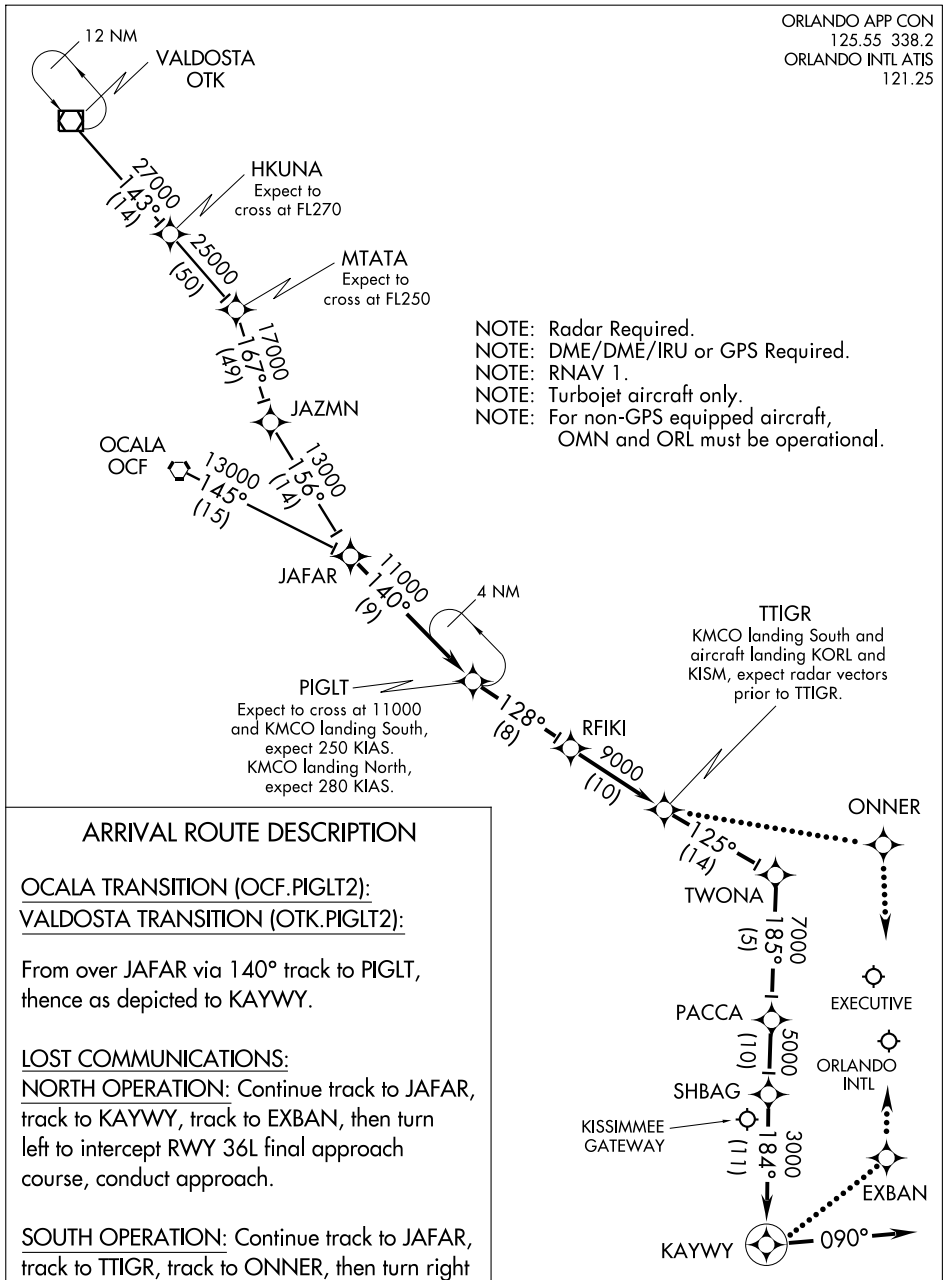
CATEGORY	A	B	C	D
S-15	580-¾ 498 (500-¾)		580-1¼ 498 (500-1¼)	580-1½ 498 (500-1½)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 17 DEC 2009 to 14 JAN 2010

PIGLT TWO ARRIVAL (RNAV)

SE-3, 17 DEC 2009 to 14 JAN 2010



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

WAAS	APP CRS	Rwy Idg	6000
CH 45507	153°	TDZE	82
W15A		Apt Elev	82

RNAV (GPS) RWY 15

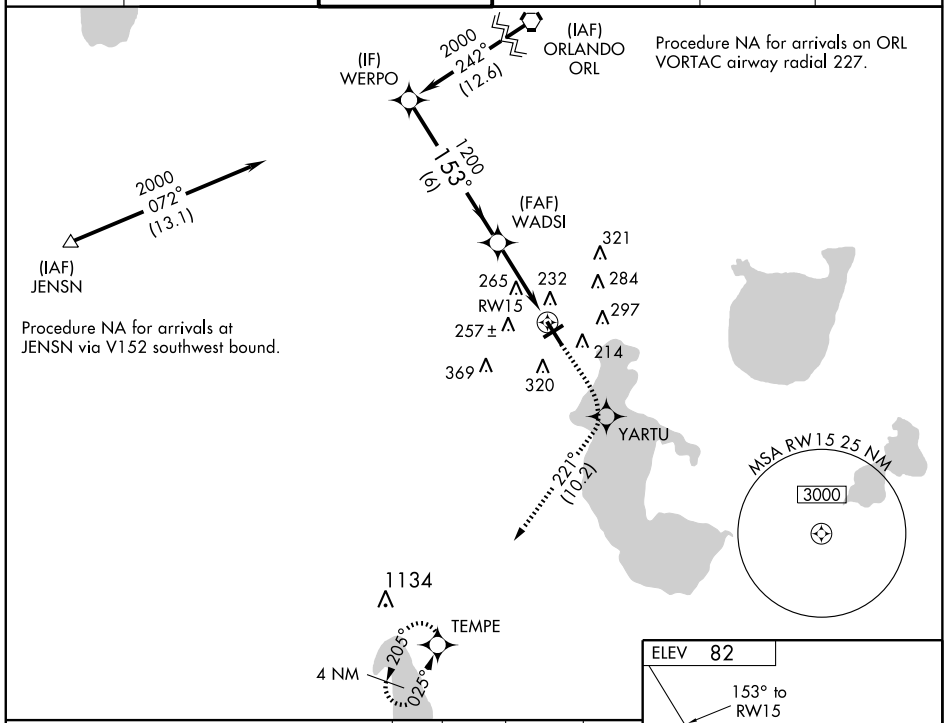
ORLANDO/KISSIMMEE GATEWAY (ISM)

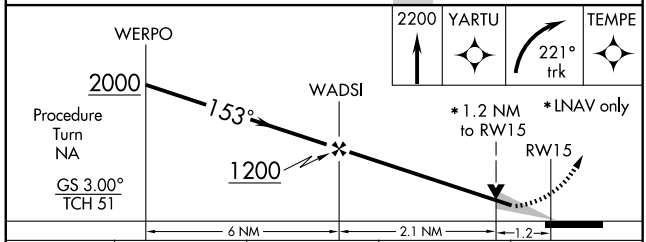
NA — DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Orlando Intl altimeter setting.

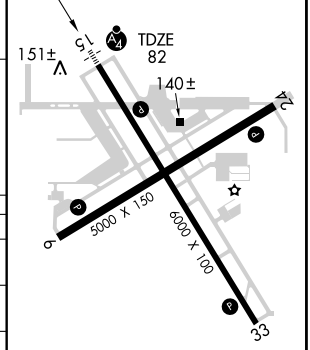
MALSF

MISSED APPROACH: Climb to 2200 direct YARTU, then right turn via 221° track to TEMPE and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	370-1 288 (300-1)			
LNAV/VNAV DA	560-1¾ 478 (500-1¾)			
LNAV MDA	520-1 438 (500-1)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	680-1¾ 598 (600-1¾)			680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 42900 W33A	APP CRS 333°	Rwy Idg 6000 TDZE 82 Apt Elev 82

RNAV (GPS) RWY 33

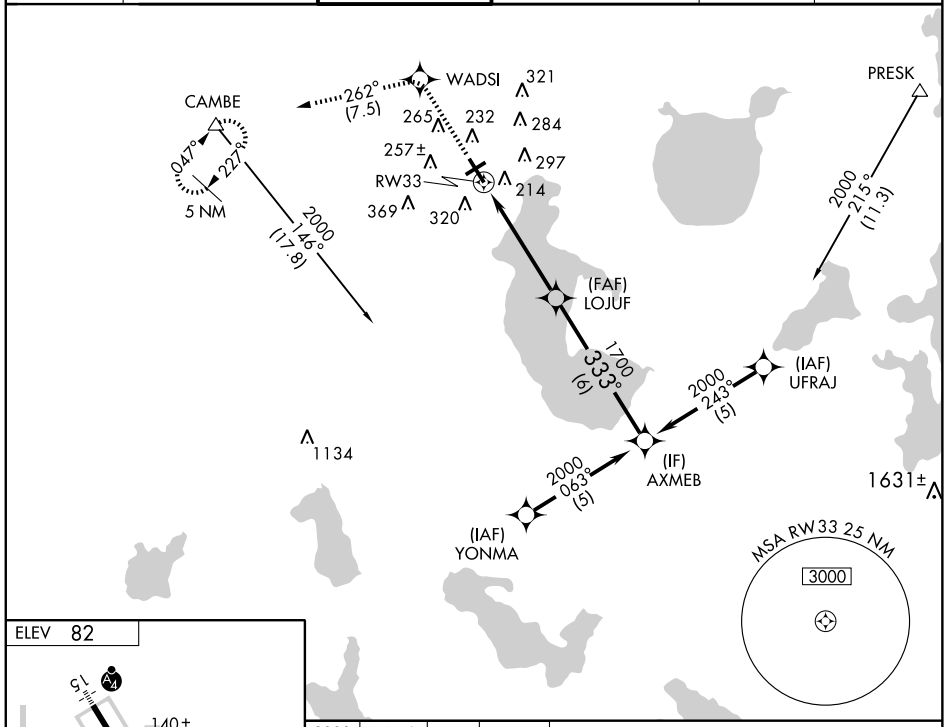
ORLANDO/KISSIMMEE GATEWAY (ISM)

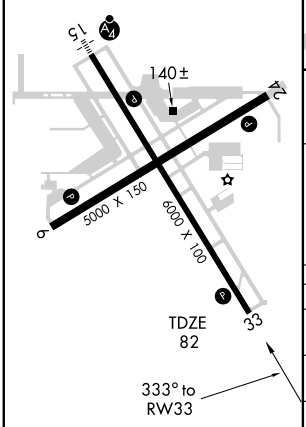
If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs 27 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (119° F). Baro-VNAV NA when using Orlando Intl altimeter setting. DME/DME RNP-0.3 NA

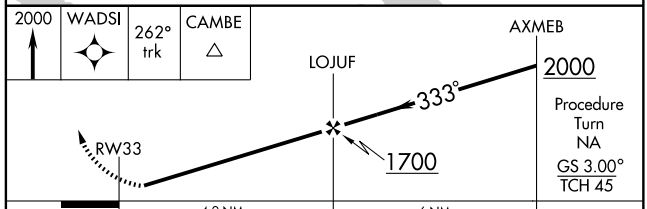
NA

MISSED APPROACH: Climb to 2000 direct WADSI and via 262° track to CAMBE and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	348-1 266 (300-1)			
LNAV/VNAV DA	548-1¾ 466 (500-1¾)			
LNAV MDA	460-1 378 (400-1)			460-1¼ 378 (400-1¼)
CIRCLING	620-1¾ 538 (600-1¾)			640-2 558 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 17 DEC 2009 to 14 JAN 2010

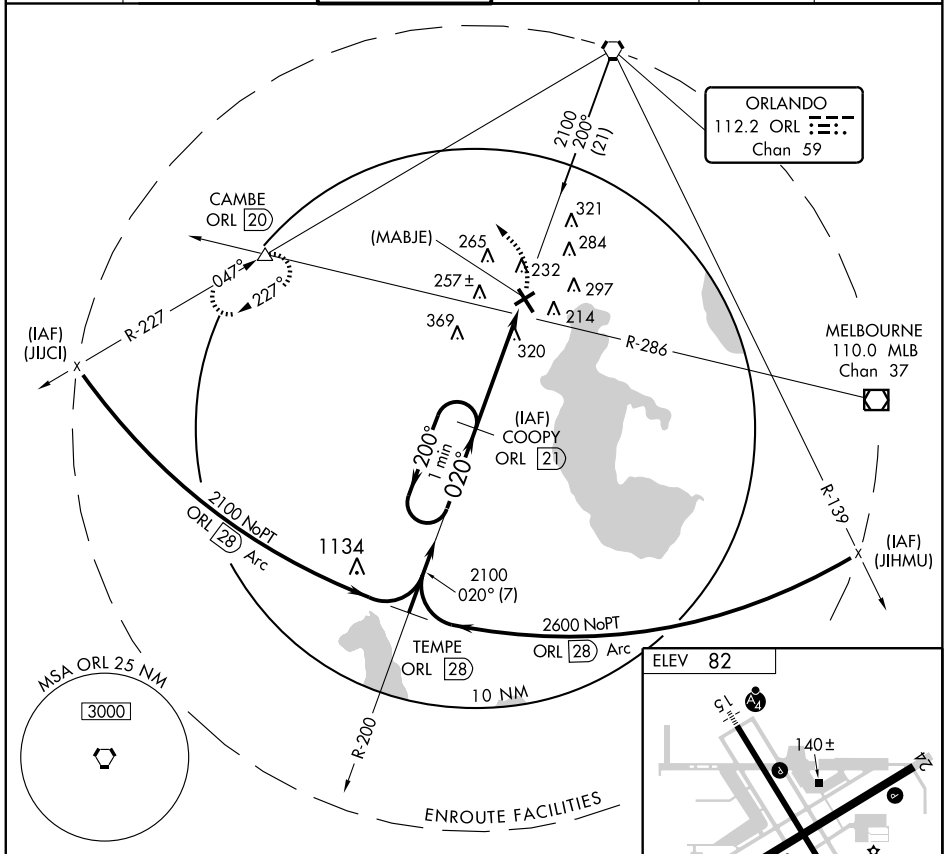
VORTAC ORL	APP CRS	Rwy Idg	N/A
112.2	020°	TDZE	N/A
Chan 59		Apt Elev	82

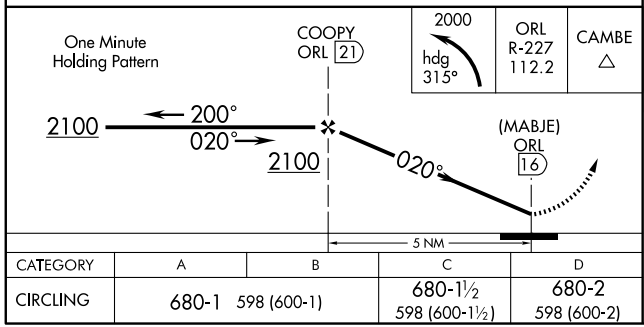
VOR/DME or GPS-A

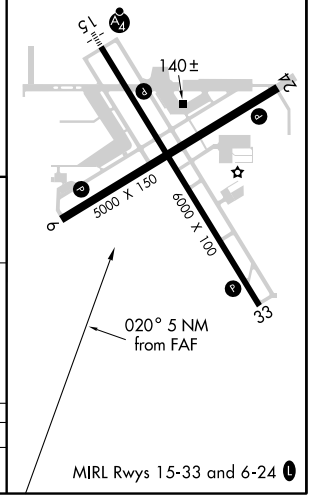
ORLANDO/ KISSIMMEE GATEWAY (ISM)

MISSED APPROACH: Climbing left turn to 2000 via heading 315° and ORL R-227 to CAMBE Int and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF)	121.7 119.95*	121.7	122.95
			*when twr closed		







CATEGORY	A	B	C	D
CIRCLING	680-1	598 (600-1)	680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3. 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

AL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS ARR 121.25
DEP 120.525
ORLANDO TOWER
118.45 (Rwys 17L-35R, 17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
GND CON
121.8 275.8
CLNC DEL
134.7 341.7

D

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

VAR 5.2°W

JANUARY 2005
ANNUAL RATE
OF CHANGE
0.1° W

28° 28′N

CAUTION: Bright lights on road between Rwys 17R/35L and 17L/35R may be mistaken for runway lights.

CAT II HOLD
900 X 300
400 X 220
ELEV 93

ELEV 93
18R
18L

CESSNA CITATION

NORTH CARGO AREA

FIELD ELEV 96

BRIDGES

AIRSIDE 1

AIRSIDE 2

AIRSIDE 3

AIRSIDE 4

TERMINAL
437±

CONTROL TOWER

U.S. CUSTOMS

GALAXY

SIGNATURE

FEDEX RAMP

FIRE STATION TRAINING FACILITY

CENTERFIELD FIRE STATION

EAST FIRE STATION

ELEV 90
17L
400 X 220

CAT II HOLD
ELEV 90
17R
400 X 220

BRIDGE

184.7°

004.7°

12004 X 200

12005 X 200

10000 X 150

9000 X 150

ELEV 91
36L
700 X 300

CAT II HOLD
36R
400 X 220

ELEV 91

ELEV 87
35L
400 X 220

28° 27′N
28° 26′N
28° 25′N
28° 24′N

RWY 17L-35R
S75, D210, DT420, DDT900
RWY 17R-35L
S75, D210, ST175, DT400
RWY 18L-36R
S165, D200, ST175, DT400
RWY 18R-36L
S100, D200, ST175, DT400

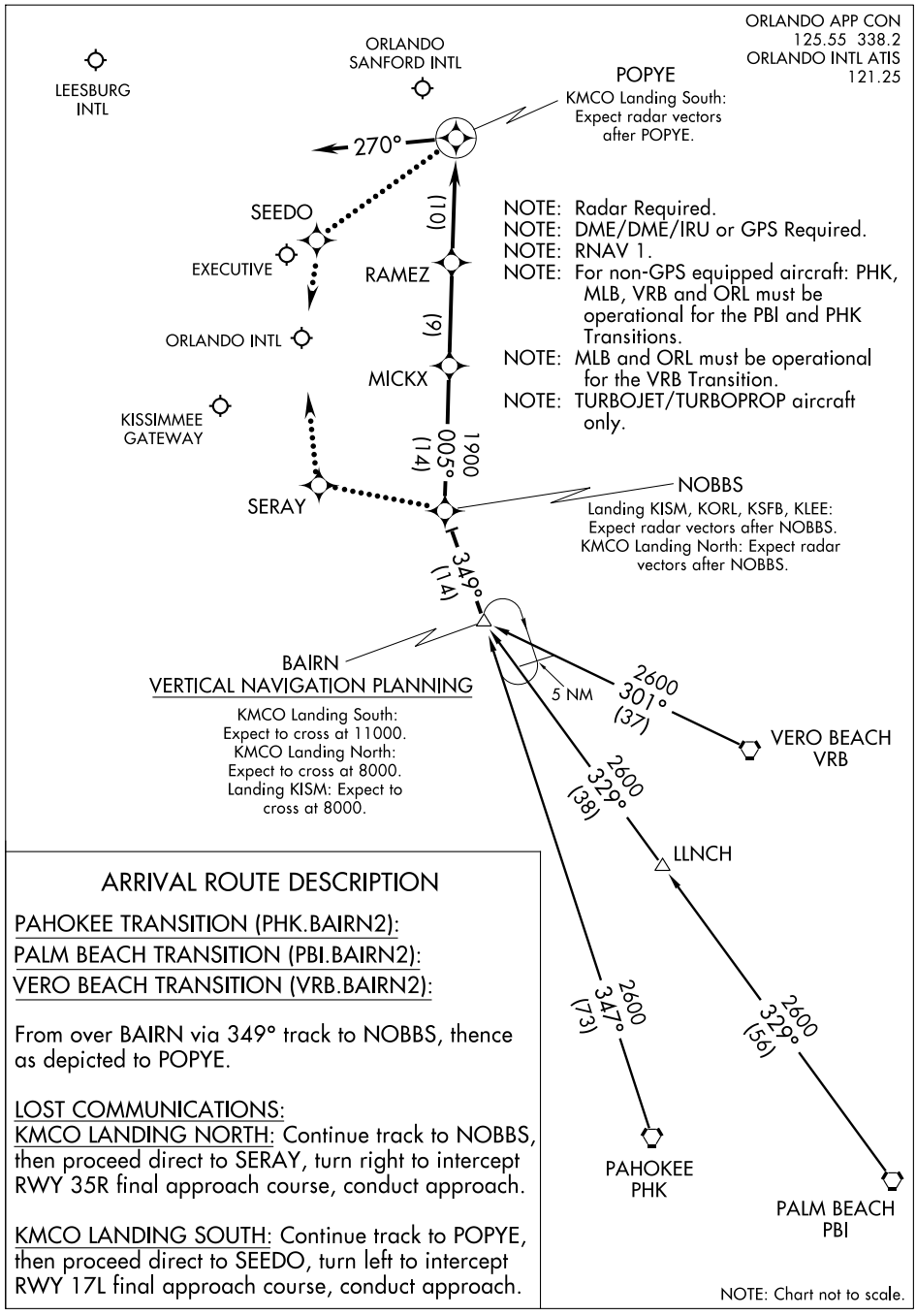
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81° 20′W
81° 19′W
81° 18′W
81° 17′W

SE-3, 17 DEC 2009 to 14 JAN 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

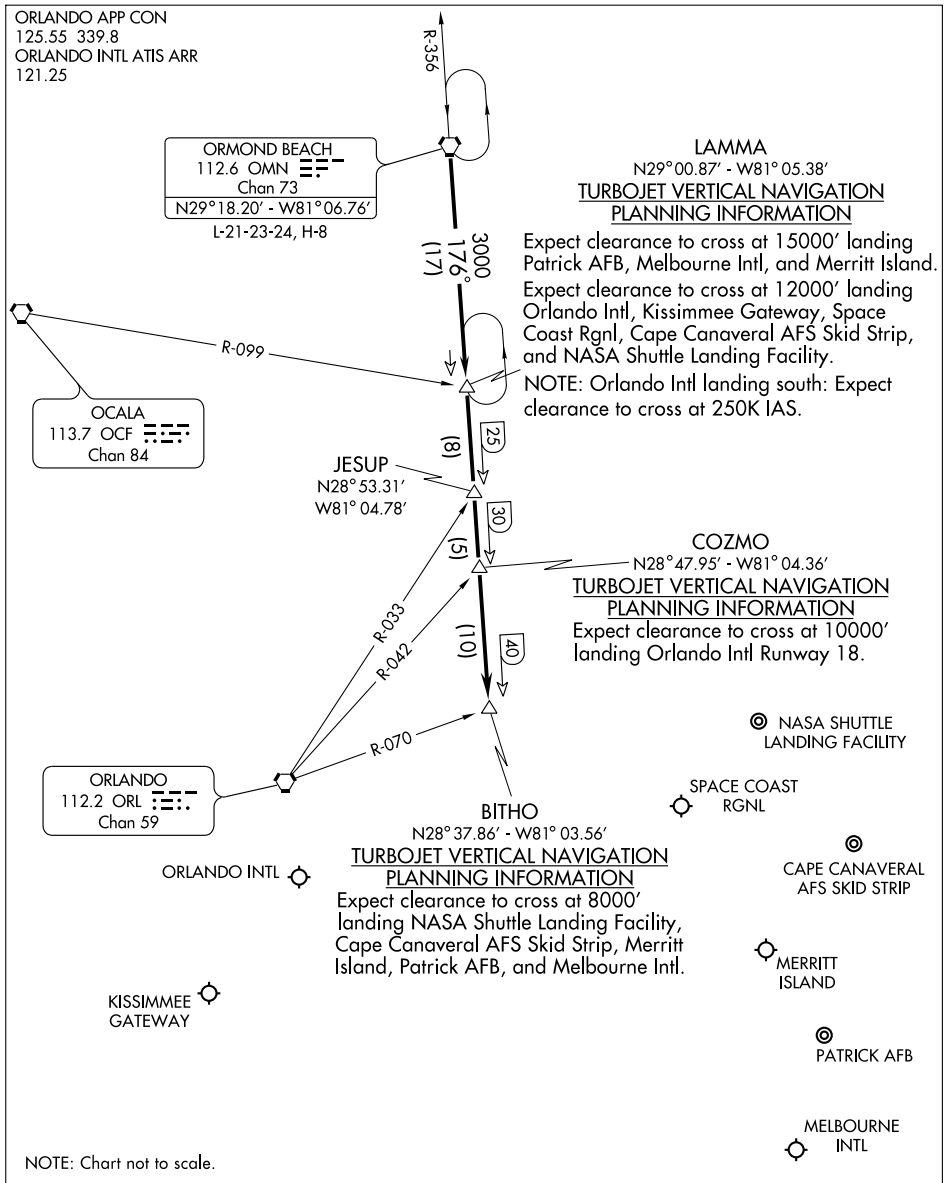
LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



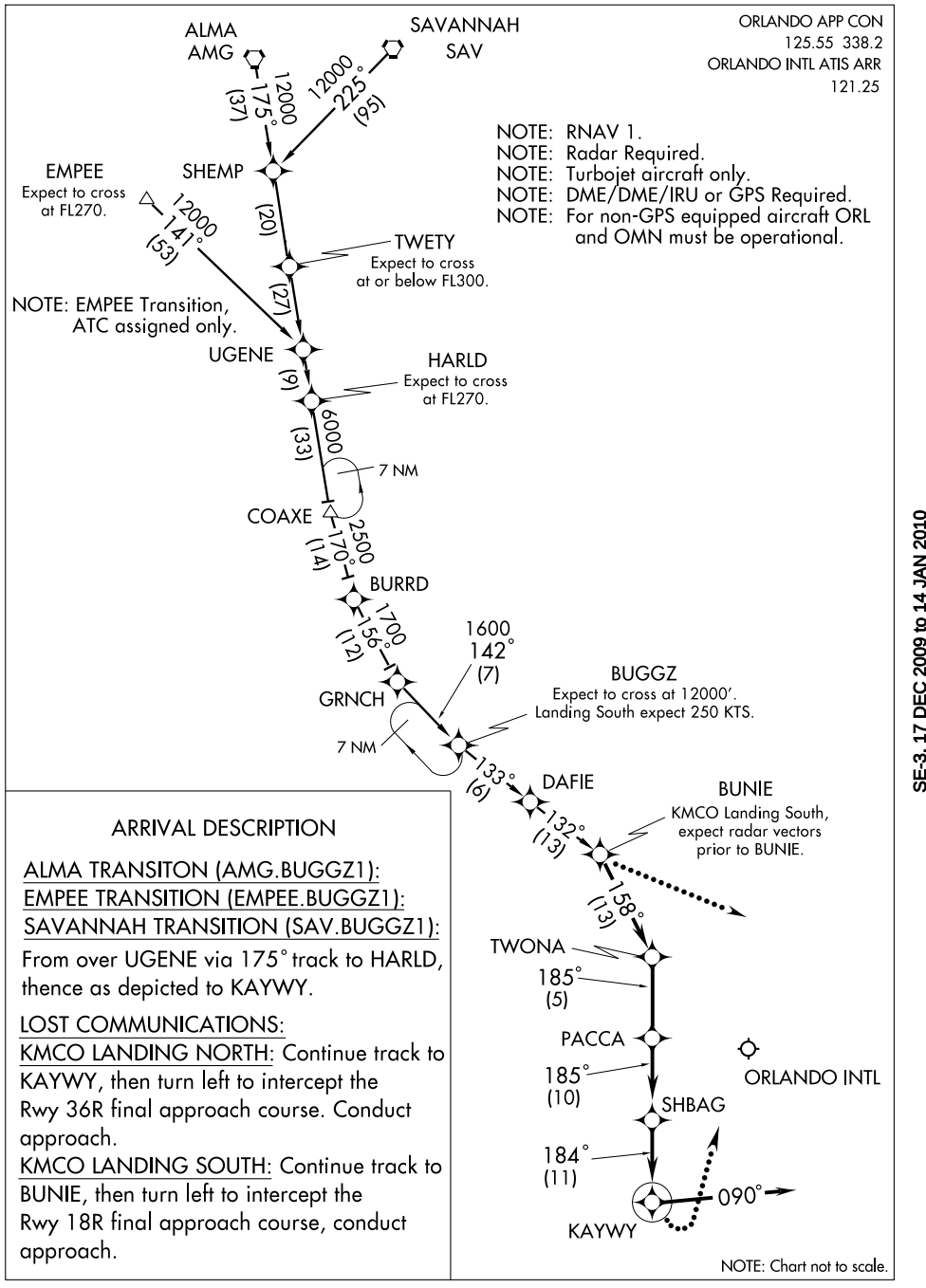
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

(BUGGZ.BUGGZ1) 07354 ST-571 (FAA)

BUGGZ ONE ARRIVAL (RNAV)

ORLANDO INTL
ORLANDO, FLORIDA



ARRIVAL DESCRIPTION

ALMA TRANSITON (AMG.BUGGZ1):
EMPEE TRANSITION (EMPEE.BUGGZ1):
SAVANNAH TRANSITION (SAV.BUGGZ1):

From over UGENE via 175° track to HARLD, thence as depicted to KAYWY.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to KAYWY, then turn left to intercept the Rwy 36R final approach course. Conduct approach.

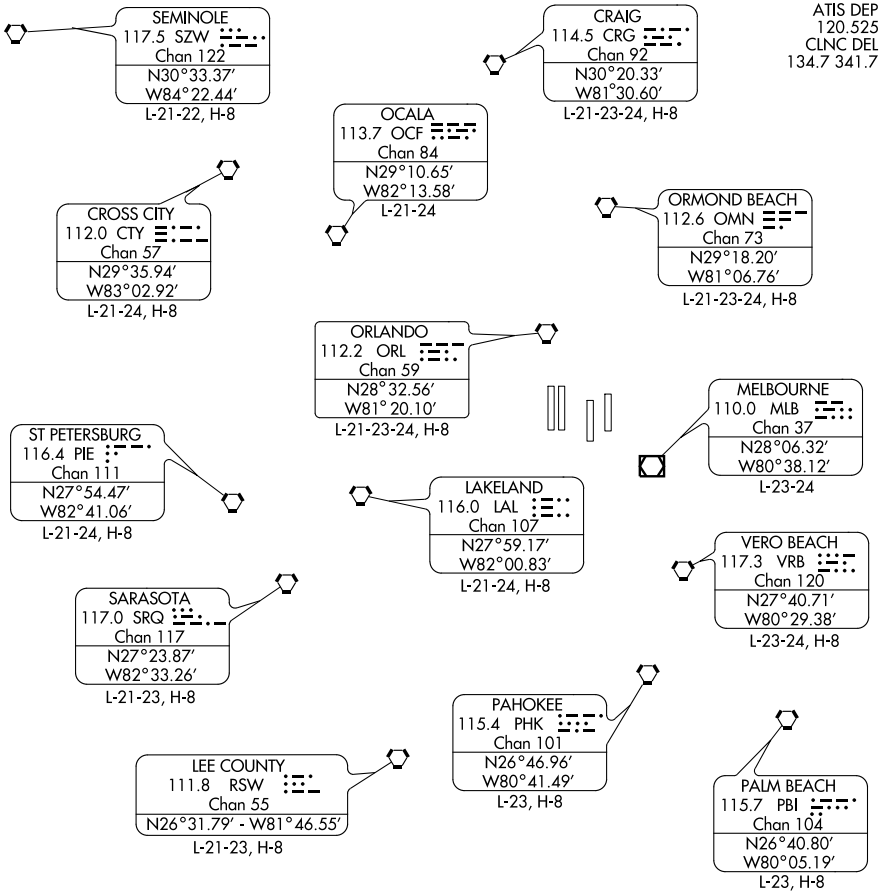
KMCO LANDING SOUTH: Continue track to BUNIE, then turn left to intercept the Rwy 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

CITRUS FIVE DEPARTURE

ATIS DEP 120.525
CLNC DEL 134.7 341.7



TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.

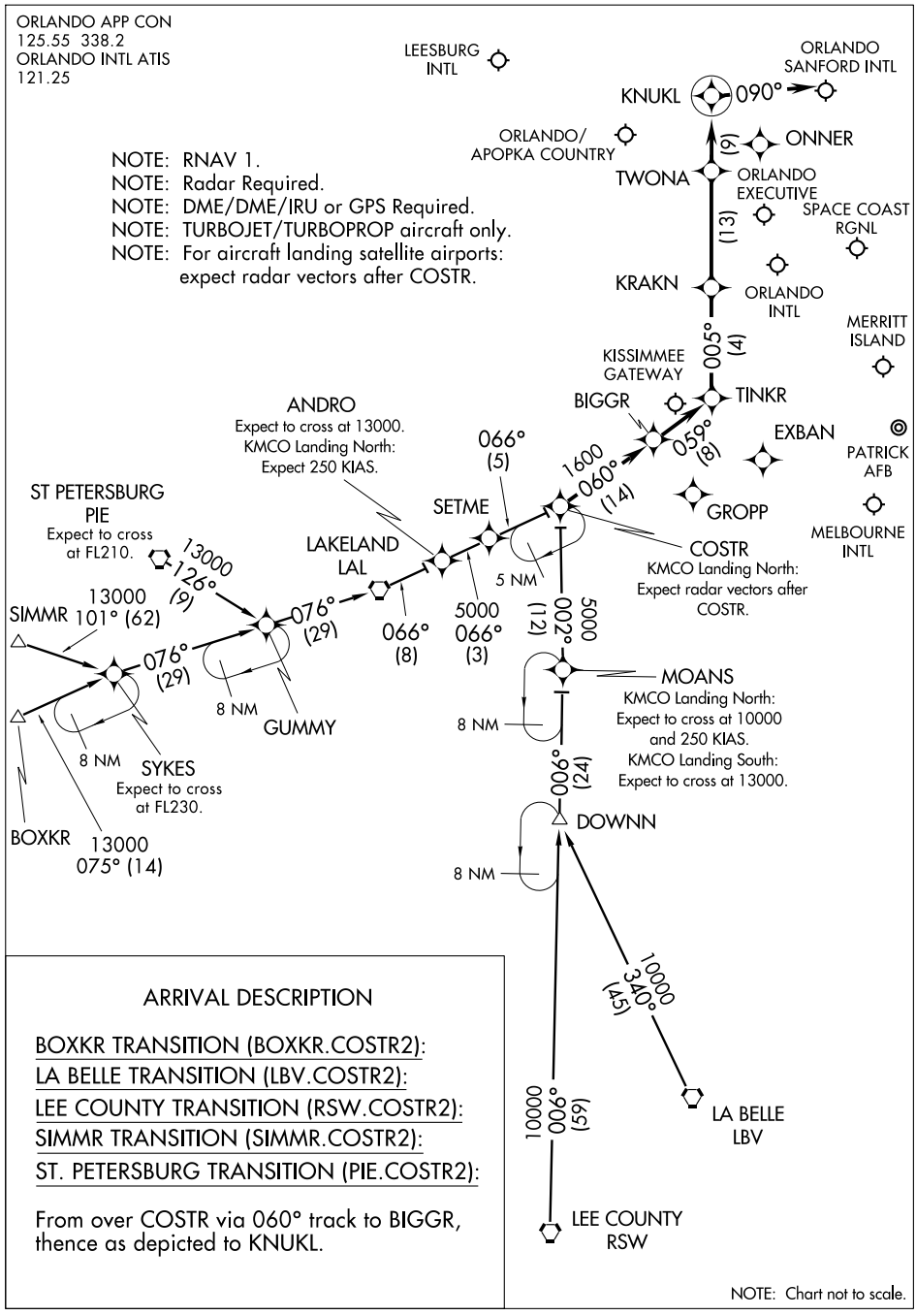
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft climb on heading as assigned for vectors to appropriate fix. Maintain 1500 feet. Expect further clearance to filed altitude/flight level 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

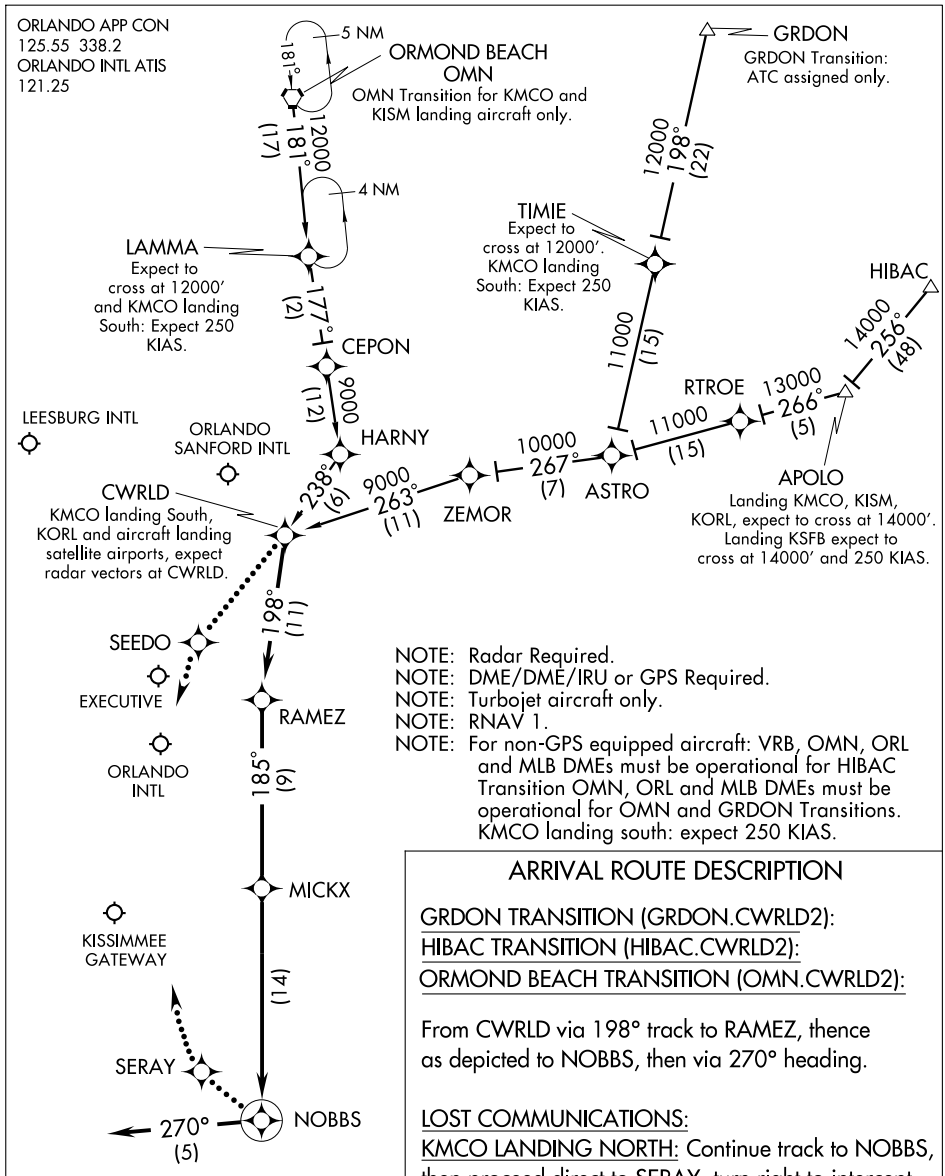
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

EPCOT TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

N

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ACT Climb Rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.

NOTE: Cross MDBOG at or above 6000. ATC climb of 424′ per NM to 6000.
NOTE: Cross EPCOT at or above 13000. ATC climb of 299′ per NM to 13000.

CROSS CITY
CTY
18000
*1700
336°
(62)
JENIM
18000
*1700
336°
(12)
MICES
18000
*1800
305°
(8)
MILYR
13000
*1700
277°
(17)
EPCOT
13000

255°
(22)
HALTA
8000
252°
(6)
MDBOG
6000
(3)
275°
WETUS
(4)
330°
SPEKK
3000
(2)
344°
360°
(2)
DAIYL
2300
WOKOR
2300
597
004°
184°

291°
(18)
NOLLE
8000
290°
(9)
SOGAE
5000
253°
(6)
YASUL

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN VORTAC must be operational for takeoff Rwy 35L.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EPCOT TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

CROSS CITY TRANSITION (EPCOT2.CTY):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

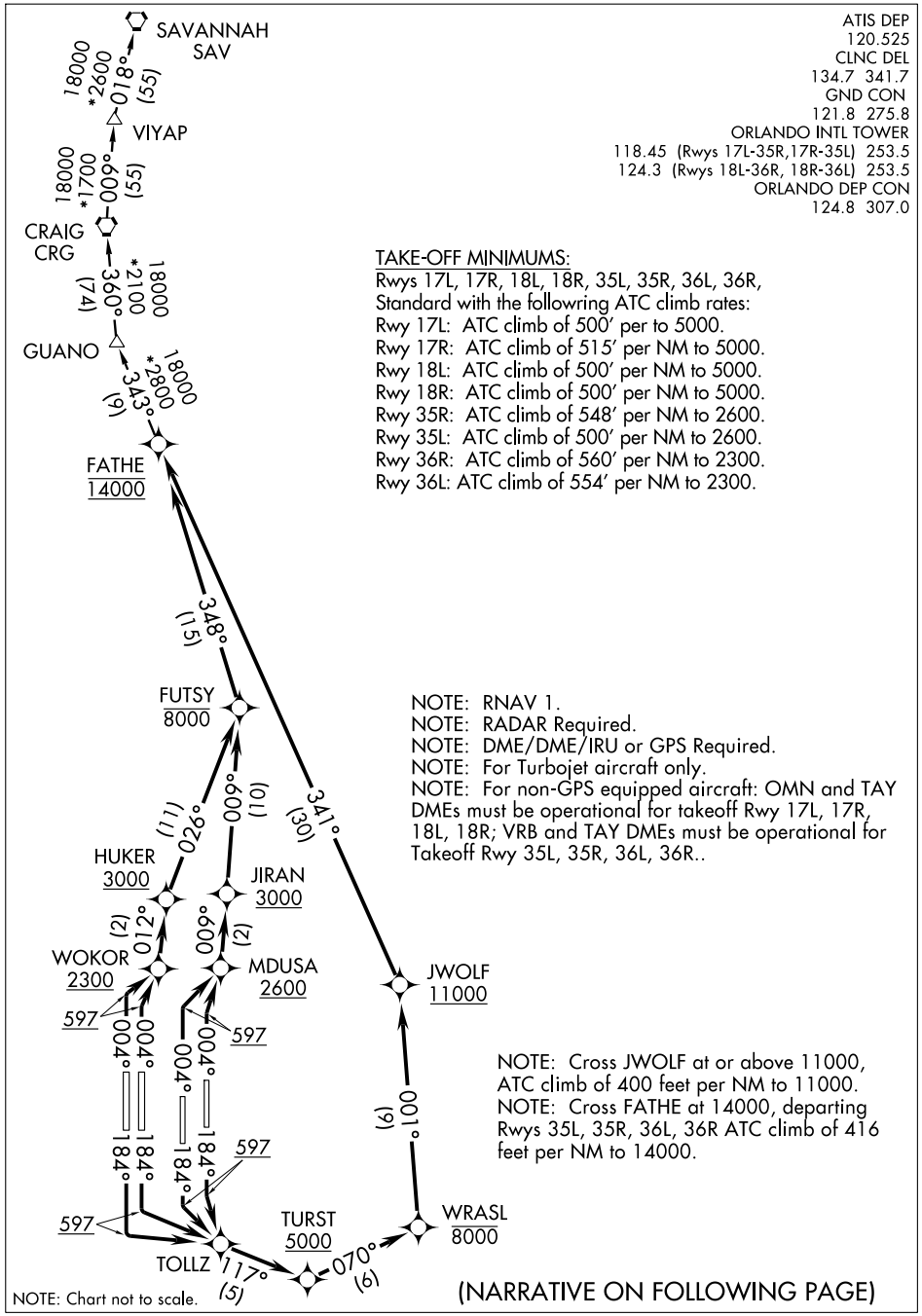
SE-3, 17 DEC 2009 to 14 JAN 2010

(FATHE2.FATHE) 09239 SL-571 (FAA)

FATHE TWO DEPARTURE (RNAV)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the followring ATC climb rates:
Rwy 17L: ATC climb of 500' per to 5000.
Rwy 17R: ATC climb of 515' per NM to 5000.
Rwy 18L: ATC climb of 500' per NM to 5000.
Rwy 18R: ATC climb of 500' per NM to 5000.
Rwy 35R: ATC climb of 548' per NM to 2600.
Rwy 35L: ATC climb of 500' per NM to 2600.
Rwy 36R: ATC climb of 560' per NM to 2300.
Rwy 36L: ATC climb of 554' per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN and TAY DMEs must be operational for takeoff Rwy 17L, 17R, 18L, 18R; VRB and TAY DMEs must be operational for Takeoff Rwy 35L, 35R, 36L, 36R..

NOTE: Cross JWOLF at or above 11000, ATC climb of 400 feet per NM to 11000.
NOTE: Cross FATHE at 14000, departing Rwys 35L, 35R, 36L, 36R ATC climb of 416 feet per NM to 14000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

FATHE TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

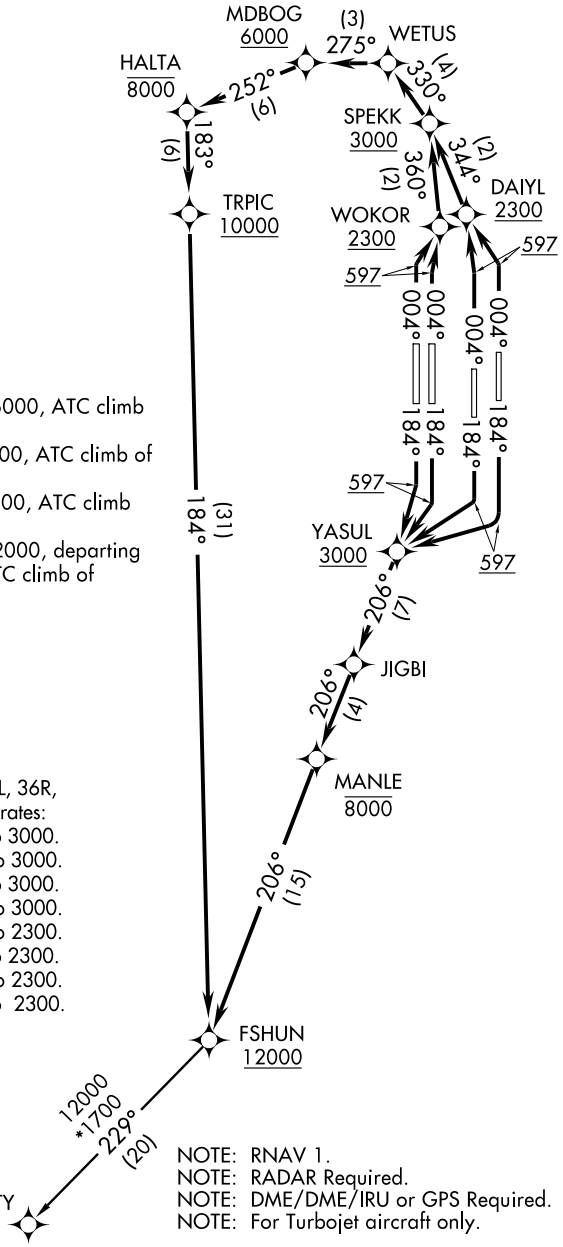
SAVANNAH TRANSITION (FATHE2.SAV):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1,073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1,784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2,164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2,596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1,365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1,063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1,063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

FSHUN TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross HALTA at or below 8000, ATC climb of 332′ per NM to 8000.
NOTE: Cross TRPIC at or above 10000, ATC climb of 342′ NM to 10000.
NOTE: Cross FSHUN at or above 12000, departing Rwys 17L, 17R, 18L, 36R ATC climb of 348′ per NM to 12000.

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 552′ per NM to 3000.
Rwy 17R: ATC climb of 672′ per NM to 3000.
Rwy 18L: ATC climb of 701′ per NM to 3000.
Rwy 18R: ATC climb of 708′ per NM to 3000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

FSHUN TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

SHFTY TRANSITION (FSHUN2.SHFTY):

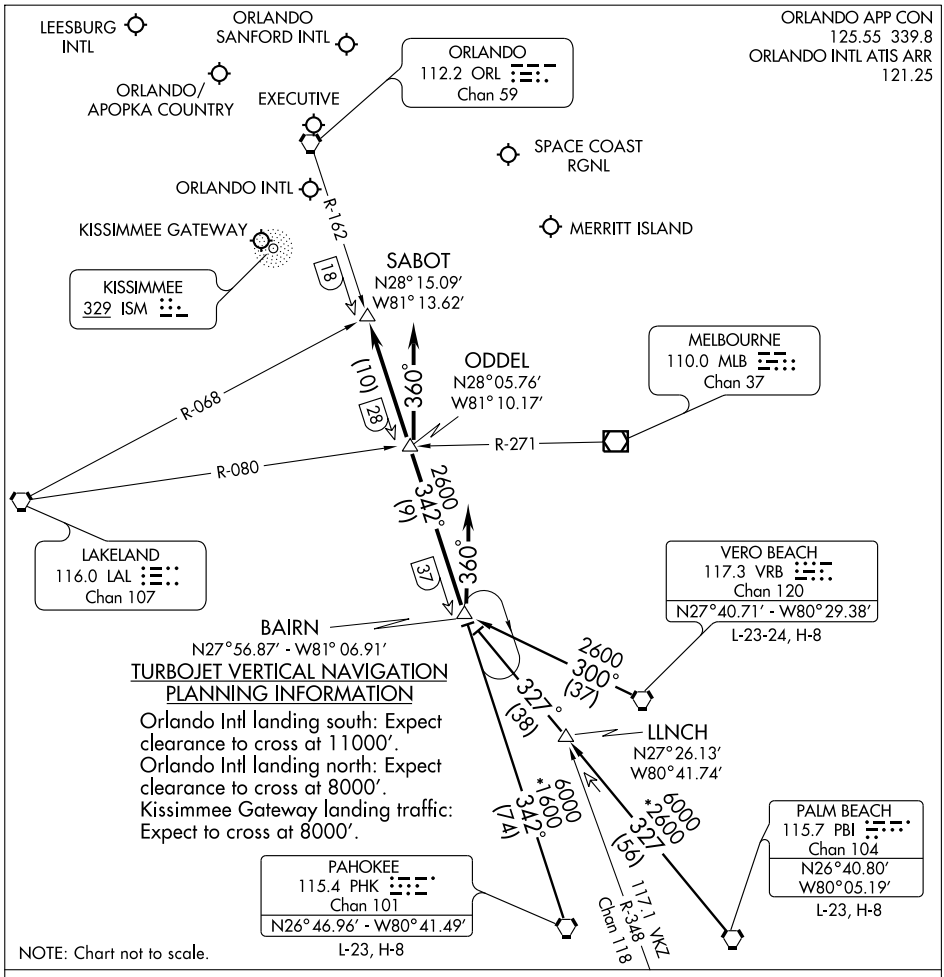
TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

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PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

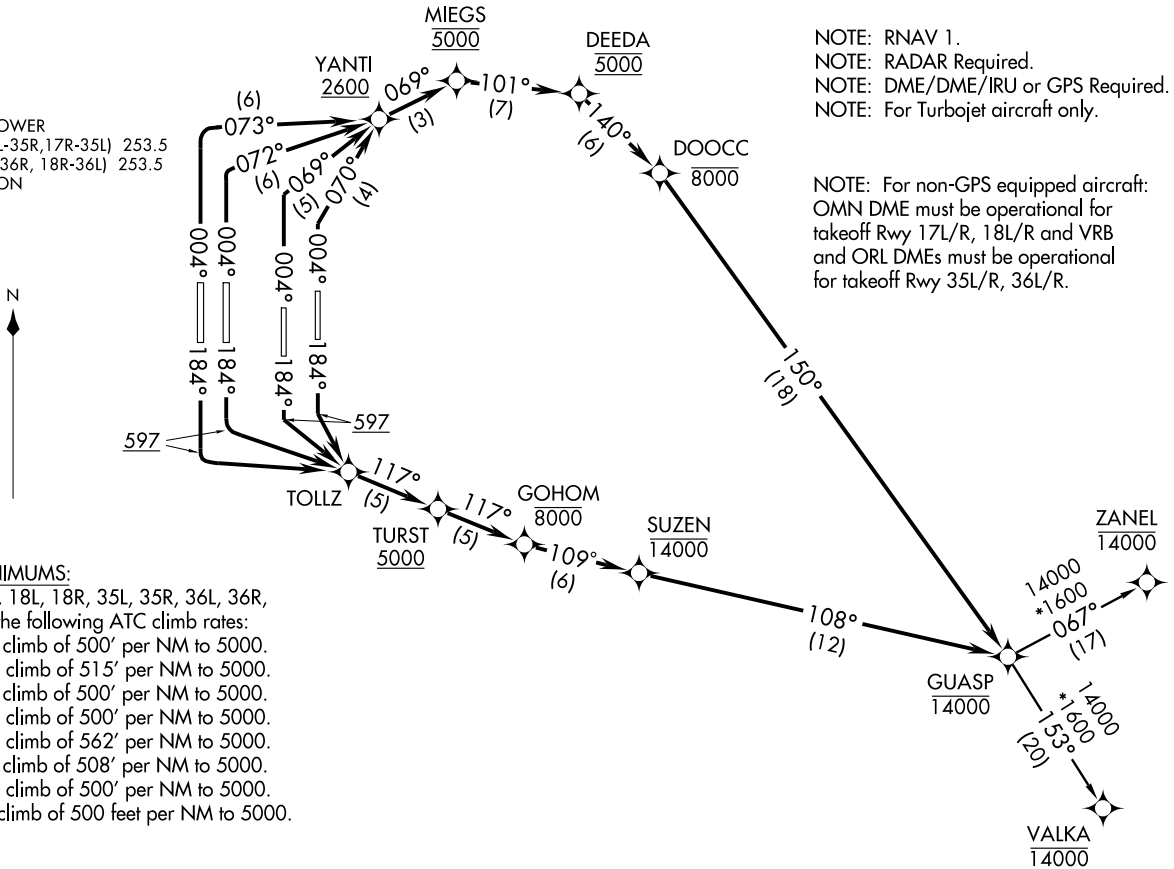
. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 17L/R, 18L/R and VRB and ORL DMEs must be operational for takeoff Rwy 35L/R, 36L/R.

TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 515′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 562′ per NM to 5000.
Rwy 35L: ATC climb of 508′ per NM to 5000.
Rwy 36R: ATC climb of 500′ per NM to 5000.
Rwy 36L: ATC climb of 500 feet per NM to 5000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

GUASP TWO DEPARTURE (RNAV)

(GUASP2.GUASP) 09239
SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

GUASP TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to intercept the 069° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to intercept the 070° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to intercept the 072° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to intercept the 073° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

VALKA TRANSITION (GUASP2.VALKA):
ZANEL TRANSITION (GUASP2.ZANEL):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1,784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2,164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2,596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1,365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1,063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1,063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

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LOC/DME I-ARK	APP CRS	Rwy Idg	9000
110.95	184°	TDZE	90
Chan 46 (Y)		Apt Elev	96

ILS or LOC RWY 17L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004° 184° (3.3) *4000

184° (3.2) *3000

*2500 184° (1.6)

184° (3.2) 1500

10 NM

1674 1749± 1749 1675

ORLANDO 112.2 ORL Chan 59

Executive

241

215 210 355 465

MM IM

346

ORL R-140

516

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065

116.0 LAL Chan 107 300° 110.0 MLB Chan 37

PRESK ORL 16.2

R-065 140° 320°

116.0 LAL Chan 107

LOCALIZER 110.95 I-ARK Chan 46(Y)

ELEV 96 D

184° 4.2 NM from FAF

TDZE 90

18R 18L 17L 17R

218 190

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437±

36L 36R 35R 35L 171±

HIRL all Rwys REIL Rwy 36L TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

500 3000 hdg 100° ORL R-140 112.2 PRESK

VGSI and ILS glidepath not coincident.

I-ARK 1.7 IM I-ARK 2.7 MM 1500 COCAS I-ARK 5.9 RADAR SEEDO I-ARK 9 RADAR FONIK I-ARK 10.6 RADAR HERVI I-ARK 13.7 RADAR KAKEY I-ARK 17 RADAR

184° 4000 4000* 3000* 2500* 1500

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

GS 3.00° TCH 55

0.1 0.2 0.7 3.2 3.2 NM 1.6 NM 3.2 NM 3.3 NM

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-½)			
S-LOC 17L	500/24 410 (500-½)		500/40 410 (500-¾)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

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LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS or LOC RWY 17R
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

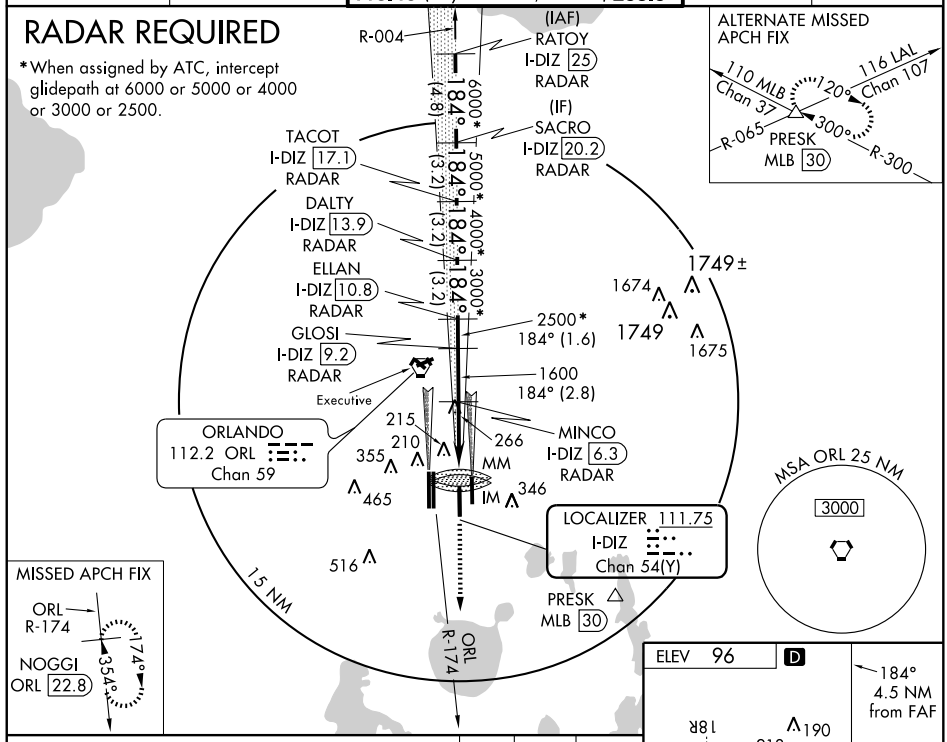
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.



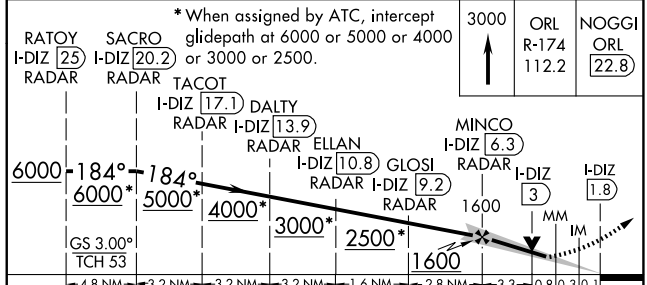
ALTERNATE MISSED APCH FIX

MSA ORL 25 NM

MISSED APCH FIX

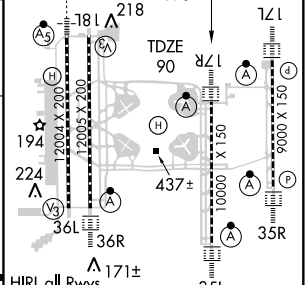
*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

3000	ORL R-174 112.2	NOGGI ORL 22.8



ELEV 96 D

184°
4.5 NM
from FAF



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)	520/50 430 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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ILS/DME I-TFE	APP CRS	Rwy Idg 12004
111.9	184°	TDZE 94
Chan 56		Apt Elev 96

ILS or LOC RWY 18R

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 17L. ADF required. DME or Radar required. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct ISM NDB and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) HOLOP I-TFE 19.3 RADAR

(IF) NAVAL I-TFE 17.3 RADAR

ONNER I-TFE 14.2 RADAR

HAMMY I-TFE 11 RADAR

TUFFE INT I-TFE 8.5 RADAR

IVODE I-TFE 4.5 RADAR

MM I-TFE 3.2

ISM I-TFE 2.2

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

4000* 5000* 184° (3.2) (2)

3000* 184° (3.2)

2200 184° (2.5)

184° 5000* 4000* 3000* 2200

10 NM

ALTERNATE MISSED APCH FIX

CAMBE ORL 20

R-286 112.2 ORL Chan 59

110 MLB Chan 37

R-227 047° 227°

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

R-246 Executive

1749± 1674 1749 1675

MSA ORL 25 NM 3000

LOCALIZER 111.9 I-TFE Chan 56

355 210 229 215 465 346 516

MISSED APCH FIX

CAMBE ORL 20

147° 327° KISSIMMEE ISM 329

ELEV 96 D

184° 6.3 NM from FAF

18R 190 18L 218 17L 17R

TDZE 94

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 36L 36R 35L 35R 171±

HIRL all Rwys

REIL Rwy 36L

TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

HOLOP I-TFE 19.3 RADAR | NAVAL I-TFE 17.3 RADAR | ONNER I-TFE 14.2 RADAR | HAMMY I-TFE 11 RADAR | TUFFE INT I-TFE 8.5 RADAR | IVODE I-TFE 4.5 RADAR | I-TFE 3.2 | I-TFE 2.2 | MM | ISM 329

500 2000

**LOC only

5000 184° 5000* 184° 4000* 3000* 2200 900**

GS 3.00° TCH 55

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

2 NM 3.2 NM 3.2 NM 2.5 NM 4 NM 1.3 0.6 0.4

CATEGORY	A	B	C	D
S-ILS 18R	294/18 200 (200-½)			
S-LOC 18R	480/24 386 (400-½)			480/40 386 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

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LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS or LOC RWY 35L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

SANFORD 408 SFB

ORLANDO 112.2 ORL Chan 59

OVIDO ORL 13

LOCALIZER 110.5 I-DDO Chan 42

Executive

112.6 OMN Chan 73

R-049 R-183

325° 408 SFB 049° 229°

265° 085°

1674 1749± 1749 1675

210 215 355 465 346 516 IM MM 184±

*When assigned by ATC, intercept glidepath at 3000 or 4000.

SPURR I-DDO 6.3 RADAR

FITEM I-DDO 10.8 RADAR

1600 004° (4.4) 004° (3.2) 3000*

4000* 184° (2.6)

(IF) FOBUK I-DDO 13.9 RADAR

(IAF) NOGGI I-DDO 16.5 RADAR

184°

15 NM

1949

MSA ORL 25 NM 3000

ELEV 96 D

18R 18L 17L 17R 190 218 194 224 437± 36L 36R TDZE 88 35R 35L 171±

12004 X 200 12005 X 200 10000 X 150 9000 X 150

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

004° 4.5 NM from FAF

3000 hdg 005° ORL R-049 112.2 OVIDO

I-DDO 1.8 I-DDO 2.8 MM IM 1600 SPURR I-DDO 6.3 RADAR FITEM I-DDO 10.8 RADAR FOBUK I-DDO 13.9 RADAR NOGGI I-DDO 16.5 RADAR 004° 3000* 004° 4000* 004° 5000 GS 3.00° TCH 57

*When assigned by ATC, intercept glidepath at 3000 or 4000.

0.1 0.4 0.5 3.5 NM 4.4 NM 3.2 NM 2.6 NM

CATEGORY	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	440/24 352 (400-½)			440/40 352 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS or LOC RWY 35R
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar required. LOC procedure NA during simultaneous operations. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

ORLANDO
112.2 ORL
Chan 59

Executive

LOCALIZER 111.15
I-CER
Chan 48(Y)

ALTERNATE MISSED APCH FIX
265°
085°
SANFORD
408 SFB

RADAR REQUIRED

215
355
346
465
516
IM
MM
ORL R-140
10 NM
164 ±
HEWES
I-CER 6.2
RADAR
140°
320°
1600
004°
(4.4)
PRESK
ORL 16.2
1949
FESHA
I-CER 10.6
RADAR
*3000
(3.2)
(IF)
SERAY
I-CER 13.7
RADAR
*4000
(2.6)
(IAF)
CRUSE
I-CER 16.3
RADAR
184°
MSA ORL 25 NM
3000
116.0 LAL
Chan 107
R-065

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS glidepath not coincident.

500 3000 ORL R-140 112.2 PRESK

CRUSE I-CER 16.3 RADAR
SERAY I-CER 13.7 RADAR
FESHA I-CER 10.6 RADAR
HEWES I-CER 6.2 RADAR
I-CER 2.7
I-CER 1.7
MM
IM
1600
5000
*4000
*3000
004°
GS 3.00°
TCH 57
* When assigned by ATC, intercept glidepath at 4000 or 3000.

2.6 NM | 3.2 NM | 4.4 NM | 3.5 NM | 0.6 | 0.2 | 0.1

ELEV 96 D

18R 190 218 18L 17L 17R
12004 X 200
12005 X 200
9000 X 150
10000 X 150
194
224
437±
36L 36R 35L 35R
171±
TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R
004° 4.5 NM from FAF

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	480/24 390 (400-½)			480/40 390 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

ILS/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS or LOC RWY 36R
ORLANDO INTL (MCO)

ADF required. DME or Radar required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

Executive

ORLANDO
112.2 ORL
Chan 59

LOM
HERNY
221 OR

070°
250°

LOCALIZER 110.7
I-OJP
Chan 44

355 210 215 465 346 516 199

IM
MM

CAMBE
ORL 20

JAKOR
I-OJP 6.6
RADAR

1600
004°
(4.4)

* When assigned by ATC, intercept glidepath at 3000 or 4000.

SILKY
I-OJP 11
RADAR

3000*
004°
(3.2)

(IF)
FLOZY
I-OJP 14.2
RADAR

4000*
004°
(2.6)

(IAF)
TRAMP
I-OJP 16.8
RADAR

184°

10 NM

1949

MSA ORL 25 NM
3000

ALTERNATE MISSED APCH FIX
CAMBE
ORL 20
112.2 ORL
Chan 59
R-286
110 MLB
Chan 37
R-227–047°
227°

ELEV 96 D

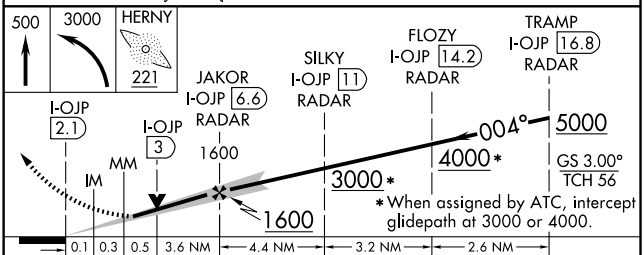
18R 18L 17R 17L
218 190 194 224
12004 X 200
12005 X 200
10000 X 150
9006 X 150
437±
171±
TDZE
92
36L 36R 35L 35R

004°
4.5 NM
from FAF

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	440/24 348 (400-½)			440/40 348 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-ARK	APP CRS	Rwy Idg	9000
110.95	184°	TDZE	90
Chan 46 (Y)		Apt Elev	96

ILS RWY 17L (CAT II)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004°

184° (3.3) *4000

184° (3.2) *3000

*2500 184° (1.6)

184° (3.2) 1500

10 NM

1674 1749± 1749 1675

ORLANDO 112.2 ORL Chan 59

Executive

241

215 210 355 465

MM IM

346

ORL R-140

516

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065 300° 116.0 LAL Chan 107 110.0 MLB Chan 37

PRESK ORL 16.2

R-065 140° 320° 116.0 LAL Chan 107

LOCALIZER 110.95 I-ARK Chan 46(Y)

500	3000 hdg 100°	ORL R-140 112.2	PRESK △

VGSI and ILS glidepath not coincident.

DH RA 101

90 MSL

1500

2500* 3000* 4000* 4000

184° 184°

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

GS 3.00° TCH 55

←1040'→	864'	1412'	3.8	3.2 NM	1.6 NM	3.2 NM	3.3 NM

CATEGORY	A	B	C	D
S-ILS 17L	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D

18R 18L 218 190 TDZE 90 17L 17R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 17 DEC 2009 to 14 JAN 2010

ORLANDO, FLORIDA

AL-571 (FAA)

ILS RWY 17R (CAT II)

ORLANDO INTL (MCO)

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

Simultaneous approach authorized with Rwy 17L or Rwy 18R.
DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

R-004

(IAF) RATOY I-DIZ 25 RADAR

(IF) SACRO I-DIZ 20.2 RADAR

TACOT I-DIZ 17.1 RADAR

DALTY I-DIZ 13.9 RADAR

ELLAN I-DIZ 10.8 RADAR

GLOSI I-DIZ 9.2 RADAR

6000* 184° (4.8)

5000* 184° (3.2)

4000* 184° (3.2)

3000* 184° (3.2)

2500* 184° (1.6)

1600 184° (2.8)

ALTERNATE MISSED APCH FIX

116 LAL Chan 107

110 MLB Chan 37

120°

300°

R-065

PRESK MLB 30

R-300

1749±

1674

1749

1675

Executive

ORLANDO 112.2 ORL Chan 59

215

210

355

266

MINCO I-DIZ 6.3 RADAR

MM

IM

346

465

516

LOCALIZER 111.75 I-DIZ Chan 54(Y)

MSA ORL 25 NM

3000

15 NM

PRESK MLB 30

ORL R-174

MISSED APCH FIX

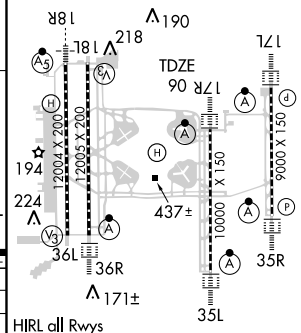
ORL R-174

NOGGI ORL 22.8

174°

354°

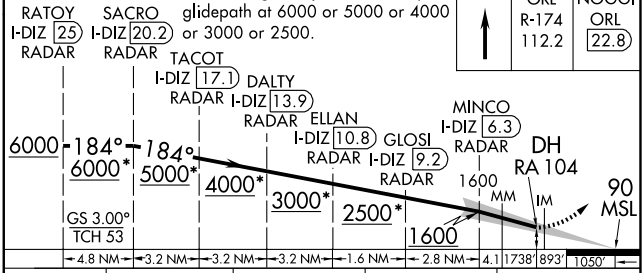
ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

* When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

3000	ORL R-174 112.2	NOGGI ORL 22.8



CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
265°
085°
SANFORD
408 SFB

ORLANDO
112.2 ORL
Chan 59

LOCALIZER 110.5
I-DDO
Chan 42

325°
408 SFB
049°
229°
OVIDO
ORL 13

R-049
112.6 OMN
Chan 73
R-183

1674
1749 ±
1749
1675

Executive

210
215
355
465
346
IM
MM
516
184 ±

SPURR
I-DDO 6.3
RADAR

1600
(4.4)
004°
*3000
(3.2)

FITEM
I-DDO 10.8
RADAR

1949

*4000
184° (2.6)

(IF)
FOBUK
I-DDO 13.9
RADAR

(IAF)
NOGGI
I-DDO 16.5
RADAR

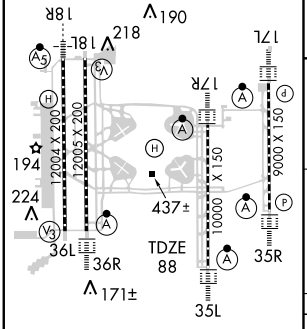
184°

15 NM

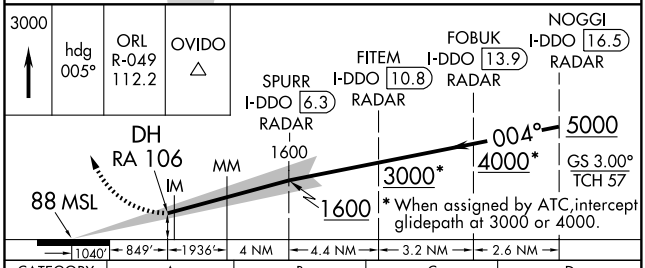
MSA ORL 25 NM
3000

* When assigned by ATC, intercept glidepath at 3000 or 4000.

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	RA 106/12 100 DA 188			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT III)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

SANFORD 408 SFB

ORLANDO 112.2 ORL Chan 59

LOCALIZER 110.5 I-DDO Chan 42

OVIDO ORL 13

112.6 OMN Chan 73

R-049 R-183

Executive

*When assigned by ATC, intercept glidepath at 3000 or 4000.

SPURR I-DDO 6.3 RADAR

FITEM I-DDO 10.8 RADAR

(IF) FOBUK I-DDO 13.9 RADAR

(IAF) NOGGI I-DDO 16.5 RADAR

IM MM

004° (4.4) 1600

004° (3.2) 3000*

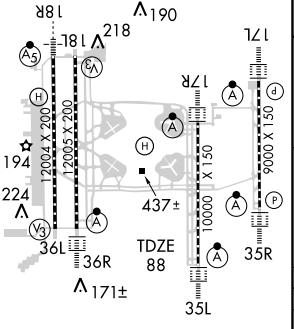
184° (2.6) 4000*

184°

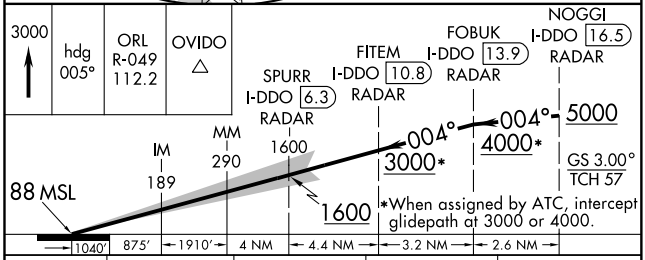
MSA ORL 25 NM 3000

15 NM

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS RWY 35R (CAT II)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

ORLANDO 112.2 ORL Chan 59

Executive

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX

265° 085° SANFORD 408 SFB

RADAR REQUIRED

215 355 346 465 516 IM MM 164± 10 NM ORL R-140 140° 320° HEWES I-CER 6.2 RADAR 1600 004° (4.4) PRESK ORL 16.2 1949 FESHA I-CER 10.6 RADAR *3000 004° (3.2) (IF) SERAY I-CER 13.7 RADAR *4000 004° (2.6) (IAF) CRUSE I-CER 16.3 RADAR 184°

MSA ORL 25 NM 3000

116.0 LAL Chan 107 R-065

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS Glidepath not coincident.

500	3000	PRESK
	ORL R-140 112.2	

CRUSE I-CER 16.3 RADAR SERAY I-CER 13.7 RADAR FESHA I-CER 10.6 RADAR HEWES I-CER 6.2 RADAR

GS 3.00° TCH 57

5000 *4000 *3000 004° 1600 MM IM DH RA 101 90MSL

* When assigned by ATC, intercept glidepath at 4000 or 3000.

2.6 NM 3.2 NM 4.4 NM 4.1 NM 1450′ 826′ 1050′

CATEGORY	A	B	C	D
S-ILS 35R	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D

18R 190 218 18L 17L 17R 194 224 12004 X 200 12005 X 200 9000 X 150 10000 X 150 437± 36L 36R 35L 35R 171± TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 17 DEC 2009 to 14 JAN 2010

ORLANDO, FLORIDA

AL-571 (FAA)

ILS RWY 36R (CAT II)

ORLANDO INTL (MCO)

ILS/DME I-OJP	APP CRS	Rwy Idg	11601
110.7	004°	TDZE	92
Chan 44		Apt Elev	96

ADF Required. DME or Radar Required. Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

Executive

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

070° 250°

LOCALIZER 110.7 I-OJP Chan 44

355 210 215 465 346 516 199

IM MM

CAMBE ORL 20

JAKOR I-OJP 6.6 RADAR

1600 004° (4.4)

SILKY I-OJP 11 RADAR

3000* 004° (3.2)

(IF) FLOZY I-OJP 14.2 RADAR

4000* 004° (2.8)

(IAF) TRAMP I-OJP 16.8 RADAR

184°

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

10 NM

ALTERNATE MISSED APCH FIX CAMBE ORL 20

112.2 ORL Chan 59

110 MLB Chan 37

R-286 R-227 047° 227°

MSA ORL 25 NM

3000

ELEV 96 D

18R 18L 17L 17R

190 218 194 224 171±

12004 X 200 12005 X 200 10000 X 150 9000 X 150

437±

TDZE 92

36L 36R 35R 35L

500 3000 HERNY 221

TRAMP I-OJP 16.8 RADAR

FLOZY I-OJP 14.2 RADAR

SILKY I-OJP 11 RADAR

JAKOR I-OJP 6.6 RADAR

DH RA115

MM IM

1600

92 MSL

004° 5000

3000* 4000*

GS 3.00° TCH 56

1600

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1051' 849' 1495' 4.1 NM 4.4 NM 3.2 NM 2.6 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA115/12 100 DA 192			

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

ORLANDO, FLORIDA

AL-571 (FAA)

ILS/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS RWY 36R (CAT III)

ORLANDO INTL (MCO)

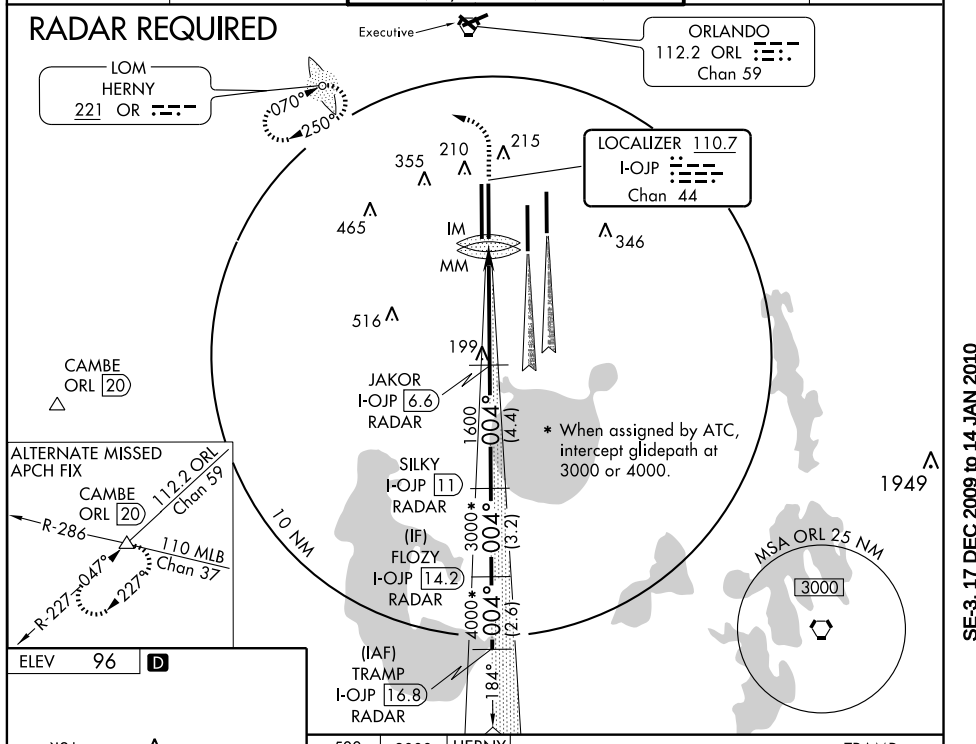
ADF required. DME or Radar required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

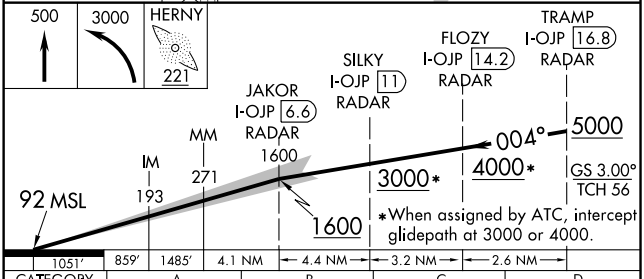
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED



ELEV 96 D

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R



CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

JAGUAR THREE DEPARTURE

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP 120.525
CLNC DEL 134.7 341.7
GND CON 121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

COLLIERS
113.9 IRQ
Chan 86
N33°42.44'-W82°09.72'
L-24, H-9-12

DUBLIN
113.1 DBN
Chan 78
N32°33.81'-W82°49.80'
L-18-24, H-9-12

ALMA
115.1 AMG
Chan 98
N31°32.19'-W82°30.48'
L-24, H-9-12

TAYLOR
112.9 TAY
Chan 76

CECIL
117.9 VQQ
N30°12.78'-W81°53.46'

GATORS
116.2 GNV
Chan 109

ORLANDO
112.2 ORL
Chan 59
N28°32.56'-W81°20.10'

SAVANNAH
115.95 SAV
Chan 106 (Y)

BRUNSWICK
109.8 SSI
Chan 35

CRAIG
114.5 CRG
Chan 92

ORMOND BEACH
112.6 OMN
Chan 73

DUNKN
N31° 58.70'
W81° 57.93'

NOWAY
N31° 12.39'
W81° 44.94'

CHESN
N30° 50.36'
W81° 48.11'

YULEE
N30° 42.87'
W81° 49.18'

MATEO
N29° 46.01'
W81° 27.21'

GUANO
N29° 05.98'
W81° 23.32'

R-178
358° (104)
[53-81]
R-154
334° (116)
R-262
350° (48)
[53-81]
101
R-022
R-305
R-350
53
181
(22)
J45
R-144
324° (61)
R-066
(8)
34
R-336
28
R-328
010° (30)
R-142
322° (35)
R-088
74
(40)
R-230
355° (33)
3000
R-270
R-090
3000
ORL 2
R-115
2300
2600

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

JAGUAR THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....

TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross the 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

All aircraft maintain 5000 feet for vectors to appropriate transition. Expect clearance to filed altitude ten (10) minutes after departure.

ALMA TRANSITION (JAG3.AMG):From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to YULEE INT and AMG R-144 to the AMG VORTAC. Thence as filed.

COLLIERS TRANSITION (JAG3.IRQ): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to NOWAY INT and CRG R-350 to DUNKN INT, then via IRQ R-178 to IRQ VORTAC. Thence as filed.

DUBLIN TRANSITION (JAG3.DBN): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to CHESN INT and DBN R-154 to the DBN VORTAC. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

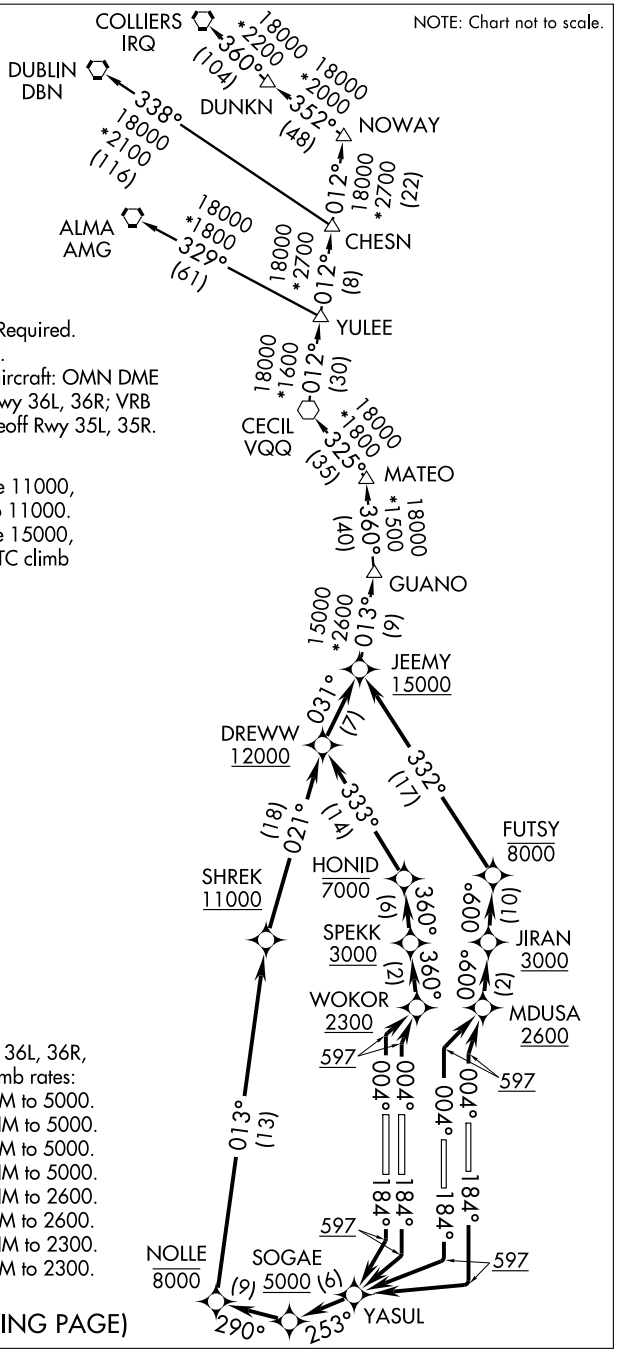
(JEEMY2.JEEMY) 09239 SL-571 (FAA)

JEEMY TWO DEPARTURE (RNAV)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

NOTE: Chart not to scale.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 36L, 36R; VRB DME must be operational for takeoff Rwy 35L, 35R.

NOTE: Cross SHREK at or above 11000, ATC climb of 279 feet per NM to 11000.
NOTE: Cross JEEMY at or above 15000, departing Rwys 35L/R, 36L/R ATC climb of 440 feet per NM to 15000.

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 548′ per NM to 2600.
Rwy 35L: ATC climb of 500′ per NM to 2600.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (JEEMY2.AMG):
COLLIERS TRANSITION (JEEMY2.IRQ):
DUBLIN TRANSITION (JEEMY2.DBN):
YULEE TRANSITION (JEEMY2.YULEE):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1,784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25
EXECUTIVE ATIS
127.25
KISSIMMEE GATEWAY AWOS-3
128.775

ALMA
115.1 AMG
Chan 98
N31°32.19′ - W82°30.48′
L-24, H-9-12

MAA FL450
16000
170°
(37)

MAA FL450
16000
226°
(95)

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78′ - W81°11.95′
L-24, H-9-12

MAA FL450
16000
126°
(15)

VALDOSTA
114.8 OTK
Chan 95
N30°46.83′
W83°16.78′
L-21-22, H-8-9

SHEMP
N30°55.93′
W82°23.07′

170°
(46)
83

(51)

CLAWZ
N30°38.48′ - W83°02.31′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL270.

UGENE
N30°10.13′
W82°13.83′

170°
(42)
125

COAXE
N29°28.76′
W82°05.62′

SHIMM
N28°57.99′ - W81°55.68′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11000′.
NOTE: Orlando Intl landing south:
Expect clearance to cross at 250K.

MAA FL180
6000
129°
(10)

OCALA
113.7 OCF
Chan 84
N29°10.65′ - W82°13.58′
L-21-24

89
(25)

176°

MAA FL450
10000

MAA FL180
6000
129°
(10)

ALADN
N29°04.09′
W82°04.29′

65

20

R-245

ORMOND BEACH
112.6 OMN
Chan 73

(10)

LEESE
N28°51.61′
W81°46.69′

R-356

129°
(30)

R-309

EXECUTIVE

ORLANDO INTL

KISSIMMEE GATEWAY

LAKELAND
116.0 LAL
Chan 107

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

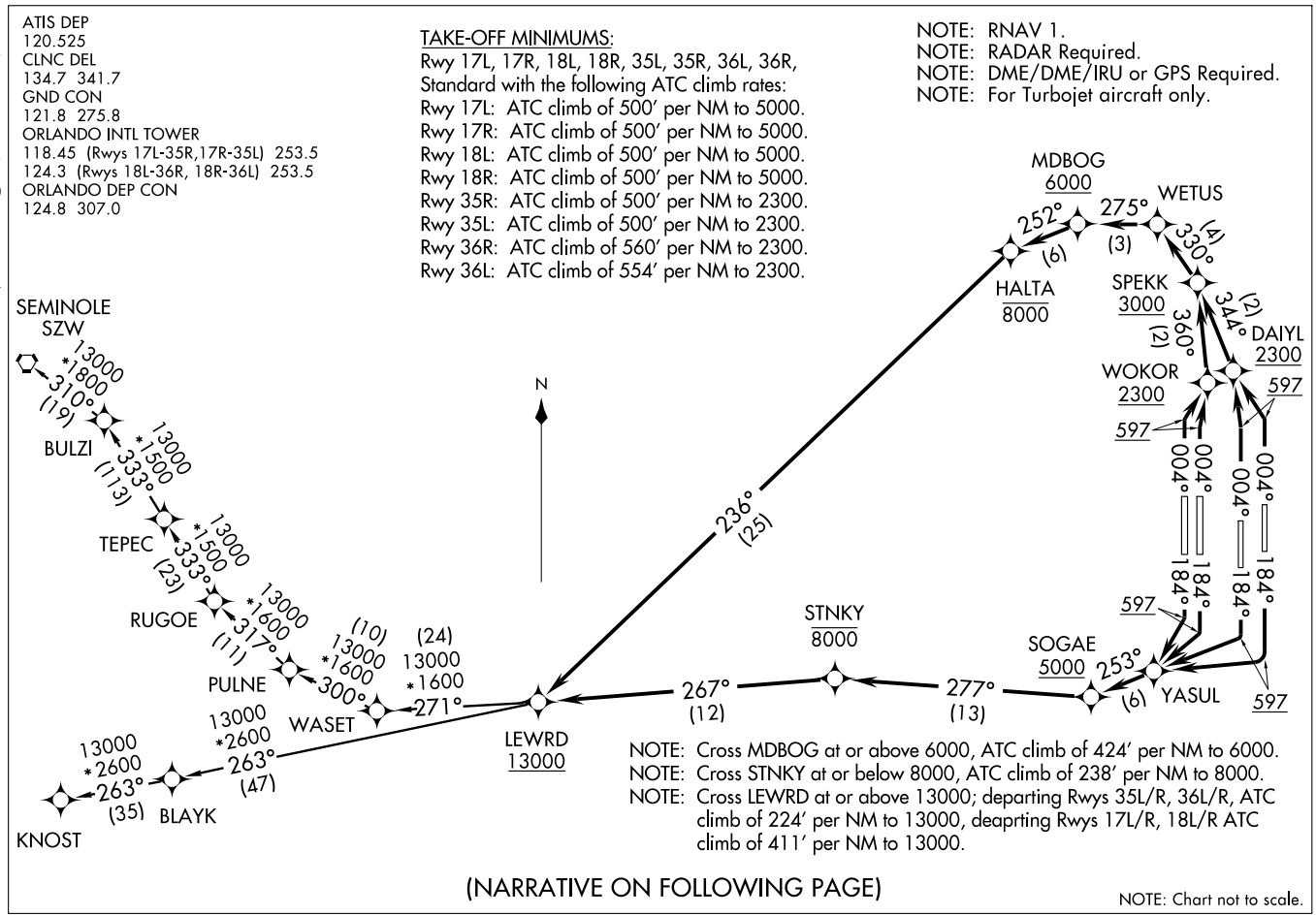
....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross STNKY at or below 8000, ATC climb of 238′ per NM to 8000.
NOTE: Cross LEWRD at or above 13000; departing Rwys 35L/R, 36L/R, ATC climb of 224′ per NM to 13000, deaprting Rwys 17L/R, 18L/R ATC climb of 411′ per NM to 13000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LEWRD2.LEWRD) 09239
LEWRD TWO DEPARTURE (RNAV)
SL-571 (FAA)
ORLANDO INTL (MCO)
ORLANDO, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

KNOST TRANSITION (LEWRD2.KNOST):
SEMINOLE TRANSITION (LEWRD2.SZW):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

MCCOY NINE DEPARTURE

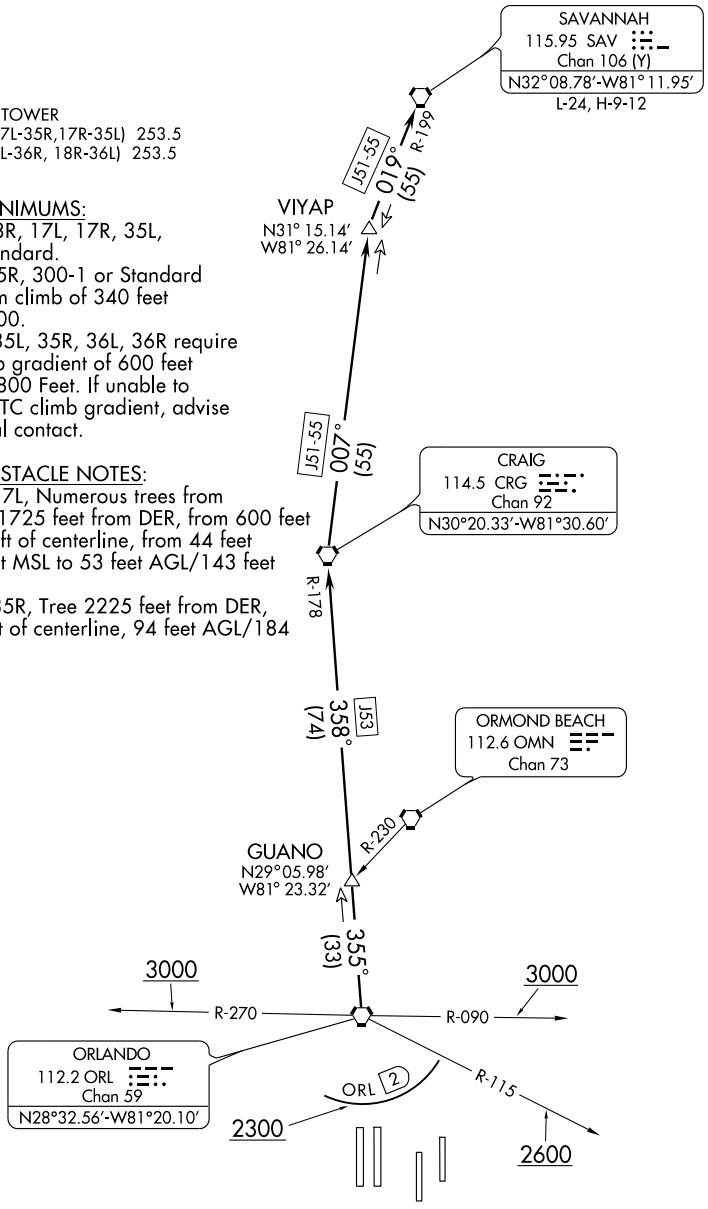
SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
121.8 275.8
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Note: Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.



NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

MCCOY NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....
TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 radial at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, expect vectors to the Savannah transition. Expect further clearance to filed altitude ten (10) minutes after departure.

SAVANNAH TRANSITION (MCOY9.SAV): From over ORL VORTAC via ORL R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199 to SAV VORTAC. Thence as filed.

SE-3, 17 DEC 2009 to 14 JAN 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

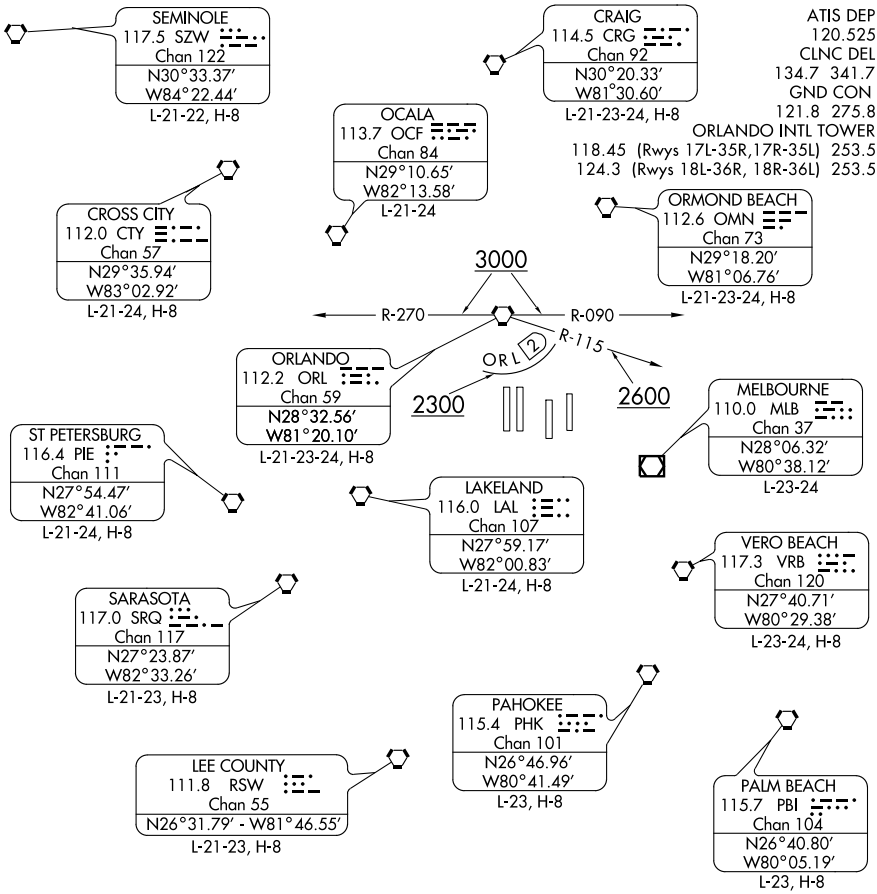
10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

ORLANDO EIGHT DEPARTURE



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ORLANDO EIGHT DEPARTURE

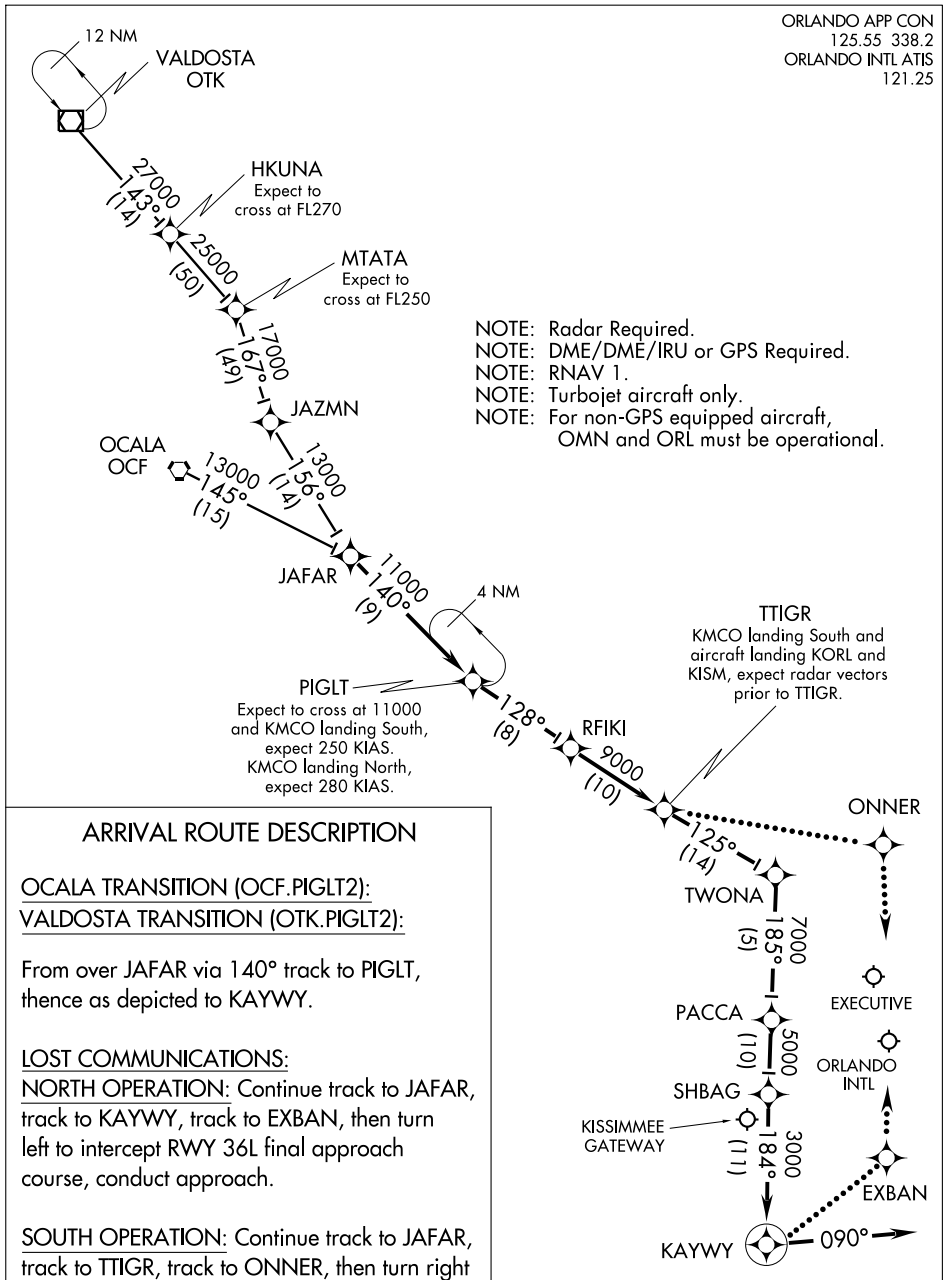
DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned for vectors to filed/assigned route. Thence....
TAKE OFF RUNWAYS 35L, 35R, 36L, 36R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, Expect further clearance to filed altitude ten (10) minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

PIGLT TWO ARRIVAL (RNAV)

SE-3, 17 DEC 2009 to 14 JAN 2010



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

WAAS	APP CRS	Rwy Idg	9000
CH 69214	184°	TDZE	90
W17B		Apt Elev	96

RNAV (GPS) Y RWY 17L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) KAKEY

184° (3.3) 4000

(IF) HERVI

3000 184° (3.2)

FONIK

2500 184° (1.6)

SEEDO

1500 184° (3.2)

Executive

(FAF) COCAS

266

215 210 355 184±

RW17L

465 346 516

1674 1749± 1749 1675

MISSED APCH FIX

SERAY 184° 4000 4 NM

MSA RW17L 25 NM

3000

ELEV 96 D

184° to RW17L

18R 190 218 18L 17L TDZE 90 17R 194 224 437± 36L 36R 171± 35L 35R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 SERAY VGSI and RNAV glidepath not coincident.

*LNAV only.

*1.3 NM to RW17L

RW17L COCAS 1500 SEEDO FONIK HERVI KAKEY

184° 4000 3000 2500 1500 184° 4000

GS 3.00° TCH 55

1.3 NM 2.9 NM 3.2 1.6 NM 3.2 NM 3.3 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	470/40 380 (400-¾)			
LNAV MDA	580/24 490 (500-½)		580/40 490 (500-¾)	580/50 490 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

ORLANDO, FLORIDA

AL-571 (FAA)

WAAS	APP CRS	Rwy Idg	10000
CH 72913	184°	TDZE	90
W17A		Apt Elev	96

RNAV (GPS) Y RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

3000 184° (3.2)

(IF) DALTY

2500 184° (1.6)

ELLAN

GLOSI

1600 184° (2.8)

Executive

(FAF) MINCO

266

215 355 210 172± RW17R 465 346 516

1674 1749± 1749 1675

MISSED APCH FIX

FOBUK 184° 4000 4 NM

MSA RW17R 25 NM 3000

ELEV 96 D

184° to RW17R

18R 18L 190 218 TDZE 90 160± 17L 17R

12004 X 200 12005 X 200 10000 X 150 9006 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 FOBUK

*LNAV only.

*1.6 NM to RW17R

MINCO 1600 GLOSI ELLAN DALTY SACRO

184° 4000 3000 2500 1600 184° 4000

RW17R

GS 3.00° TCH 53

1.6 NM 2.9 NM 2.8 1.6 NM 3.2 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	526/50 436 (500-1)			
LNAV MDA	660/24 570 (600-½)		660/50 570 (600-1)	660/60 570 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg 12005
CH 66012	184°	TDZE 96
W18A		Apt Elev 96

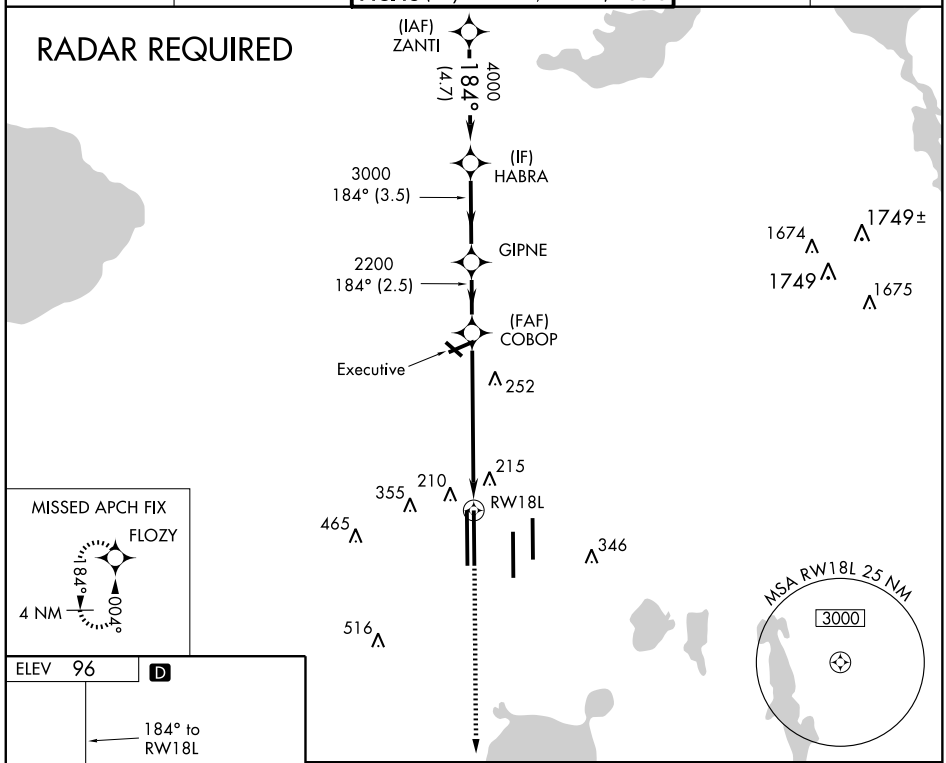
RNAV (GPS) Y RWY 18L
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

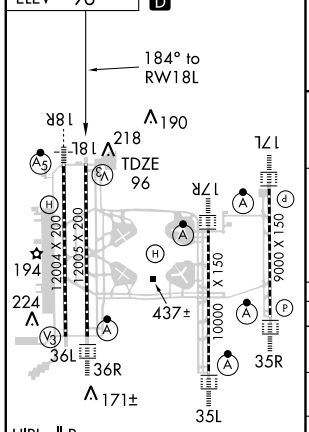
MISSED APPROACH: Climb to 2000 direct FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

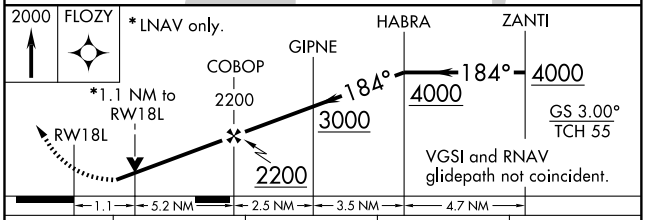
RADAR REQUIRED



MISSED APCH FIX
FLOZY
184°
4 NM
4000



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
LPV DA	375/50 279 (300-1)			
LNAV/VNAV DA	505-1½ 409 (500-1½)			
LNAV MDA	560/50 464 (500-1)		560/60 464 (500-1¼)	560-1½ 464 (500-1½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	12004
CH 63212	184°	TDZE	94
W18B		Apt Elev	96

RNAV (GPS) Y RWY 18R

ORLANDO INTL (MCO)

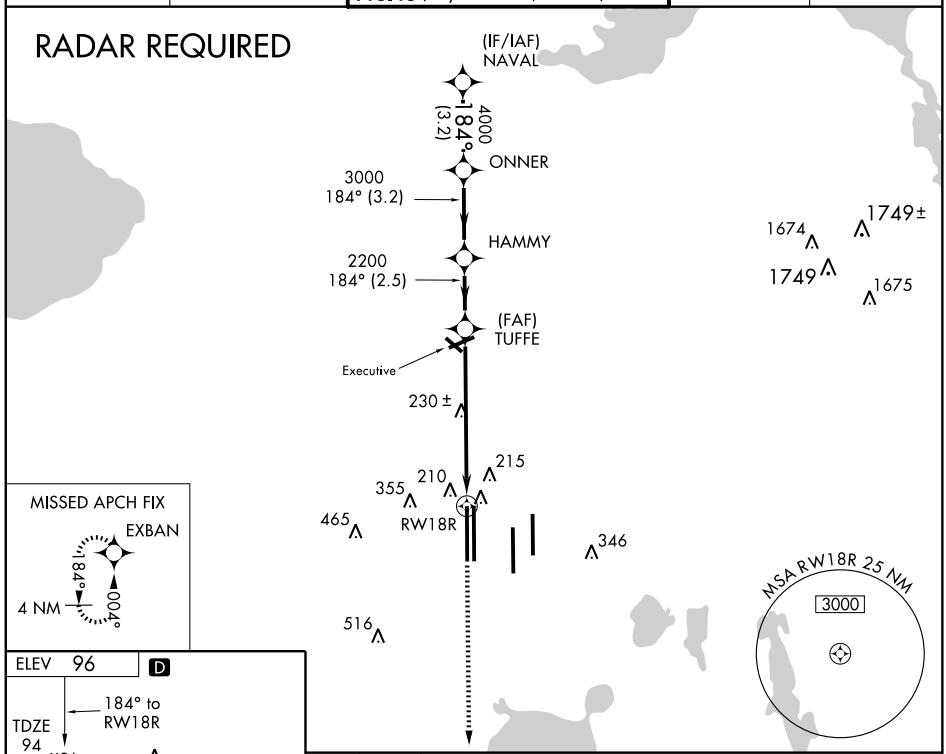
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

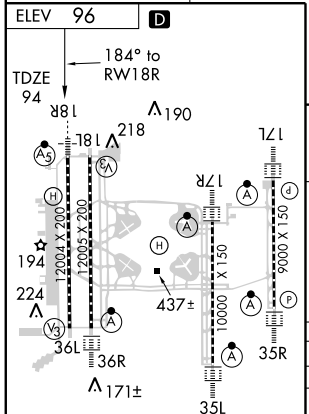
MALSR

MISSED APPROACH: Climb to 2000 direct EXBAN and hold.

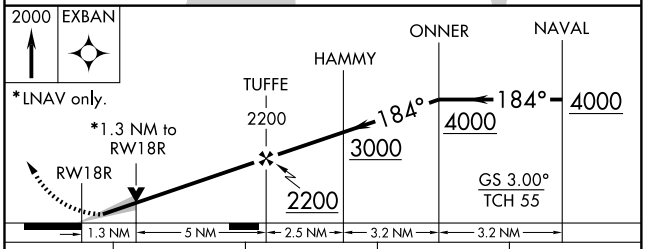
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED





HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
LNAV/VNAV DA	505/50 411 (500-1)			
LNAV MDA	560/24 466 (500-½)		560/40 466 (500-¾)	560/50 466 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 45813	004°	TDZE	88
W35A		Apt Elev	96

RNAV (GPS) Y RWY 35L

ORLANDO INTL (MCO)

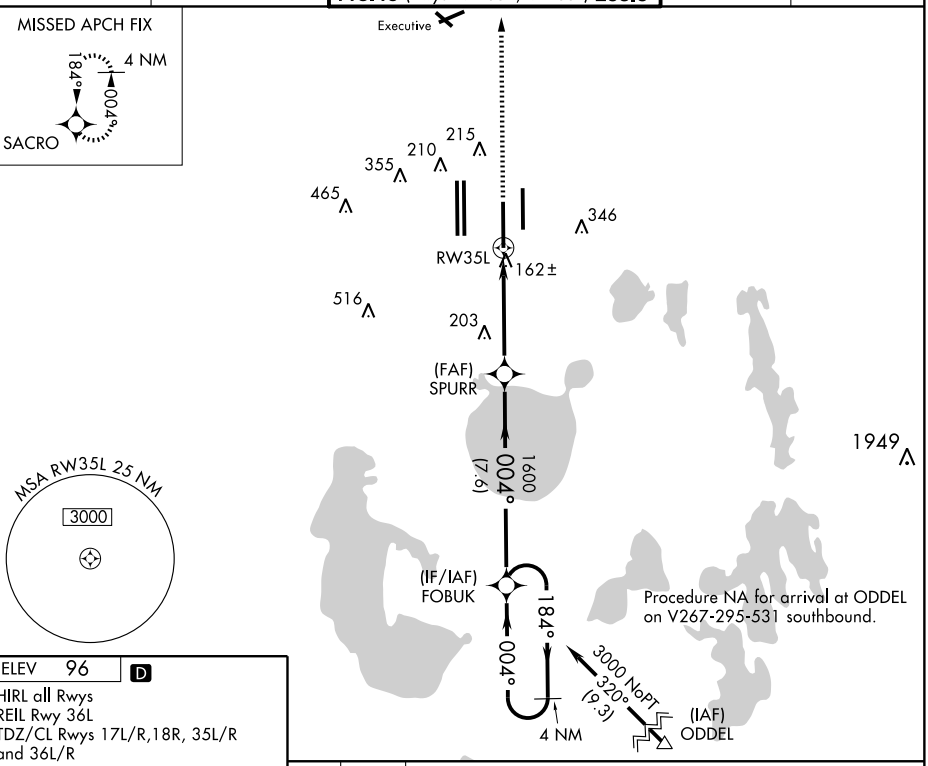
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 4000 direct SACRO and hold.

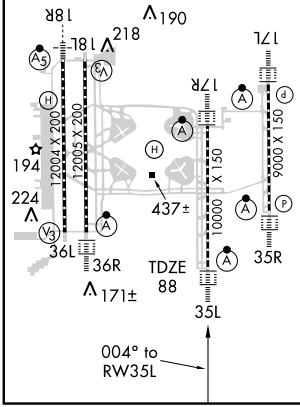
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

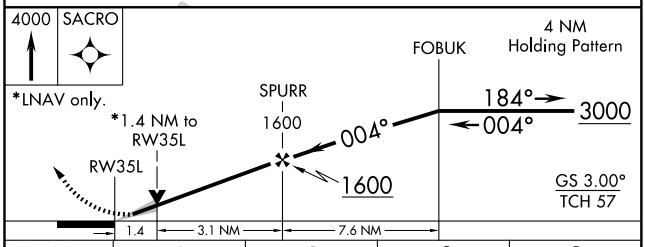
MISSED APCH FIX



ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R





CATEGORY	A	B	C	D
LPV DA	288/24 200 (200-½)			
LNAV/VNAV DA	461/40 373 (400-¾)			
LNAV MDA	580/24 492 (500-½)		580/40 492 (500-¾)	580/50 492 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9000
CH 86314	004°	TDZE	90
W35A		Apt Elev	96

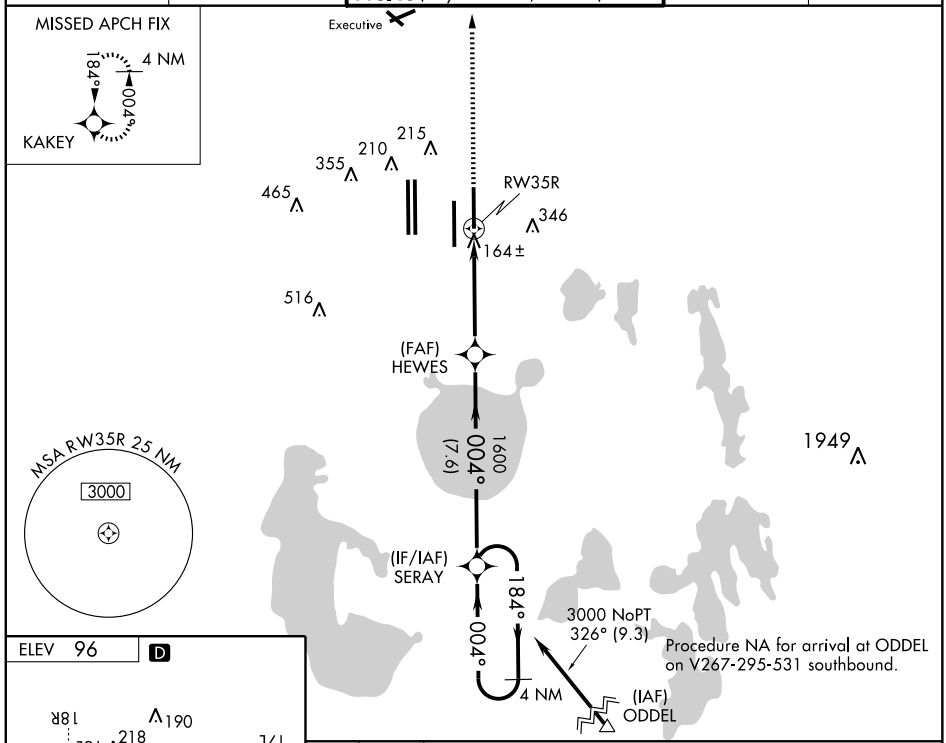
RNAV (GPS) Y RWY 35R
ORLANDO INTL (MCO)

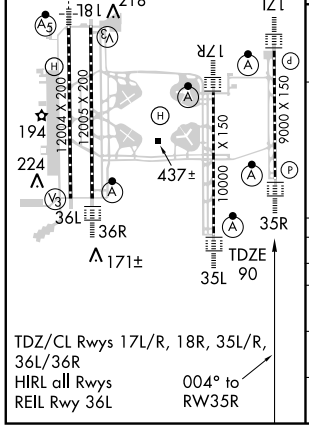
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

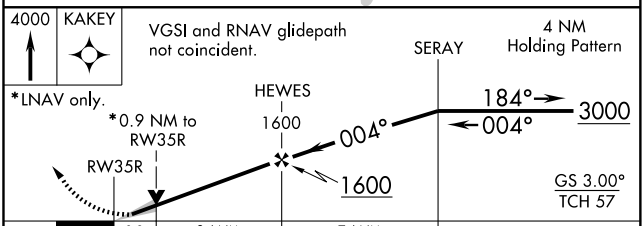
ALSF-2

MISSED APPROACH: Climb to 4000 direct KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17R-35L,17L-35R) 253.5		







CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	537/50 447 (500-1)			
LNAV MDA	460/24 370 (400-½)			460/50 370 (400-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

WAAS	APP CRS	Rwy Idg	11621
CH 82313	004°	TDZE	93
W36B		Apt Elev	96

RNAV (GPS) Y RWY 36L

ORLANDO INTL (MCO)

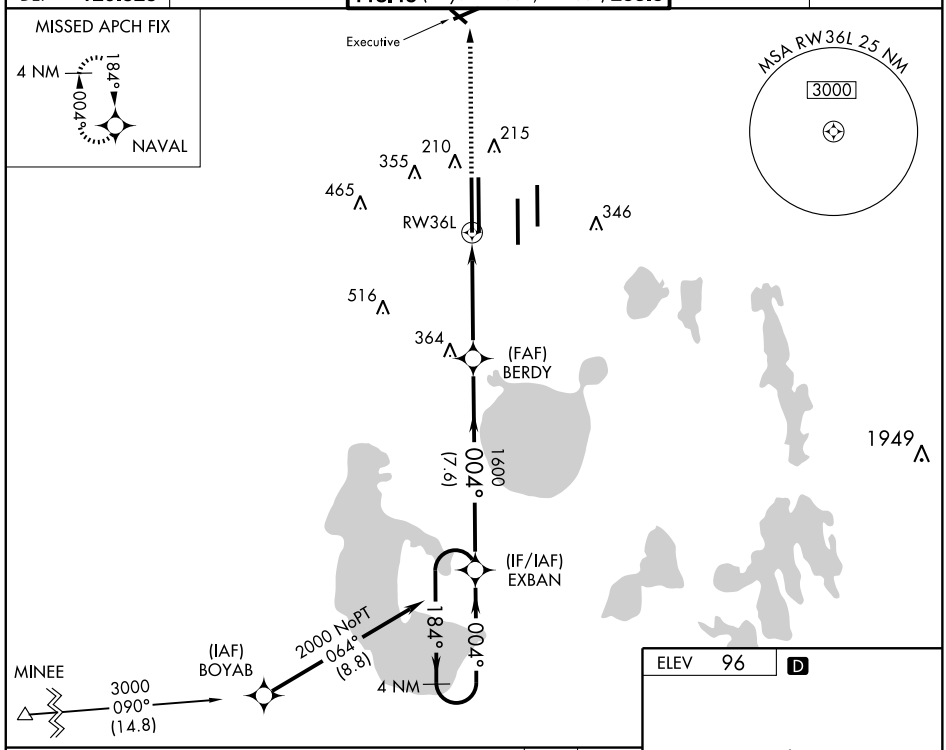
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

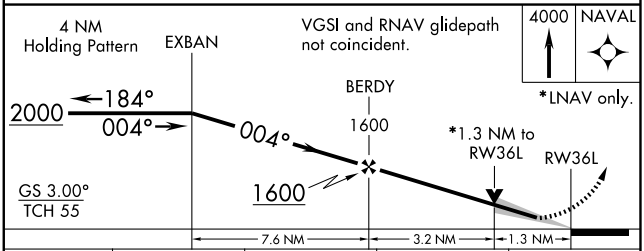
MISSED APPROACH: Climb to 4000 direct NAVAL and hold, continue climb-in-hold to 4000.

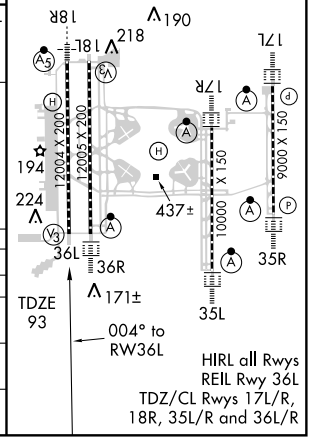
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

MISSED APCH FIX

4 NM 184° 004° NAVAL







CATEGORY	A	B	C	D
LPV DA	343/40 250 (300-¾)			
LNAV/VNAV DA	514-1½ 421 (500-1½)			
LNAV MDA	640/50 547 (600-1)		640-1½ 547 (600-1½)	640-1¾ 547 (600-1¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11601
CH 40212	004°	TDZE	92
W36A		Apt Elev	96

RNAV (GPS) Y RWY 36R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

MISSED APCH FIX

4 NM 184° 004° ZANTI

Executive

MSA RW36R 25 NM

3000

355 210 215 465 346 516 364 1949

RW36R

(FAF) JAKOR

1600 004° (7.6)

(IF/IAF) FLOZY

(IAF) BOYAB

2000 NoPT 065° (9)

184° 004° 4 NM

MINEE 3000 090° (14.8)

4 NM Holding Pattern

FLOZY

2000 184° 004°

JAKOR 1600 004°

*1.6 NM to RW36R

RW36R

1600

GS 3.00° TCH 56

7.6 NM 2.9 NM 1.6 NM

4000 ZANTI

*LNAV only.

ELEV 96 D

190 218 181 181R 171 171R 194 224 437± 171±

12004 X 200 12005 X 200 X 150 9000 X 150 10000

TDZE 92

36L 36R 35R 35L

004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
LPV DA	292/24 200 (200-½)			
LNAV/VNAV DA	515/50 423 (500-1)			
LNAV MDA	640/24 548 (600-½)		640/50 548 (600-1)	640/60 548 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1¾ miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) KAKEY

4000

184° (3.3)

(IF) HERVI

3000

184° (3.2)

FONIK

2500

184° (1.6)

SEEDO

1500

184° (3.2)

Executive

(FAF) COCAS

184° (4.2)

215 210 355 163± 251± RW17L 465 346 516

184° (13.6)

1674 1749± 1749 1675

MISSED APCH FIX

SERAY

184° 004° 4 NM

MSA RW17L 25 NM

3000

ELEV 96 D

184° to RW17L

18R 18L 17L 17R 190 218 TDZE 90

12005 X 200 12005 X 200 X 150 9000 X 150 10000 X 150

194 224 437± 171±

36L 36R 35R 35L

HIRL all Rwys

REIL Rwy 36L

TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 trk 184°

SERAY

VGSI and RNAV glidepath not coincident.

HERVI KAKEY FONIK SEEDO COCAS RW17L

184° 4000 4000 3000 2500 1500 1500

GP 3.00° TCH 55

4.2 NM 3.2 1.6 NM 3.2 NM 3.3 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	399/40		309 (400-¾)	
RNP 0.30 DA	614/60		524 (600-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZED REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.10 visibility all Cats to RVR 5000, increase RNP 0.15 visibility all Cats to RVR 6000, and increase RNP 0.30 visibility all Cats to 2 miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

(IF) DALTY

3000 184° (3.2)

ELLAN

2500 184° (1.6)

GLOSI

Executive 1600 184° (2.8)

(FAF) MINCO

184° (4.5)

RW17R

184° (13.7)

MISSED APCH FIX

FOBUK 184° 4000 4 NM

1674 1749± 1749 1675

290± 215 355 210 133± 465 346 516

MSA RW17R 25 NM 3000

ELEV 96 D

184° to RW17R

18R 190 18L 218 17L TDZE 90 160± 17R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 171±

36L 36R 35R 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 trk 184° FOBUK

DALTY SACRO GLOSI ELLAN MINCO RW17R

184° 4000 184° 4000 3000 2500 1600 1600

GP 3.00° TCH 53

4.5 NM 2.8 1.6 NM 3.2 NM 6.3 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	380/40 290 (300-¾)			
RNP 0.15 DA	468/40 378 (400-¾)			
RNP 0.30 DA	654-1½ 564 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	12005
184°	TDZE	96
	Apt Elev	96

RNAV (RNP) Z RWY 18L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). Visibility reduction by helicopters NA. GPS Required.

MISSED APPROACH: Climb to 2000 via 184° track to FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8	134.7 341.7

RADAR REQUIRED

(IAF) ZANTI

184° (4.7) 4000

(IF) HABRA

3000 184° (3.5)

GIPNE

2200 184° (2.5)

(FAF) COBOP

Executive

184° (6.3)

RW18L

1674 1749± 1749 1675

355 210 215 192± 465 346 516

184° (14)

MSA RW18L 25 NM 3000

MISSED APCH FIX FLOZY 184° 004° 4 NM

ELEV 96 D

184° to RW18L

125± 177± 190 218

18R 18L 17R 17L

TDZE 96

12005 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 171±

36L 36R 35R 35L

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 184° trk FLOZY

VGSI and RNAV glidepath not coincident.

ZANTI HABRA GIPNE COBOP RW18L

184° 4000 3000 2200

184° 4000 4000

GP 3.00° TCH 55

6.3 NM 2.5 NM 3.5 NM 4.7 NM

CATEGORY	A	B	C	D
RNP 0.10 DA		399/50	303 (400-1)	
RNP 0.15 DA		449/60	353 (400-1¼)	
RNP 0.30 DA		510-1½	414 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	12004
184°	TDZE	94
	Apt Elev	96

RNAV (RNP) Z RWY 18R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.15 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

MALSR

MISSED APPROACH: Climb to 2000 via track 184° to EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

RADAR REQUIRED

(IAF) NAVAL

184° (3.2) 4000

(IF) ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

184° (6.3)

1674 1749± 1749 1675

355 210 215 184± 465 RW18R 346

516 184° (14.1)

MISSED APCH FIX EXBAN 184° 4 NM 4000

MSA RW18R 25 NM 3000

ELEV 96 D

184° to RW18R

TDZE 94

18R 190 18L 218 17L 17R

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 EXBAN trk 184°

TUFFE 2200 HAMMY 3000 ONNER 4000 NAVAL 4000

184° 184° RW18R 2200

GP 3.00° TCH 55

6.3 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		453/40	359 (400-¾)	
RNP 0.30 DA		511/50	417 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
004°	TDZE	88
	Apt Elev	96

RNAV (RNP) Z RWY 35L

ORLANDO INTL (MCO)

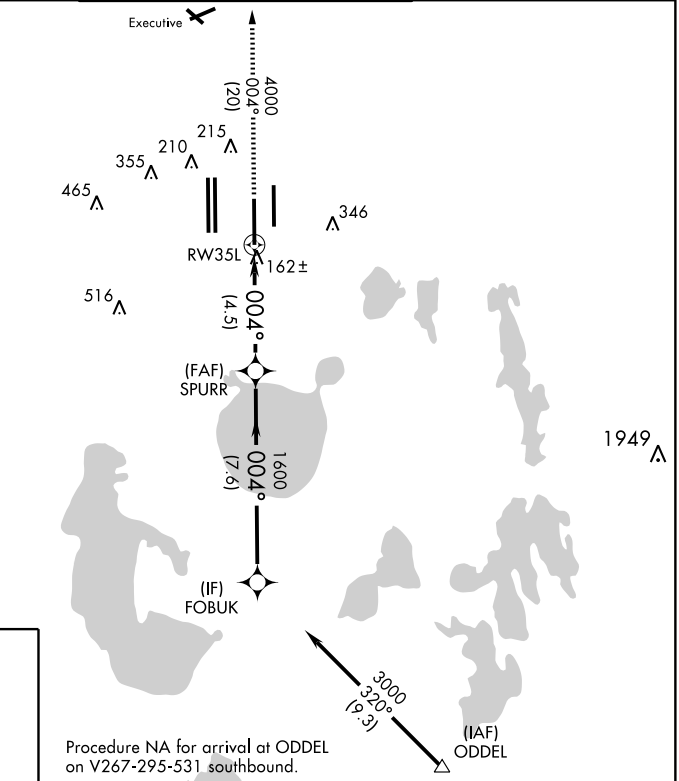
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

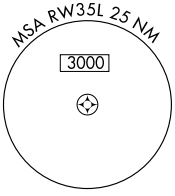
ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to SACRO and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8	134.7 341.7

MISSED APCH FIX

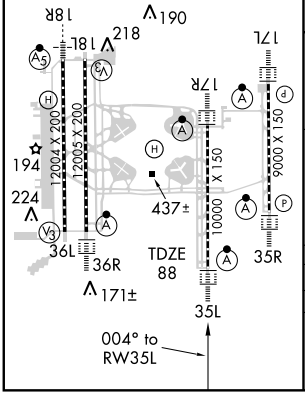


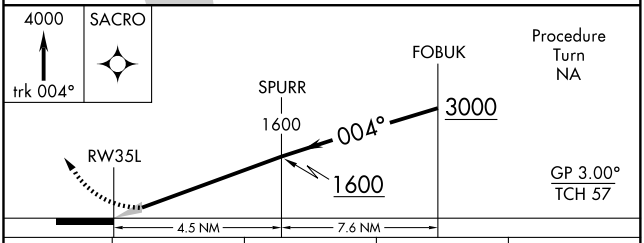


Procedure NA for arrival at ODDEL on V267-295-531 southbound.

ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R





CATEGORY	A	B	C	D
RNP 0.30 DA	446/40	358 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9000
004°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 35R
ORLANDO INTL (MCO)

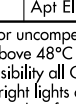
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35R and Rwy 35L may be mistaken for runway lights. Visibility reduction by helicopters NA.

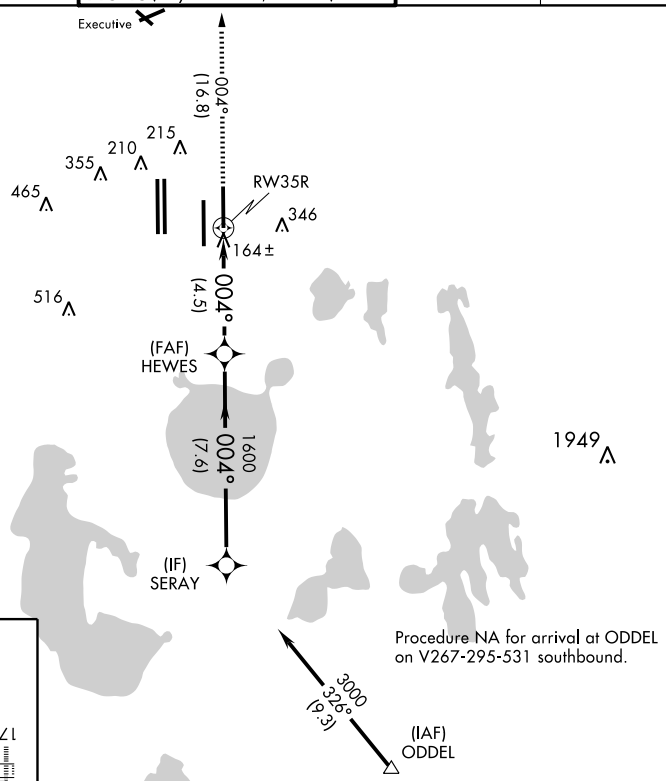
ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to KAKEY and hold, continue climb-in-hold to 4000.

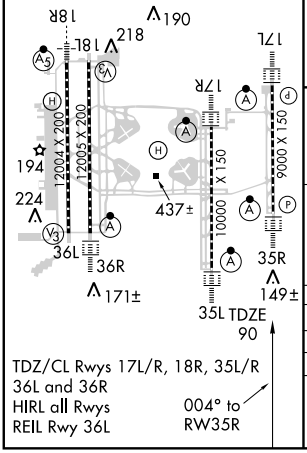
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17R-35L,17L-35R) 253.5		

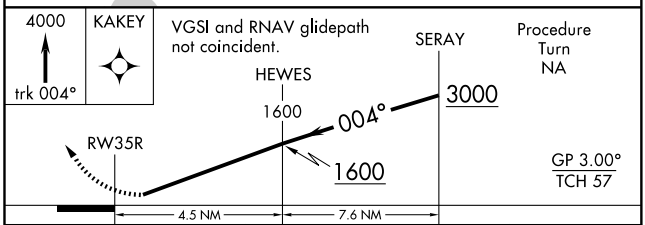
MISSED APCH FIX





ELEV 96 D





CATEGORY	A	B	C	D
RNP 0.15 DA	390/40 300 (300-¾)			
RNP 0.30 DA	443/40 353 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11621
004°	TDZE	93
	Apt Elev	96

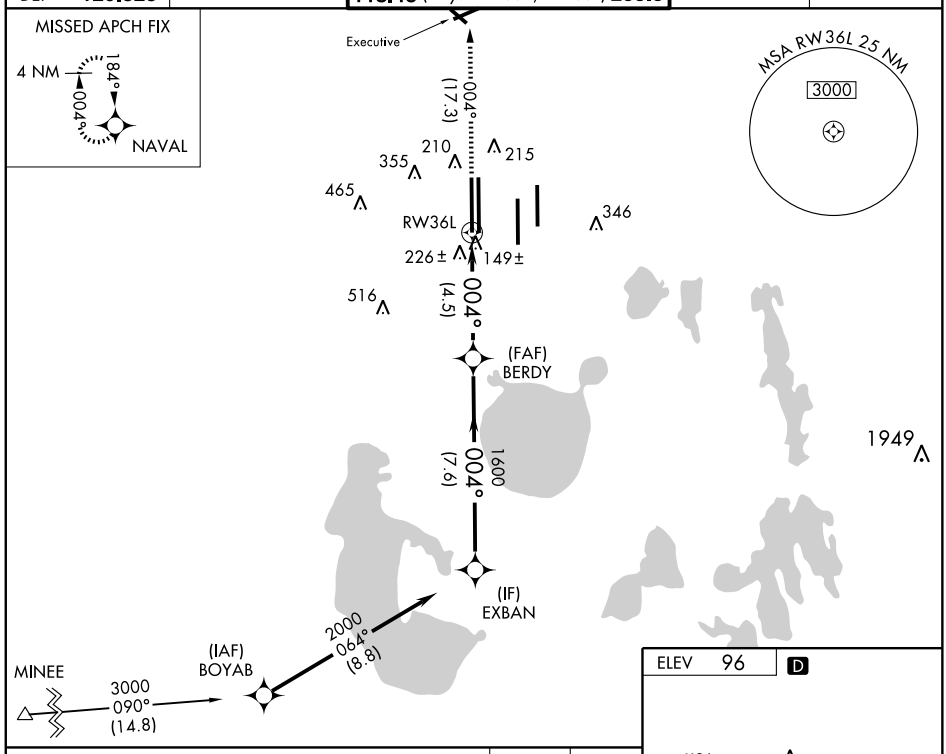
RNAV (RNP) Z RWY 36L

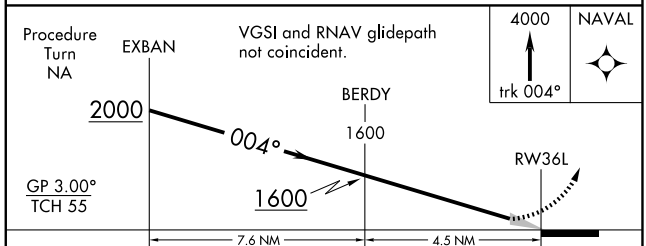
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required.

MISSED APPROACH: Climb to 4000 via track 004° to NAVAL and hold, continue climb-in-hold to 4000.

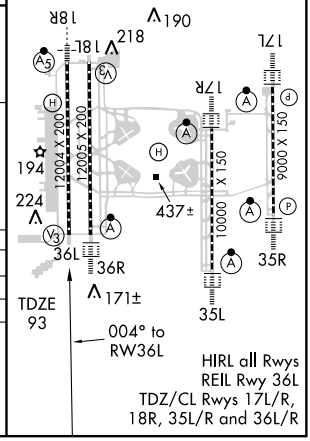
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		





CATEGORY	A	B	C	D
RNP 0.15 DA	386/50		293 (300-1)	
RNP 0.30 DA	525-1½		432 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	11601
004°	TDZE	92
	Apt Elev	96

RNAV (RNP) Z RWY 36R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		

MISSED APCH FIX

4 NM 184° 004° ZANTI

Executive

004° (11)

355 210 215 465 346

RW36R 158±

516 004° (4.5)

(FAF) JAKOR

004° (7.6) 1600

1949

(IF) FLOZY

(IAF) BOYAB 2000 065° (9)

MINEE 3000 090° (14.8)

MSA RW36R 25 NM 3000

Procedure Turn NA

FLOZY 2000 004° JAKOR 1600 RW36R 1600

GP 3.00° TCH 56

7.6 NM 4.5 NM

4000 trk 004° ZANTI

CATEGORY	A	B	C	D
RNP 0.15 DA		386/24	294 (300-½)	
RNP 0.30 DA		496/50	404 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 96 D

18R 190 218 18L 17L 17R 194 224 12004 X 200 12005 X 200 10000 X 150 9000 X 150 437± TDZE 92 36L 36R 35R 35L 171±

004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

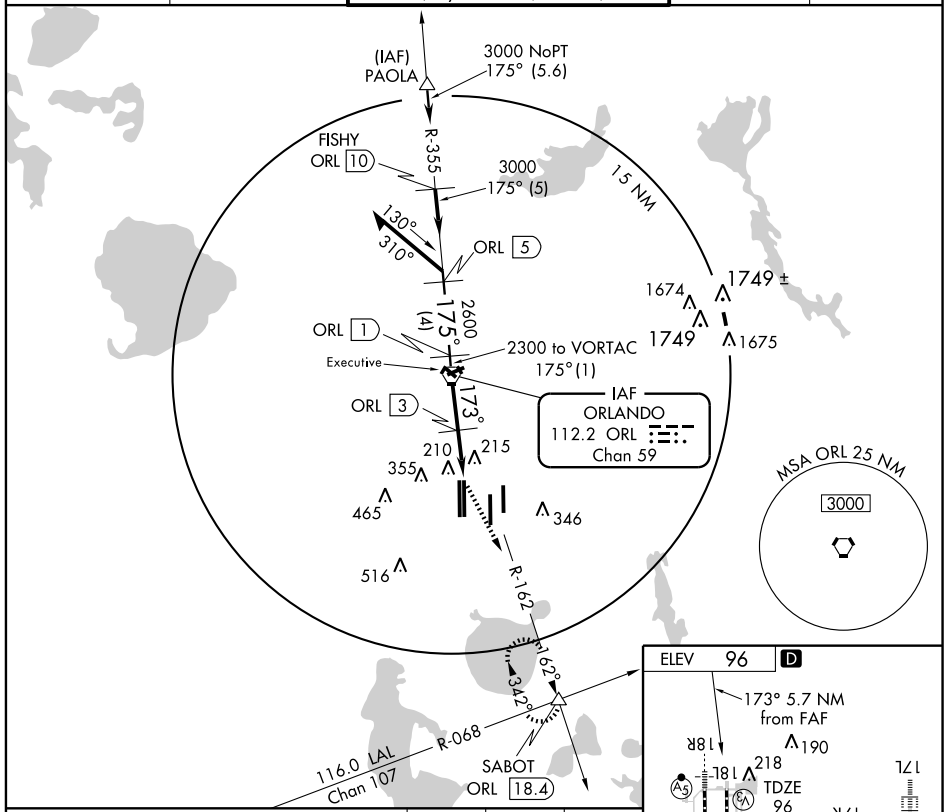
VORTAC ORL	APP CRS	Rwy Idg 12005
112.2	173°	TDZE 96
Chan 59		Apt Elev 96

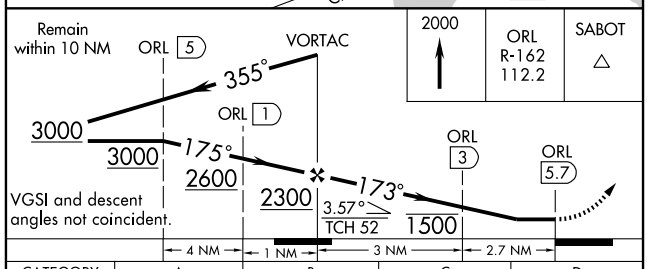
VOR/DME RWY 18L
ORLANDO INTL (MCO)

ASR

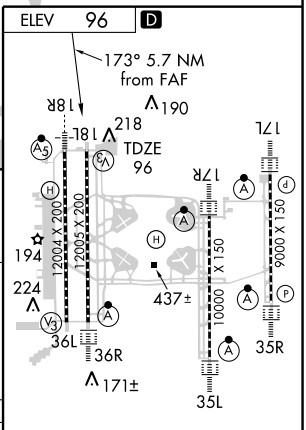
MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT Int and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		





CATEGORY	A	B	C	D
S-18L	540/50	444 (500-1)	540/60 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC ORL	APP CRS	Rwy Idg	12004
112.2	176°	TDZE	94
Chan 59		Apt Elev	96

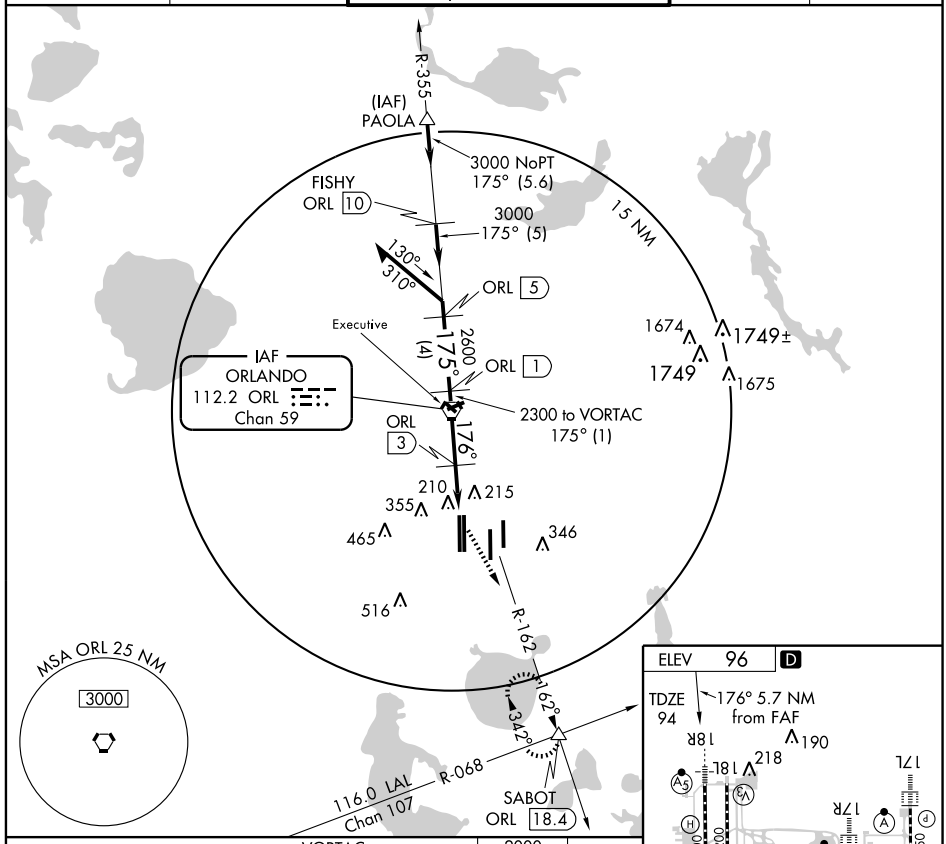
VOR/DME RWY 18R
ORLANDO INTL (MCO)

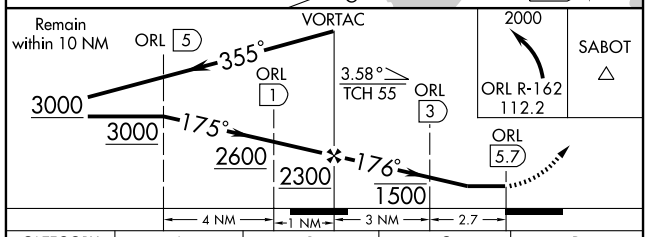
ASR

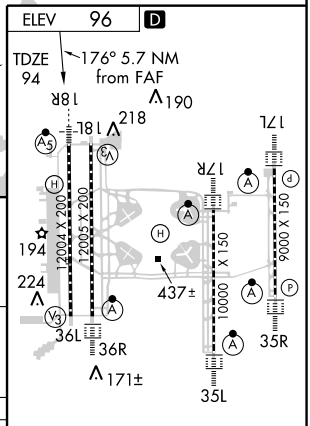
MALSR

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT Int and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	121.8 275.8	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5		







CATEGORY	A	B	C	D
S-18R	540/24	446 (500-½)	540/40 446 (500-¾)	540/50 446 (500-1)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

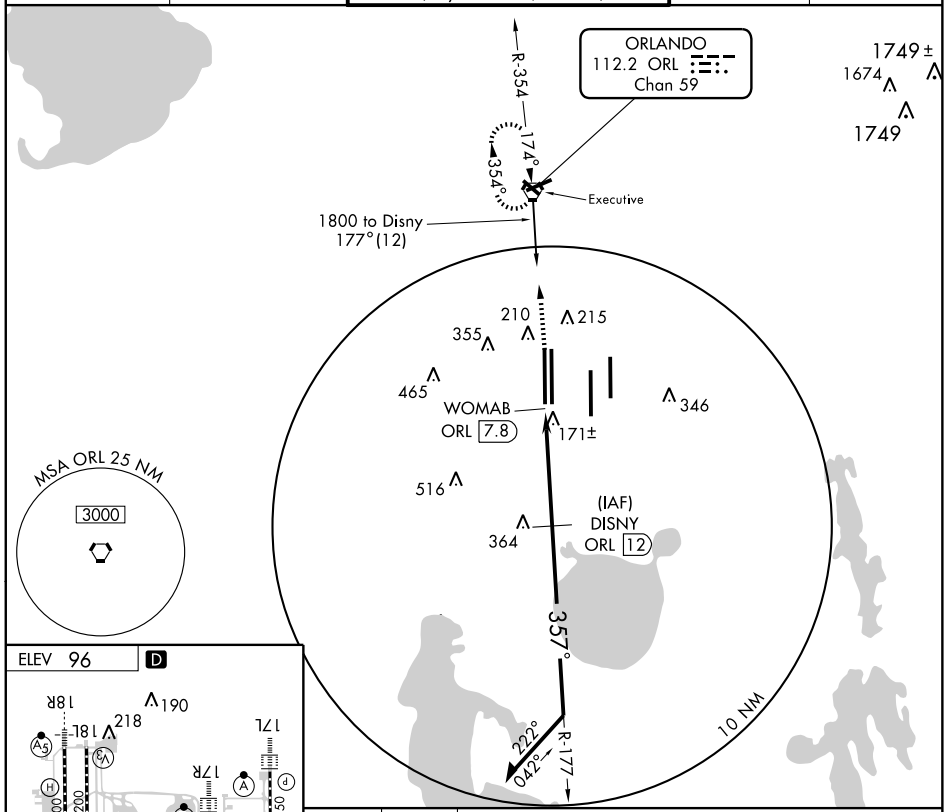
SE-3. 17 DEC 2009 to 14 JAN 2010

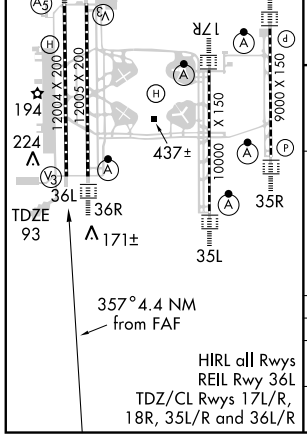
VORTAC ORL 112.2 Chan 59	APP CRS 357°	Rwy Idg 12004 TDZE 93 Apt Elev 96

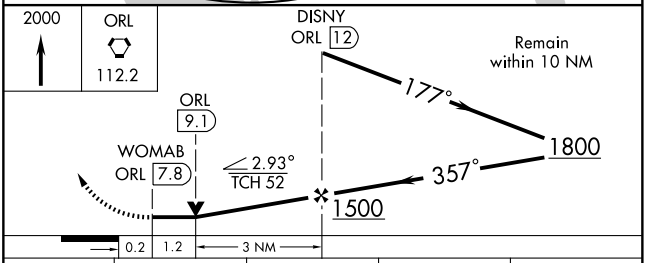
VOR/DME RWY 36L
ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8	134.7 341.7







HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-36L	600/50 507 (600-1)		600-1½ 507 (600-1½)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC ORL 112.2 Chan 59	APP CRS 355°	Rwy Idg 12005 TDZE 92 Apt Elev 96

VOR/DME RWY 36R
ORLANDO INTL (MCO)

ALSF-2

MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25 DEP 120.525	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5 118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8	134.7 341.7

ORLANDO 112.2 ORL Chan 59

R-354 174° 354°

Executive

1800 to Lakan 175° (12)

10 NM

1674 1749± 1749 1675

355 210 215 465 346

POKIC ORL 7.7 171±

516

(IAF) LAKAN ORL 12 364

355°

1949

MSA ORL 25 NM 3000

220° 040° R-175

ELEV 96 D

18R 190 218 18L 17L 17R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± TDZE 92 36L 36R 35L 35R 171±

355° 4.3 NM from FAF

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 ORL 112.2

LAKAN ORL 12

Remain within 10 NM

175° 1800

ORL 9.1

POKIC ORL 7.7

2.94° TCH 55

355° 1500

1.4 2.9 NM

CATEGORY	A	B	C	D
S-36R	600/24 508 (600-½)		600/50 508 (600-1)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

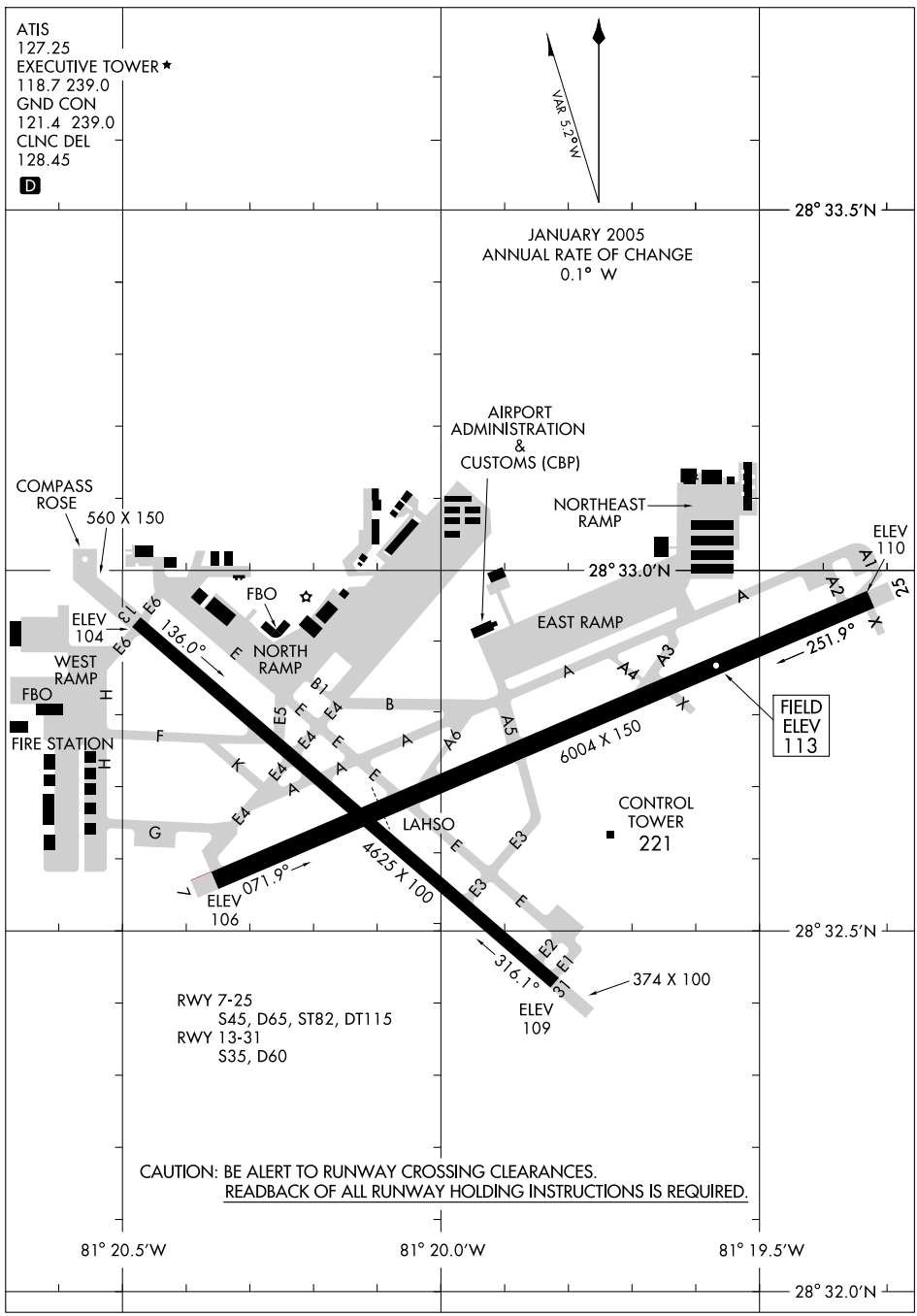
SE-3. 17 DEC 2009 to 14 JAN 2010

09239

AIRPORT DIAGRAM

AL-305 (FAA)

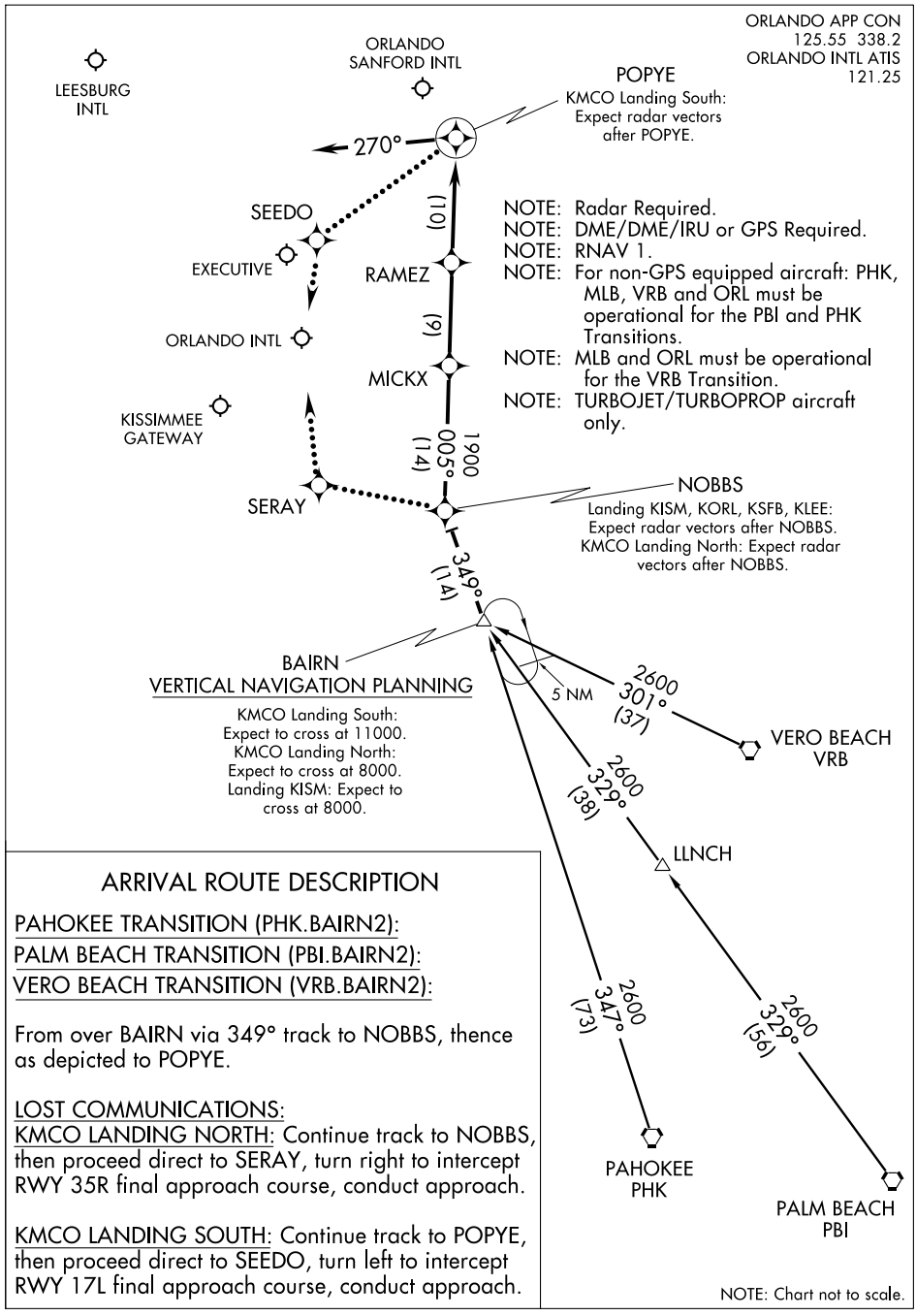
ORLANDO/ EXECUTIVE (ORL)
ORLANDO, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

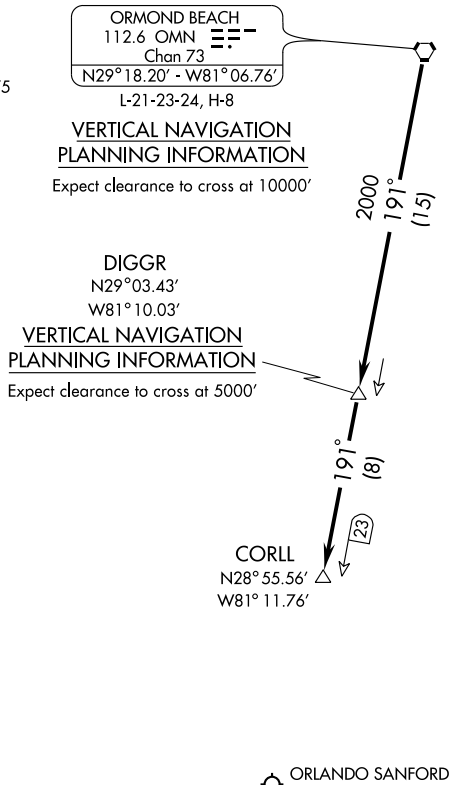
SE-3, 17 DEC 2009 to 14 JAN 2010

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: RADAR and DME Required.

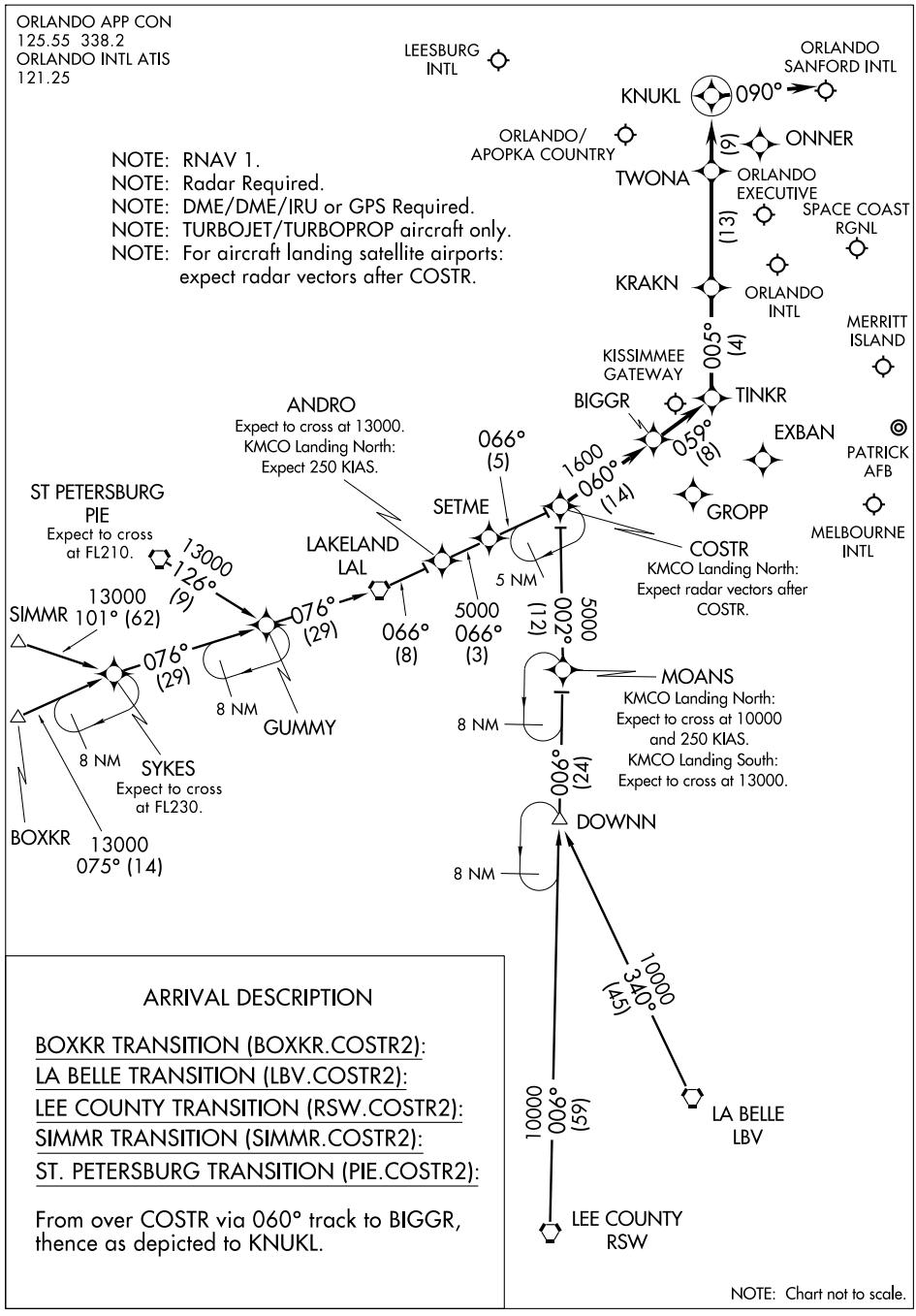
NOTE: Expect radar vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

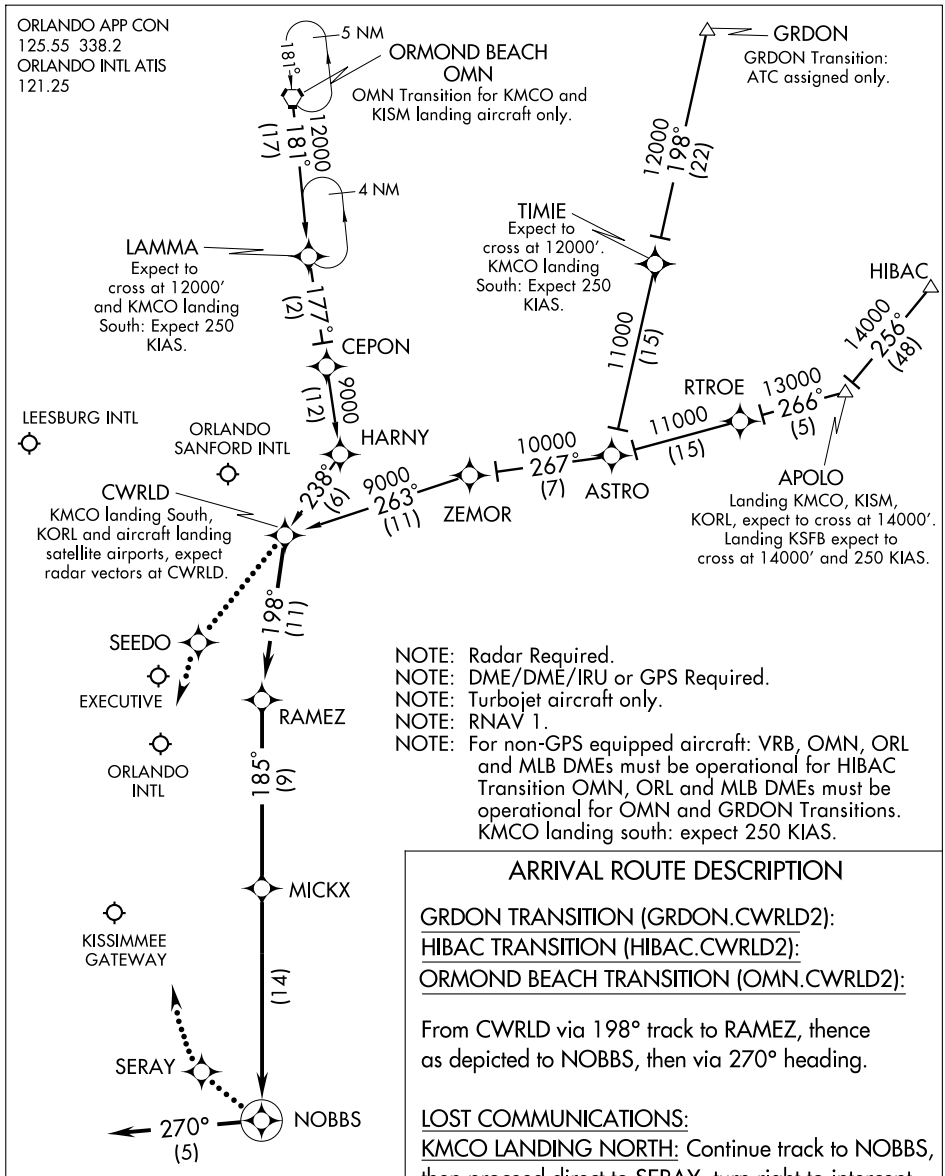
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

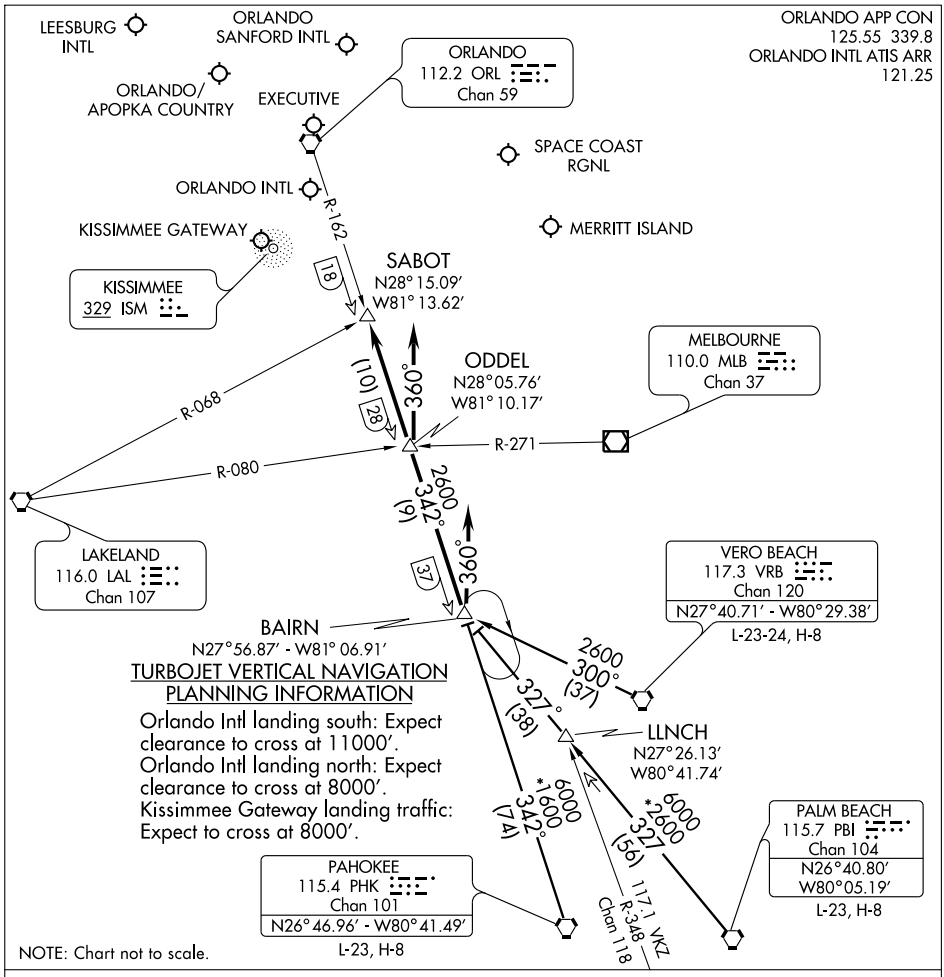
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

LOC I-ORL	APP CRS	Rwy Idg	5703
109.9	070°	TDZE	109
		Apt Elev	113

ILS or LOC RWY 7

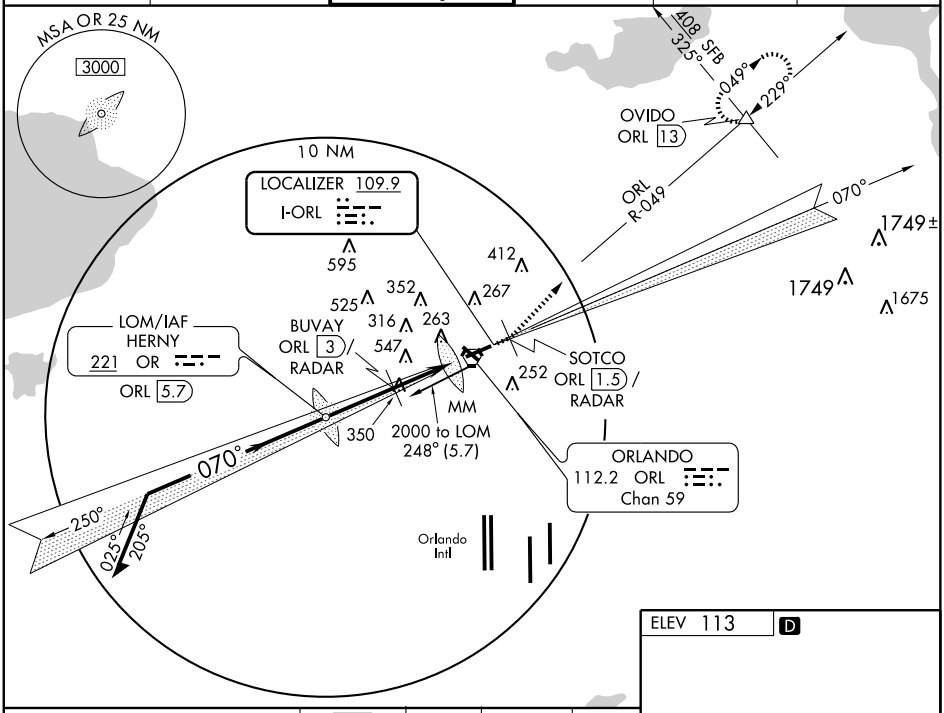
ORLANDO/ EXECUTIVE (ORL)

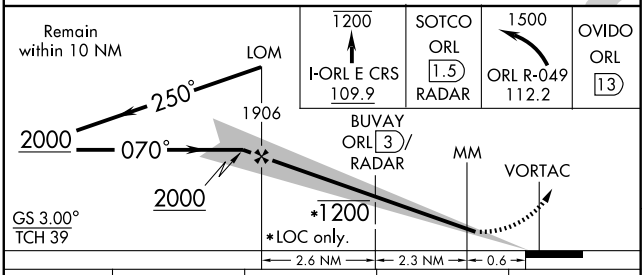
RADAR OR DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

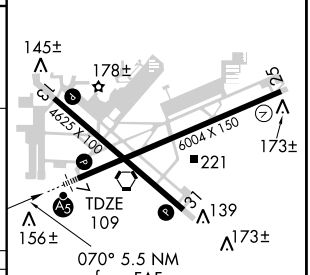
MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude via I-ORL E CRS to SOTCO/ORL 1.5 DME/RADAR then climbing left turn to 1500 via ORL R-049 to OVIDO Int/ ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95







CATEGORY	A	B	C	D
S-ILS 7	** 309/24 200 (200-½)			
S-LOC 7	660/24 551 (600-½)		660/50 551 (600-1)	660/60 551 (600-1¼)
CIRCLING	660-1 547 (600-1)		660-1½ 547 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3. 17 DEC 2009 to 14 JAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25
EXECUTIVE ATIS
127.25
KISSIMMEE GATEWAY AWOS-3
128.775

ALMA
115.1 AMG
Chan 98
N31°32.19′ - W82°30.48′
L-24, H-9-12

MAA FL450
16000
170°
(37)

MAA FL450
16000
226°
(95)

SAVANNAH
115.95 SAV
Chan 106 (Y)
N32°08.78′ - W81°11.95′
L-24, H-9-12

MAA FL450
16000
126°
(15)

VALDOSTA
114.8 OTK
Chan 95
N30°46.83′
W83°16.78′
L-21-22, H-8-9

SHEMP
N30°55.93′
W82°23.07′

170°
(46)
83

(51)

CLAWZ
N30°38.48′ - W83°02.31′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at FL270.

UGENE
N30°10.13′
W82°13.83′

170°
(42)
125

COAXE
N29°28.76′
W82°05.62′

SHIMM
N28°57.99′ - W81°55.68′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11000′.
NOTE: Orlando Intl landing south:
Expect clearance to cross at 250K.

MAA FL180
6000
129°
(10)

OCALA
113.7 OCF
Chan 84
N29°10.65′ - W82°13.58′
L-21-24

89
(25)

176°

MAA FL450
10000

MAA FL180
6000
129°
(10)

ALADN
N29°04.09′
W82°04.29′

65

20

R-245

ORMOND BEACH
112.6 OMN
Chan 73

(10)

LEESE
N28°51.61′
W81°46.69′

R-356

129°
(30)

R-309

EXECUTIVE

ORLANDO INTL

KISSIMMEE GATEWAY

LAKELAND
116.0 LAL
Chan 107

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81°20.10′

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-ORL	APP CRS	Rwy Idg	6004
109.9	250°	TDZE	113
		Apt Elev	113

LOC BC RWY 25

ORLANDO/EXECUTIVE (ORL)

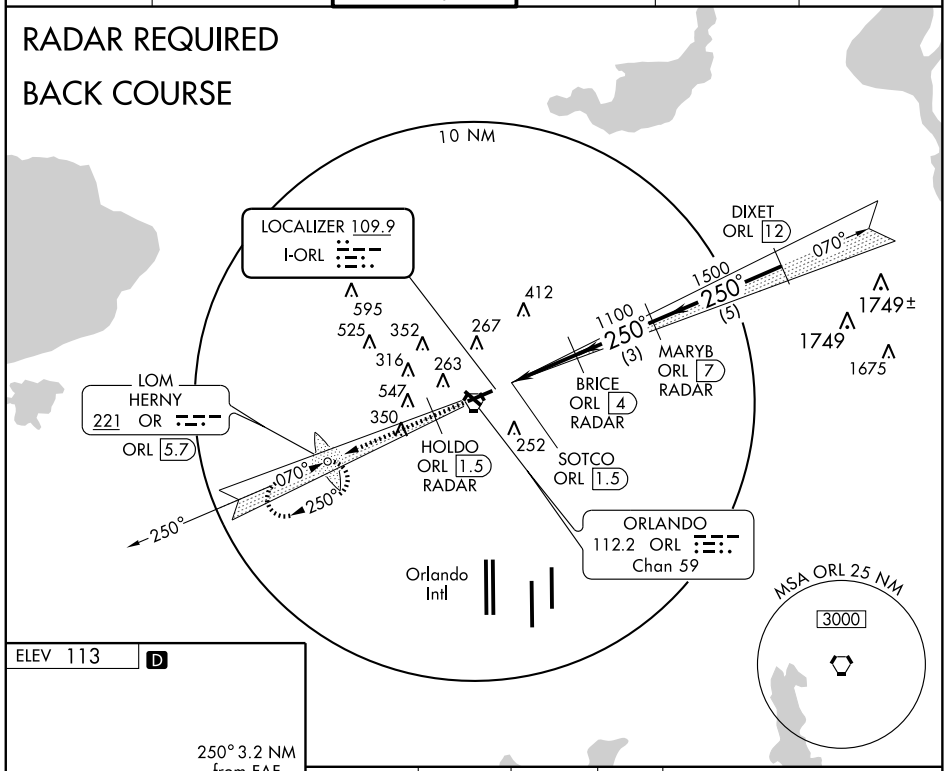
T A RADAR or DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. Disregard glide slope indications.

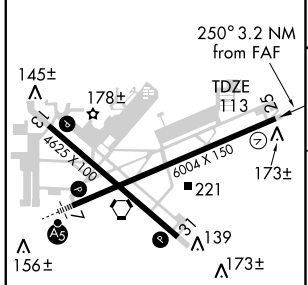
MISSED APPROACH: Climb to 1500 maximum altitude via I-ORL W course to HOLDO/ORL 1.5 DME/RADAR then climb to 1600 via I-ORL W course to HERNY LOM/ORL 5.7 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

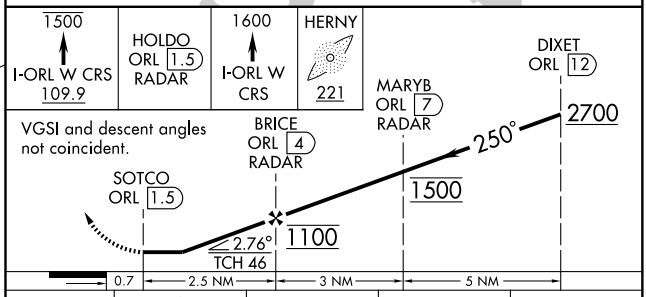
RADAR REQUIRED

BACK COURSE





FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

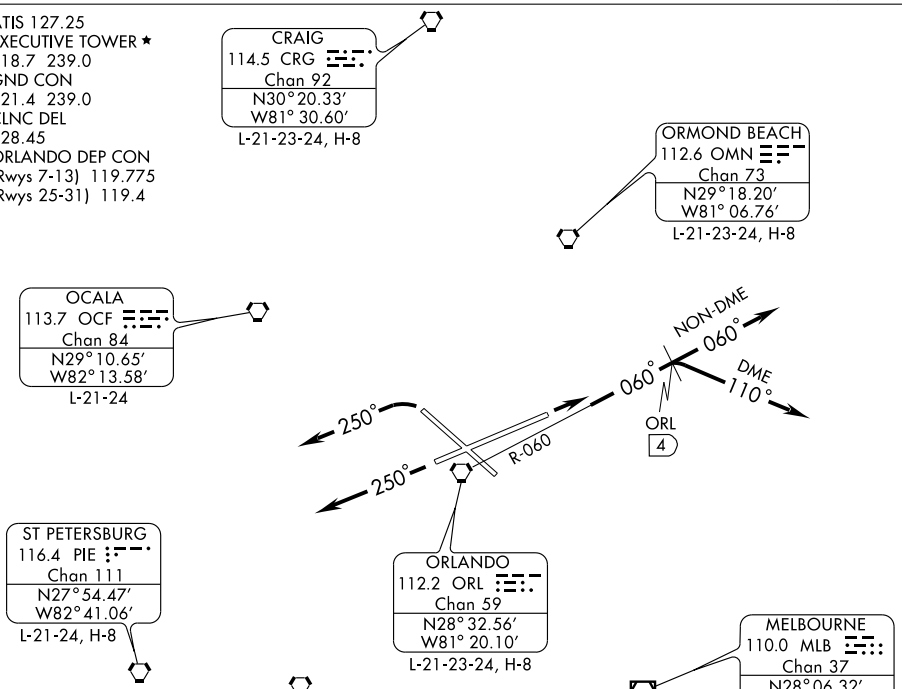


CATEGORY	A	B	C	D
S-25	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

MALRY ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4



TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Poles and Trees beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Intercept ORL R-060. Depart 4 DME heading 110°, non-DME aircraft remain on ORL R-060. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading as assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb via heading 250°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 250°. Unless otherwise assigned, departure control frequency use 119.4.

SE-3, 17 DEC 2009 to 14 JAN 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

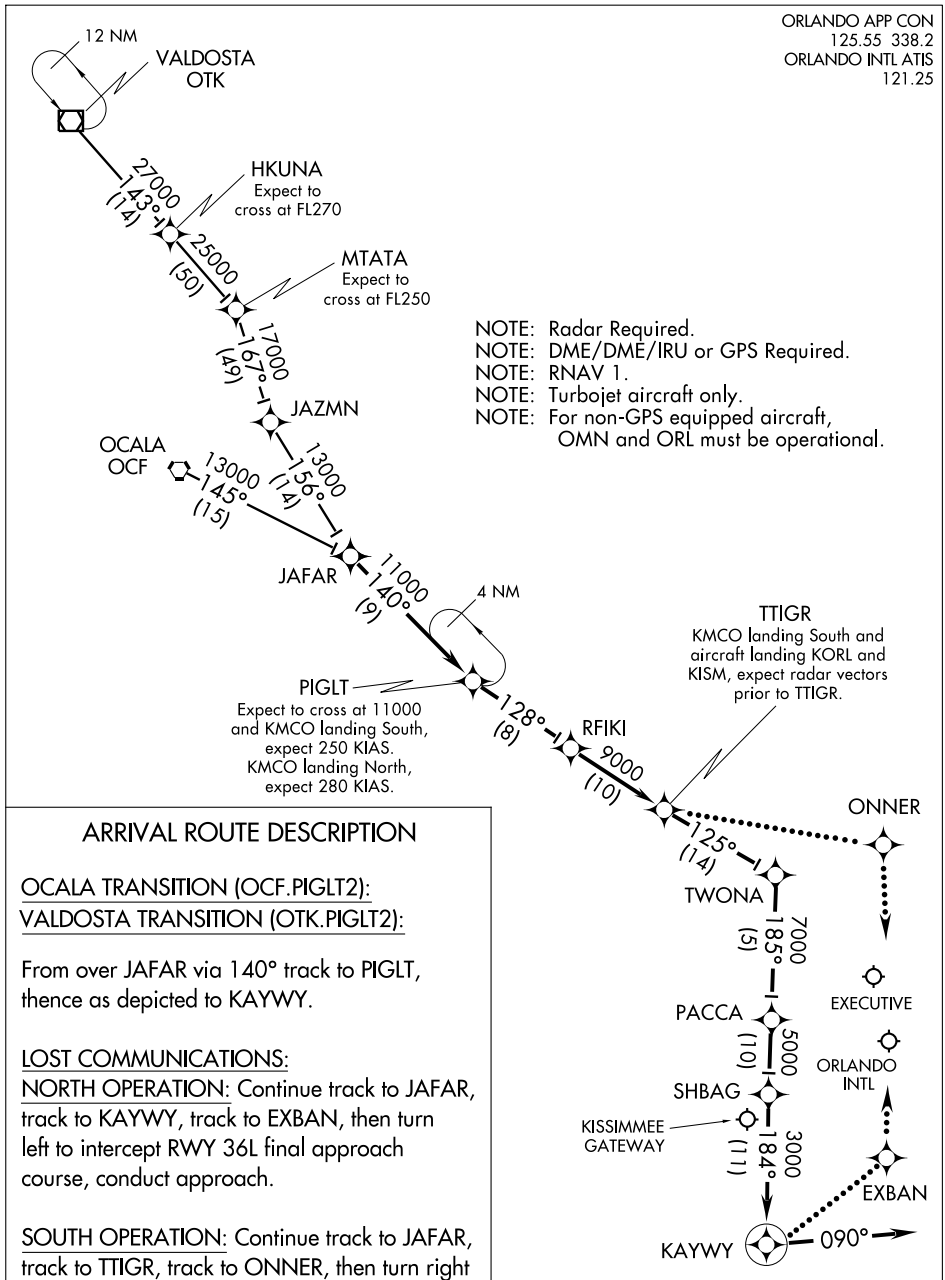
10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

PIGLT TWO ARRIVAL (RNAV)

SE-3, 17 DEC 2009 to 14 JAN 2010



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	5703
070°	TDZE	109
	Apt Elev	113

RNAV (GPS) RWY 7

ORLANDO/EXECUTIVE (ORL)

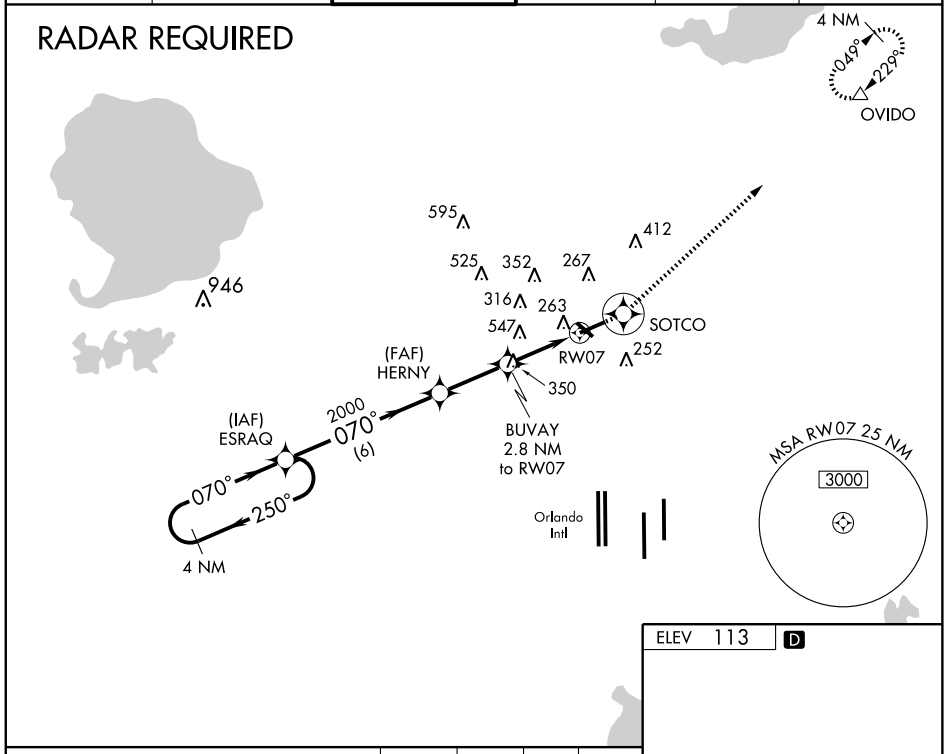
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude direct SOTCO WP, then climb to 1500 direct OVIDO WP and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	800/24	691 (700-½)	800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1	687 (700-1)	800-2 687 (700-2)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	6004
250°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 25

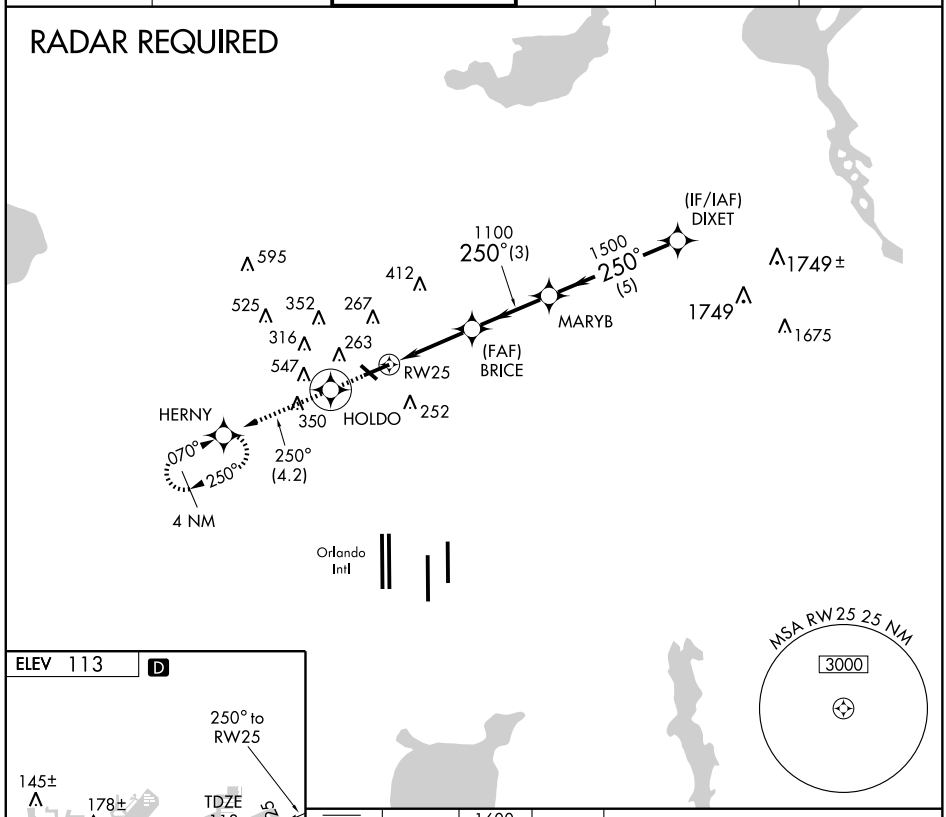
ORLANDO/EXECUTIVE (ORL)

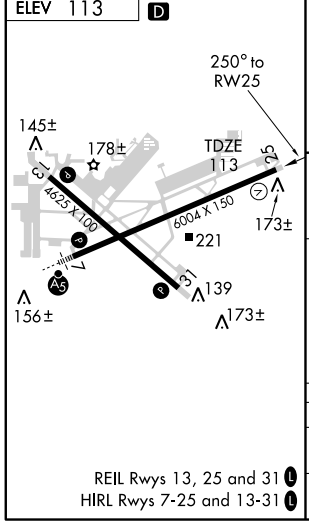
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

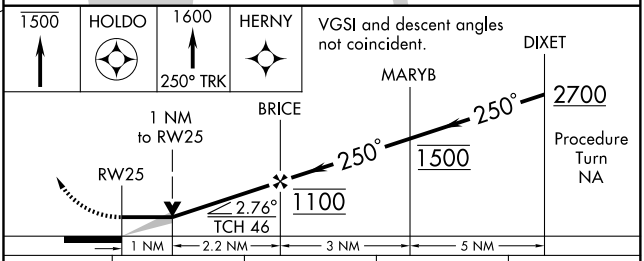
MISSED APPROACH: Climb to 1500 maximum altitude direct HOLDO WP then climb to 1600 via 250° track to HERNY WP and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED







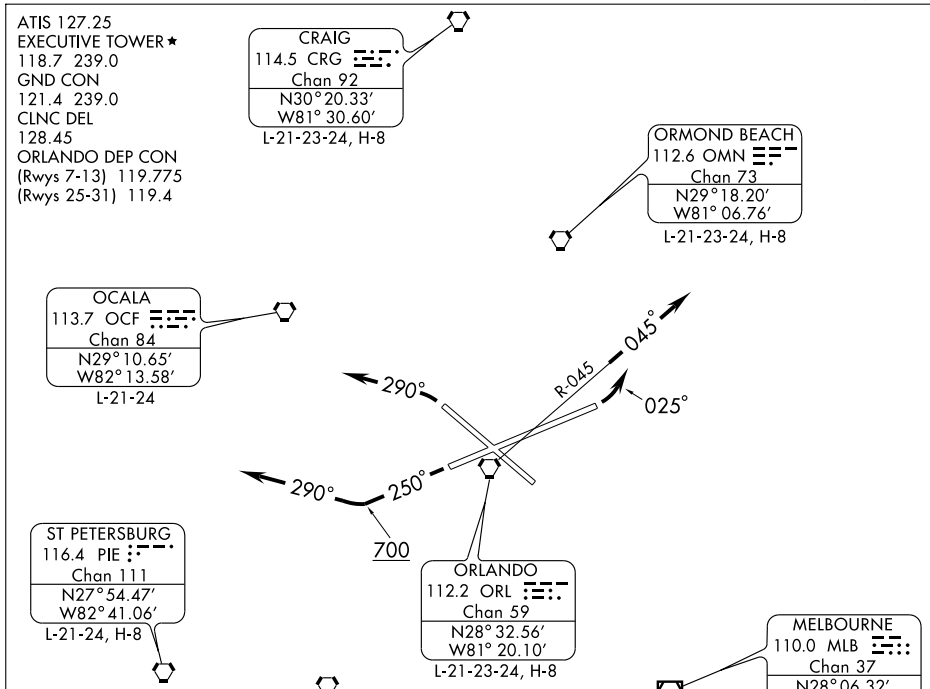
CATEGORY	A	B	C	D
LNAV MDA	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

SOAPS ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4



TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Trees and Poles beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Turn left heading 025° to intercept ORL R-045. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb heading 250° to 700 feet, then climbing right turn heading 290°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 290°. Unless otherwise assigned, departure control frequency use 119.4.

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC ORL	APP CRS	Rwy Idg	5703
112.2	074°	TDZE	109
Chan 59		Apt Elev	113

VOR/DME RWY 7

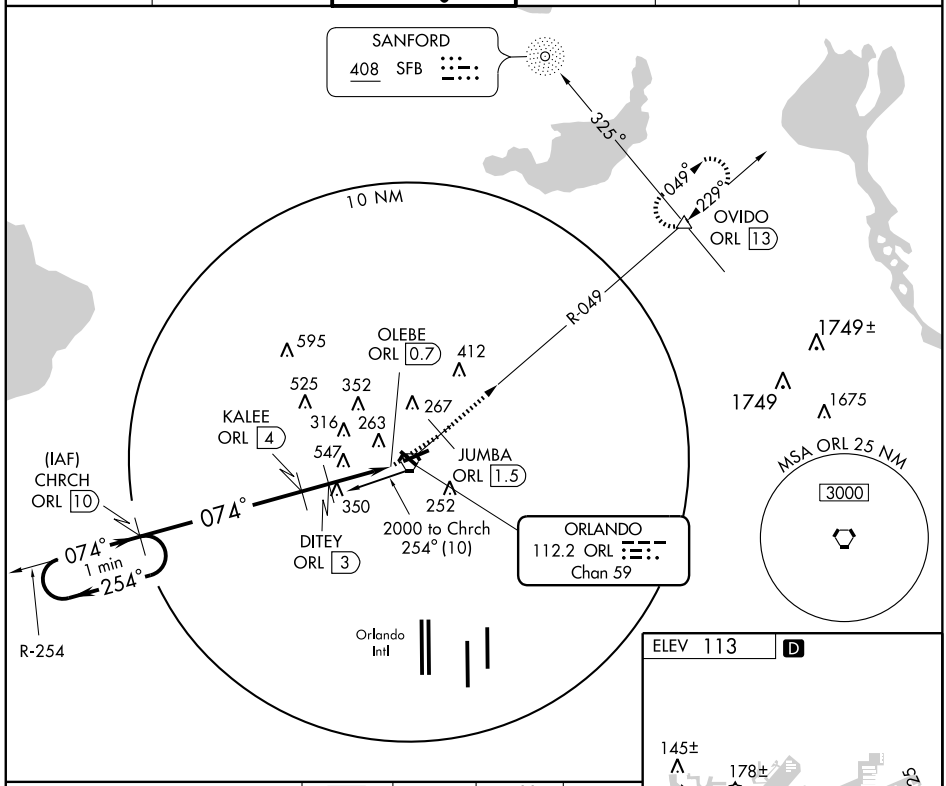
ORLANDO /EXECUTIVE (ORL)

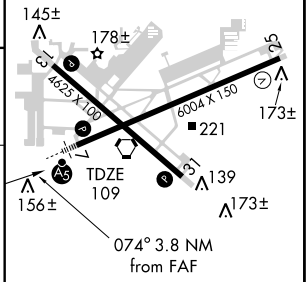
For inoperative MALSR, increase S-7 Cat A and B visibility to RVR 5000.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

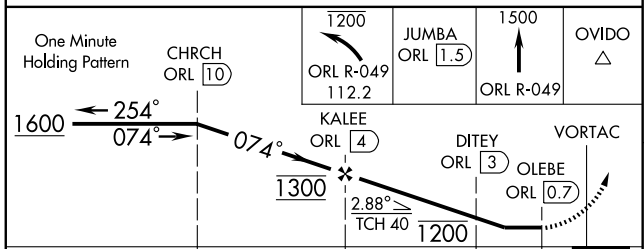
MALSR

MISSED APPROACH: NOTE: A descent to 1200 may be required when executing an early missed approach. Climbing left turn to 1200 maximum altitude via ORL R-049 to JUMBA/ORL 1.5 DME then climb to 1500 via ORL R-049 to OVIDO/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95







CATEGORY	A	B	C	D
S-7	800/40	691 (700-¾)	800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1	687 (700-1)	800-2 687 (700-2)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC ORL 112.2 Chan 59	APP CRS 242°	Rwy Idg 6004 TDZE 113 Apt Elev 113

VOR/DME RWY 25

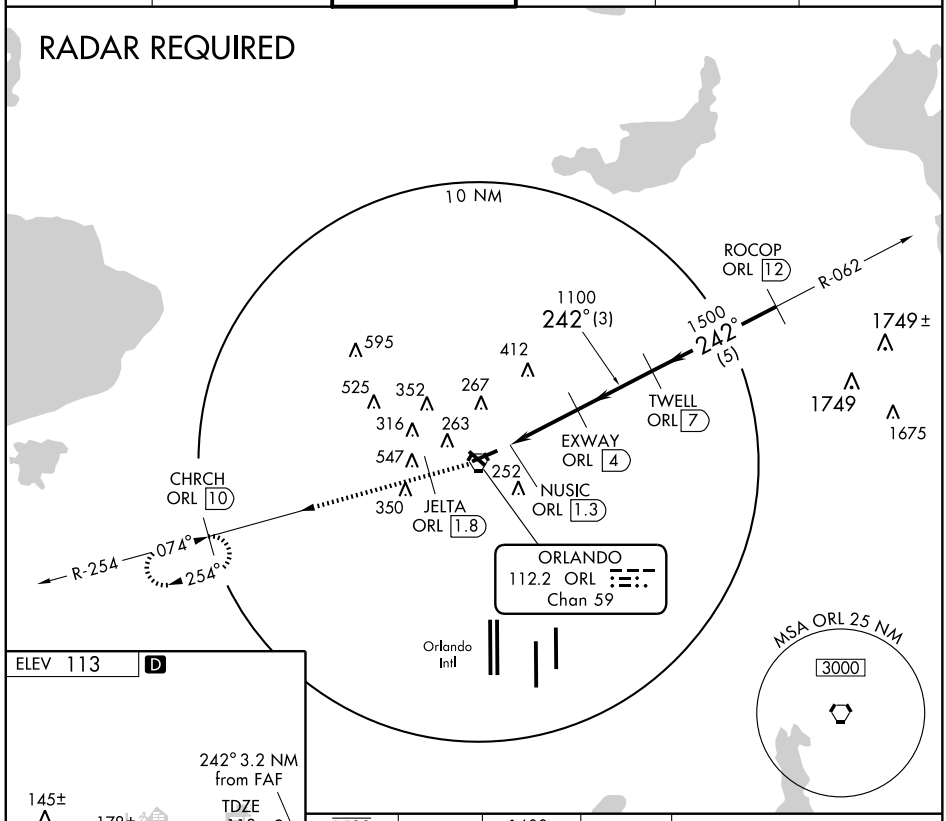
ORLANDO /EXECUTIVE (ORL)

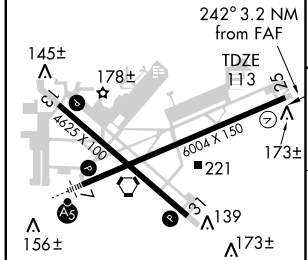
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1500 maximum altitude via ORL R-254 to JELTA/1.8 DME then climb to 1600 via ORL R-254 to CHRCH/10 DME and hold.

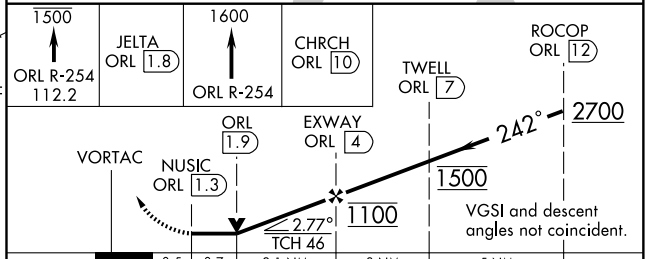
ATIS	ORLANDO APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED





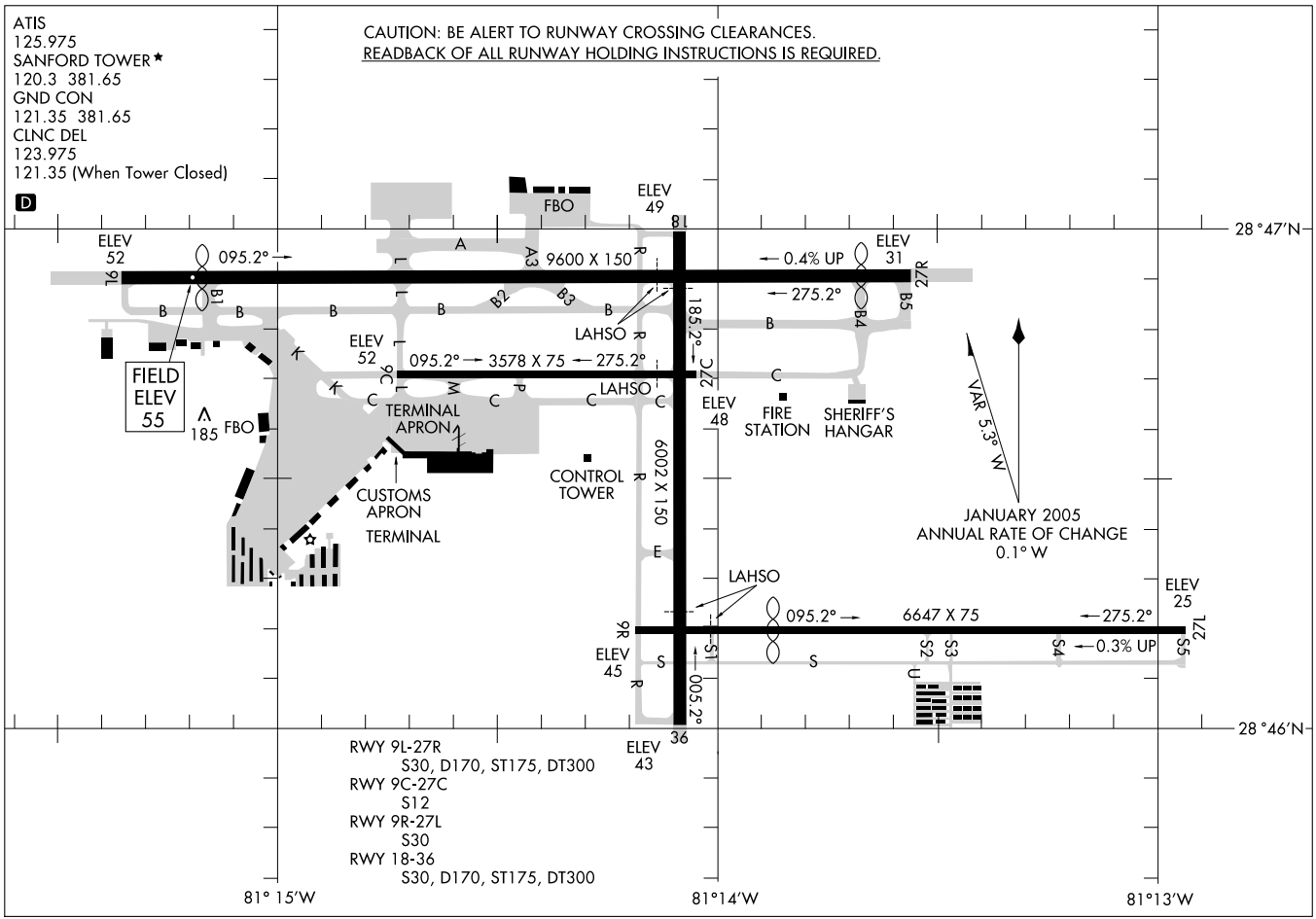
1500 ↑ ORL R-254 112.2	JELTA ORL 1.8	1600 ↑ ORL R-254	CHRCH ORL 10



CATEGORY	A	B	C	D
S-25	520-1	407 (500-1)	520-1¼	407 (500-1¼)
CIRCLING	580-1	467 (500-1)	620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

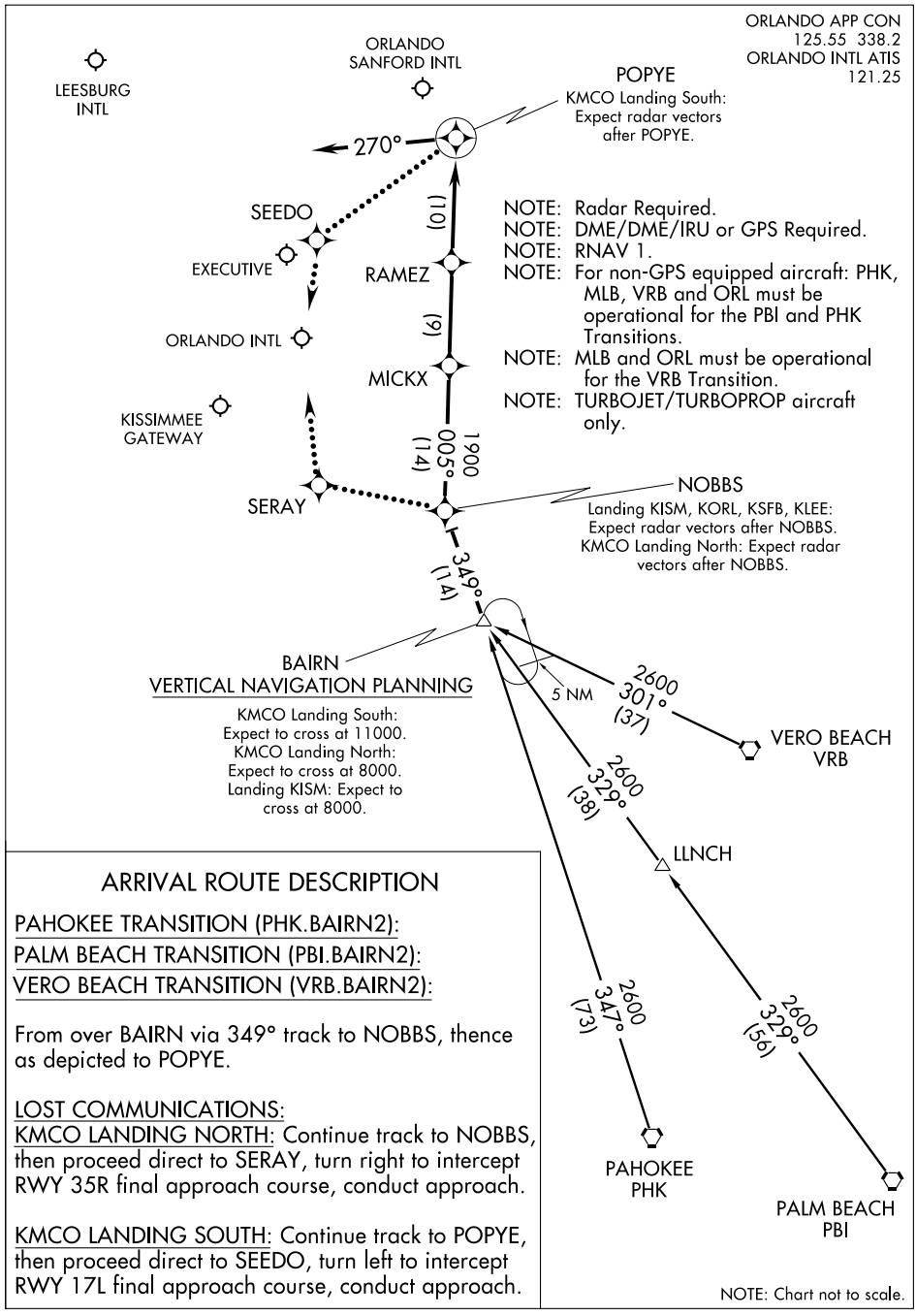
REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010


ATIS
125.975
SANFORD TOWER ★
120.3 381.65
GND CON
121.35 381.65
CLNC DEL
123.975
121.35 (When Tower Closed)
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
FBO
ELEV 49
ELEV 52
095.2°
9600 X 150
0.4% UP
ELEV 31
275.2°
27R
9L
LAHSO
185.2°
27C
ELEV 52
095.2°
3578 X 75
275.2°
FIELD ELEV 55
185
FBO
TERMINAL APRON
LAHSO
ELEV 48
FIRE STATION
SHERIFF'S HANGAR
VAR 5.3° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
CONTROL TOWER
6002 X 150
CUSTOMS APRON
TERMINAL
LAHSO
ELEV 25
095.2°
6647 X 75
275.2°
9R
27L
ELEV 45
0.3% UP
005.2°
36
ELEV 43
28°47'N
28°46'N
RWY 9L-27R
S30, D170, ST175, DT300
RWY 9C-27C
S12
RWY 9R-27L
S30
RWY 18-36
S30, D170, ST175, DT300
81° 15'W
81°14'W
81°13'W
09071
AIRPORT DIAGRAM
AL-917 (FAA)
ORLANDO SANFORD INTL (SFB)
ORLANDO, FLORIDA

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

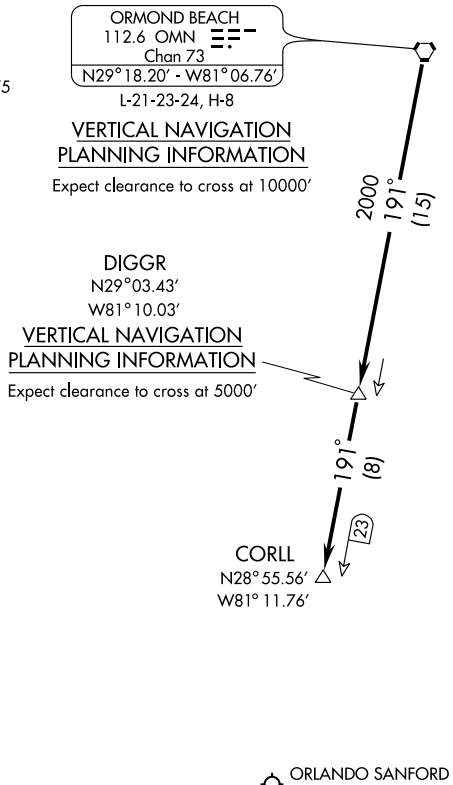
SE-3, 17 DEC 2009 to 14 JAN 2010

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: RADAR and DME Required.

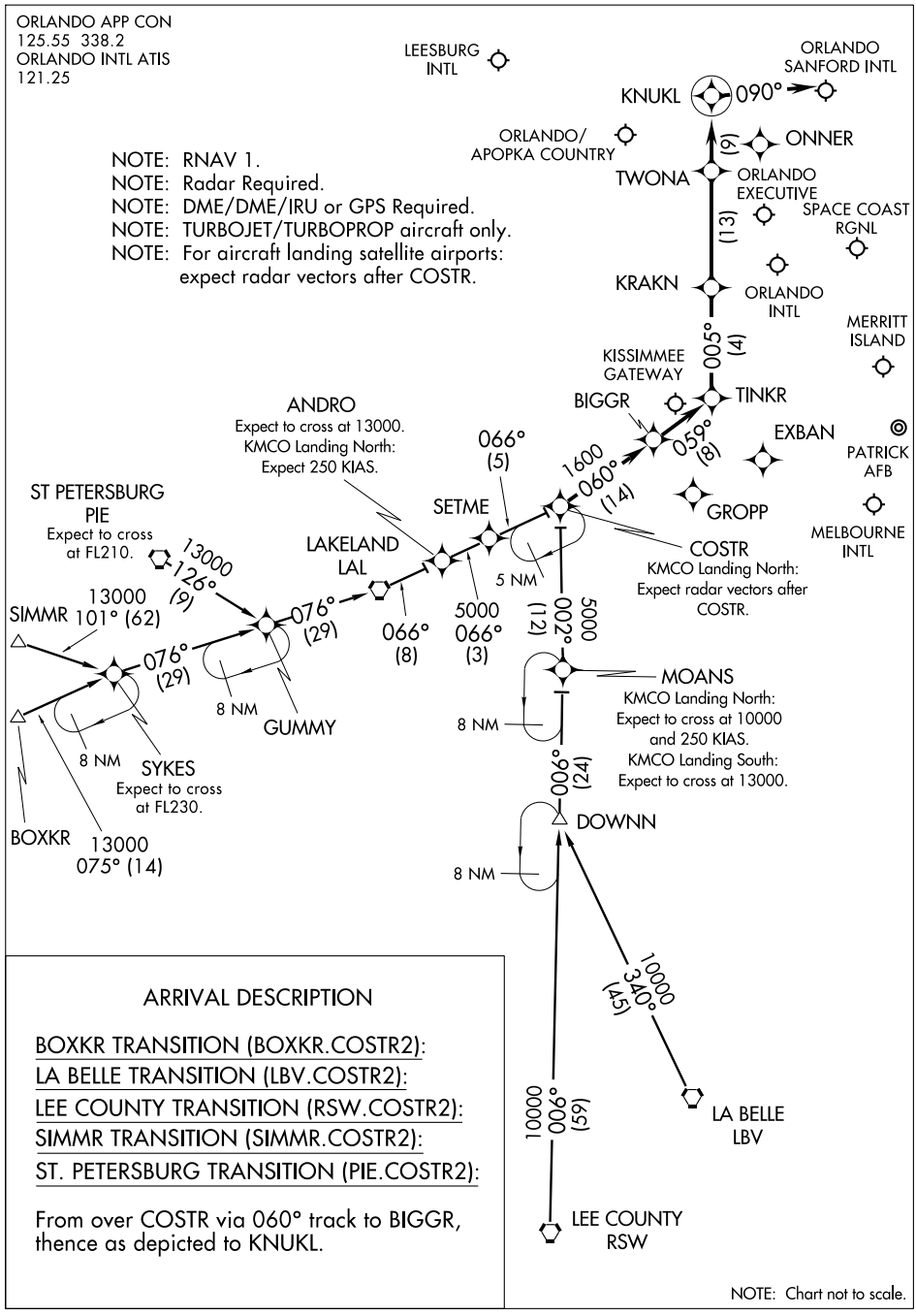
NOTE: Expect radar vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

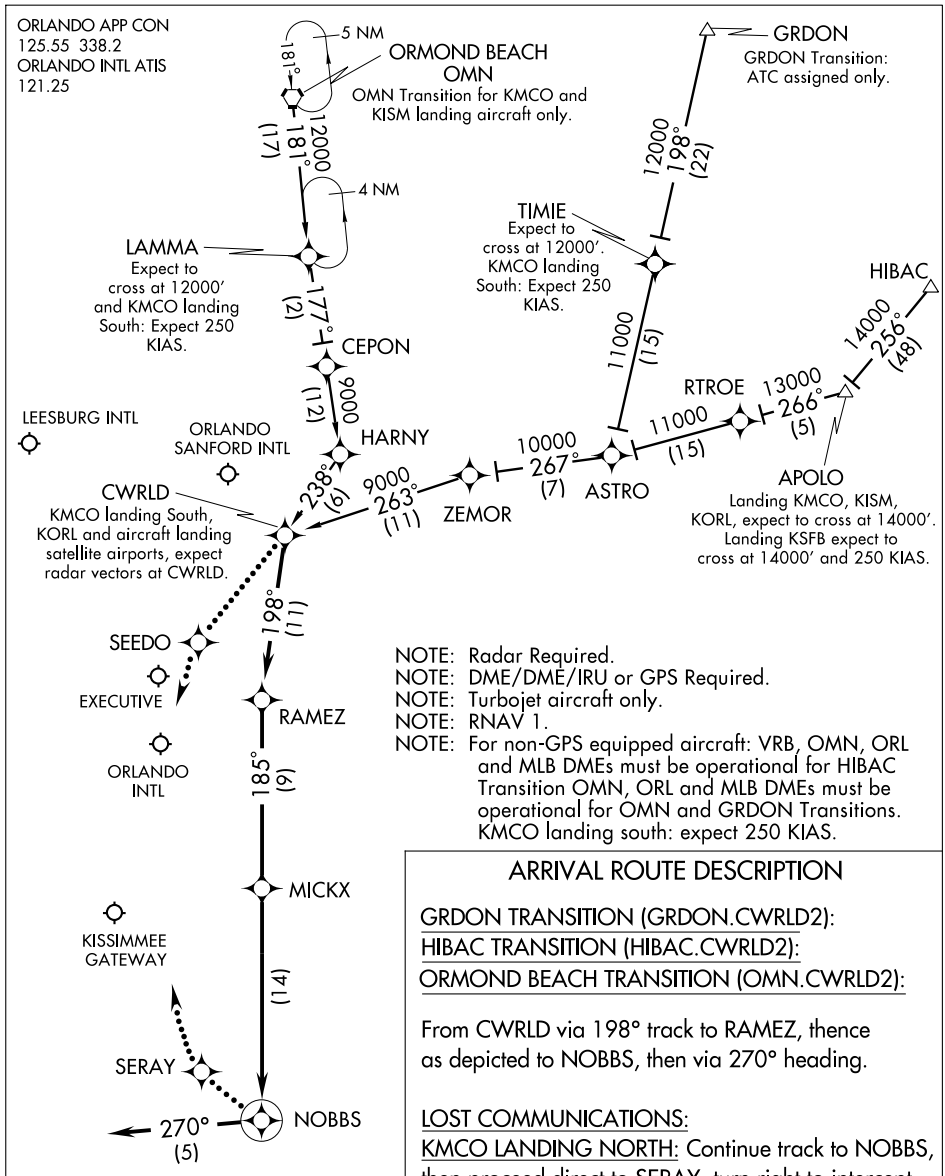
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

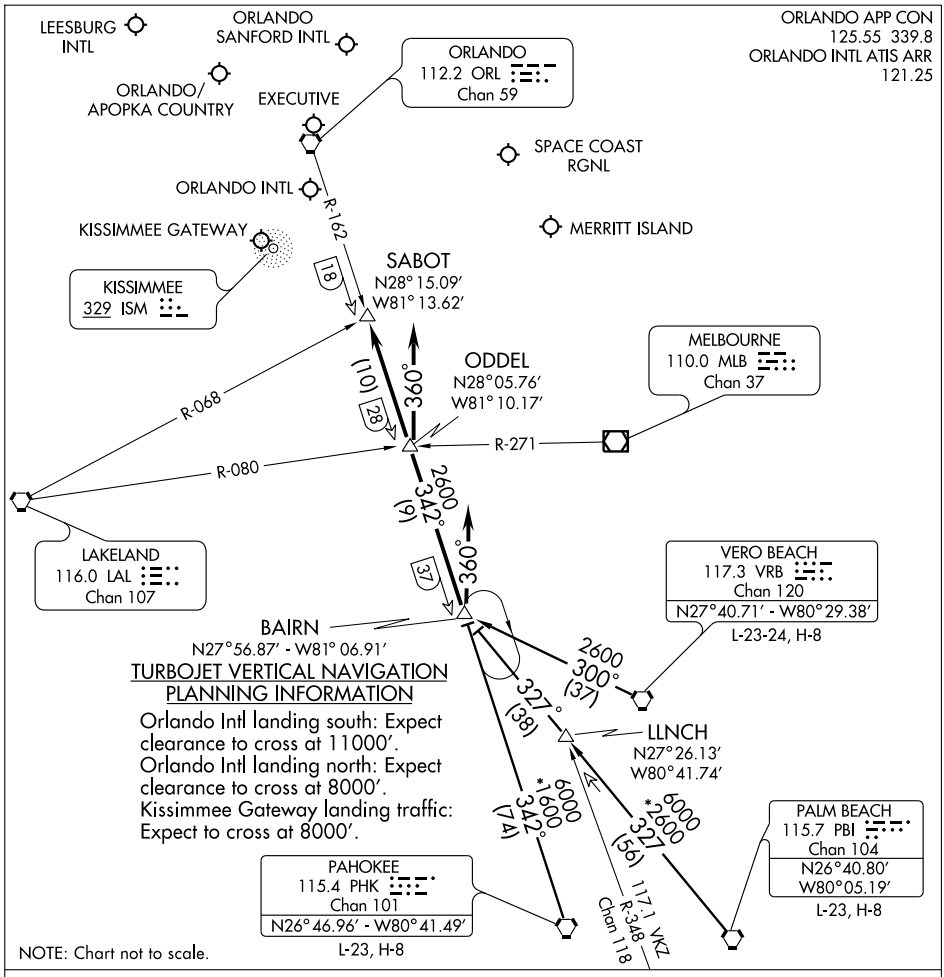
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

LOC I-SND	APP CRS	Rwy Idg	8600
108.9	095°	TDZE	55
		Apt Elev	55

ILS or LOC RWY 9L

ORLANDO SANFORD INTL (SFB)

When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 298, all MDA 60 feet, and S-LOC 9L Cat. C visibility ¼ mile. Simultaneous approach authorized with Rwy 9R. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via heading 080° and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed

RADAR REQUIRED

MISSED APCH FIX
SMYRA ORL 33.1
R-161
033°
213°
112.2 ORL R-033 Chan 59
112.6 OMN Chan 73

TIKUY OMN 26 RADAR
R-184
112.6 OMN Chan 73

(IF) UGMAH INT RADAR
OLNAF INT RADAR
1740
1740
424±
272
214
170
171
1600
095°
(6)
259
275°

LOCALIZER 108.9 I-SND

ALTERNATE MISSED APCH FIX
TIKUY OMN 26 RADAR
184°
004°
R-184
112.6 OMN Chan 73

MSA ORL 25 NM
3000
10 NM
R-336
R-359
112.2 ORL Chan 59
112.2 ORL Chan 59

ELEV 55 D

095° 4.6 NM from FAF
TDZE 55
79±
9600 X 150
0.4% UP
81
66±
117±
185
3578 X 75
6002 X 150
161
0.3% UP
6647 X 75
36
101±
MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

UGMAH INT RADAR
OLNAF INT RADAR
2000
GS 3.00°
TCH 54
095°
1600
1600
VGSI and ILS glidepath not coincident.
6 NM
4.6 NM

500
2000
HDG 080
ORL R-033
112.2
SMYRA

CATEGORY	A	B	C	D
S-ILS 9L	255-½ 200 (200-½)			
S-LOC 9L	400-½ 345 (400-½)			400-¾ 345 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OOS	APP CRS	Rwy Idg	5000
111.55	095°	TDZE	47
Chan 52 (Y)		Apt Elev	55

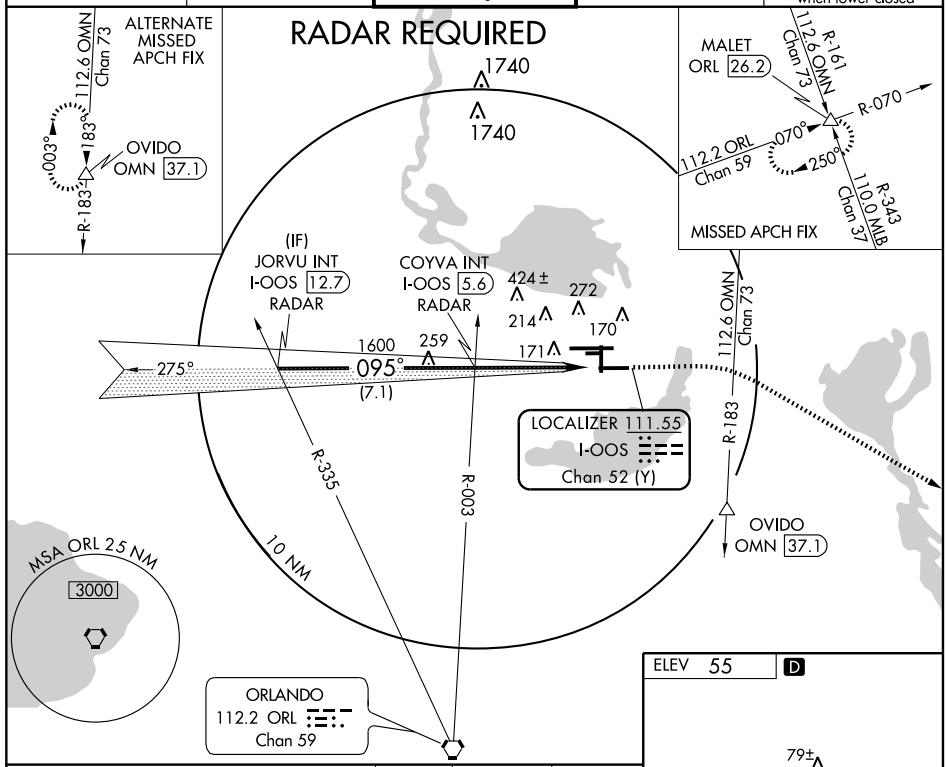
ILS or LOC RWY 9R

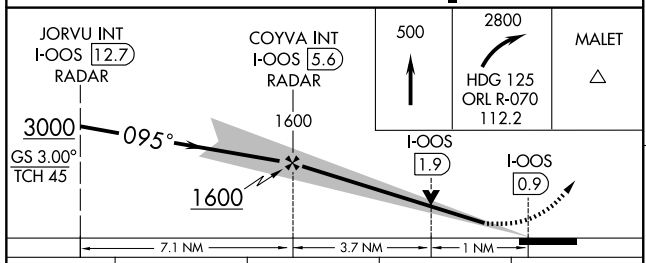
ORLANDO SANFORD INTL (SFB)

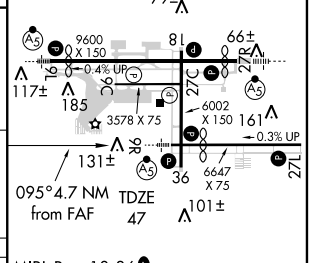
Circling to Rwy 27L NA at night. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 290, all MDA 60 feet, and S-LOC 9R Cat. C visibility ¼ mile. Simultaneous approach authorized with Rwy 9L. LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 via heading 125° and ORL VORTAC R-070 to MALET INT/ORL 26.2 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 9R	247-¾ 200 (200-¾)			
S-LOC 9R	400-1 353 (400-1)			400-1¼ 353 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-FNU	APP CRS	Rwy Idg	9000
110.15	275°	TDZE	50
Chan 38 (Y)		Apt Elev	55

ILS or LOC RWY 27R

ORLANDO SANFORD INTL (SFB)

When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 293 and all MDA 60 feet. VDP NA when using Executive altimeter setting. For inoperative MALSR increase S-LOC 27R Cat. D visibility to 1. For inoperative MALSR, when using Executive altimeter setting, increase S-ILS 27R all Cats. visibility to 1. DME and RADAR REQUIRED.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 280° and ORL VORTAC R-355 to PAOLA/ORL 15.6 DME RADAR and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed

RADAR REQUIRED

PAOLA ORL 15.6 RADAR

113.7 OCF Chan 84

112.6 OMN Chan 73

SANFORD 408 SFB

UTIMY INT I-FNU 6.4 RADAR

(IF) UXFIM INT I-FNU 12.9 RADAR

R-116 105° 175° 355° R-204 R-355 R-036 R-050 095°

424± 272 214 170 90±

1600 275° (6.5)

LOCALIZER 110.15 I-FNU Chan 38 (Y)

10 NM 1674 1749± 1749 1675

ORLANDO 112.2 ORL Chan 59

MSA ORL 25 NM 3000

112.6 OMN Chan 73 408 SFB 105° 285° 105° R-204 PAOLA RADAR

ALTERNATE MISSED APCH FIX

ELEV 55 D

275° 4.7 NM from FAF

TDZE 50

79± 66± 81 9600 X 150 0.4% UP 117± 185 3578 X 75 6002 X 150 0.3% UP 161 6647 X 75 36 101±

MIRL Rwy 18-36 L

MIRL Rwys 9C-27C

HIRL Rwy 9L-27R and 9R-27L L

REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

500 2000 HDG 280 ORL R-355 112.2 PAOLA

UTIMY INT I-FNU 6.4 RADAR

UXFIM INT I-FNU 12.9 RADAR

I-FNU 1.7 I-FNU 2.5 1600 275° 3000 GS 3.00° TCH 45

VGSI and ILS glidepath not coincident.

0.8 NM 3.9 NM 6.5 NM

CATEGORY	A	B	C	D
S-ILS 27R	250-½ 200 (200-½)			
S-LOC 27R	380-½ 330 (400-½)			380-¾ 330 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

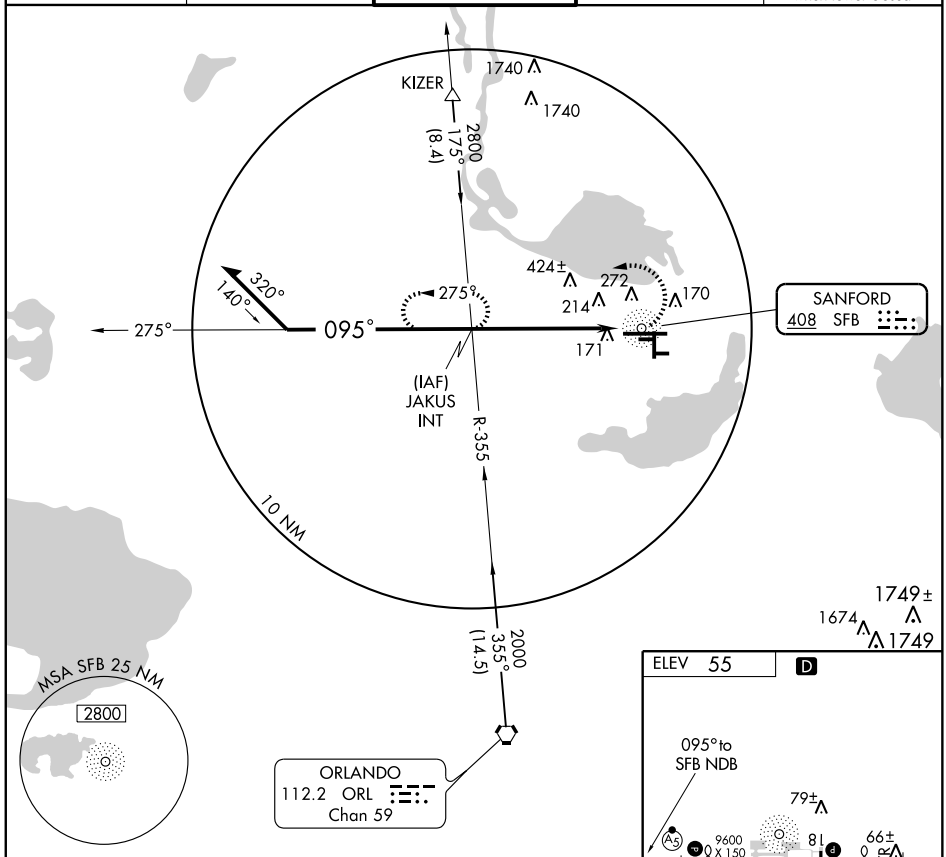
NDB SFB 408	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 55

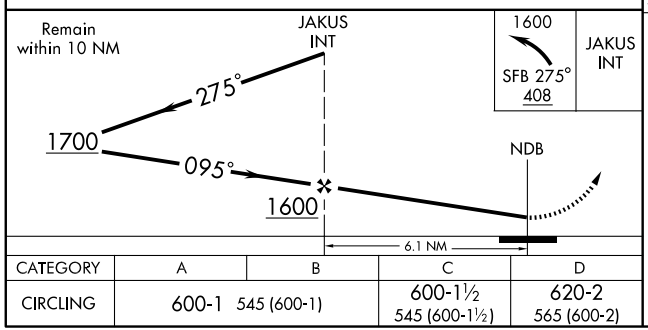
NDB-B

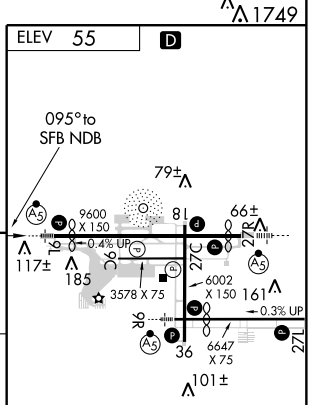
ORLANDO SANFORD INTL (SFB)

MISSED APPROACH: Climbing left turn to 1600 via SFB 275° course to JAKUS Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) 381.65	121.35 381.65	123.975 *121.35 *when tower closed







MIRL Rwy 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
MIRL Rwys 9C-27C
REIL Rwys 9C, 18, 27L and 36

CATEGORY	A	B	C	D
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

NDB SFB 408	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 55

NDB-C
ORLANDO SANFORD INTL (SFB)

MISSED APPROACH: Climbing right turn to 1600 via SFB 095° course to DOKEY Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed

ORMOND BEACH
112.6 OMN
Chan 73

2000
182°
(31)

1740
1740

10 NM

424±
272
214
170
171
095°
275°
050°
230°
095°

SANFORD
408 SFB

(IAF)
DOKEY
INT

R-036

MSA SFB 25 NM
2800

ORLANDO
112.2 ORL
Chan 59

2000
036°
(17.9)

1674
1749±
1749
1675

ELEV 55 D

275° to
SFB NDB

79±
81
66±
117±
185
9600
X 150
0.4% UP
9C
27C
9R
27R
6002
X 150
161
0.3% UP
3578 X 75
9L
27L
36
6647
X 75
101±

1600
SFB 095°
408

DOKEY
INT

DOKEY
INT

Remain
within 10 NM

095°
275°
1600
1600

NDB

5.7 NM

MIRL Rwy 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
MIRL Rwys 9C-27C
REIL Rwys 9C, 18, 27L and 36

CATEGORY	A	B	C	D
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 78409 W09A	APP CRS 095°	Rwy Idg 8600 TDZE 55 Apt Elev 55

RNAV (GPS) RWY 9L

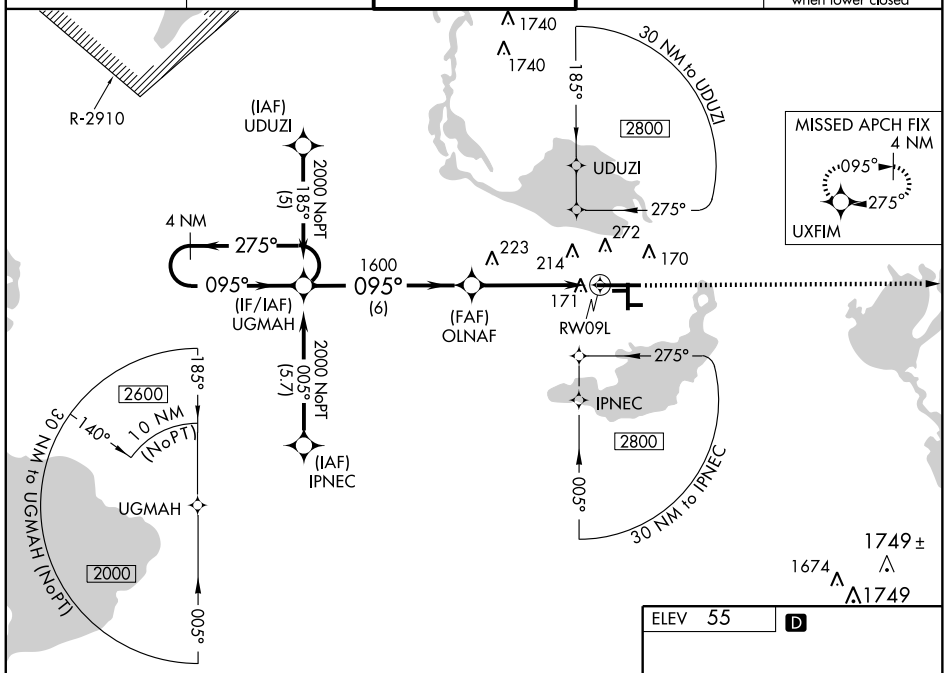
ORLANDO SANFORD INTL (SFB)

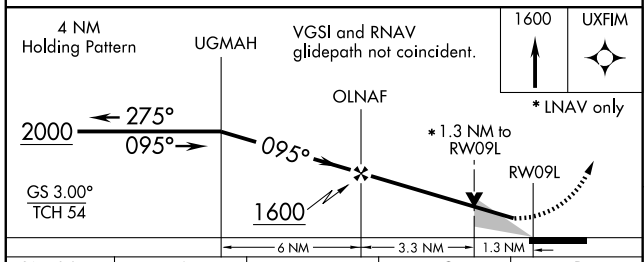
T A Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 298, LNAV/VNAV DA to 543, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats. LNAV visibility Cats. C and D visibility ¼ mile.

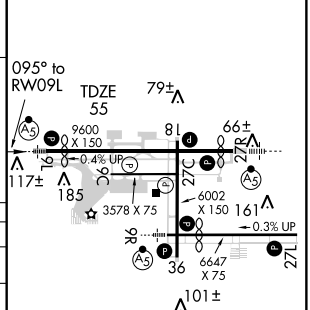
MALSR

MISSED APPROACH: Climb to 1600 direct UXFIM and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
LPV DA	255-½ 200 (200-½)			
LNAV/ VNAV DA	500-1 445 (500-1)			
LNAV MDA	540-½ 485 (500-½)		540-¾ 485 (500-¾)	540-1 485 (500-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
MIRL Rwys 9C-27C
REIL Rwys 9C, 18, 27L and 36

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 48810 W09B	APP CRS 095°	Rwy Idg 5000 TDZE 47 Apt Elev 55

RNAV (GPS) RWY 9R

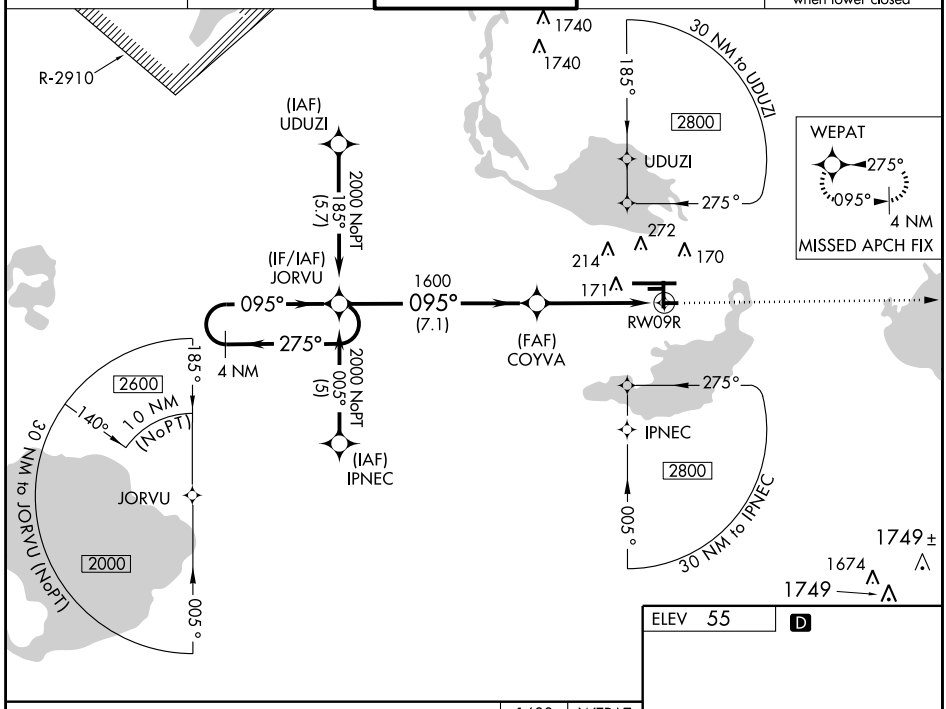
ORLANDO SANFORD INTL (SFB)

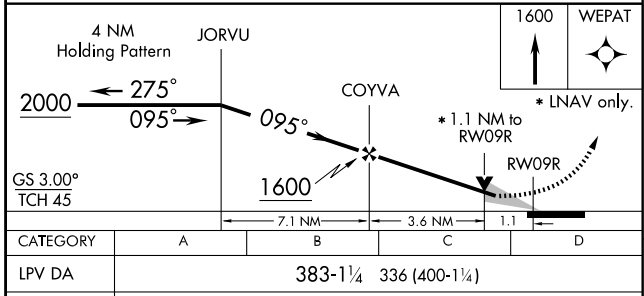
Circling to Rwy 27L NA at night. Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 426, LNAV/VNAV DA to 520, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats., LNAV visibility Cats. C and D ¼ mile.

MALSR

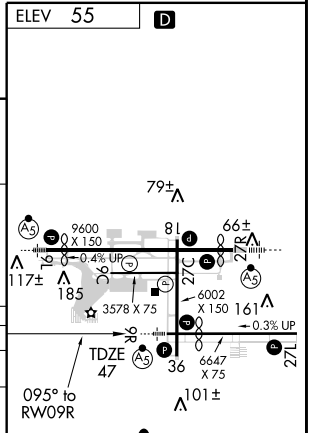
MISSED APPROACH: Climb to 1600 direct WEPAT and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed





CATEGORY	A	B	C	D
LPV DA	383-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	477-1½ 430 (500-1½)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)



MIRL Rwy 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
MIRL Rwys 9C-27C
REIL Rwys 9C, 18, 27L and 36

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 63209 W27A	APP CRS 275°	Rwy Idg 9000 TDZE 50 Apt Elev 55

RNAV (GPS) RWY 27R

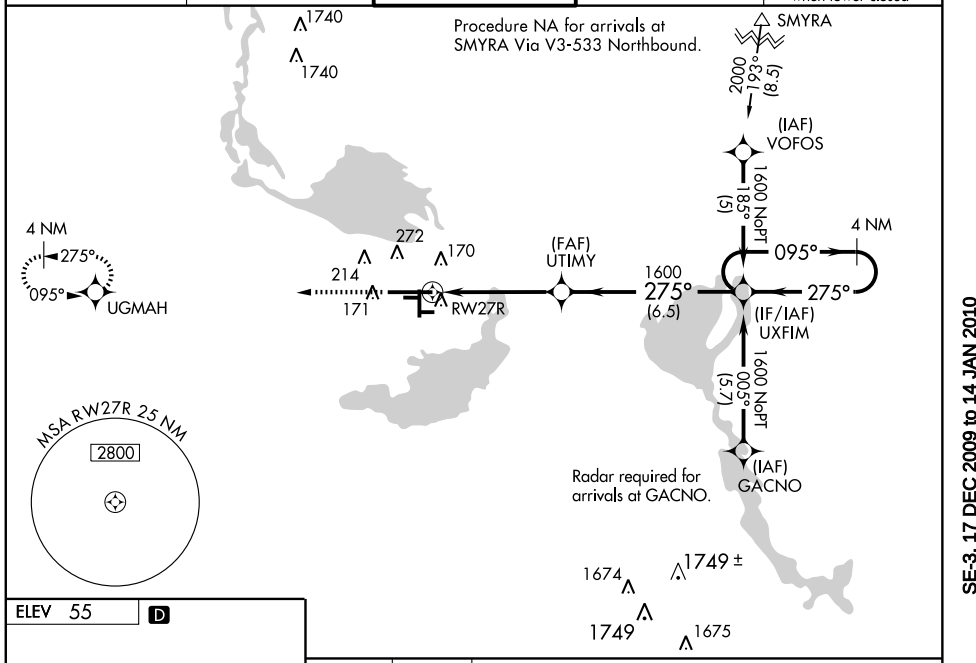
ORLANDO SANFORD INTL (SFB)

Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 293, LNAV/VNAV DA to 464, all MDA 60 feet, LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile.

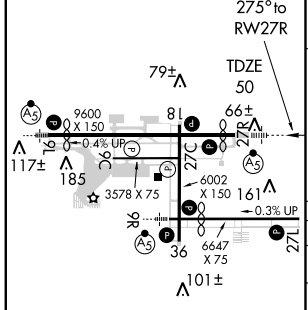
MALSR

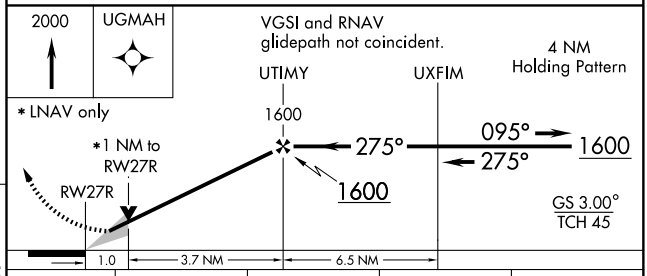
MISSED APPROACH: Climb to 2000 direct UGMAH and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed



ELEV 55 D





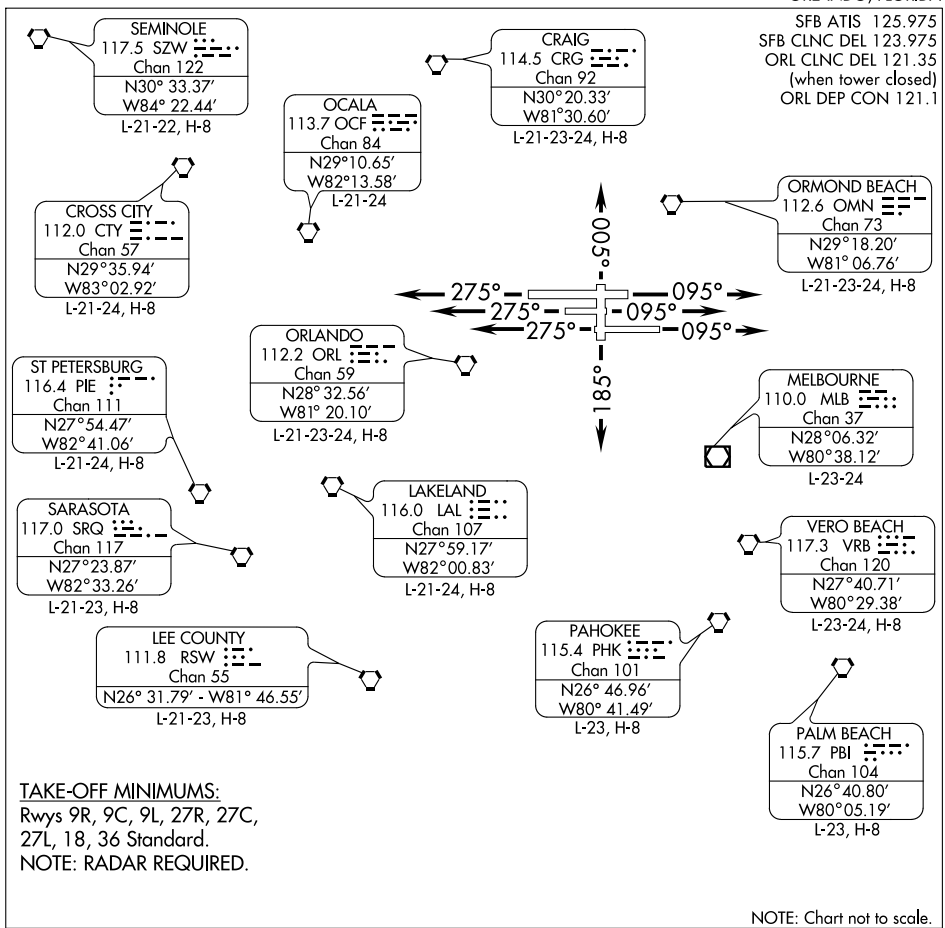
CATEGORY	A	B	C	D
LPV DA	250-½ 200 (200-½)			
LNAV/VNAV DA	421-¾ 371 (400-¾)			
LNAV MDA	420-½ 370 (400-½)			420-1 370 (400-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

SANFORD THREE DEPARTURE

ORLANDO SANFORD INTL (SFB)
ORLANDO, FLORIDA

SFB ATIS 125.975
SFB CLNC DEL 123.975
ORL CLNC DEL 121.35
(when tower closed)
ORL DEP CON 121.1



TAKE-OFF MINIMUMS:
Rwys 9R, 9C, 9L, 27R, 27C, 27L, 18, 36 Standard.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9R, 9C, 9L : Climb heading 095°. Thence. . . .
TAKE-OFF RWY 27R, 27C, 27L: Climb heading 275°. Thence. . . .
TAKE-OFF RWY 18: Climb heading 185°. Thence. . . .
TAKE-OFF RWY 36: Climb heading 005°. Thence. . . .

. . . .Expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

SANFORD THREE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 09R: Utilities beginning 430 feet from DER, 206 feet left of centerline up to 36 feet AGL/55 feet MSL. Trees beginning 986 feet from DER, 13 feet left of centerline up to 52 feet AGL/71 feet MSL. Post 1 foot from DER, 277 feet left of centerline 6 feet AGL/25 feet MSL. Utilities beginning 430 feet from DER, 109 feet right of centerline up to 36 feet AGL/55 feet MSL. Tree 1,078 feet from DER, 463 feet right of centerline 34 feet AGL/53 feet MSL.

RWY 09C: Bush 162 feet from DER, 276 feet left of centerline 8 feet AGL/57 feet MSL. Tree 2,305 feet from DER, 90 feet right of centerline up to 81 feet AGL/111 feet MSL.

RWY 09L: Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/79 feet MSL. Pole 2,277 feet from DER, 12 feet left of centerline 32 feet AGL/61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline 65 feet AGL/90 feet MSL.

RWY 27R: Tower 3,434 feet from DER, 1,332 feet left of centerline, 115 feet AGL/171 feet MSL. Pole 1,378 feet from DER, 790 feet left of centerline 37 feet AGL/96 feet MSL. Trees beginning 1,355 feet from DER, 147 feet left of centerline up to 71 feet AGL/120 feet MSL. Antenna on building 130 feet from DER, 440 feet right of centerline 18 feet AGL/67 feet MSL. Trees beginning 1,453 feet from DER, 179 feet right of centerline up to 63 feet AGL/112 feet MSL.

RWY 27C: Tower 2,341 feet from DER, 544 feet left of centerline, 128 feet AGL/185 feet MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline 125 feet AGL/184 feet MSL.

RWY 27L: Trees beginning 2,733 feet from DER, 260 feet left of centerline up to 72 feet AGL/131 feet MSL. Fence 229 feet from DER, 16 feet right of centerline 12 feet AGL/ 51 feet MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

08157

AIRPORT DIAGRAM

AL-5459 (FAA)

ORMOND BEACH MUNI (OMN)
ORMOND BEACH, FLORIDA

ATIS 118.475
ORMOND BEACH TOWER ★
119.075
GND CON 121.625
CLNC DEL 121.625

29°18.5'N

VAR 5.6° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

150 X 120
17
ELEV 25
162.6°
ELEV 21
26
253.5°
4004 X 75
CONTROL TOWER 86
FIELD ELEV 29
073.5°
8
A
B
D
E
F

29°18'N

3701 X 100
FBO ORMOND BEACH AVIATION
FBO SUNRISE AVIATION
342.6°
35
ELEV 27
150 X 120

RWY 8-26
S30, D40
RWY 17-35
S30, D40

29°17.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°07'W

81°06.5'W

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4004
081°	TDZE	28
	Apt Elev	28

GPS RWY 8

ORMOND BEACH MUNI (OMN)

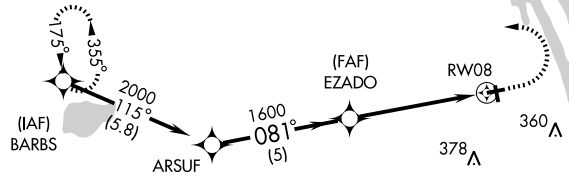
NA
ASR

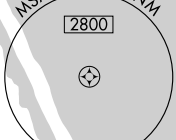
Use Daytona Beach Intl altimeter setting.

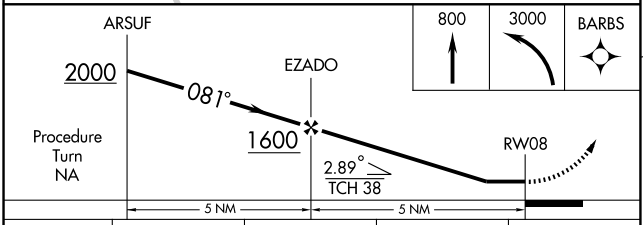
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BARBS WP and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05

1249

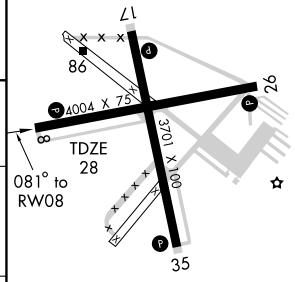






CATEGORY	A	B	C	D
S-8	420-1 392 (400-1)			NA
CIRCLING	500-1 472 (500-1)		500-1½ 472 (500-1½)	NA

ELEV 28



REIL Rwy 17 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC OMN	APP CRS	Rwy Idg	3701
112.6	162°	TDZE	27
Chan 73		Apt Elev	28

VOR or GPS RWY 17

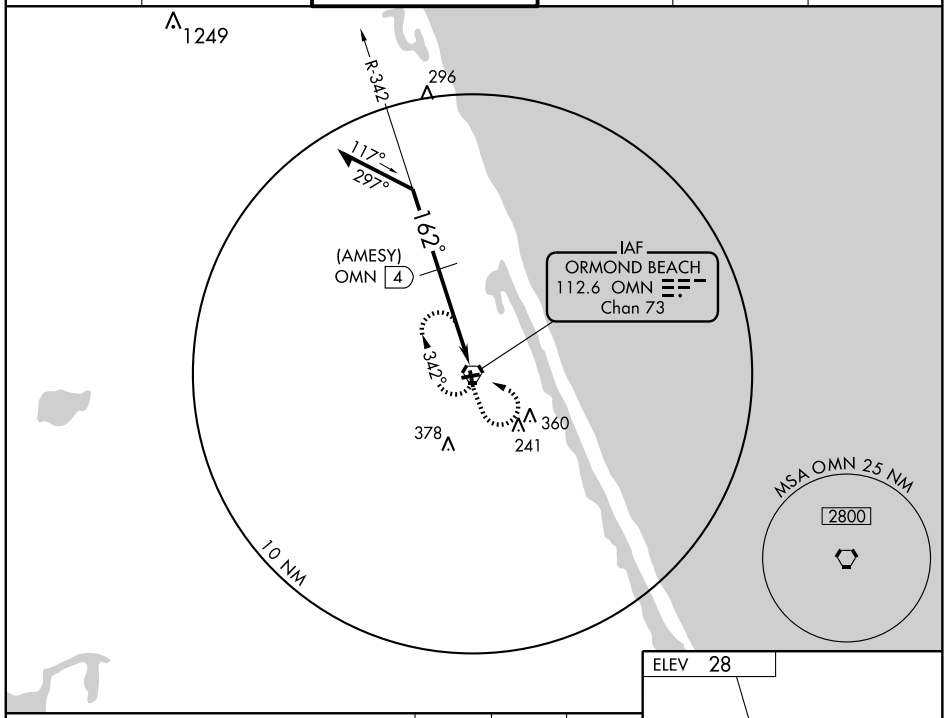
ORMOND BEACH MUNI (OMN)

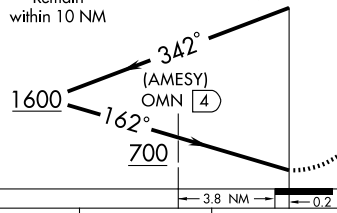
NA
ASR

Use Daytona Beach altimeter setting.

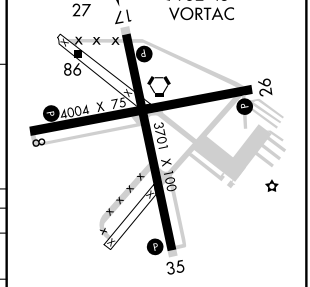
MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct OMN VORTAC and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05





1000	1600	OMN
		112.6



CATEGORY	A	B	C	D
S-17	700-1	673 (700-1)	700-2 673 (700-2)	NA
CIRCLING	700-1	672 (700-1)	700-2 672 (700-2)	NA
DME MINIMUMS				
S-17	480-1	453 (500-1)	480-1¼ 453 (500-1¼)	NA
CIRCLING	500-1	472 (500-1)	500-1½ 472 (500-1½)	NA

REIL Rwy 17 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 53408 W17A	APP CRS 176°	Rwy Idg 4016 TDZE 16 Apt Elev 16

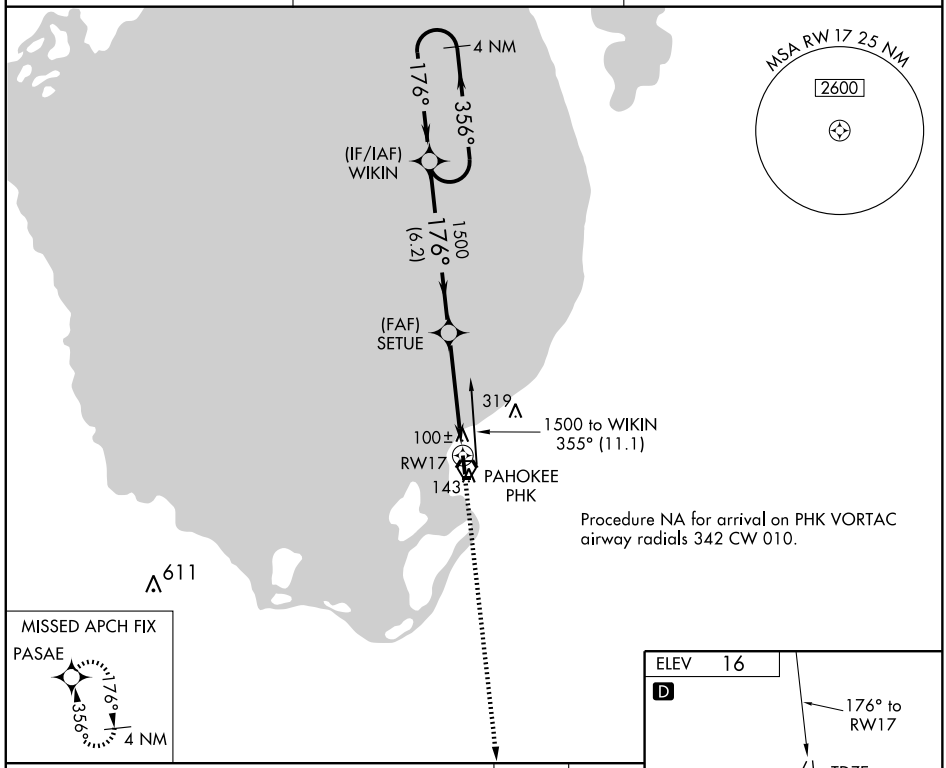
RNAV (GPS) RWY 17

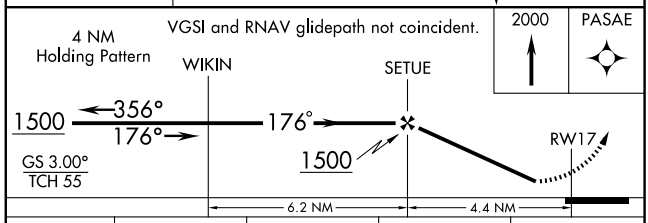
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Palm Beach Intl altimeter setting.

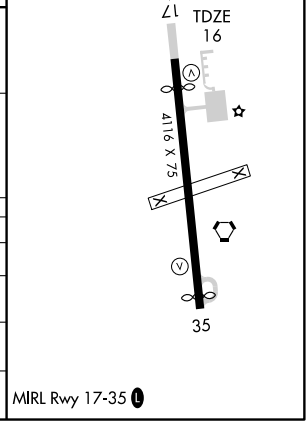
MISSED APPROACH: Climb to 2000 direct PASAE and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	416-1¼ 400 (400-1¼)			
LNAV/VNAV DA	436-1½ 420 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)



SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 56408 W35A	APP CRS 356°	Rwy Idg 4069 TDZE 16 Apt Elev 16

RNAV (GPS) RWY 35

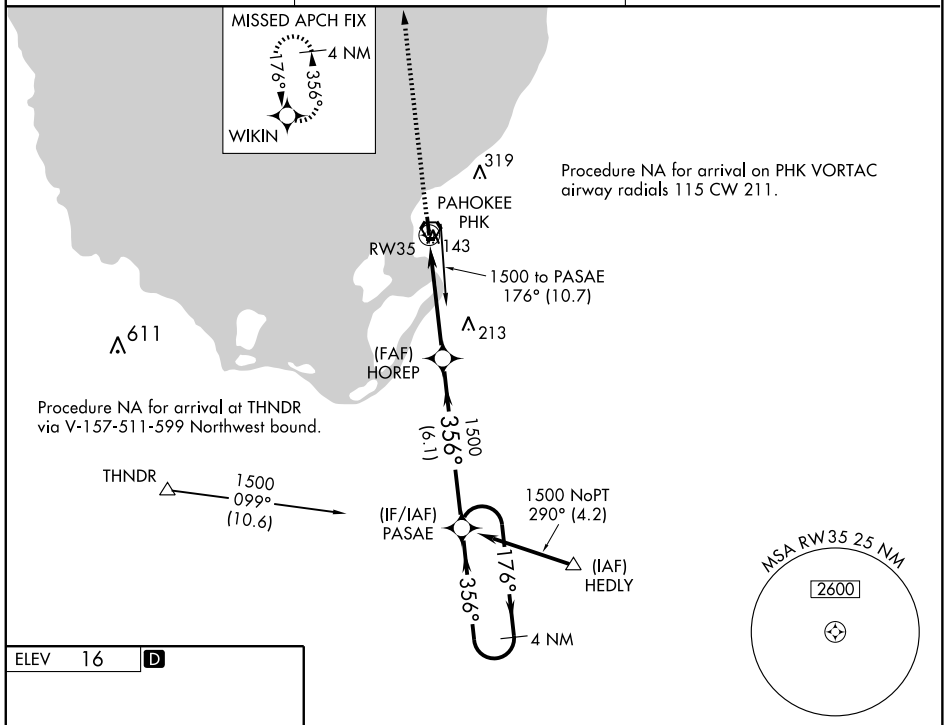
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

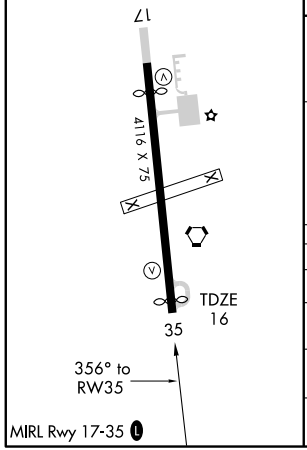
T NA

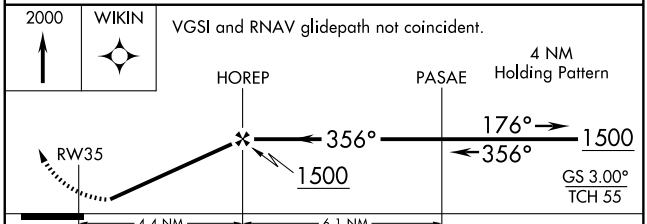
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WIKIN and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	534-1¾ 518 (600-1¾)			
LNAV/VNAV DA	519-1¾ 503 (600-1¾)			
LNAV MDA	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PHK	APP CRS	Rwy Idg	N/A
115.4	182°	TDZE	N/A
Chan 101		Apt Elev	16

VOR/DME-A

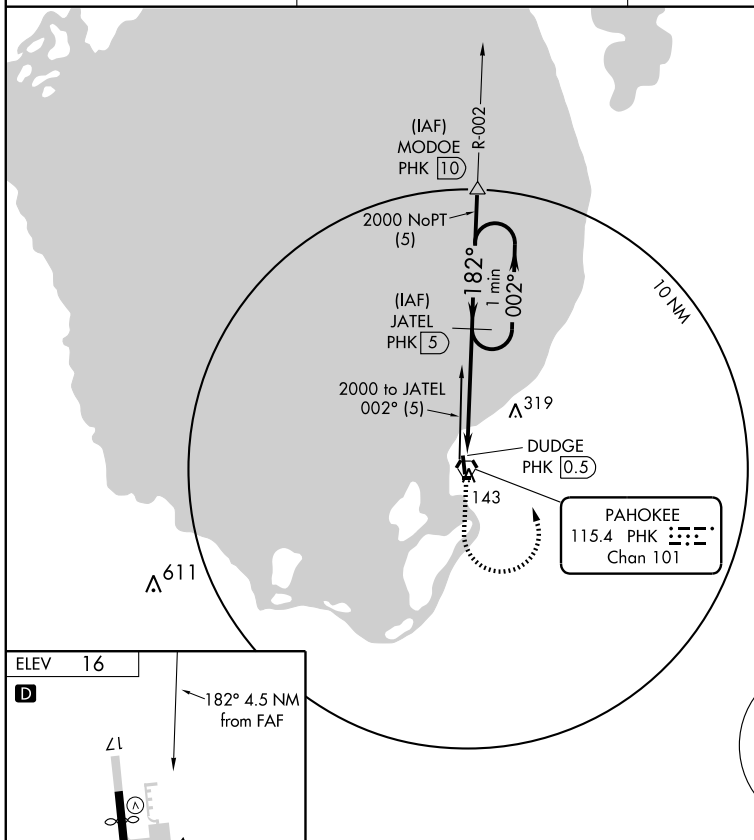
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

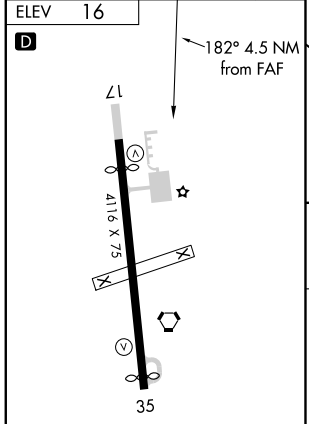
NA

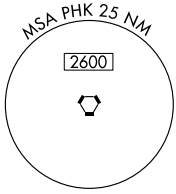
Use Palm Beach Intl altimeter setting.

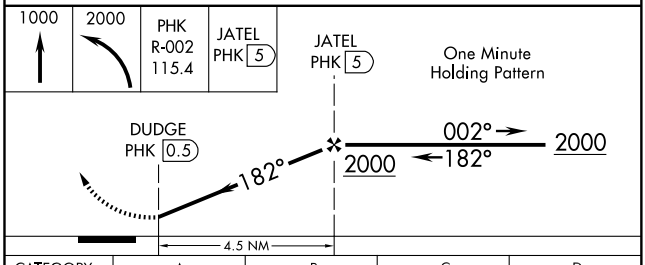
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via PHK R-002 to JATEL/5 DME and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	580-1	564 (600-1)	580-1½ 564 (600-1½)	580-2 564 (600-2)

MIRL Rwy 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB IAK 243	APP CRS 092°	Rwy Idg 5999 TDZE 36 Apt Elev 49

NDB or GPS RWY 9

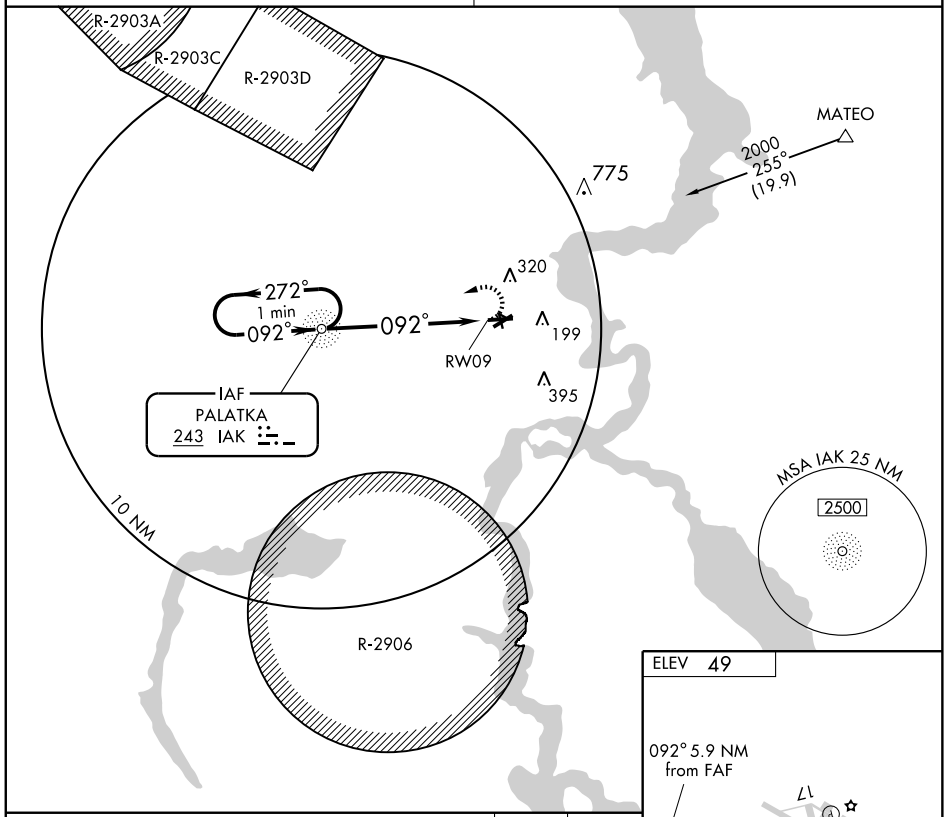
PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

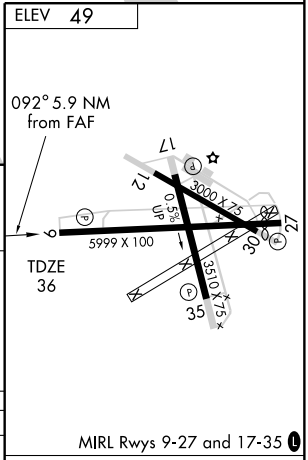
NA — Use Gainesville Rgnl altimeter setting.

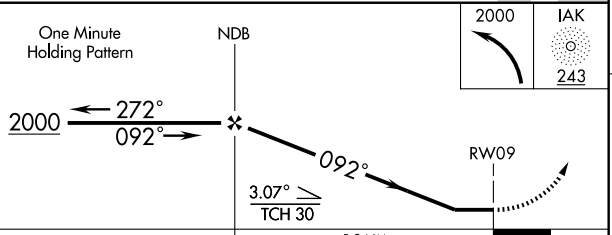
MISSED APPROACH: Climbing left turn to 2000 direct IAK NDB and hold.

JACKSONVILLE APP CON
118.175 338.25

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	620-1	584 (600-1)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)
CIRCLING	740-1	691 (700-1)	740-2 691 (700-2)	740-2¼ 691 (700-2¼)

MIRL Rwys 9-27 and 17-35 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 49209	060°	TDZE	32
W06A		Apt Elev	33

RNAV (GPS) RWY 6

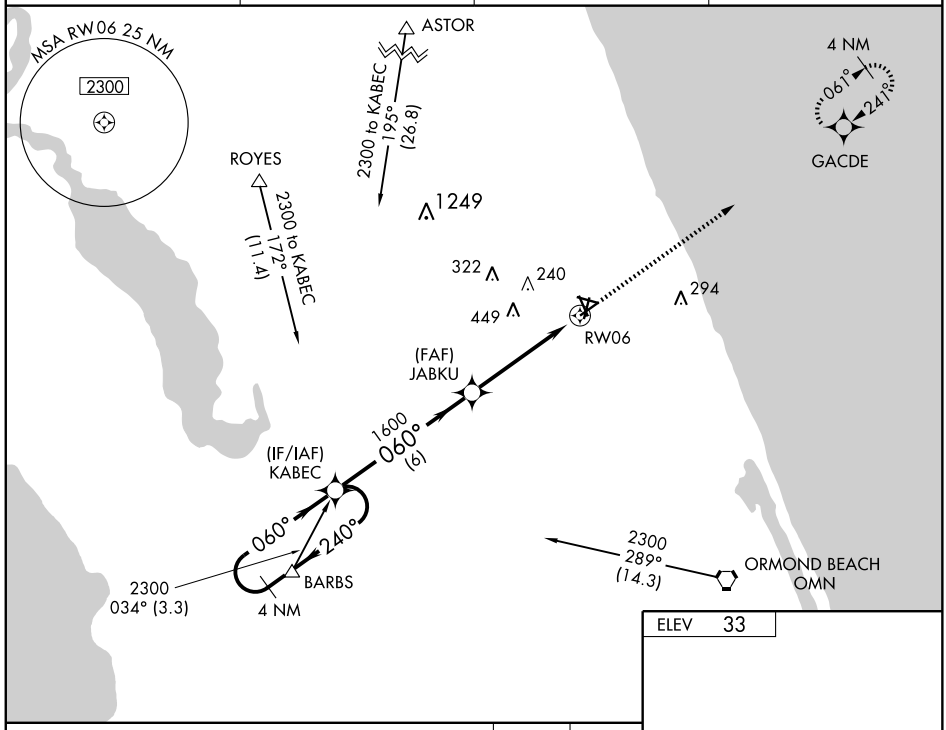
PALM COAST / FLAGLER COUNTY (XFL)

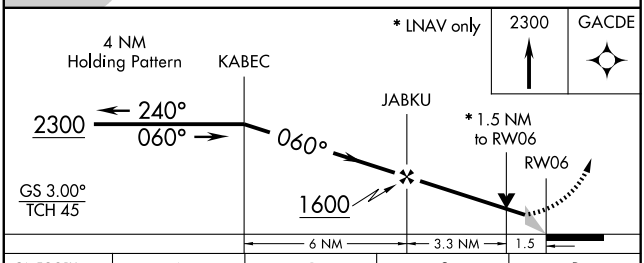
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Daytona Beach altimeter setting.

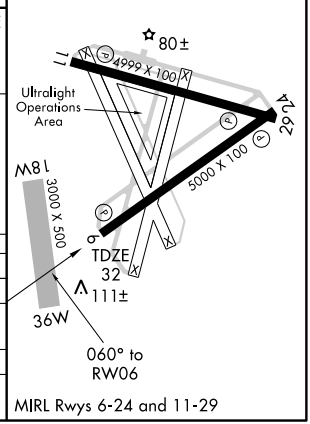
MISSED APPROACH: Climb to 2300 direct GACDE and hold.

AWOS-3	DAYTONA APP CON	CTAF	UNICOM
128.325	125.8 385.5	118.95	123.0





CATEGORY	A	B	C	D
LPV DA	282-1 250 (300-1)			
LNAV/VNAV DA	361-1¼ 329 (400-1¼)			
LNAV MDA	540-1 508 (600-1)		540-1½ 508 (600-1½)	
CIRCLING	540-1 507 (600-1)		540-1½ 507 (600-1½)	800-2½ 767 (800-2½)



SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4999
CH 66009	112°	TDZE	33
W11A		Apt Elev	33

RNAV (GPS) RWY 11

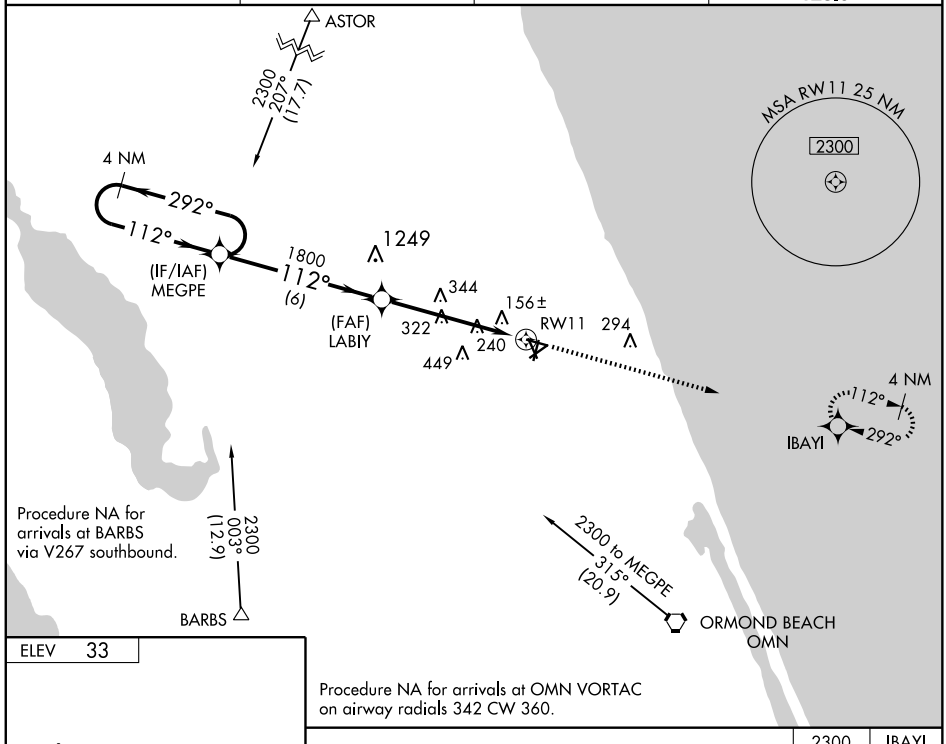
PALM COAST / FLAGLER COUNTY (XFL)

NA

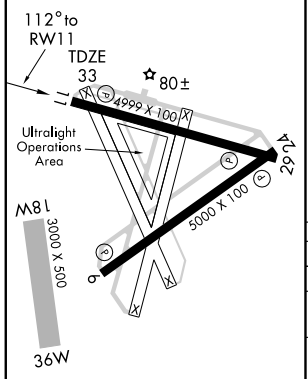
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Daytona Beach altimeter setting.

MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

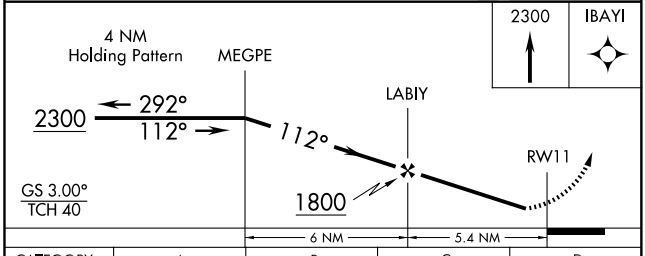
AWOS-3	DAYTONA APP CON	CTAF	UNICOM
128.325	125.8 385.5	118.95	123.0



Procedure NA for arrivals at OMN VORTAC on airway radials 342 CW 360.



MIRL Rwys 6-24 and 11-29



CATEGORY	A	B	C	D
LPV DA	353-1¼ 320 (400-1¼)			
LNAV/ VNAV DA	460-1½ 427 (500-1½)			
LNAV MDA	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	640-2 607 (700-2)
CIRCLING	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	800-2½ 767 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

PALM COAST, FLORIDA AL-6440 (FAA)

APP CRS	Rwy Idg	5000
241°	TDZE	32
	Apt Elev	33

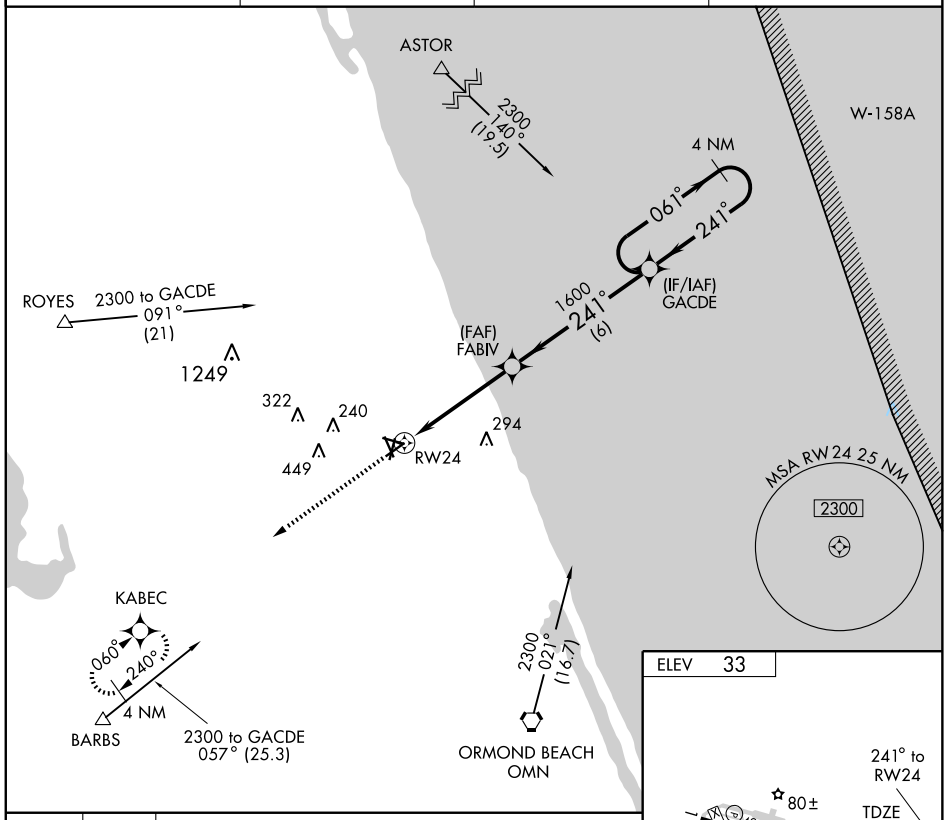
RNAV (GPS) RWY 24

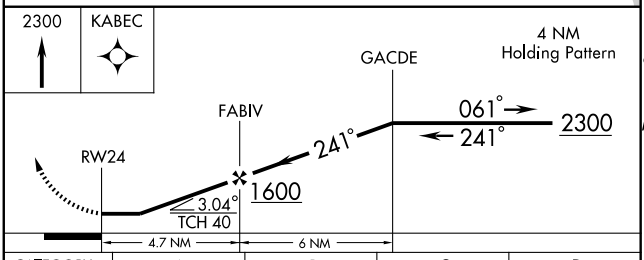
PALM COAST / FLAGLER COUNTY (XFL)

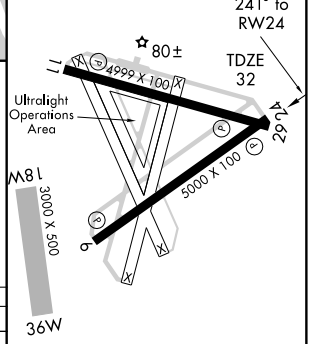
▼ NA — If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

AWOS-3	DAYTONA APP CON	CTAF	UNICOM
128.325	125.8 385.5	118.95	123.0







MIRL Rwys 6-24 and 11-29

CATEGORY	A	B	C	D
LNAV MDA	500-1	468 (500-1)	500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	800-2½ 767 (800-2½)

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4999
292°	TDZE	33
	Apt Elev	33

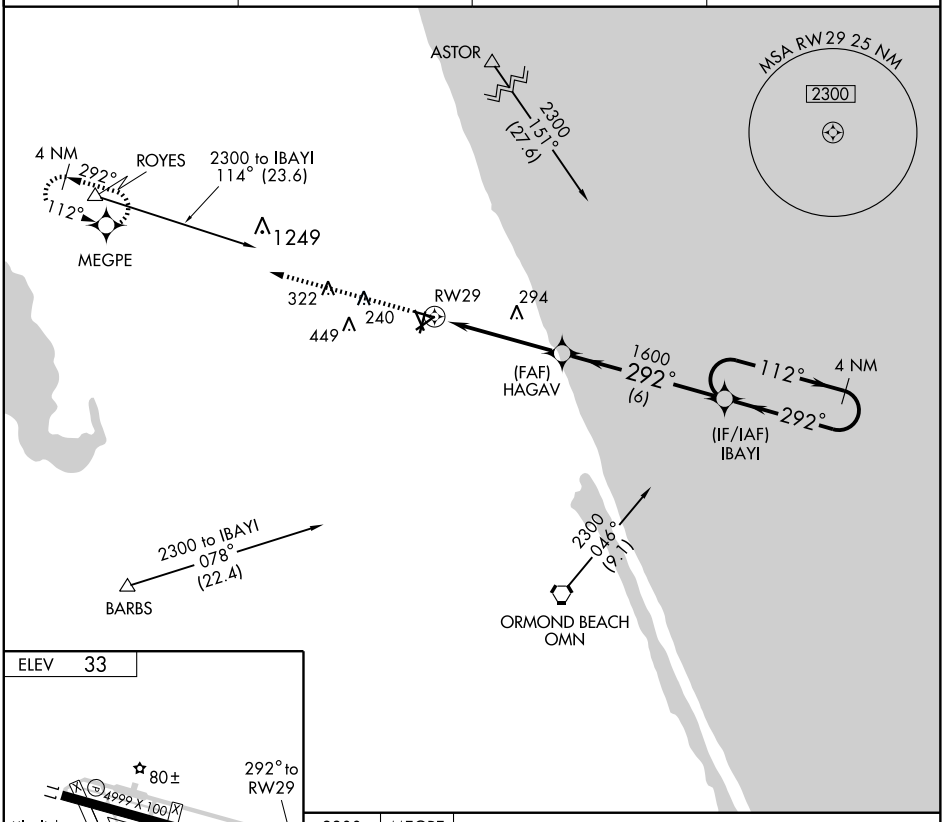
RNAV (GPS) RWY 29

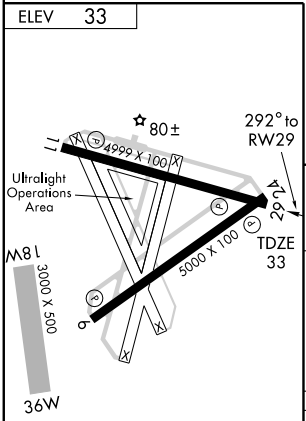
PALM COAST / FLAGLER COUNTY (XFL)

If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

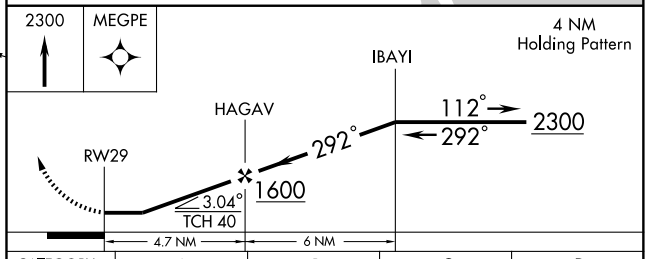
MISSED APPROACH: Climb to 2300 direct MEGPE and hold.

AWOS-3	DAYTONA APP CON	CTAF	UNICOM
128.325	125.8 385.5	118.95	123.0





MIRL Rwys 6-24 and 11-29



CATEGORY	A	B	C	D
LNAV MDA	560-1 527 (600-1)		560-1½ 527 (600-1½)	560-1¾ 527 (600-1¾)
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC OMN 112.6 Chan 73	APP CRS 334°	Rwy Idg N/A TDZE N/A Apt Elev 33

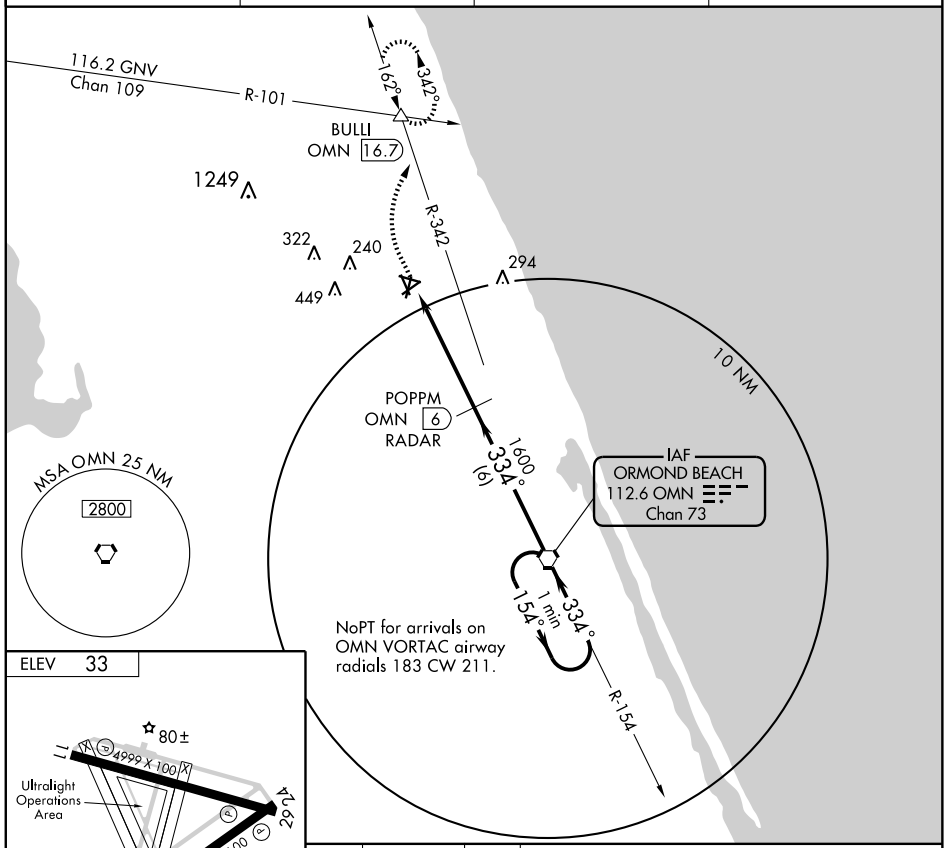
VOR-A

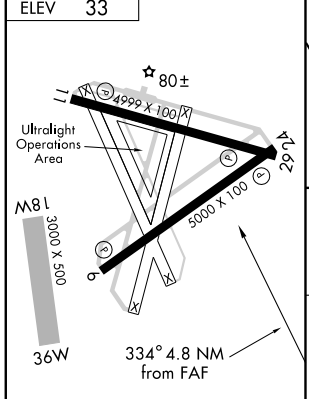
PALM COAST / FLAGLER COUNTY (XFL)

If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

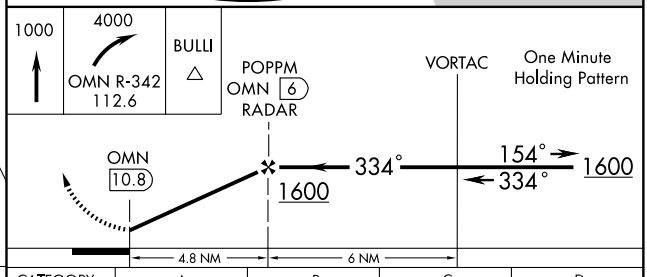
MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 via OMN R-342 to BULLI Int and hold.

AWOS-3	DAYTONA APP CON	CTAF	UNICOM
128.325	125.8 385.5	118.95	123.0





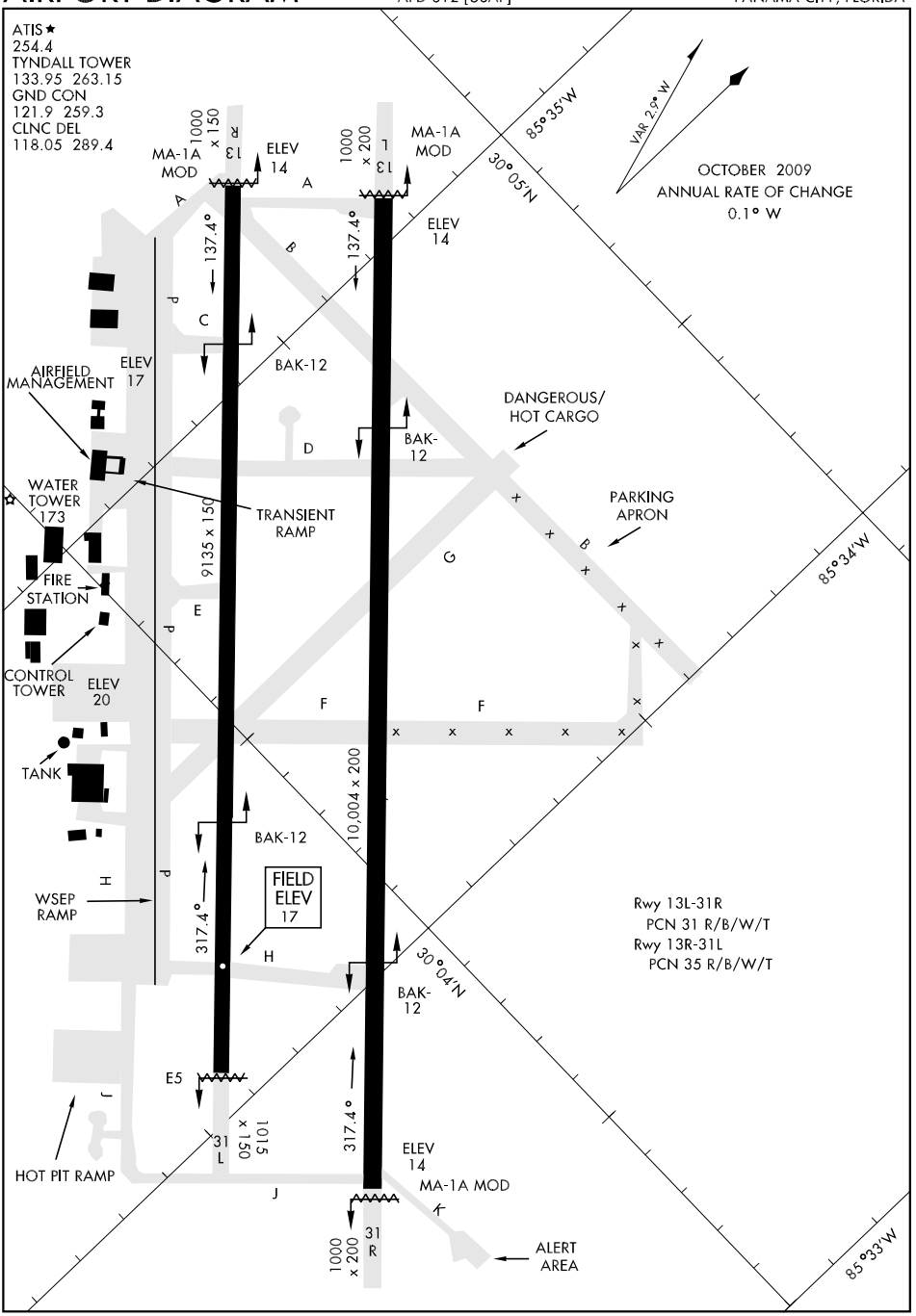
MIRL Rwys 6-24 and 11-29



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC RWY 13L

LOC I-TYF	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
111.5	135°	

JAL-312 [USAF] — TYNDALL AFB (KPAM)

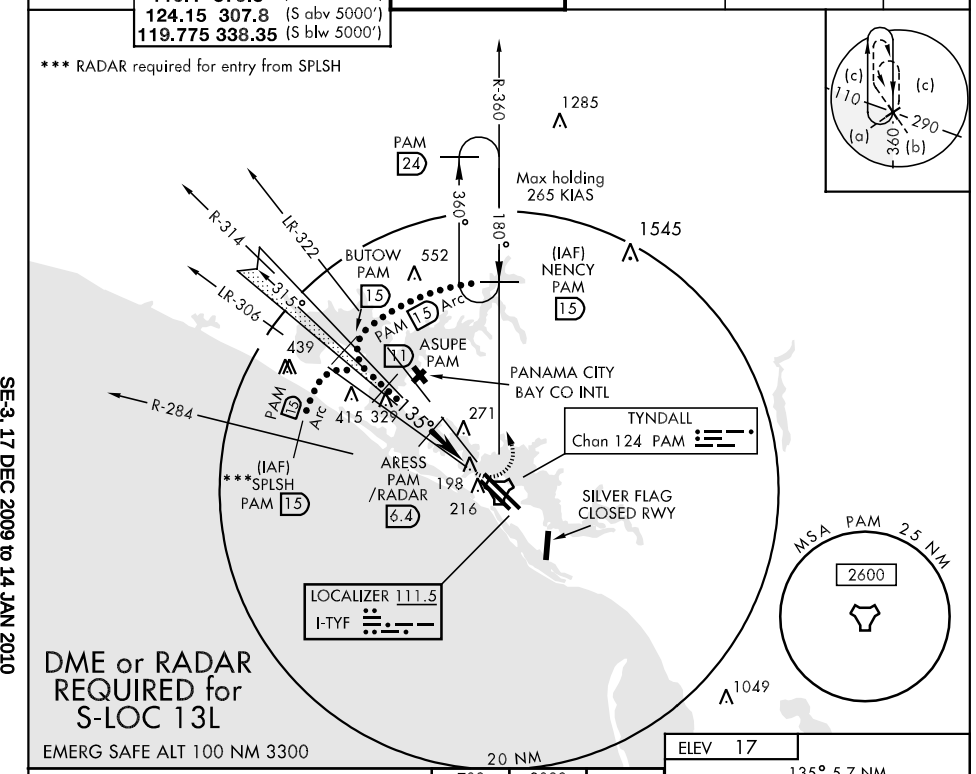
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½, CAT E vis to 1¾ miles.

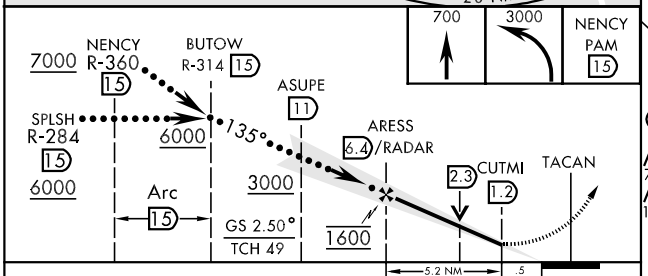
ALSF-1

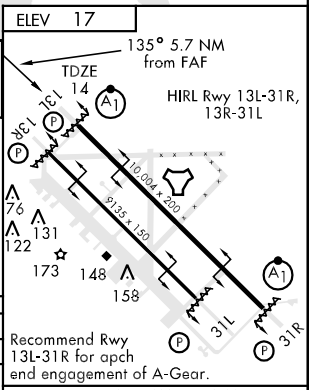
MISSED APPROACH: Fly runway heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON		TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1	(N abv 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	
	119.1 379.3	(N blw 5000′)				
	124.15 307.8	(S abv 5000′)				
	119.775 338.35	(S blw 5000′)				

*** RADAR required for entry from SPLSH







CATEGORY	C	D	E
S-ILS 13L *	214/24	200 (200-½)	
S-LOC 13L **	480/40 466 (500-¾)	480/50 466 (500-1)	480/60 466 (500-1¼)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

LOC FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

SE-3, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
110.1	315°	

JAL-312 [USAF]

TYNDALL AFB (KPAM)

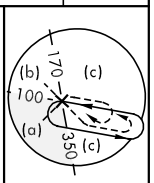
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

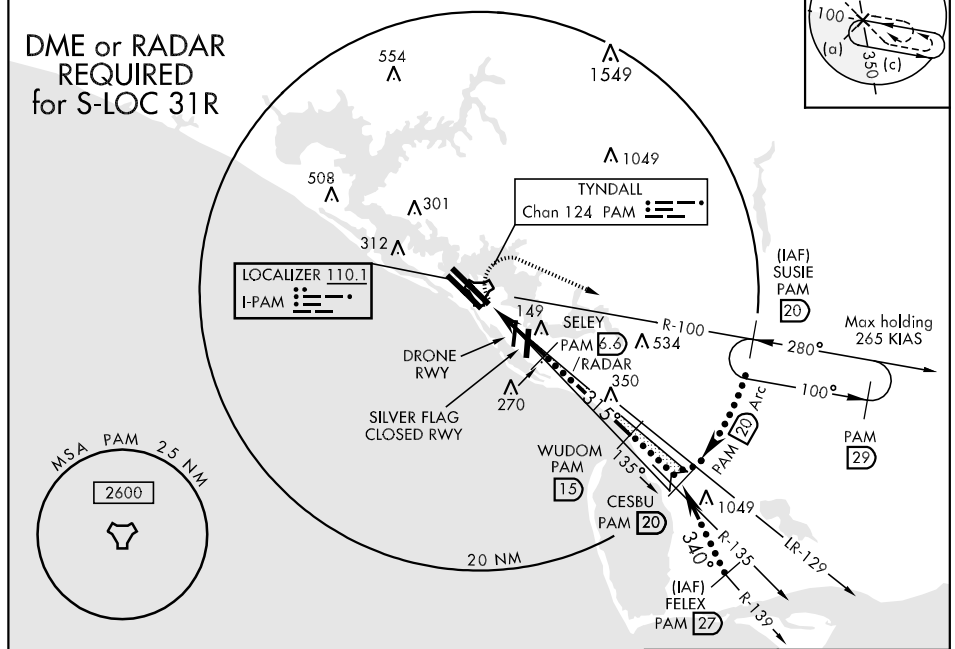
ALSF-1

MISSED APPROACH: Fly runway heading and climb to 700 then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

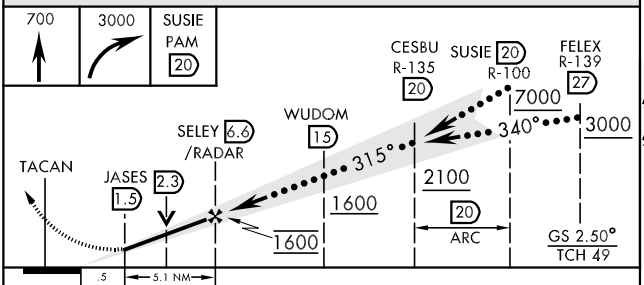
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

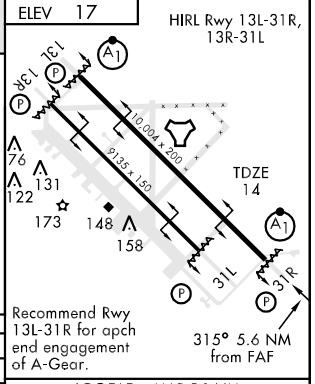
DME or RADAR REQUIRED for S-LOC 31R





EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 31R*	214/24 200 (200-½)		
S-LOC 31R**	420/40 406 (500-¾)		420/50 406 (500-1)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2 ¼ 603 (700-2¼)

LOC FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

SE-3, 17 DEC 2009 to 14 JAN 2010

HI-TACAN RWY 13L

TACAN	PAM	APCH CRS	Rwy ldg	10,004
Chan	124	126°	TDZE	14
			Arpt Elev	17

JAL-312 [USAF]

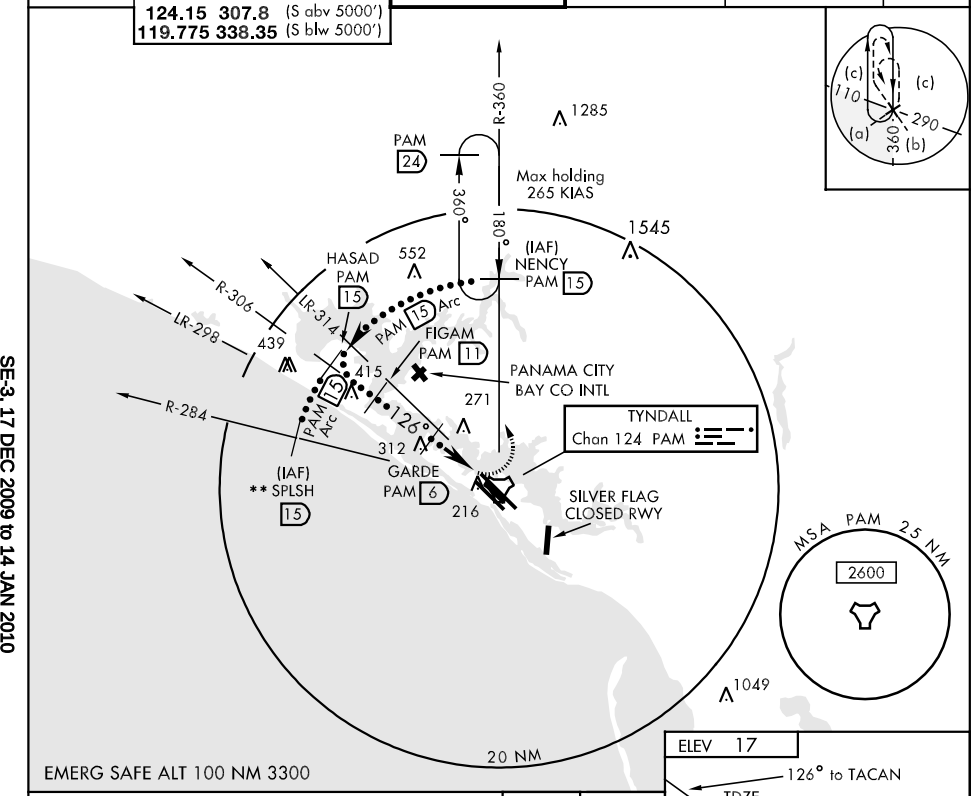
TYNDALL AFB (KPAM)

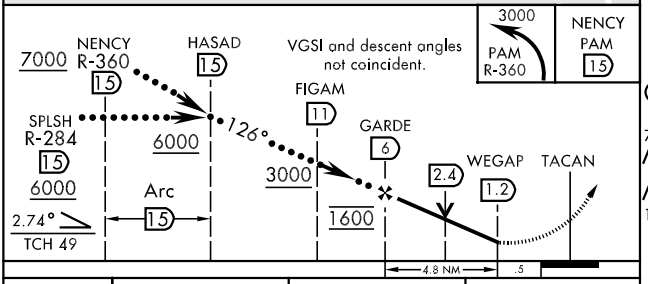
▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1¾ miles.
** RADAR required for entry from SPLSH

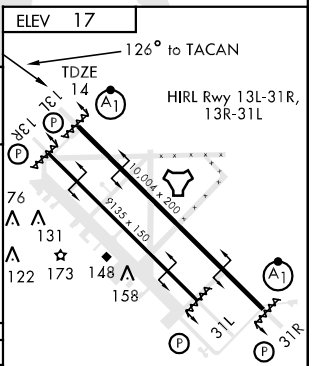
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-TAC-13L*	520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

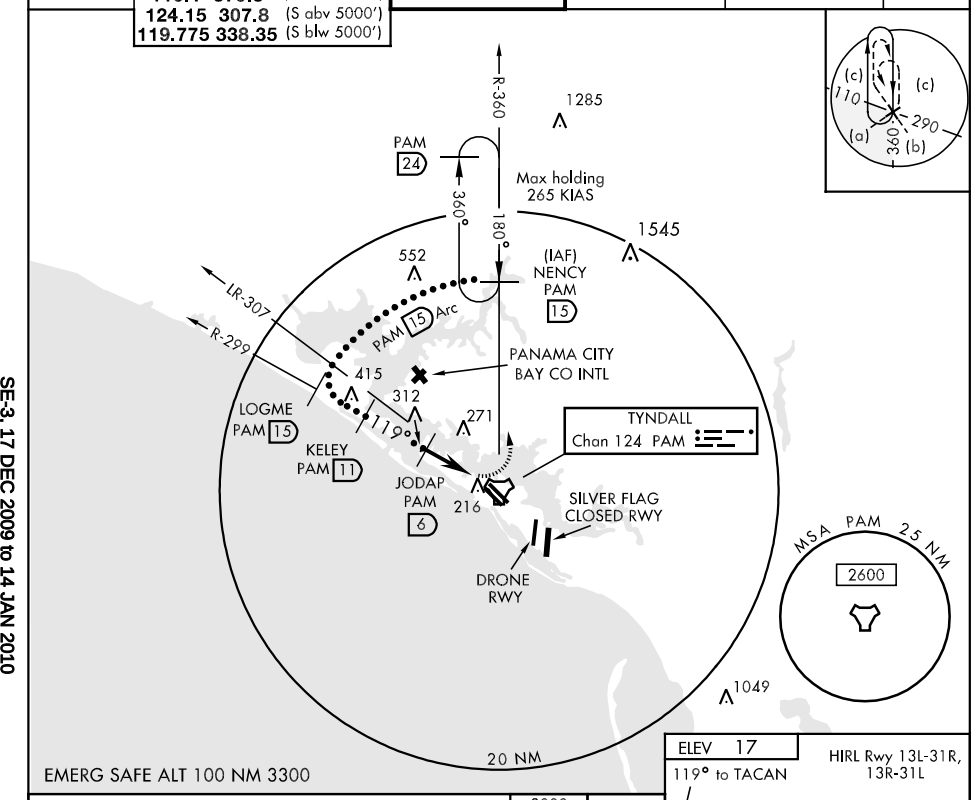
SE-3, 17 DEC 2009 to 14 JAN 2010

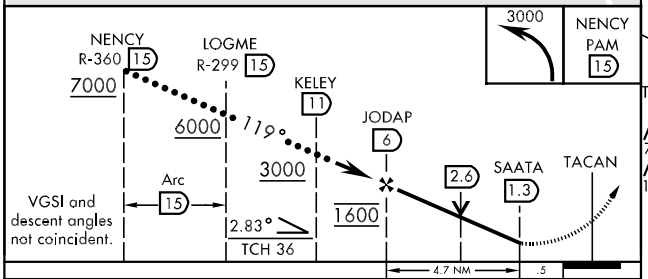
HI-TACAN RWY 13R

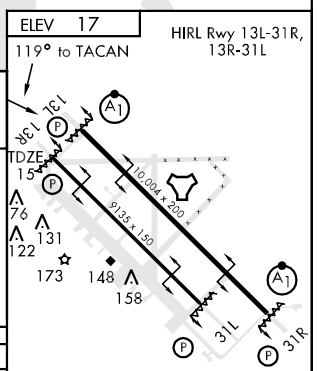
TACAN PAM Chan 124	APCH CRS 119°	Rwy ldg 9135 TDZE 15 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-13R	520-1½ 505 (600-1½)		520-1¾ 505 (600-1¾)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

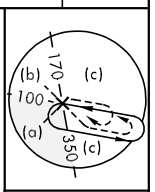
SE-3, 17 DEC 2009 to 14 JAN 2010

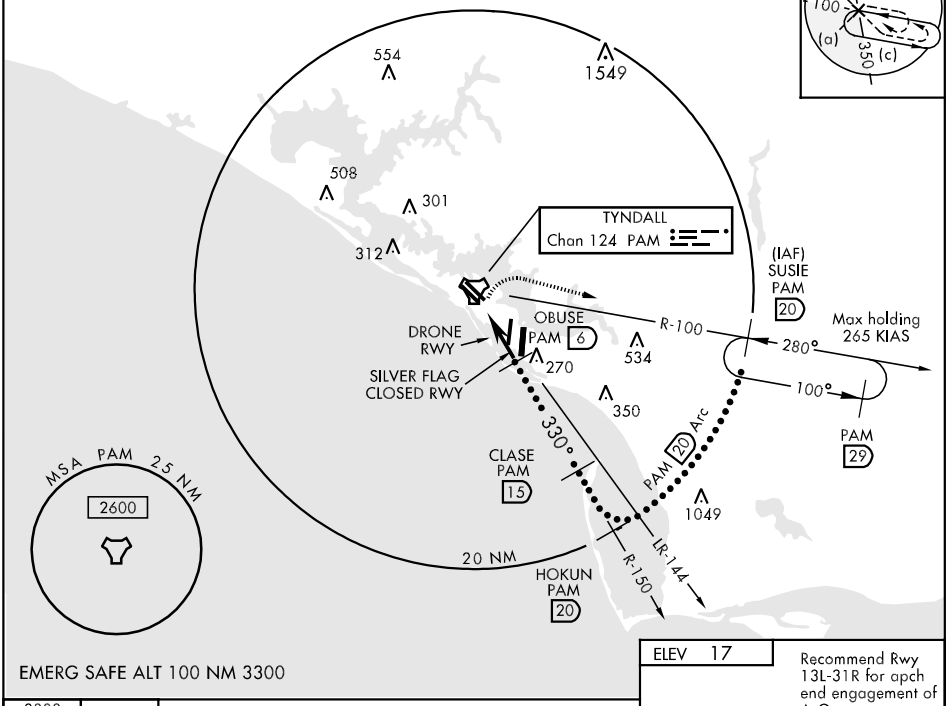
HI-TACAN RWY 31L

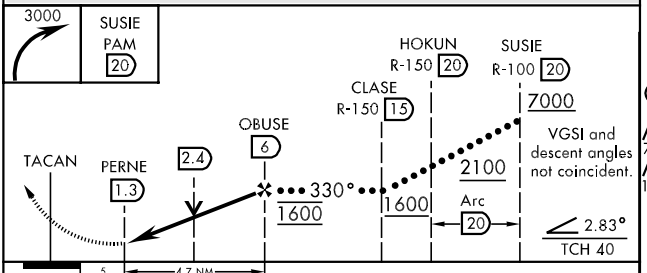
TACAN PAM Chan 124	APCH CRS 330°	Rwy Idg 9135 TDZE 17 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

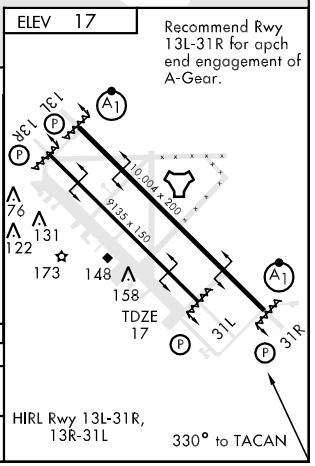
MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	









CATEGORY	C	D	E
S-31L	460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)	
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

HI-TACAN RWY 31R

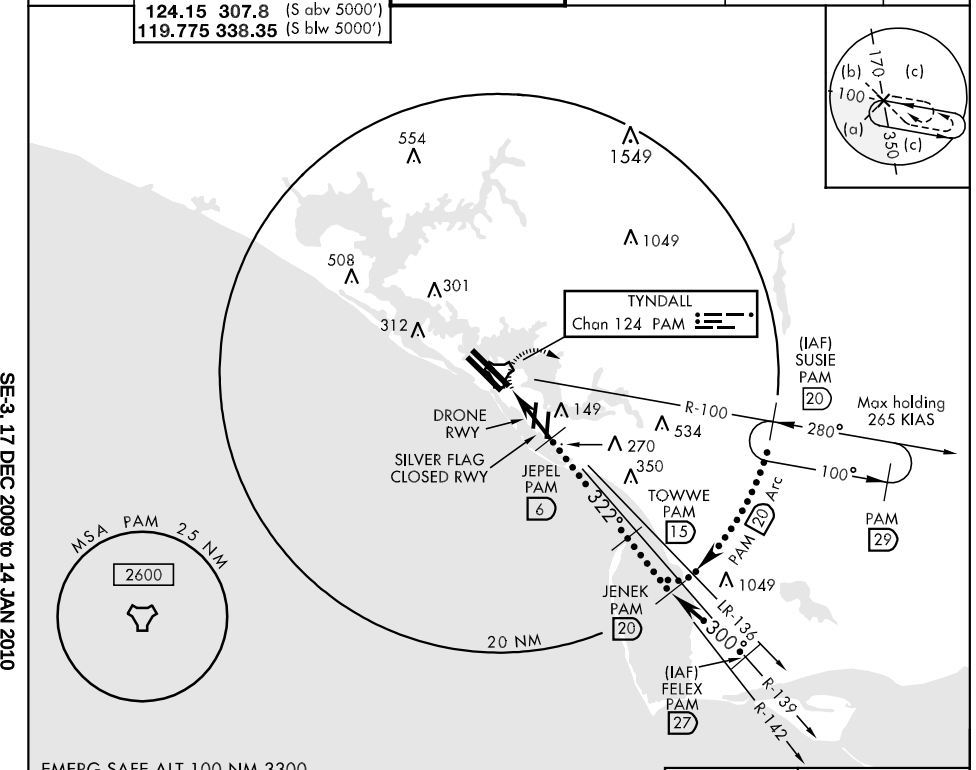
TACAN PAM Chan 124	APCH CRS 322°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

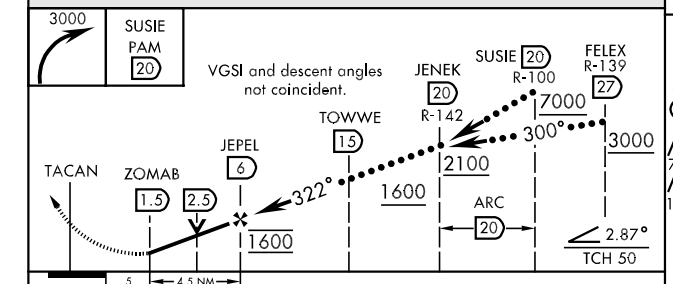
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

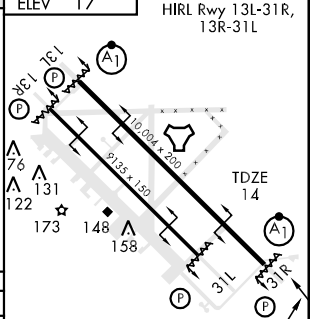
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-31R *	460/40 446 (500-¾)	460/50 446 (500-1)	
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)



ILS or LOC RWY 13L

TYNDALL AFB (KPAM)

LOC I-TYF	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
111.5	135°	AL-312 [USAF]

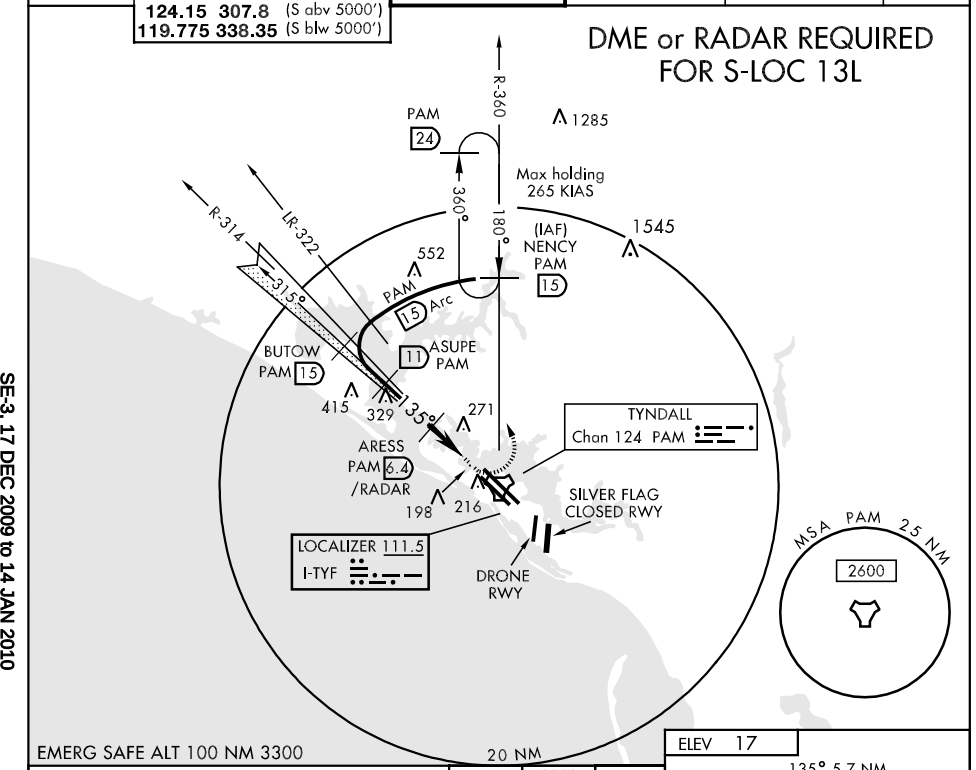
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½.

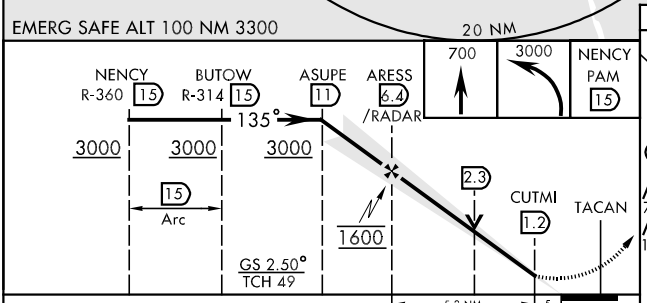
ALSF-1 (A1)

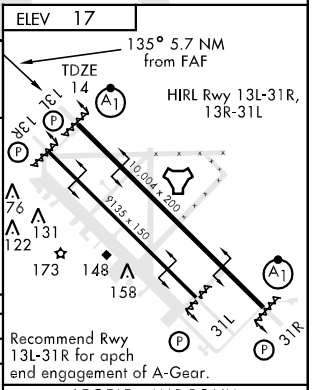
MISSED APPROACH: Fly rwy heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 13L







CATEGORY	A	B	C	D
S-ILS 13L *	214/24		200 (200-½)	
S-LOC 13L**	480/24 466 (500-½)		480/40 466 (500-¾)	480/50 466 (500-1)
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
110.1	315°	

AL-312 [USAF]

TYNDALL AFB (KPAM)

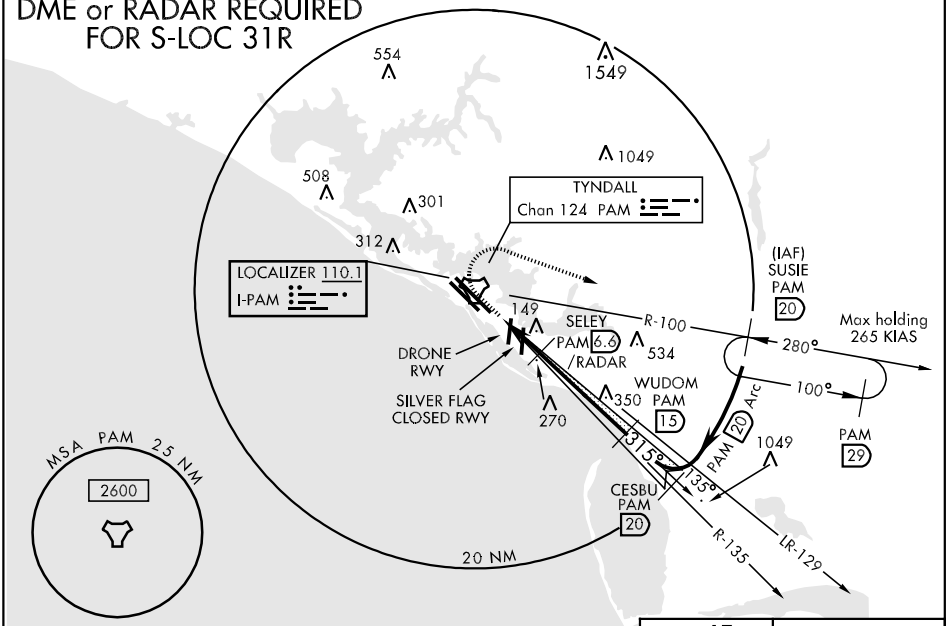
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.

ALSF-1

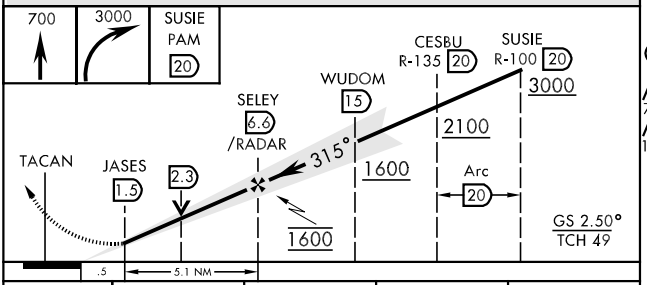
MISSED APPROACH: Fly rwy heading and climb to 700 , then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

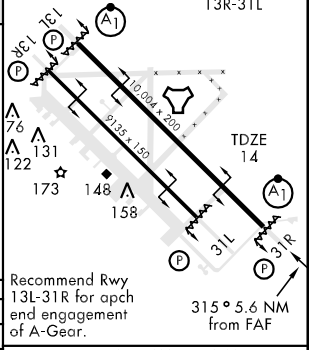
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 31R



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D
S-ILS 31R*	214/24		200 (200-½)	
S-LOC 31R**	420/24 406 (500-½)		420/40 406 (500-¾)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 13L

TACAN PAM Chan 124	APCH CRS 126°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17

AL-312 [USAF]

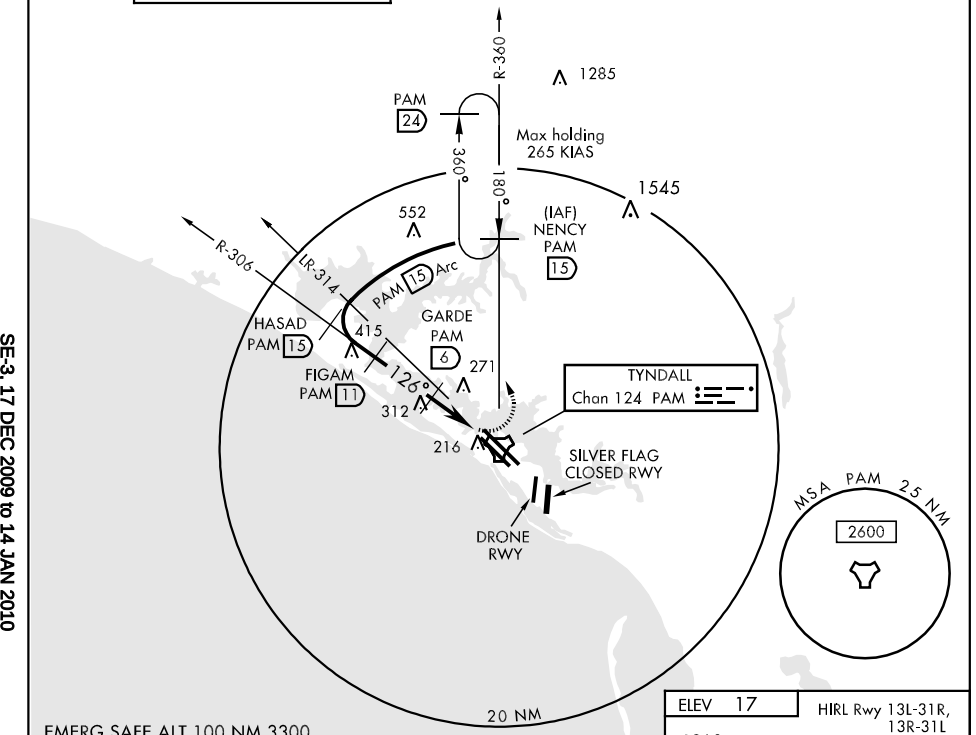
TYNDALL AFB (KPAM)

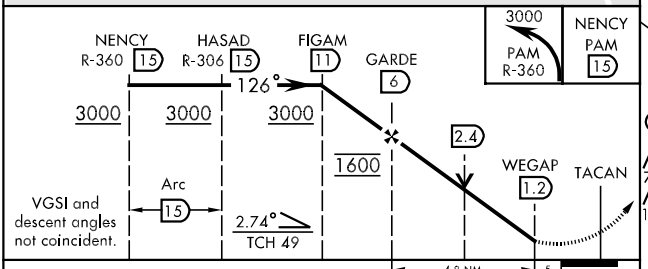
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles.

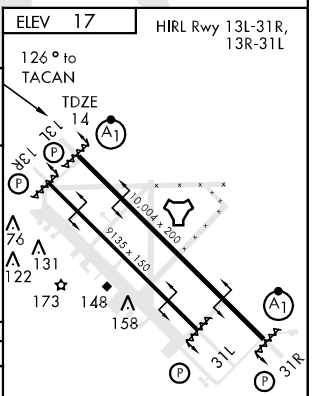
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D
S-13L *	520/24 506 (600-½)		520/50 506 (600-1)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 31R

TACAN PAM Chan 124	APCH CRS 322°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17

AL-312 [USAF]

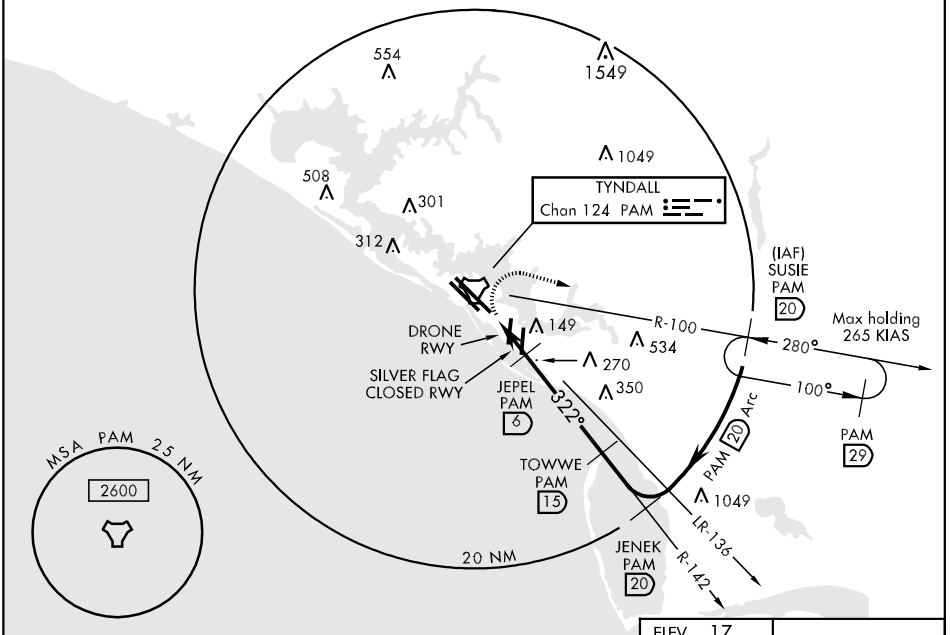
TYNDALL AFB (KPAM)

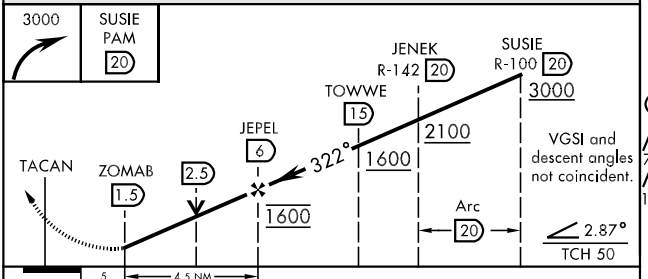
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

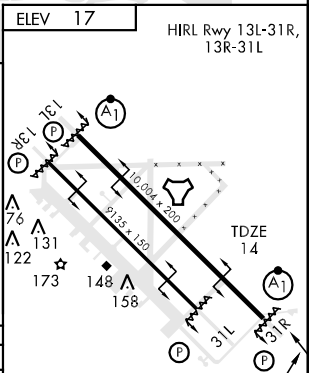
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A		B	C	D
S-31R *	460/24	446	(500-½)	460/40 446 (500-¾)	460/50 446 (500-1)
CIRCLING	560-1	543	(600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN Y RWY 13R

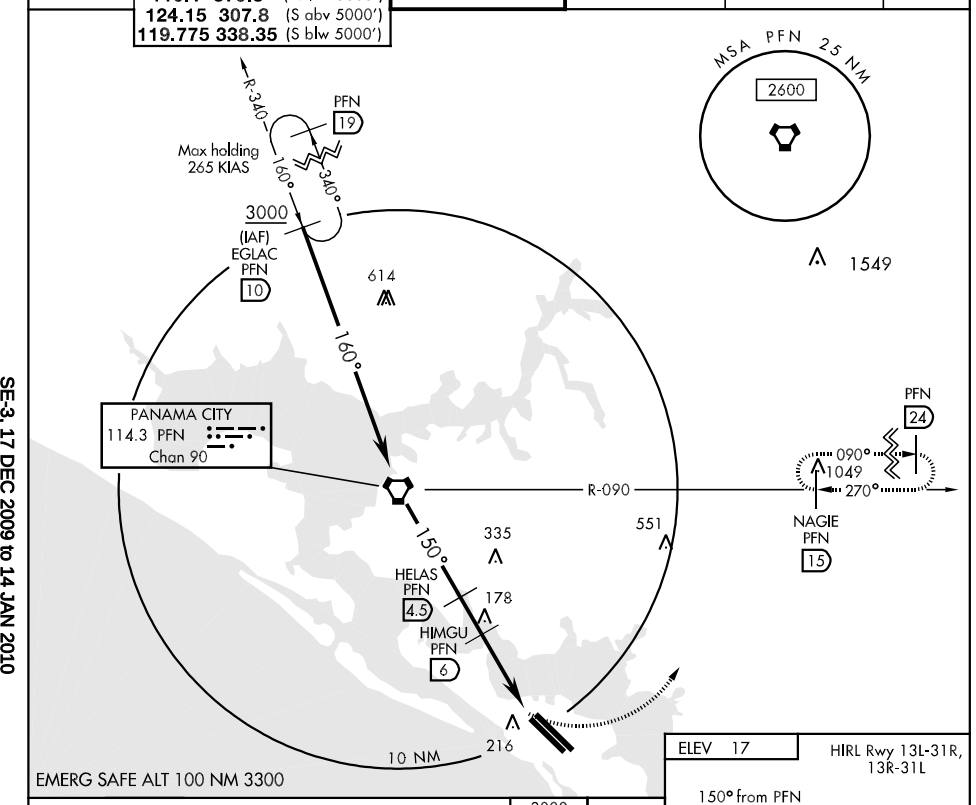
VORTAC PFN	APCH CRS	Rwy ldg 9135
114.3	150°	TDZE 15
Chan 90		Arpt Elev 17

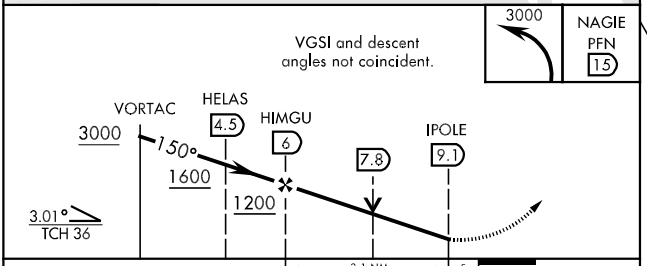
AL-312 [USAF]

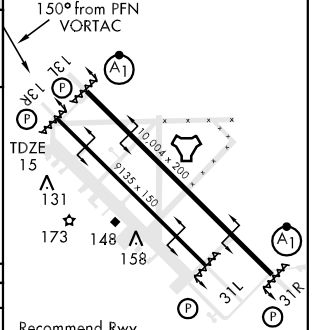
TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing left turn to 3000 direct NAGIE (PFN R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D	E
S-13R	520-1 505 (600-1)		520-1½ 505 (600-1½)		520-1¾ 505 (600-1¾)
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN Y RWY 31L

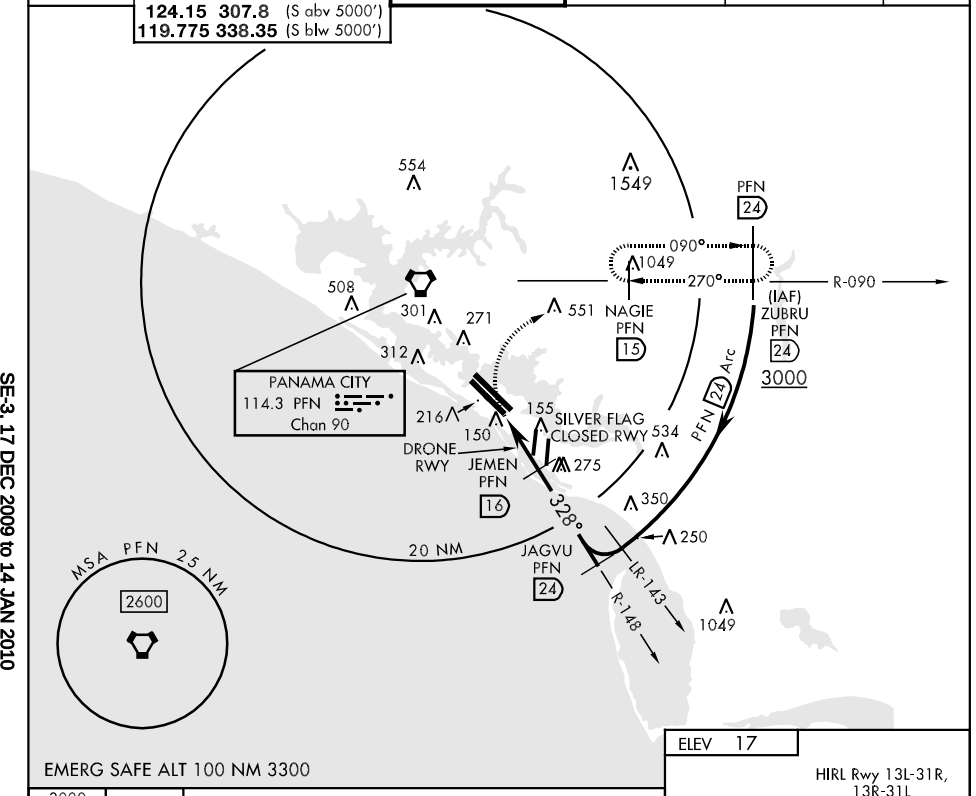
VORTAC PFN	APCH CRS	Rwy ldg 9135
114.3	328°	TDZE 17
Chan 90		Arpt Elev 17

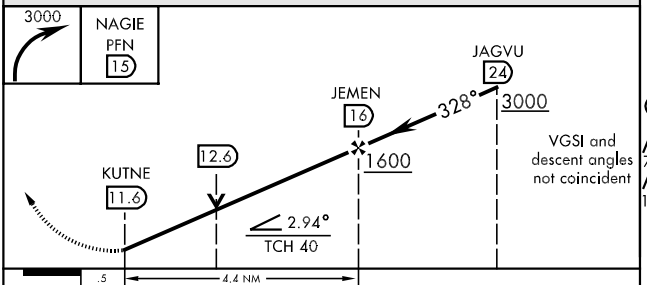
AL-312 [USAF]

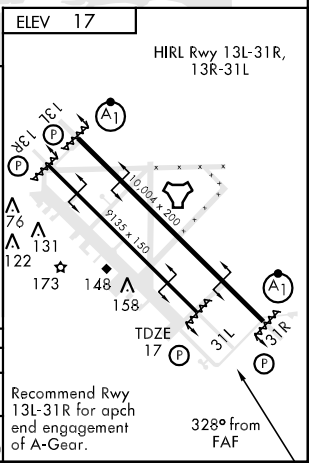
TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing right turn to 3000 direct NAGIE (PFN VORTAC R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D	E
S-31L	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	460-1½	443 (500-1½)
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

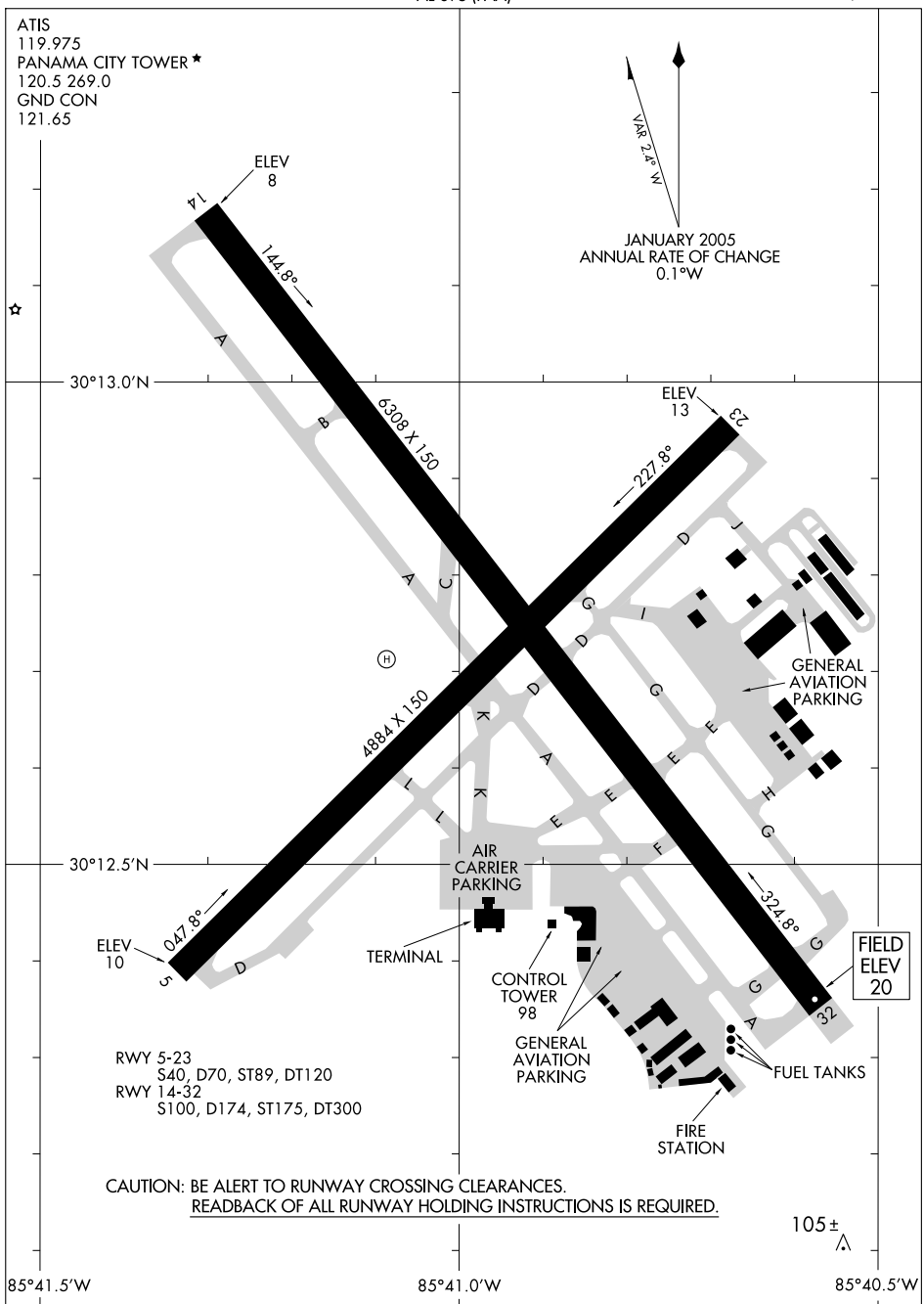
SE-3, 17 DEC 2009 to 14 JAN 2010

09183

AIRPORT DIAGRAM

AL-695 (FAA)

PANAMA CITY-BAY COUNTY INTL (PFN)
PANAMA CITY, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-PFN	APP CRS	Rwy Idg	6308
110.5	142°	TDZE	12
		Apt Elev	20

ILS RWY 14

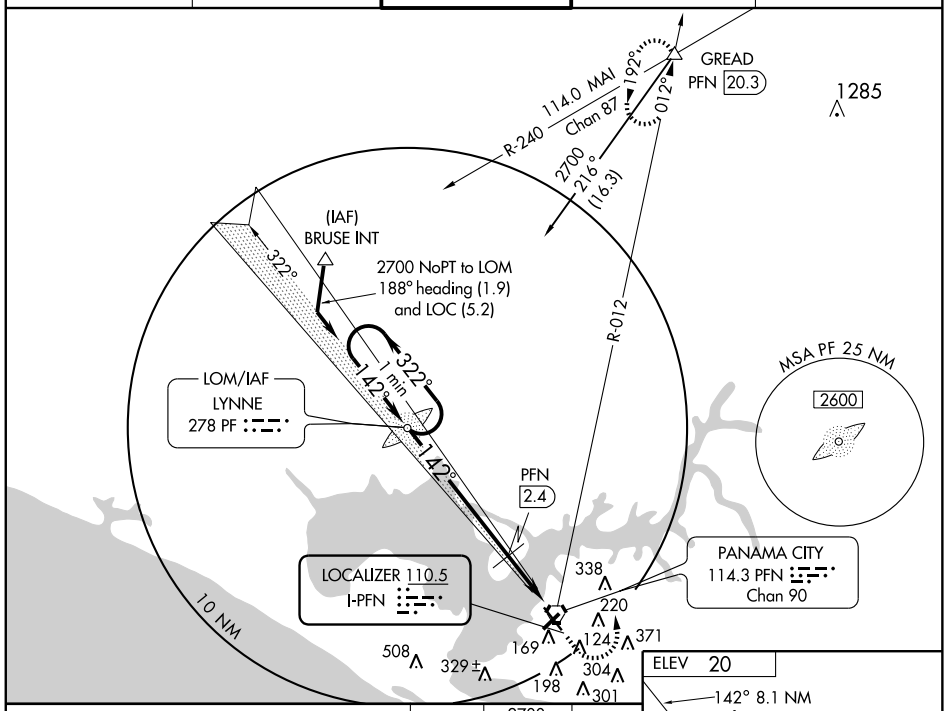
PANAMA CITY-BAY COUNTY INTL (PFN)

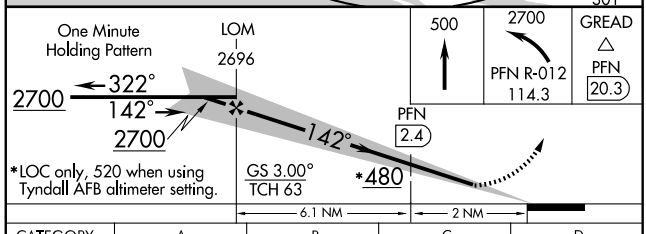
If local altimeter setting not received, use Tyndall AFB altimeter setting and increase all DH/MDAs 40 feet.

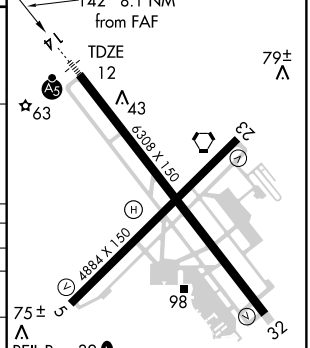
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2700 via PFN R-012 to GREAD Int/PFN 20.3 DME and hold.

ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95







CATEGORY	A	B	C	D
S-ILS 14	212-½ 200 (200-½)			
S-LOC 14	480-½ 468 (500-½)		480-¾ 468 (500-¾)	480-1 468 (500-1)
CIRCLING	480-1 460 (500-1)	520-1 500 (500-1)	520-1½ 500 (500-1½)	640-2 620 (700-2)
DME MINIMUMS				
S-LOC 14	360-½ 348 (400-½)			360-¾ 348 (400-¾)
CIRCLING	480-1 460 (500-1)	520-1 500 (500-1)	520-1½ 500 (500-1½)	640-2 620 (700-2)

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

SE-3, 17 DEC 2009 to 14 JAN 2010

LOM PF	APP CRS	Rwy Idg	6308
278	143°	TDZE	12
		Apt Elev	20

NDB RWY 14

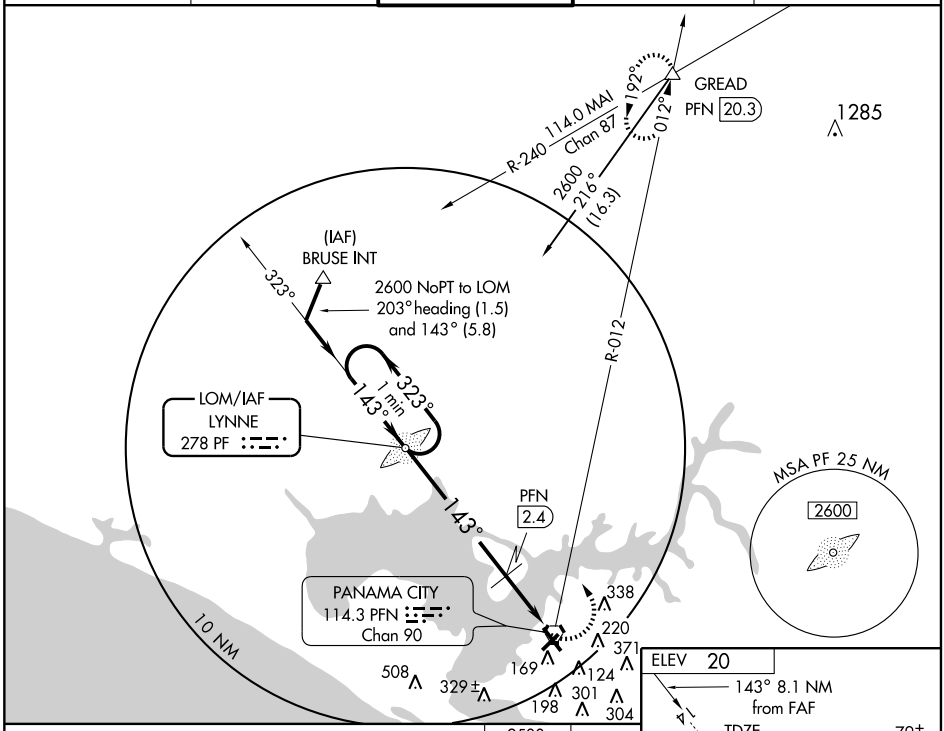
PANAMA CITY-BAY COUNTY INTL (PFN)

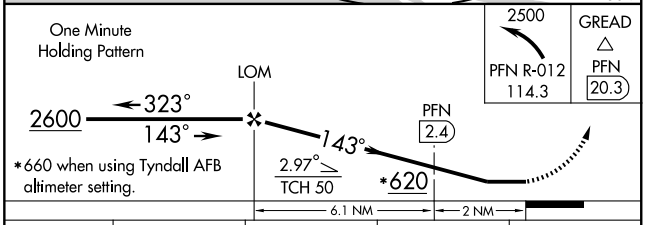
If local altimeter setting not received, use Tyndall AFB altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing left turn to 2500 via PFN R-012 to GREAD Int/PFN 20.3 DME and hold.

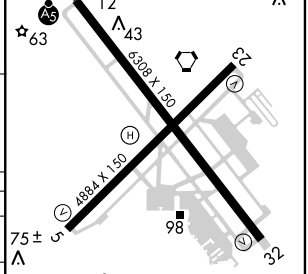
ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95





2500
PFN R-012
114.3

GREAD
PFN
20.3



CATEGORY	A	B	C	D
S-14	620-¾	608 (600-¾)	620-1¼ 608 (600-1¼)	620-1¾ 608 (600-1¾)
CIRCLING	620-1	600 (600-1)	620-1¾ 600 (600-1¾)	640-2 620 (700-2)
DME MINIMUMS				
S-14	520-¾	508 (500-¾)	520-1 508 (500-1)	520-1¼ 508 (500-1¼)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	640-2 620 (700-2)

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4884
045°	TDZE	13
	Apt Elev	20

RNAV (GPS) RWY 5

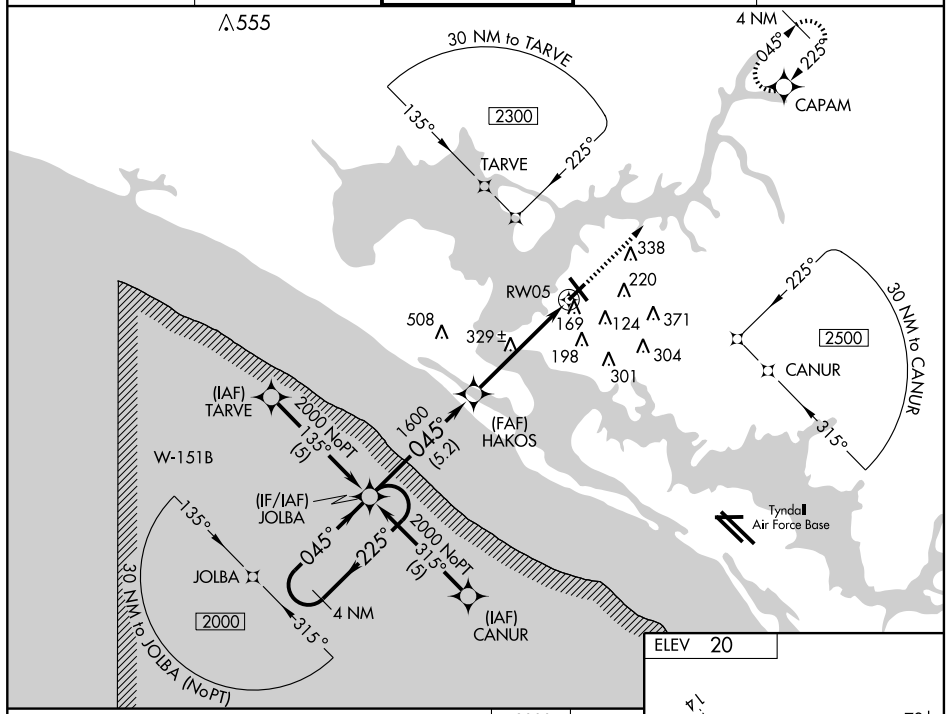
PANAMA CITY-BAY COUNTY INTL (PFN)

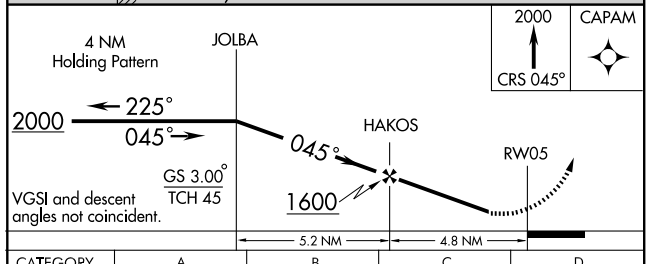
BARO-VNAV NA below-15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When local altimeter setting not received BARO-VNAV NA. If local altimeter setting not received, use Tyndall AFB altimeter setting and increase all MDAs 40 feet.

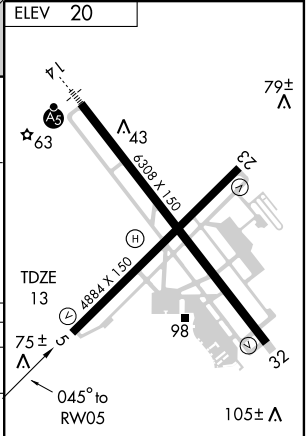
NA

MISSED APPROACH: Climb to 2000 via 045° course to CAPAM WP and hold.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1½ 407 (400-1½)			
LNAV MDA	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)
CIRCLING	640-1½ 620 (700-1½)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6308
CH 50116	142°	TDZE	12
W14A		Apt Elev	20

RNAV (GPS) RWY 14

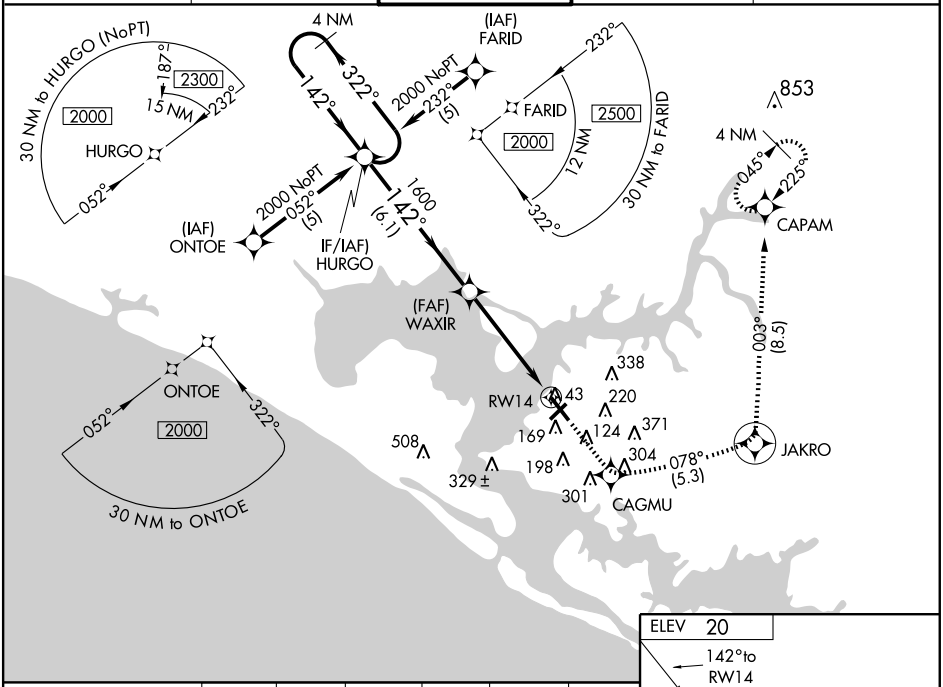
PANAMA CITY-BAY COUNTY INTL (PFN)

If local altimeter setting not received, use Tyndall AFB altimeter setting and increase LPV DA to 290 feet; increase LNAV/VNAV DA and all MDAs 40 feet. VDP and Baro-VNAV NA when using Tyndall AFB altimeter setting. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to 1, increase LNAV/VNAV Cat D visibility to 1.

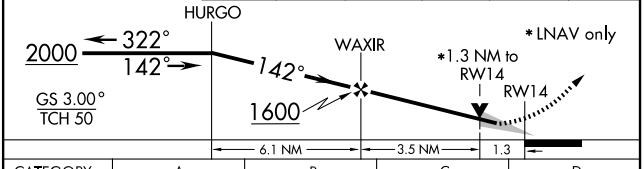
MALSR

MISSED APPROACH: Climb to 2100 direct CAGMU and via 078° track to JAKRO and via 003° track to CAPAM WP and hold.

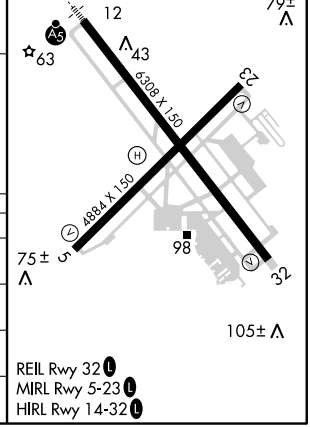
ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95



4 NM Holding Pattern	2100	CAGMU	TRK 078°	JAKRO	TRK 003°	CAPAM



CATEGORY	A	B	C	D
LPV DA	270-½ 258 (300-½)			
LNAV/VNAV DA	320-½ 308 (300-½)			320-¾ 308 (300-¾)
LNAV MDA	480-½ 468 (500-½)		480-¾ 468 (500-¾)	480-1 468 (500-1)
CIRCLING	480-1 460 (500-1)	580-1 560 (600-1)	580-1½ 560 (600-1½)	640-2 620 (700-2)



SE-3, 17 DEC 2009 to 14 JAN 2010

PANAMA CITY, FLORIDA AL-695 (FAA)

APP CRS	Rwy Idg	4884
225°	TDZE	14
	Apt Elev	20

RNAV (GPS) RWY 23

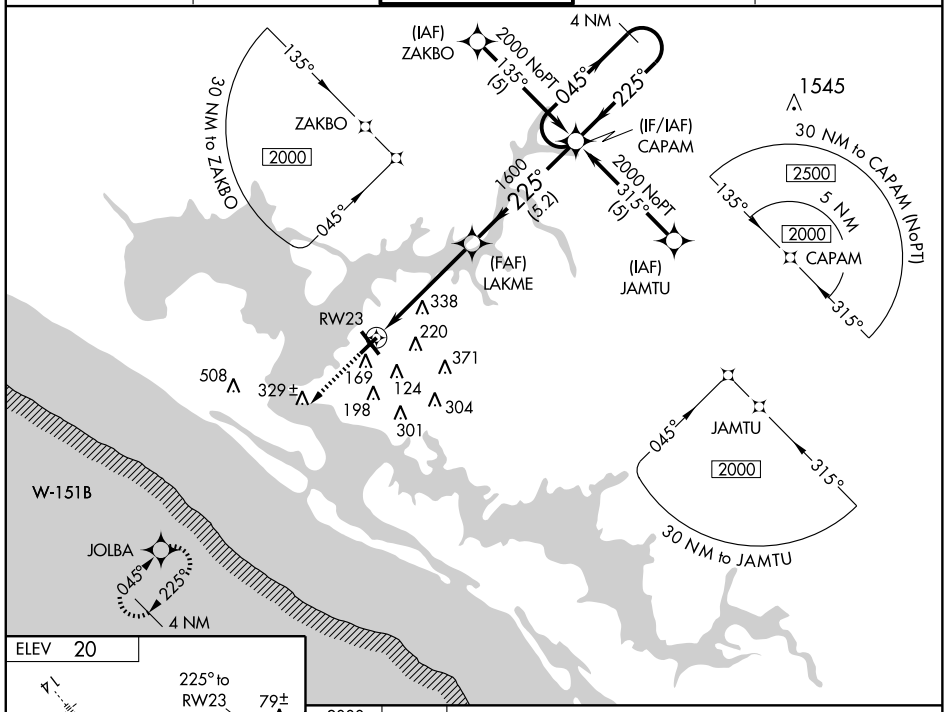
PANAMA CITY-BAY COUNTY INTL (PFN)

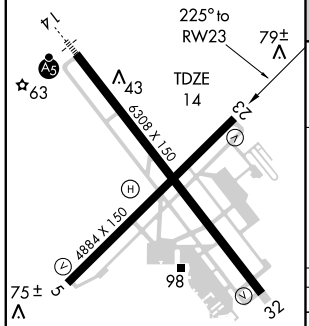
T
NA

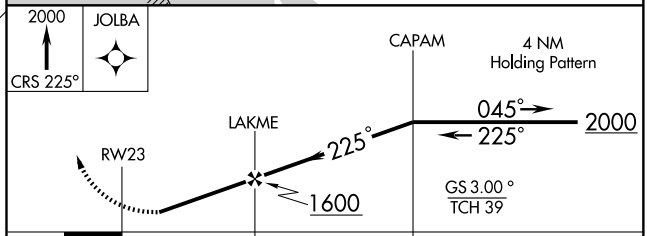
Baro-VNAV NA below -15°C (5°F). GPS or RNP -0.3 Required. DME/DME RNP -0.3 NA. When local altimeter setting not received Baro-VNAV NA. If local altimeter setting not received use Tyndall AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 via 225° course to JOLBA WP and hold.

ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	600-2 586 (600-2)			
LNAV MDA	600-1 586 (600-1)		600-1½ 586 (600-1½)	600-1¾ 586 (600-1¾)
CIRCLING	600-2 580 (600-2)			640-2 620 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6308
CH 56216	322°	TDZE	20
W32A		Apt Elev	20

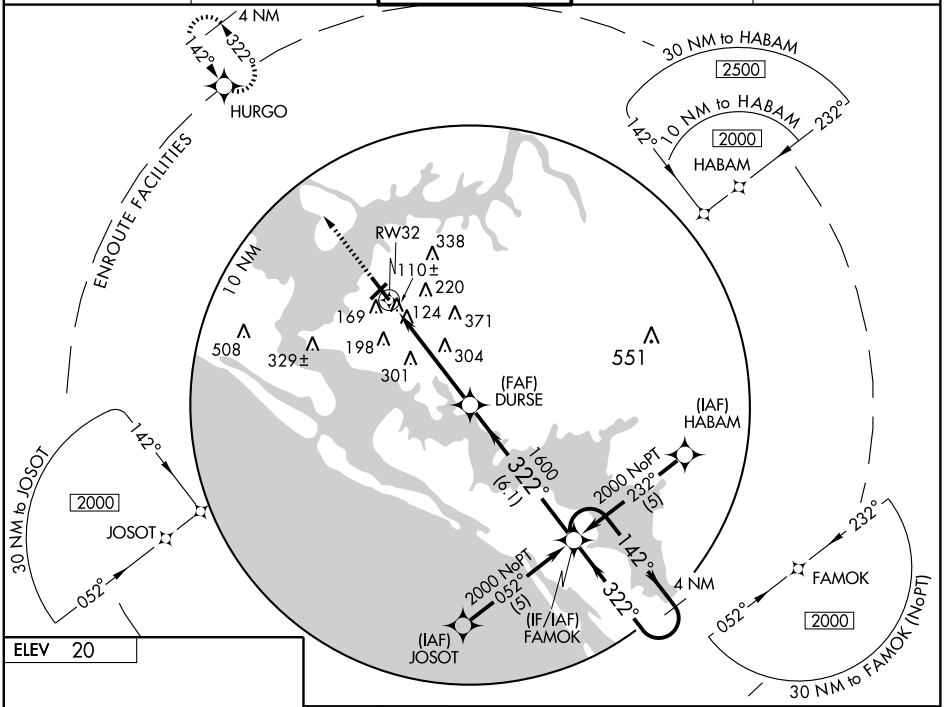
RNAV (GPS) RWY 32

PANAMA CITY-BAY COUNTY INTL (PFN)

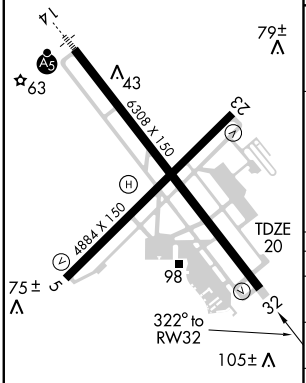
If local altimeter setting not received, use Tyndall AFB altimeter setting and increase LPV DA to 360 feet; increase LNAV/VNAV DA and all MDAs 40 feet.
Baro-VNAV NA when using Tyndall AFB altimeter setting. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct HURGO and hold.

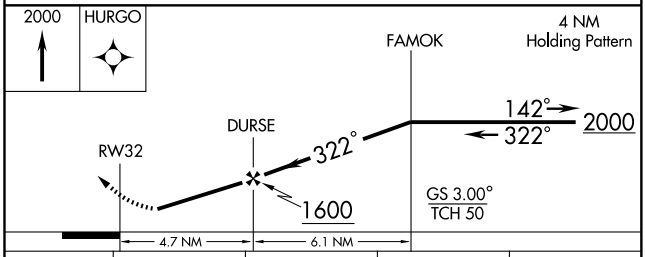
ATIS	TYNDALL APP CON★	PANAMA CITY TOWER★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95



ELEV 20



REIL Rwy 32 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	340-1 320 (400-1)			
LNAV/VNAV DA	520-1¾ 500 (500-1¾)			
LNAV MDA	620-1 600 (600-1)		620-1½ 600 (600-1½)	620-1¾ 600 (600-1¾)
CIRCLING	620-1¾ 600 (600-1¾)			640-2 620 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC PFN 114.3 Chan 90	APP CRS 239°	Rwy Idg N/A TDZE N/A Apt Elev 20

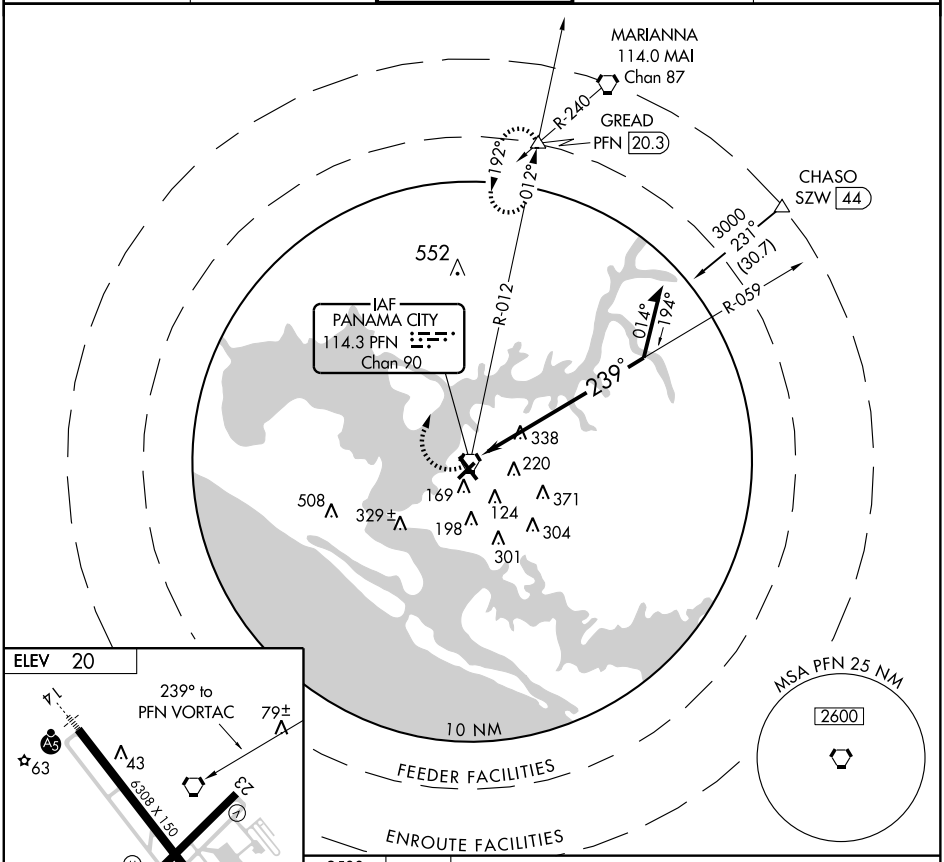
VOR or TACAN-A

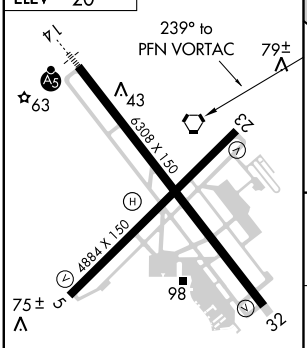
PANAMA CITY-BAY COUNTY INTL (PFN)

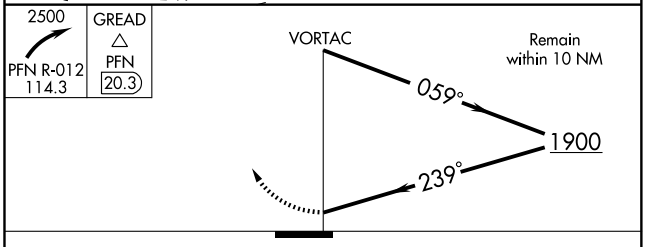
If local altimeter setting not received, use Tyndall AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2500 via PFN R-012 to GREAD Int/PFN 20.3 DME and hold.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	700-1	680 (700-1)	700-2 680 (700-2)	700-2¼ 680 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PFN	APP CRS	Rwy Idg	6308
114.3	131°	TDZE	12
Chan 90		Apt Elev	20

VOR or TACAN RWY 14

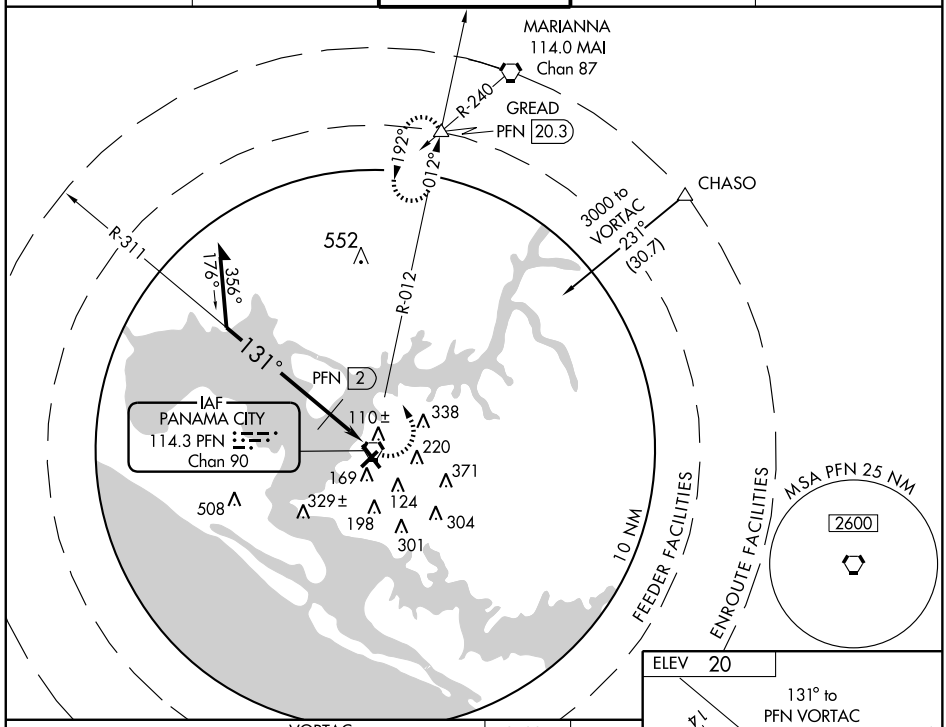
PANAMA CITY-BAY COUNTY INTL (PFN)

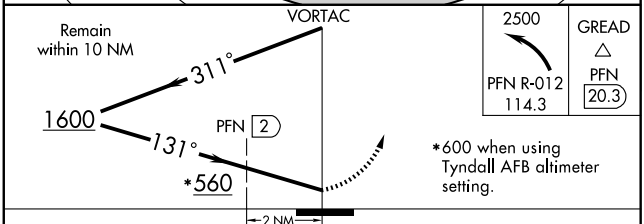
DME MINIMUMS: For inoperative MALSR, increase S-14 Cat D visibility to 1¼. If local altimeter setting not received, use Tyndall AFB altimeter setting and increase all MDAs 40 feet.

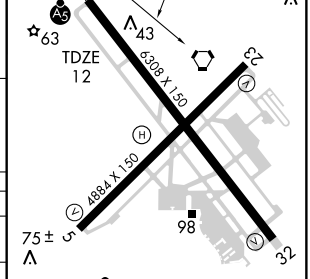
MALSR

MISSED APPROACH: Climbing left turn to 2500 via PFN R-012 to GREAD Int/PFN 20.3 DME and hold.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95







REIL Rwy 32 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S- 14	560-½ 548 (600-½)		560-1 548 (600-1)	560-1¼ 548 (600-1¼)
CIRCLING	560-1 540 (600-1)		560-1½ 540 (600-1½)	640-2 620 (700-2)
DME MINIMUMS				
S-14	420-½ 408 (400-½)		420-¾ 408 (400-¾)	420-1 408 (400-1)
CIRCLING	480-1 460 (500-1)	520-1 500 (500-1)	520-1½ 500 (500-1½)	640-2 620 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC PFN	APP CRS	Rwy Idg	6308
114.3	332°	TDZE	20
Chan 90		Apt Elev	20

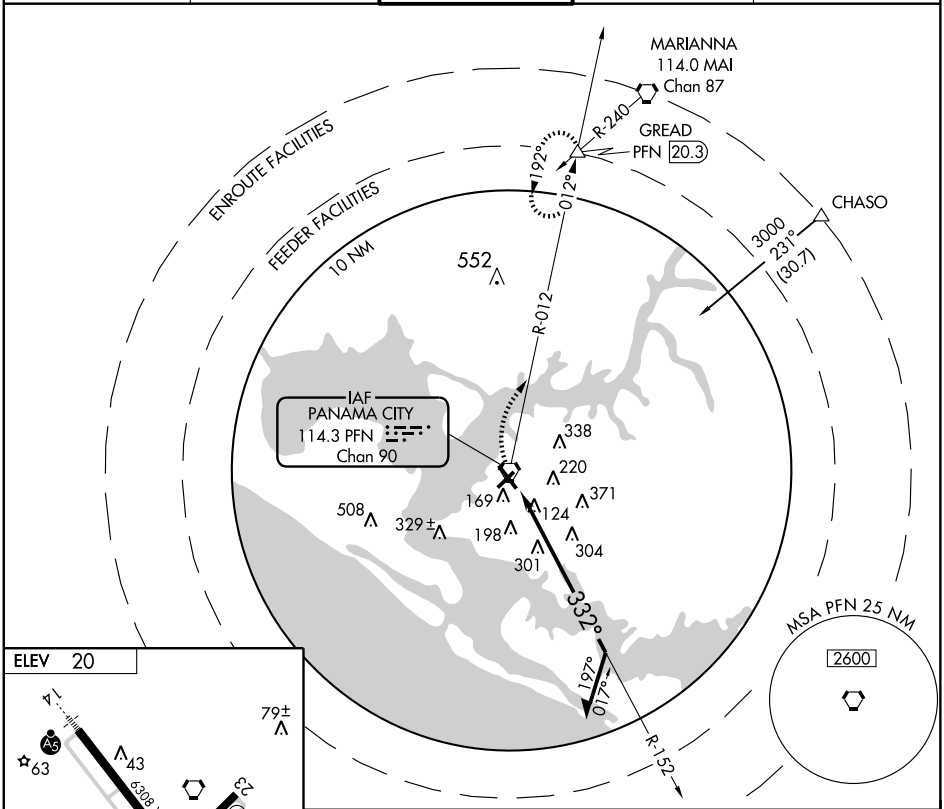
VOR or TACAN RWY 32

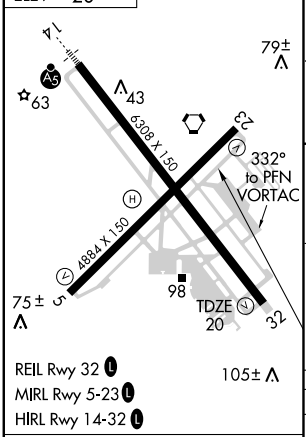
PANAMA CITY-BAY COUNTY INTL (PFN)

If local altimeter not received, use Tyndall AFB altimeter setting and increase all MDAs 40 feet.

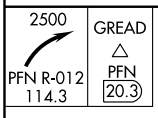
MISSED APPROACH: Climbing right turn to 2500 via PFN R-012 to GREAD Int/PFN 20.3 DME and hold.

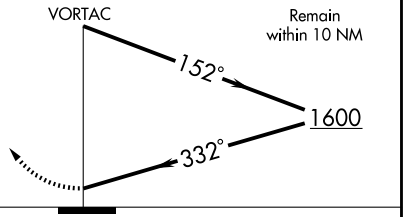
ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON	UNICOM
119.975	124.15 341.7	120.5 (CTAF) L 269.0	121.65	122.95





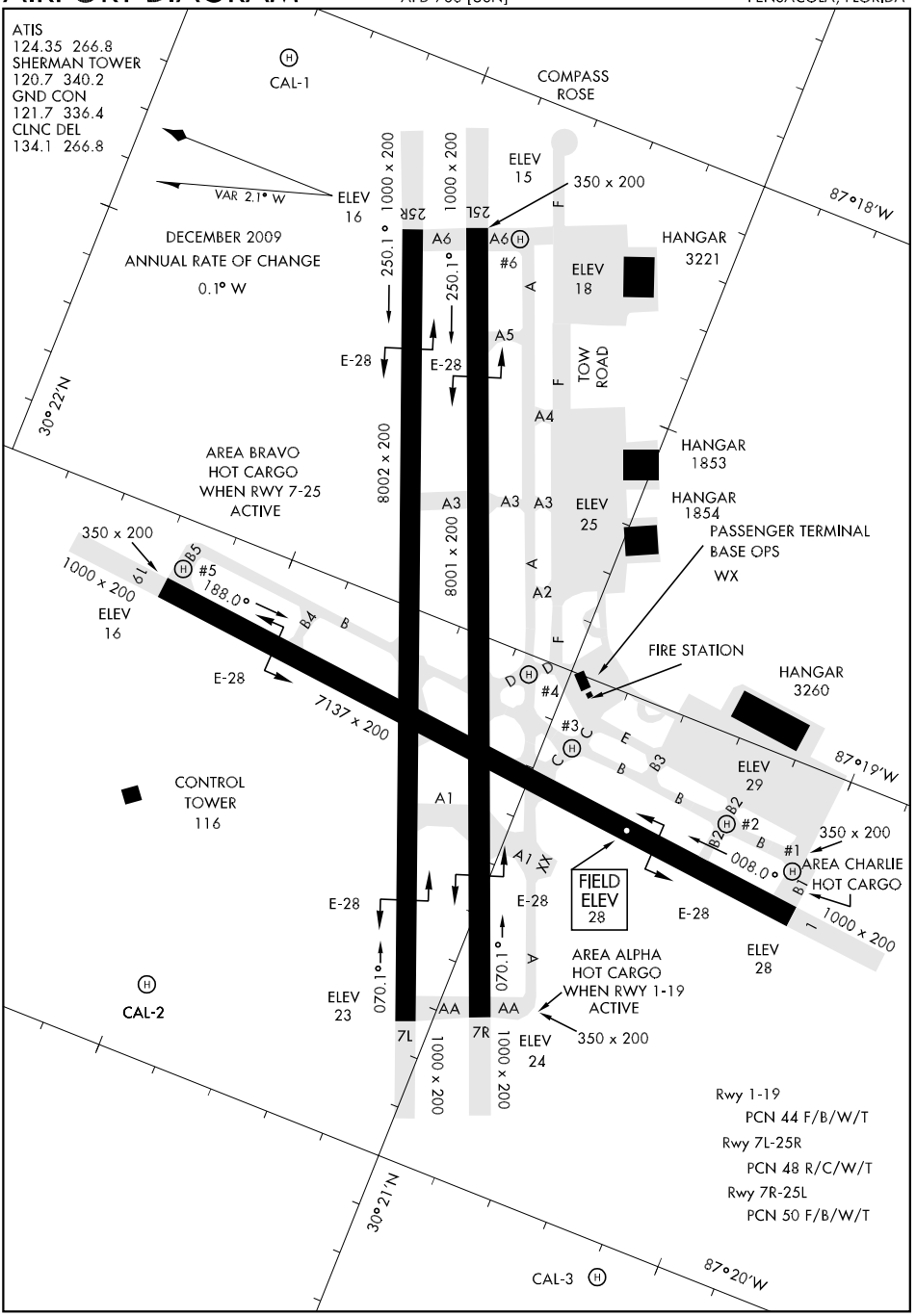
Knots	60	90	120	150	180
Min:Sec					





CATEGORY	A	B	C	D
S-32	660-1	640 (700-1)	660-1¾ 640 (700-1¾)	660-2 640 (700-2)
CIRCLING	660-1	640 (700-1)	660-1¾ 640 (700-1¾)	660-2 640 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

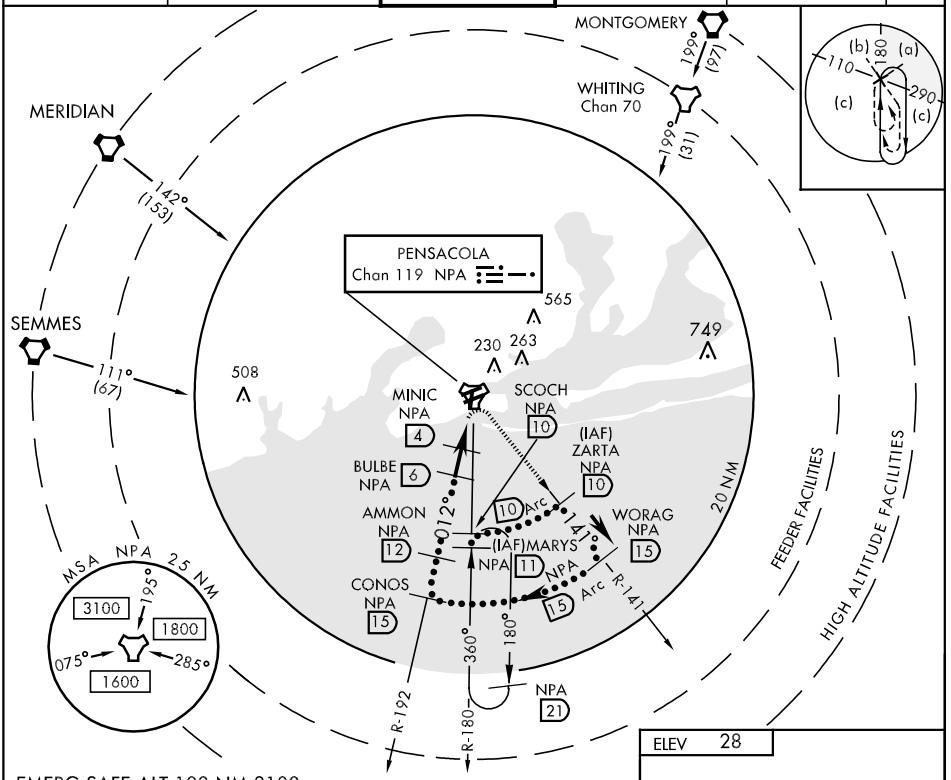
HI-TACAN RWY 1

TACAN NPA Chan 119	APCH CRS 012°	Rwy ldg 7137 TDZE 28 Arpt Elev 28

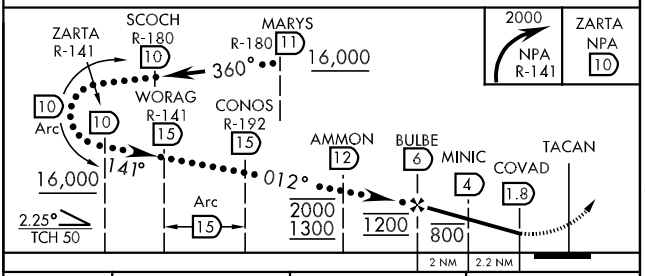
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing right turn to 2000 via NPA TACAN R-141 to ZARTA, NPA R-141/10 DME.

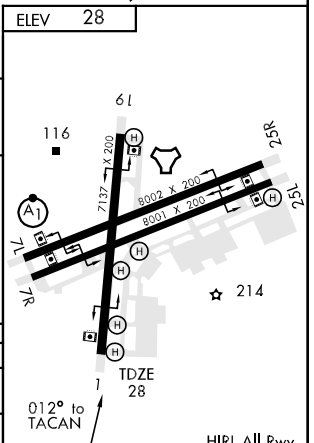
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-1	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



HI-TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8002 TDZE 23 Arpt Elev 28

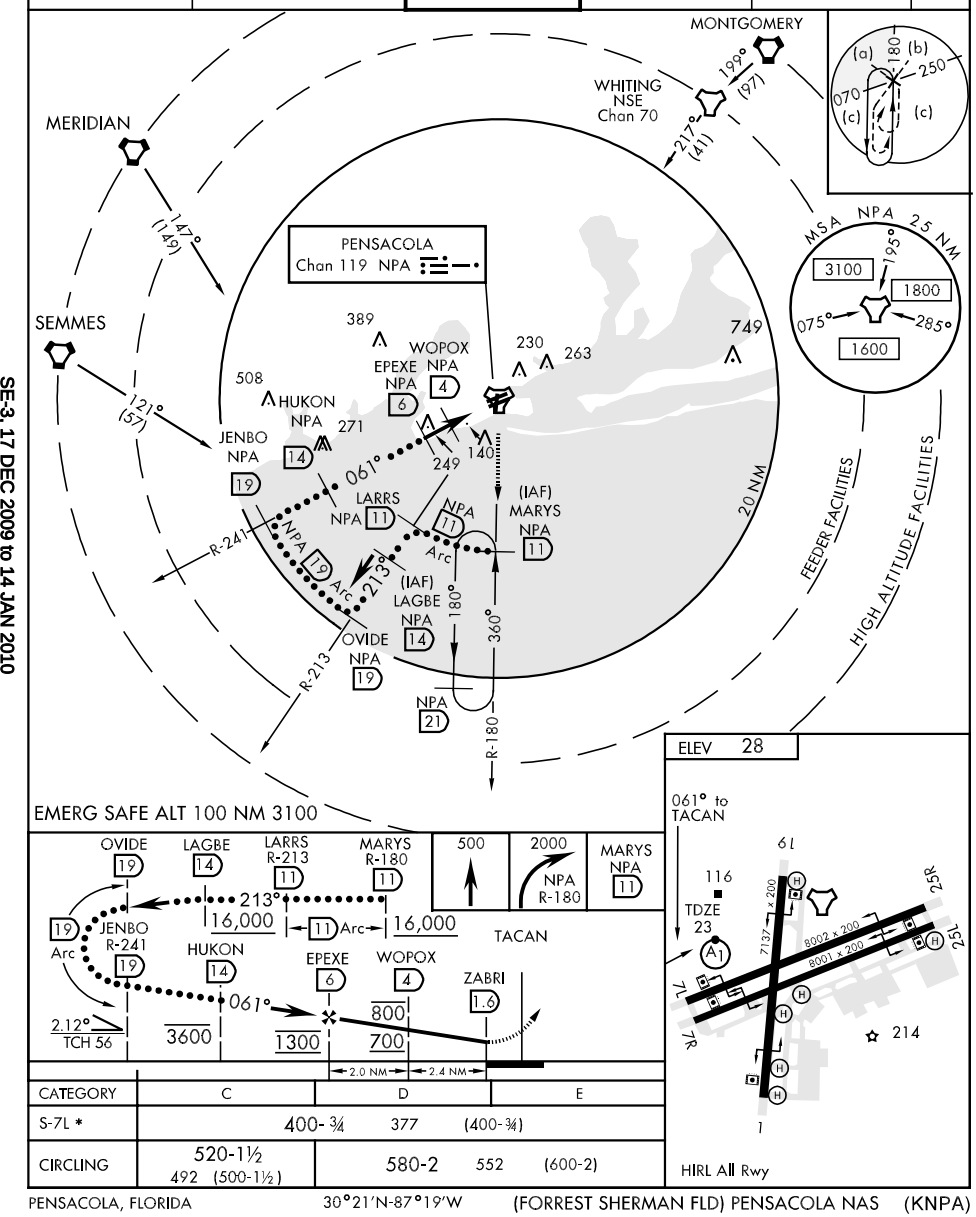
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	C	D	E
S-7L *	400- ¾ 377 (400- ¾)		
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

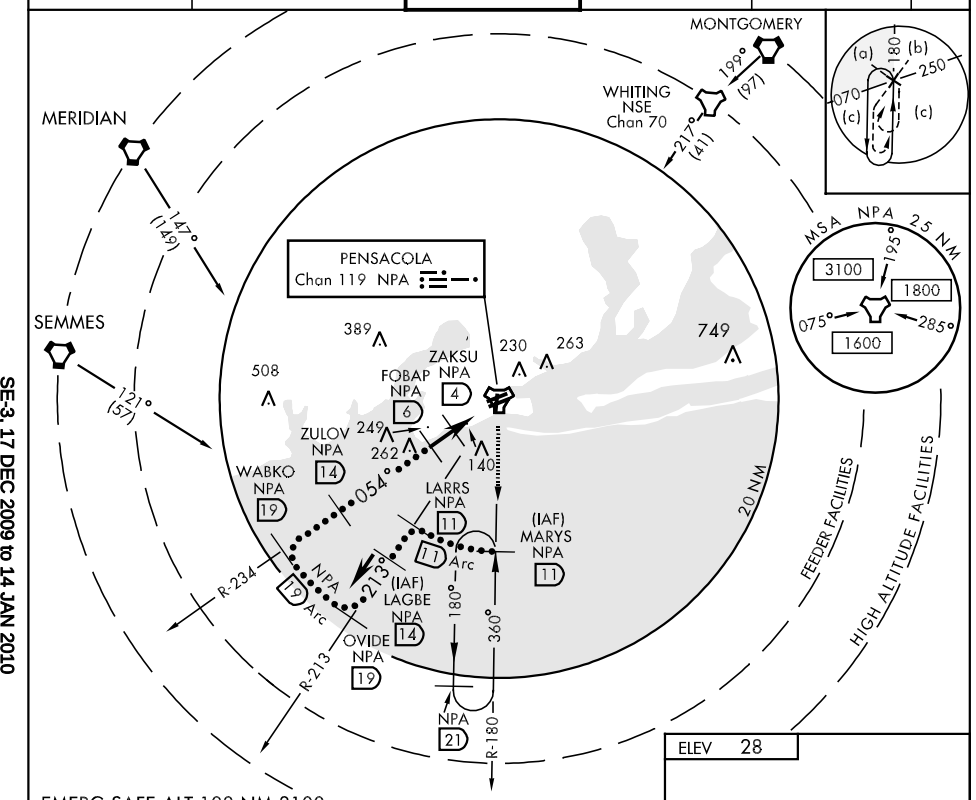
HI-TACAN RWY 7R

TACAN NPA Chan 119	APCH CRS 054°	Rwy ldg 8001 TDZE 25 Arpt Elev 28

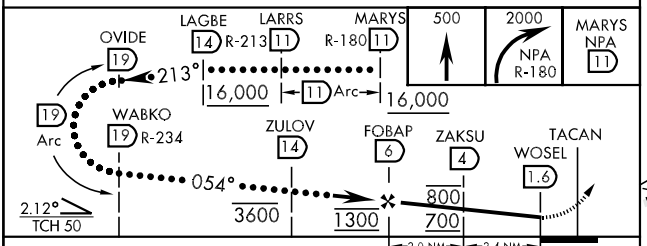
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

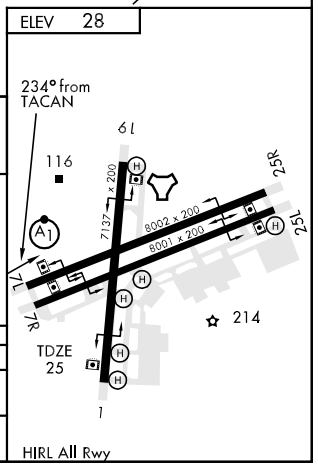
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-7R	400-1 375 (400-1)	400-1¼	375 (400-1¼)
CIRCLING	520-1½ 492 (500-1½)	580-2	552 (600-2)



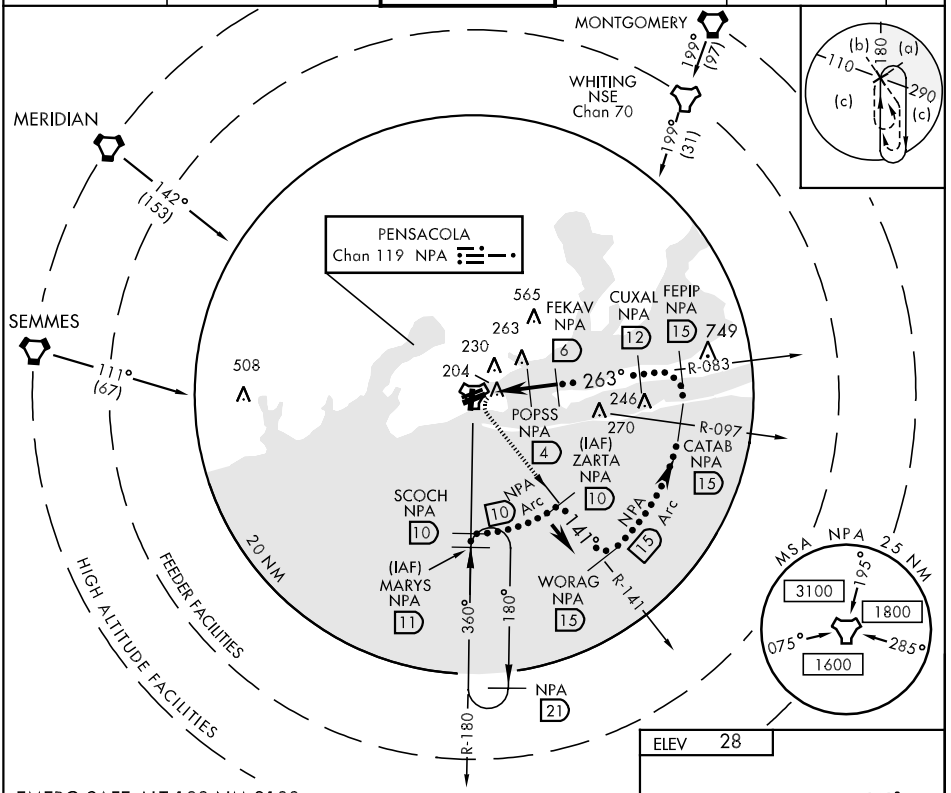
HI-TACAN RWY 25L

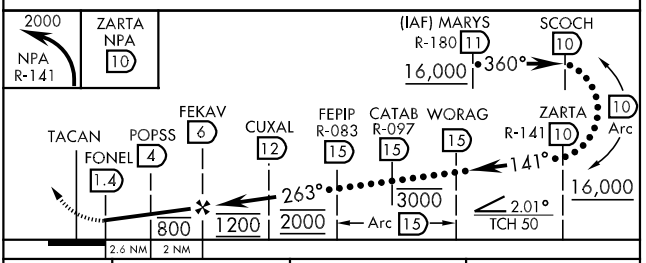
TACAN NPA Chan 119	APCH CRS 263°	Rwy Idg 8001 TDZE 22 Arpt Elev 28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

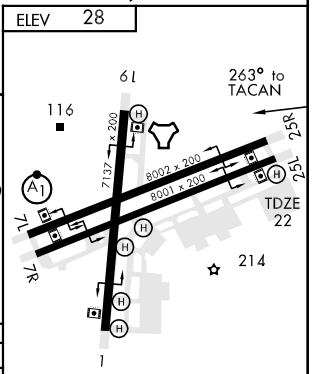
MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	C	D	E
S-25L	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



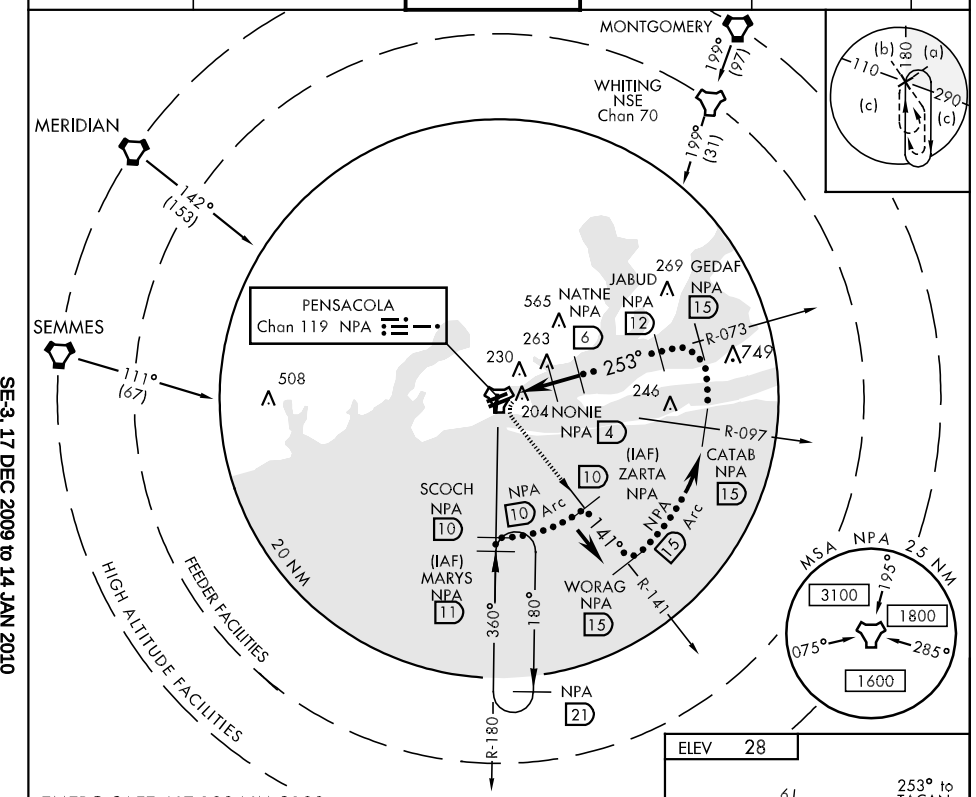
HI-TACAN RWY 25R

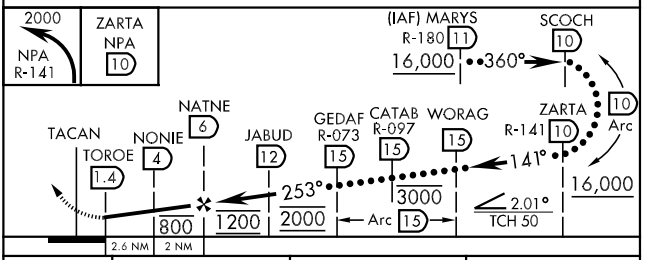
TACAN NPA Chan 119	APCH CRS 253°	Rwy ldg 8002 TDZE 21 Arpt Elev 28

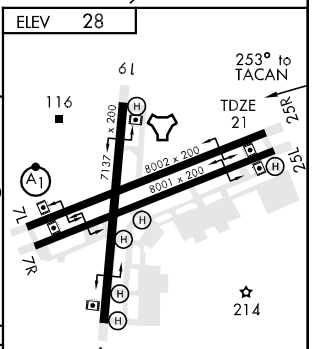
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	C	D	E
S-25R	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

SE-3, 17 DEC 2009 to 14 JAN 2010

HI-VOR RWY 19

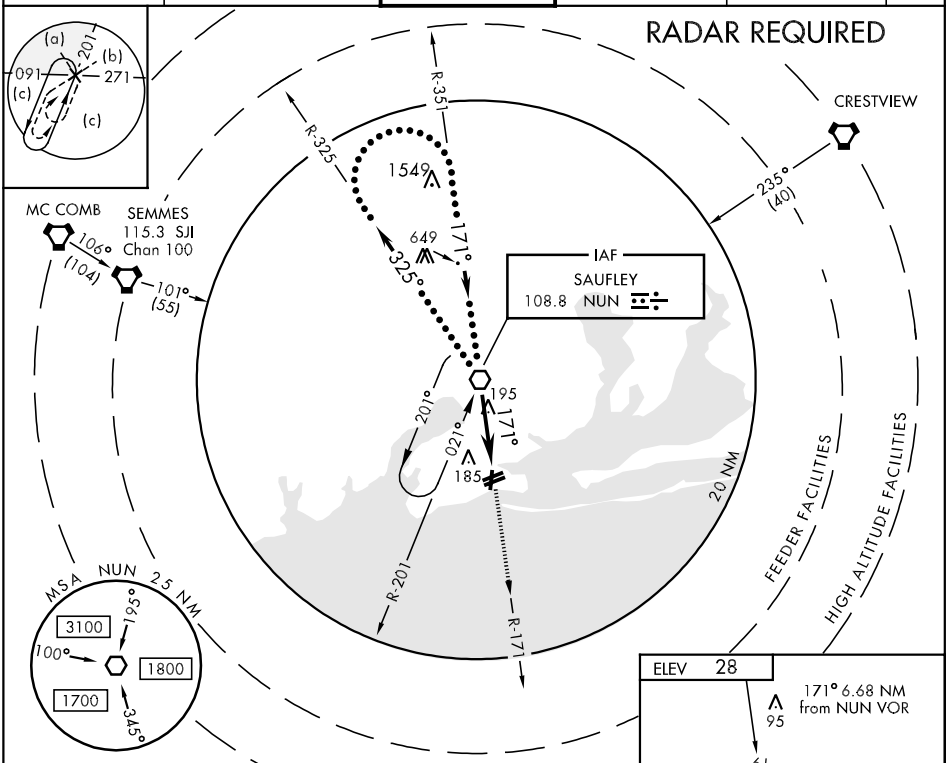
VOR NUN 108.8	APCH CRS 171°	Rwy ldg 7137 TDZE 22 Arpt Elev 28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

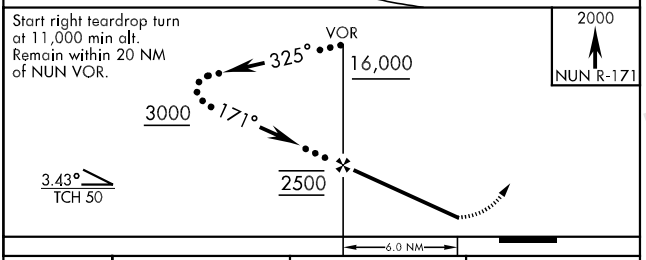
Procedure not available when Pensacola South Military Operating Area (MOA) is active.

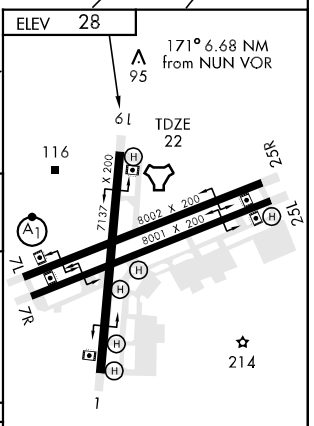
MISSED APPROACH: Climb to 2000 via NUN R-171.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-19	480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

FAF to MAP 6.0 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

SE-3, 17 DEC 2009 to 14 JAN 2010

ILS Y or RNAV (GPS) RWY 7L

LOC I-NPA	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-736 [USN]
109.3	069°	8002 / 23 / 28	

PENSACOLA NAS (FORRESTAL SHERMAN FLD) (KNPA)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

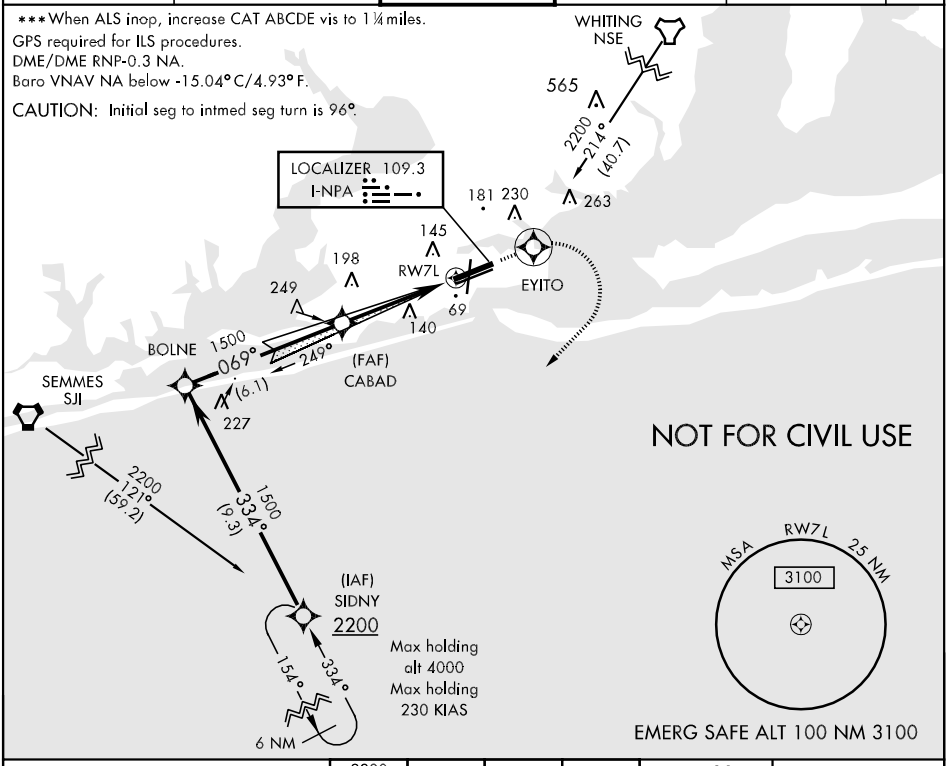
ALSF-1

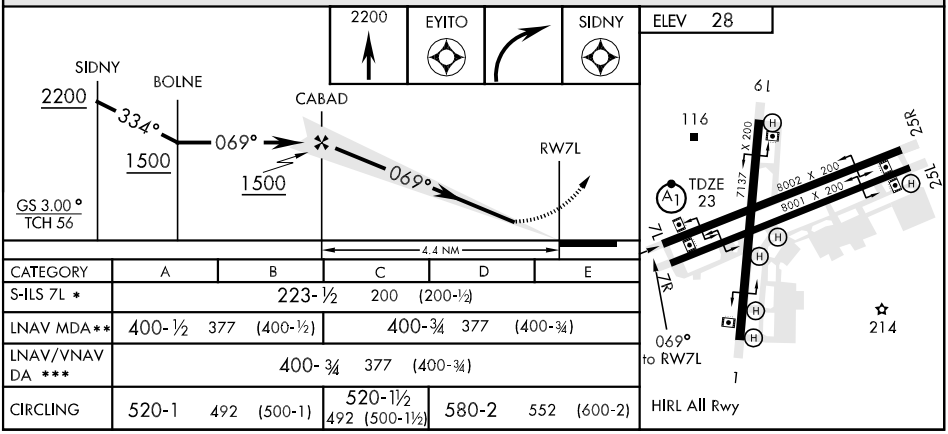
MISSED APPROACH: Climb to 2200 direct EYITO, then turn right direct SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

***When ALS inop, increase CAT ABCDE vis to 1¼ miles.
GPS required for ILS procedures.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -15.04° C/4.93° F.

CAUTION: Initial seg to intmed seg turn is 96°.





CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½ 200 (200-½)				
LNAV MDA**	400-½ 377 (400-½)		400-¾ 377 (400-¾)		
LNAV/VNAV DA ***	400-¾ 377 (400-¾)				
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

ILS Z or LOC/DME RWY 7L

AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

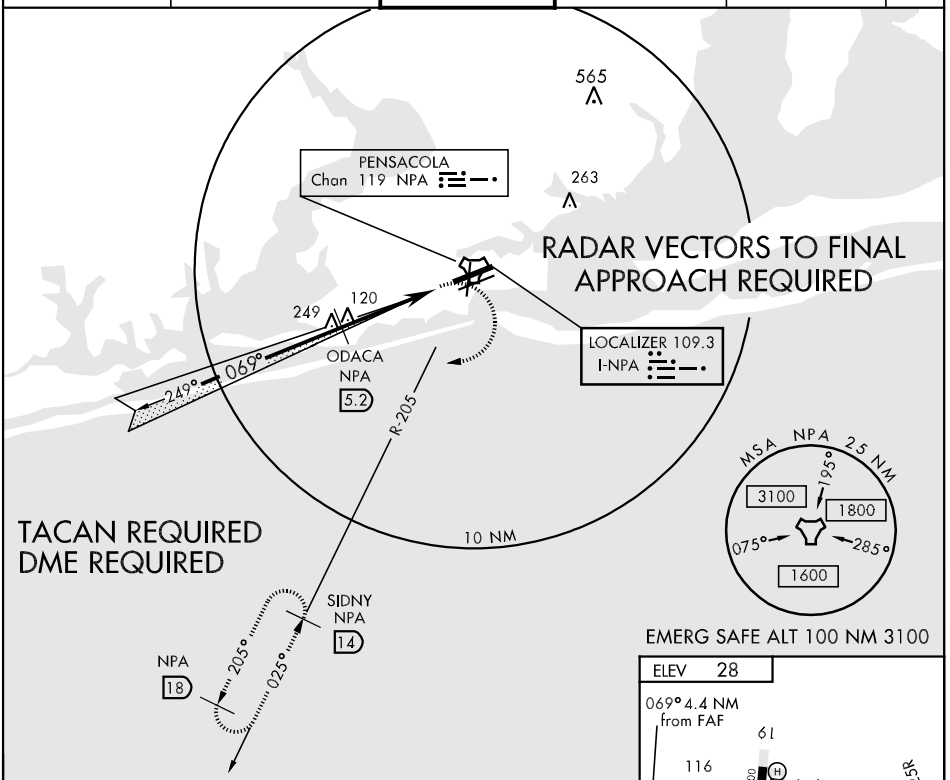
LOC I-NPA	APCH CRS	Rwy Idg / TDZE / Arpt Elev
109.3	069°	8002 / 23 / 28

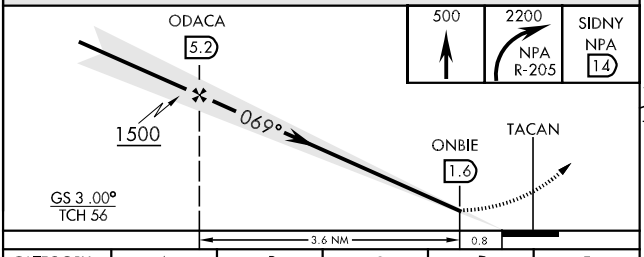
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT DE vis to 1¼ miles.

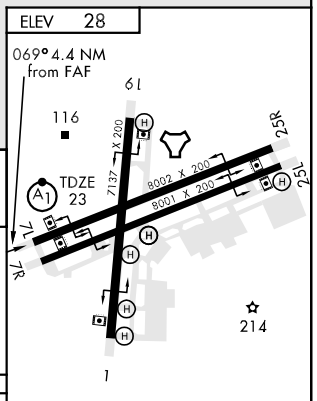
ALSF-1

MISSED APPROACH: Climb to 500. Then climbing right turn to 2200 via NPA R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
S-ILS 7L *	223- ½		200 (200-½)		
S-LOC/DME 7L **	380- ½ 357 (400-½)		380- ¾ 357 (400-¾)		
CIRCLING	520-1 492 (500-1)		520-1½ 492(500-1½)	580-2 552 (600-2)	

FAF to MAP 3 .6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

RNAV (GPS) RWY 7

APCH CRS	Rwy Idg	7137
007 °	TDZE	28
	Arpt Elev	28

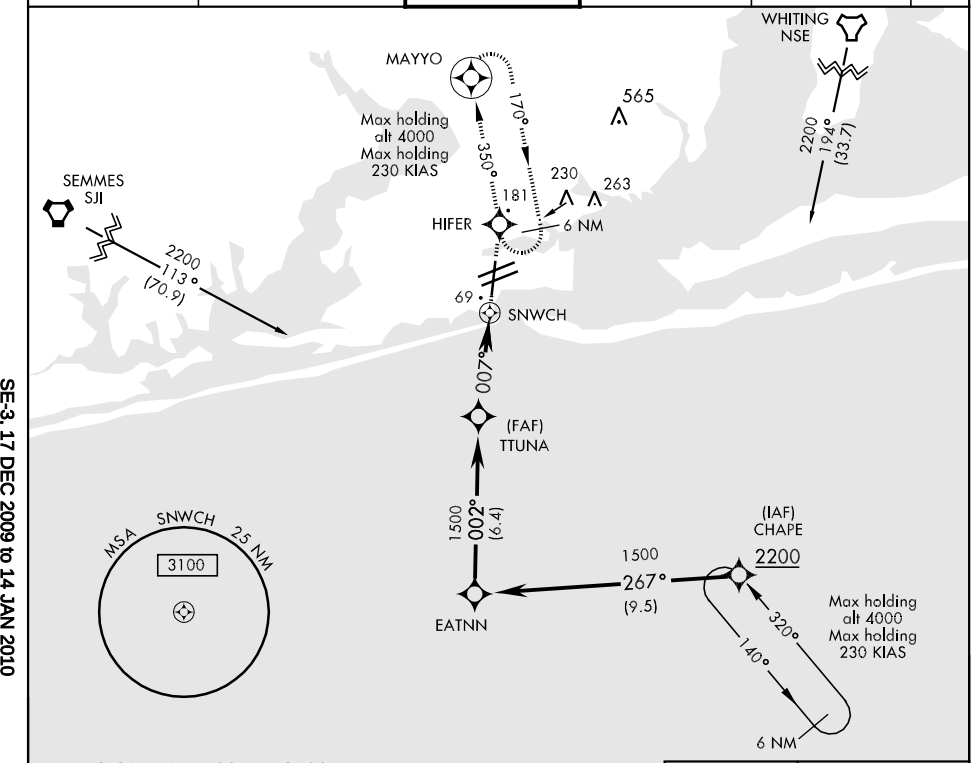
AL-736 [USN]

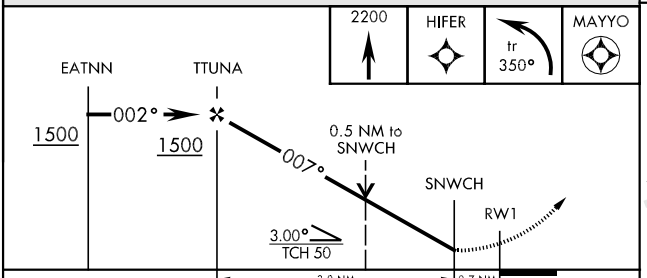
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

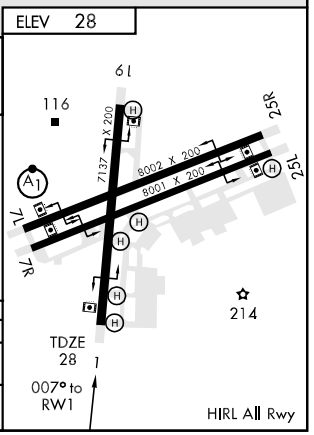
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct HIFER then via track 350° to MAYYO and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	7137
187°	TDZE	22
	Arpt Elev	28

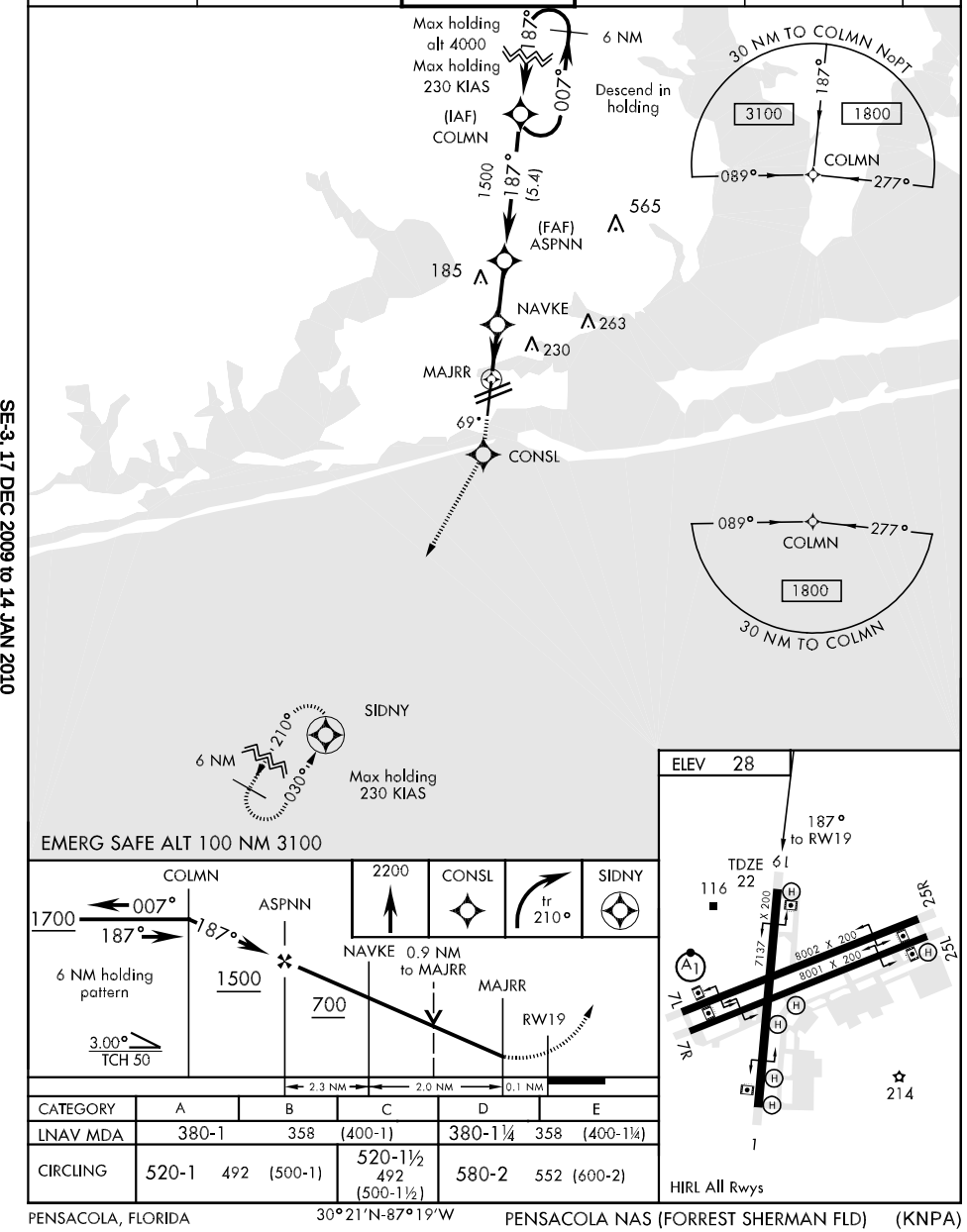
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

CAUTION: CAT CDE intmed seg len 5.4 NM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct CONSL, then turn right via track 210° to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D	E
LNAV MDA	380-1	358 (400-1)		380-1¼	358 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

RNAV (GPS) RWY 25R

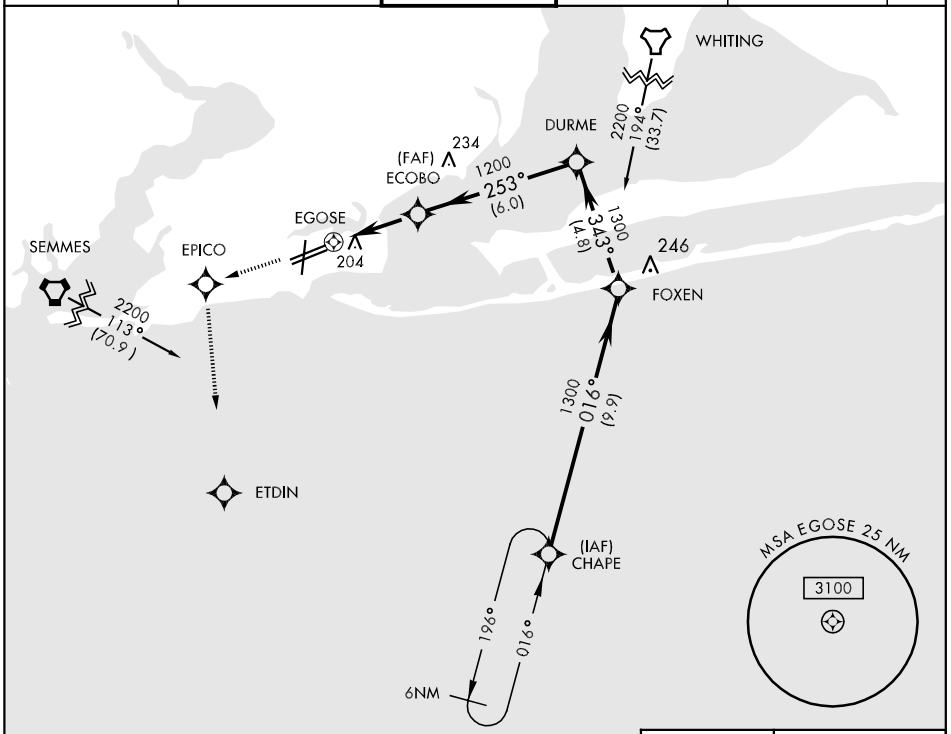
APCH CRS	Rwy ldg	8002
253°	TDZE	21
	Arpt Elev	28

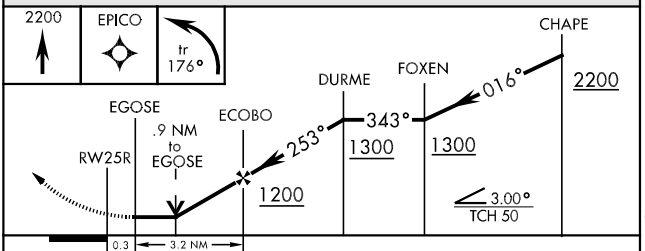
AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

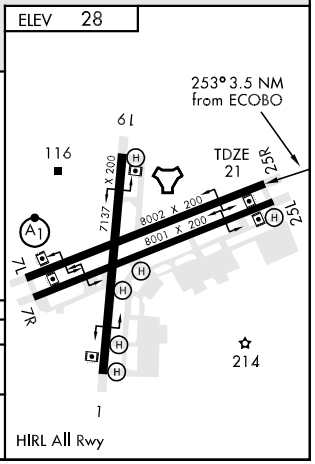
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICO. Then via track 176° to ETDIN. Then via track 102° to CHAPE and hold. Max missed approach speed 265 KIAS.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







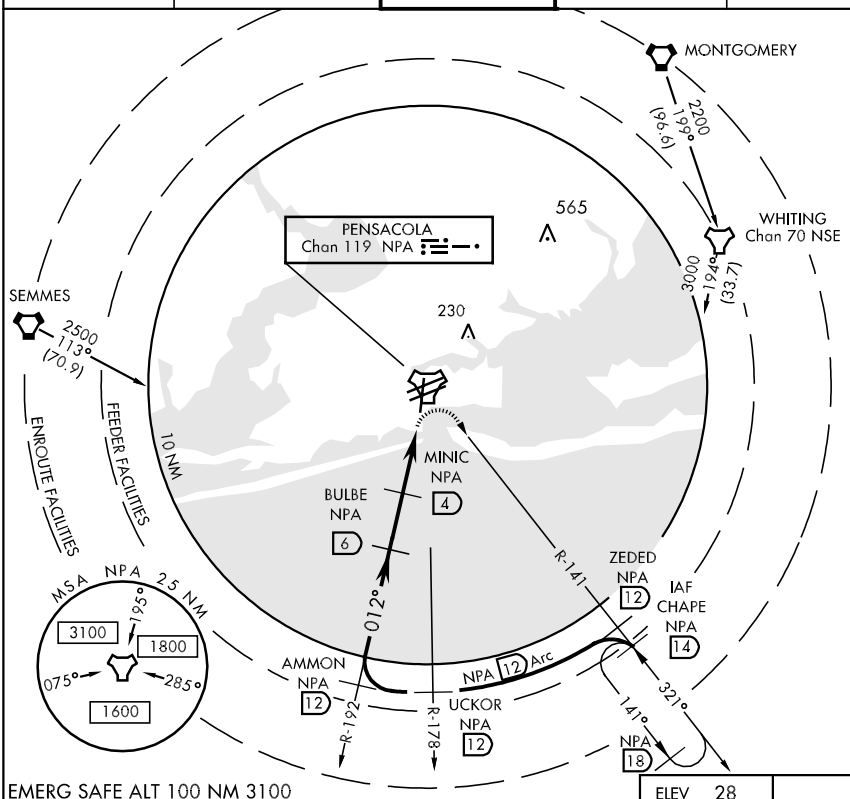
CATEGORY	A	B	C	D	E
LNAV MDA	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

TACAN RWY 1

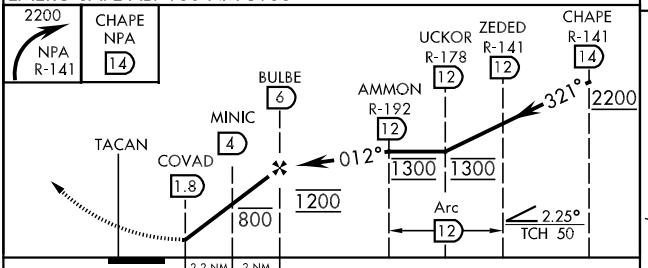
TACAN NPA Chan 119	APCH CRS 012°	Rwy ldg 7137 TDZE 28 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

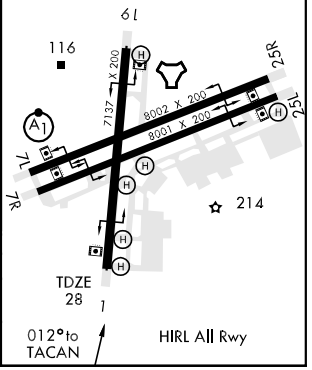
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



ELEV 28



CATEGORY	A		B	C	D
S-1	460-1	432	(500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

TACAN RWY 7L

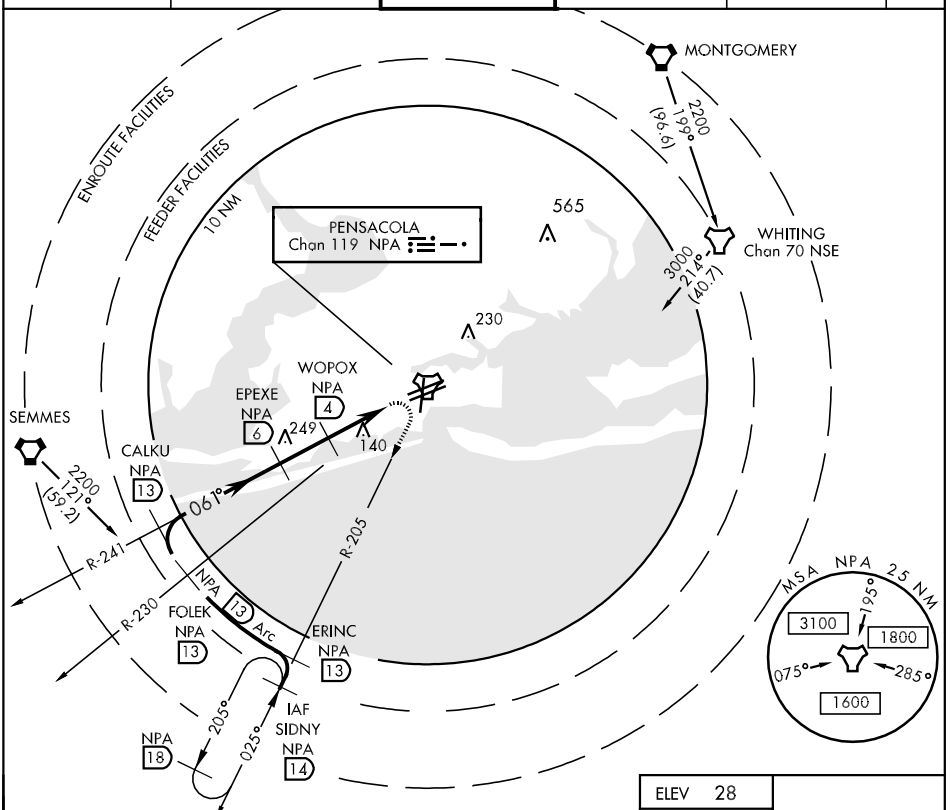
TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8002 TDZE 23 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



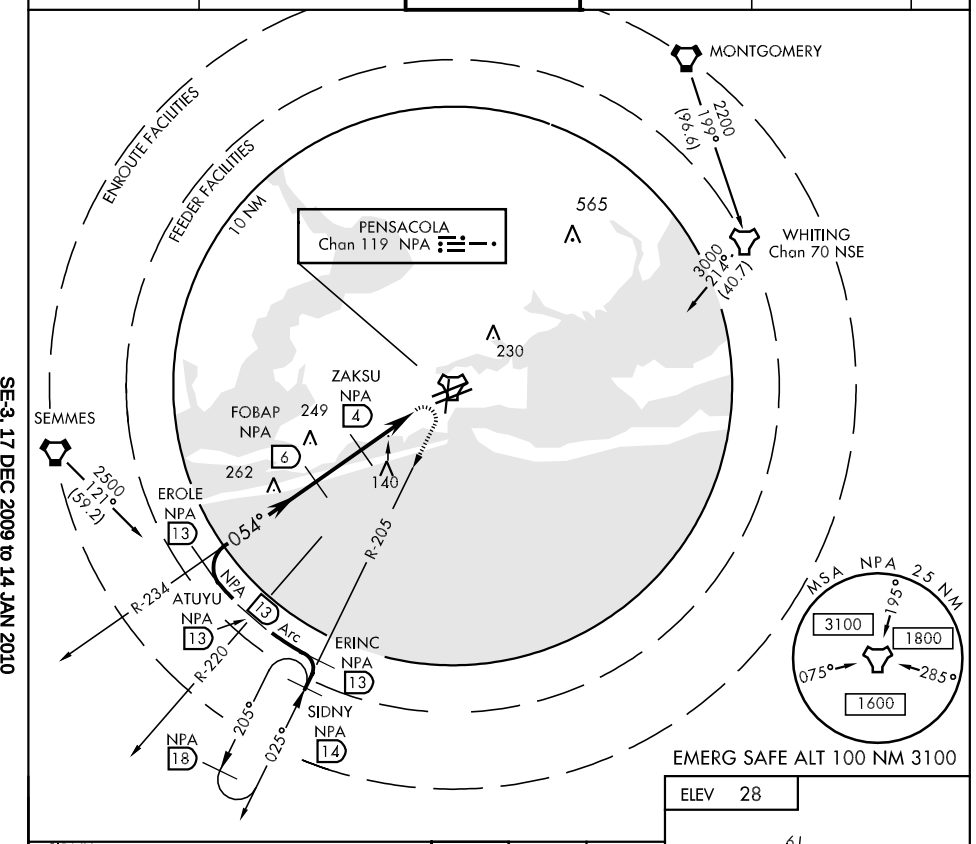
CATEGORY	A		B	C	D
S-7L *	400-½	377	(400-½)	400-¾ 377	(400-¾)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

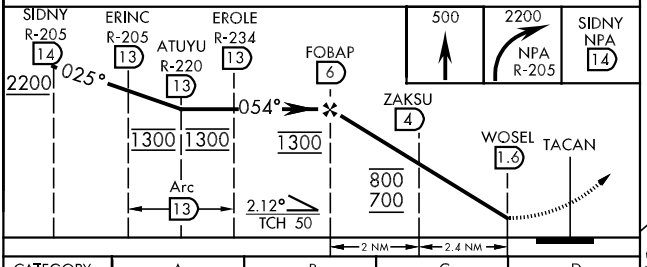
TACAN RWY 7R

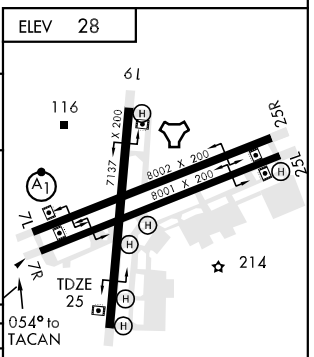
TACAN NPA Chan 119	APCH CRS 054°	Rwy ldg 8001 TDZE 25 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-7R	400-1	375 (400-1)		400-1¼ 375 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

HIRL All Rwy

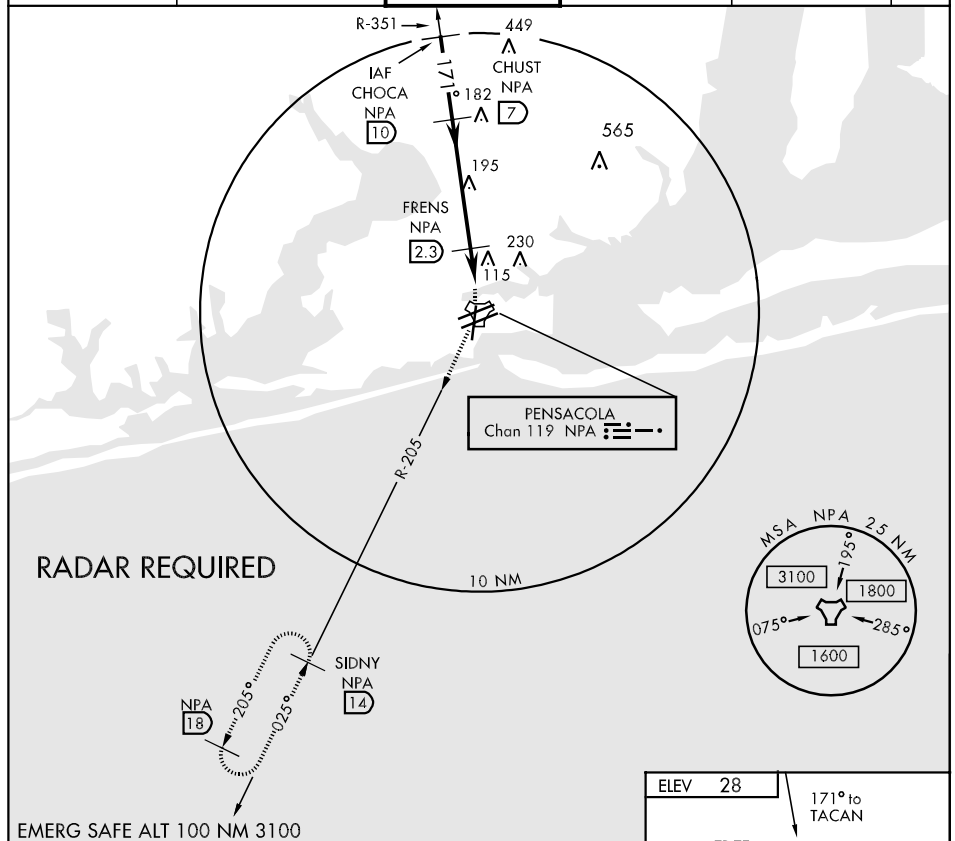
TACAN RWY 19

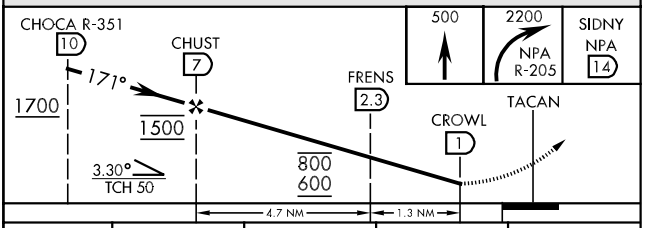
TACAN NPA Chan 119	APCH CRS 171°	Rwy ldg 7137 TDZE 22 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

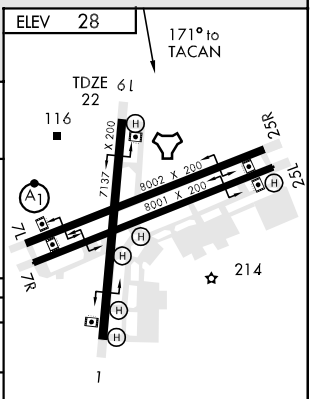
CAUTION: Intmed seg len is 3.0 NM.

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-19	380-1	358	(400-1)	380-1¼ 358 (400-1¼)
CIRCLING	520-1	492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

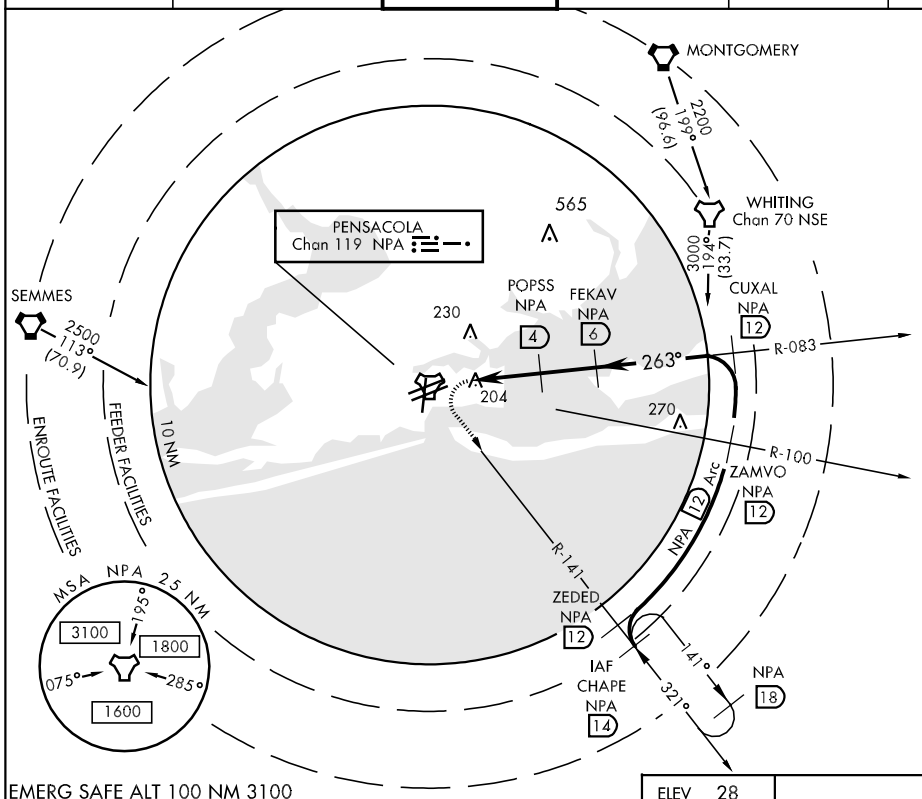
TACAN RWY 25L

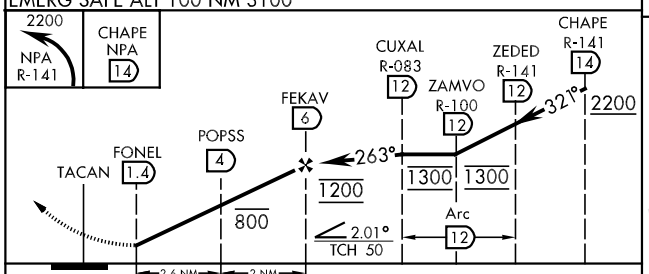
TACAN NPA Chan 119	APCH CRS 263°	Rwy Idg 8001 / TDZE 22 / Arpt Elev 28	AL-736 [USN]

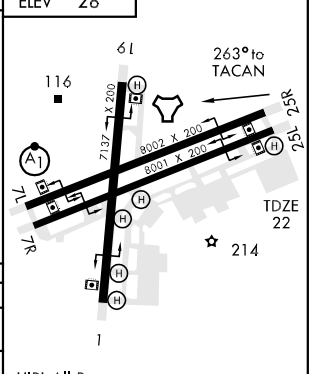
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A		B	C	D
S-25L	460-1	438	(500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

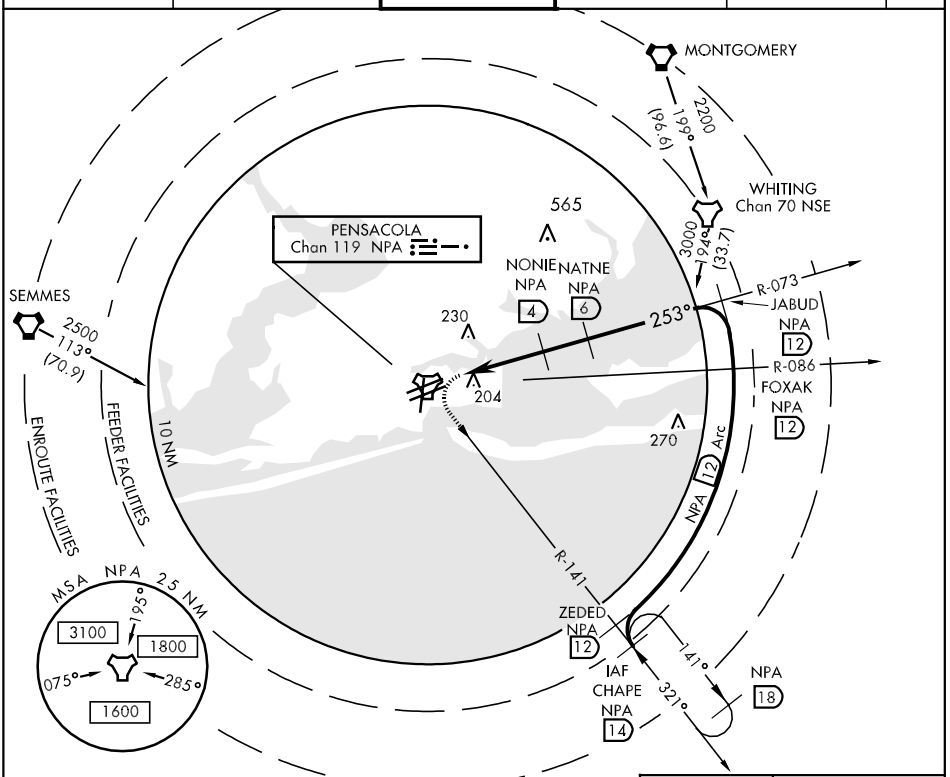
TACAN RWY 25R

TACAN NPA Chan 119	APCH CRS 253°	Rwy Idg 8002 / TDZE 21 / Arpt Elev 28	AL-736 [USN]

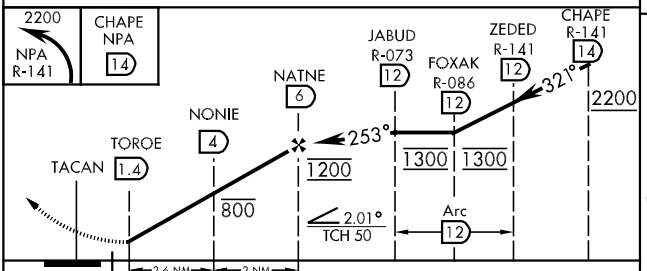
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

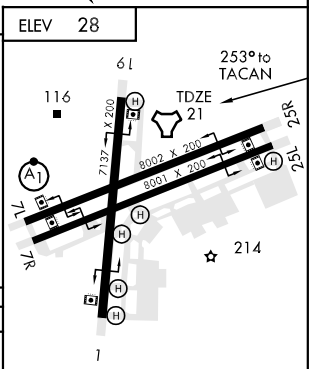
MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





HIRL All Rwy

CATEGORY	A		B	C	D
S-25R	460-1	439	(500-1)	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

VOR RWY 19

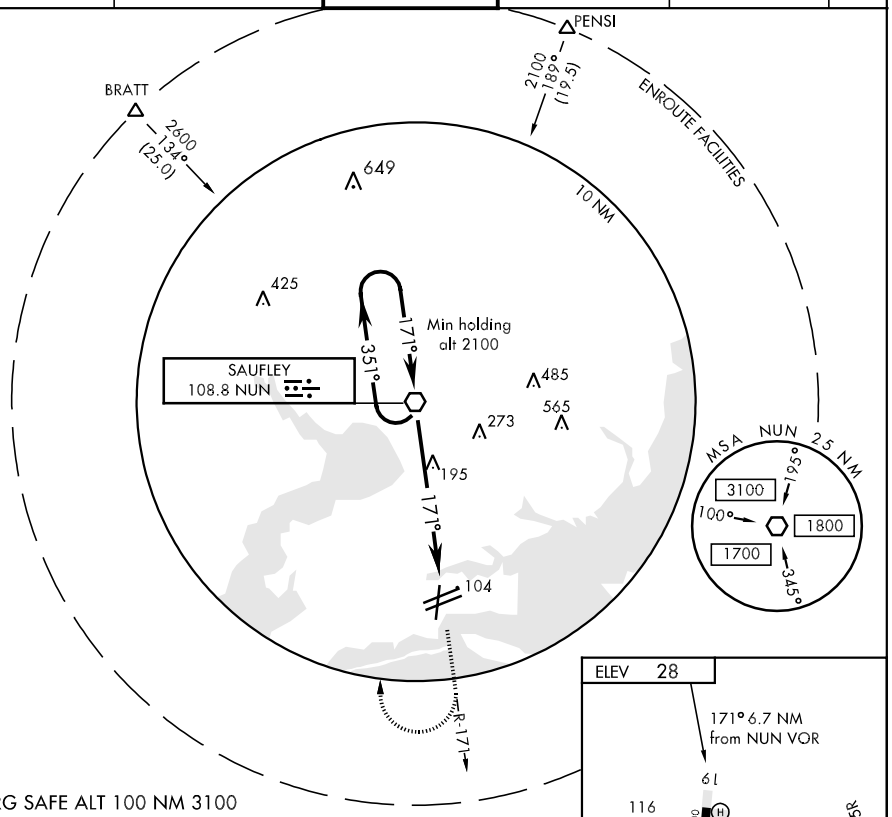
VOR NUN 108.8	APCH CRS 171°	Rwy Idg 7137 TDZE 22 Arpt Elev 28

AL-736 [USN]

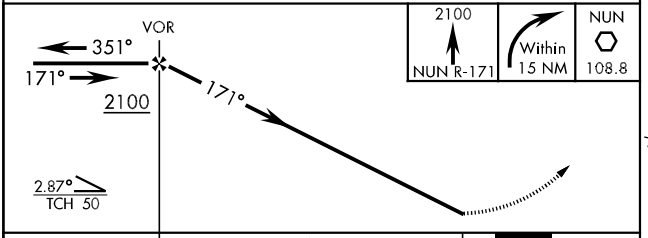
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

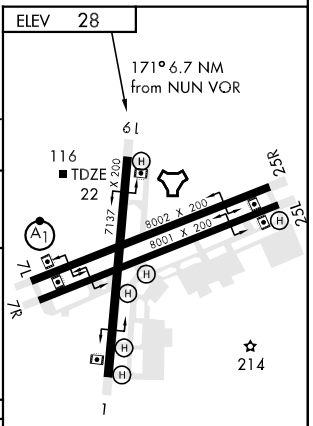
MISSED APPROACH: Climb to 2100 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN VOR.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
S-19	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

HIRL All Rwy

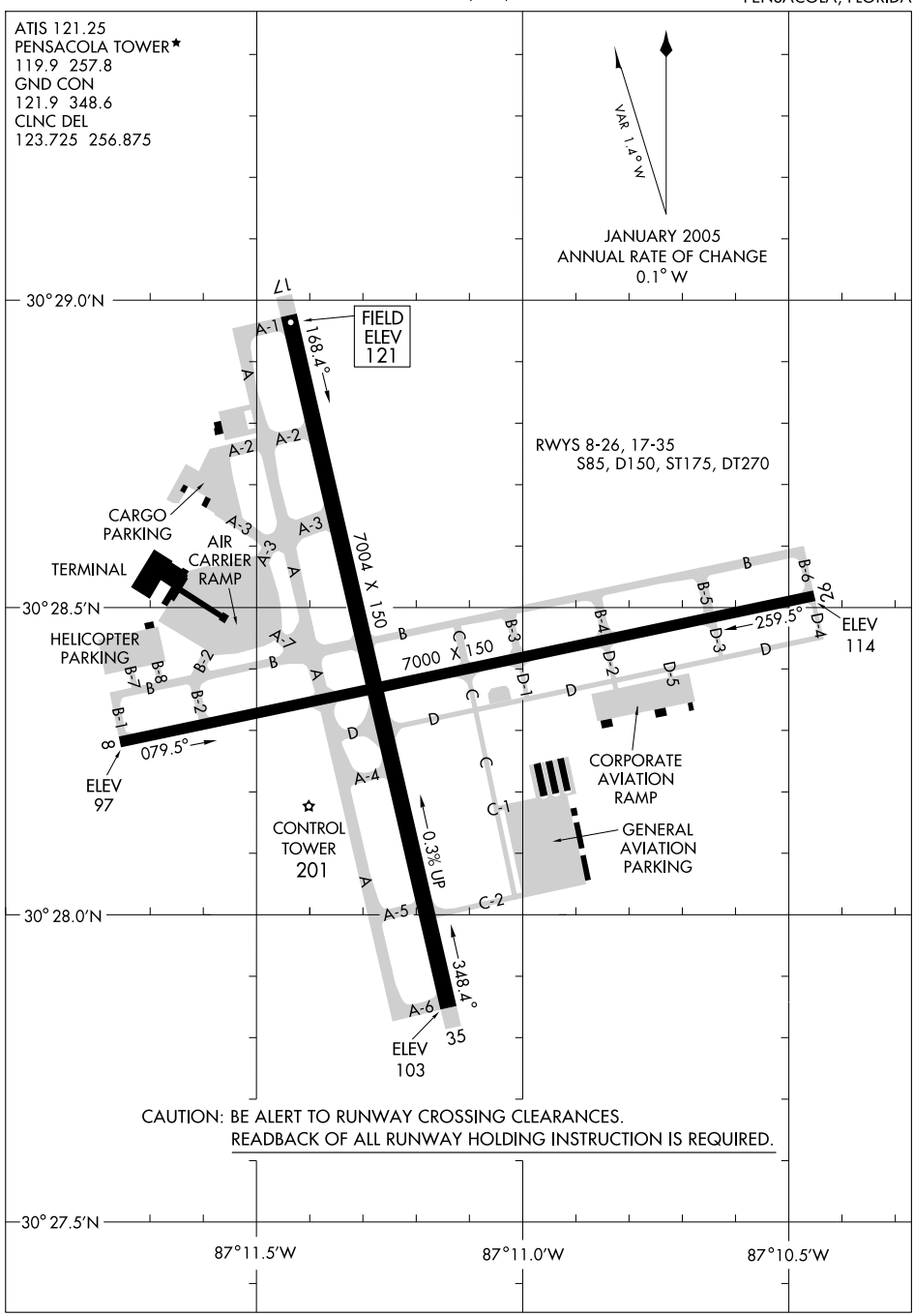
FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

07354

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA RGNL (PNS)
PENSACOLA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PNS	APP CRS	Rwy Idg	7004
111.1	166°	TDZE	121
Chan 48		Apt Elev	121

ILS or LOC RWY 17

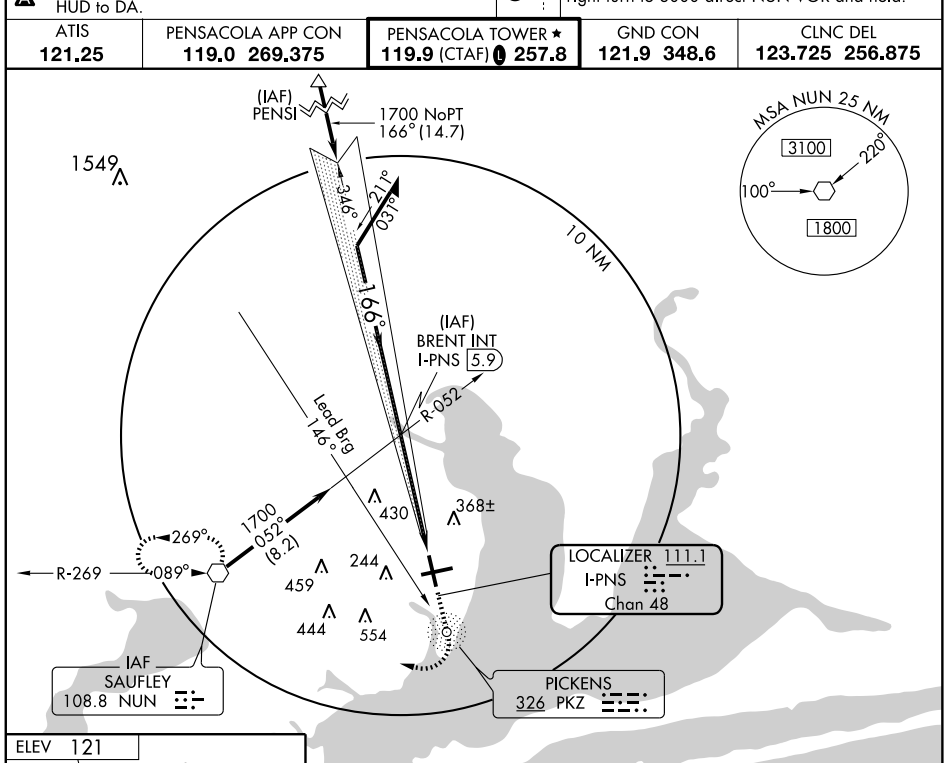
PENSACOLA RGNL (PNS)

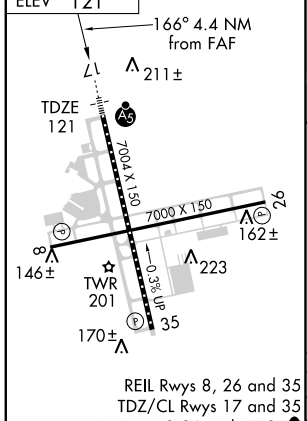
CAUTION: Intensive VFR Student Training all quadrants. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

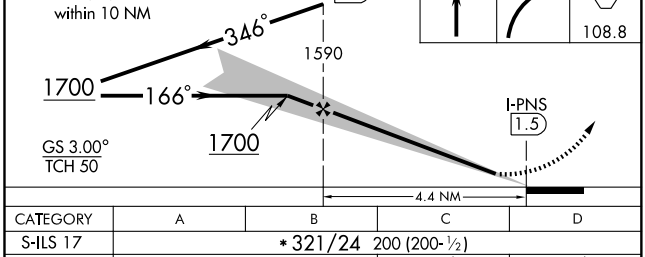
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 17	*321/24 200 (200-½)			
S-LOC 17	640/24 519 (600-½)		640/50 519 (600-1)	640/60 519 (600-1¼)
CIRCLING	640-1 519 (600-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

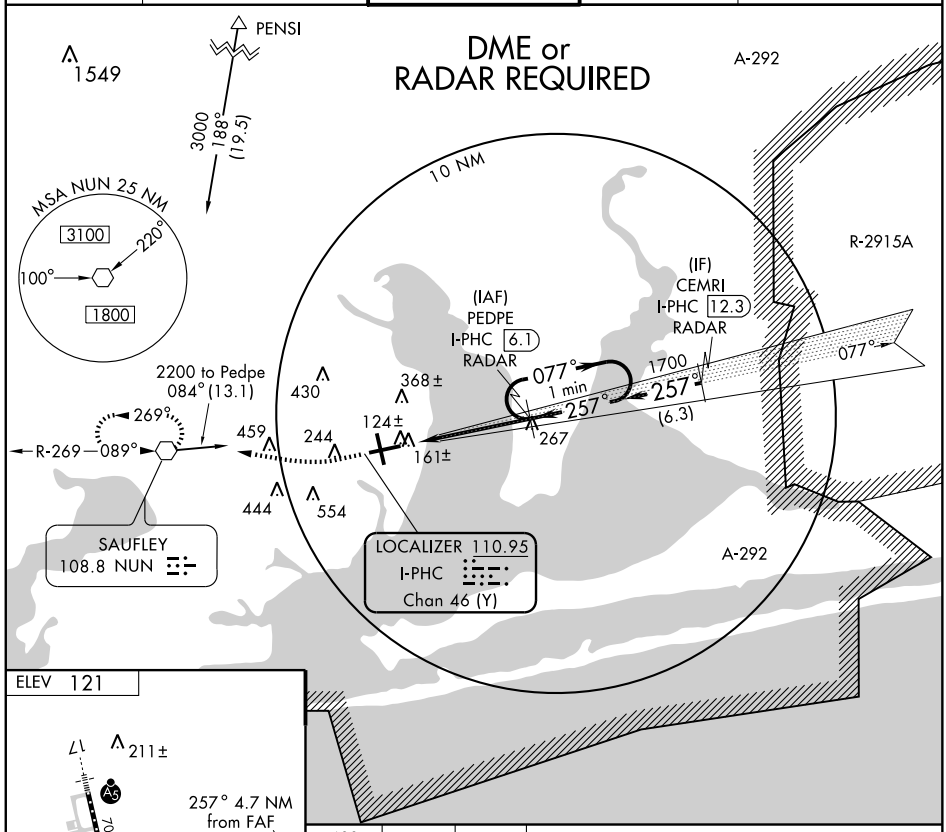
LOC/DME I-PHC	APP CRS	Rwy Idg	7000
110.95	257°	TDZE	114
Chan 46 (Y)		Apt Elev	121

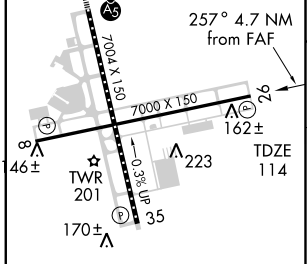
LOC RWY 26

PENSACOLA RGNL (PNS)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875

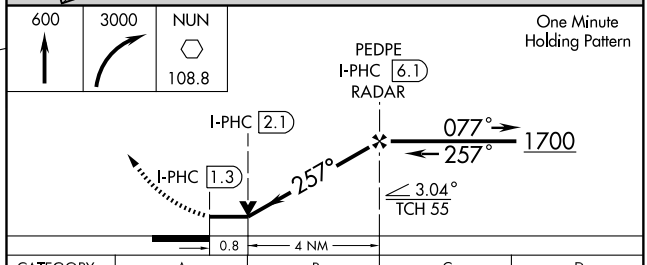




REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-26	420-1 306 (300-1)			
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB PKZ 326	APP CRS 346°	Rwy Idg 7004 TDZE 103 Apt Elev 121

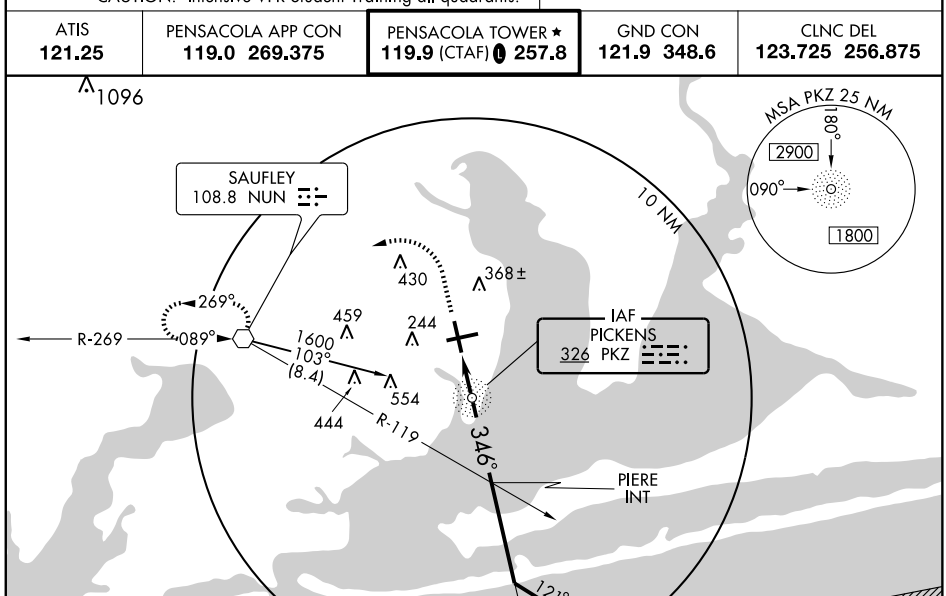
NDB RWY 35

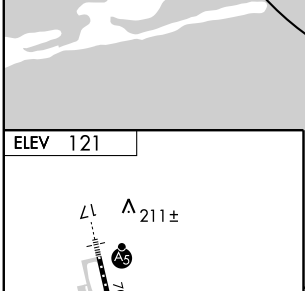
PENSACOLA RGNL (PNS)

CAUTION: Bay Bridge 3 miles south of airport may be mistaken for runway lights.
CAUTION: Intensive VFR Student Training all quadrants.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875

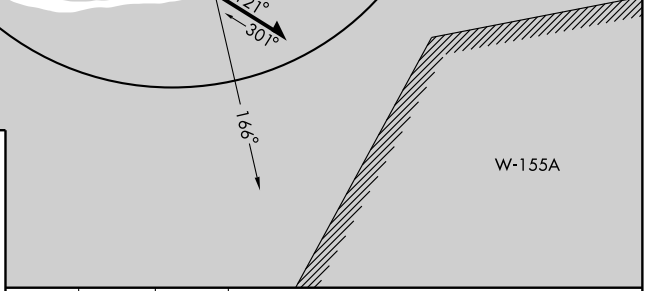




REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
S-35	500-1 397 (400-1)			500-1¼ 397 (400-1¼)
CIRCLING	540-1 419 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 86219 W08A	APP CRS 077°	Rwy Idg 7000 TDZE 95 Apt Elev 121

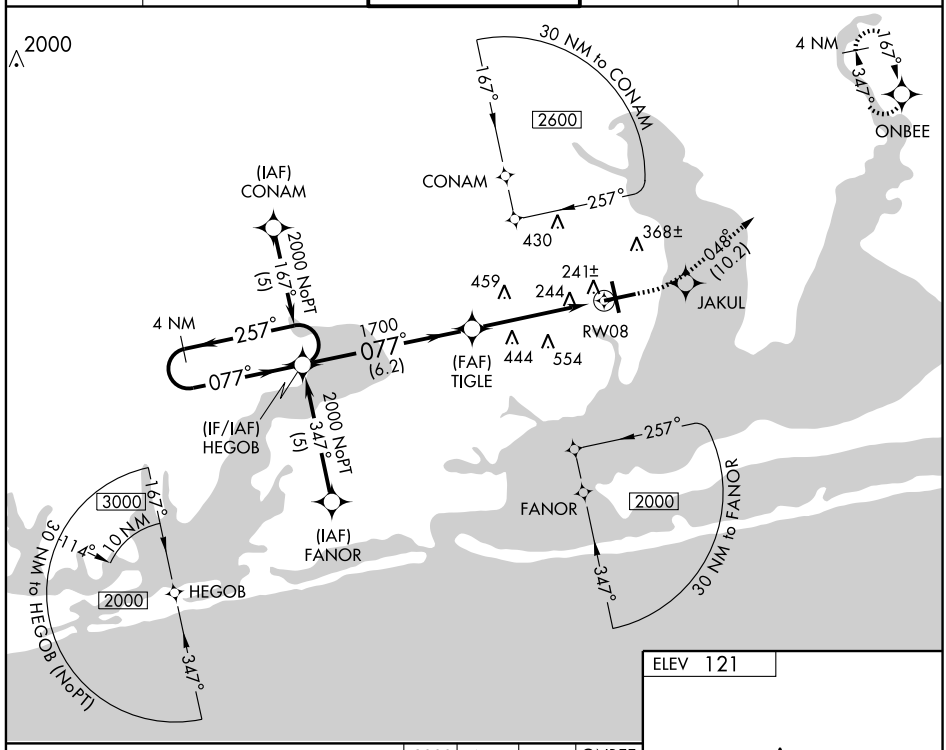
RNAV (GPS) RWY 8

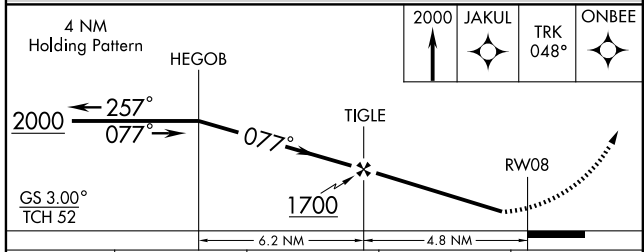
PENSACOLA RGNL (PNS)

Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA.

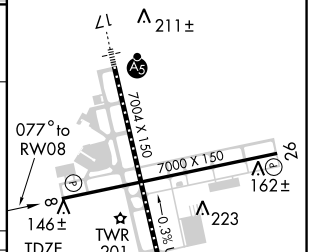
MISSED APPROACH: Climb to 2000 direct JAKUL and via 048° track to ONBEE and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





CATEGORY	A	B	C	D
LPV DA	350-1 255 (300-1)			
LNAV/VNAV DA	540-1½ 445 (500-1½)			
LNAV MDA	720-1 625 (600-1)		720-1¾ 625 (600-1¾)	720-2 625 (600-2)
CIRCLING	720-1½ 599 (600-1½)		720-1¾ 599 (600-1¾)	720-2 599 (600-2)



REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7004
CH 97319	166°	TDZE	121
W17A		Apt Elev	121

RNAV (GPS) RWY 17

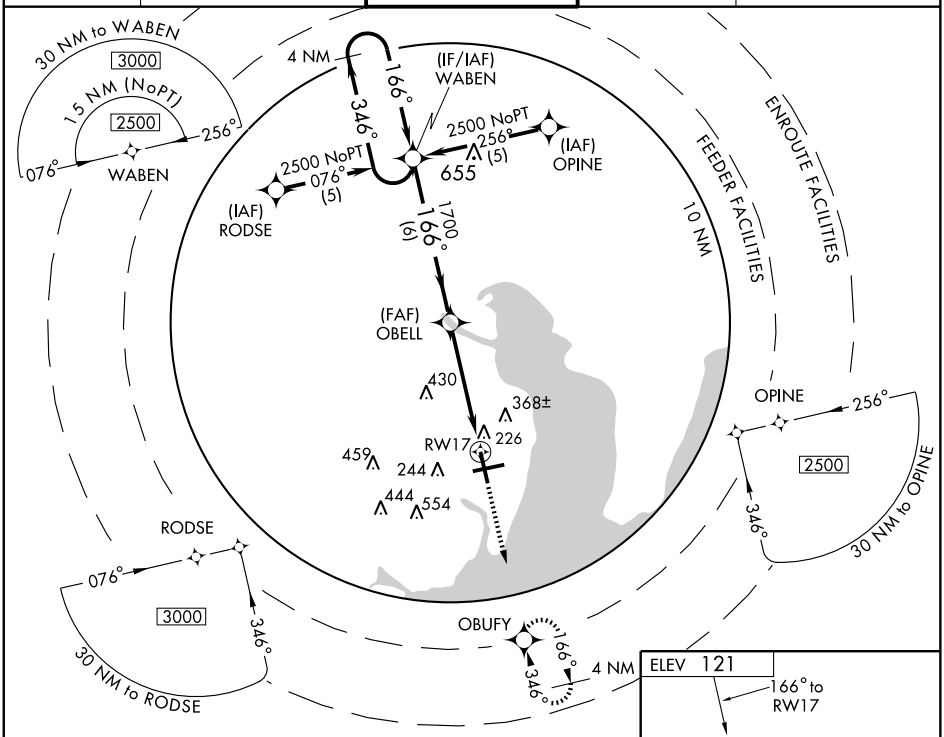
PENSACOLA RGNL (PNS)

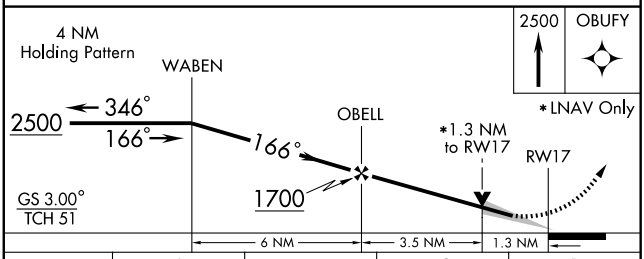
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

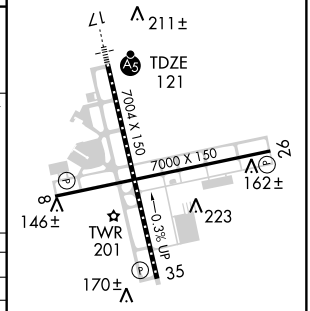
MALSR

MISSED APPROACH: Climb to 2500 direct OBUFY and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







CATEGORY	A	B	C	D
LPV DA	430/24 309 (400-½)			
LNAV/ VNAV DA	660-1½ 539 (600-1½)			
LNAV MDA	580/24 459 (500-½)		580/40 459 (500-¾)	580/50 459 (500-1)
CIRCLING	660-2 539 (600-2)	680-2 559 (600-2)		

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 90119	257°	TDZE	114
W26A		Apt Elev	121

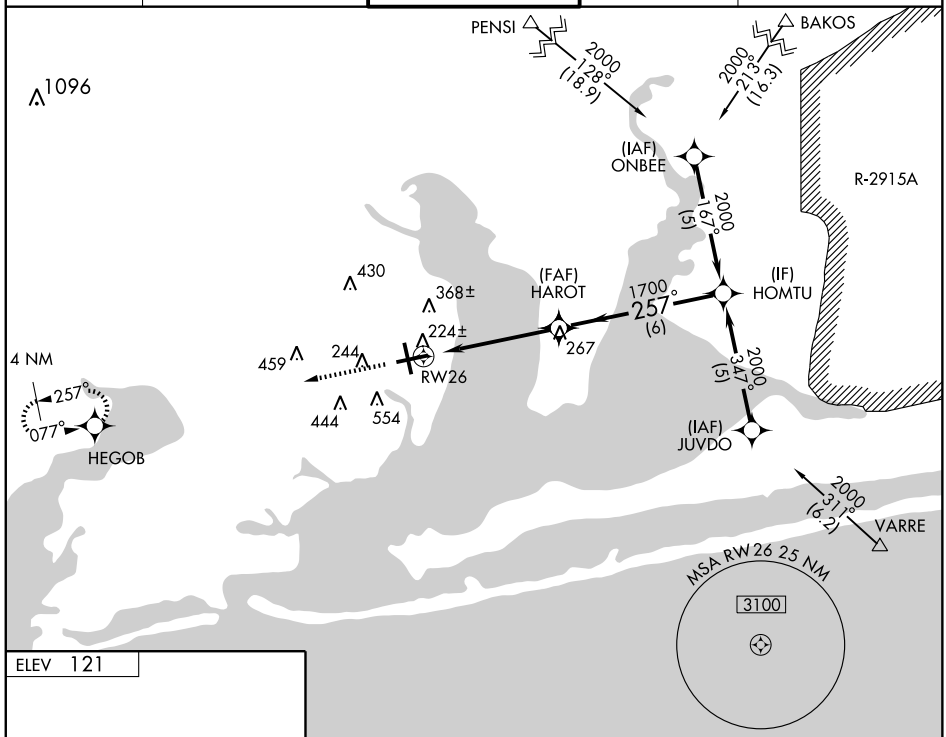
RNAV (GPS) RWY 26

PENSACOLA RGNL (PNS)

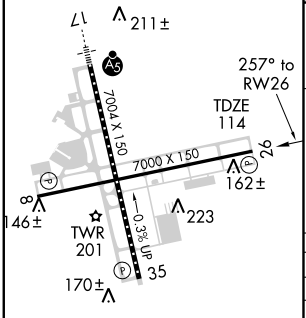
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

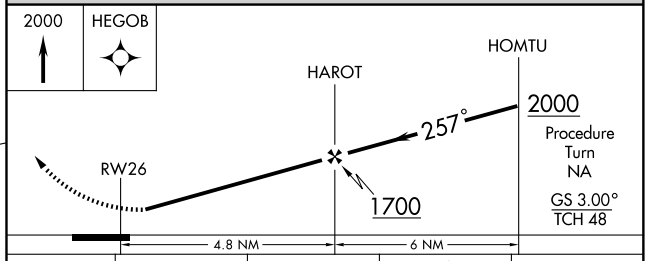
MISSED APPROACH: Climb to 2000 direct HEGOB WP and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875



ELEV 121





CATEGORY	A	B	C	D
LPV DA	370-1 256 (300-1)			
LNAV/ VNAV DA	600-1¾ 486 (500-1¾)			
LNAV MDA	460-1 346 (400-1)			460-1¼ 346 (400-1¼)
CIRCLING	600-1¾ 479 (500-1¾)	680-1¾ 559 (600-1¾)		680-2 559 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7004
CH 40020	346°	TDZE	103
W35A		Apt Elev	121

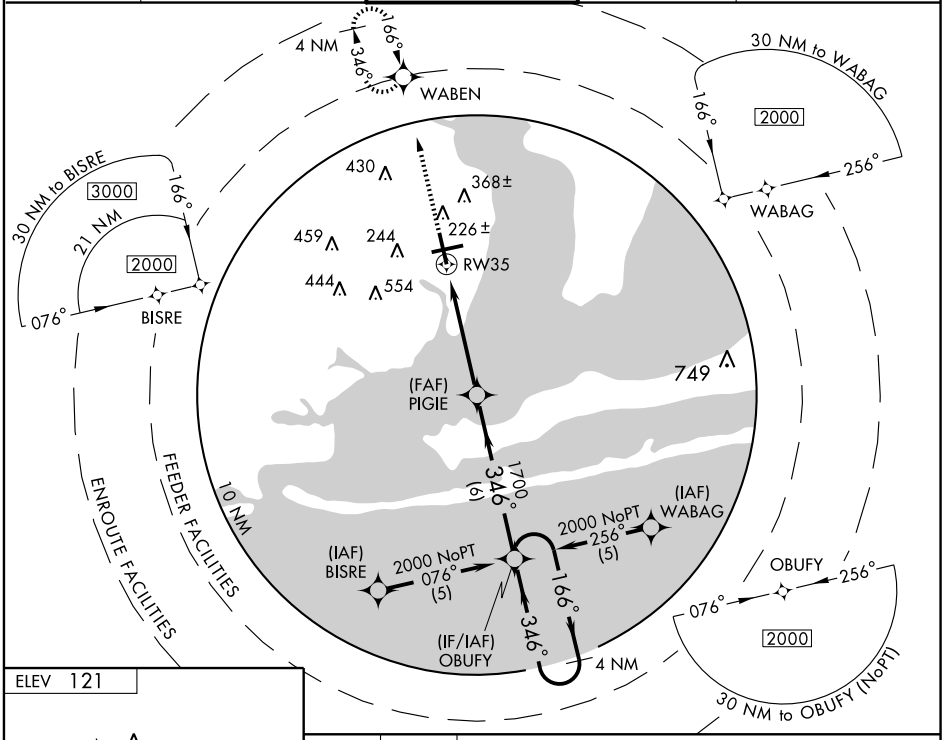
RNAV (GPS) RWY 35

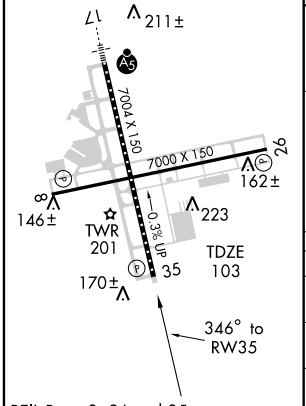
PENSACOLA RGNL (PNS)

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

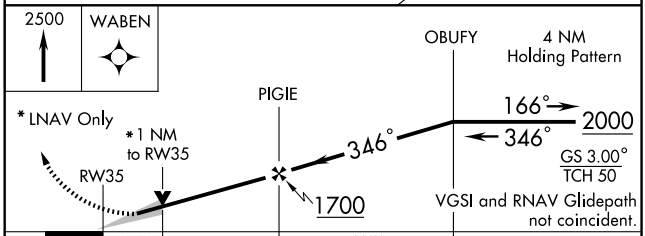
MISSED APPROACH: Climb to 2500 direct WABEN and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	360-¾ 257 (300-¾)			
LNAV/VNAV DA	420-1 317 (300-1)			
LNAV MDA	480-1 377 (400-1)			480-1¼ 377 (400-1¼)
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

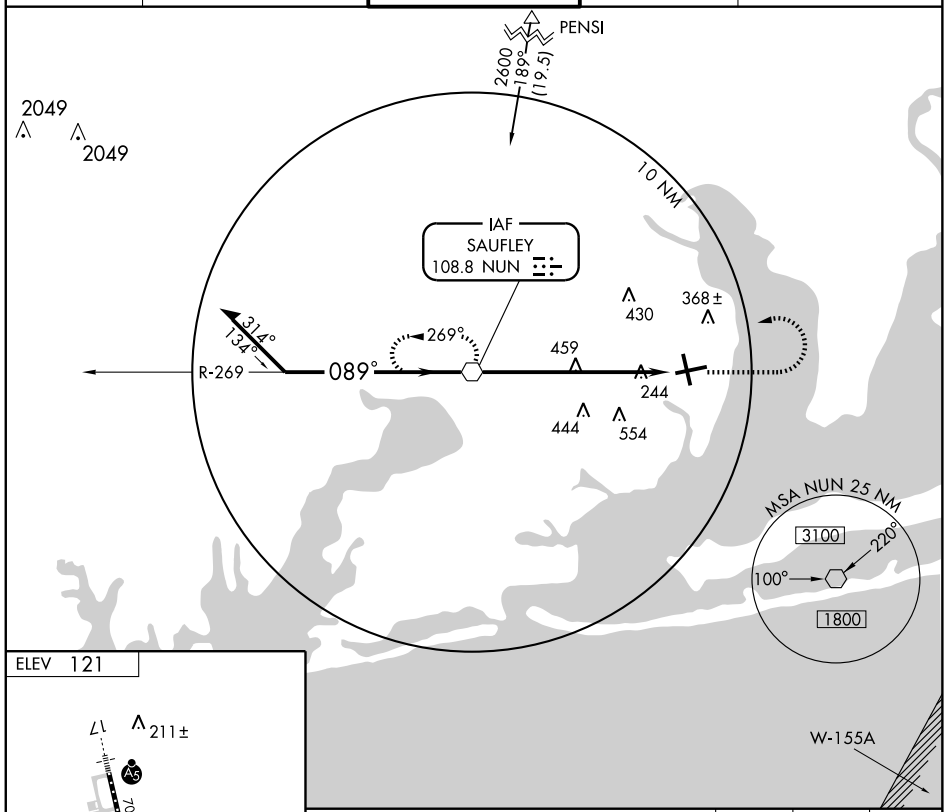
NUN VOR	APP CRS	Rwy Idg	7000
108.8	089°	TDZE	100
		Apt Elev	121

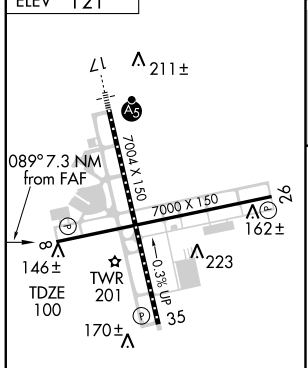
VOR RWY 8

PENSACOLA RGNL (PNS)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NUN VOR and hold.

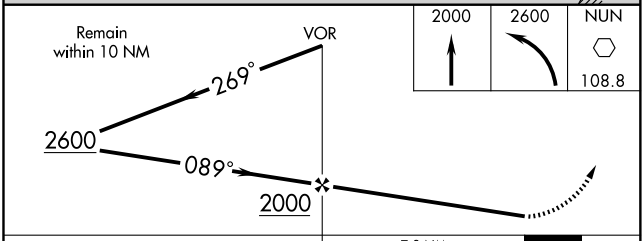
ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-8	800-1 700 (700-1)		800-2 700 (700-2)	800-2¼ 700 (700-2¼)
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2¼ 679 (700-2¼)

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4986
184°	TDZE	43
	Apt Elev	45

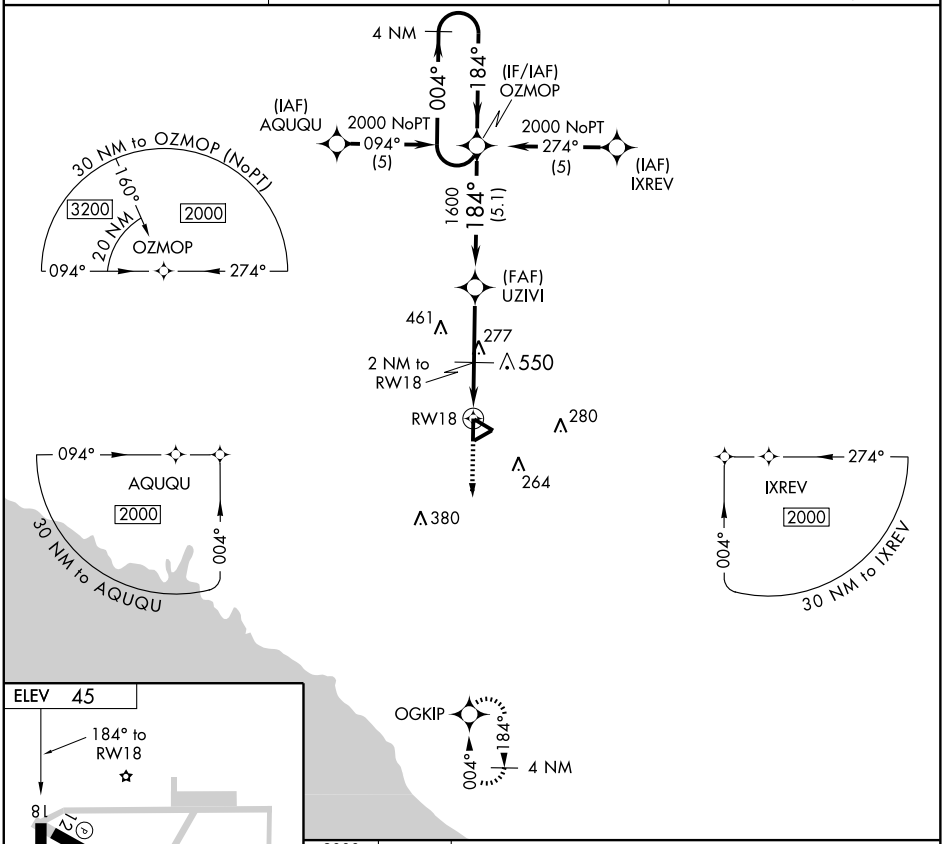
RNAV (GPS) RWY 18

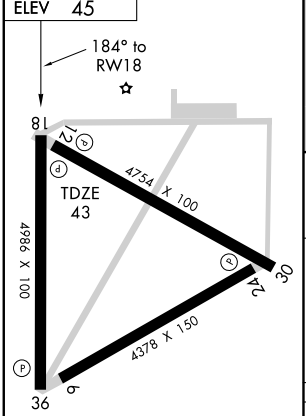
PERRY-FOLEY (40J)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

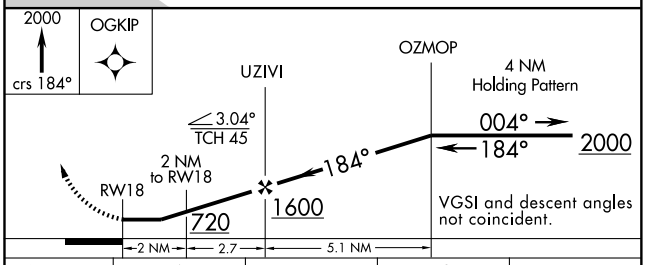
MISSED APPROACH: Climb to 2000 via 184° course to OGKIP WP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	660-1	617 (700-1)	660-1¾ 617 (700-1¾)	660-2 617 (700-2)
CIRCLING	660-1	615 (700-1)	660-1¾ 615 (700-1¾)	860-2 845 (900-2¾)

SE-3. 17 DEC 2009 to 14 JAN 2010

PERRY, FLORIDA

AL-6165 (FAA)

APP CRS	Rwy Idg	4986
004°	TDZE	43
	Apt Elev	45

RNAV (GPS) RWY 36

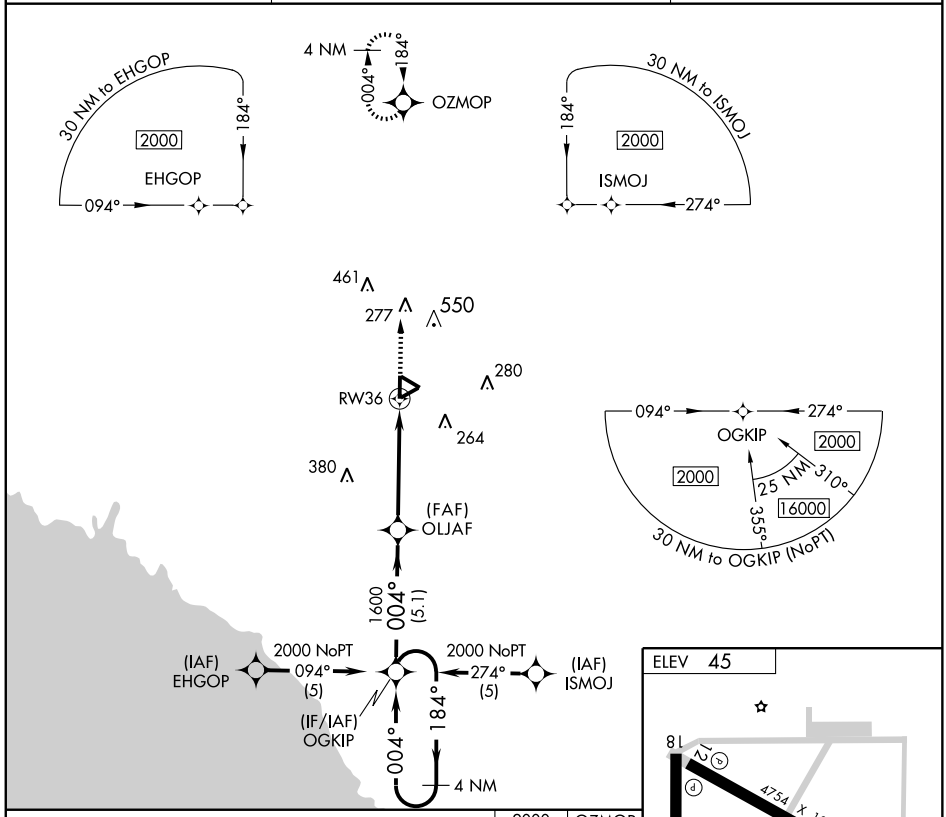
PERRY-FOLEY (40J)

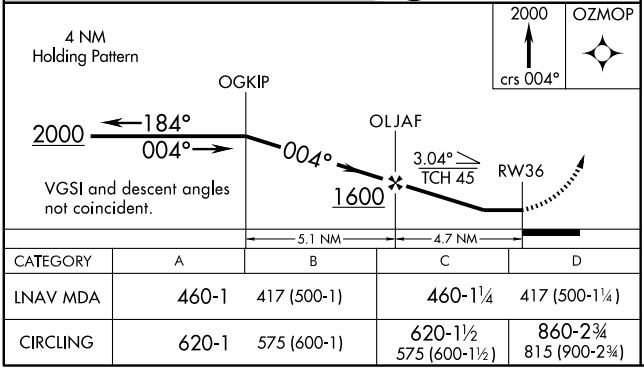
NA

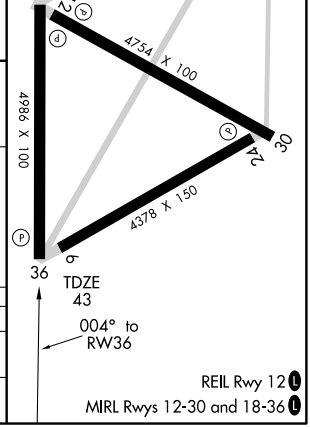
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 004° course to OZMOP WP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	620-1	575 (600-1)	620-1½ 575 (600-1½)	860-2¾ 815 (900-2¾)

SE-3, 17 DEC 2009 to 14 JAN 2010

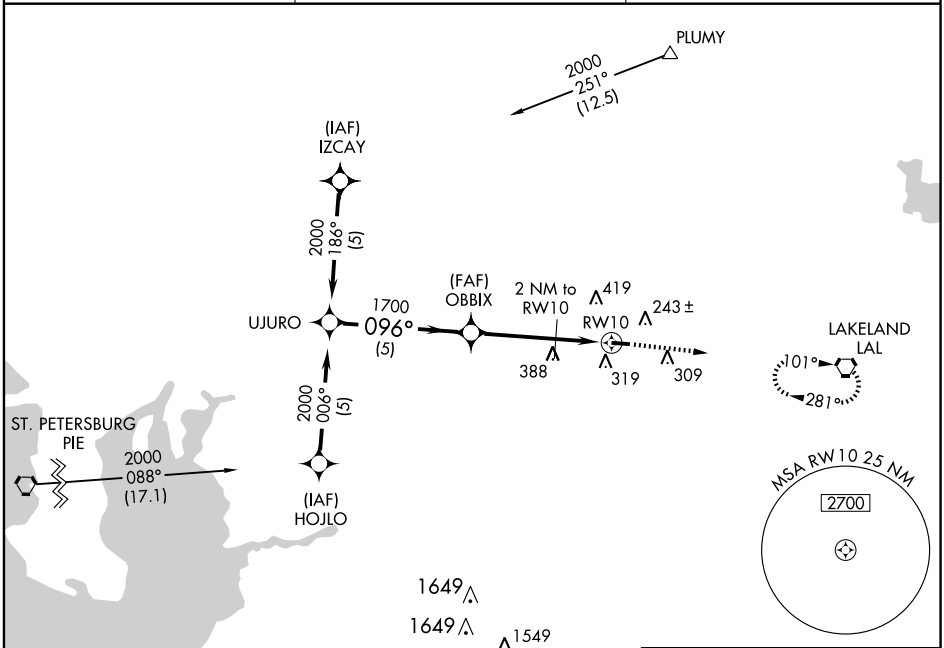
APP CRS	Rwy Idg	3750
096°	TDZE	154
	Apt Elev	154

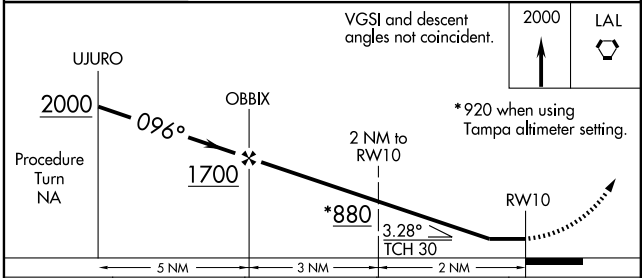
GPS RWY 10
PLANT CITY (PCM)

Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct LAL VORTAC and hold.

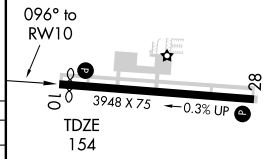
AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-10	580-1 426 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	620-1 466 (500-1)		NA	
CIRCLING	740-1 586 (600-1)	860-1 706 (800-1)	NA	

ELEV 154



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 17 DEC 2009 to 14 JAN 2010

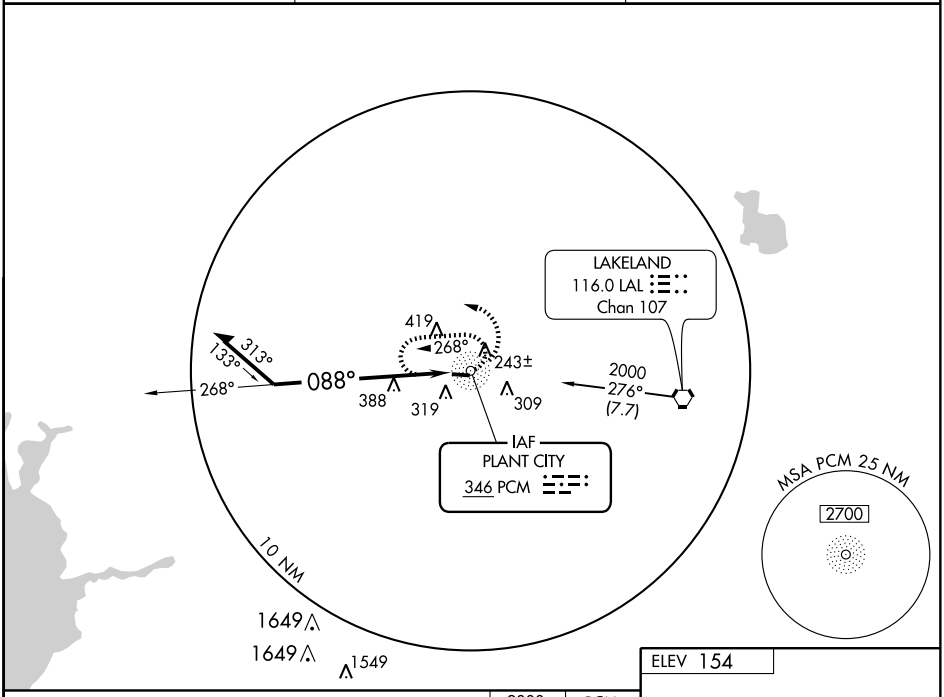
NDB PCM 346	APP CRS 088°	Rwy Idg 3750 TDZE 154 Apt Elev 154

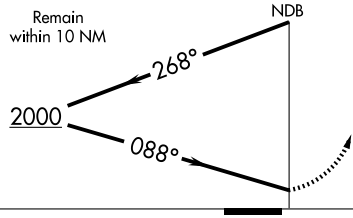
NDB RWY 10
PLANT CITY (PCM)

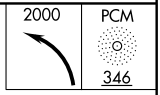
Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

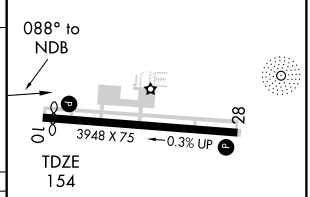
MISSED APPROACH: Climbing left turn to 2000 in PCM NDB holding pattern.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-10	860-1	706 (800-1)	NA	
CIRCLING	860-1	706 (800-1)	NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	
CIRCLING	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC LAL 116.0 Chan 107	APP CRS 275°	Rwy Idg 3948 TDZE 154 Apt Elev 154

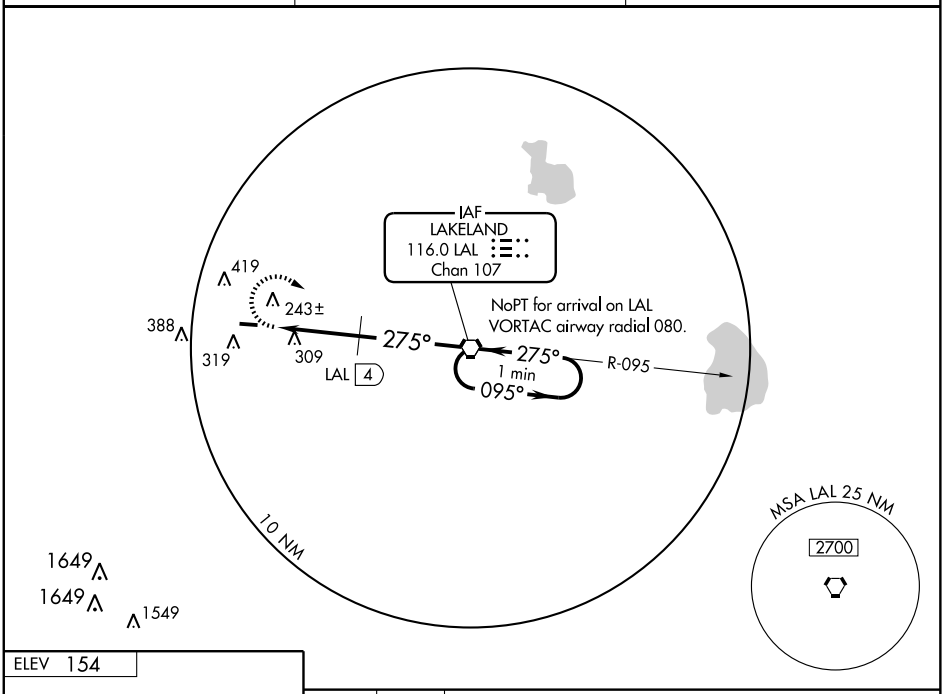
VOR RWY 28
PLANT CITY (PCM)

Use Lakeland altimeter setting, when not received, use Tampa Intl altimeter setting and increase all MDAs 60 feet.

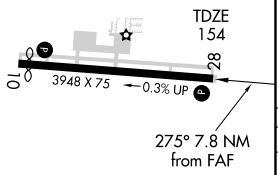
NA

MISSED APPROACH: Climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L

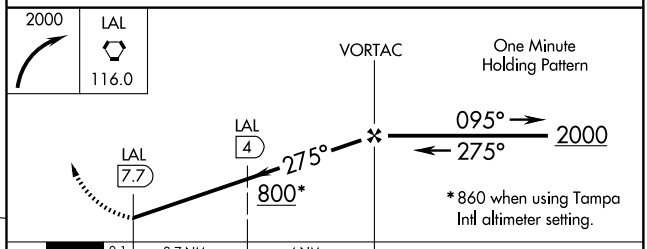


ELEV 154



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

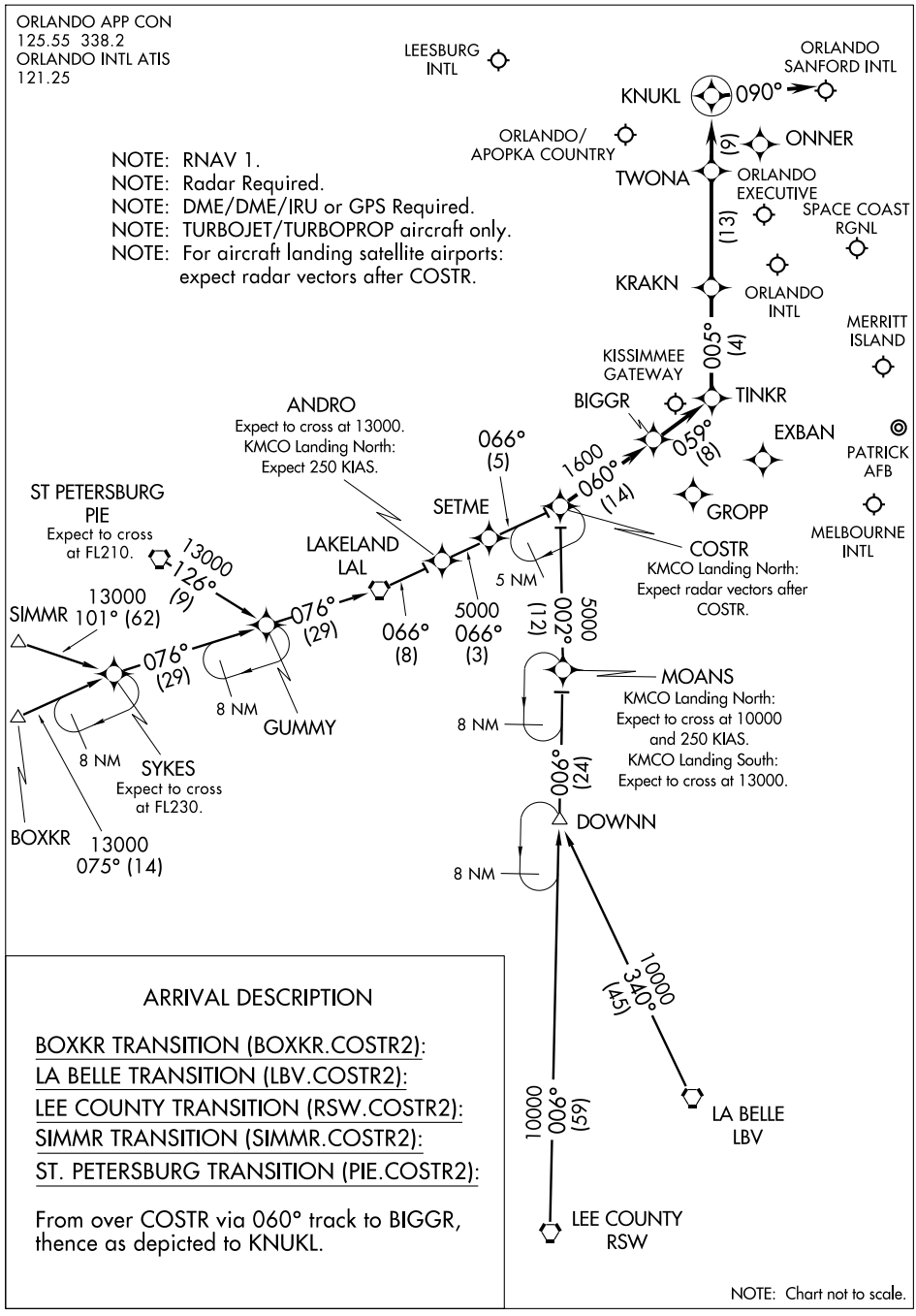
FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-28	800-1 646 (700-1)		NA	
CIRCLING	800-1 646 (700-1)		NA	
DME MINIMUMS				
S-28	600-1 446 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	

SE-3. 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

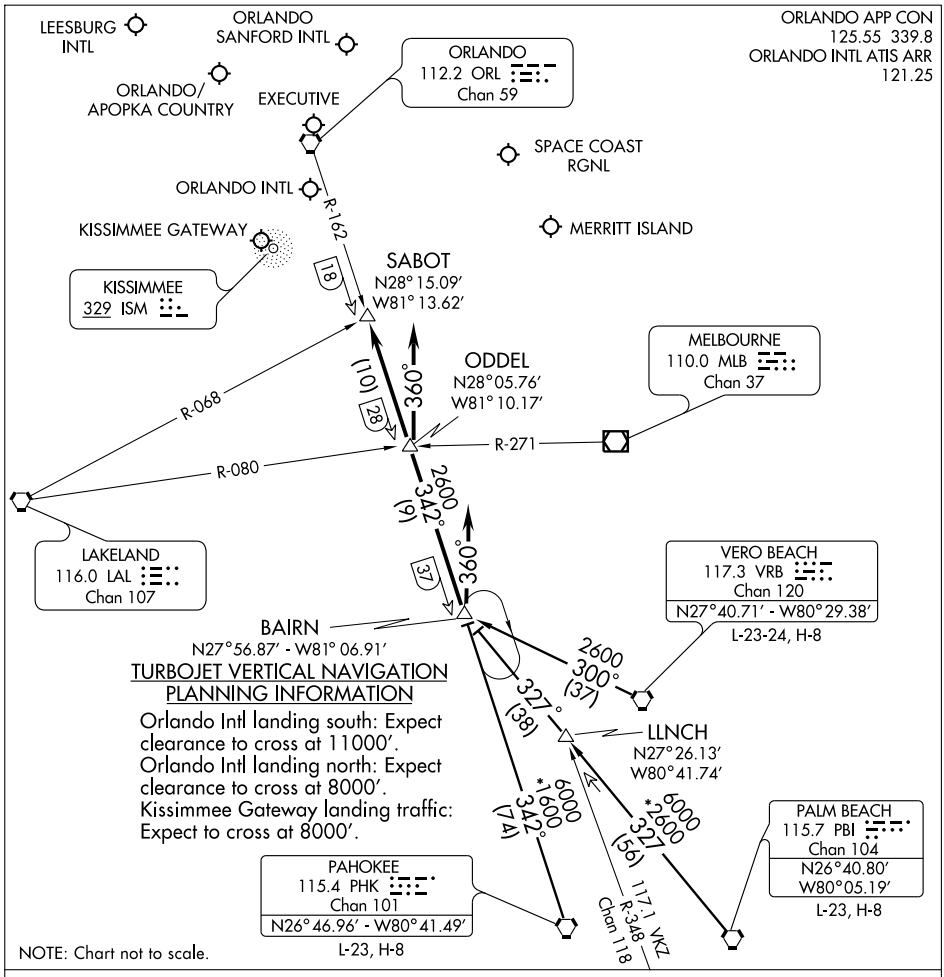
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

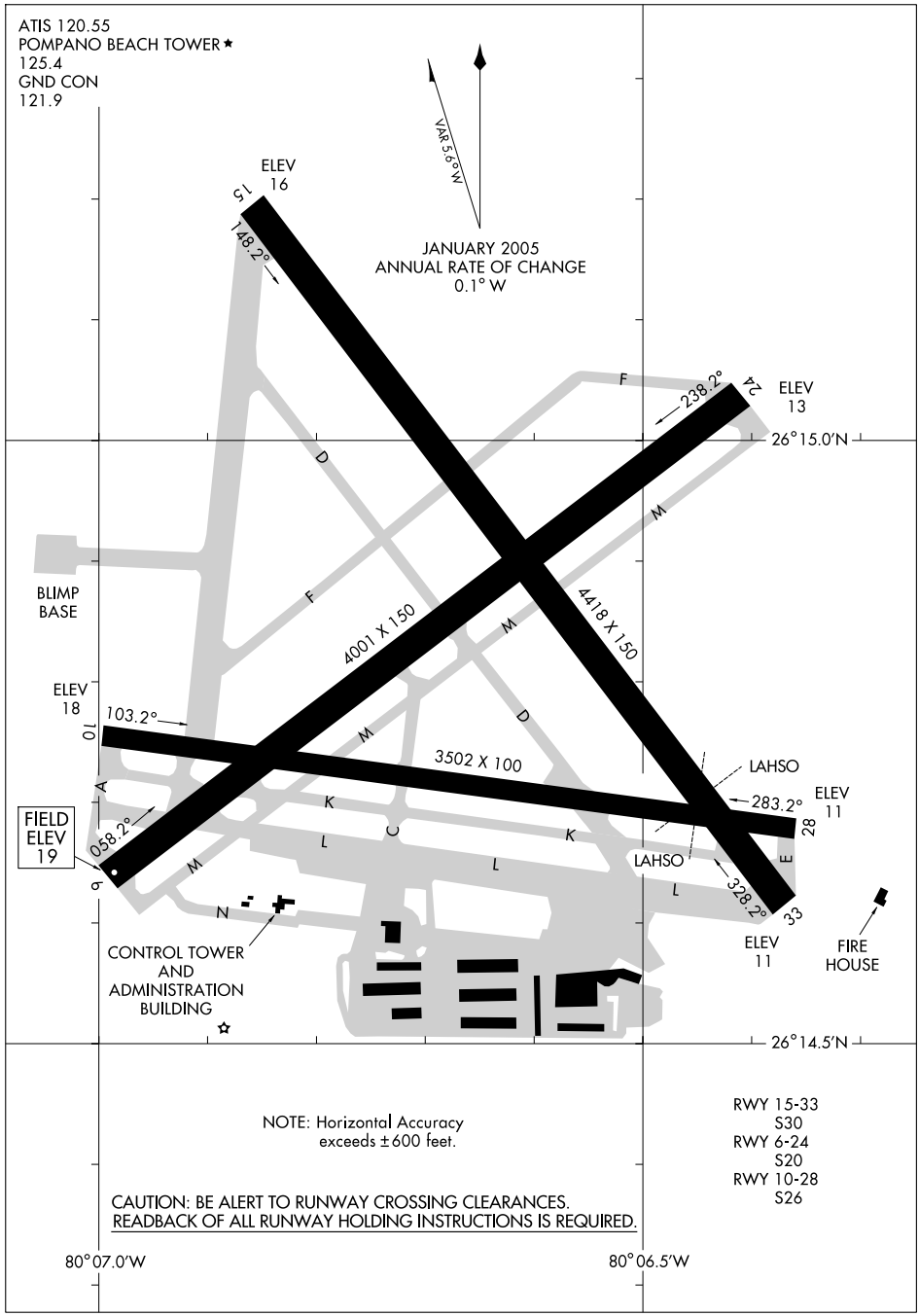
ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

06215

AIRPORT DIAGRAM

AL-5972 (FAA)

POMPANO BEACH AIRPARK (PMP)
POMPANO BEACH, FLORIDA

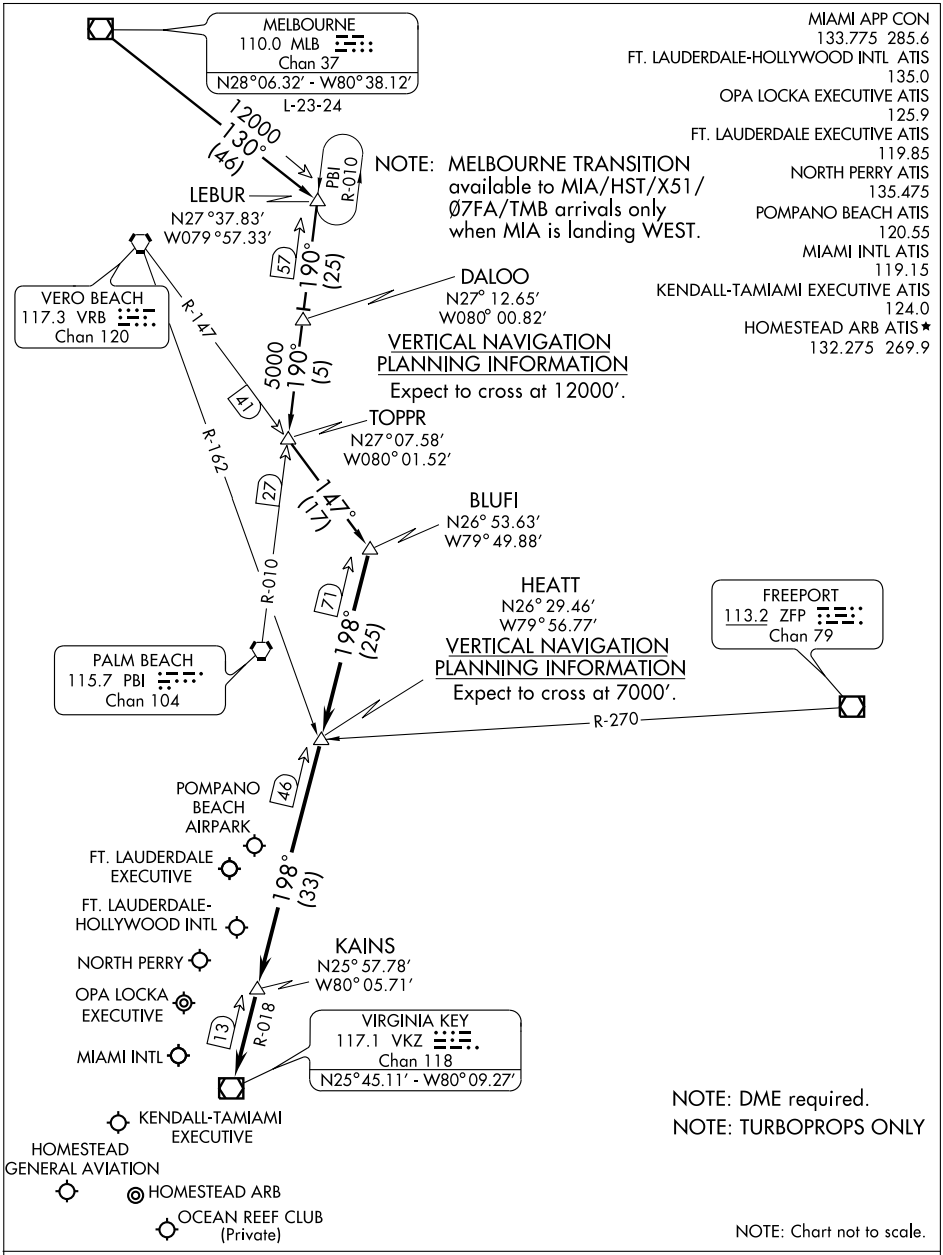


NOTE: Horizontal Accuracy exceeds ±600 feet.

RWY 15-33
S30
RWY 6-24
S20
RWY 10-28
S26

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 17 DEC 2009 to 14 JAN 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE
119.85
KENDALL TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

NOTE: EYW VORTAC Transition, for non-GPS equipped aircraft, VKZ must be operational.

NOTE: RNAV 1.

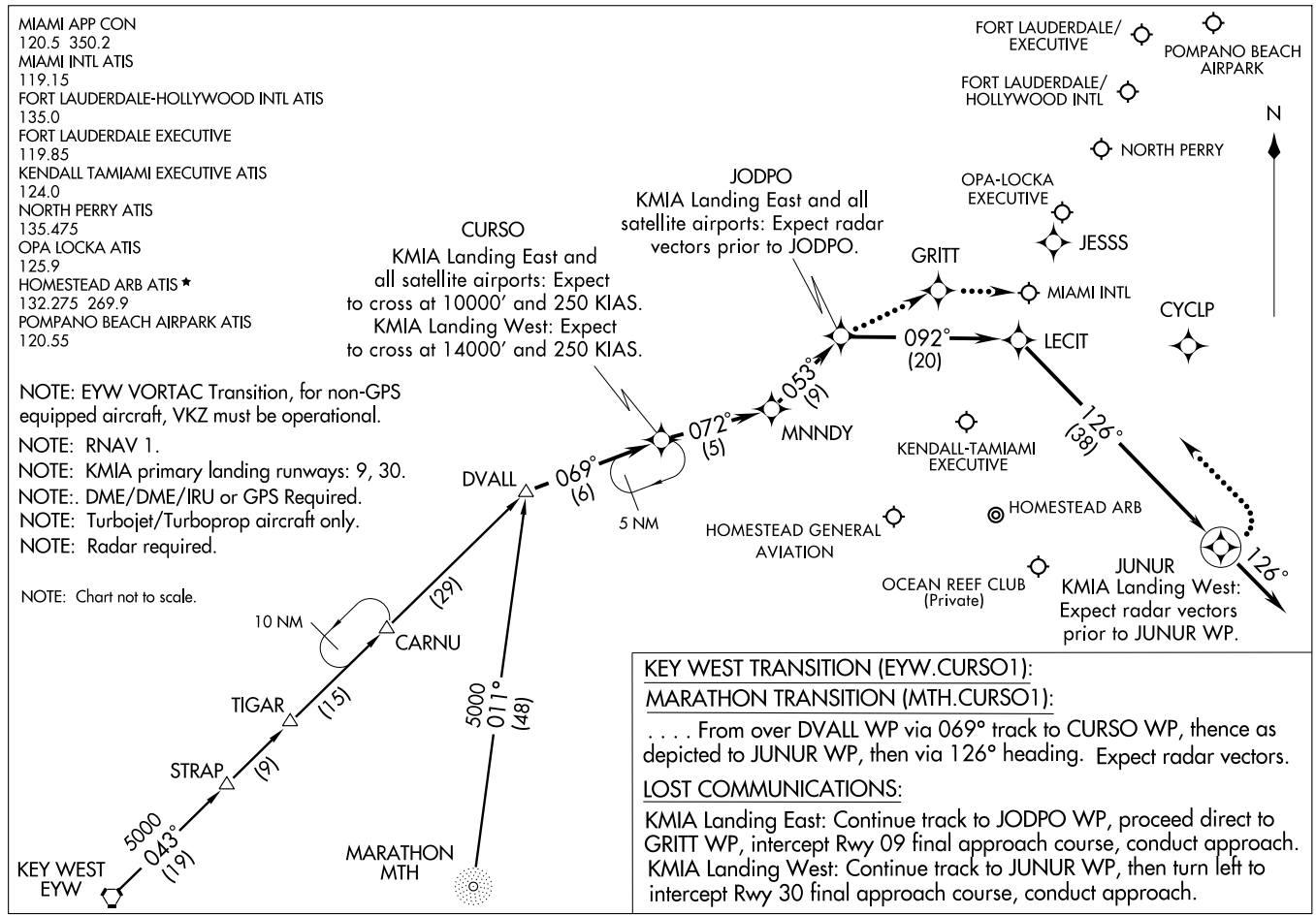
NOTE: KMIA primary landing runways: 9, 30.

NOTE:. DME/DME/IRU or GPS Required.

NOTE: Turbojet/Turboprop aircraft only.

NOTE: Radar required.

NOTE: Chart not to scale.



KEY WEST TRANSITION (EYW.CURSO1):

MARATHON TRANSITION (MTH.CURSO1):

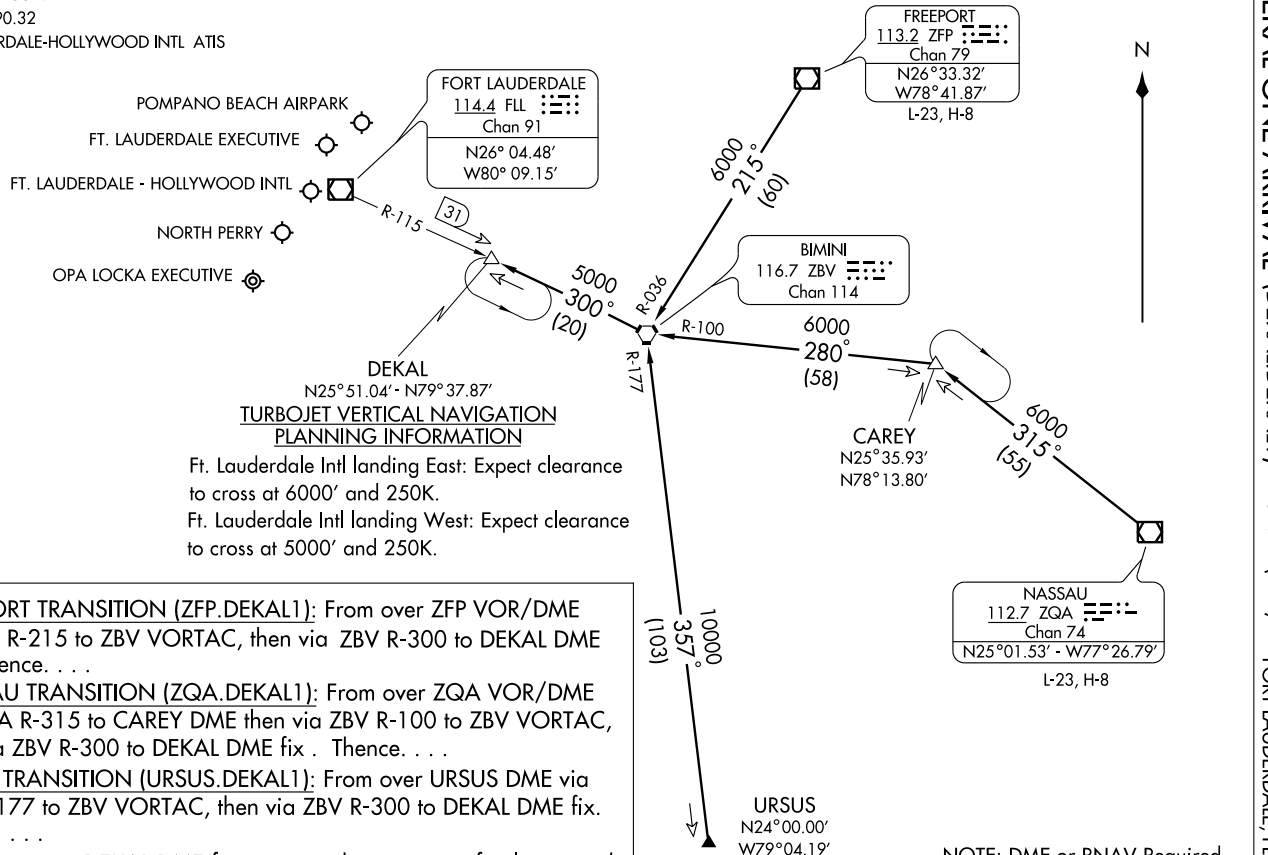
. . . . From over DVALL WP via 069° track to CURSO WP, thence as depicted to JUNUR WP, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KMIA Landing East: Continue track to JODPO WP, proceed direct to GRITT WP, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Continue track to JUNUR WP, then turn left to intercept Rwy 30 final approach course, conduct approach.

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

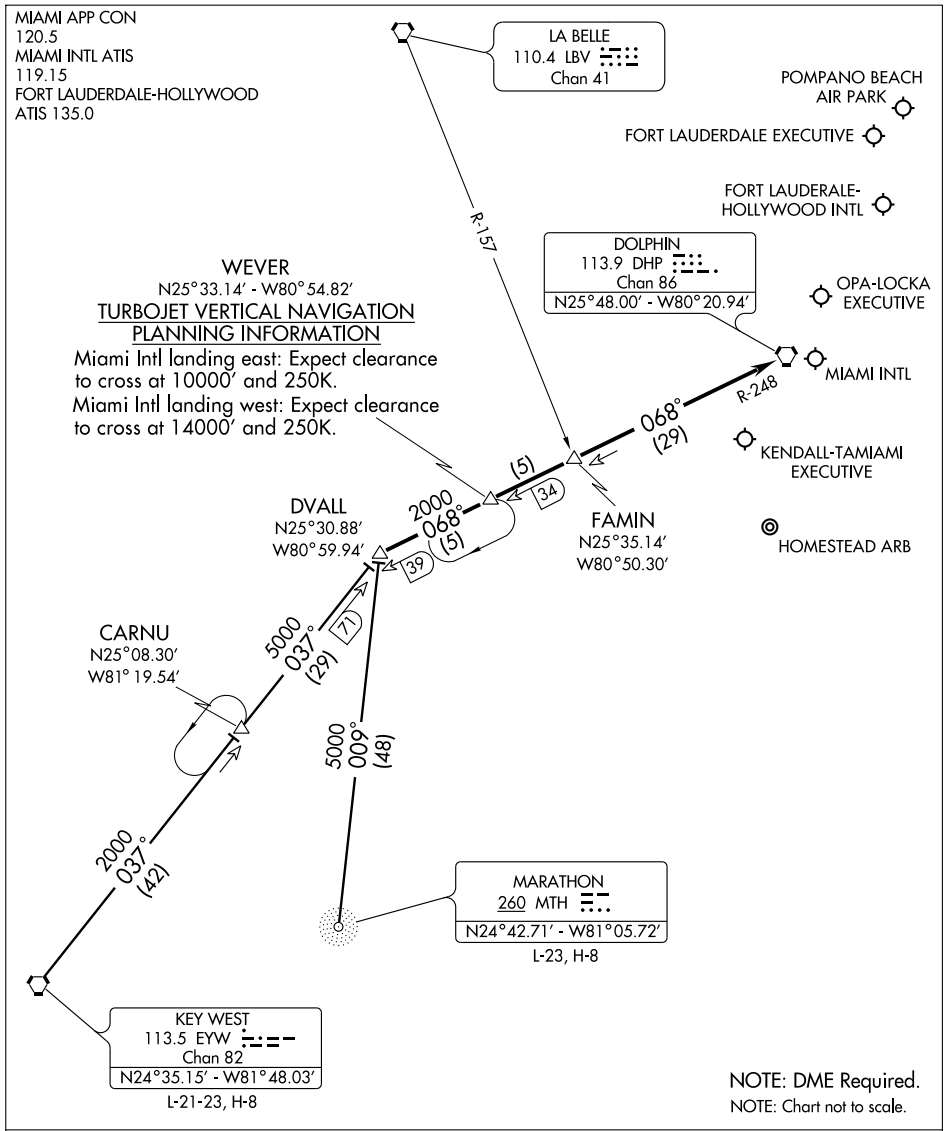
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

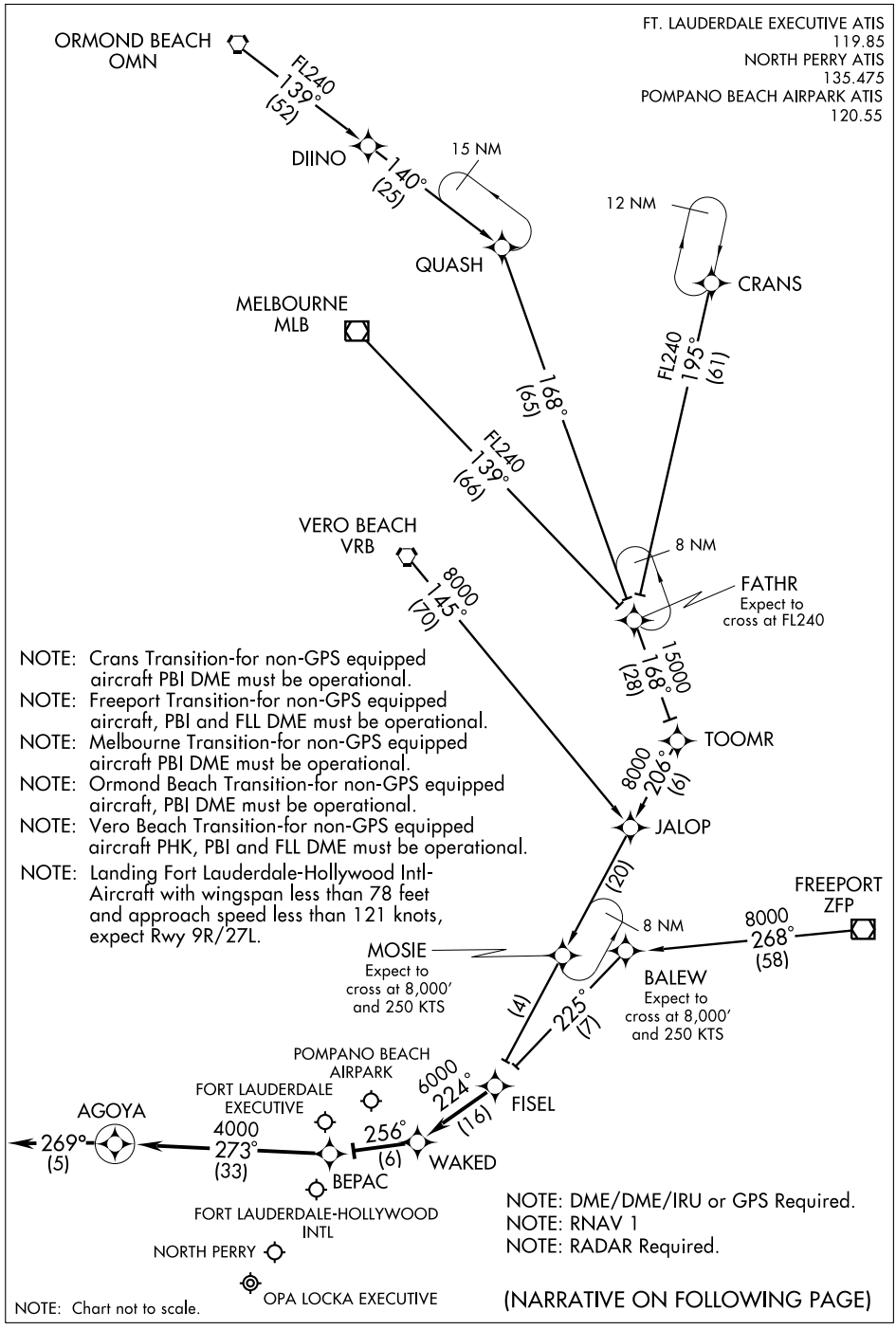
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



ARRIVAL ROUTE DESCRIPTION

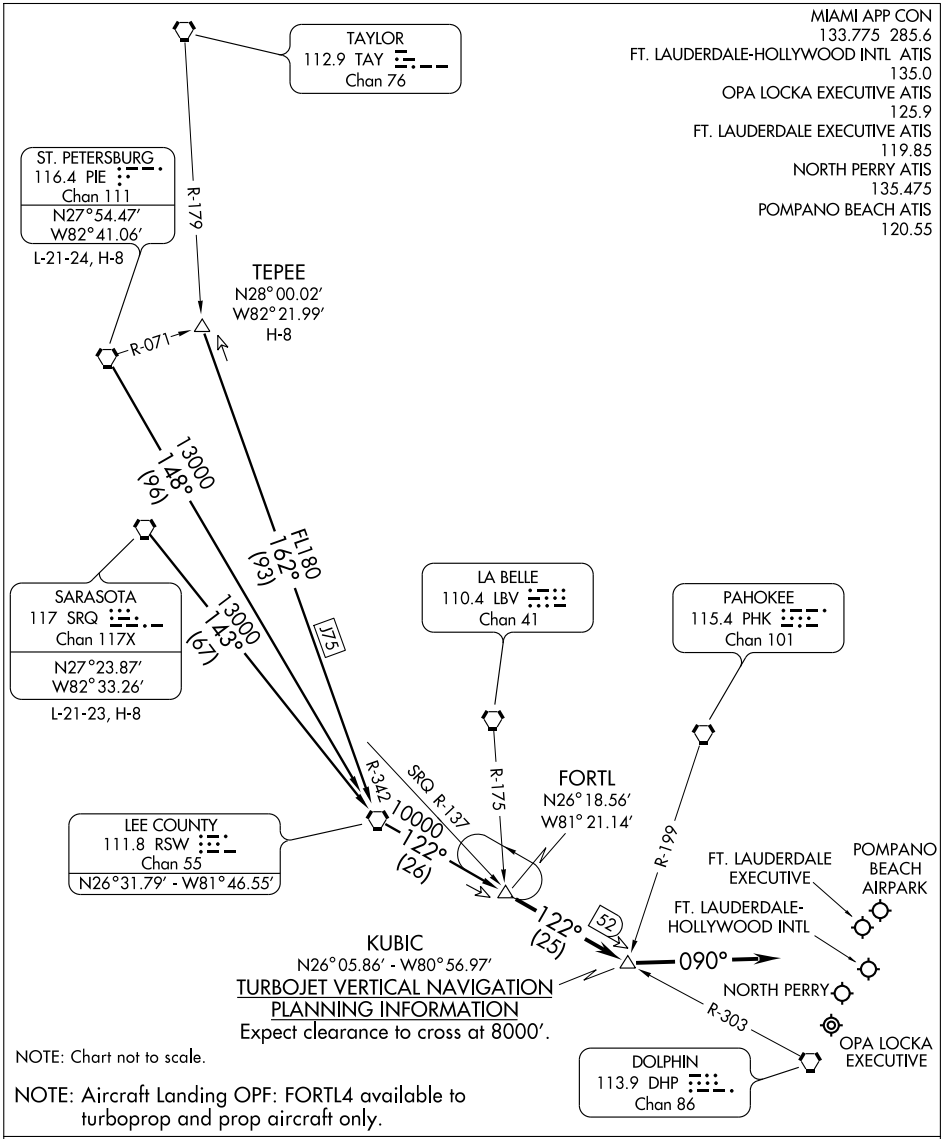
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 17 DEC 2009 to 14 JAN 2010

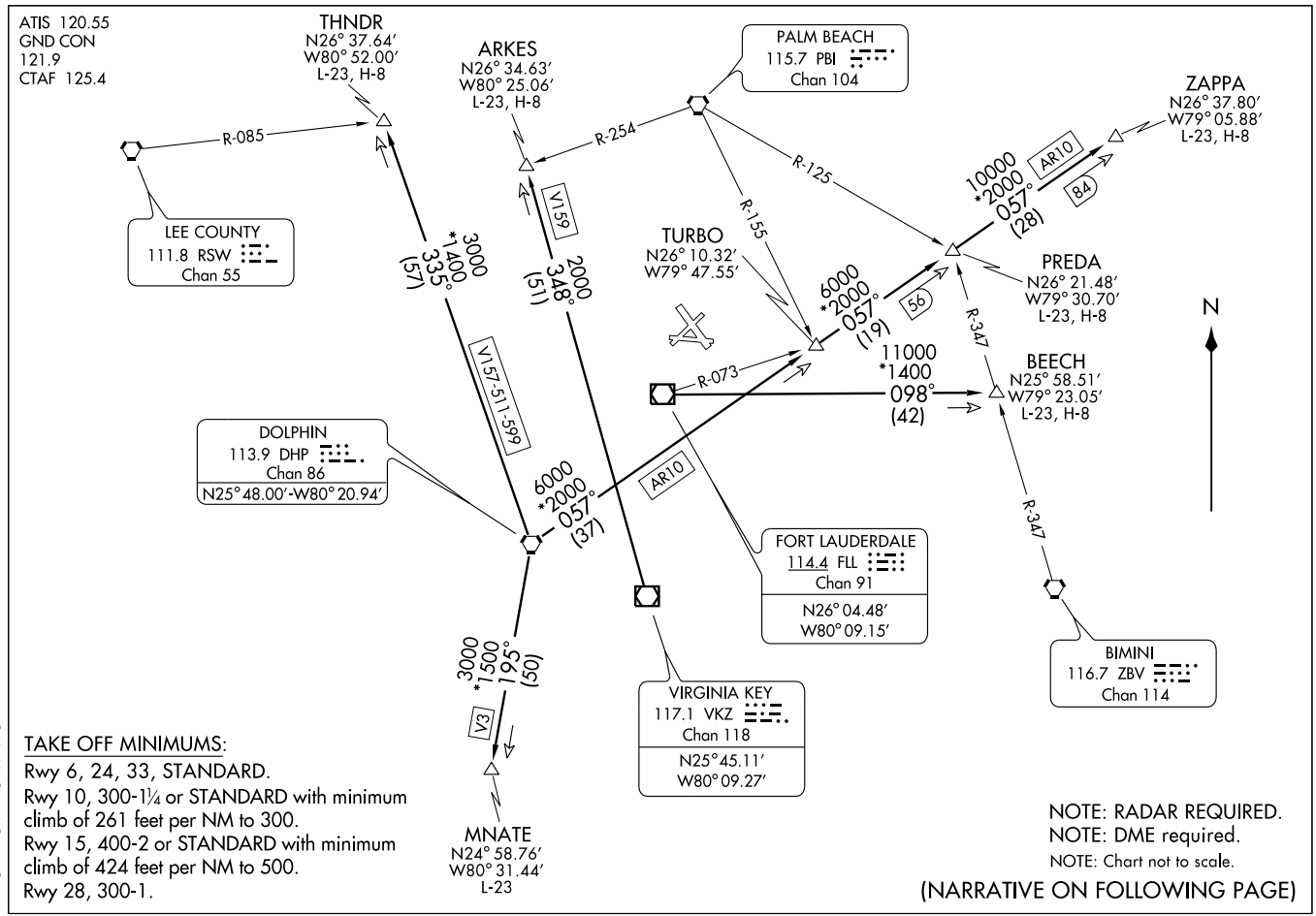


ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.



(FLL1.FLL) 07298

FT. LAUDERDALE ONE DEPARTURE

SL-5972 (FAA)

POMPANO BEACH AIRPARK (PMP)

POMPANO BEACH, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6, 24, 28, 33: Climb on assigned heading. Thence...

TAKE-OFF RUNWAY 10, 15: Climb on assigned heading to 500 before turning. Thence...

... Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 6: Multiple trees beginning 102′ from DER, 233′ right of centerline, up to 70′ AGL/84′ MSL. Multiple trees beginning 298′ from DER, 26′ left of centerline, up to 79′ AGL/88′ MSL.

NOTE: Rwy 10: OL pole 154′ from DER, 132′ left of centerline, 7′ AGL/ 18′ MSL. Multiple trees beginning 427′ from DER, 12′ left of centerline, up to 48′ AGL/62′ MSL. Pole 670′ from DER, 23′ left of centerline, 22′ AGL/ 33′ MSL. Multiple trees beginning 711′ from DER, 67′ right of centerline, up to 49′ AGL/63′ MSL. Building 760′ from DER, 343′ right of centerline, 29′ AGL/40′ MSL. Rod on Lt pole, 891′ from DER, 733′ right of centerline, 41′ AGL/52′ MSL. Multiple light poles beginning 1264′ from DER, 417′ right of centerline, up to 50′ AGL/59′ MSL. Multiple light poles beginning 1340′ from DER, 194′ left of centerline, up to 50′ AGL/59′ MSL. Multiple flag poles beginning 1447′ from DER, 167′ left of centerline, up to 50′ AGL/59′ MSL. Building 1648′ from DER, 418′ right of centerline, 43′ AGL/52′ MSL. Antenna on building 2404′ from DER, 287′ right of centerline, 63′ AGL/72′ MSL. Antenna on building 5670′ from DER, 604′ right of centerline, 181′ AGL/190′ MSL. Multiple buildings 1.0 NM from DER, 888′ left of centerline, 201′ AGL/210′ MSL.

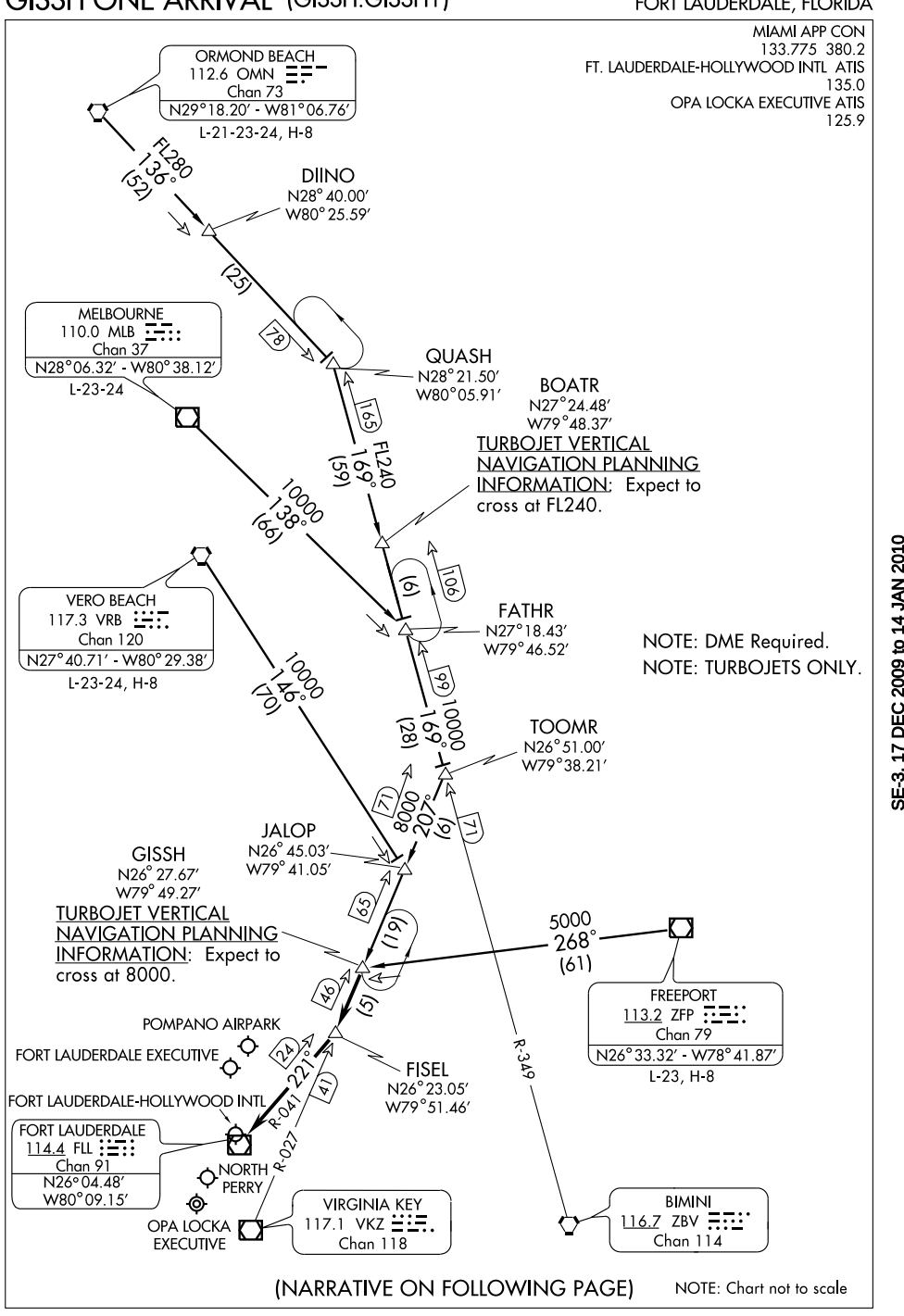
NOTE: Rwy 15: Building 503′ from DER, 569′ left of centerline, 41′ AGL/52′ MSL. Multiple trees beginning 523′ from DER, 152′ left of centerline, up to 53′ AGL/62′ MSL. Multiple trees beginning 749′ from DER, 190′ right of centerline, up to 48′ AGL/57′ MSL. Rod on Lt pole 871′ from DER, 387′ left of centerline, 41′ AGL/52′ MSL. Light pole 1006′ from DER, 453′ left of centerline, 42′ AGL/51′ MSL. Buildings 1.1 NM from DER, 1259′ left of centerline, 300′ AGL/310′ MSL. Antenna on building 1.1 NM from DER, 1131′ left of centerline, 277′ AGL/282′ MSL. Building 1.7 NM from DER, 1385′ right of centerline, 255′ AGL/265′ MSL.

NOTE: Rwy 24: Multiple trees beginning 191′ from DER, 24′ right of centerline, up to 54′ AGL/73′ MSL. Multiple trees 423′ from DER, 3′ left of centerline, up to 91′ AGL/110′ MSL. Tank 630′ from DER, 600′ right of centerline, 61′ AGL/80′ MSL. Rod on building 724′ from DER, 418′ right of centerline, 41′ AGL/60′ MSL. OL on Lt pole 916′ from DER, 66′ right of centerline, 30′ AGL/49′ MSL. Rod OL tank 968′ from DER, 712′ right of centerline, 54′ AGL/73′ MSL.

NOTE: Rwy 28: Multiple trees beginning 358′ from DER, 140′ left of centerline, up to 35′ AGL/54′ MSL. Lt pole 722′ from DER, 389′ left of centerline, 28′ AGL/47′ MSL. Rod on building 777′ from DER, 429′ left of centerline, 41′ AGL/ 60′ MSL. Rod on building 869′ from DER, 454′ left of centerline, 42′ AGL/61′ MSL. Multiple trees 1001′ from DER, 238′ right of centerline, up to 43′ AGL/62′ MSL. Tank 1177′ from DER, 422′ left of centerline, 45′ AGL/64′ MSL. Pole 1781′ from DER, 33′ left of centerline, 45′ AGL/64′ MSL. Tower 2650′ DER, 1134′ right of centerline, 190′ AGL/207′ MSL.

NOTE: Rwy 33: Multiple trees beginning 136′ from DER, 157′ left of centerline, up to 59′ AGL/ 78′ MSL. Antenna on building 529′ from DER, 399′ left of centerline, 18′ AGL/ 34′ MSL. Multiple trees 702′ from DER, 458′ right of centerline, up to 37′ AGL/56′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

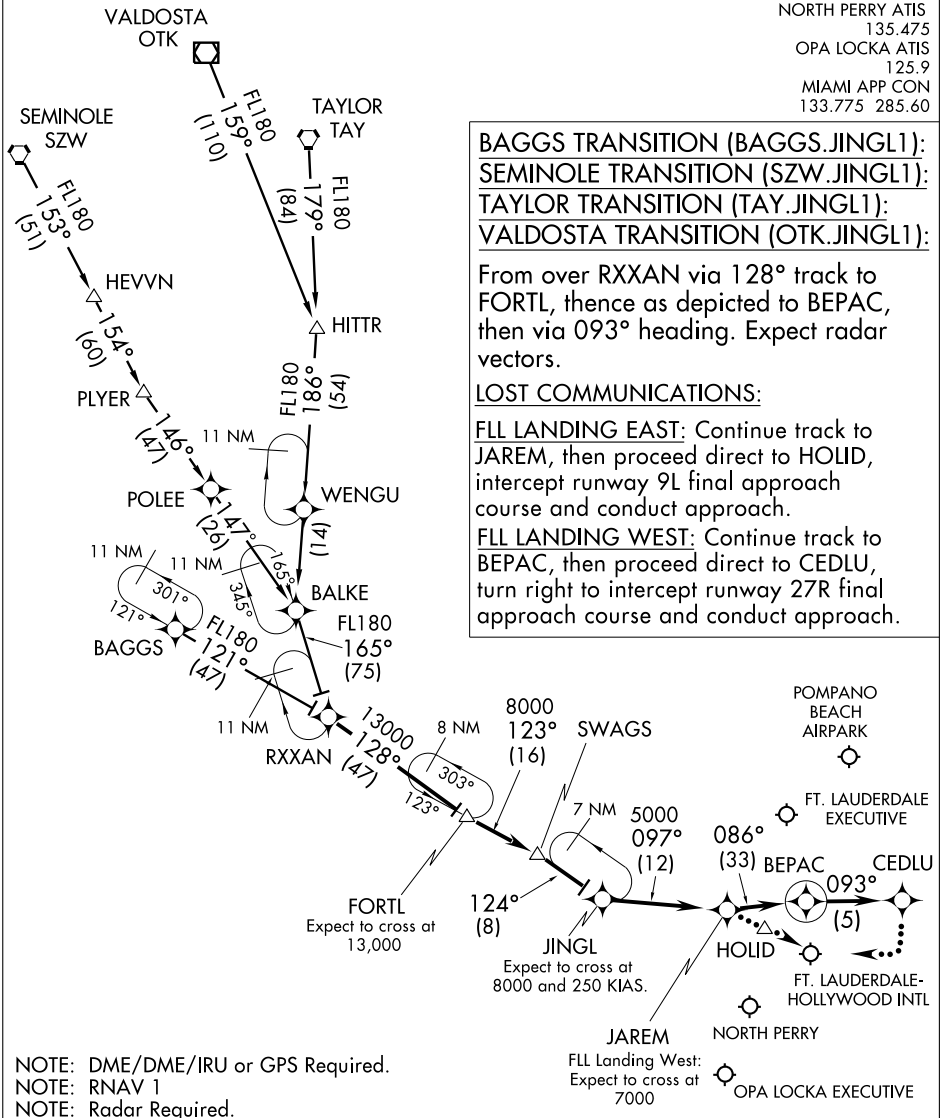
VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FT. LAUDERDALE EXECUTIVE ATIS
119.85
POMPANO BEACH AIRPARK ATIS
120.55
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.9
MIAMI APP CON
133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PMP	APP CRS	Rwy Idg 4418
109.75	146°	TDZE 16
Chan 34(Y)		Apt Elev 19

LOC RWY 15

POMPANO BEACH AIRPARK (PMP)

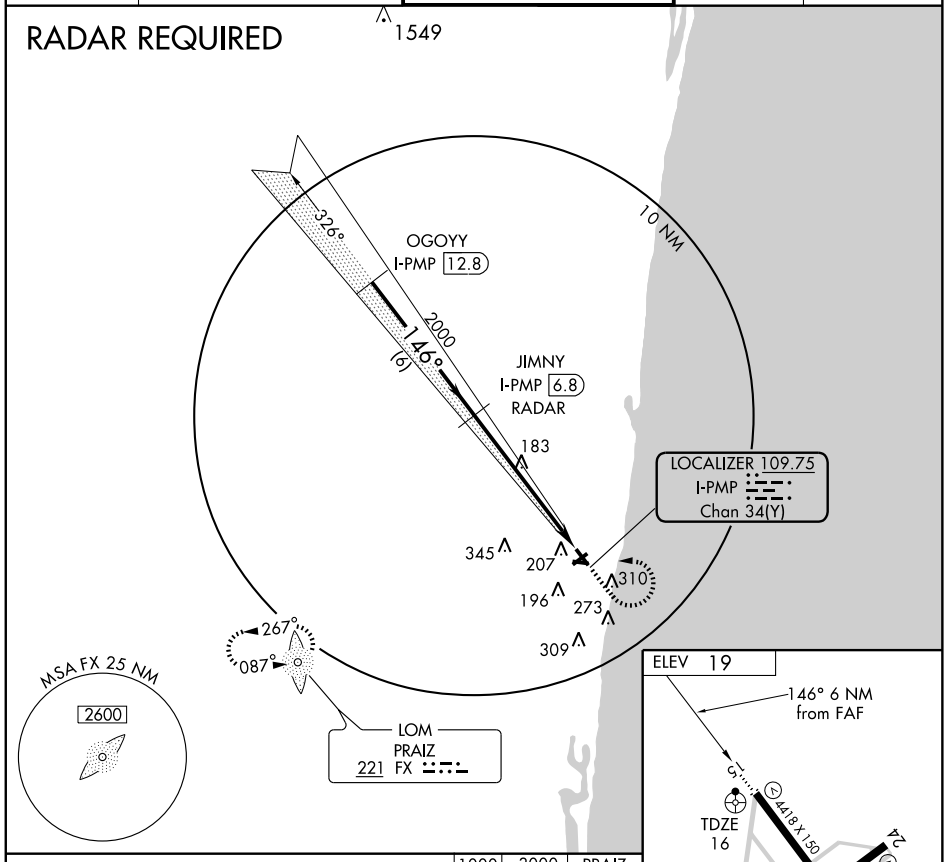
ADF and DME or RADAR Required.
If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

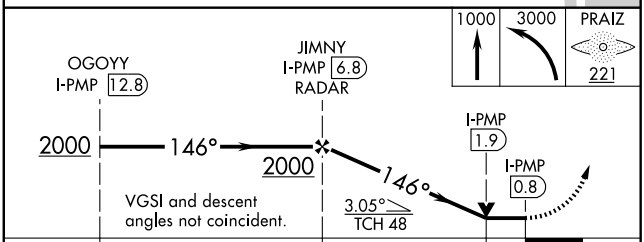
ODALS

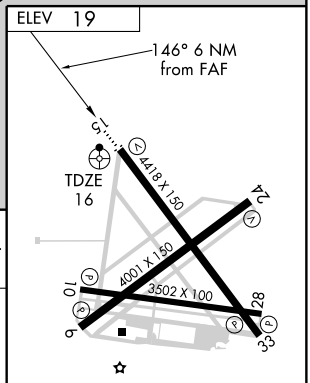
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PRAIZ LOM and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95

RADAR REQUIRED







REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

CATEGORY	A	B	C	D
S-15	440-1	424 (500-1)	NA	
CIRCLING	660-1	641 (700-1)	NA	

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 56603	056°	Rwy Idg	4001
W06A		TDZE	19
		Apt Elev	19

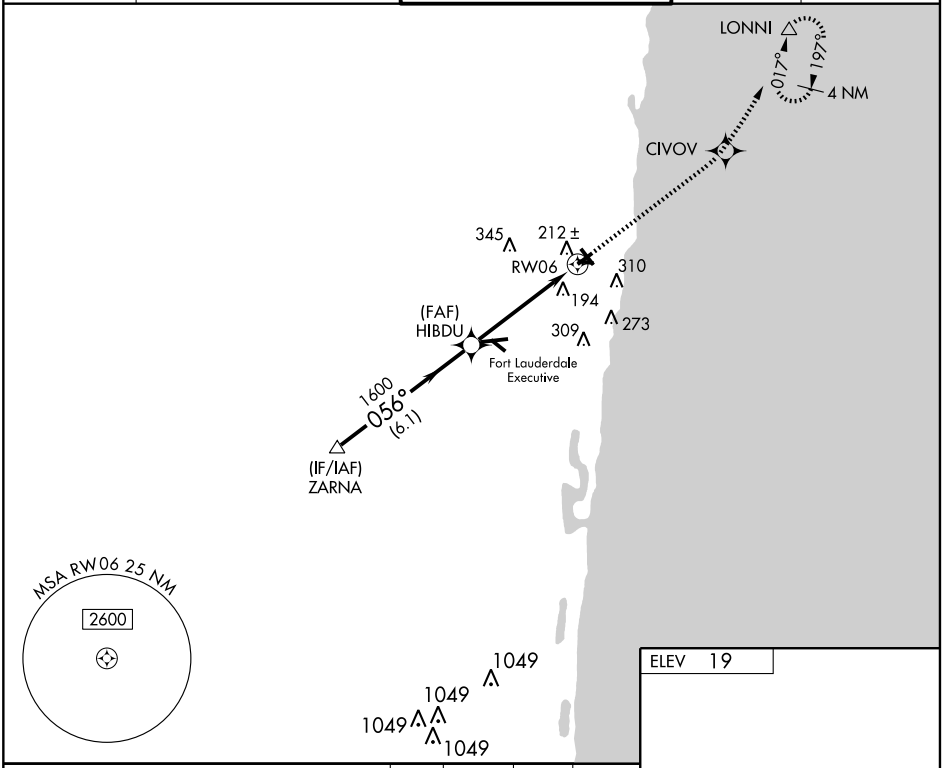
RNAV (GPS) RWY 6

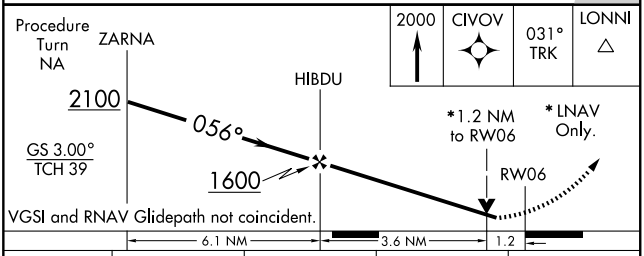
POMPANO BEACH AIRPARK (PMP)

T DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
W If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

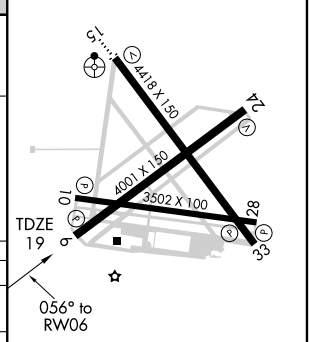
MISSED APPROACH: Climb to 2000 direct CIVOV and via 031° track to LONNI and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	348-1¼ 329 (400-1¼)		NA	
LNAV MDA	480-1 461 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 82500	146°	Rwy Idg	4418
W15A		TDZE	16
		Apt Elev	19

RNAV (GPS) RWY 15

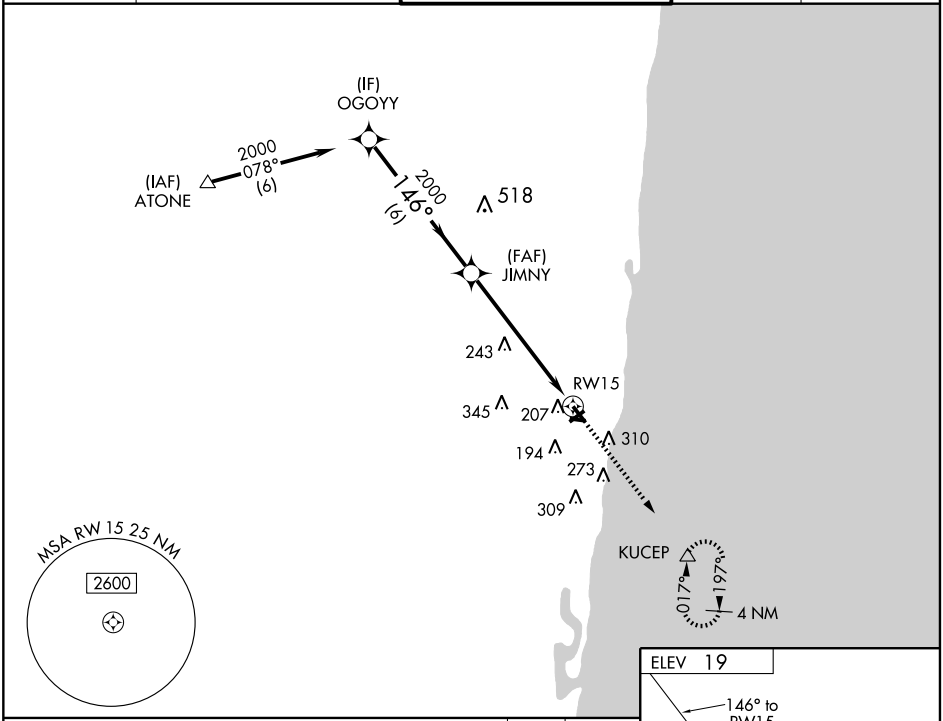
POMPANO BEACH AIRPARK (PMP)

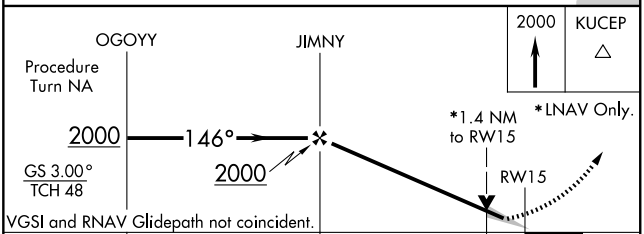
T A W — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Inoperative table does not apply.

ODALS

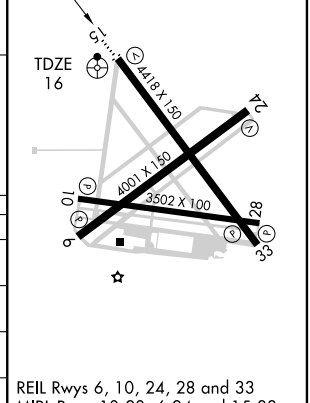
MISSED APPROACH: Climb to 2000 direct KUCEP and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	295-1 279 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	560-1 544 (600-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 17 DEC 2009 to 14 JAN 2010

POMPANO BEACH, FLORIDA AL-5972 (FAA)

WAAS	APP CRS	Rwy Idg	4001
CH 70500	236°	TDZE	18
W24A		Apt Elev	19

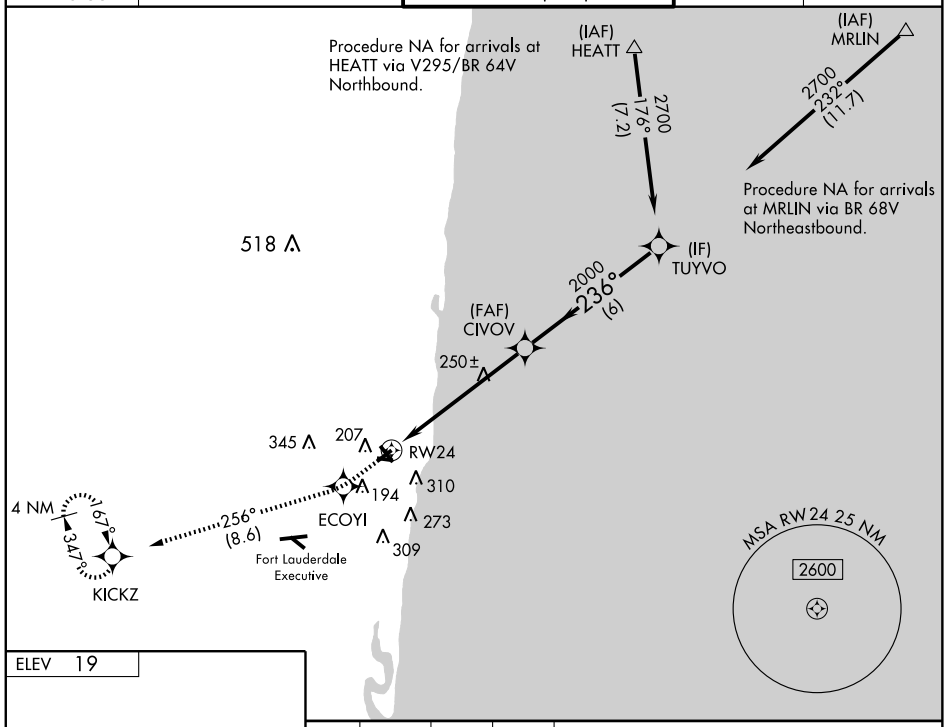
RNAV (GPS) RWY 24

POMPANO BEACH AIRPARK (PMP)

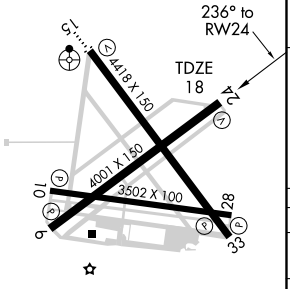
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ECOYI and via 256° Track to KICKZ and hold.

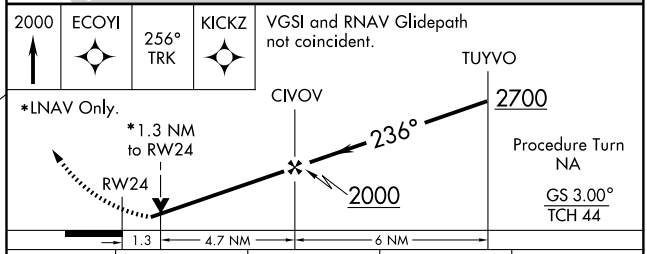
ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95



ELEV 19



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33



CATEGORY	A	B	C	D
LPV DA	319-1 301 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	500-1 482 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 40300	326°	Rwy Idg	4418
W33A		TDZE	15
		Apt Elev	19

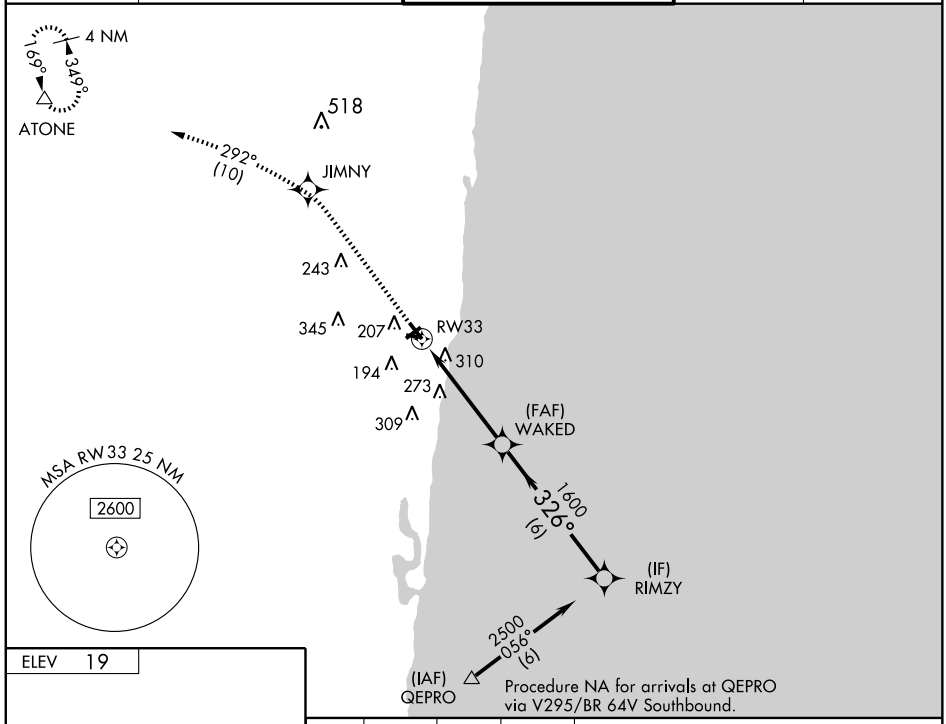
RNAV (GPS) RWY 33

POMPANO BEACH AIRPARK (PMP)

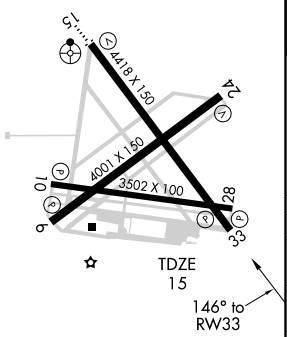
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct JIMNY and via 292° track to ATONE and hold.

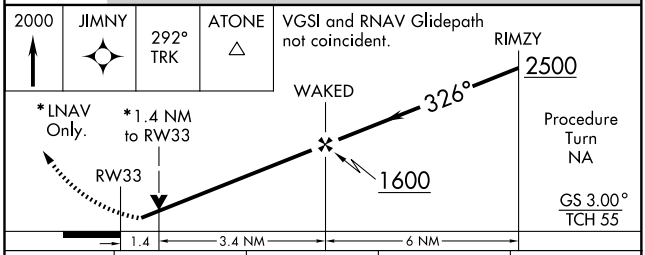
ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95



ELEV 19

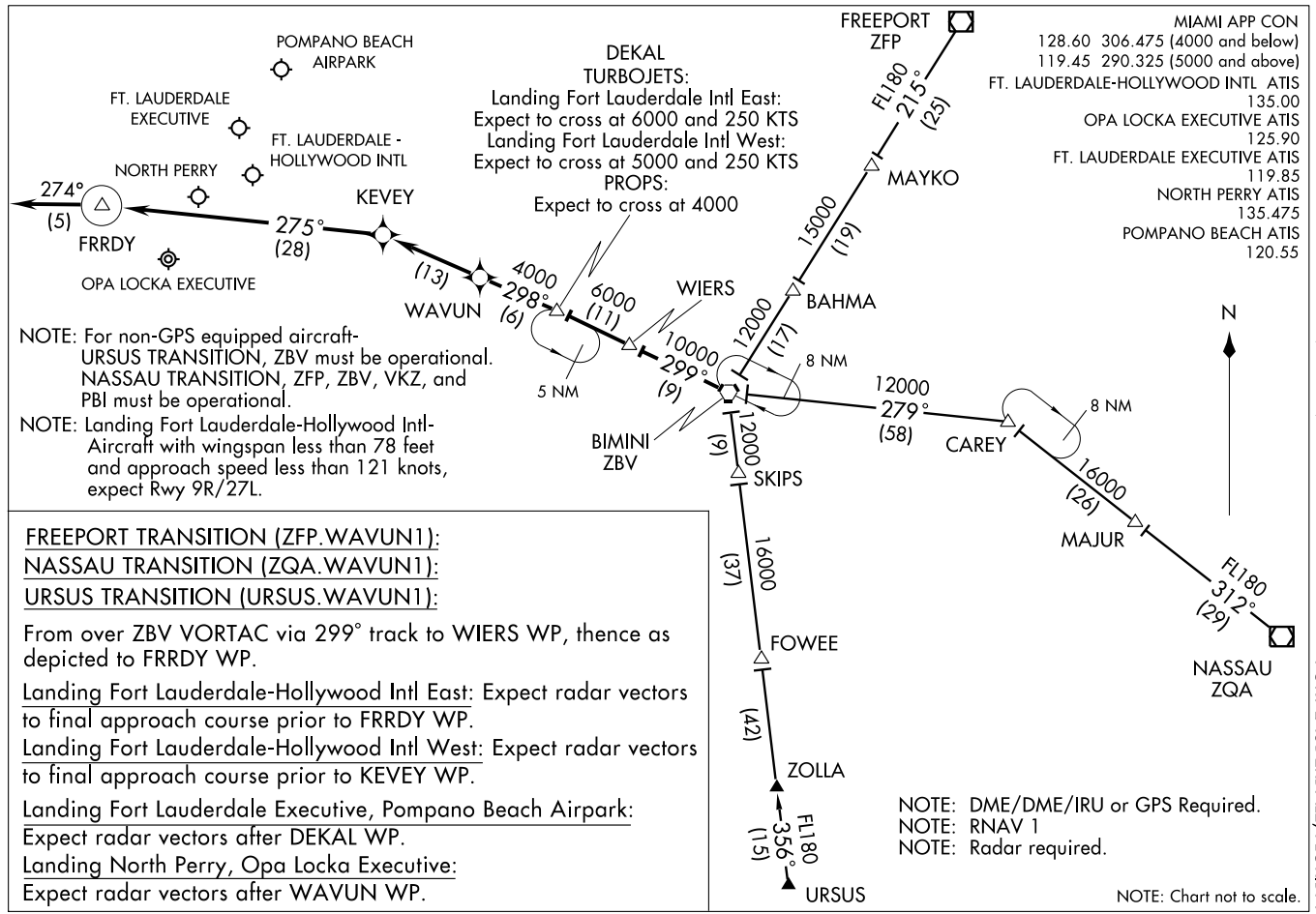


REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33



CATEGORY	A	B	C	D
LPV DA	288-1 273 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	620-1 605 (700-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 17 DEC 2009 to 14 JAN 2010



FREEPORT TRANSITION (ZFP.WAVUN1):

NASSAU TRANSITION (ZQA.WAVUN1):

URSUS TRANSITION (URSUS.WAVUN1):

From over ZBV VORTAC via 299° track to WIERS WP, thence as depicted to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to FRRDY WP.

Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course prior to KEVEY WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark: Expect radar vectors after DEKAL WP.

Landing North Perry, Opa Locka Executive: Expect radar vectors after WAVUN WP.

(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

WAAS	APP CRS	Rwy Idg	7193
CH 48807	032°	TDZE	24
W04A		Apt Elev	26

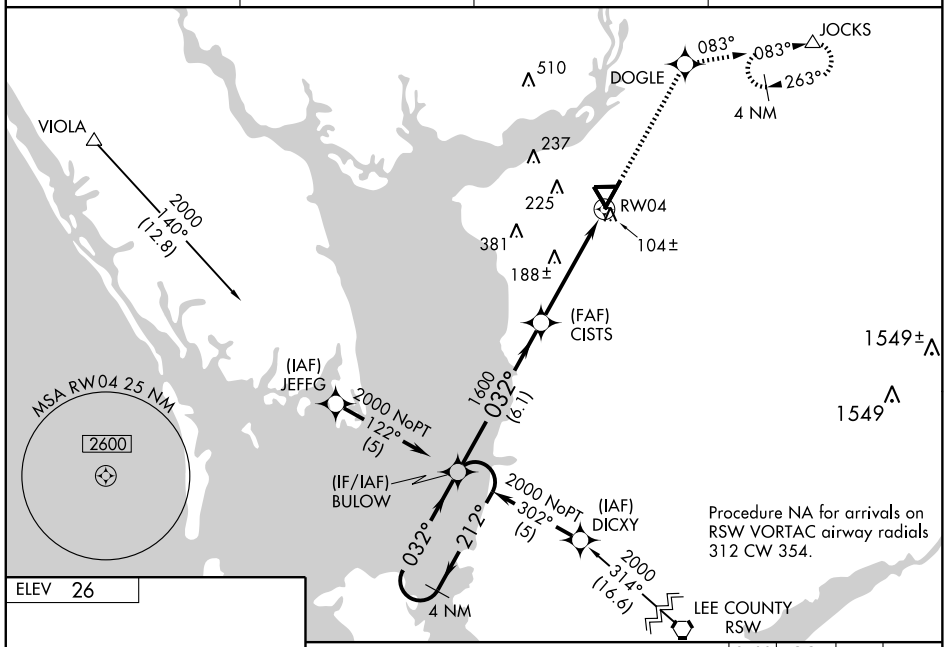
RNAV (GPS) RWY 4

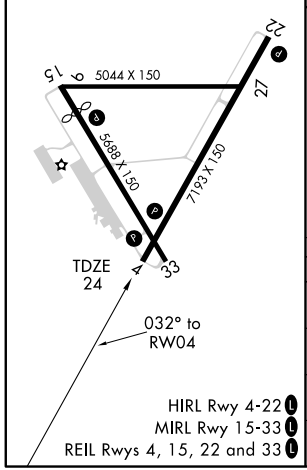
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

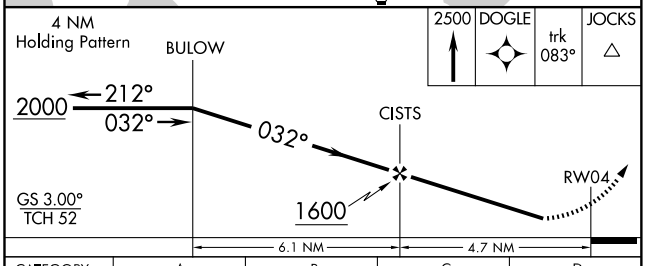
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility and Circling Cat C visibility ¼mile. Baro-VNAV NA when using Page Field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DOGLE and via 083° track to JOCKS and hold, continue climb-in-hold to 2500.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			
LNAV/VNAV DA	452-1½ 428 (500-1½)			
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	500-1 474 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

PUNTA GORDA, FLORIDA AL-6178 (FAA)

WAAS	APP CRS	Rwy Idg	5127
CH 86307	152°	TDZE	21
W15A		Apt Elev	26

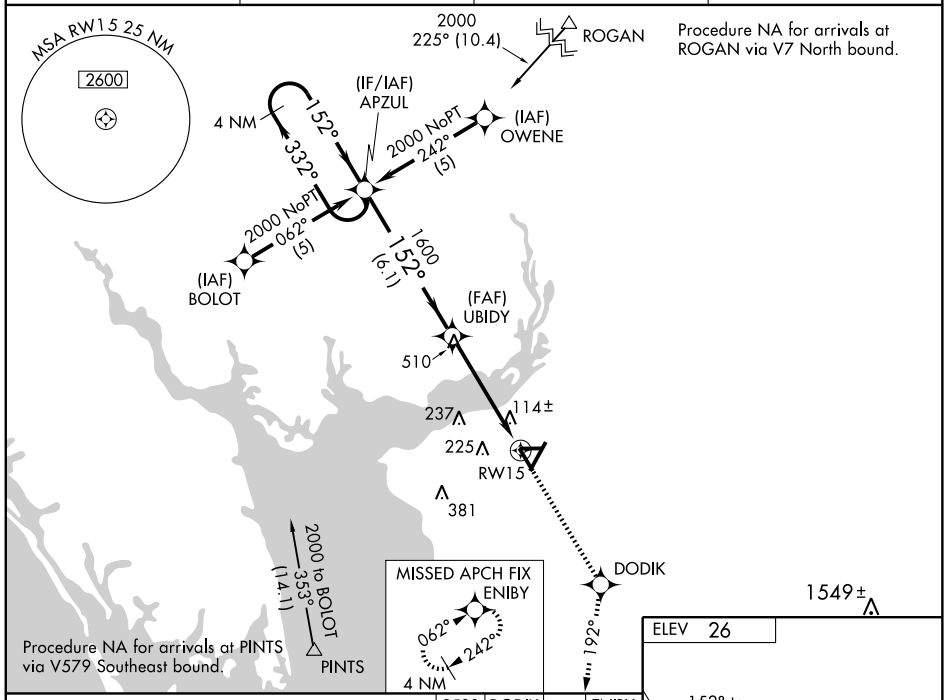
RNAV (GPS) RWY 15

PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat C visibility, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DODIK and via 192° track to ENIBY and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	271-1 250 (300-1)			
LNAV/ VNAV DA	514-1¾ 493 (500-1¾)			
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7193
CH 45905	212°	TDZE	26
W22A		Apt Elev	26

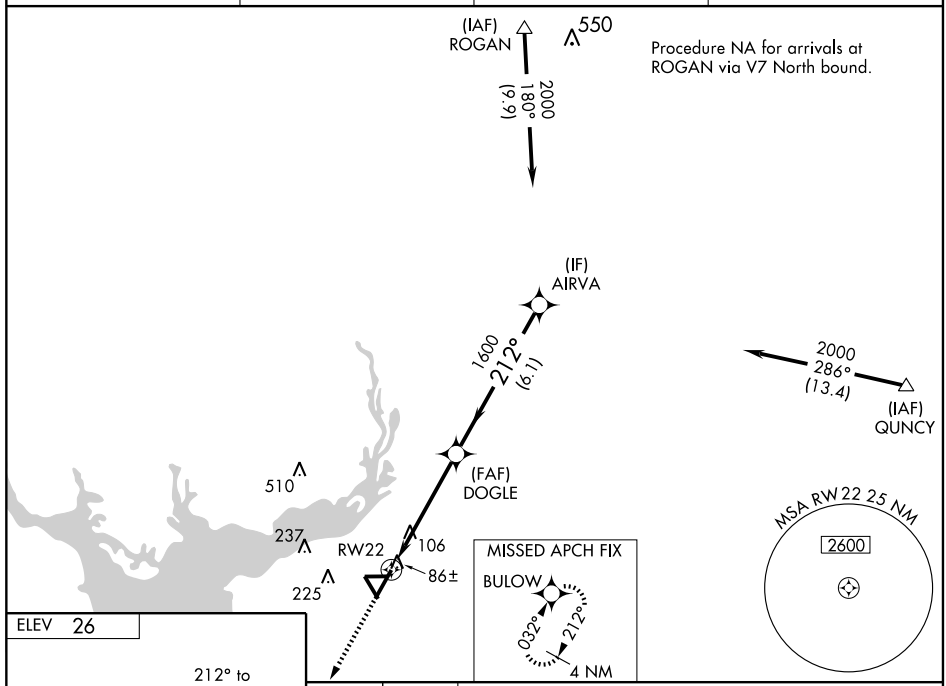
RNAV (GPS) RWY 22

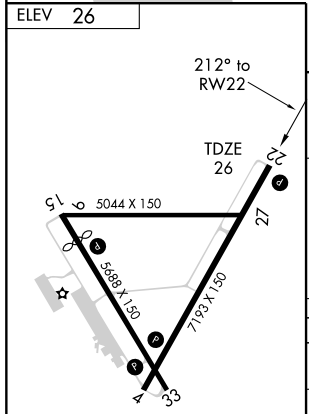
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

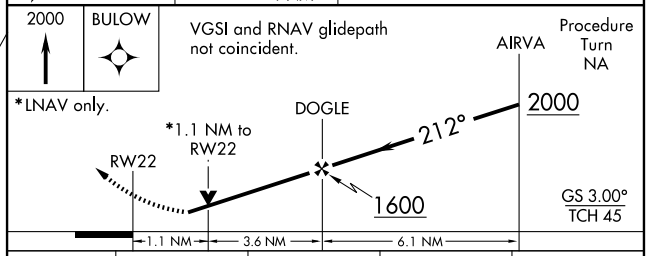
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BULOW and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	276-1 250 (300-1)			
LNAV/ VNAV DA	356-1¼ 330 (400-1¼)			
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5688
CH 93507	332°	TDZE	23
W33A		Apt Elev	26

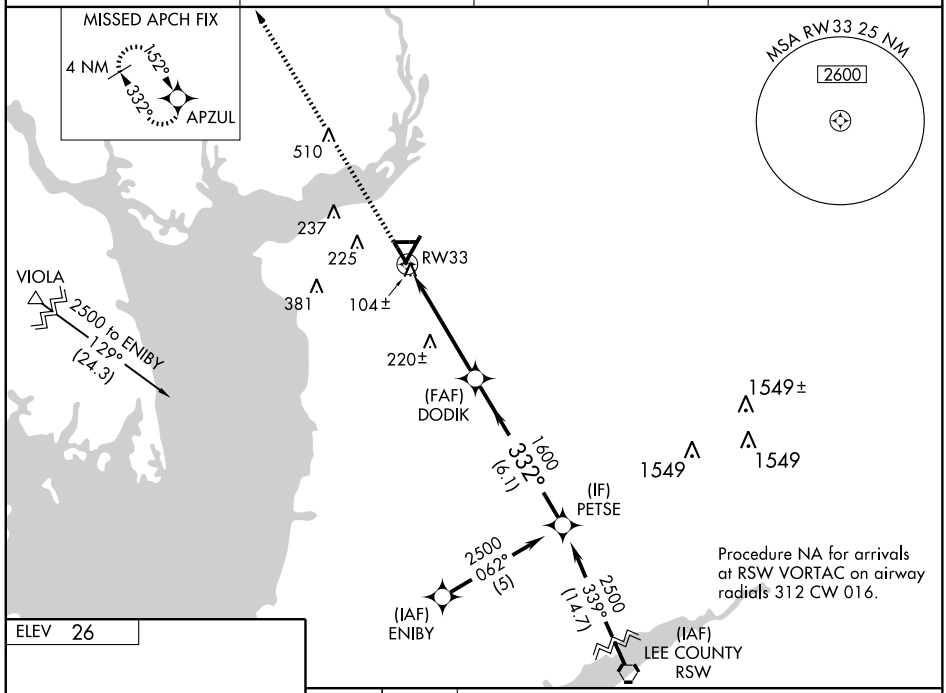
RNAV (GPS) RWY 33

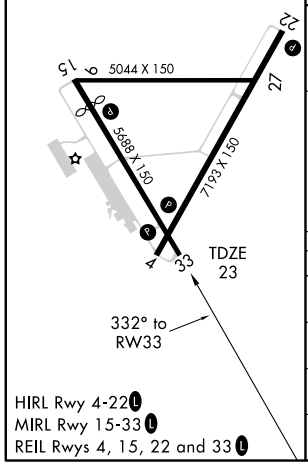
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

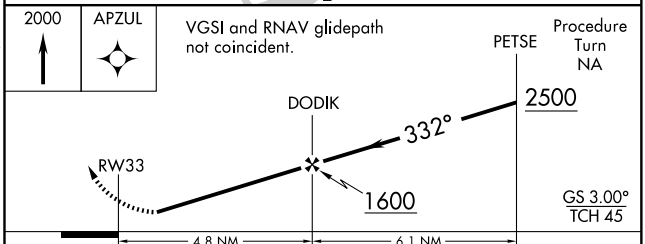
T A When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities ¼, increase LNAV Cats C/D visibility ¼, and increase Circling Cat C visibility ¼. Baro-VNAV NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct APZUL and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	315-1 292 (300-1)			
LNAV/VNAV DA	374-1¼ 351 (400-1¼)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	520-1 494 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR PGD 110.2	APP CRS 021°	Rwy Idg 7193 TDZE 24 Apt Elev 26

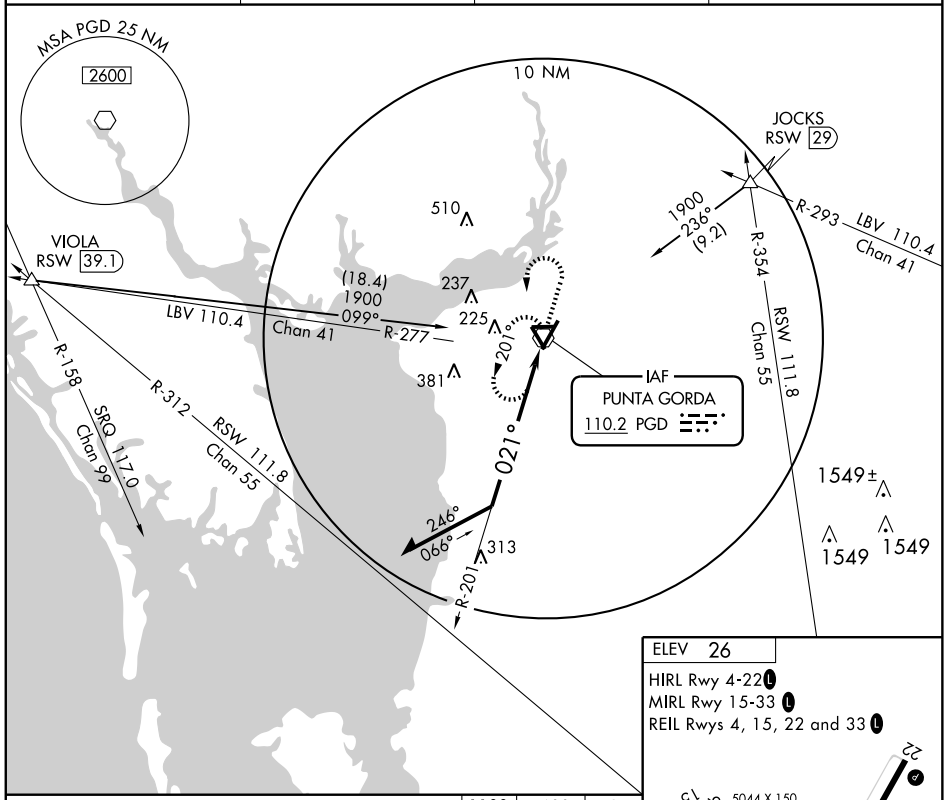
VOR RWY 4

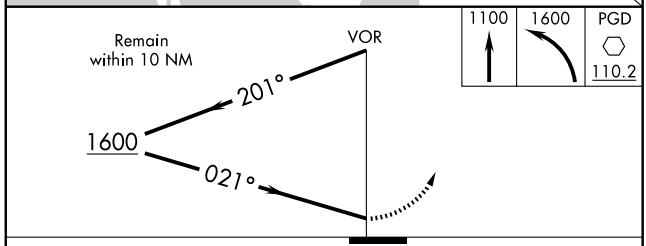
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

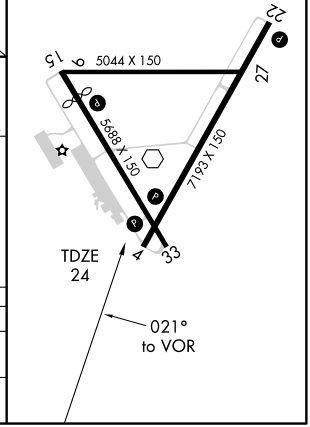
Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet; increase all Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-4	680-1	656 (700-1)	680-1¾ 656 (700-1¾)	680-2 656 (700-2)
CIRCLING	680-1	654 (700-1)	680-1¾ 654 (600-1¾)	680-2 654 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR PGD 110.2	APP CRS 219°	Rwy Idg 7193 TDZE 26 Apt Elev 26

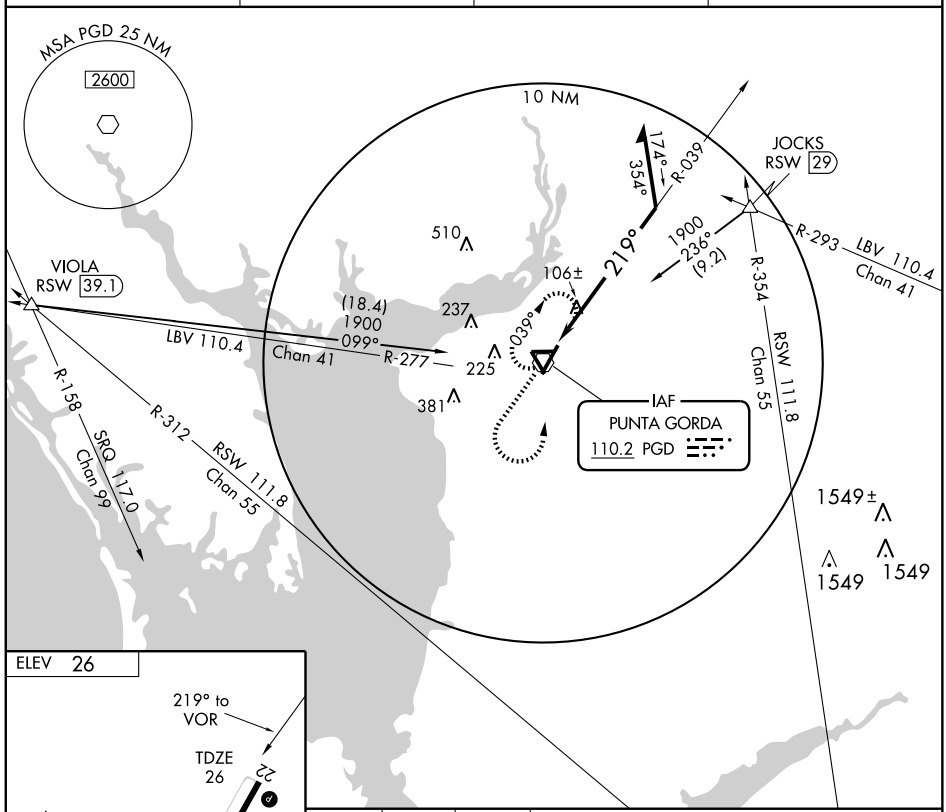
VOR RWY 22

PUNTA GORDA/CHARLOTTE COUNTY (PGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet, and increase Circling Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PGD VOR and hold, continue climb-in-hold to 1600.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L



CATEGORY	A	B	C	D
S-22	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)
CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2684
137°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 14
QUINCY MUNI (2J9)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct SOGCO and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)

Procedure NA for arrivals at SAIML via V7 Northwest bound.

(IAF) SAIML
2000 NoPT
146° (9.7)
136°
4 NM
316°
(IF/IAF) SOGCO
1800
136° (6.1)
(IAF) SNEAD
2000 NoPT
068° (5.9)
(FAF) JORLA
519±
137°
2000 to SOGCO
317° (8.9)
QUILL
658
469
592
640
RW14
673
1062

MSA RW14 25 NM
2100

4 NM
Holding Pattern
SOGCO
2000
316°
136°
JORLA
136°
1800
137°
RW14
3.04°
TCH 40
6.1 NM
4.8 NM

2000 SOGCO

ELEV 221 D
137° to RW14
TDZE 221
2684 X 75
0.7% UP
14
32

CATEGORY	A	B	C	D
LNAV MDA	840-1	619 (700-1)	840-1¾ 619 (700-1¾)	NA
CIRCLING	840-1	619 (700-1)	860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2360
317°	TDZE	221
	Apt Elev	221

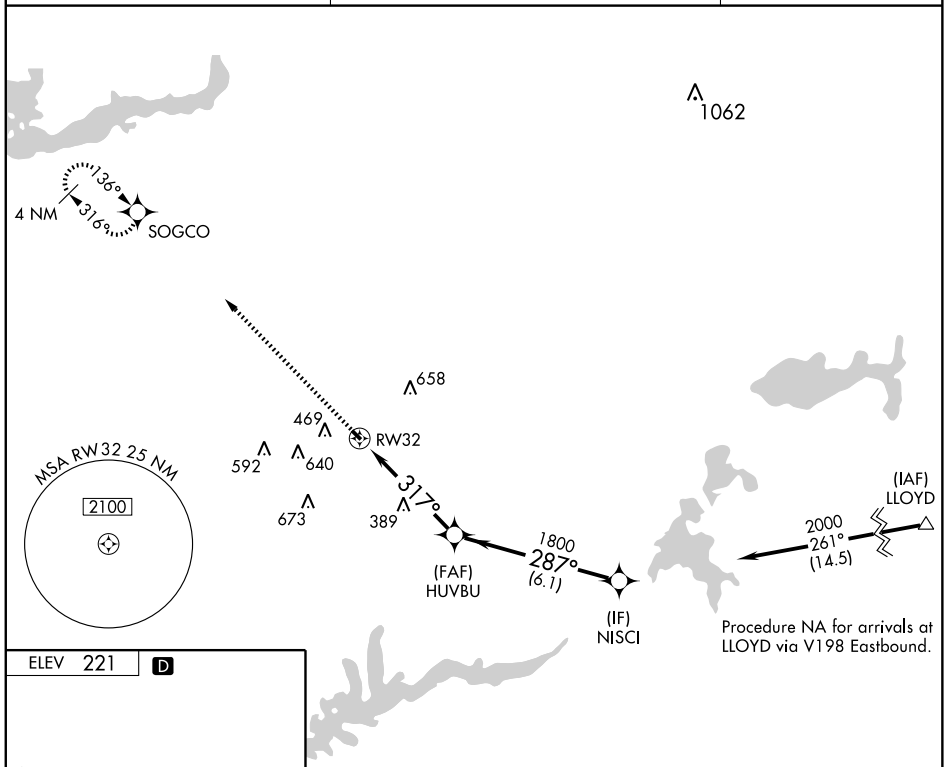
RNAV (GPS) RWY 32
QUINCY MUNI (2J9)

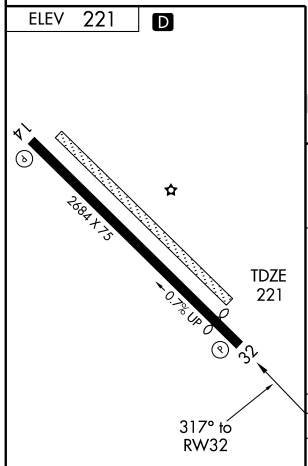
T
A NA

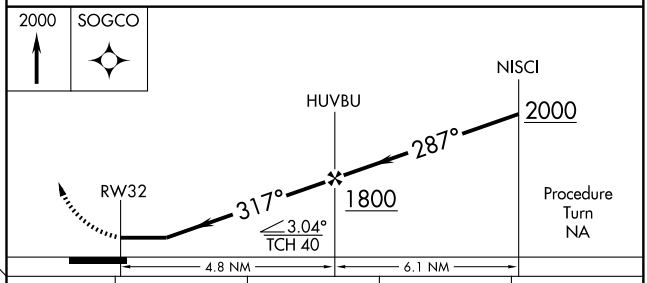
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct SOGCO and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	700-1 479 (500-1)		700-1¼ 479 (500-1¼)	NA
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC SZW 117.5 Chan 122	APP CRS 283°	Rwy Idg N/A TDZE N/A Apt Elev 221

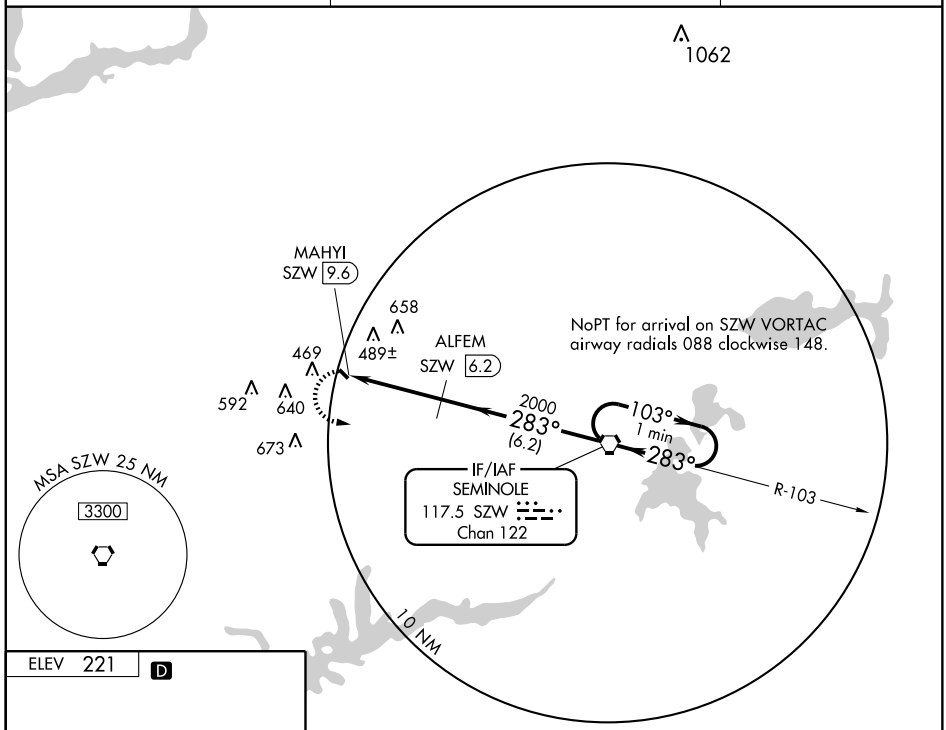
VOR/DME-A
QUINCY MUNI (2J9)

T
ANA

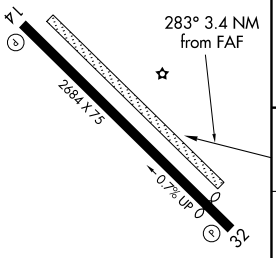
Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

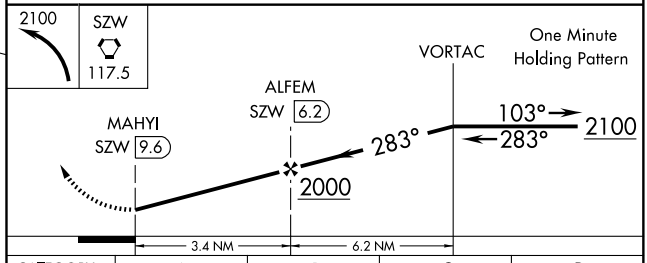
MISSED APPROACH: Climbing left turn to 2100 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)



ELEV 221 D





CATEGORY	A	B	C	D
CIRCLING	840-1	619 (700-1)	860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

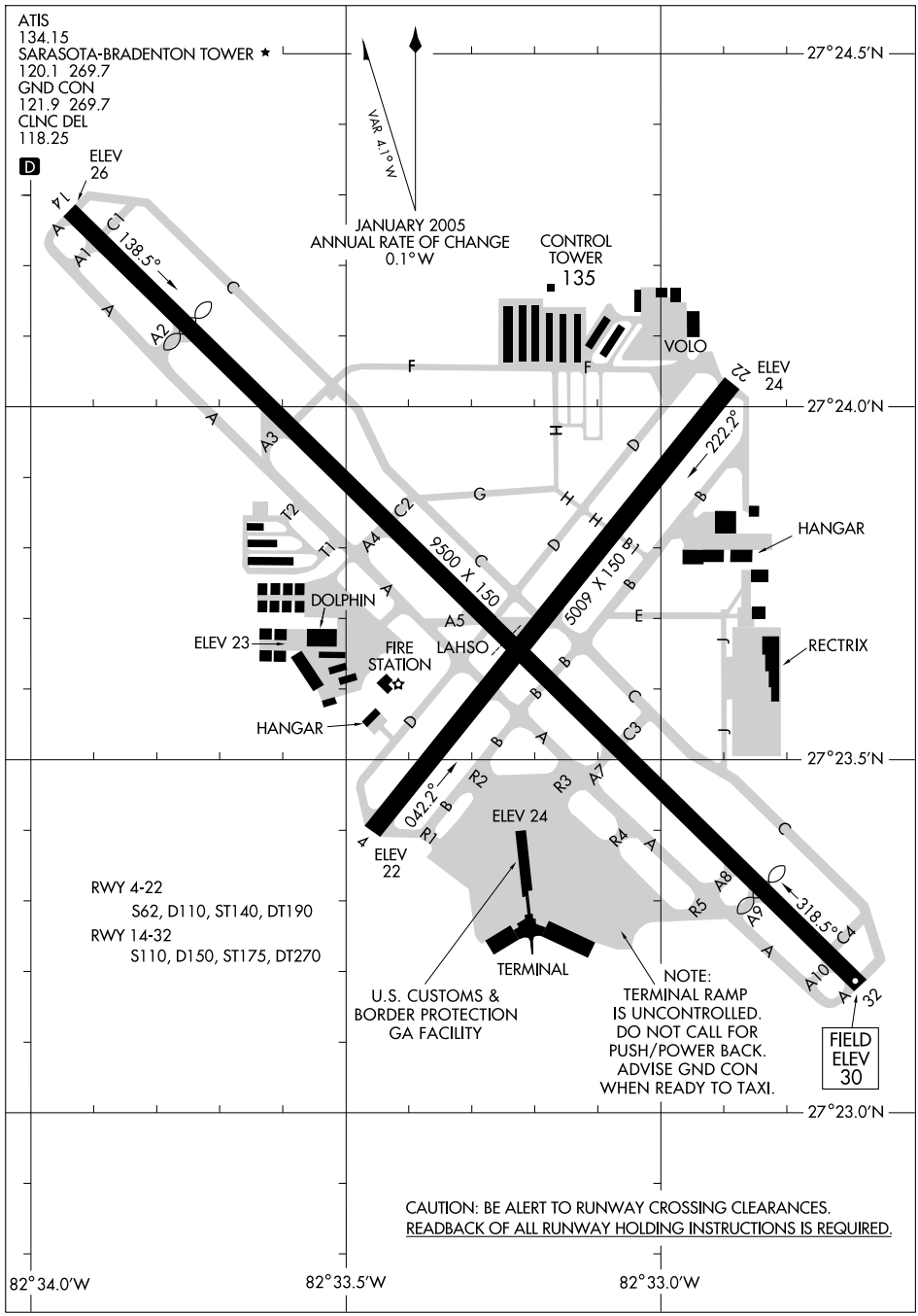
09351

AIRPORT DIAGRAM

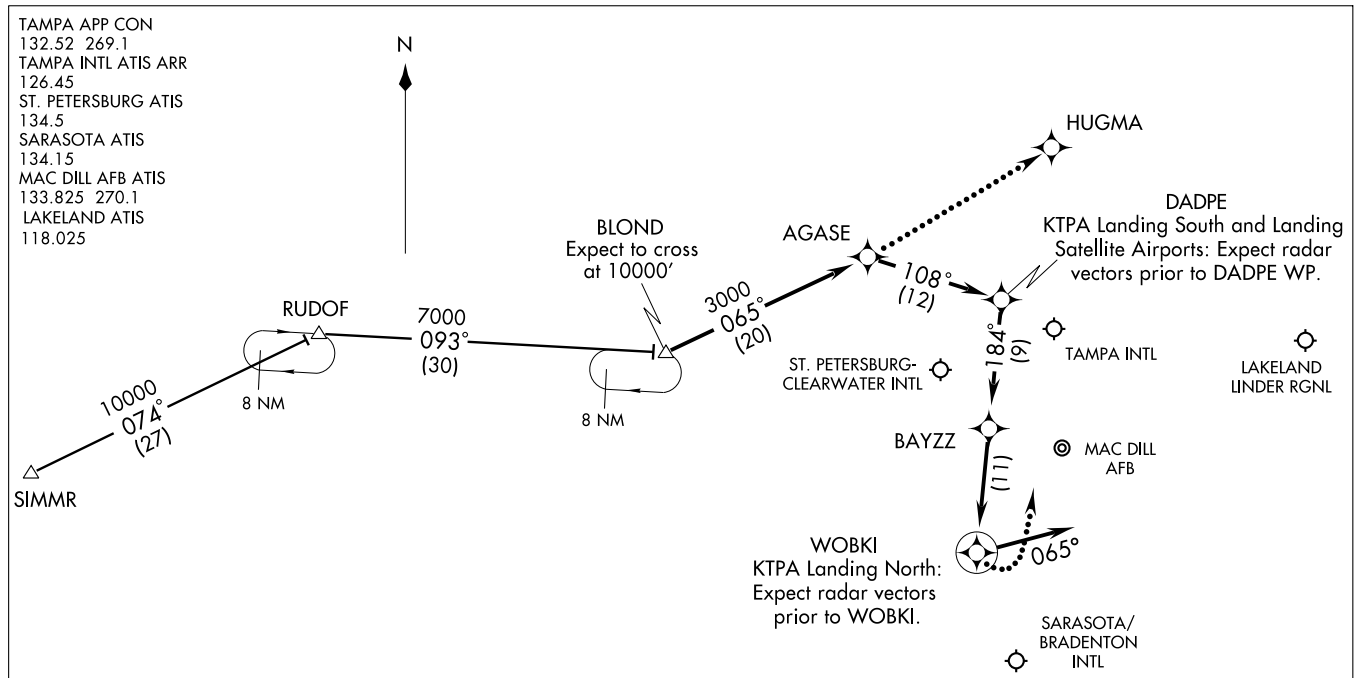
AL-640 (FAA)

SARASOTA/BRADENTON INTL (SRQ)

SARASOTA (BRADENTON), FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010



NOTE: For non-GPS equipped aircraft, PIE must be operational.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Radar Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND1):

From over BLOND WP via 065° track to AGASE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

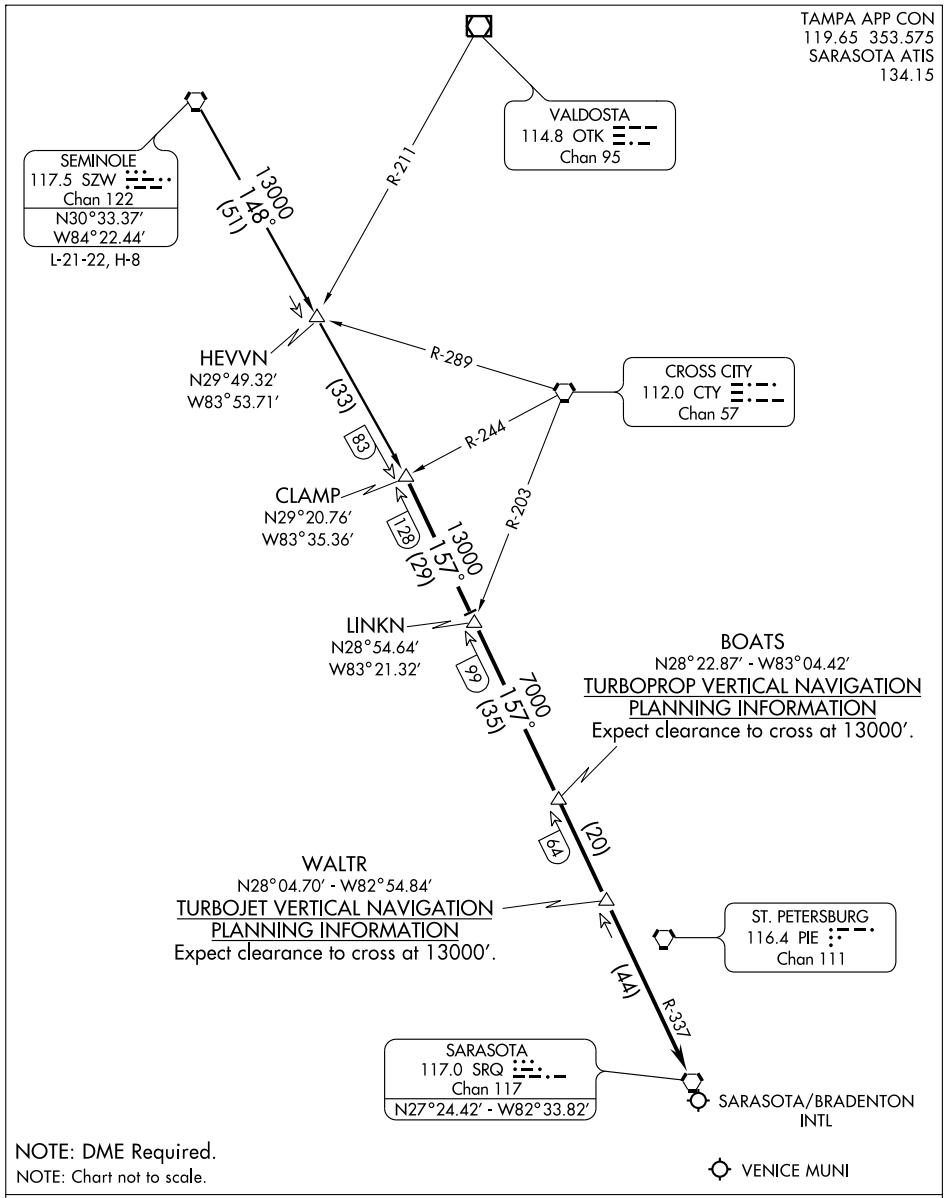
LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to AGASE WP, then proceed direct HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-FFV	APP CRS	Rwy Idg	7540
111.3	136°	TDZE	23
		Apt Elev	30

ILS or LOC RWY 14

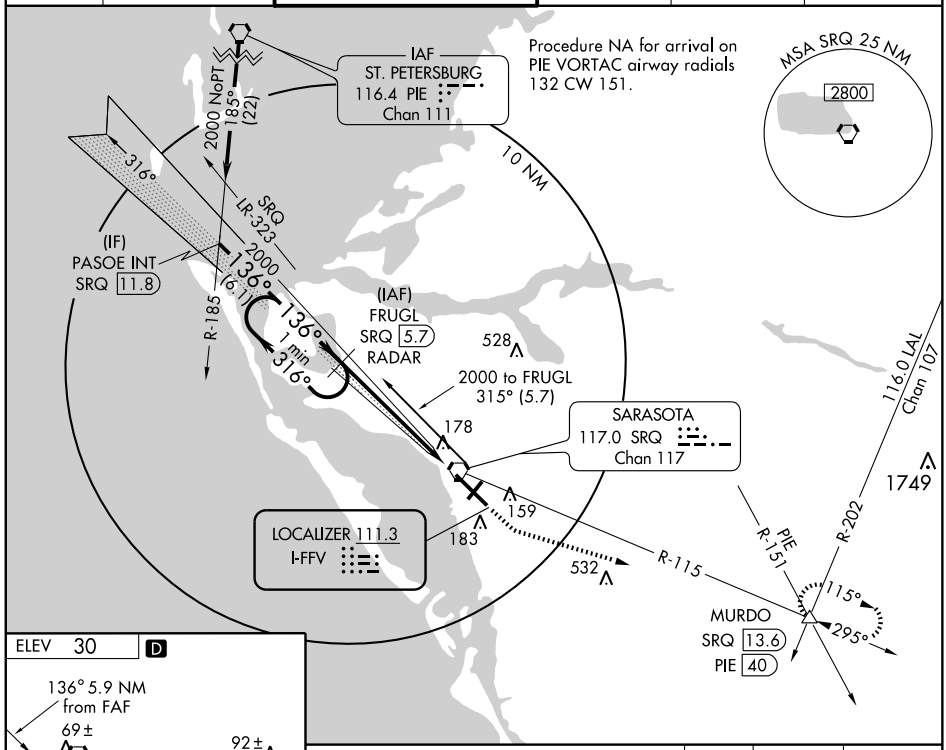
SARASOTA/BRADENTON INTL (SRQ)

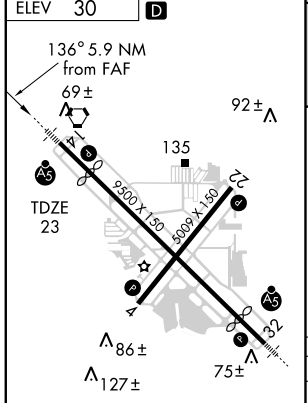
When control tower closed: S-ILS 14 minimums NA. Increase S-LOC 14 all Cats. visibility to 1 mile. Inoperative table does not apply to S-LOC 14 Cats. A,B and C. For inoperative MALSR, increase S-LOC 14 Cat. D visibility to 1¼. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 and SRQ VORTAC R-115 to MURDO Int/SRQ 13.6 DME and hold.

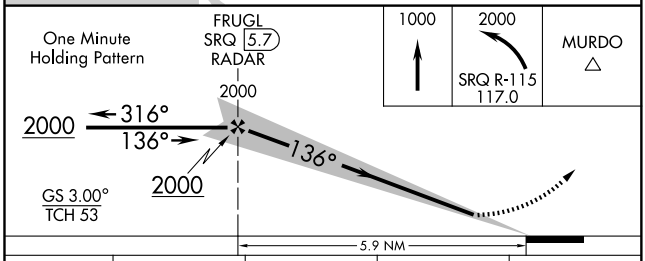
ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1(CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 14	223-½ 200 (200-½)			
S-LOC 14	380-½ 357 (400-½)			380-¾ 357 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-SRQ	APP CRS	Rwy Idg	7510
109.7	316°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 32

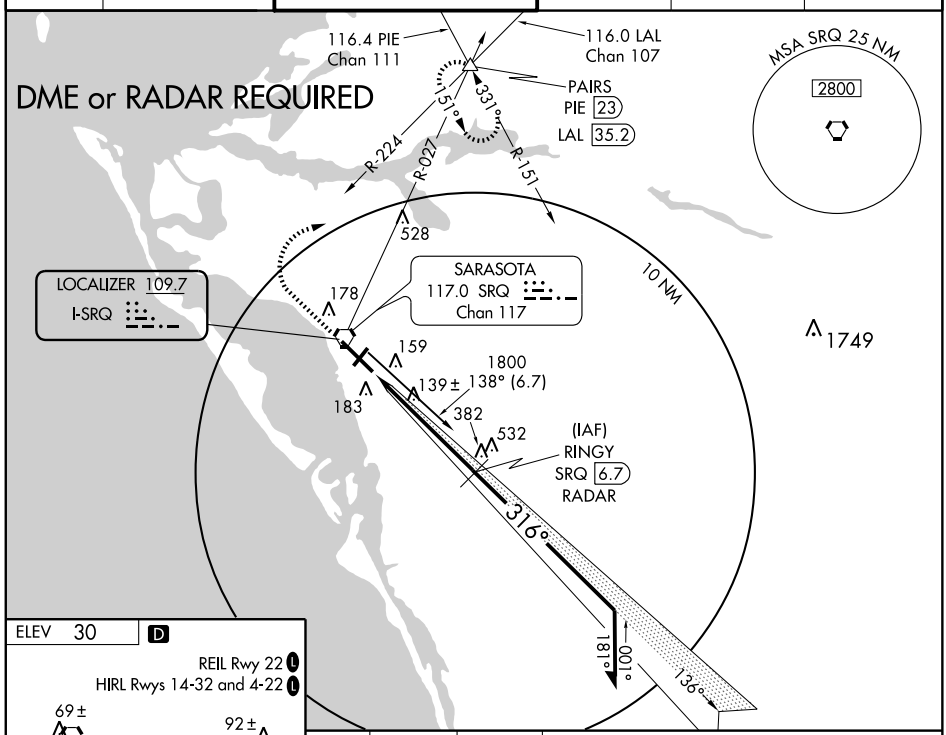
SARASOTA/BRADENTON INTL (SRQ)

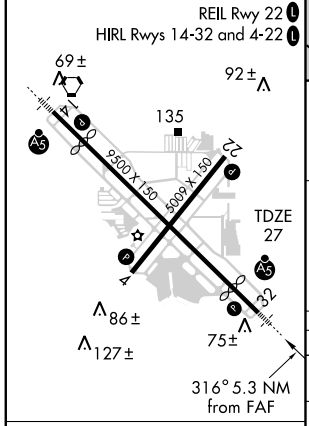
Autopilot coupled approach NA below 840. When control tower closed, S-ILS 32 minimums NA, increase S-LOC 32 all Cats. visibility to 1. Inoperative table does not apply to S-LOC 32 Cats. A/B/C, for inoperative MALSR, increase S-LOC 32 Cat. D visibility to 1¼.

MALSR

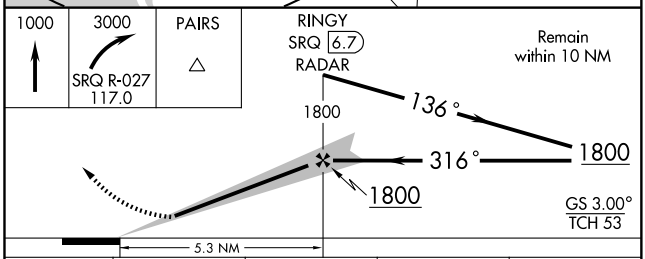
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via SRQ VORTAC R-027 to PAIRS Int/PIE VORTAC 23 DME and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 32	227-½ 200 (200-½)			
S-LOC 32	400-½ 373 (400-½)			400-¾ 373 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5009
040°	TDZE	23
	Apt Elev	30

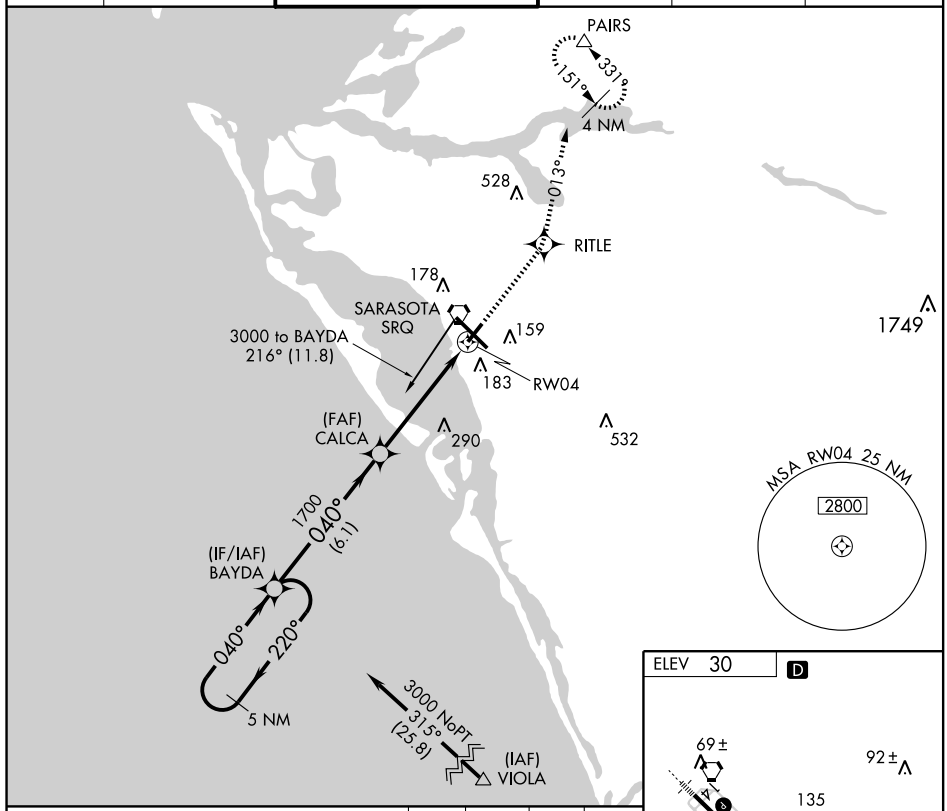
RNAV (GPS) RWY 4

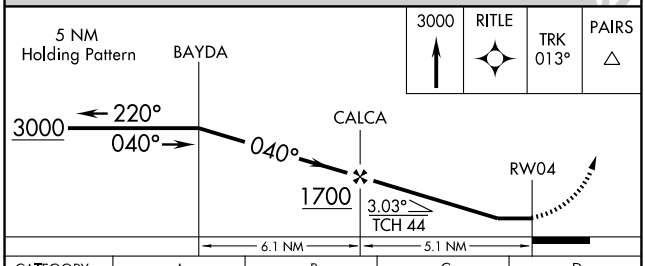
SARASOTA/BRADENTON INTL (SRQ)

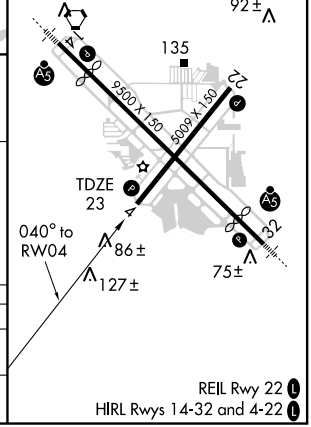
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct RITLE and via 013° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1(CTAF)L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	437 (500-1)	460-1¼ 437 (500-1¼)	460-1½ 437 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 86705 W14A	APP CRS 136°	Rwy Idg 7540 TDZE 23 Apt Elev 30

RNAV (GPS) RWY 14

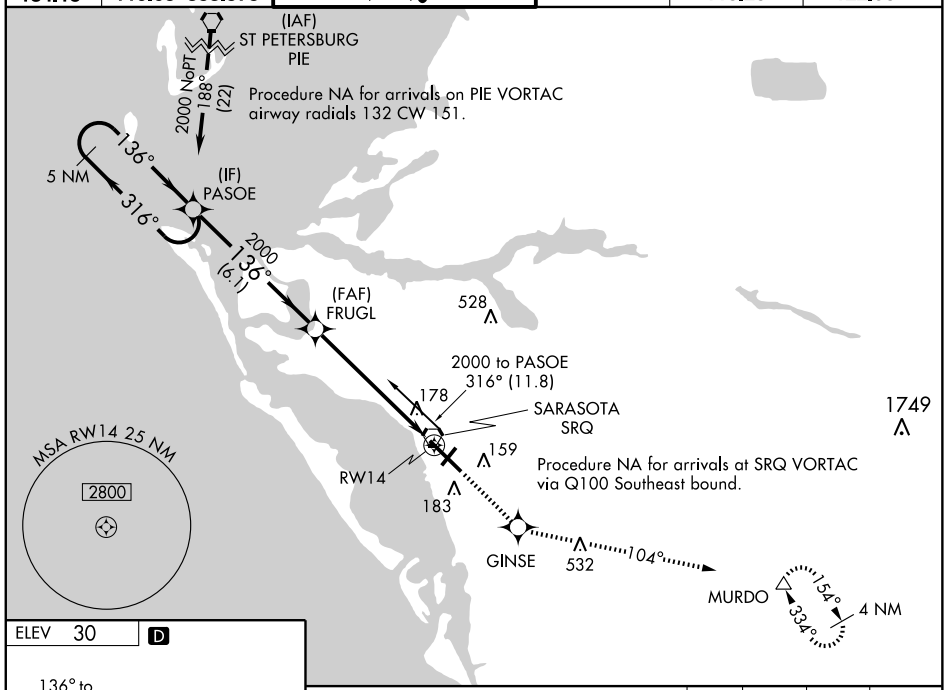
SARASOTA/BRADENTON INTL (SRQ)

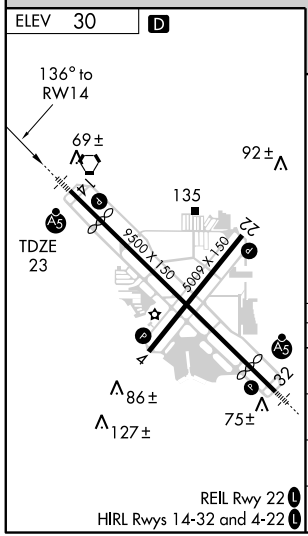
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1 mile; inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼ miles.

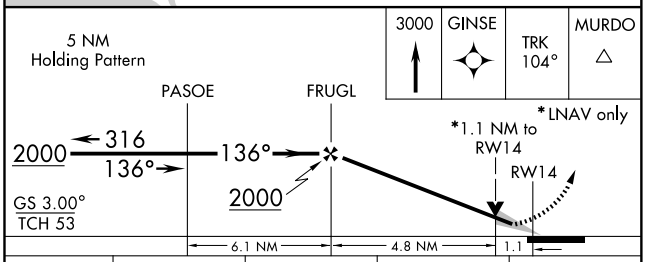
MALSR

MISSED APPROACH: Climb to 3000 direct GINSE and via 104° track to MURDO and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER*	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LPV DA	223-½ 200 (200-½)			
LNAV/ VNAV DA	488-1 465 (500-1)			
LNAV MDA	440-½ 417 (500-½)		440-¾ 417 (500-¾)	440-1 417 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5009
220°	TDZE	24
	Apt Elev	30

RNAV (GPS) RWY 22

SARASOTA/BRADENTON INTL (SRQ)

Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BAYDA and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95

Procedure NA for arrival on PIE VORTAC airway radials 109 CW 166.

(IAF) ST PETERSBURG PIE

2000 148° (25.7)

(IF) ERICO

1800 220° (6.1)

2000 294° (16.1)

(IAF) BRDGE

528

(FAF) DIRAY

140

178

RITLE 3.6 NM to RW22

RW22

159

183

532

1749

MSA RW22 25 NM

2800

BAYDA 040° 220° 5 NM

ELEV 30 D

69±

220° to RW22

92±

135

9500 X 150

5009 X 150

TDZE 24

86±

127±

75±

REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

2000 | BAYDA

ERICO 2000

RITLE 3.6 NM to RW22

DIRAY

220°

RW22

1200 3.04° TCH 42

1800

Procedure Turn NA

3.6 NM | 1.8 NM | 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 72605 W32A	APP CRS 316°	Rwy Idg 7510 TDZE 27 Apt Elev 30

RNAV (GPS) RWY 32

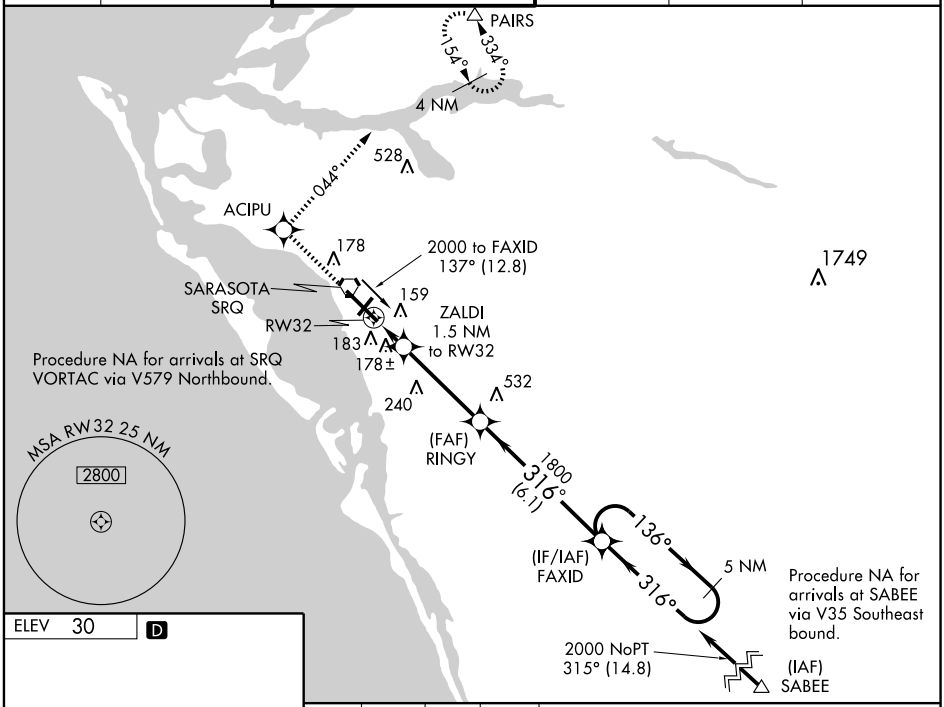
SARASOTA/BRADENTON INTL (SRQ)

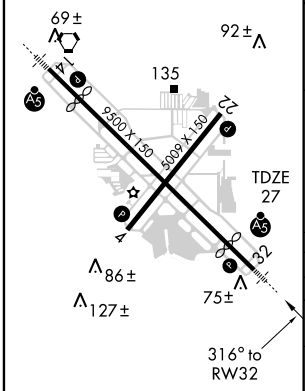
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1. Inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼.

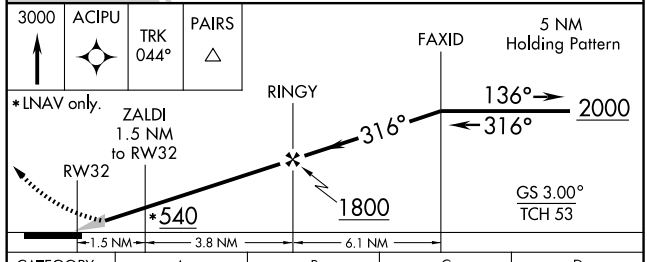
MALSR

MISSED APPROACH: Climb to 3000 direct ACIPU and via 044° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95





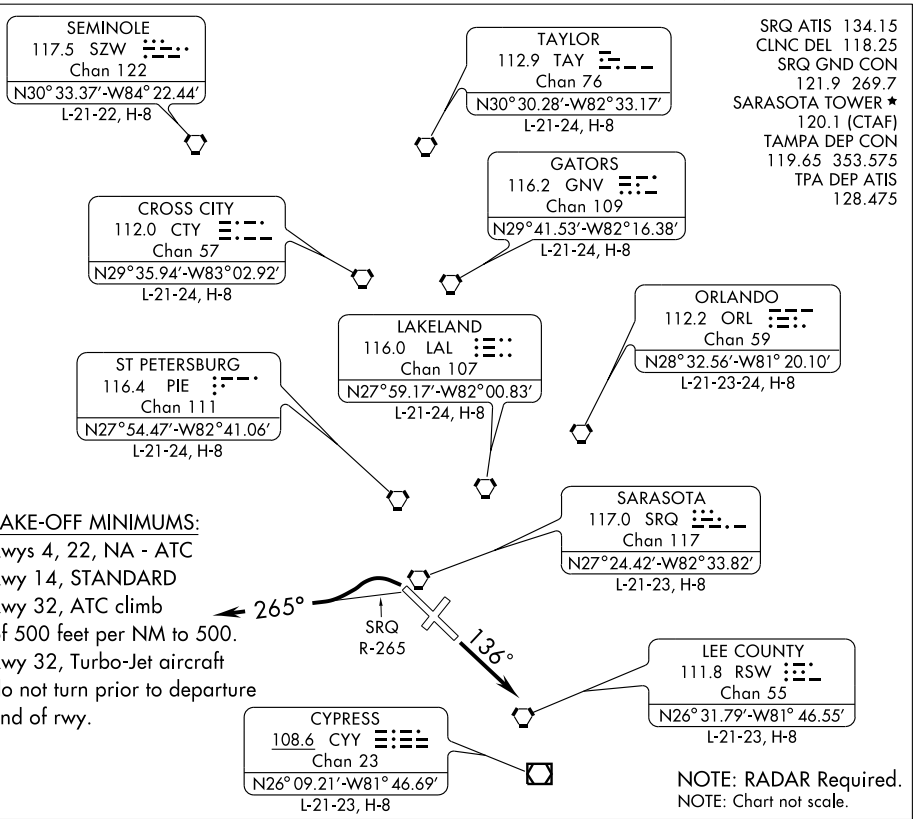


CATEGORY	A	B	C	D
LPV DA	227-½ 200 (200-½)			
LNAV/VNAV DA	463-1 436 (500-1)			
LNAV MDA	440-½ 413 (500-½)		440-¾ 413 (500-¾)	440-1 413 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

SARASOTA THREE DEPARTURE

SARASOTA/BRADENTON INTL (SRQ)
SARASOTA (BRADENTON), FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 136°. Expect radar vectors to join assigned route, thence....
TAKE-OFF RUNWAY 32: Climbing left turn to intercept SRQ R-265 westbound or as assigned by ATC. Expect radar vectors to join assigned route, thence....

....maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

NOTE: Rwy 14: Multiple trees beginning 345 feet from DER, 277 feet right of centerline, up to 69 feet AGL/94 feet MSL. Multiple trees beginning 119 feet from DER, 365 feet left of centerline, up to 30 feet AGL/55 feet MSL. Railroad 431 feet from DER, 533 feet left of centerline, 24 feet AGL/44 feet MSL.

NOTE: Rwy 32: Multiple trees beginning 606 feet from DER, 2 feet right of centerline, up to 51 feet AGL/71 feet MSL. Multiple trees beginning 775 feet from DER, 113 feet left of centerline, up to 68 feet AGL/88 feet MSL. Wall 119 feet from DER, 465 feet left of centerline, 29 feet AGL/49 feet MSL. Pole 945 feet from DER, 531 feet left of centerline, 41 feet AGL/61 feet MSL. Antenna 732 feet from DER, 168 feet left of centerline, 34 feet AGL/54 feet MSL. Vehicle on road 675 feet from DER, 277 feet left of centerline, 17 feet AGL/51 feet MSL. Light pole 837 feet from DER, 326 feet left of centerline, 34 feet AGL/54 feet MSL. Tower 5,674 feet from DER, 1,845 feet left of centerline, 162 feet AGL/177 feet MSL.

VORTAC SRQ	APP CRS	Rwy Idg	7540
117.0	115°	TDZE	23
Chan 117		Apt Elev	30

VOR RWY 14

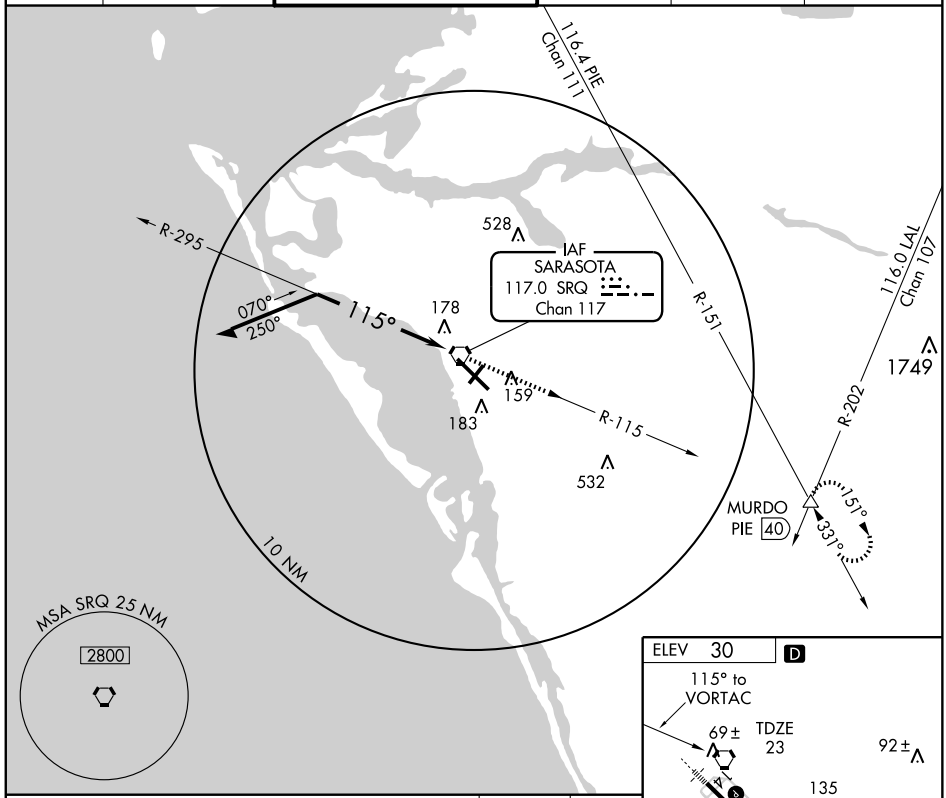
SARASOTA/BRADENTON INTL (SRQ)

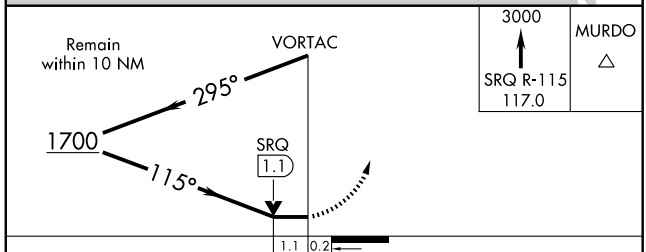
For inoperative MALSR, increase S-14 Cat. C visibility to 1¼. When control tower closed: increase S-14 Cats. A, B and C visibility to 1 mile. Inoperative table does not apply to Cat. D. Inoperative table does not apply to S-14 Cats. A, B and D.

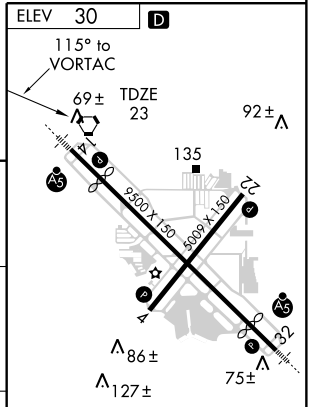
MALSR

MISSED APPROACH: Climb to 3000 via SRQ VORTAC R-115 to MURDO Int/PIE 40 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-14	480-½	457 (500-½)	480-¾ 457 (500-¾)	480-1½ 457 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC SRQ	APP CRS	Rwy Idg	7510
117.0	322°	TDZE	27
Chan 117		Apt Elev	30

VOR RWY 32

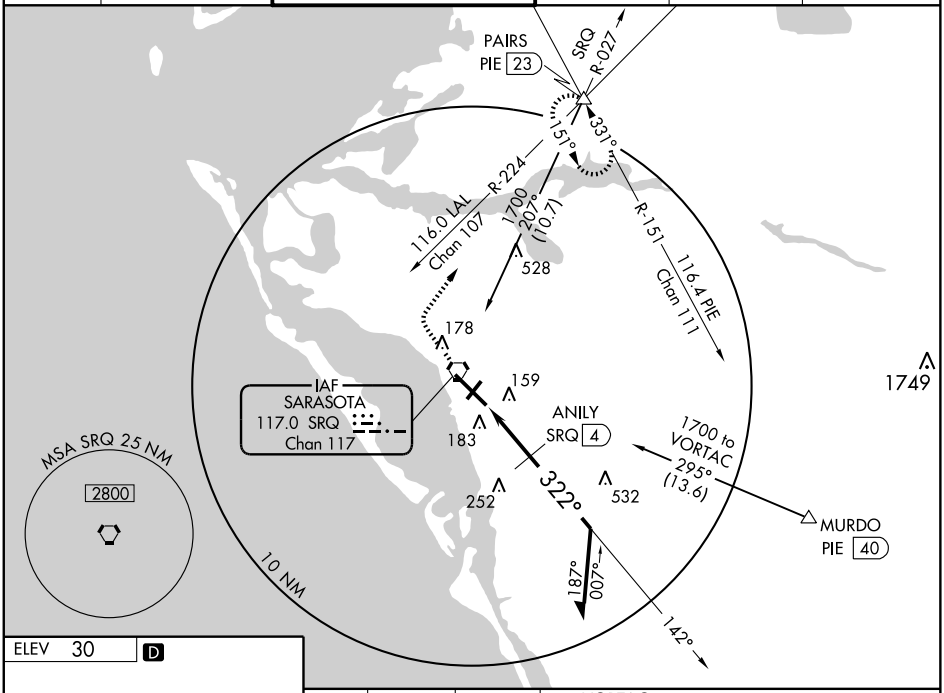
SARASOTA/BRADENTON INTL (SRQ)

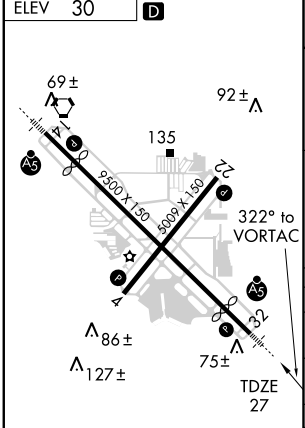
For inoperative MALSR increase S-32 Cat. A visibility to 1. For inoperative MALSR, increase S-32 Cat. B visibility to 1¼. When control tower closed, increase S-32 Cats. A and B visibility to 1. Inoperative table does not apply to S-32 Cat. A and ANILY fix minimums S-32 Cats. A and B.

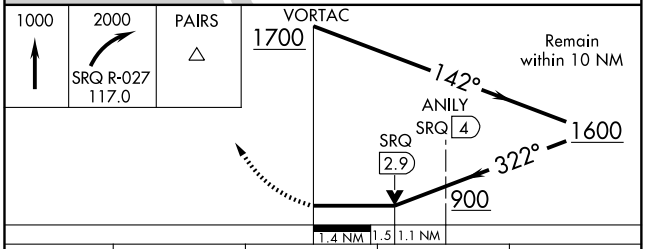
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via SRQ VORTAC R-027 to PAIRS Int/PIE 23 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
134.15	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-32	900-¾ 873 (900-¾)		900-2 873 (900-2)	900-2¼ 873 (900-2¼)
CIRCLING	900-1 870 (900-1)	900-1¼ 870 (900-1¼)	900-2½ 870 (900-2½)	900-2¾ 870 (900-2¾)
ANILY FIX MINIMUMS				
S-32	560-½ 533 (600-½)		560-1 533 (600-1)	560-1¼ 533 (600-1¼)
CIRCLING	560-1 530 (600-1)		560-1½ 530 (600-1½)	580-2 550 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5234
005°	TDZE	62
	Apt Elev	62

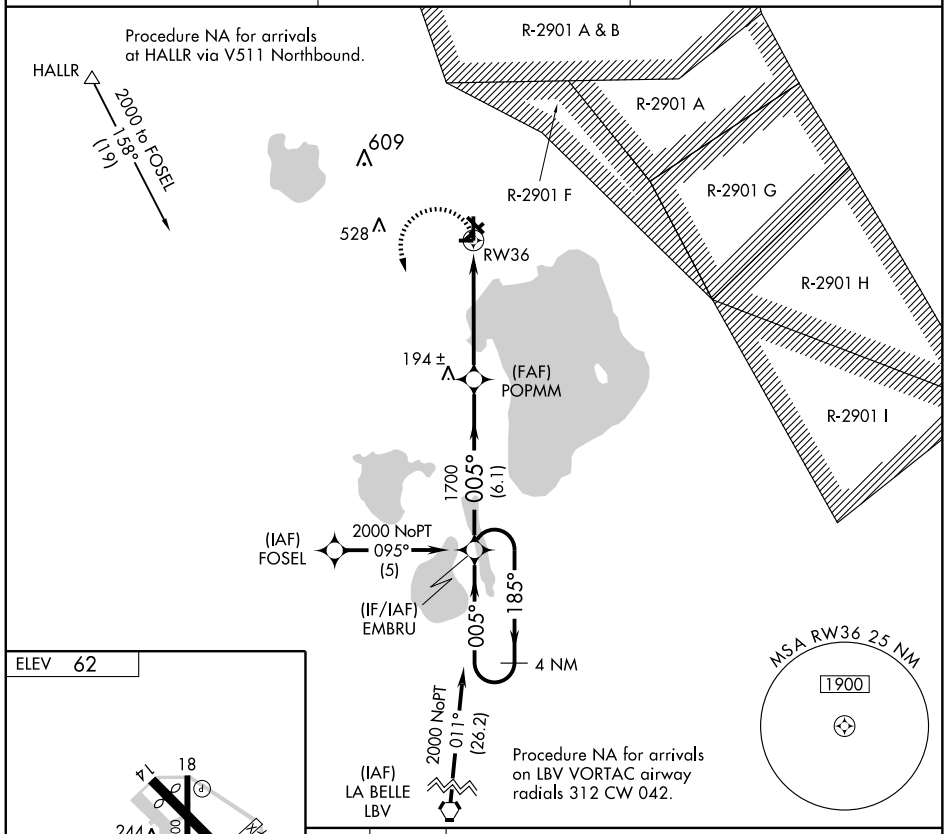
RNAV (GPS) Y RWY 36

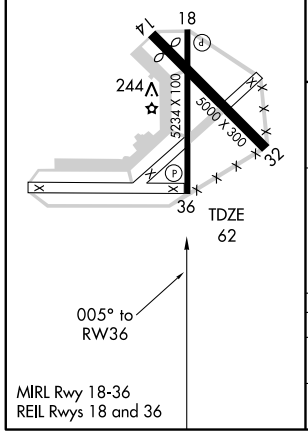
SEBRING RGNL (SEF)

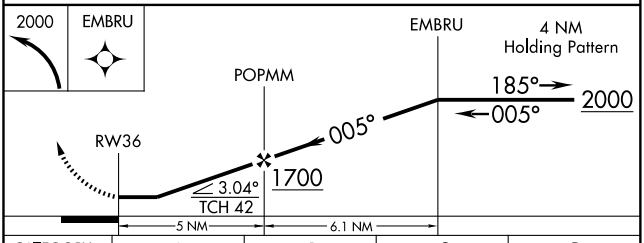
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5234
CH 40311	005°	TDZE	62
W36A		Apt Elev	62

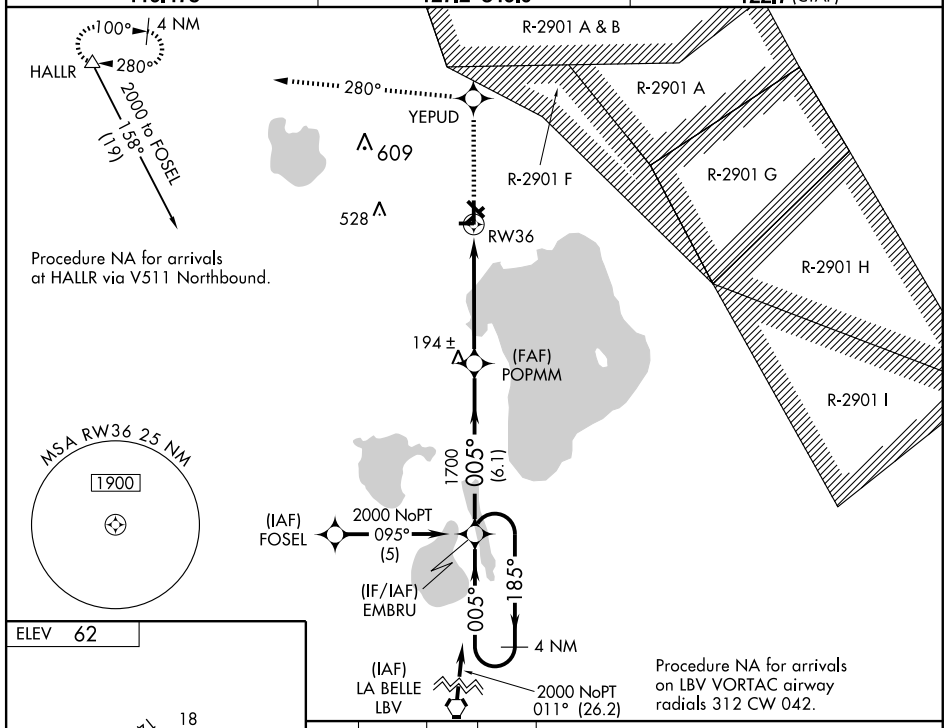
RNAV (GPS) Z RWY 36

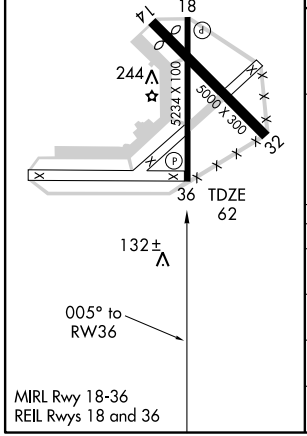
SEBRING RGNL (SEF)

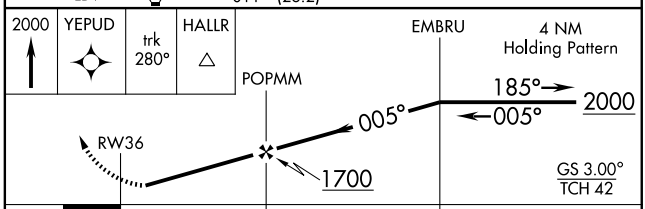
Baro-VNAV NA when using Vero Beach Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase LPV DA to 497, LNAV/VNAV DA to 524, increase all MDA 140 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YEPUD and via 280° track to HALLR and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	375-1¼ 313 (400-1¼)			
LNAV/VNAV DA	402-1¼ 340 (400-1¼)			
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5234
185°	TDZE	62
	Apt Elev	62

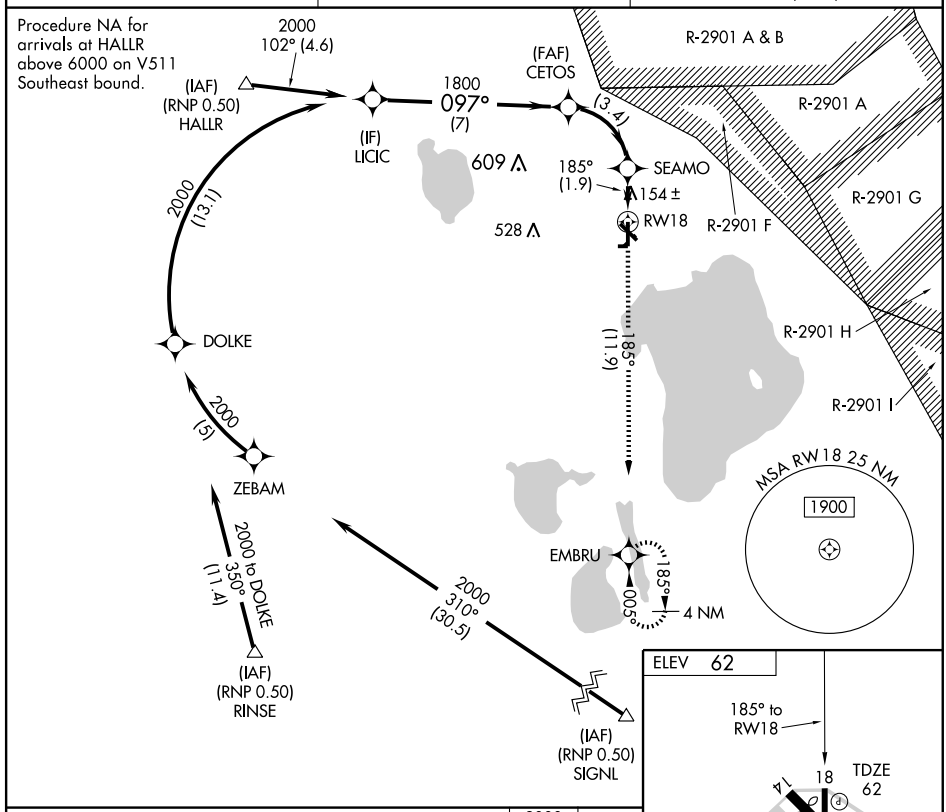
RNAV (RNP) RWY 18

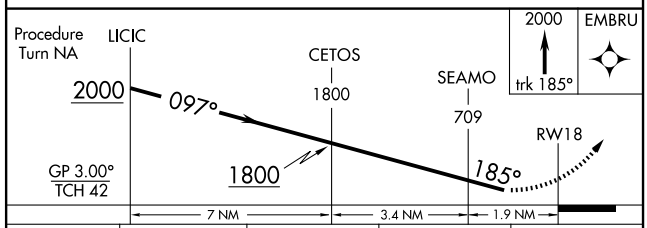
SEBRING RGNL (SEF)

T A NA — For uncompensated Baro-VNAV systems, procedure NA below 18°C (65°F) or above 48°C (119°F). GPS and RF required. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 via track 185° to EMBRU and hold.

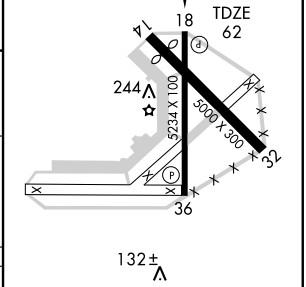
AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)





CATEGORY	A	B	C	D
RNP 0.30 DA	437-1¼ 375 (400-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



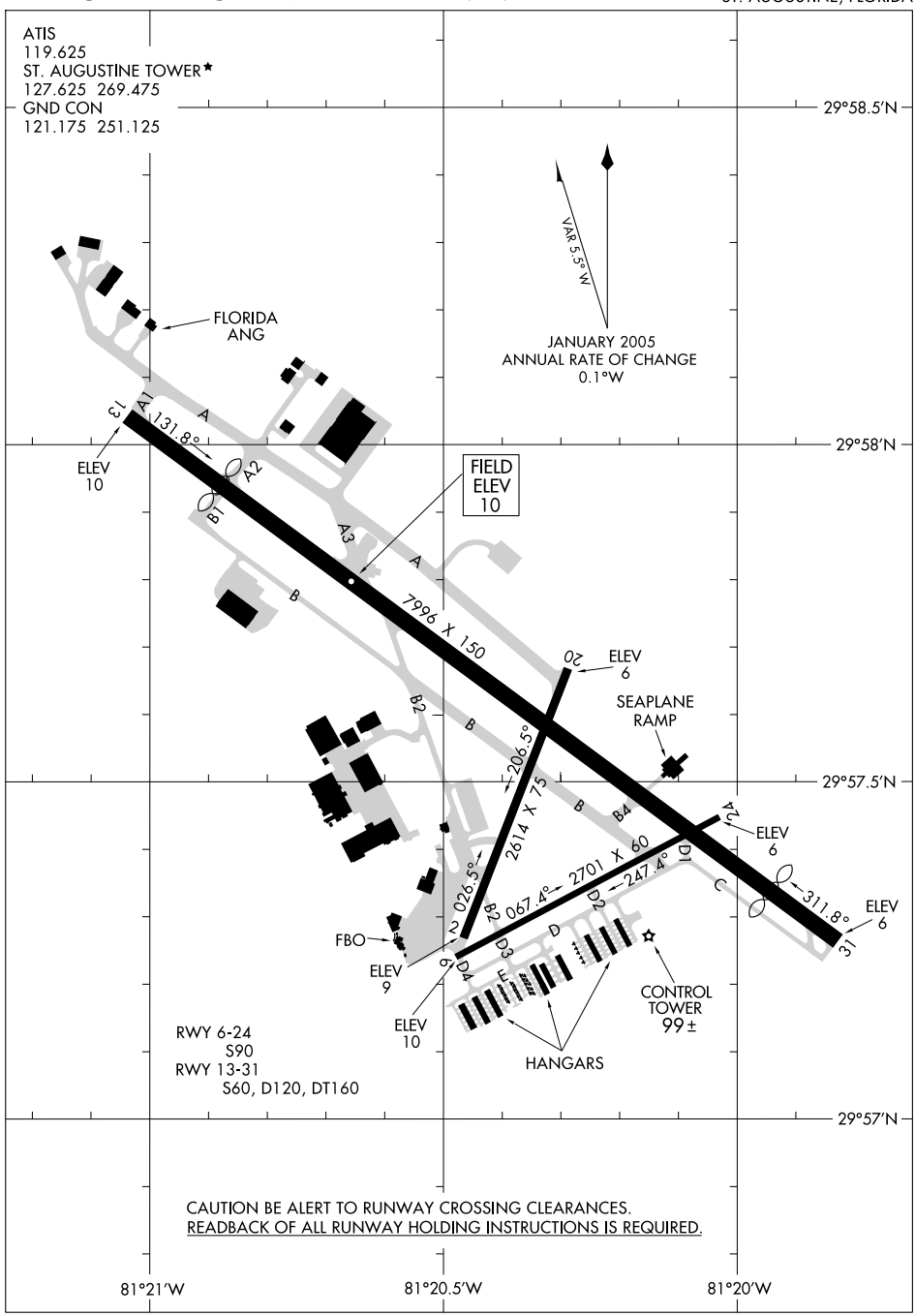
MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-3, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-692 (FAA)

ST. AUGUSTINE (SGJ)
ST. AUGUSTINE, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

ST. AUGUSTINE, FLORIDA

AL-692 (FAA)

LOC/DME I-GUH	APP CRS	Rwy Idg	7196
111.1	312°	TDZE	8
Chan 48		Apt Elev	10

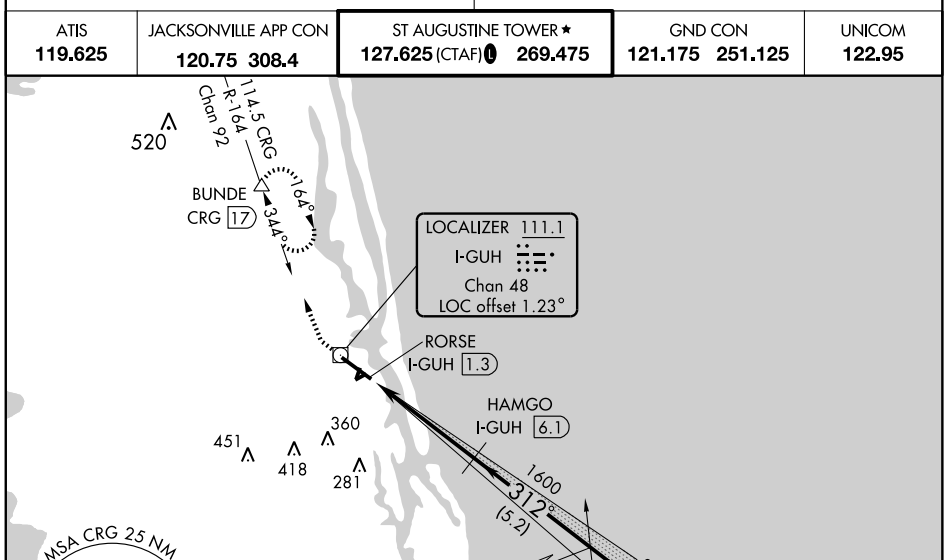
ILS RWY 31
ST. AUGUSTINE (SGJ)

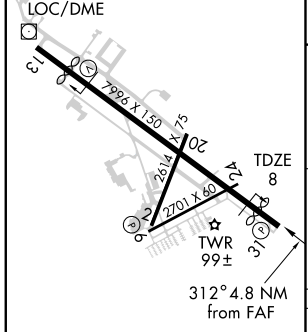
NA

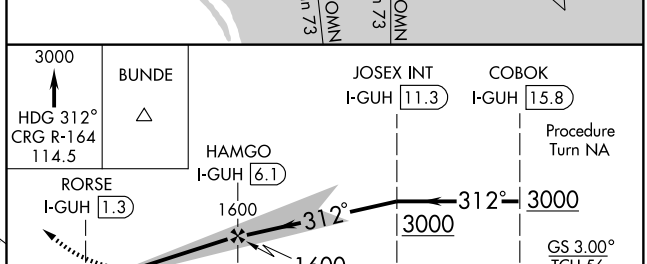
DME REQUIRED.

MISSED APPROACH: Climb to 3000 via heading 312° and CRG R-164 to BUNDE/CRG 17 DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







MIRL Rwys 2-20 and 6-24 L

HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-ILS 31	258-¾ 250 (300-¾)			
S-LOC 31	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

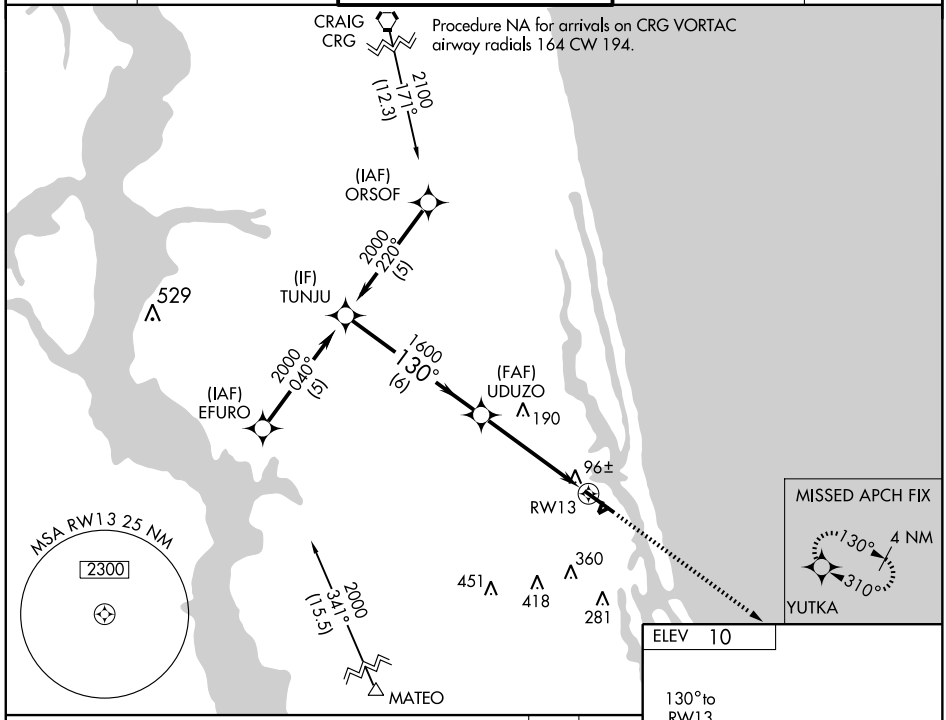
WAAS	APP CRS	Rwy Idg	6938
CH 77711	130°	TDZE	10
W13A		Apt Elev	10

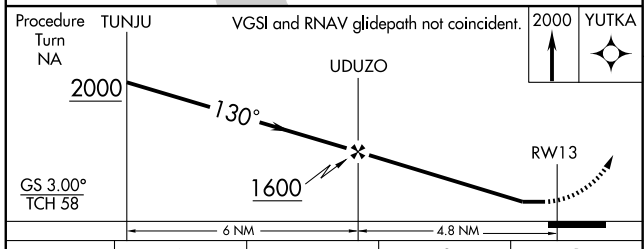
RNAV (GPS) RWY 13
ST. AUGUSTINE (SGJ)

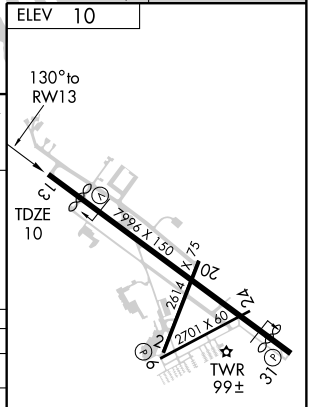
Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YUTKA and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) (L) 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LPV DA	357-1¼	347 (400-1¼)		
LNAV/VNAV DA	391-1¼	381 (400-1¼)		
LNAV MDA	440-1	430 (500-1)	440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 (L)
HIRL Rwy 13-31 (L)

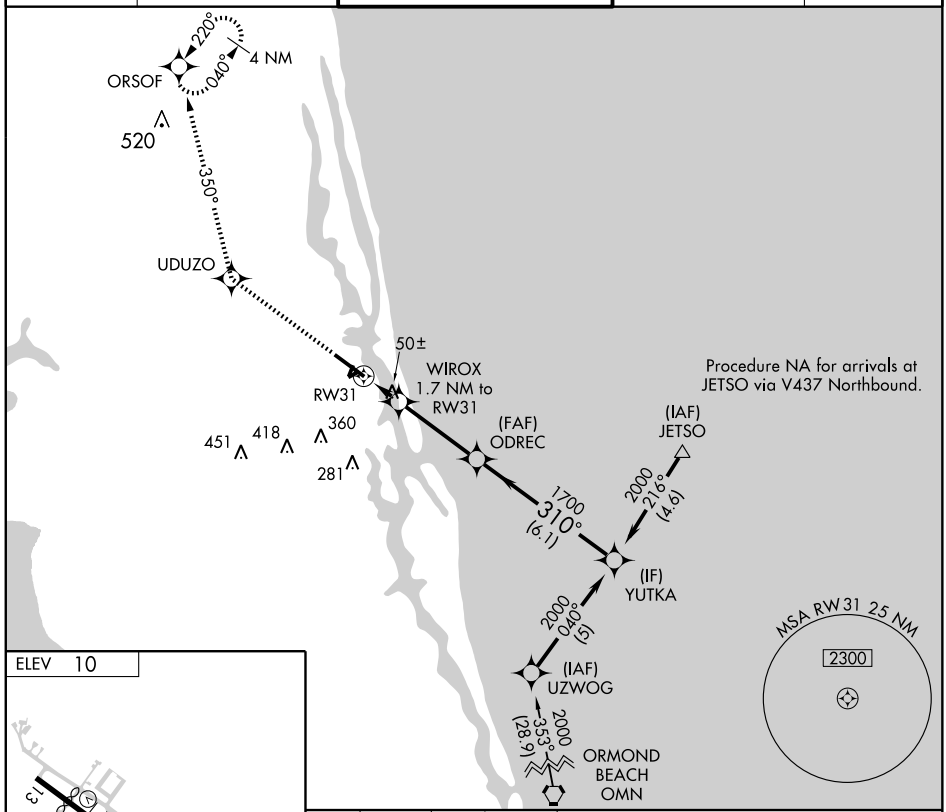
APP CRS	Rwy Idg	7196
310°	TDZE	8
	Apt Elev	10

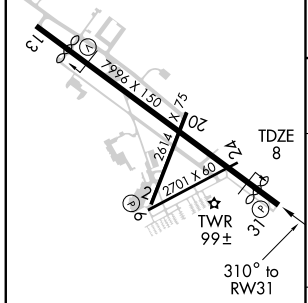
RNAV (GPS) RWY 31
ST. AUGUSTINE (SGJ)

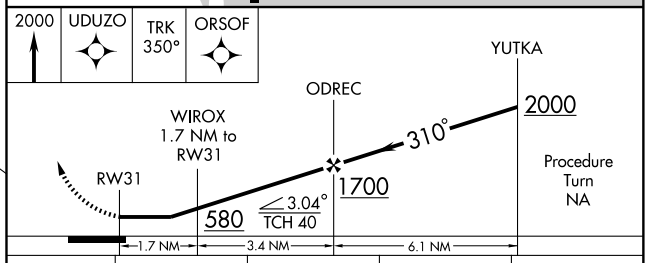
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct UDUZO and via 350° track to ORSOF and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

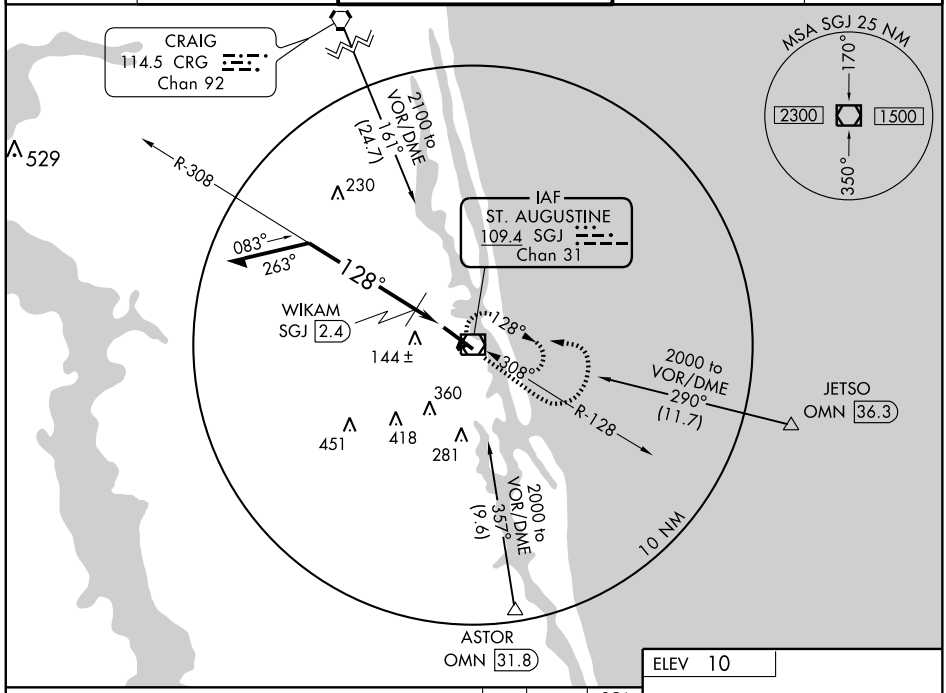
VOR/DME SGJ	APP CRS	Rwy Idg 6938
109.4	128°	TDZE 10
Chan 31		Apt Elev 10

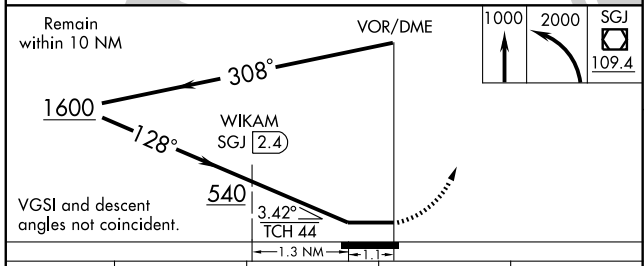
VOR RWY 13
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.
Visibility reduction by helicopters NA.

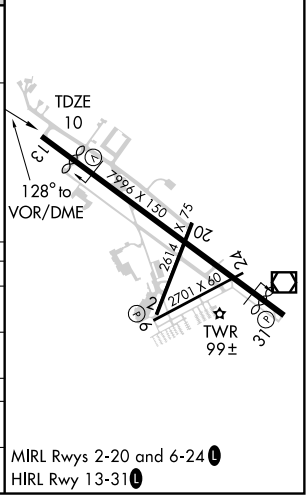
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SGJ VOR/DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95





CATEGORY	A	B	C	D
S-13	540-1 530 (600-1)		540-1½ 530 (600-1½)	540-1¾ 530 (600-1¾)
CIRCLING	540-1 530 (600-1)		540-1½ 530 (600-1½)	560-2 550 (600-2)
WIKAM FIX MINIMUMS				
S-13	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)



SE-3. 17 DEC 2009 to 14 JAN 2010

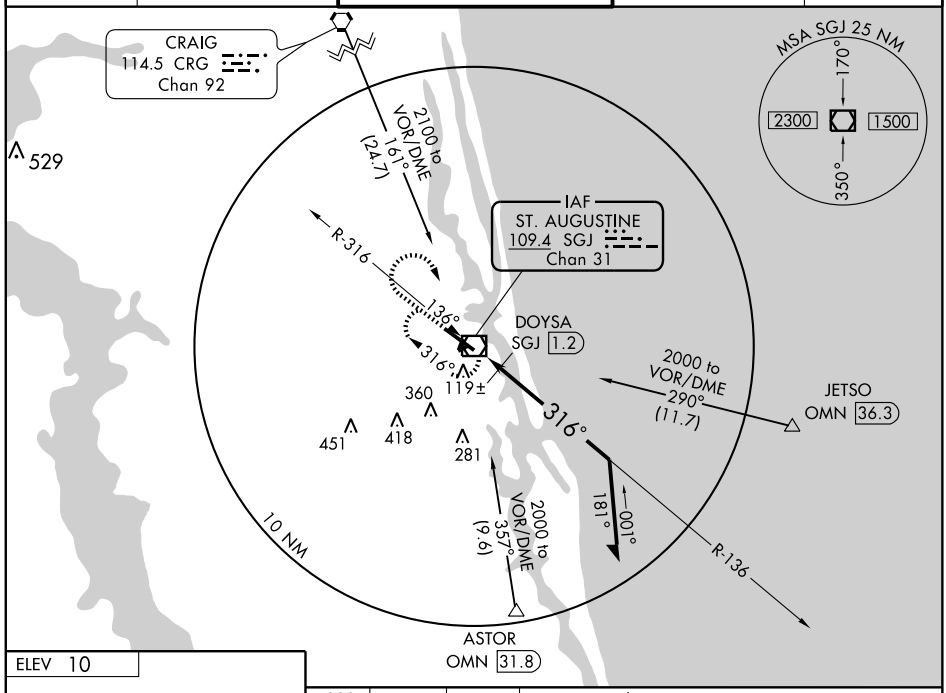
VOR/DME SGJ	APP CRS	Rwy Idg 7196
109.4	316°	TDZE 8
Chan 31		Apt Elev 10

VOR RWY 31
ST. AUGUSTINE (SGJ)

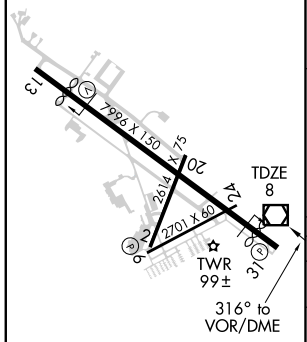
Circling NA at night to Rwy 2,6,20,24.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct SGJ VOR/DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95

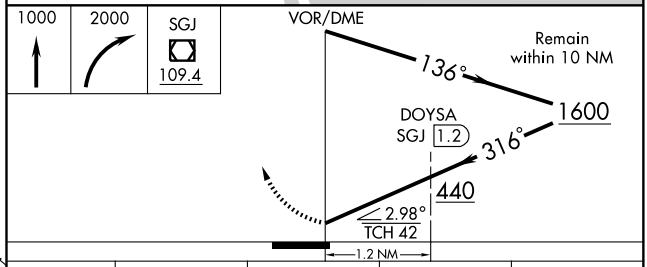


ELEV 10



MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)
DME MINIMUMS				
S-31	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)

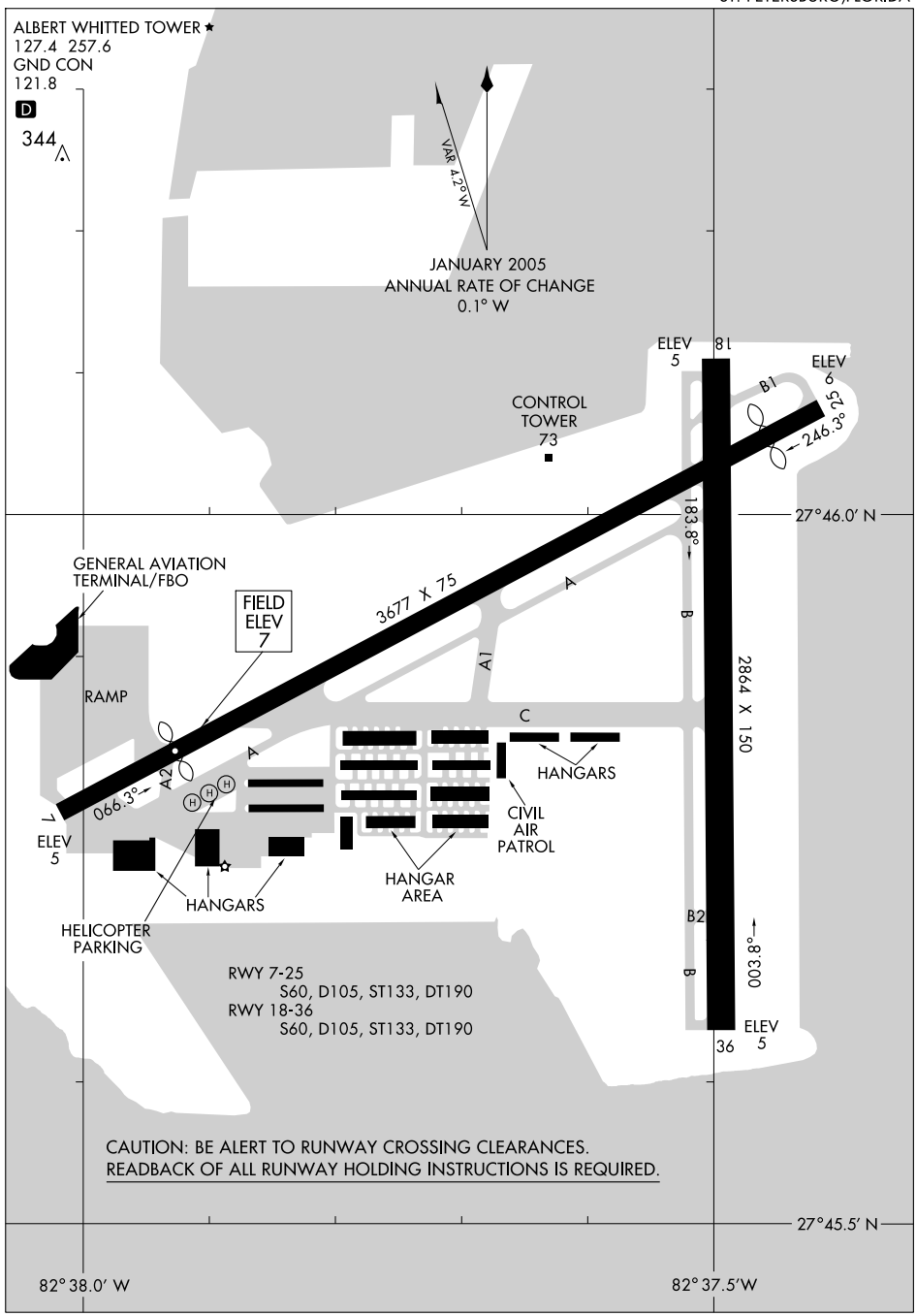
SE-3, 17 DEC 2009 to 14 JAN 2010

09013

AIRPORT DIAGRAM

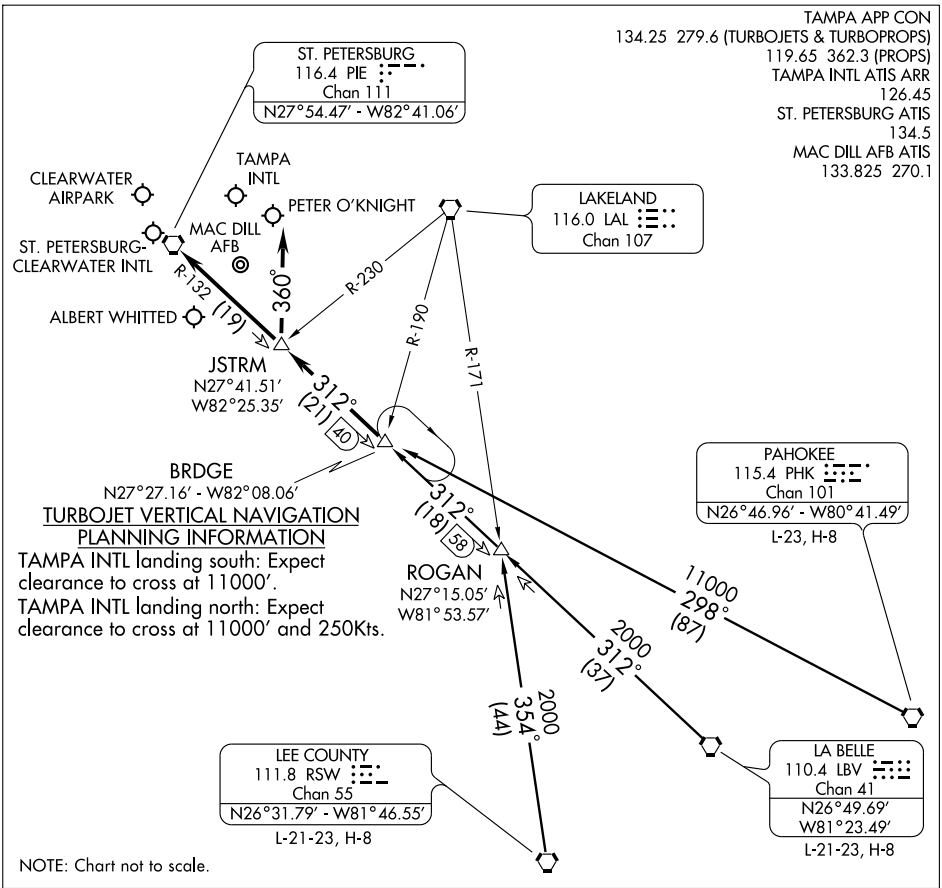
AL-613 (FAA)

ST. PETERSBURG/ALBERT WHITTED (SPG)
ST. PETERSBURG,FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

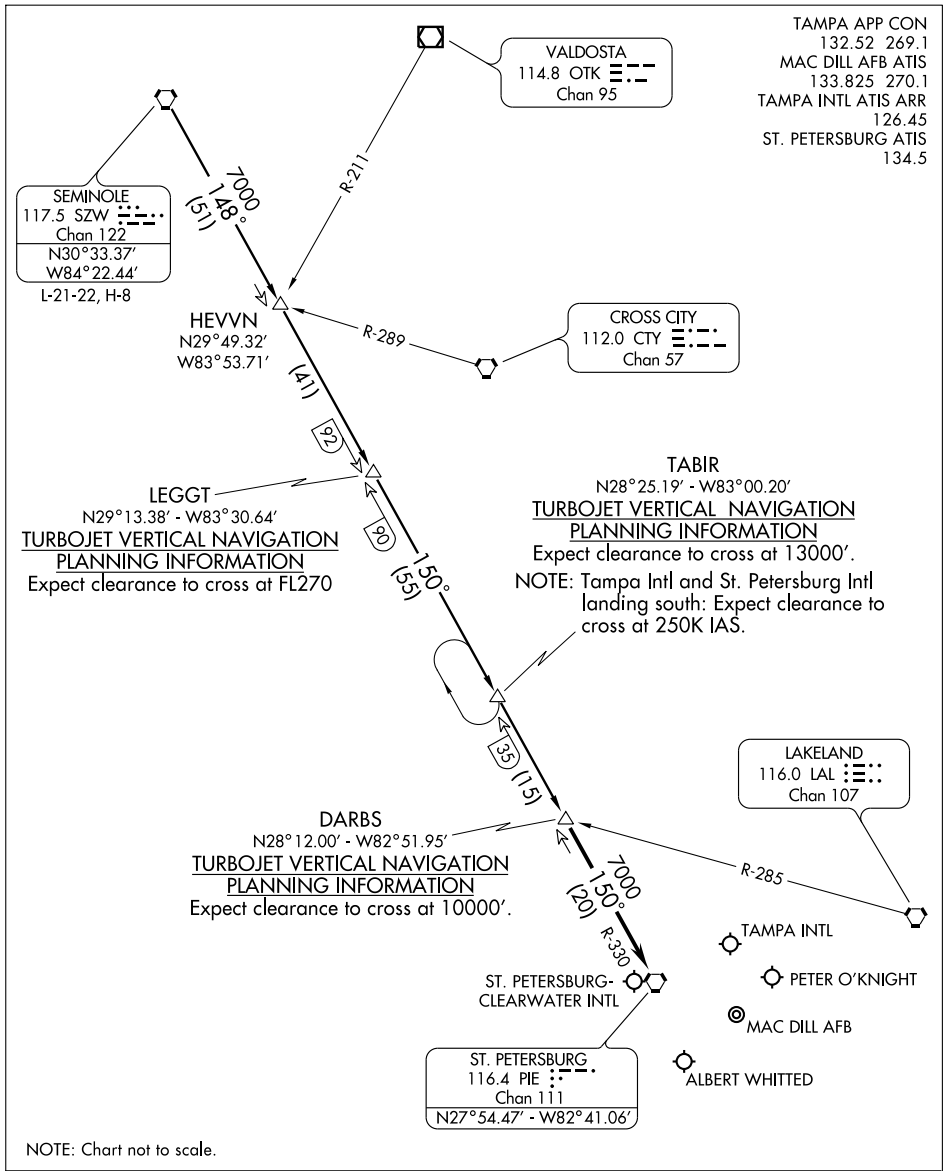
. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



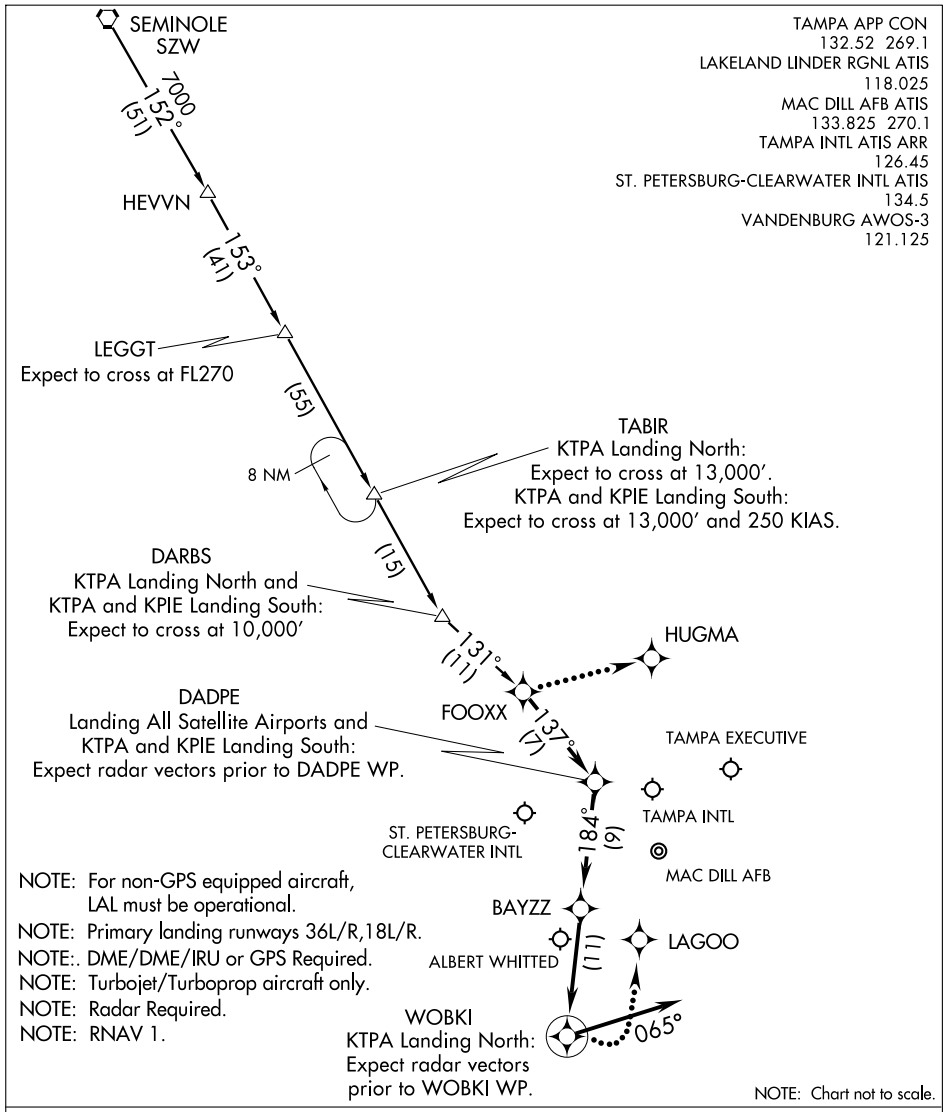
SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

FOOXX ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.FOOXX1):

From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

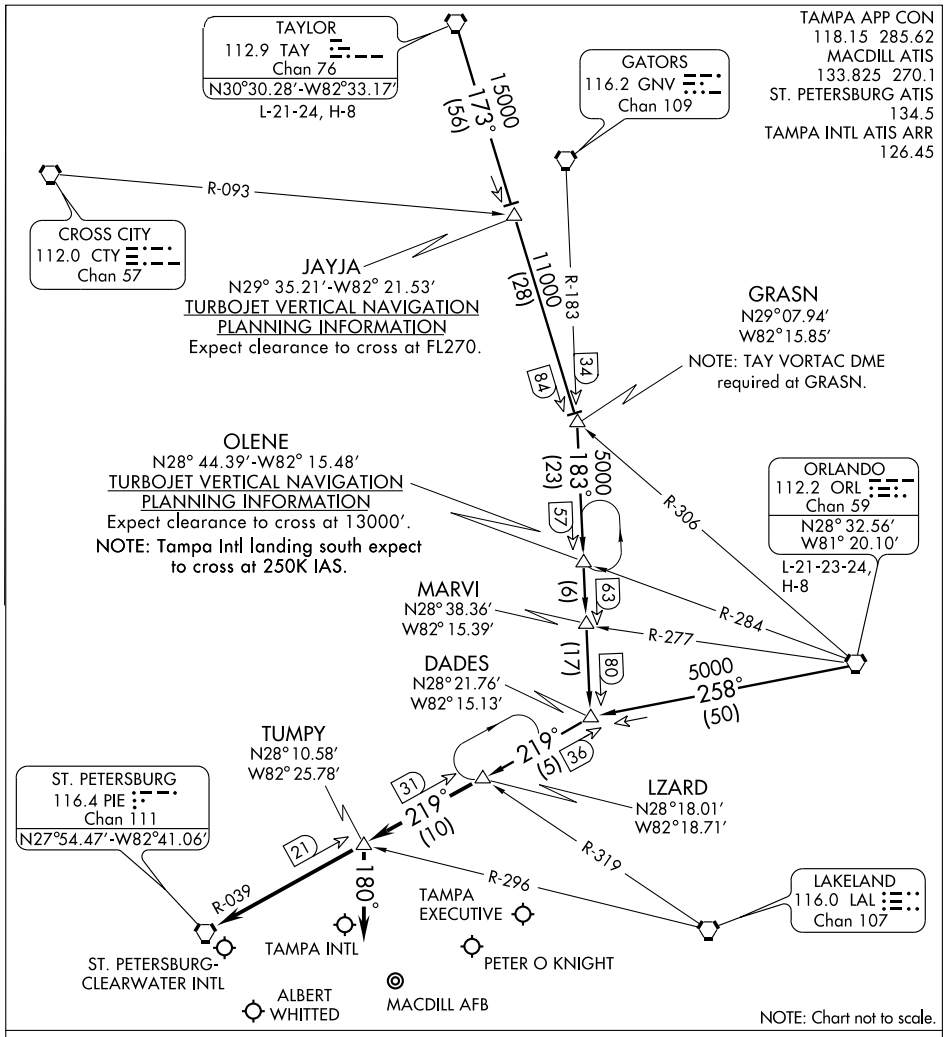
KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2919
067°	TDZE	7
	Apt Elev	7

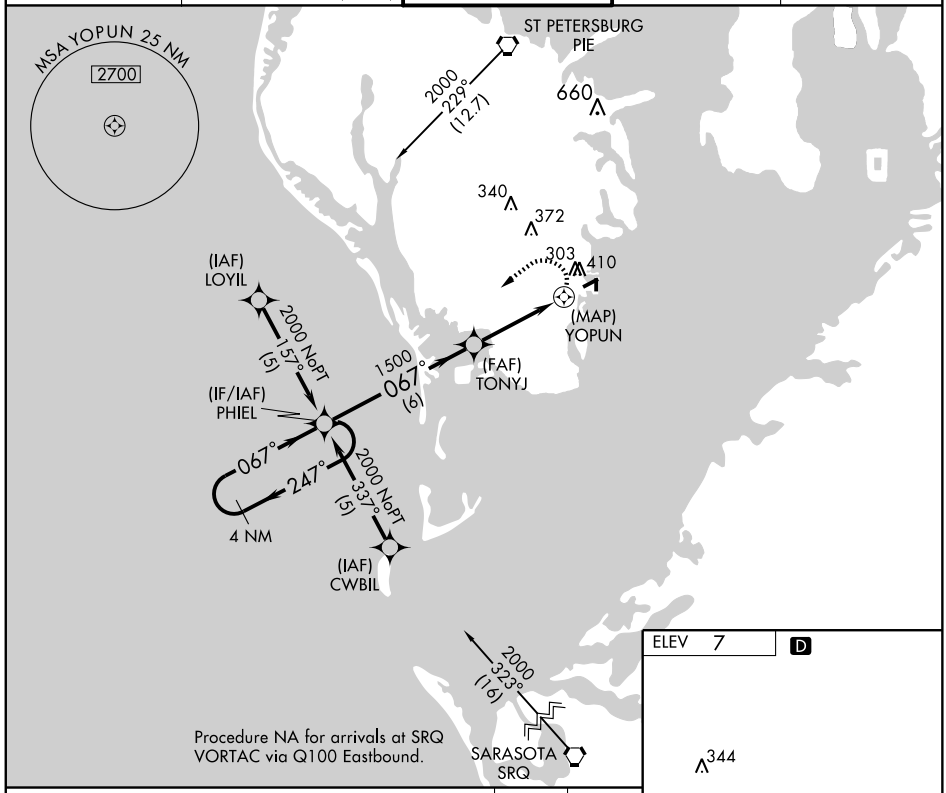
RNAV (GPS) RWY 7

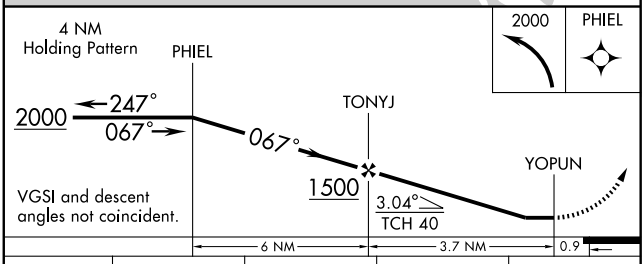
ST. PETERSBURG/ ALBERT WHITTED (SPG)

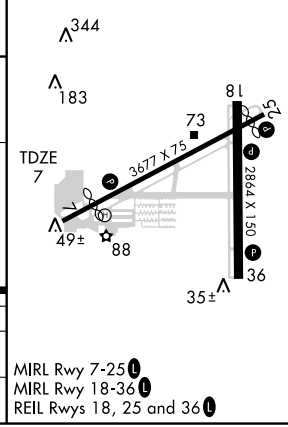
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cat. C and Circling Cat. B and C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct PHIEL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	600-1 593 (600-1)		600-1½ 593 (600-1½)	NA
CIRCLING	720-1 713 (800-1)		720-2 713 (800-2)	NA

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS		
172°	Rwy Idg	2864
	Rwy Idg (night only)	2824
	TDZE	6
	Apt Elev	7

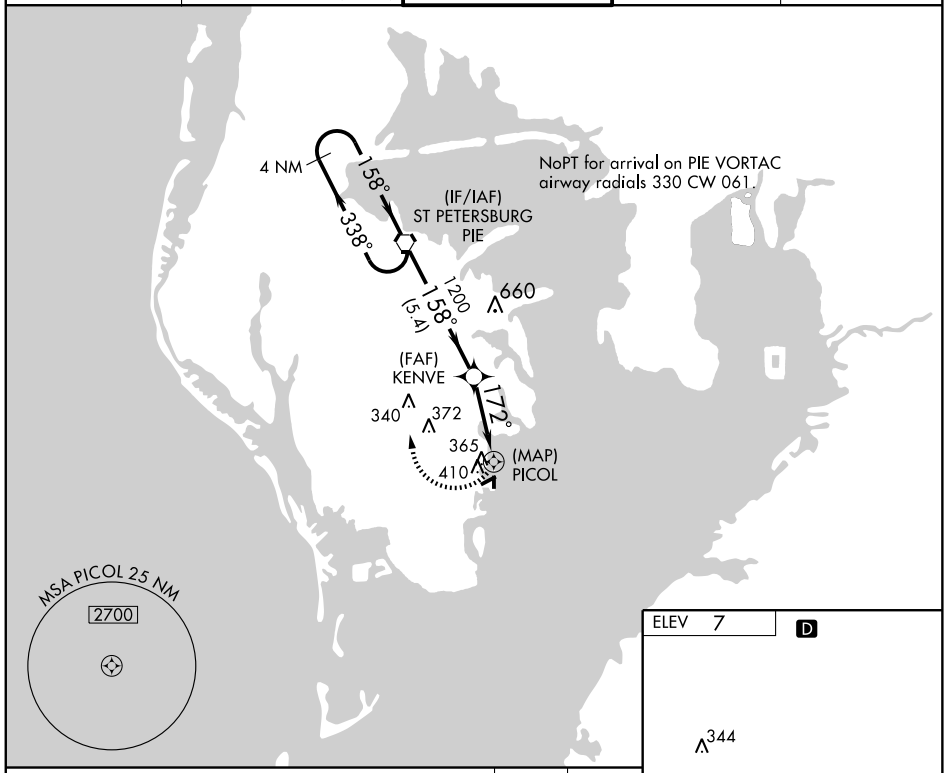
RNAV (GPS) RWY 18

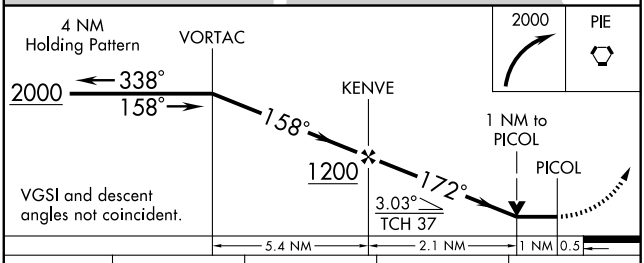
ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, and Circling Cat. B visibility ¼ mile. VDP NA with Tampa Intl altimeter setting.

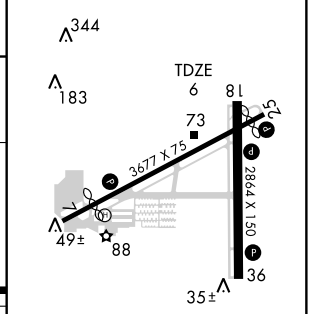
MISSED APPROACH: Climbing right turn to 2000 direct PIE VORTAC and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	680-1	674 (700-1)	NA	
CIRCLING	720-1	713 (800-1)	NA	



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2864
005°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 36

ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JRGAL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05	127.4 (CTAF) L 257.6	121.8	122.95

660 340 372 410 (MAP) BENWA 005° (FAF) WHITD 356° 1600 (5.7) (IF/IAF) JRGAL 176° 356° 4 NM NoPT for arrival at JRGAL via V579 Northbound. 849

MSA BENWA 25 NM 2800

ELEV 7 D

344 183 73 18 36 3677 X 75 2864 X 150 49± 88 TDZE 6 35± 200±

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

2000 JRGAL

JRGAL 4 NM Holding Pattern

WHITD 176° 356° 2000 356° BENWA 005° 3.04° TCH 40 1600

VGSI and descent angles not coincident.

0.9 4 NM 5.7 NM

CATEGORY	A	B	C	D
LNAV MDA	500-1 494 (500-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PIE 116.4 Chan 111	APP CRS 158°	Rwy Idg 2864 Rwy Idg (night only) 2824 TDZE 6 Apt Elev 7

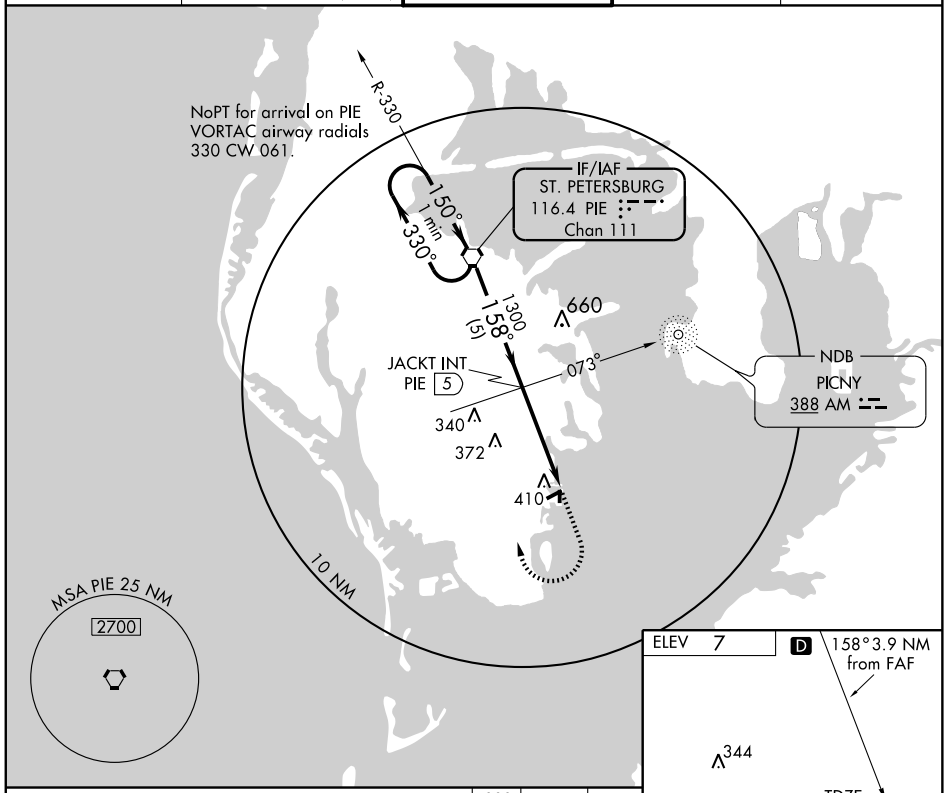
VOR RWY 18

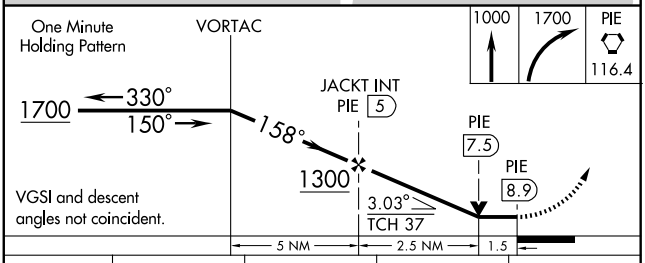
ST. PETERSBURG/ ALBERT WHITTED (SPG)

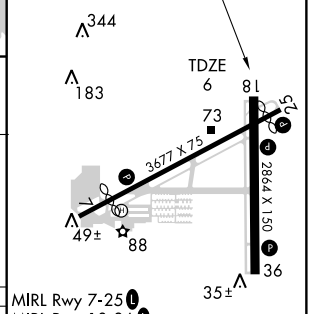
▼ If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.
▲ ADF or DME Required. VDP NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct PIE VORTAC and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER★ 127.4 (CTAF) L 257.6	GND CON 121.8	UNICOM 122.95







MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

CATEGORY	A	B	C	D
S-18	660-1 654 (700-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

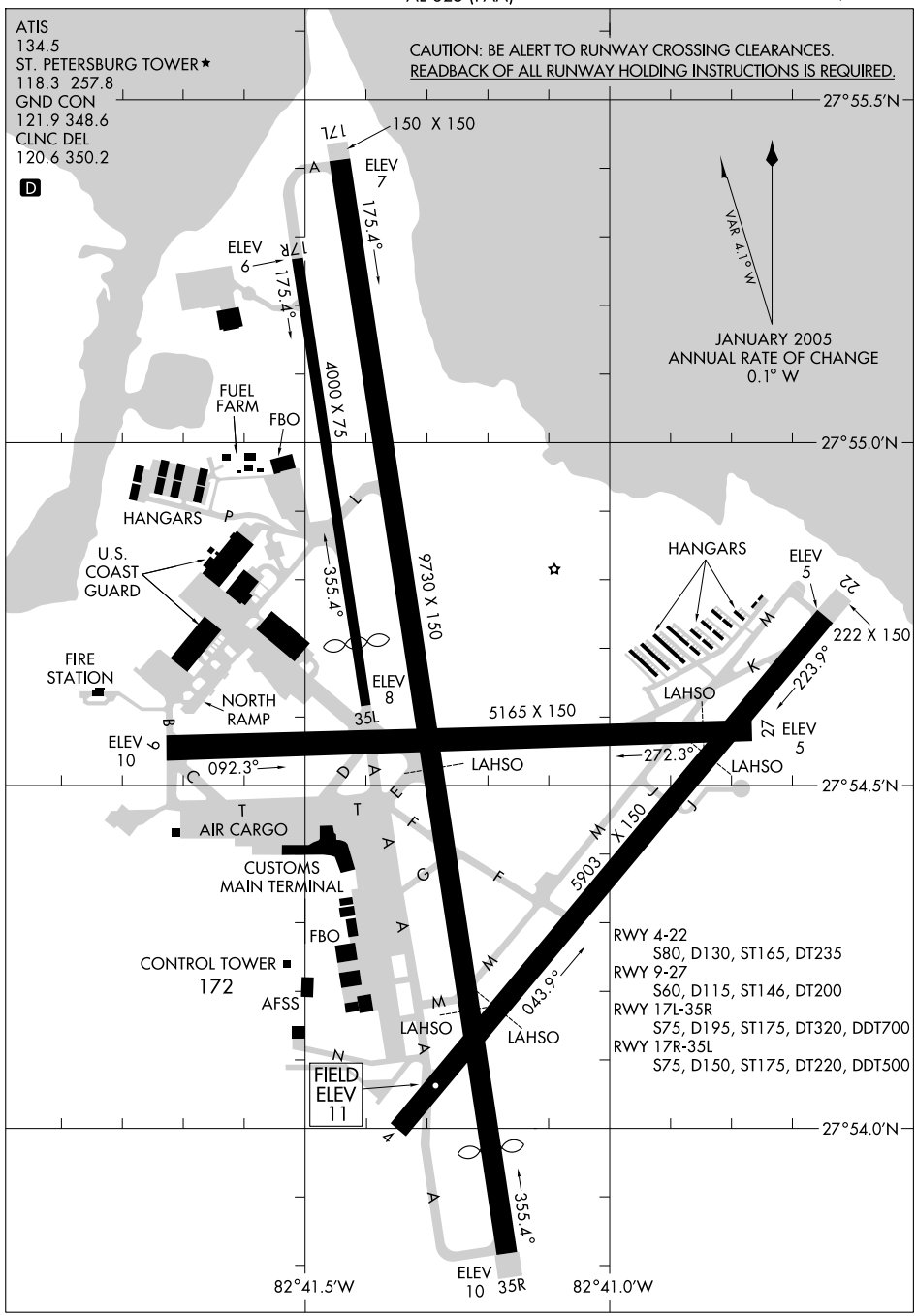
SE-3. 17 DEC 2009 to 14 JAN 2010

09015

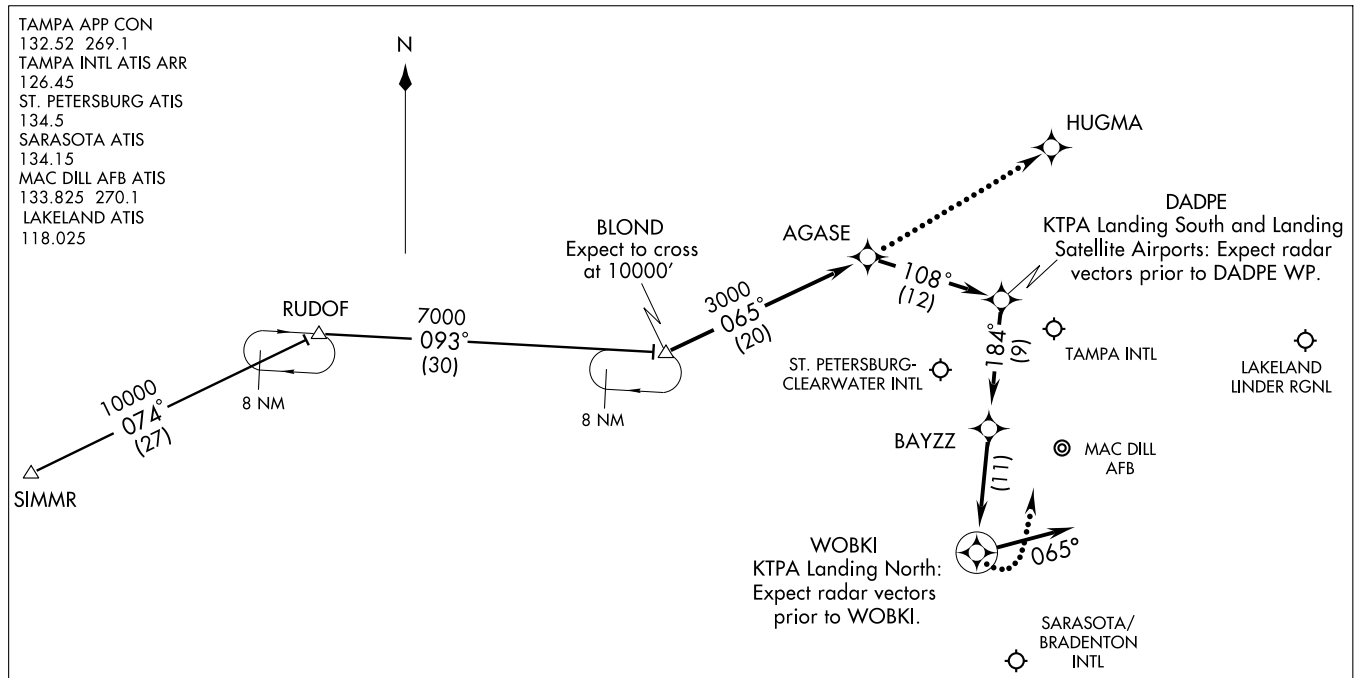
AIRPORT DIAGRAM

AL-625 (FAA)

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010



NOTE: For non-GPS equipped aircraft, PIE must be operational.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Radar Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND1):

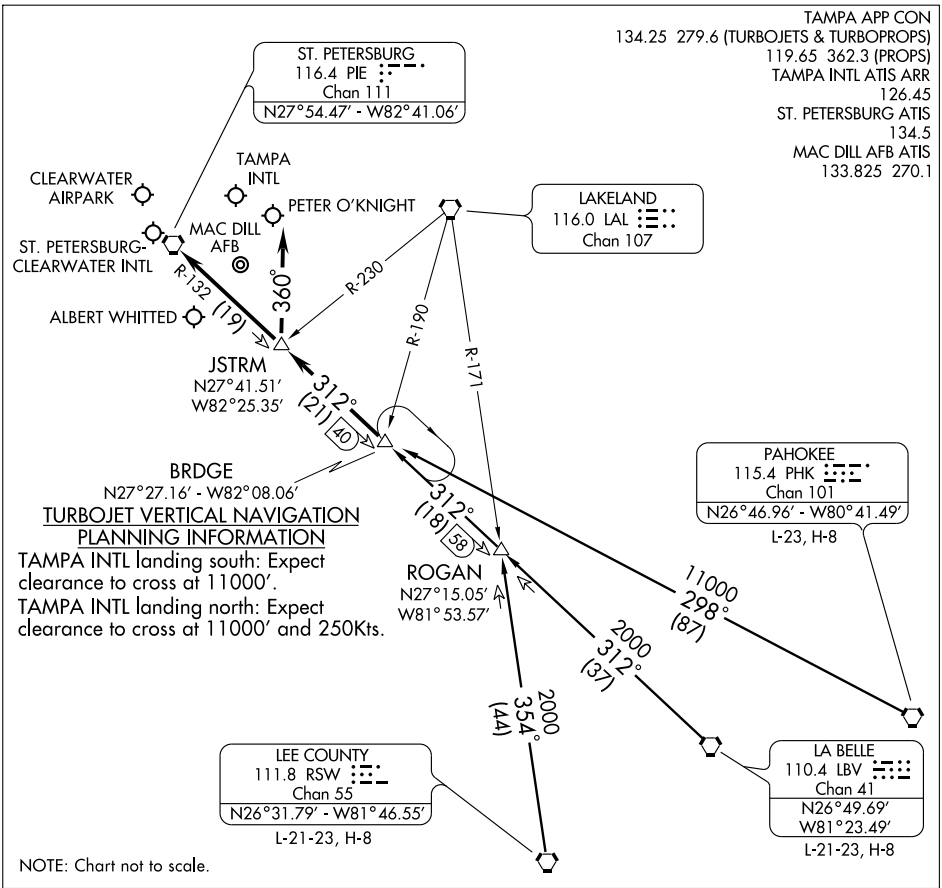
From over BLOND WP via 065° track to AGASE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to AGASE WP, then proceed direct HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

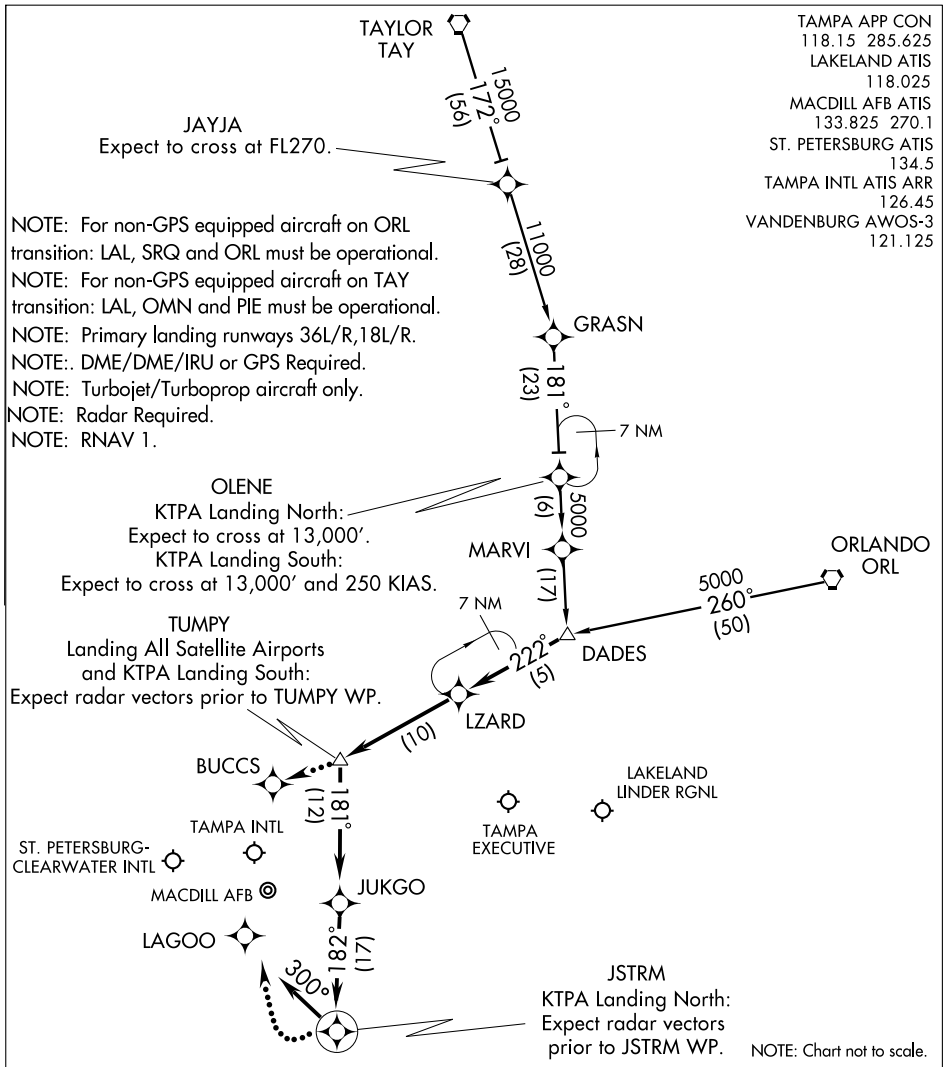
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

(DADES.DADES1) 09183 ST-416 (FAA)

DADES ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES1):

TAYLOR TRANSITION (TAY.DADES1):

From DADES WP via 222° track to LZARD WP, thence as depicted to JSTRM WP, then via 300° heading. Expect radar vectors.

LOST COMMUNICATIONS:

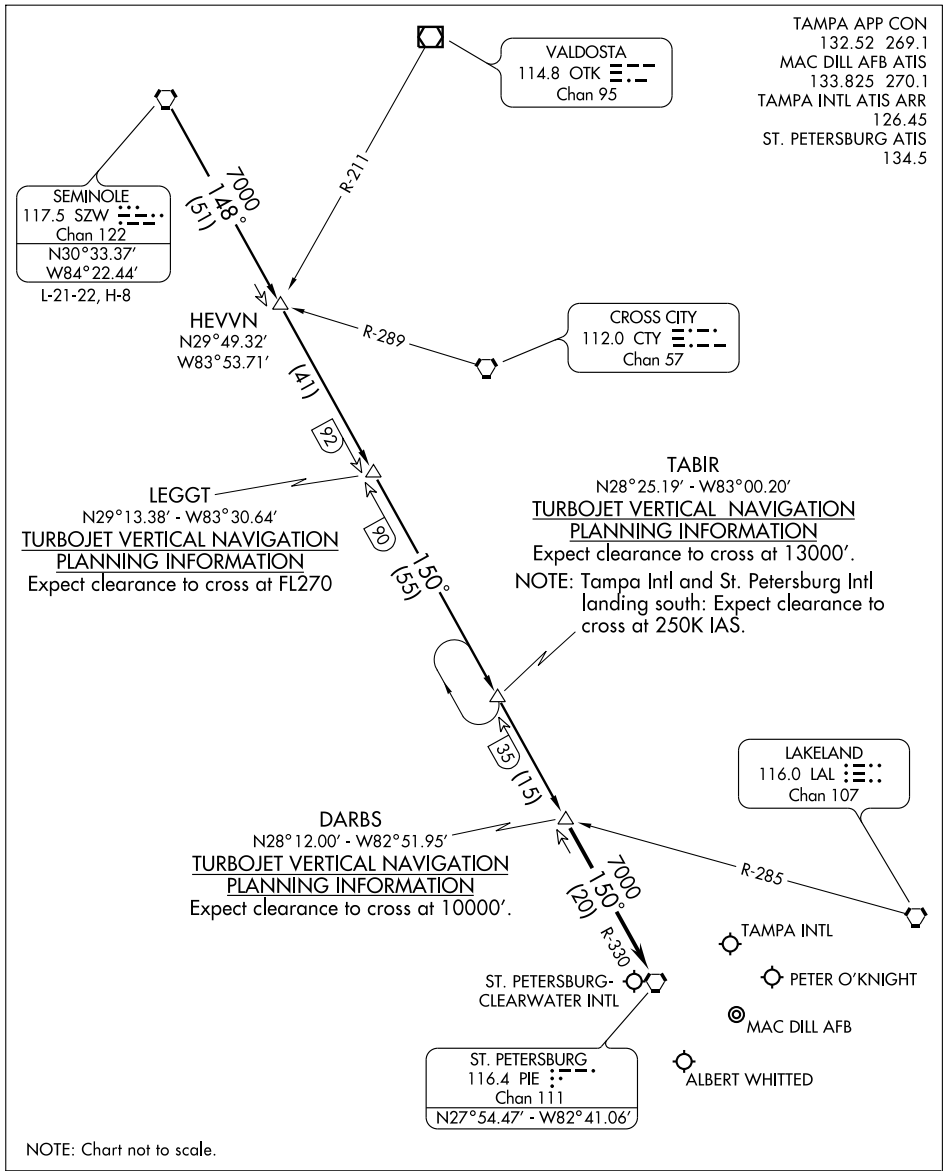
KTPA Landing North: Continue track to JSTRM WP, then turn right to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to TUMPY WP, proceed direct BUCCS WP, then intercept the Runway 18L final approach course, conduct approach.

SE-3, 17 DEC 2009 to 14 JAN 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

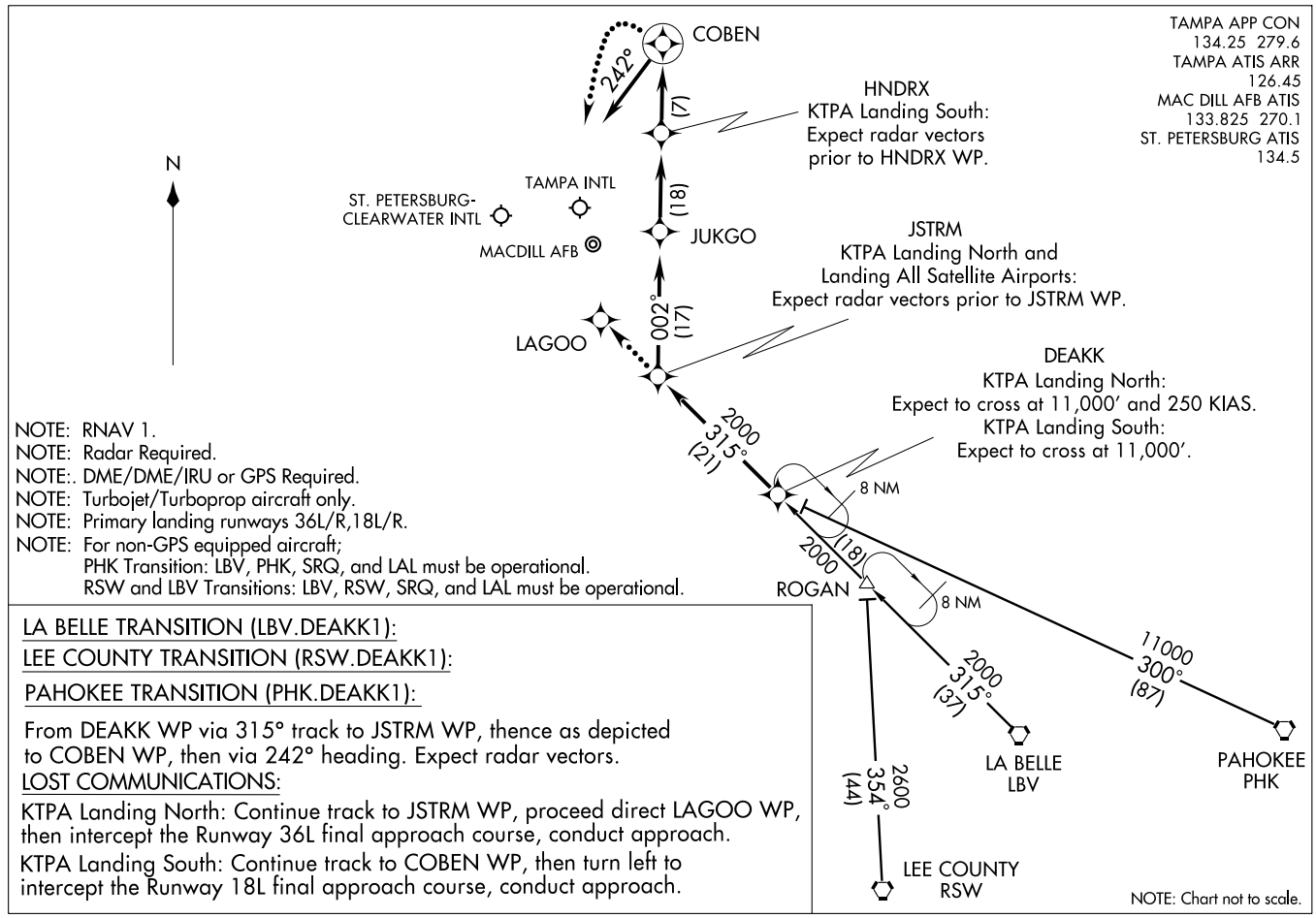
TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

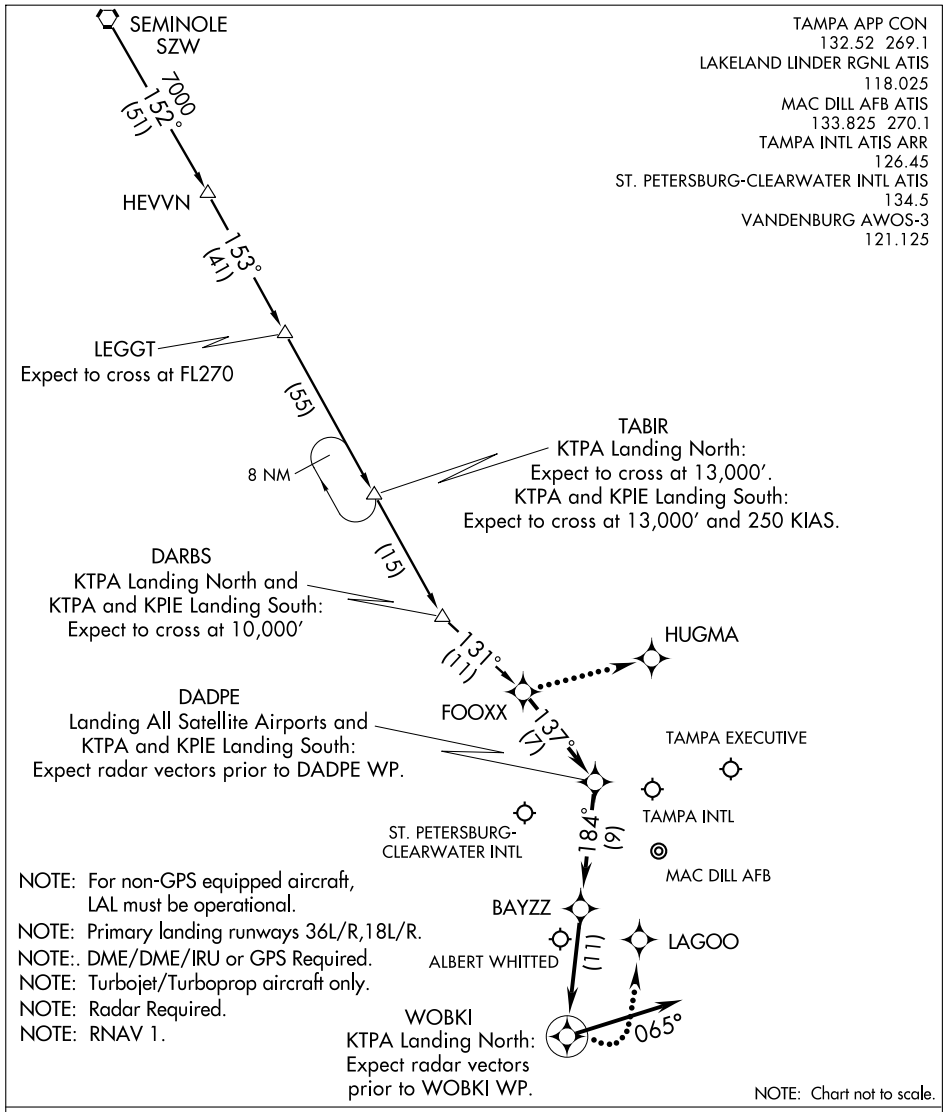
SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.


DEAKK ONE ARRIVAL (RNAV)
(DEAKK.DEAKK1) 08157
ST-416 (FAA)
TAMPA, FLORIDA
TAMPA APP CON
134.25 279.6
TAMPA ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
ST. PETERSBURG ATIS
134.5
COBEN
242°
(7)
HNDRX
KTPA Landing South:
Expect radar vectors
prior to HNDRX WP.
N
TAMPA INTL
ST. PETERSBURG-
CLEARWATER INTL
MACDILL AFB
(18)
JUKGO
JSTRM
KTPA Landing North and
Landing All Satellite Airports:
Expect radar vectors prior to JSTRM WP.
200°
(17)
LAGOO
DEAKK
KTPA Landing North:
Expect to cross at 11,000' and 250 KIAS.
KTPA Landing South:
Expect to cross at 11,000'.
2000
315°
(21)
8 NM
2000
(18)
ROGAN
8 NM
2000
315°
(37)
11000
300°
(87)
LA BELLE
LBV
PAHOKEE
PHK
2600
354°
(44)
LEE COUNTY
RSW
NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: For non-GPS equipped aircraft;
PHK Transition: LBV, PHK, SRQ, and LAL must be operational.
RSW and LBV Transitions: LBV, RSW, SRQ, and LAL must be operational.
LA BELLE TRANSITION (LBV.DEAKK1):
LEE COUNTY TRANSITION (RSW.DEAKK1):
PAHOKEE TRANSITION (PHK.DEAKK1):
From DEAKK WP via 315° track to JSTRM WP, thence as depicted to COBEN WP, then via 242° heading. Expect radar vectors.
LOST COMMUNICATIONS:
KTPA Landing North: Continue track to JSTRM WP, proceed direct LAGOO WP, then intercept the Runway 36L final approach course, conduct approach.
KTPA Landing South: Continue track to COBEN WP, then turn left to intercept the Runway 18L final approach course, conduct approach.

FOOXX ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.FOOXX1):

From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

LOC I-CWT	APP CRS	Rwy Idg	8720
108.7	353°	TDZE	10
		Apt Elev	11

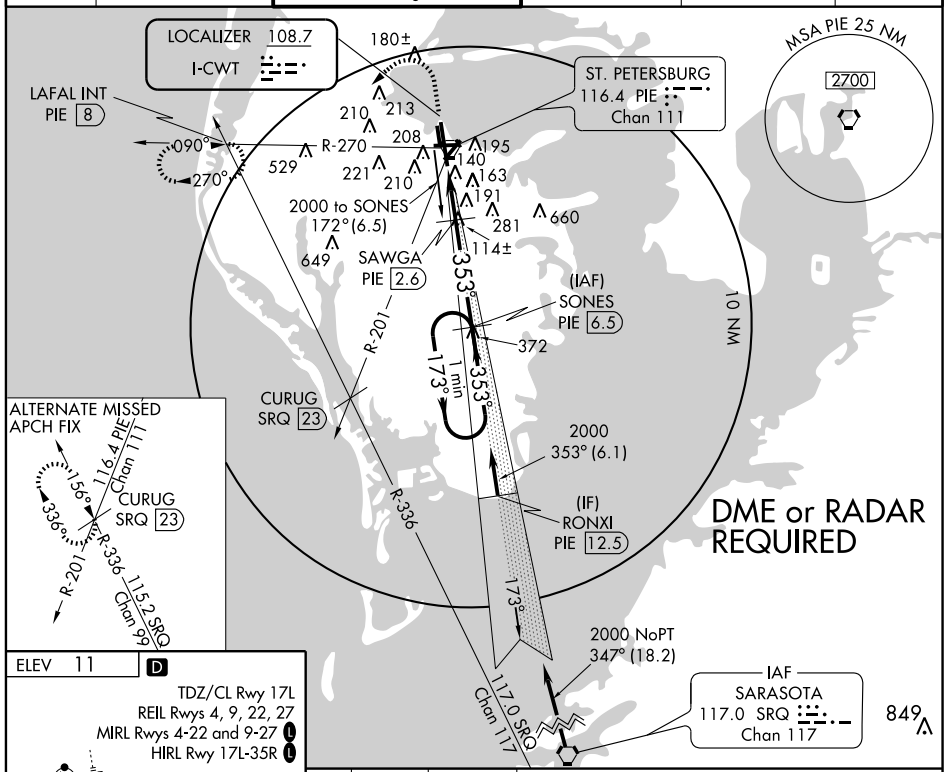
ILS or LOC/DME RWY 35R

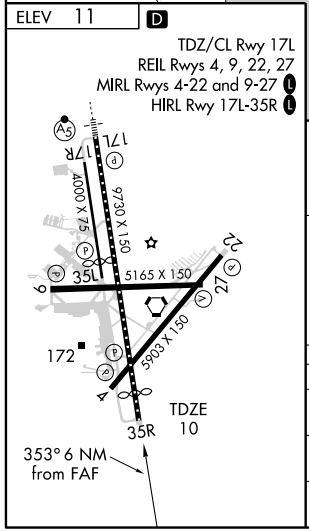
ST. PETERSBURG-CLEARWATER INTL(PIE)

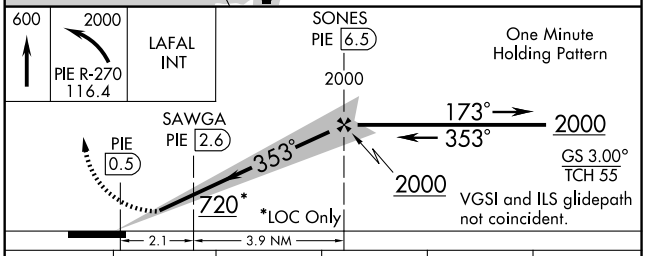
T A DME from PIE VORTAC. Simultaneous reception of I-CWT and PIE DME Required. When local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 233 feet, increase all MDAs 40 feet, and S-LOC 35 Cat. C and E visibility ¼ mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via PIE VORTAC R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D	E
S-ILS 35R	210-¾ 200 (200-¾)				
S-LOC 35R	380-1 370 (400-1)			380-1¼ 370 (400-1¼)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS or LOC RWY 17L

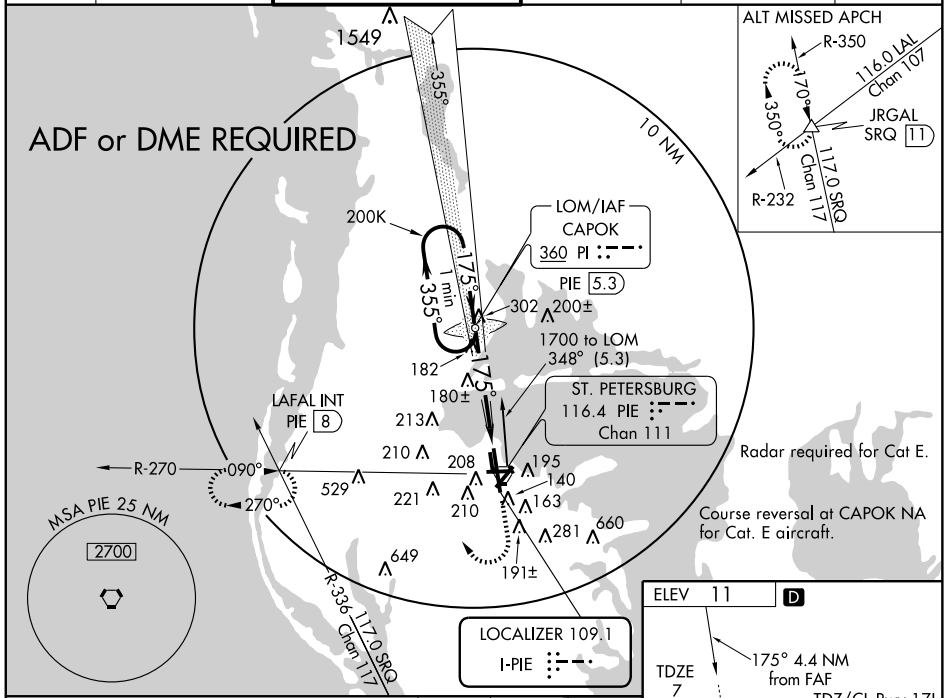
ST. PETERSBURG-CLEARWATER INTL (PIE)

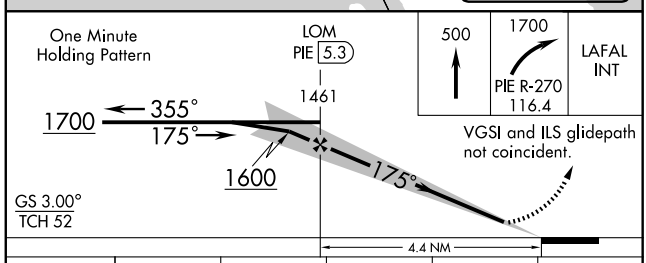
When local altimeter setting not received, use Tampa Intl altimeter setting and increase S-ILS 17L DA to 230 feet; increase all MDA 40 feet and S-LOC 17L Cat. E visibility to RVR 6000. For inoperative MALSR, increase S-ILS 17L Cat. E visibility to RVR 4000 and S-LOC 17L Cat. E visibility to 1½ mile. When using Tampa Intl atimeter setting, increase S-ILS 17L Cat E. visibility to RVR 4000 and S-LOC 17L Cat. E visibility to 1¾ mile. ADF or DME Required.

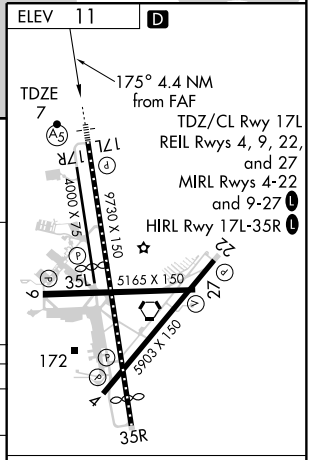
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D	E
S-ILS 17L	207/18		200 (200-½)		207/24 200 (200-½)
S-LOC 17L	440/24	433 (500-½)	440/40 433 (500-¾)	440/50	433 (500-1)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS RWY 17L (CAT II)

ST. PETERSBURG-CLEARWATER INTL (PIE)

CAT II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. ADF or DME Required.
CAT II S-ILS R17L NA when control tower closed.
CAT II S-ILS R17L NA when using Tampa Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

ADF or DME REQUIRED

1549 355° 10 NM

200K 1 min 175° 355°

LOM/IAF CAPOK 360 PI

PIE 5.3

302 200± 182 180± 213 210 208 195 140 163 529 221 210 281 660 649 191±

1700 to LOM 348° (5.3)

ST. PETERSBURG 116.4 PIE Chan 111

LAFAL INT PIE 8

R-270 090° 270°

MSA PIE 25 NM 2700

R-336 117.0 SRQ Chan 117

LOCALIZER 109.1 I-PIE

ALT MISSED APCH

R-350 116.0 LAL Chan 107 170° 350° JRGAL SRQ 11 117.0 SRQ Chan 117 R-232

One Minute Holding Pattern

VGSI and ILS glidepath not coincident.

LOM PIE 5.3

1461

1700 355° 175° 1600 175°

DH RA 107 7 MSL

GS 3.00° TCH 52

4.2 NM 922' 1001'

500 1700 PIE R-270 116.4 LAFAL INT

CATEGORY	A	B	C	D
S-ILS 17L	RA 107/16 100 DA 107			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 11 D

TDZE 7

17L 17R 4000 X 75 9730 X 150 35L 5165 X 150 9 27 22 172 3903 X 150 4 35R

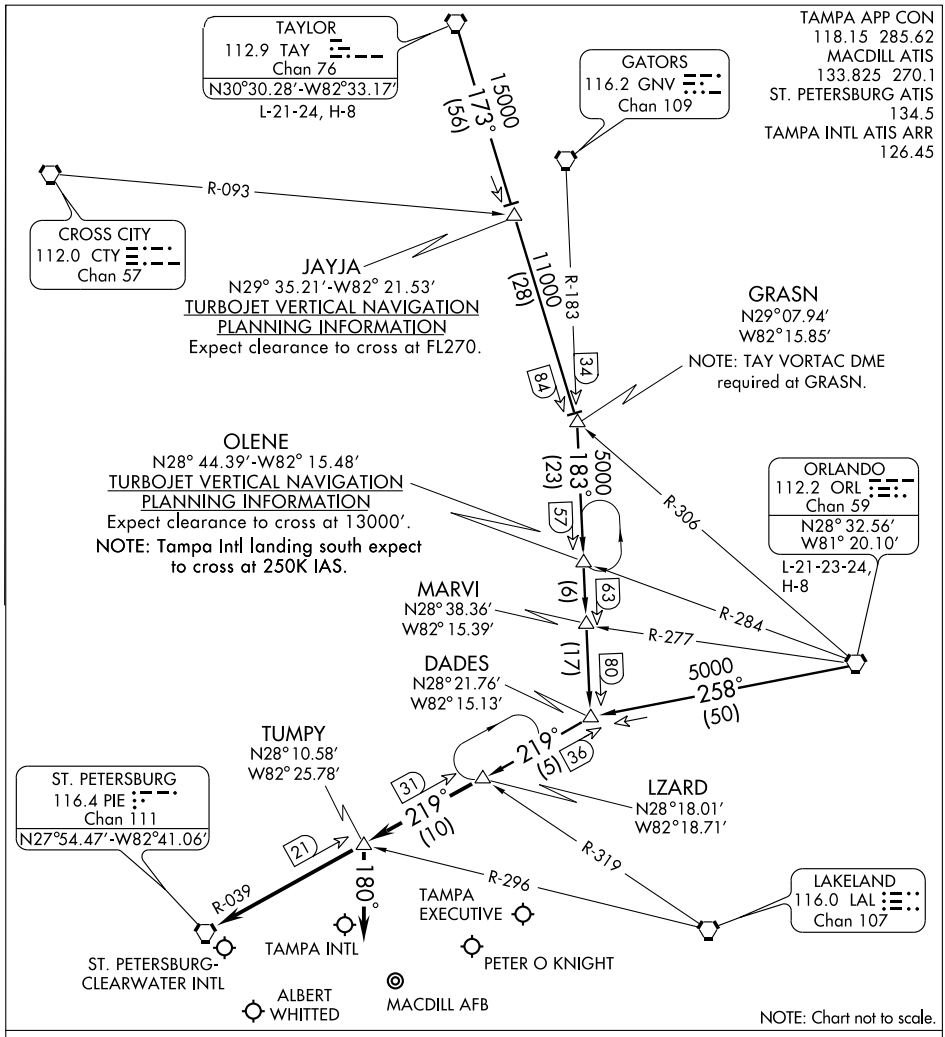
TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 17 DEC 2009 to 14 JAN 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

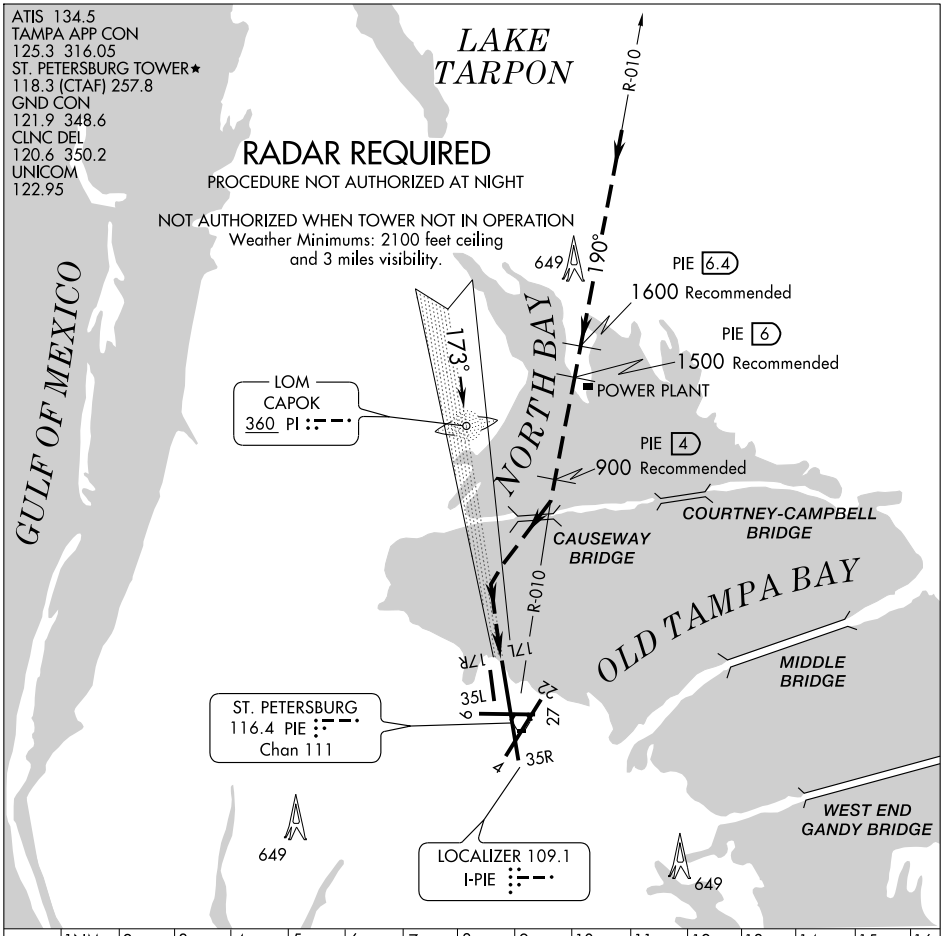
ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

NORTH BAY VISUAL RWY 17L

AL-625 (FAA)

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA



NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant (PIE R-010 6 DME fix) heading 190° direct to the causeway bridge, then turn right to intercept the final approach course to Rwy 17L.

APP CRS	Rwy Idg	N/A
195°	TDZE	N/A
	Apt Elev	11

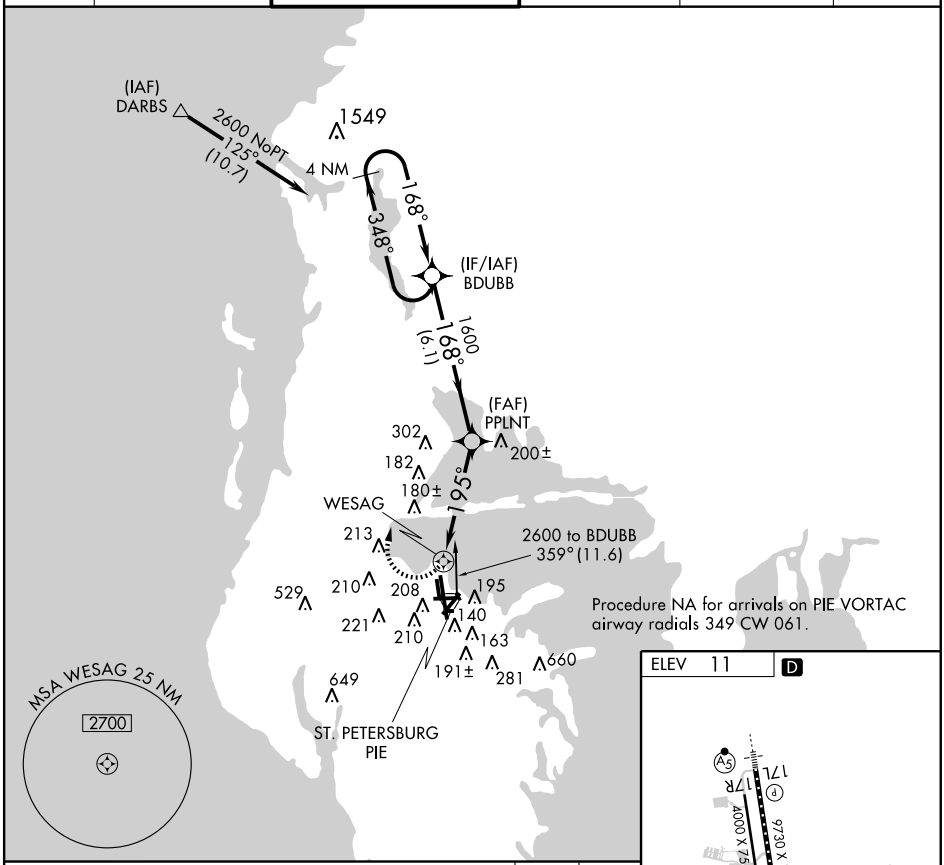
RNAV (GPS)-A

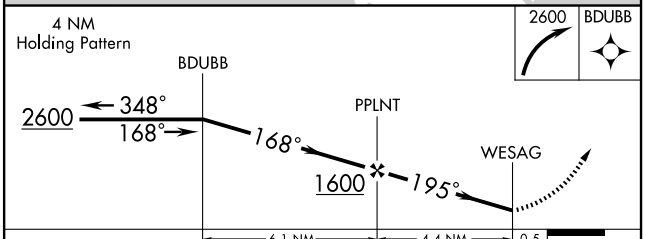
ST. PETERSBURG-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA.

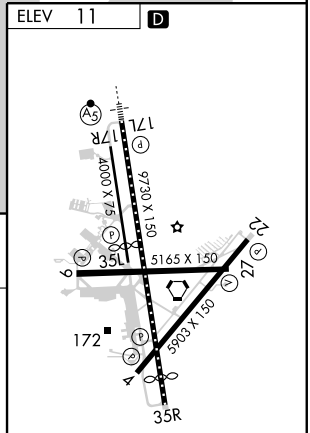
MISSED APPROACH: Climbing right turn to 2600 direct BDUBB and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS Chan **50126** **W17A**	APP CRS **173°**	Rwy Idg **9180** TDZE **7** Apt Elev **10**

RNAV (GPS) RWY 17L

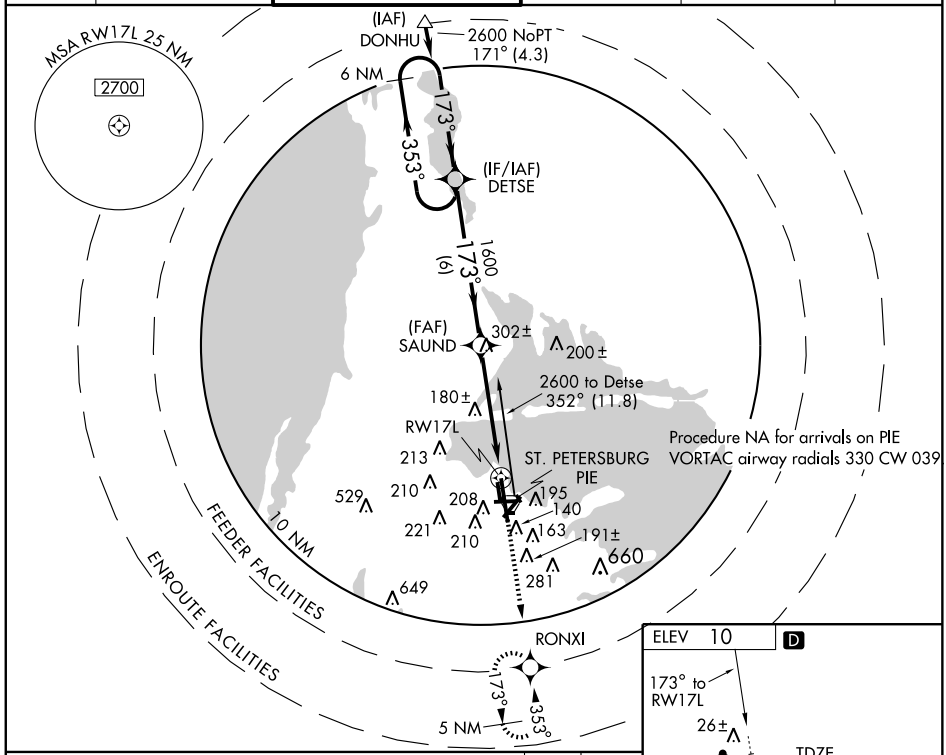
ST. PETERSBURG-CLEARWATER INTL (PIE)

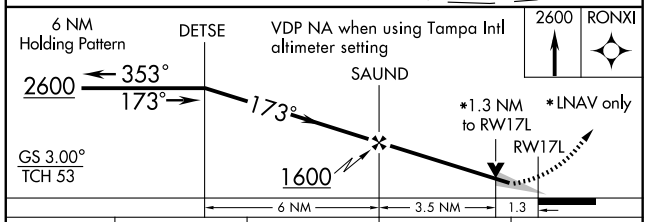
When local altimeter setting not received, use Tampa Intl altimeter setting: increase LPV DA to 281 feet; increase LNAV/VNAV DA to 300 feet; increase all MDAs 40 feet. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat D to RVR 5000.

MALSR

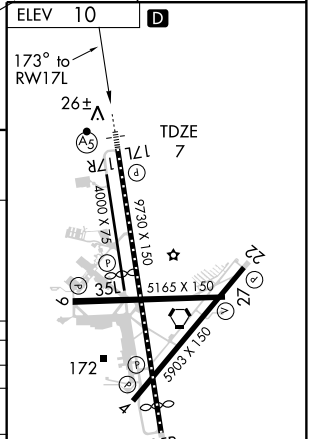
MISSED APPROACH: Climb to 2600 direct RONXI WP and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	**125.3 316.05**	**118.3** (CTAF) **L** **257.8**	**121.9 348.6**	**120.6 350.2**	**122.95**





CATEGORY	A	B	C	D
LPV DA	257/24 250 (300-½)			
LNAV/VNAV DA	276/24 269 (300-½)			276/40 269 (500-¾)
LNAV MDA	480/24 473 (500-½)		480/40 473 (500-¾)	480/50 473 (500-1)
CIRCLING	520-1 510 (600-1)		520-1½ 510 (600-1½)	560-2 550 (600-2)



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 **L**
HIRL Rwy 17L-35R **L**

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 56226 W35A	APP CRS 353°	Rwy Idg 8720 / TDZE 10 / Apt Elev 11

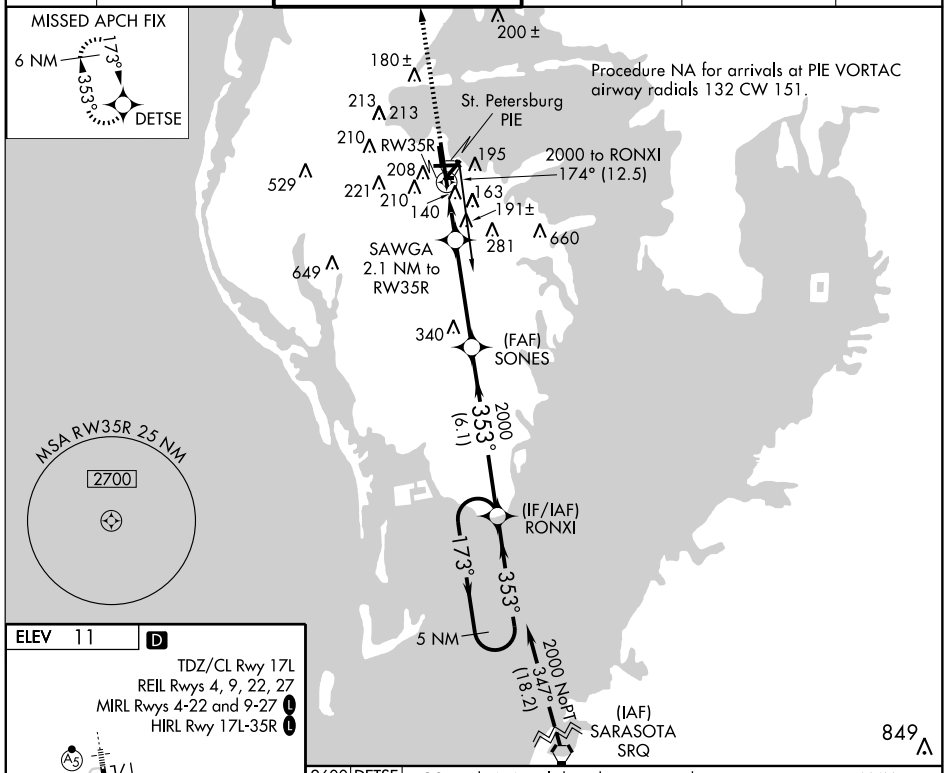
RNAV (GPS) RWY 35R

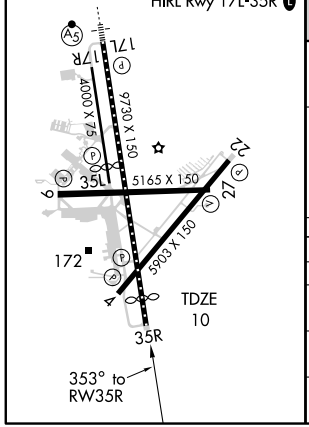
ST. PETERSBURG-CLEARWATER INTL (PIE)

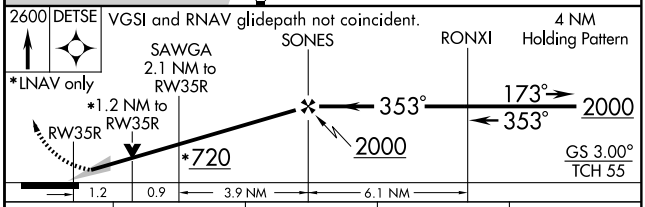
T A When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 233 feet, LNAV/VNAV DA to 471; increase all MDAs 40 feet. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct DETSE and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95



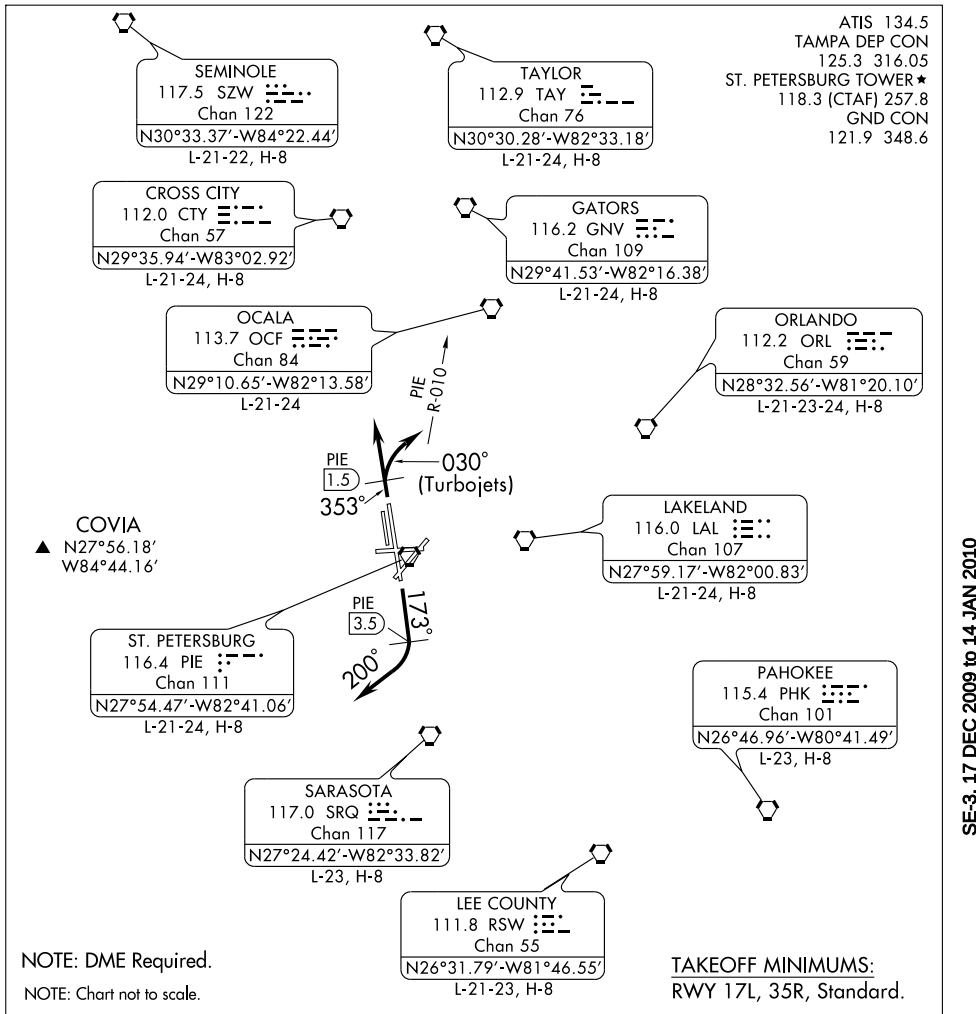




CATEGORY	A	B	C	D
LPV DA	210-¾ 200 (200-¾)			
LNAV/VNAV DA	448-1½ 438 (500-1½)			
LNAV MDA	460-1 450 (500-1)		460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

ST. PETE THREE DEPARTURE



SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 173° until PIE VORTAC 3.5 DME, then turn right heading 200° or as assigned. Expect radar vectors to filed/assigned route, thence...

TAKE-OFF RWY 35R: TURBOJETS climb heading 353° until PIE VORTAC 1.5 DME, then turn right heading 030° to intercept and fly outbound on the PIE R-010, thence...

ALL OTHERS fly heading 353° or as assigned. Expect radar vectors to filed/assigned route. Thence...

Maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

ST. PETE THREE DEPARTURE

TAKE-OFF OBSTACLES NOTES:

NOTE: RWY 17L, Bldg 689′ from DER, 418′ right of centerline, 35′ AGL/44′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right of centerline, up to 49′ AGL/58′ MSL. Sign 1,336′ from DER, 198′ left of centerline, 44′ AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. Ant on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/ 89′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right centerline, up to 49′ AGL/58′ MSL. Poles beginning 1,015′ from DER, 103′ left of centerline, up to 38′ AGL/47′ MSL. Sign 1,336′ from DER, 196′ left of centerline, 44 AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. ANT on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/89′ MSL.

NOTE: RWY 22, Trees 1,007′ from DER, 109′ left of centerline, up to 65′ AGL/74′ MSL. Tree 1,629′ from DER, 88" right of centerline, 61′ AGL/70′ MSL. Tower 5,591′ from DER, 266′ right of centerline, 153′ AGL/168′ MSL.

NOTE: RWY 27, Poles beginning 188′ from DER, 136′ right of centerline, up to 66′ AGL/75′ MSL. Hangar lights 552′ from DER, 450′ right of centerline, 25′ AGL/34′ MSL. Poles beginning 605′ from DER, 179′ left of centerline, up to 40′ AGL/49′ MSL. Trees beginning 1,540′ from DER, 224′ left of centerline, up 57′ AGL/66′ MSL. ANT on tank 2,188′ from DER, 712′ left of centerline, 71′ AGL/80′ MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PIE 116.4 Chan 111	APP CRS 166°	Rwy Idg 9180 TDZE 8 Apt Elev 11

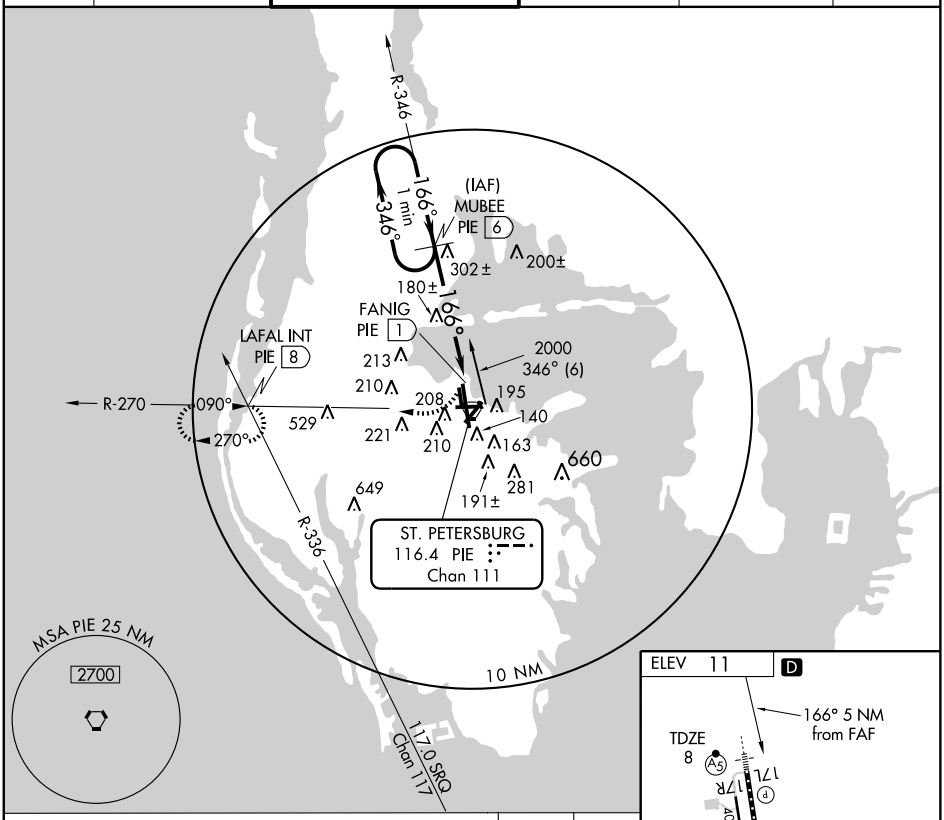
VOR/DME RWY 17L

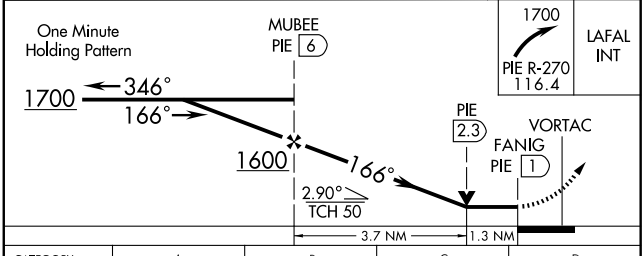
ST. PETERSBURG-CLEARWATER INTL (PIE)

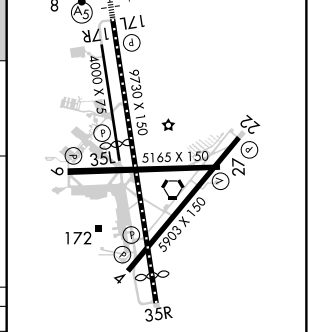
MALSR

MISSED APPROACH: Climbing right turn to 1700 via PIE R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D
S-17L	480/24	472 (500-½)	480/40 472 (500-¾)	480/50 472 (500-1)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PIE	APP CRS	Rwy Idg	5903
116.4	033°	TDZE	11
Chan 111		Apt Elev	11

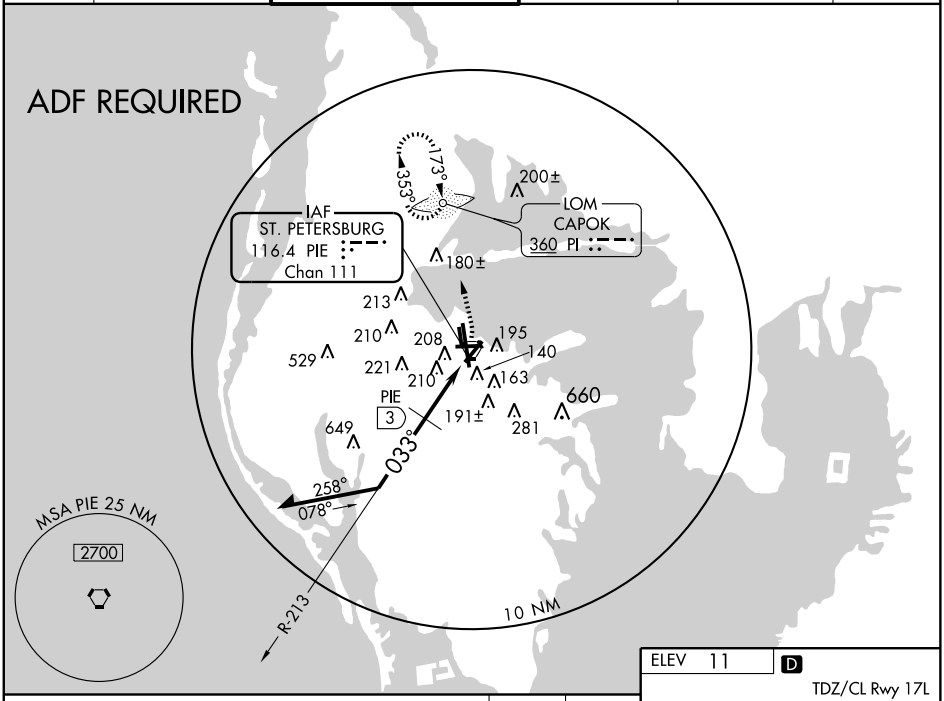
VOR RWY 4

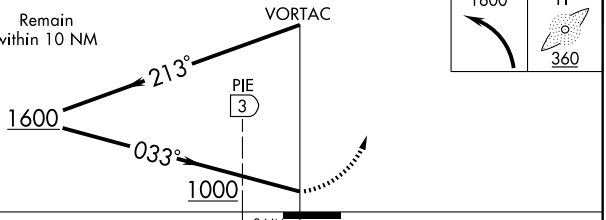
ST. PETERSBURG-CLEARWATER INTL (PIE)

MISSED APPROACH: Climbing left turn to 1600 direct CAPOK LOM and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

ADF REQUIRED

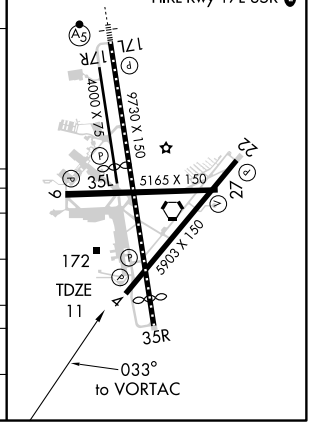




CATEGORY	A	B	C	D
S-4	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
CIRCLING	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
DME MINIMUMS				
S-4	460-1 449 (500-1)		460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

ELEV 11 D

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L



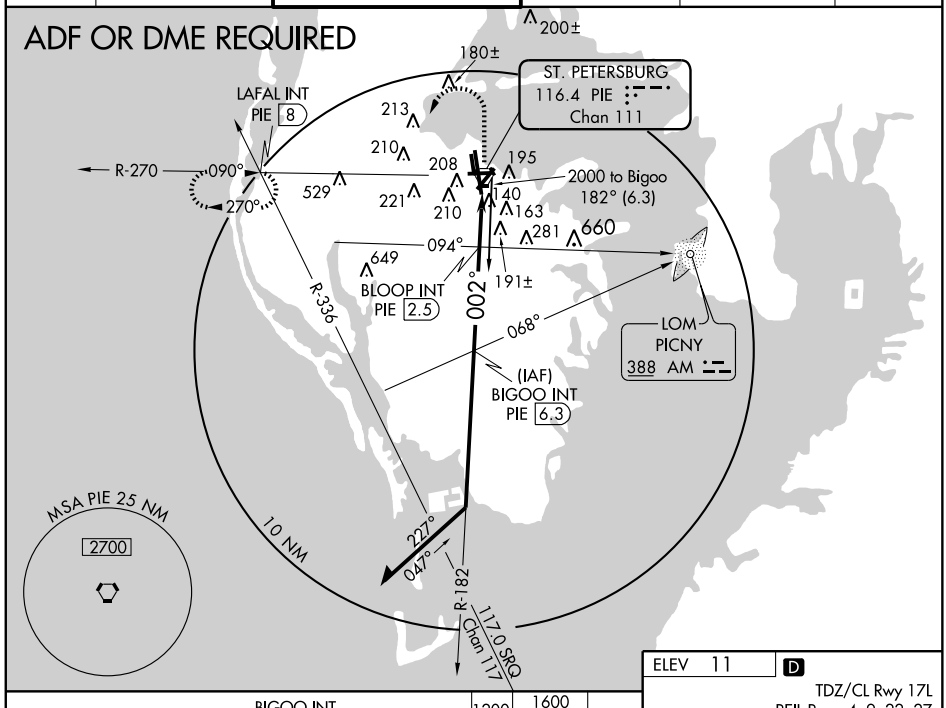
VORTAC PIE	APP CRS	Rwy Idg	8720
116.4	002°	TDZE	11
Chan 111		Apt Elev	11

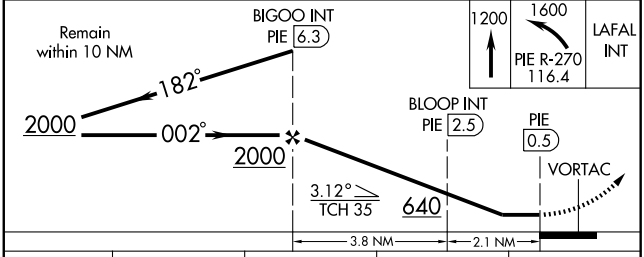
VOR RWY 35R

ST. PETERSBURG-CLEARWATER INTL (PIE)

MISSED APPROACH: Climb to 1200 then climbing left turn to 1600 via PIE R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

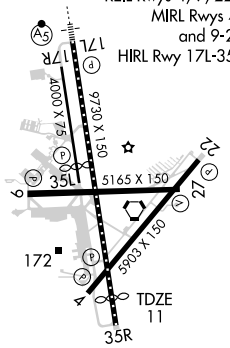




CATEGORY	A	B	C	D
S-35R	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
CIRCLING	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
BLOOP INT/DME MINIMUMS				
S-35R	460-1	449 (500-1)	460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

ELEV 11 D

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, 27
MIRL Rwys 4-22
and 9-27 L
HIRL Rwy 17L-35R L



002° 5.9 NM from FAF

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

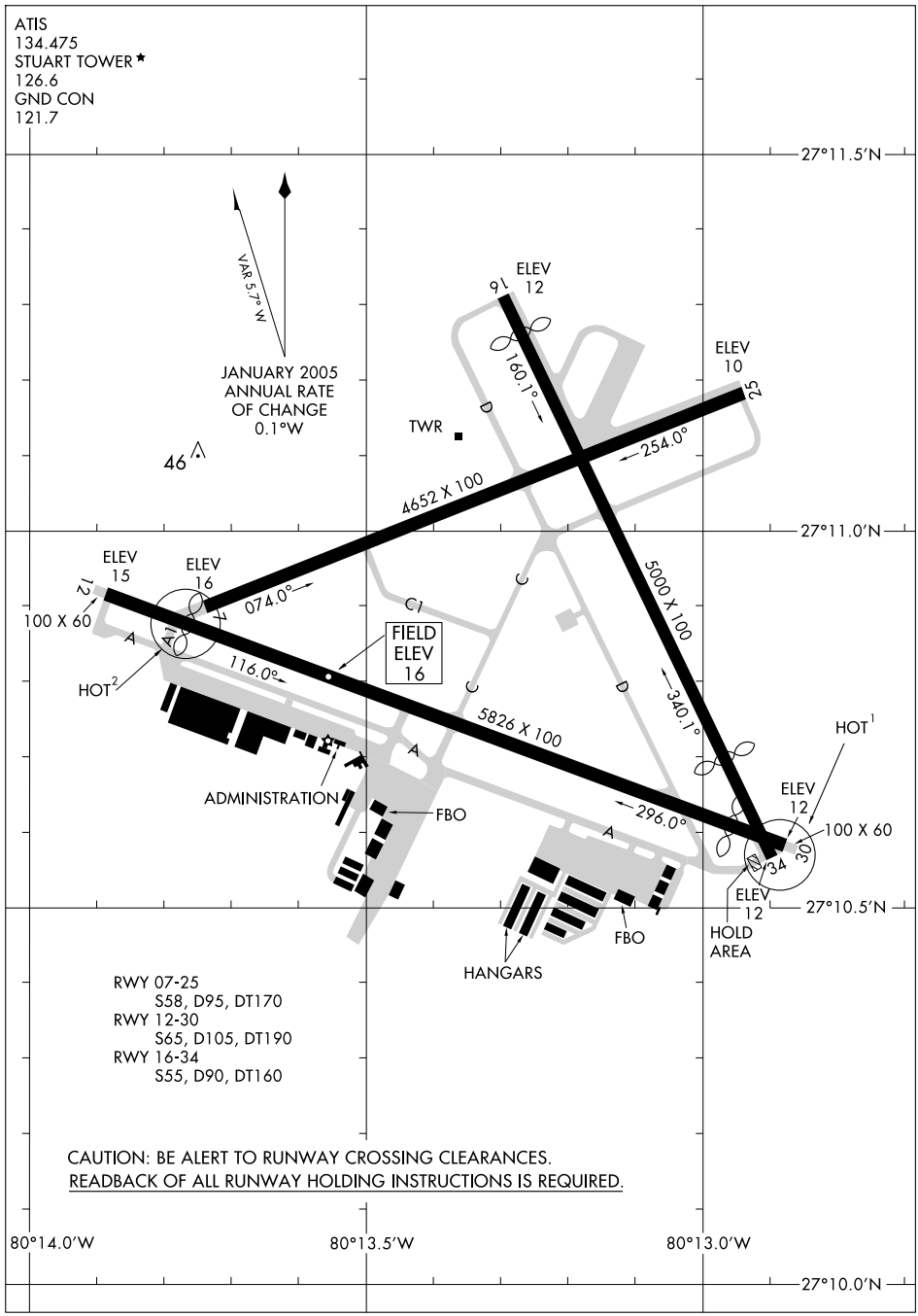
SE-3. 17 DEC 2009 to 14 JAN 2010

09239

AIRPORT DIAGRAM

AL-9217 (FAA)

STUART/WITHAM FIELD (SUA)
STUART, FLORIDA

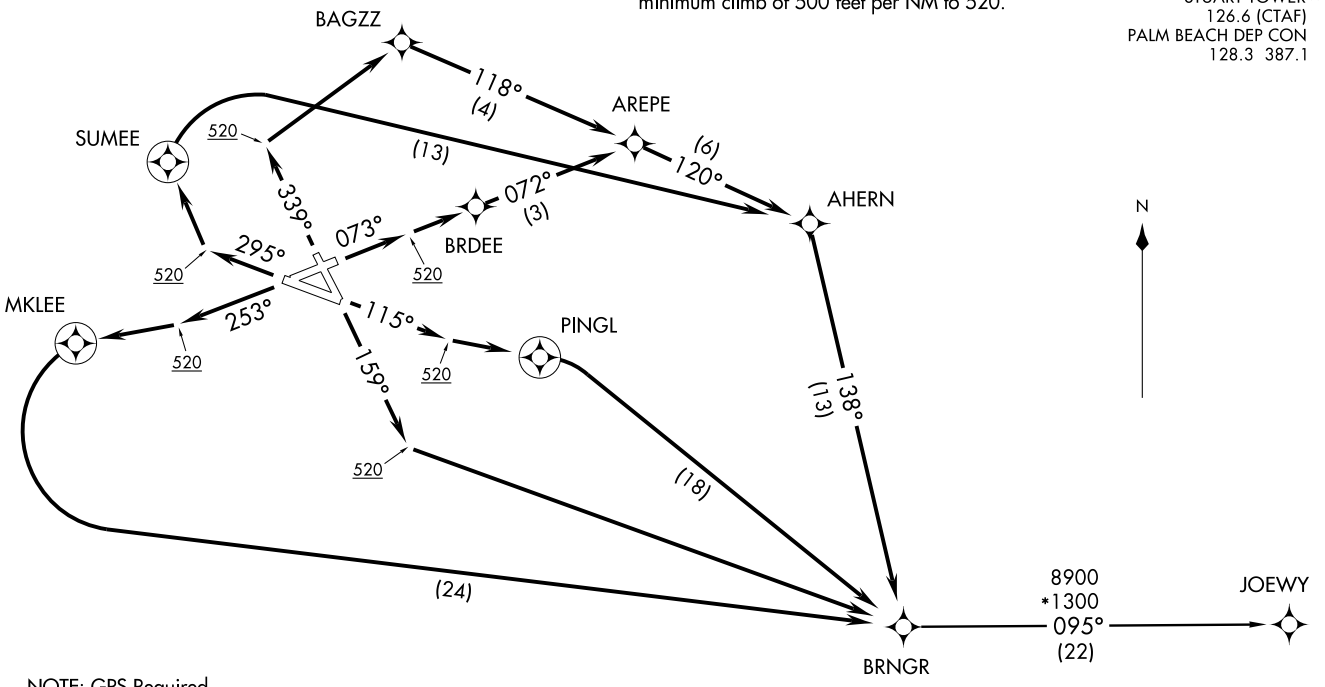


SE-3, 17 DEC 2009 to 14 JAN 2010

BRNGR ONE DEPARTURE (RNAV)

ATIS 134.475
GND CON 121.7
STUART TOWER ★ 126.6 (CTAF)
PALM BEACH DEP CON 128.3 387.1

TAKEOFF MINIMUMS:
Rwys 7, 12, 16, 25, 30, 34: Standard with minimum climb of 500 feet per NM to 520.



NOTE: GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For Turbojet/Turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

JOEWY TRANSITION (BRNGR1.JOEWY):

TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5178
115°	TDZE	18
	Apt Elev	18

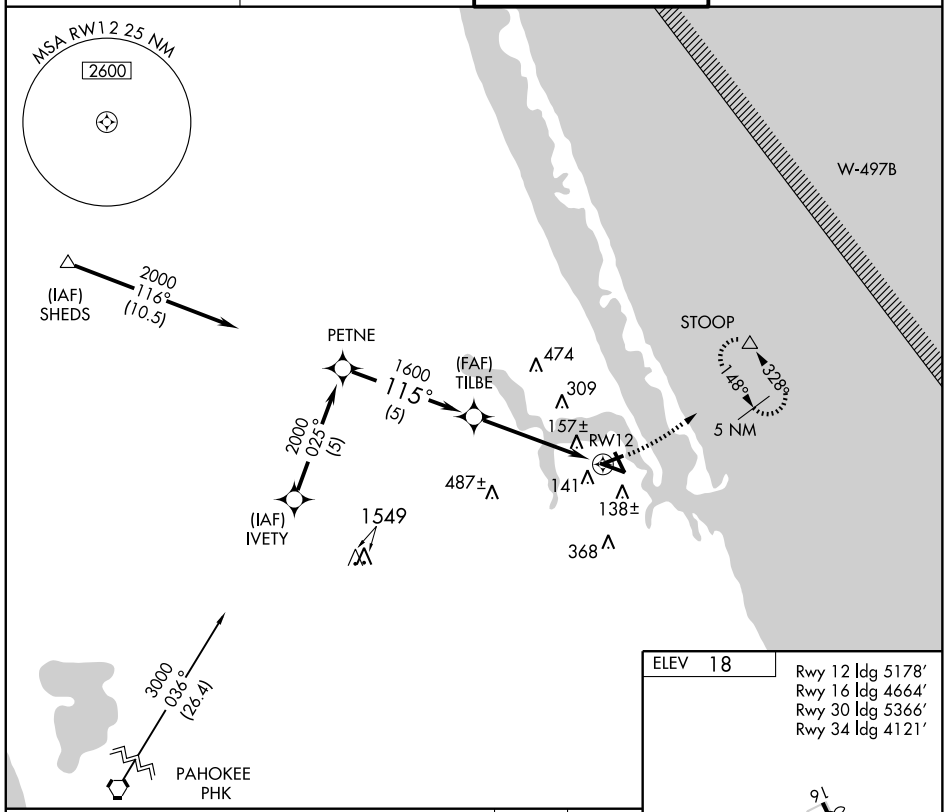
GPS RWY 12

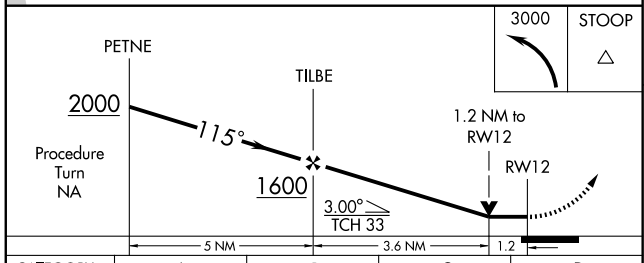
STUART/ WITHAM FIELD (SUA)

NA

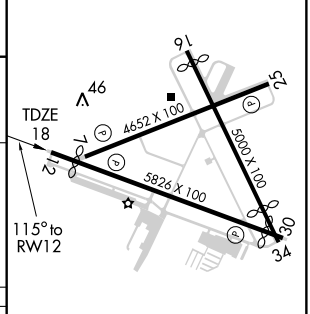
MISSED APPROACH: Climbing left turn to 3000 direct STOOP WP and hold.

ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	128.3 387.1	126.6 (CTAF) L	121.7





CATEGORY	A	B	C	D
S-12	440-1 422 (500-1)		440-1¼ 422 (500-1¼)	
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)



REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5366
295°	TDZE	18
	Apt Elev	18

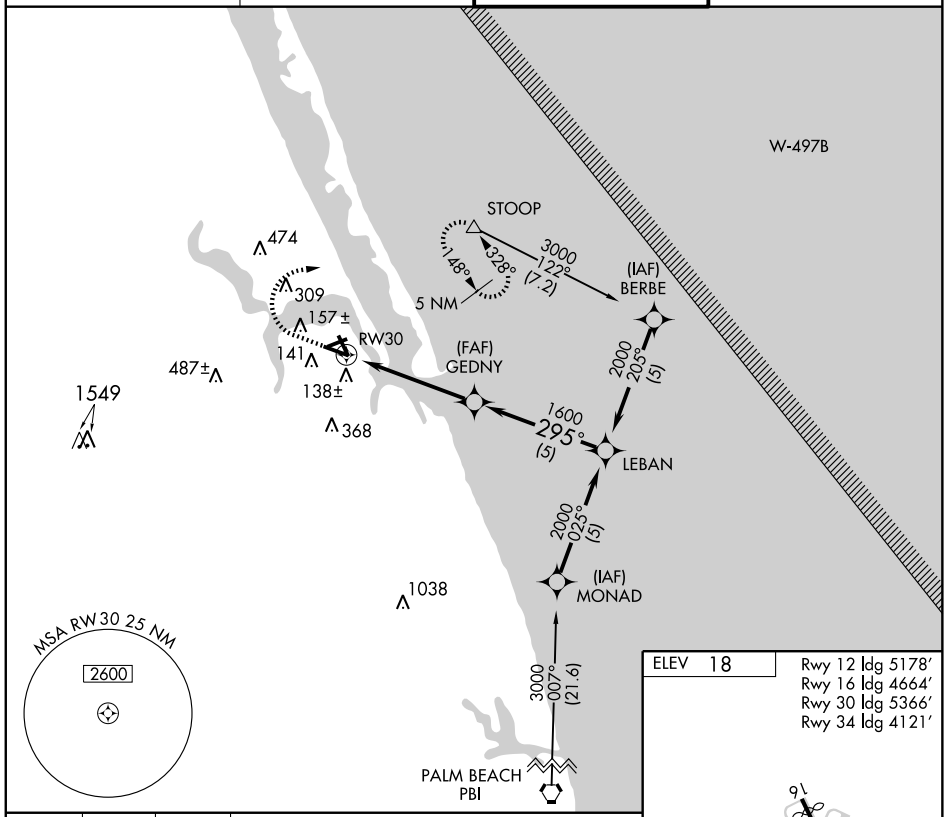
GPS RWY 30

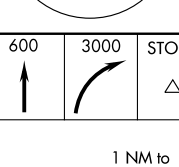
STUART/ WITHAM FIELD (SUA)

NA

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct STOOP WP and hold.

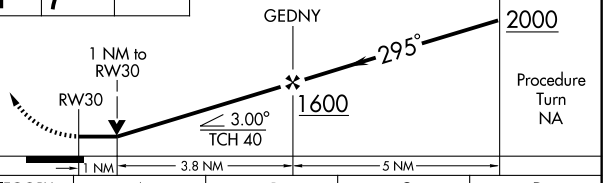
ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	128.3 387.1	126.6 (CTAF) L	121.7





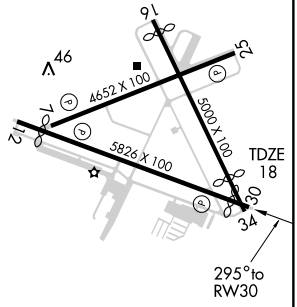
600	3000	STOOP
↑	↱	△

VGSI and descent angle/TCH not coincident.



ELEV 18

Rwy 12 ldg 5178′
Rwy 16 ldg 4664′
Rwy 30 ldg 5366′
Rwy 34 ldg 4121′



REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

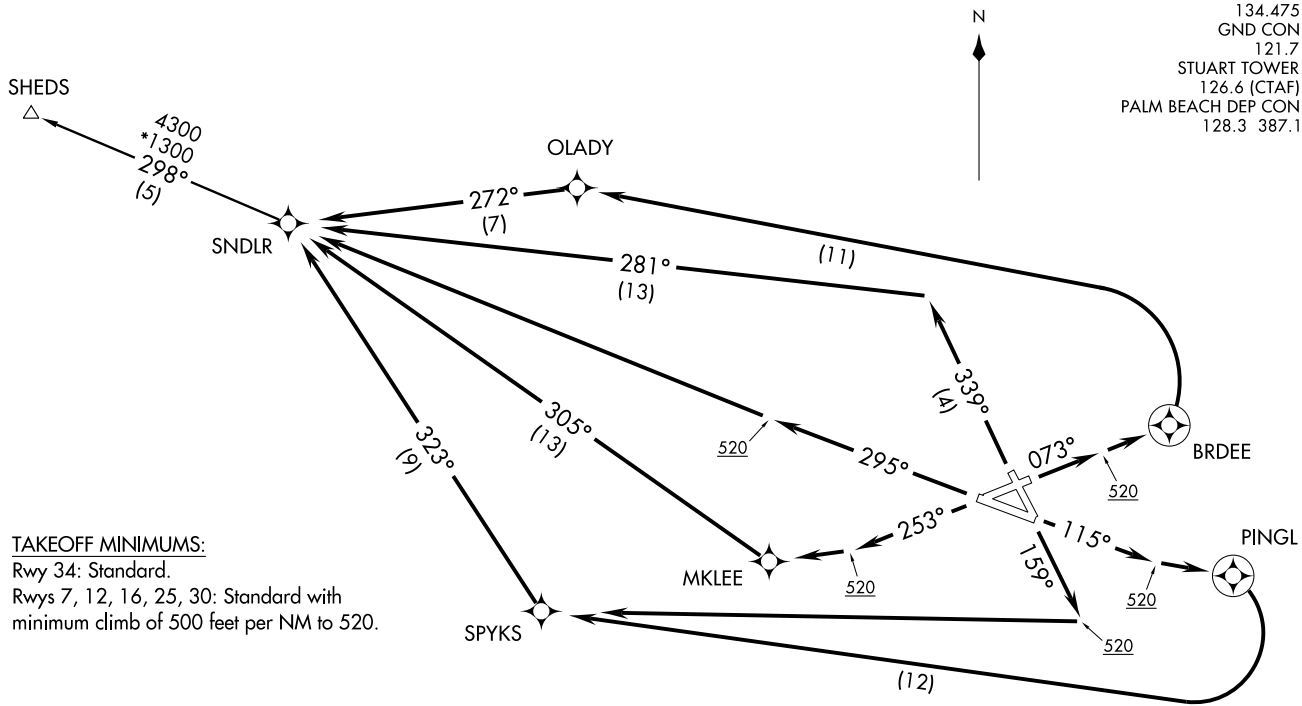
CATEGORY	A	B	C	D
S-30	380-1 362 (400-1)			380-1¼ 362 (400-1¼)
CIRCLING	460-1 442 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

SNDLR ONE DEPARTURE (RNAV)

(SNDLR1.SNDLR) 09351 SL-9217 (FAA)

STUART/WITHAM FIELD (SUA)
STUART, FLORIDA



TAKEOFF MINIMUMS:
Rwy 34: Standard.
Rwys 7, 12, 16, 25, 30: Standard with minimum climb of 500 feet per NM to 520.

NOTE: GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For Turbojet/Turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

NOTE: Chart not to scale.

SNDLR ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then via depicted route to SNDLR. Thence....

TAKEOFF RUNWAY 30: Climb heading 295° to 520, then direct SNDLR. Thence....

TAKEOFF RUNWAY 34: Climb heading 339° to intercept the 281° course to SNDLR. Thence....

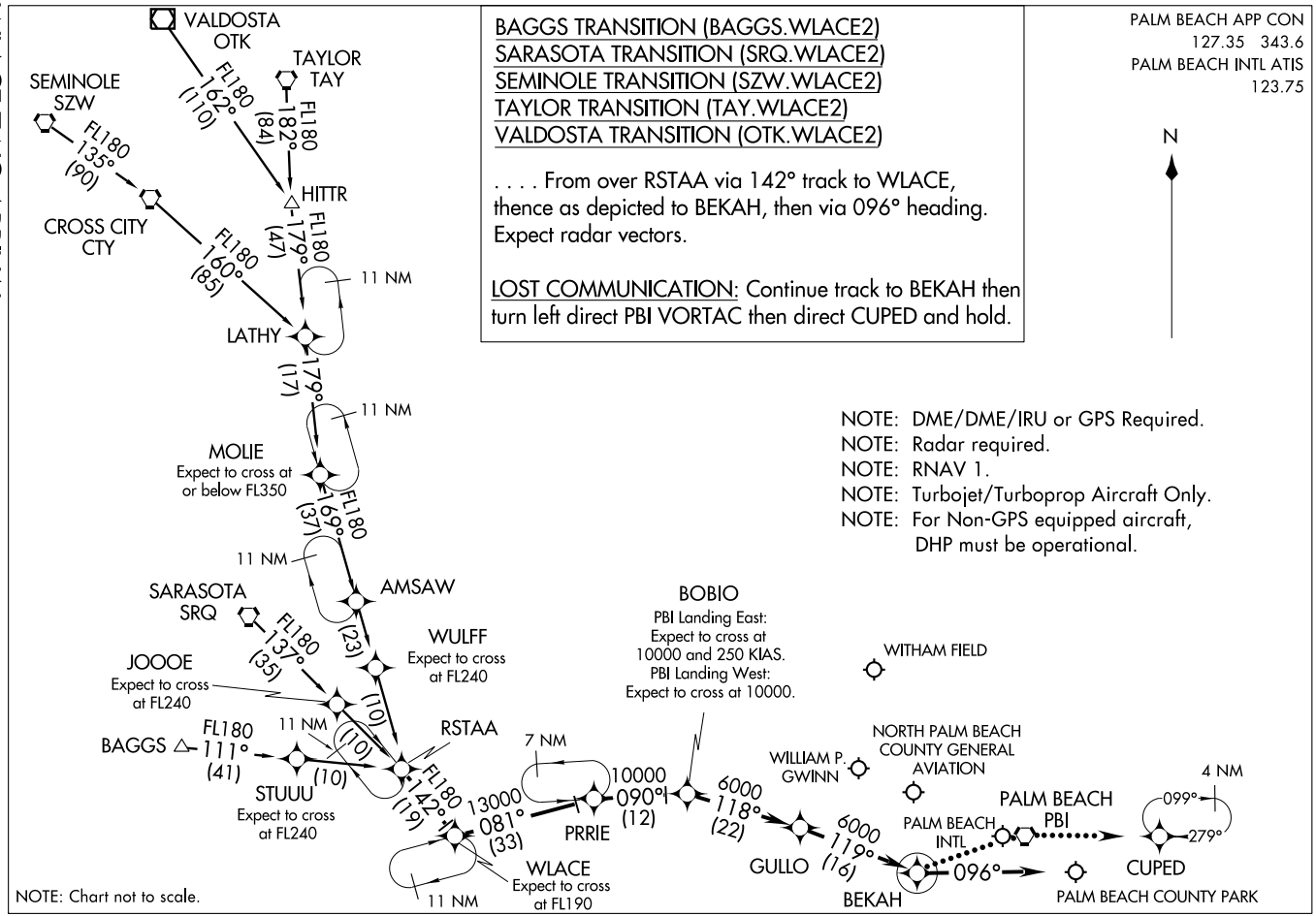
....via SHEDS transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

SHEDS TRANSITION (SNDLR1.SHEDS):

TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010



(WLACE.WLACE2) 09351

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

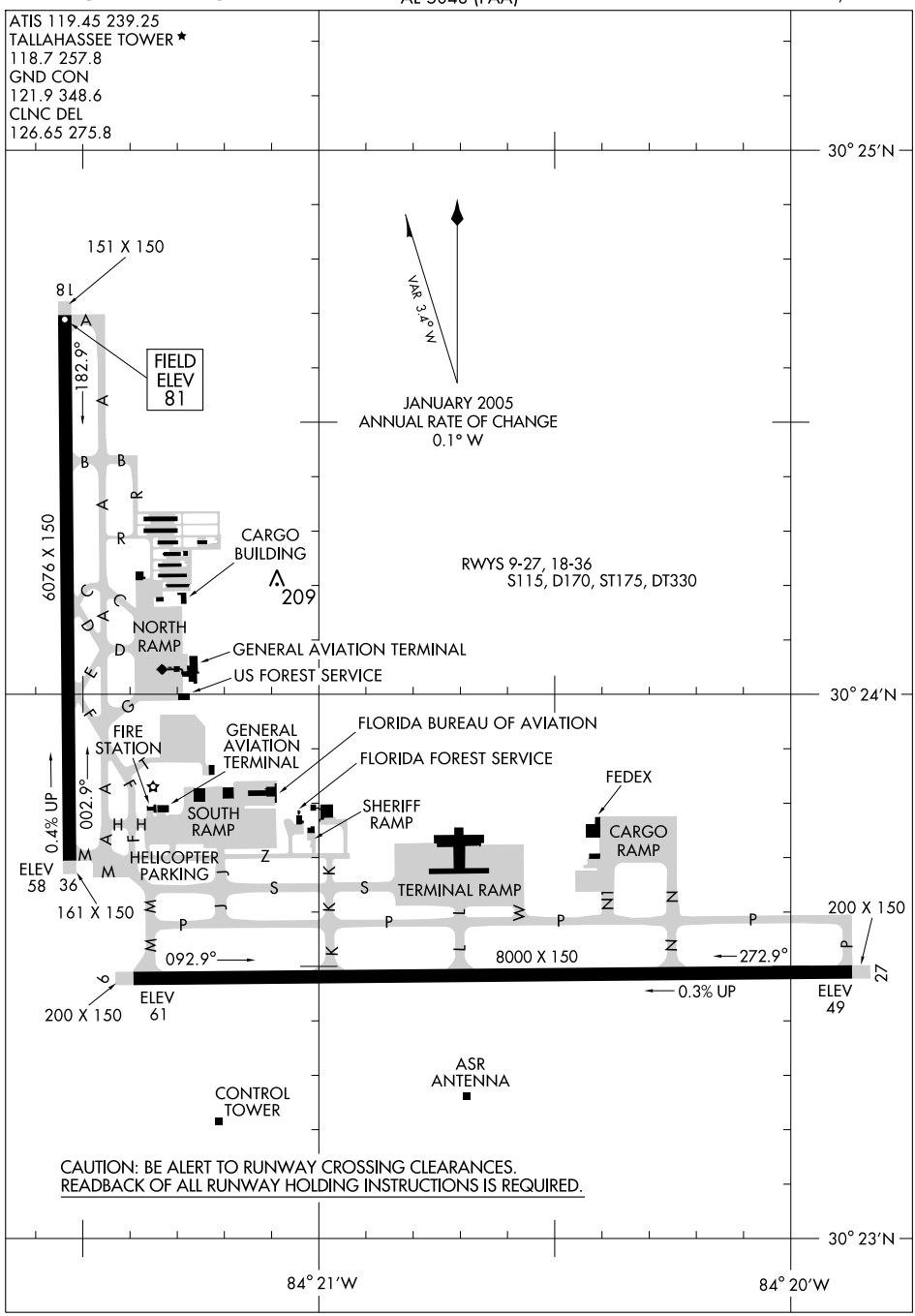
07354

AIRPORT DIAGRAM

AL-5048 (FAA)

TALLAHASSEE RGNL (TLH)
TALLAHASSEE, FLORIDA

ATIS 119.45 239.25
TALLAHASSEE TOWER ★
118.7 257.8
GND CON
121.9 348.6
CLNC DEL
126.65 275.8



SE-3, 17 DEC 2009 to 14 JAN 2010

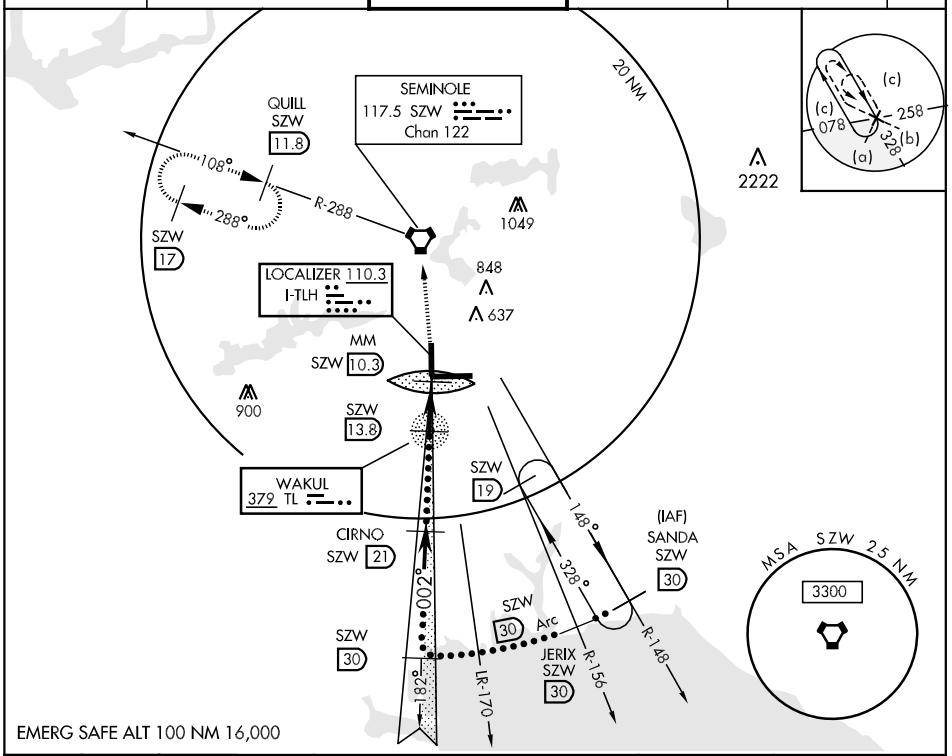
HI-ILS RWY 36

LOC I-TLH	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-5048 [USAF]	TALLAHASSEE REGIONAL (KTLH)
110.3	002°	6076 / 64 / 81		

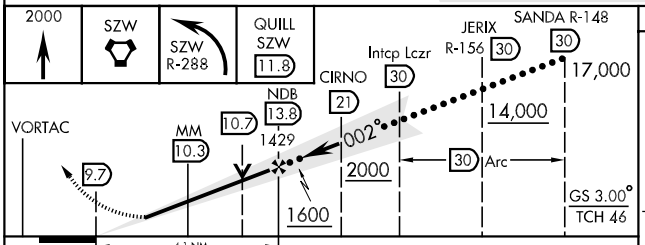
MALSR

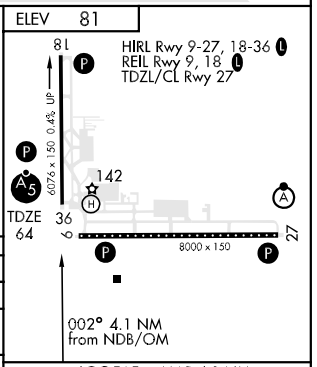
MISSED APPROACH: To 2000 direct SZW VORTAC, left out R-288 to QUILL and hold.

ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) 257.8	121.9 348.6	126.65 275.8	



EMERG SAFE ALT 100 NM 16,000





CATEGORY	C	D	E
S-ILS 36	264/40 200 (200-¾)		
S-LOC 36	440/50 376 (400-1)	440/60 376 (400-1¼)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

LOC FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

HI-VOR/DME or TACAN RWY 36

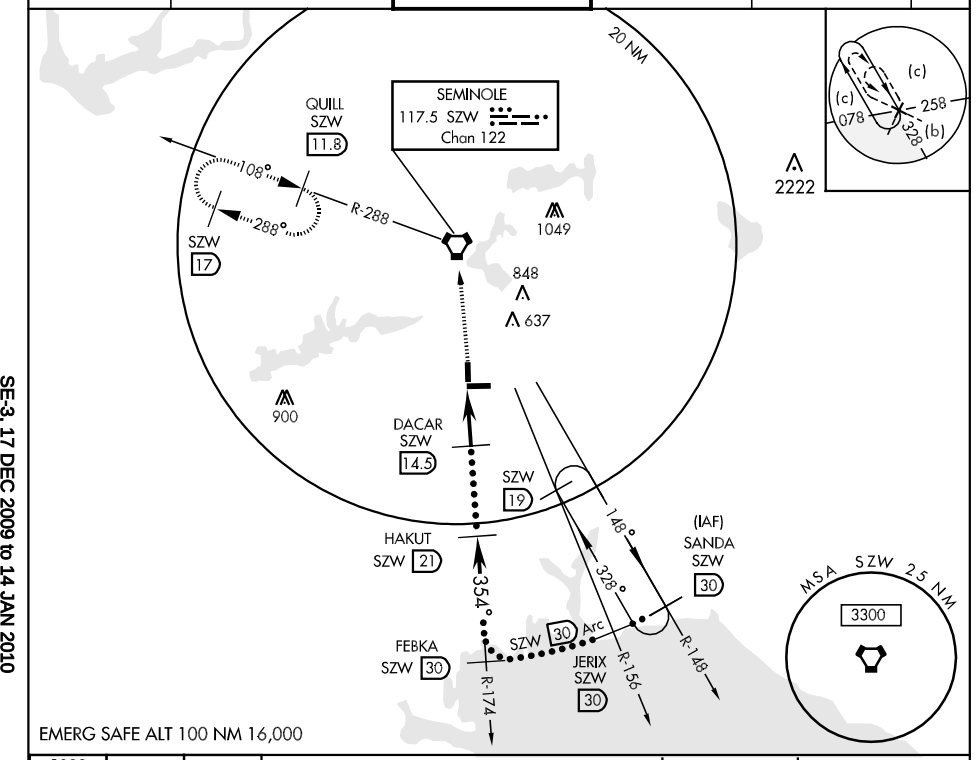
VORTAC SZW	APCH CRS	Rwy Idg	6076
117.5	354°	TDZE	64
Chan 122		Arpt Elev	81

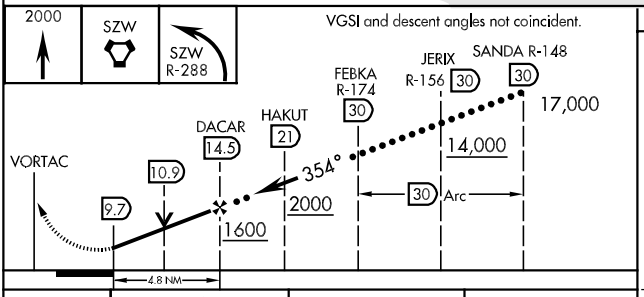
JAL-5048 [USAF] — TALLAHASSEE REGIONAL (KTLH)

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

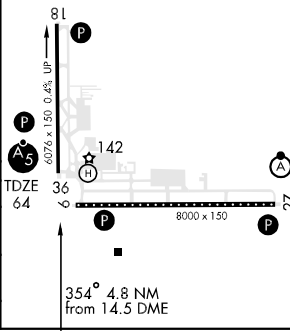
ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) 257.8	121.9 348.6	126.65 275.8	





ELEV 81

HIRL Rwy 9-27, 18-36 (L)
REIL Rwy 9, 18 (L)
TDZ/CL Rwy 27



CATEGORY	C	D	E
S-36	500/60 436 (500-1¼)	500-1½ 436 (500-1½)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

LOC I-TLH	APP CRS	Rwy Idg	6076
110.3	002°	TDZE	64
		Apt Elev	81

ILS or LOC/DME RWY 36

TALLAHASSEE RGNL (TLH)

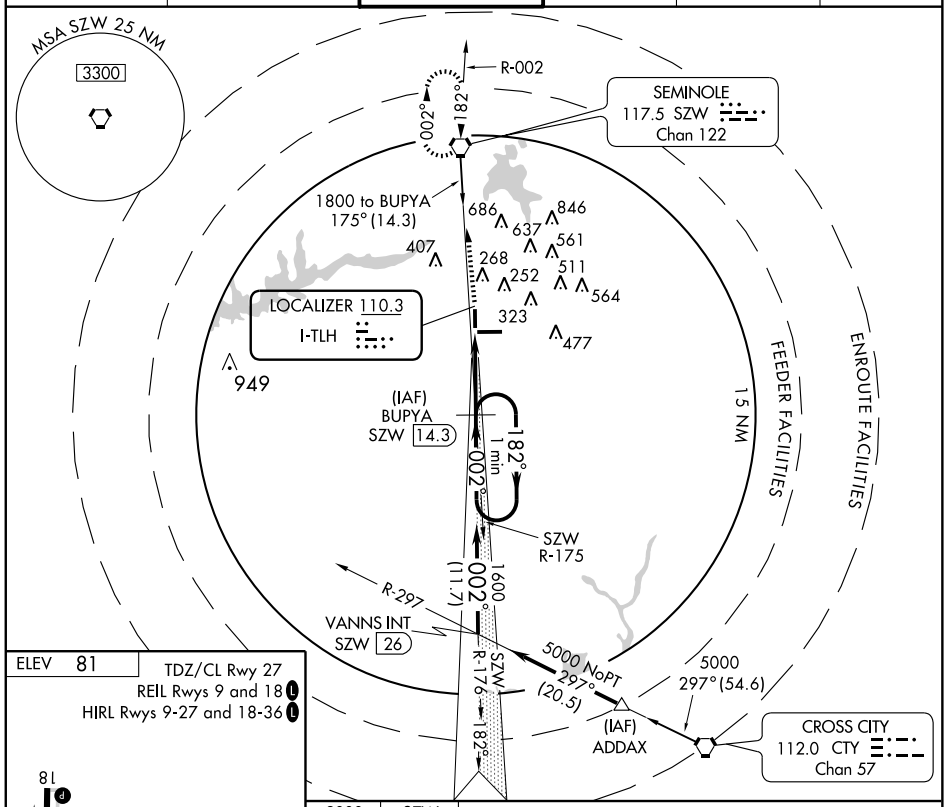
ASR

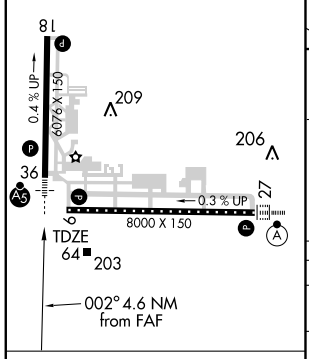
Simultaneous reception at I-TLH and SZW DME required. DME from SZW VORTAC. * RVR 1800 authorized with the use of of FD or AP or HUD to DA.

MALSR

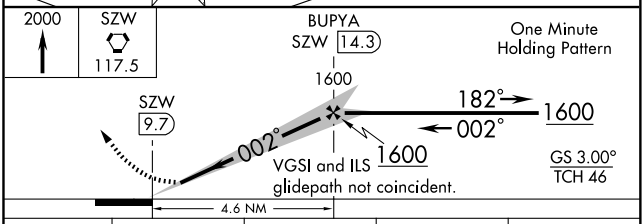
MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 36	* 264/24 200 (200-½)			
S-LOC 36	460/24 396 (400-½)			460/40 396 (400-¾)
CIRCLING	540-1 459 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

ILS or LOC RWY 27

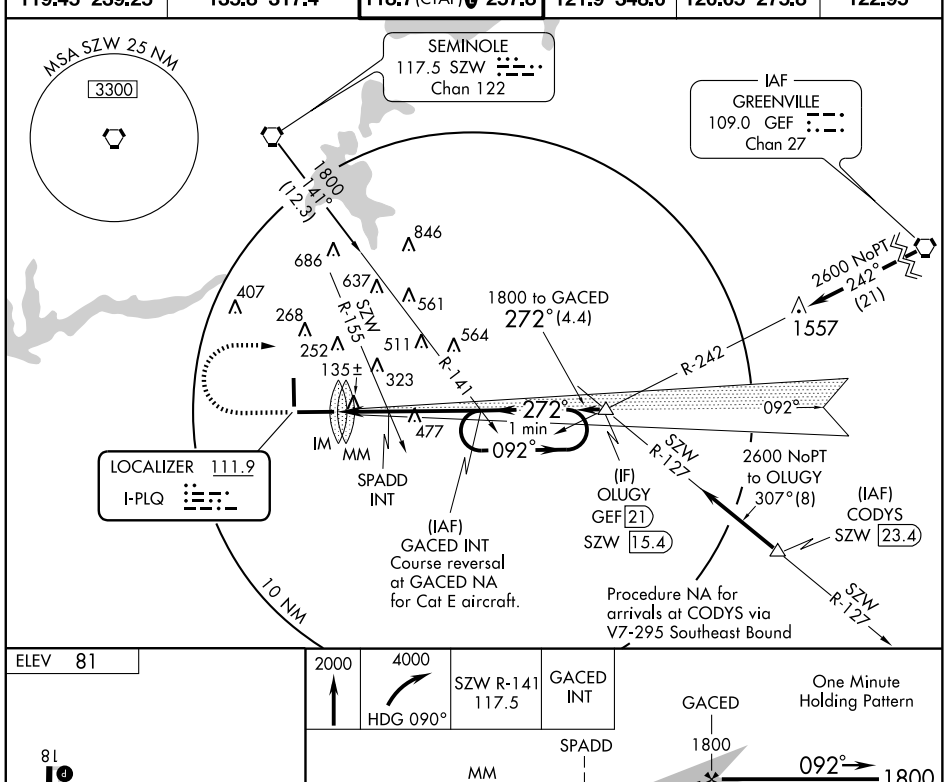
TALLAHASSEE RGNL (TLH)

ASR: If local altimeter setting not received, use Bainbridge, GA altimeter setting and increase DA to 348 and all MDAs 100 feet. When ALS inoperative, increase visibility Cat E S-ILS ¼ mile, S-LOC ½ mile.

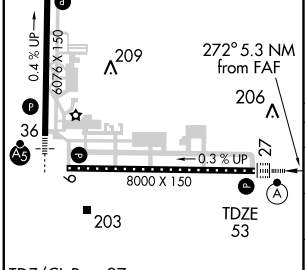
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



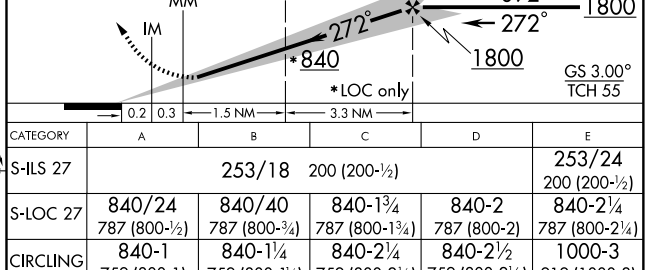
ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D	E
S-ILS 27	253/18 200 (200-½)				253/24 200 (200-½)
S-LOC 27	840/24 787 (800-½)	840/40 787 (800-¾)	840-1¾ 787 (800-1¾)	840-2 787 (800-2)	840-2¼ 787 (800-2¼)
CIRCLING	840-1 759 (800-1)	840-1¼ 759 (800-1¼)	840-2¼ 759 (800-2¼)	840-2½ 759 (800-2½)	1000-3 919 (1000-3)
SPADD INT MINIMUMS					
S-LOC 27	400/24 347 (400-½)			400/40	347 (400-¾)
CIRCLING	540-1 459 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

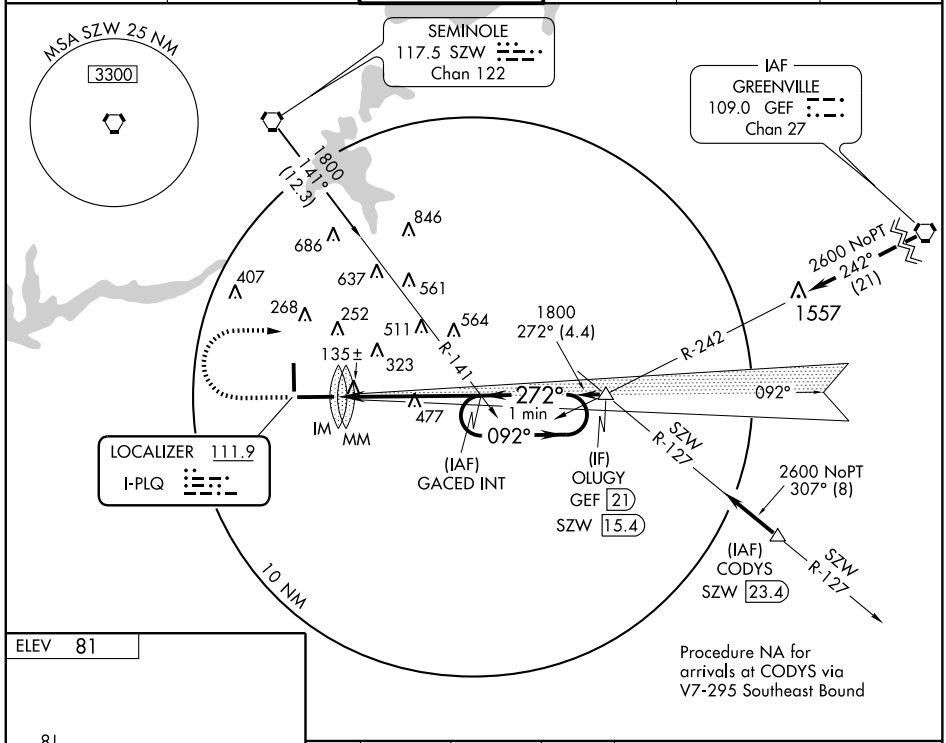
ILS RWY 27 (CAT II)
TALLAHASSEE RGNL (TLH)

S-ILS 27 not authorized when control tower closed.
S-ILS 27 not authorized when using Bainbridge, GA altimeter setting.
ASR

ALSF-2

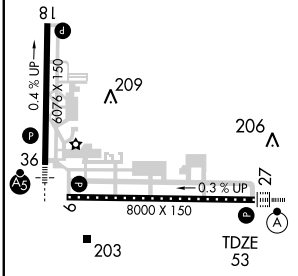
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95

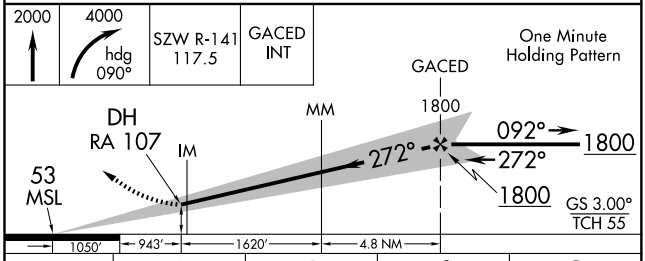


Procedure NA for arrivals at CODYS via V7-295 Southeast Bound

ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-ILS 27	RA 107/12 100 DA 153			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

NDB TL	APP CRS	Rwy Idg	6076
379	003°	TDZE	64
		Apt Elev	81

NDB RWY 36

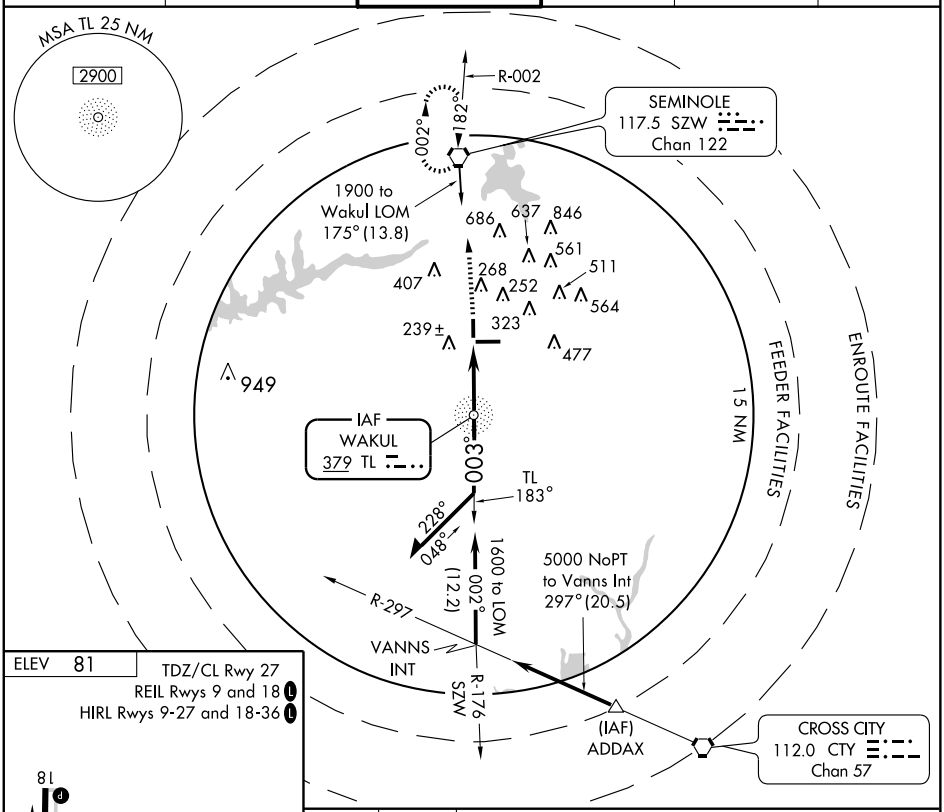
TALLAHASSEE RGNL (TLH)

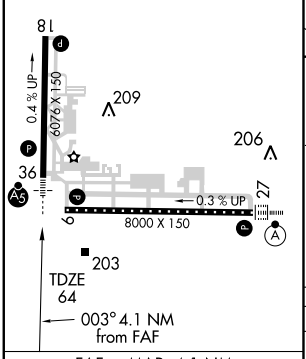
ASR — Inoperative table does not apply.

MALSR

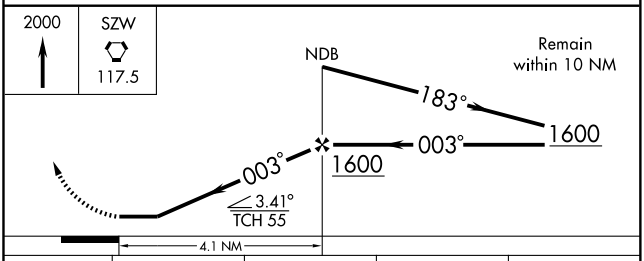
MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-36	540/50	476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 45503	092°	TDZE	70
W09A		Apt Elev	81

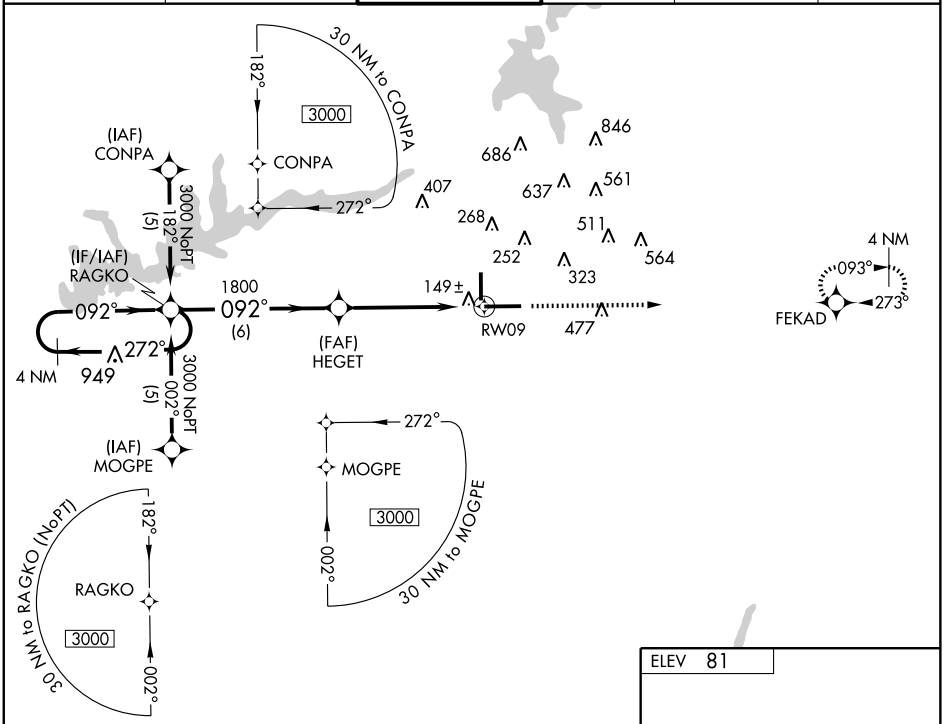
RNAV (GPS) RWY 9
TALLAHASSEE RGNL (TLH)

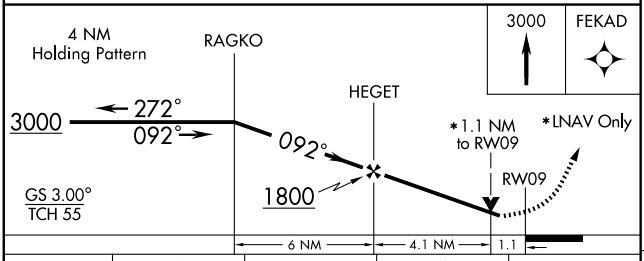
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

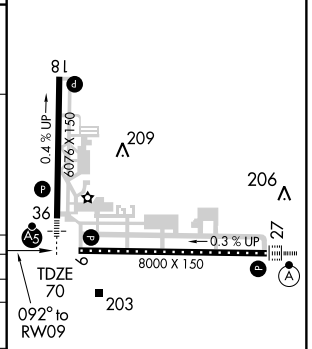
MISSED APPROACH: Climb to 3000 direct FEKAD and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) Ⓛ 257.8	121.9 348.6	126.65 275.8	122.95





CATEGORY	A	B	C	D
LPV DA	380-1 310 (300-1)			
LNAV/ VNAV DA	420-1¼ 350 (400-1¼)			
LNAV MDA	460-1 390 (400-1)			460-1¼ 390 (400-1¼)
CIRCLING	540-1¼ 459 (500-1¼)		580-1½ 499 (500-1½)	640-2 559 (600-2)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 Ⓛ
HIRL Rwys 9-27 and 18-36 Ⓛ

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6076
CH 65600	182°	TDZE	81
W18A		Apt Elev	81

RNAV (GPS) RWY 18

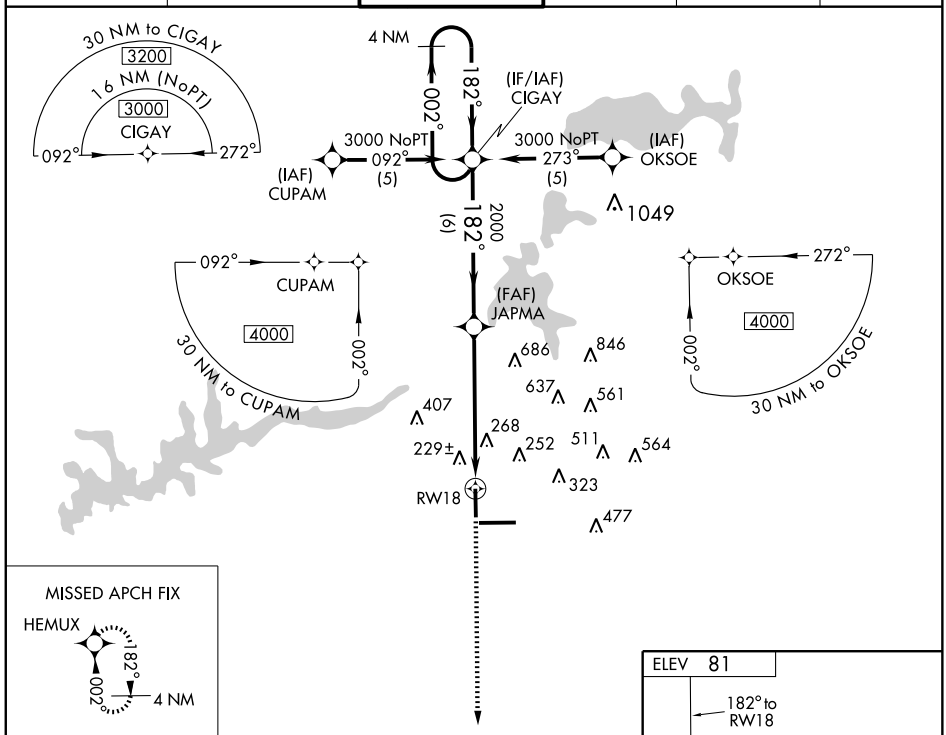
TALLAHASSEE RGNL (TLH)

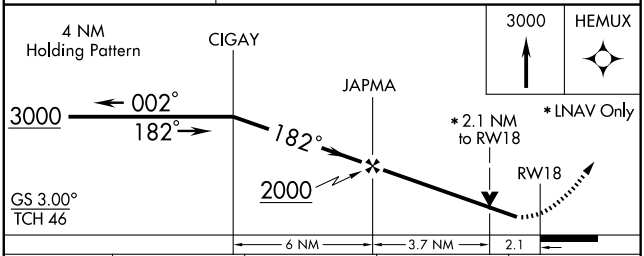
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

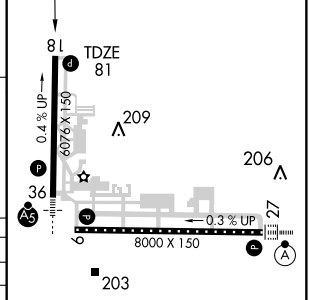
MISSED APPROACH: Climb to 3000 direct HEMUX and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





CATEGORY	A	B	C	D
LPV DA	340-1 259 (300-1)			
LNAV/VNAV DA	520-1½ 439 (500-1½)			
LNAV MDA	800-1 719 (800-1)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)
CIRCLING	800-1½ 719 (800-1½)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 97302	273°	TDZE	53
W27A		Apt Elev	81

RNAV (GPS) RWY 27
TALLAHASSEE RGNL (TLH)

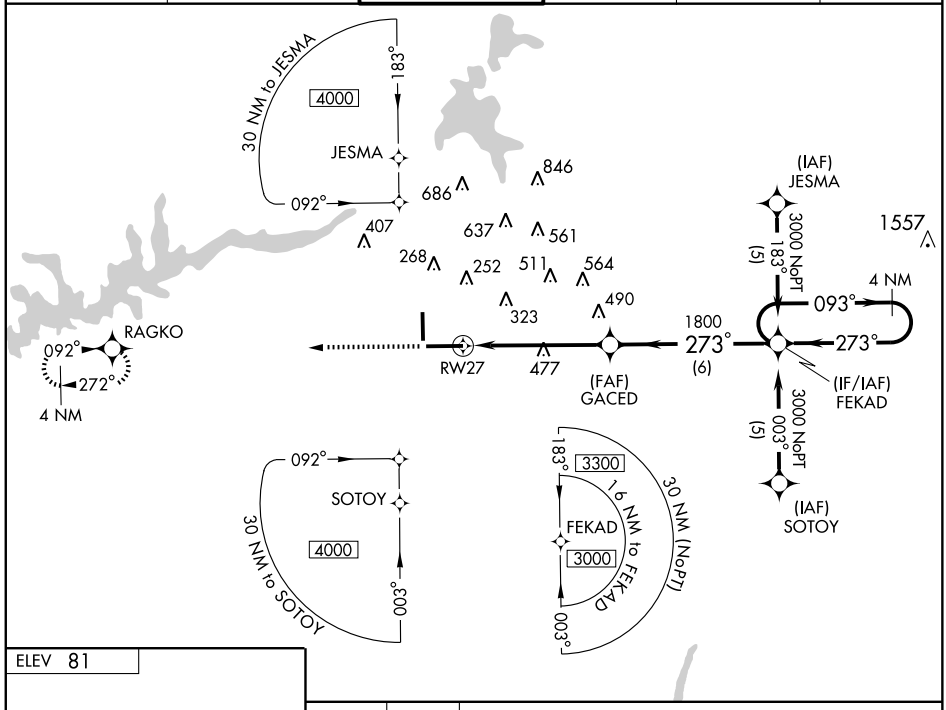
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

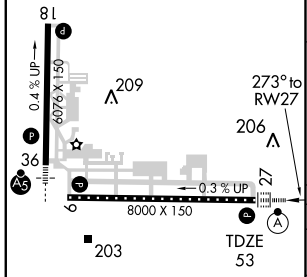
ALSF-2

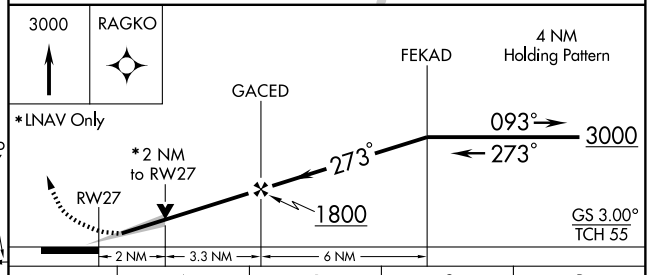
MISSED APPROACH: Climb to 3000 direct RAGKO and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



ELEV 81





CATEGORY	A	B	C	D
LPV DA	330/24 277 (300-½)			
LNAV/VNAV DA	460/50 407 (400-1)			
LNAV MDA	740/24 687 (700-½)		740-1½ 687 (700-1½)	740-1¾ 687 (700-1¾)
CIRCLING	740-1½ 659 (700-1½)		740-2 659 (700-2)	740-2¼ 659 (700-2¼)

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6076
CH 60900	002°	TDZE	64
W36A		Apt Elev	81

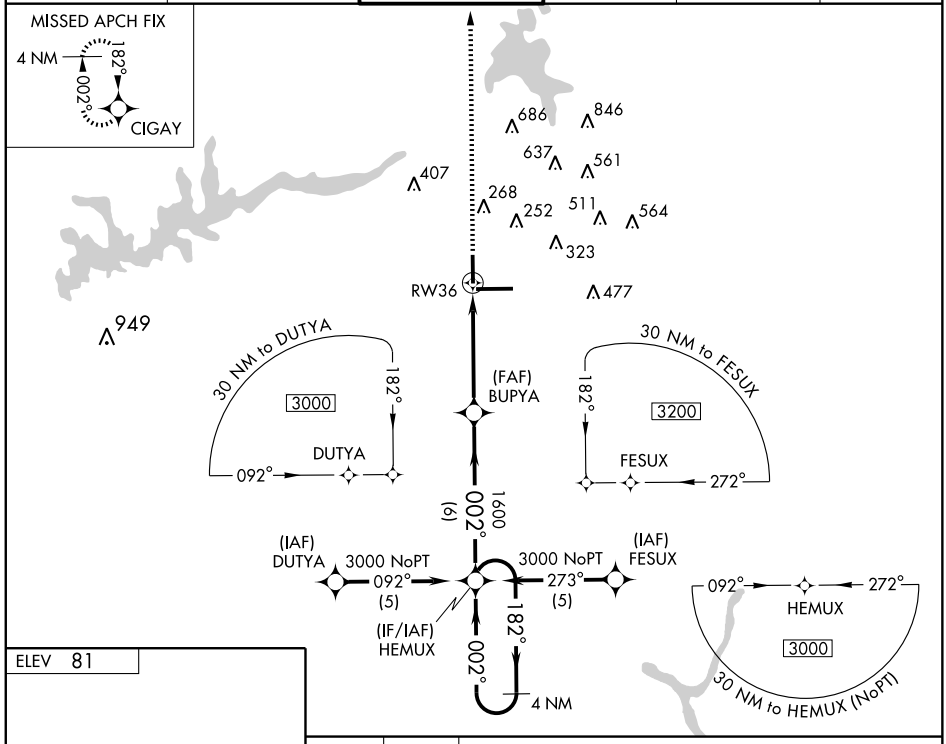
RNAV (GPS) RWY 36
TALLAHASSEE RGNL (TLH)

ASR — For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

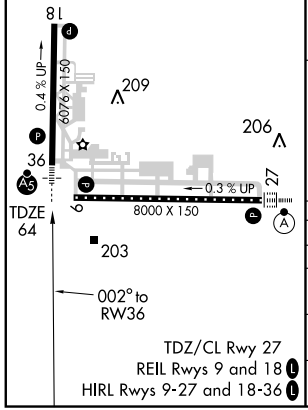
MALSR — MISSED APPROACH: Climb to 3000 direct CIGAY WP and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95

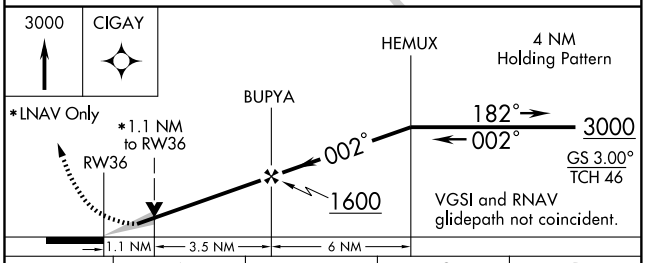
MISSED APCH FIX
4 NM 182° 002° CIGAY



ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	320/24 256 (300-½)			
LNAV/VNAV DA	460/50 396 (400-1)			
LNAV MDA	460/24 396 (400-½)			460/50 396 (400-1)
CIRCLING	540-1½ 459 (500-1½)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC SZW	APP CRS	Rwy Idg	6076
117.5	354°	TDZE	64
Chan 122		Apt Elev	81

VOR/DME or TACAN RWY 36

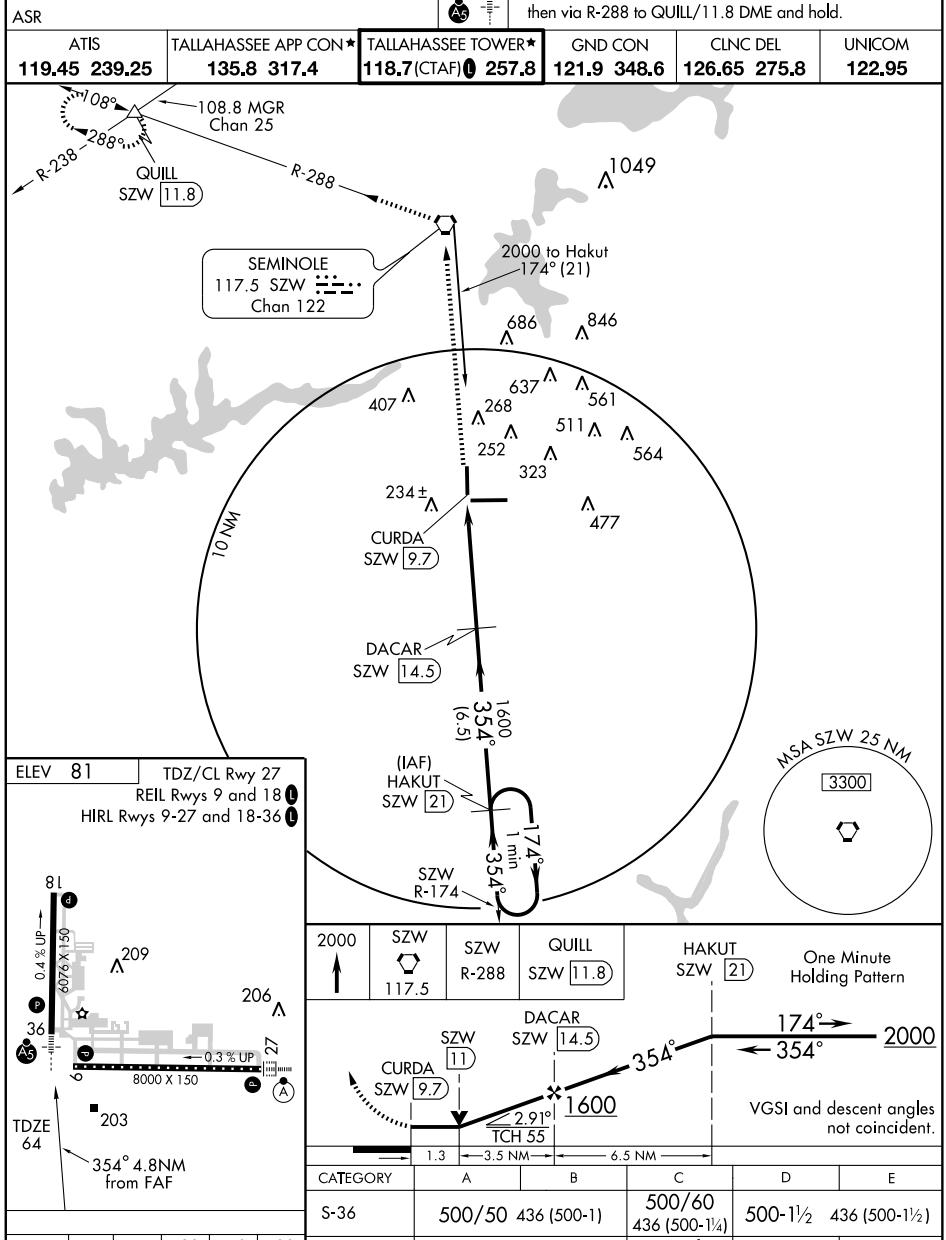
TALLAHASSEE RGNL (TLH)

ASR

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



ELEV 81	TDZ/CL Rwy 27
	REIL Rwys 9 and 18 L
	HIRL Rwys 9-27 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					

2000	SZW	SZW	QUILL
	117.5	R-288	SZW 11.8

CATEGORY	A	B	C	D	E
S-36	500/50	436 (500-1)	500/60 436 (500-1¼)	500-1½	436 (500-1½)
CIRCLING	580-1	499 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg 6076 TDZE 81 Apt Elev 81

VOR RWY 18

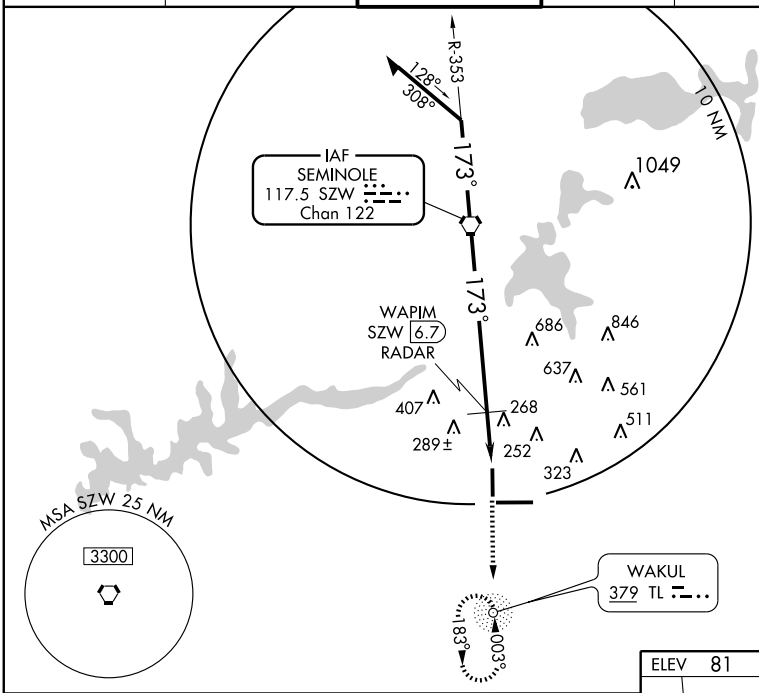
TALLAHASSEE RGNL (TLH)

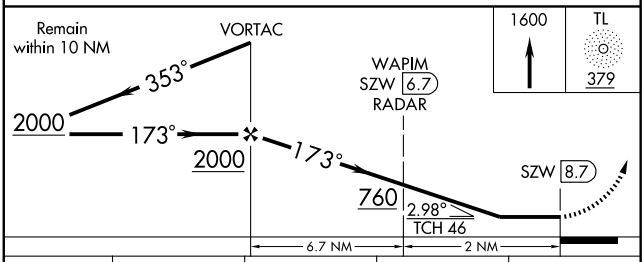
ASR

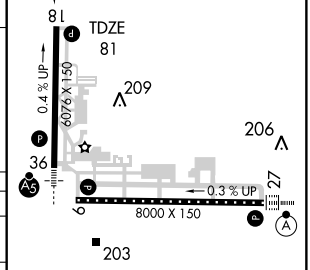
ADF REQUIRED

MISSED APPROACH: Climb to 1600 direct TL NDB and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
S-18	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
CIRCLING	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
WAPIM FIX MINIMUMS				
S-18	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	2996
161°	TDZE	155
	Apt Elev	155

RNAV (GPS) RWY 16

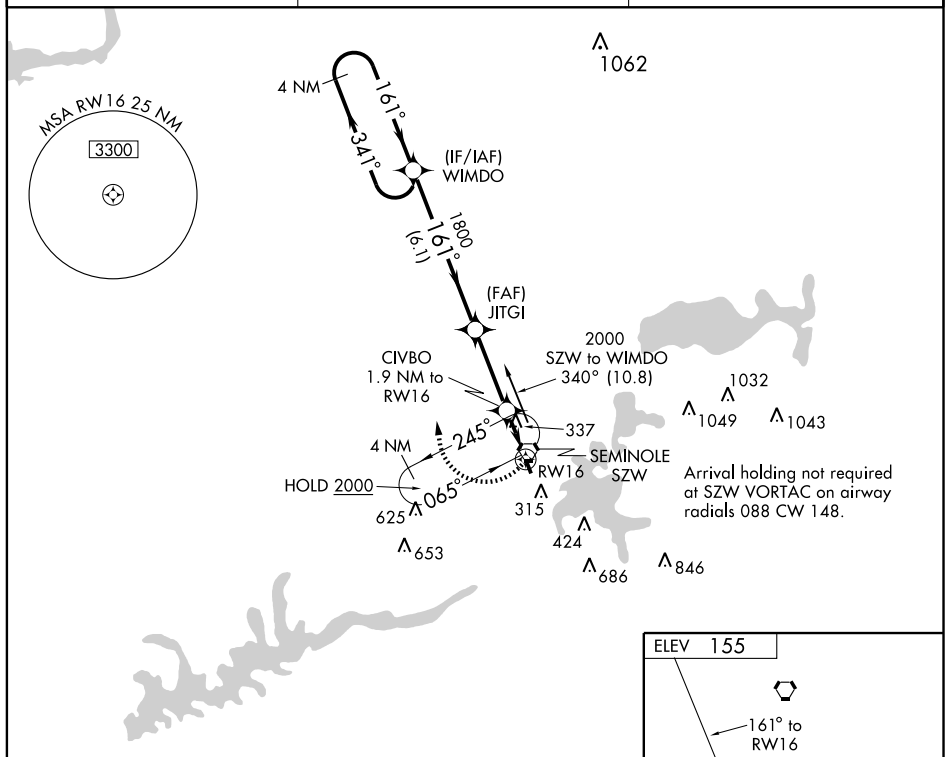
TALLAHASSEE COMMERCIAL (68J)

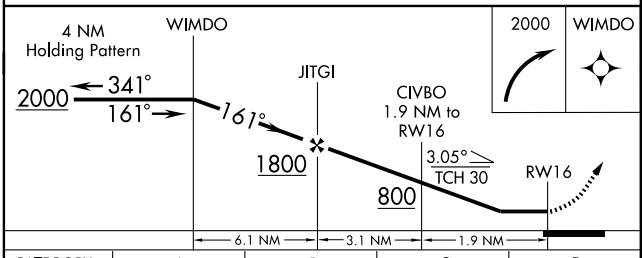
NA

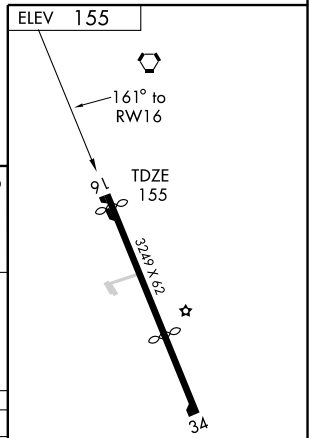
Use Tallahassee Rngl altimeter setting; when not received, use Bainbridge GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct WIMDO and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	620-1 465 (500-1)		NA	
CIRCLING	680-1 525 (600-1)		NA	

LIRL Rwy 16-34

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg N/A TDZE N/A Apt Elev 155

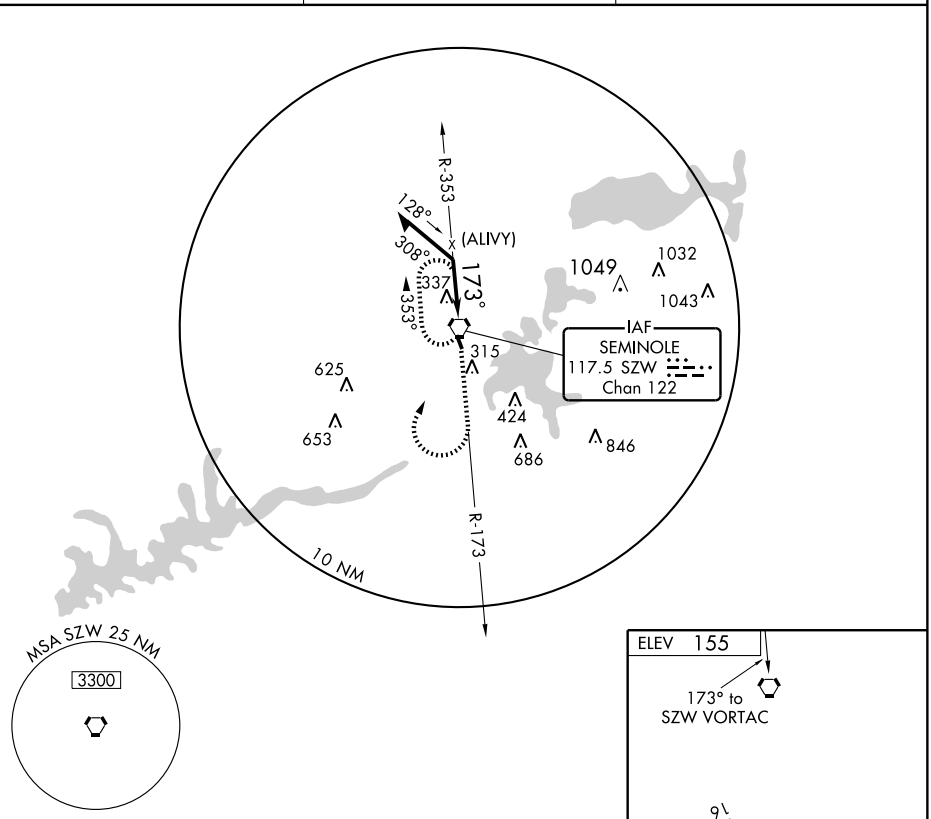
VOR or GPS-A

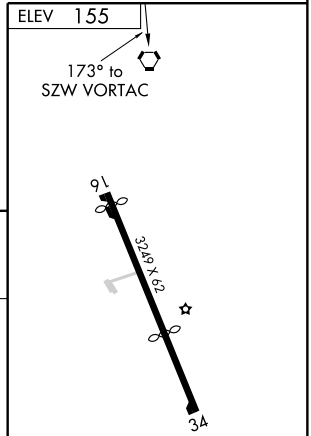
TALLAHASSEE COMMERCIAL (68J)

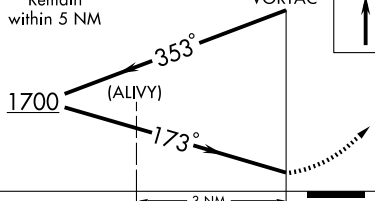
NA — Use Tallahassee altimeter setting.

MISSED APPROACH: Climb to 1200 via SZW R-173 then climbing right turn to 2000 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)





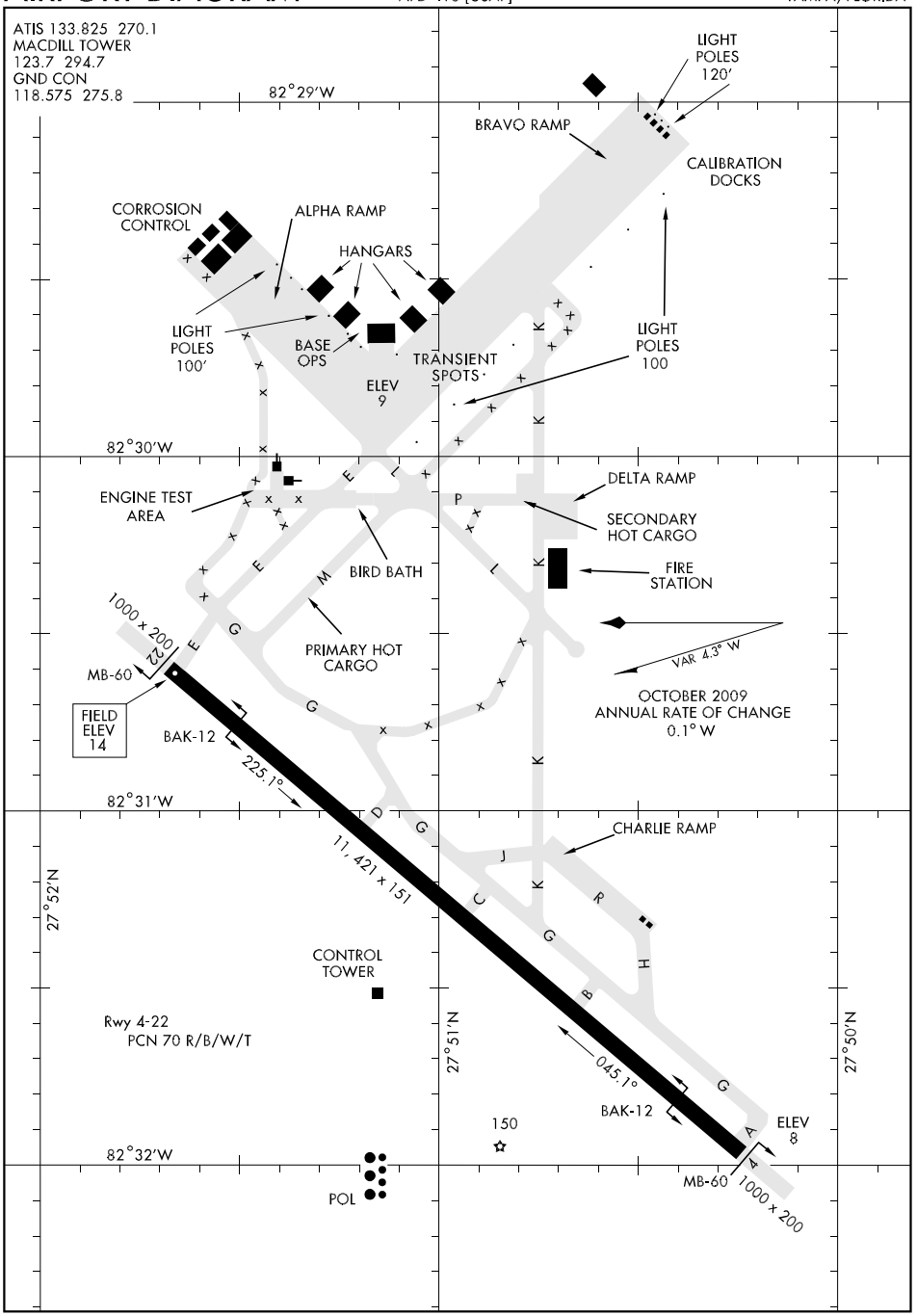


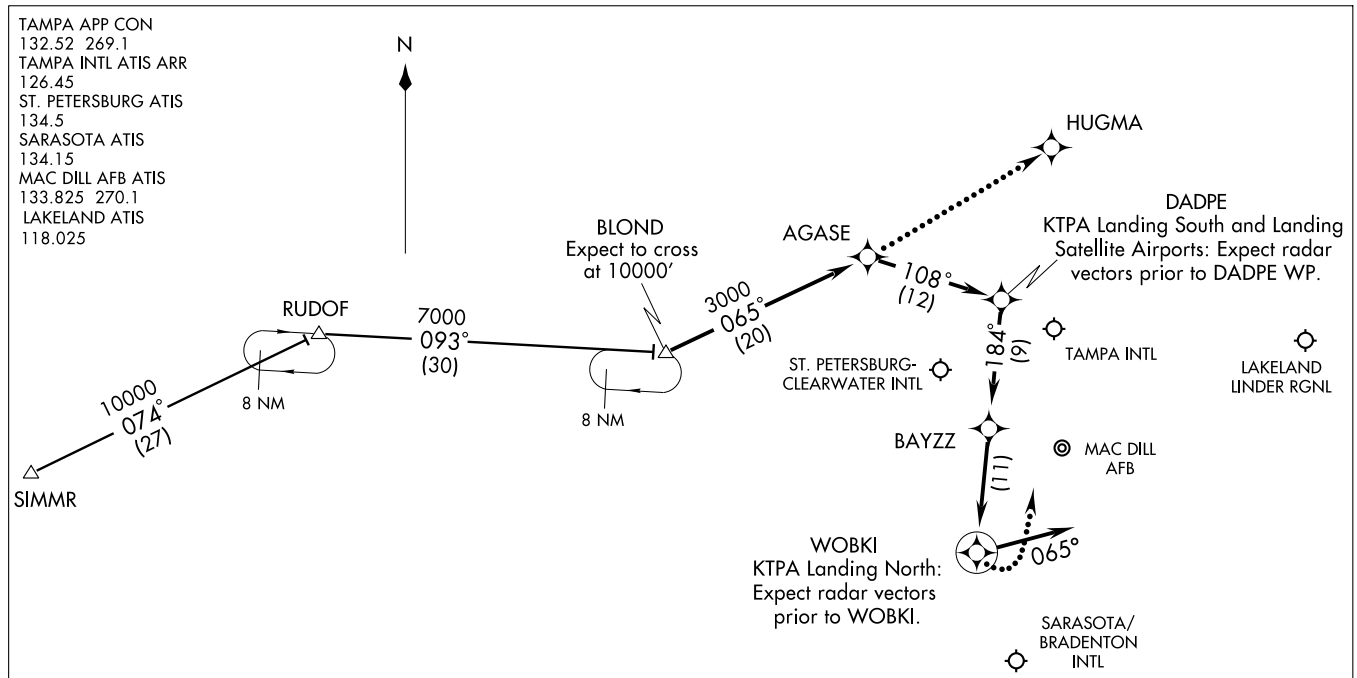
1200	SZW R-173 117.5	2000	SZW 117.5

CATEGORY	A	B	C	D
CIRCLING	1000-1 845 (900-1)	NA		

LIRL Rwy 16-34

SE-3, 17 DEC 2009 to 14 JAN 2010


ATIS 133.825 270.1
MACDILL TOWER
123.7 294.7
GND CON
118.575 275.8
82°29'W
82°30'W
82°31'W
82°32'W
27°52'N
27°51'N
27°50'N
LIGHT POLES 120'
BRAVO RAMP
CALIBRATION DOCKS
CORROSION CONTROL
ALPHA RAMP
HANGARS
LIGHT POLES 100'
BASE OPS
TRANSIENT SPOTS
ELEV 9
LIGHT POLES 100
ENGINE TEST AREA
BIRD BATH
DELTA RAMP
SECONDARY HOT CARGO
FIRE STATION
PRIMARY HOT CARGO
VAR 4.3° W
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W
1000 x 200
22
MB-60
FIELD ELEV 14
BAK-12
225.1°
11, 421 x 151
CHARLIE RAMP
CONTROL TOWER
Rwy 4-22
PCN 70 R/B/W/T
045.1°
BAK-12
150
ELEV 8
MB-60
1000 x 200
POL



NOTE: For non-GPS equipped aircraft, PIE must be operational.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Radar Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND1):

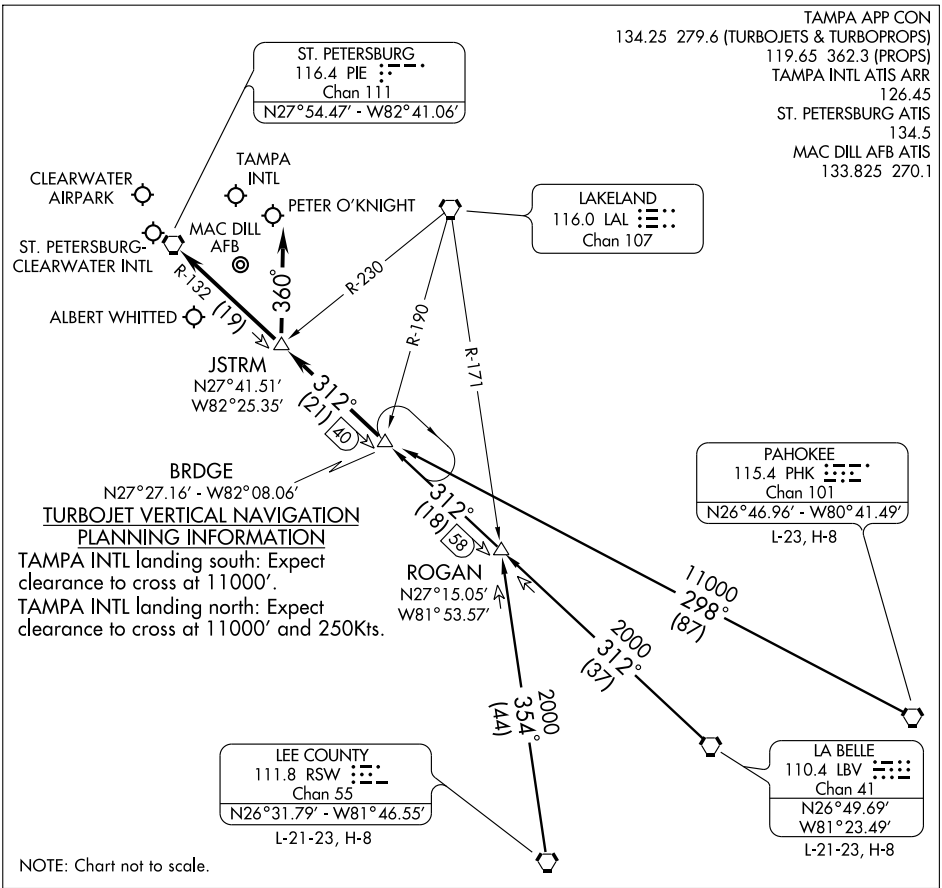
From over BLOND WP via 065° track to AGASE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to AGASE WP, then proceed direct HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

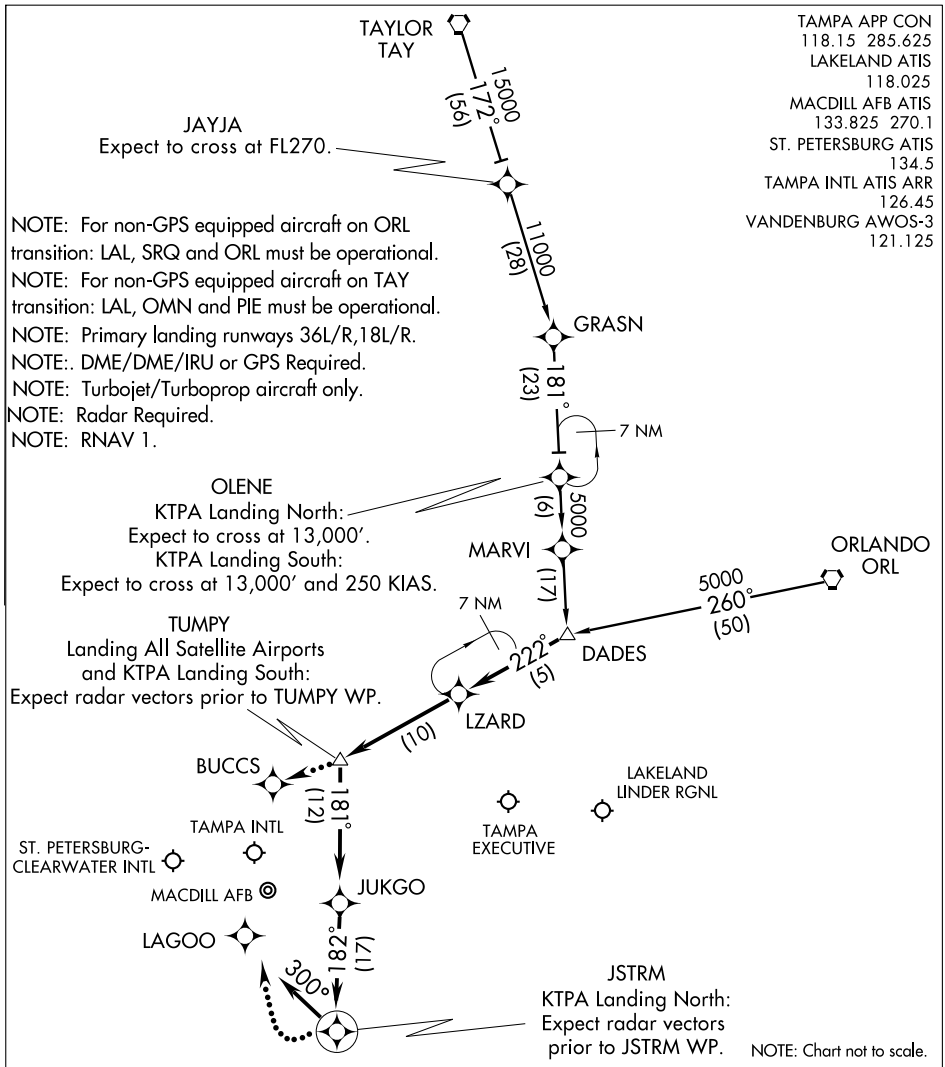
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

(DADES.DADES1) 09183 ST-416 (FAA)

DADES ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES1):

TAYLOR TRANSITION (TAY.DADES1):

From DADES WP via 222° track to LZARD WP, thence as depicted to JSTRM WP, then via 300° heading. Expect radar vectors.

LOST COMMUNICATIONS:

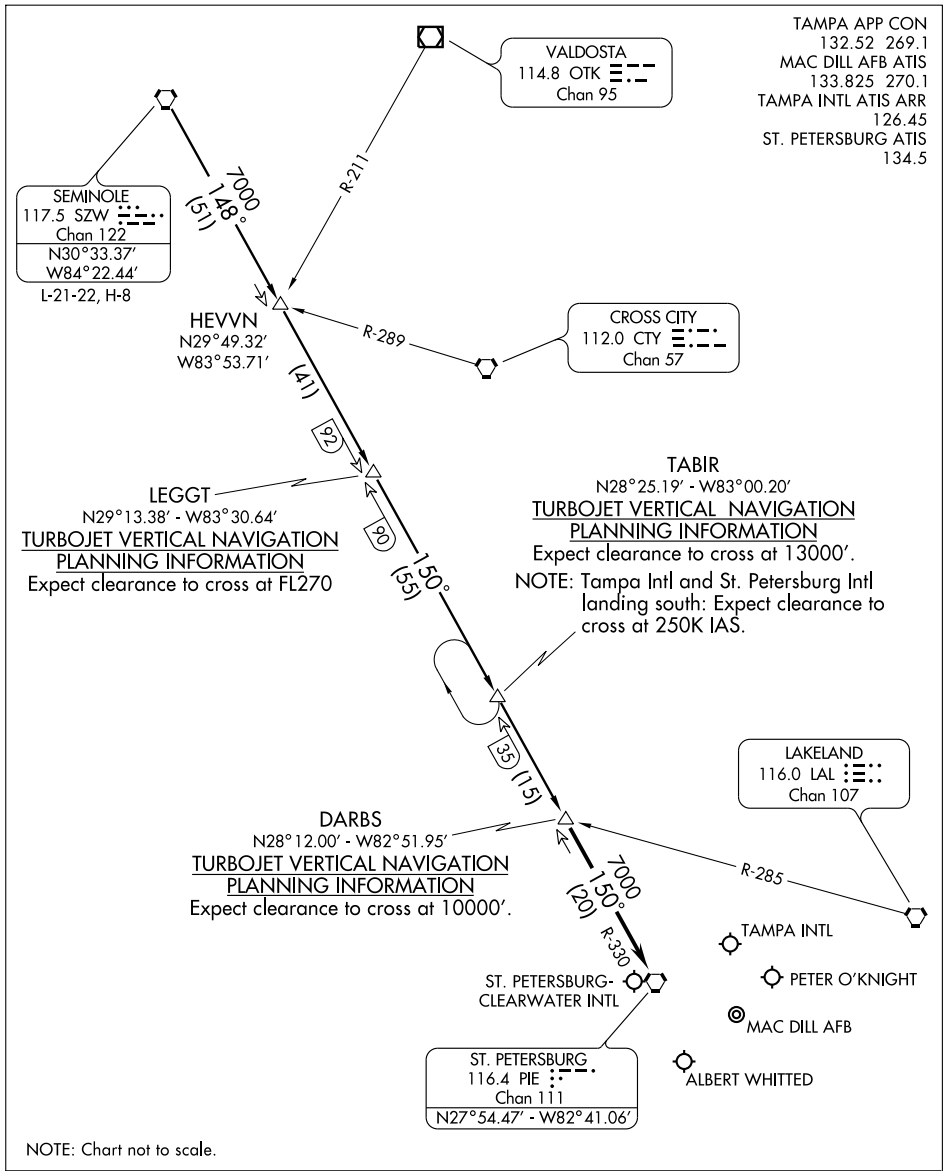
KTPA Landing North: Continue track to JSTRM WP, then turn right to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to TUMPY WP, proceed direct BUCCS WP, then intercept the Runway 18L final approach course, conduct approach.

SE-3, 17 DEC 2009 to 14 JAN 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

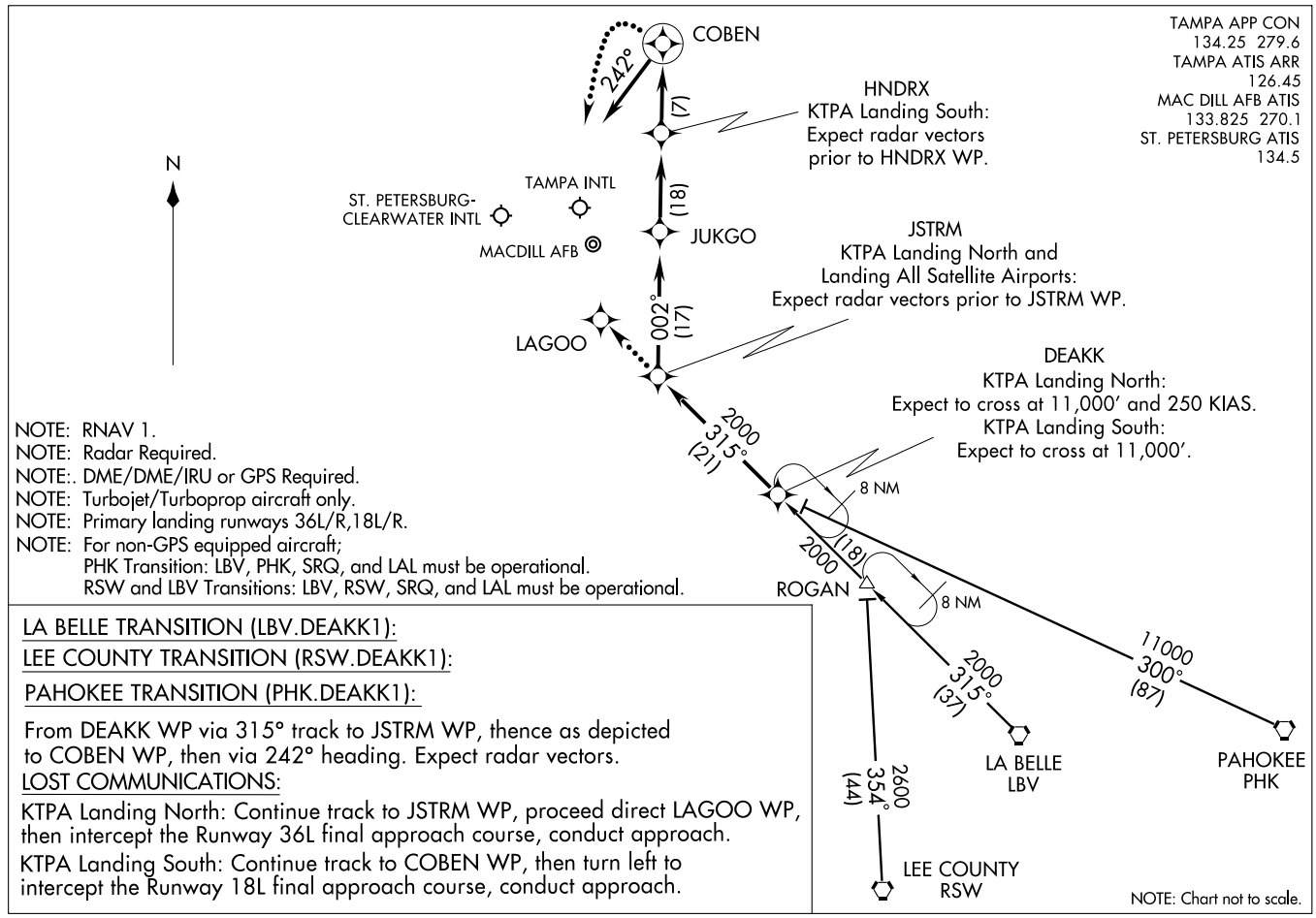
TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

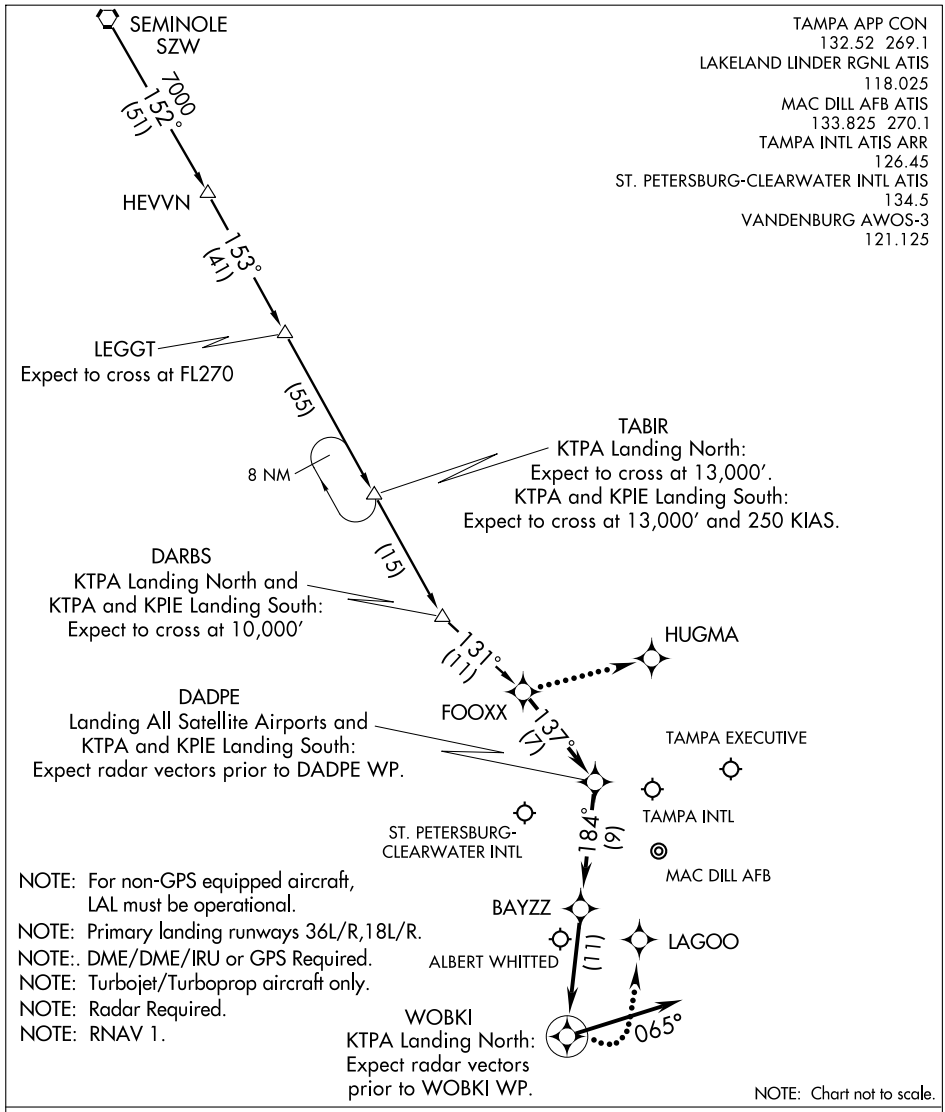
SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.


DEAKK ONE ARRIVAL (RNAV)
(DEAKK.DEAKK1) 08157
ST-416 (FAA)
TAMPA, FLORIDA
TAMPA APP CON
134.25 279.6
TAMPA ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
ST. PETERSBURG ATIS
134.5
COBEN
242°
(7)
HNDRX
KTPA Landing South:
Expect radar vectors
prior to HNDRX WP.
N
TAMPA INTL
ST. PETERSBURG-
CLEARWATER INTL
MACDILL AFB
(18)
JUKGO
JSTRM
KTPA Landing North and
Landing All Satellite Airports:
Expect radar vectors prior to JSTRM WP.
200°
(17)
LAGOO
DEAKK
KTPA Landing North:
Expect to cross at 11,000' and 250 KIAS.
KTPA Landing South:
Expect to cross at 11,000'.
2000
315°
(21)
8 NM
2000
(18)
ROGAN
8 NM
2000
315°
(37)
11000
300°
(87)
LA BELLE
LBV
PAHOKEE
PHK
2600
354°
(44)
LEE COUNTY
RSW
NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: For non-GPS equipped aircraft;
PHK Transition: LBV, PHK, SRQ, and LAL must be operational.
RSW and LBV Transitions: LBV, RSW, SRQ, and LAL must be operational.
LA BELLE TRANSITION (LBV.DEAKK1):
LEE COUNTY TRANSITION (RSW.DEAKK1):
PAHOKEE TRANSITION (PHK.DEAKK1):
From DEAKK WP via 315° track to JSTRM WP, thence as depicted to COBEN WP, then via 242° heading. Expect radar vectors.
LOST COMMUNICATIONS:
KTPA Landing North: Continue track to JSTRM WP, proceed direct LAGOO WP, then intercept the Runway 36L final approach course, conduct approach.
KTPA Landing South: Continue track to COBEN WP, then turn left to intercept the Runway 18L final approach course, conduct approach.

FOOXX ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.FOOXX1):

From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

HI-ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421
109.5	ILS 042°	TDZE 10
		Arpt Elev 14

JAL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

Max holding 265 KIAS

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF

RADAR or DME REQUIRED

MCF 18 253° 073° MCF 22 AGUSE

MCF 8 1700 R-073

MCF 14.2 (IAF) MILNE MCF 15 015° Hdg

EMASE MCF 6.5 /RADAR 222° 042°

MSA MCF 2.5 NM 2700

10 NM

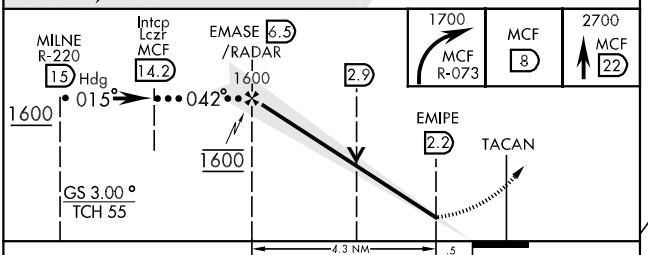
CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581′ from threshold.

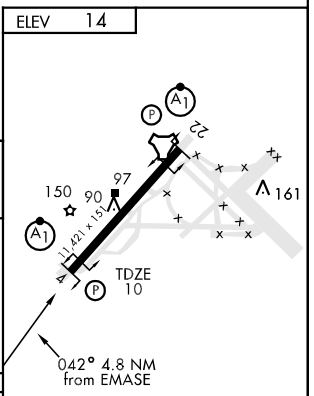
Max holding 265 KIAS 040° 220° R-220

MCF 19

Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000





CATEGORY	C	D	E
S-ILS 4*	260/24 250 (300-½)		
S-LOC 4**	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

HI-ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421
111.7	227°	TDZE 14
		Arpt Elev 14

JAL-418 [USAF]

MACDILL AFB (KMCF)

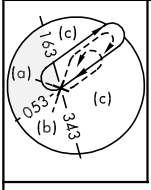
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.



CAUTION:
LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.

WARNING: Use extreme caution PETER O KNIGHT arpt 4 NM NE of MACDILL AFB

MCF 18

R-053

053°

233°

Max holding 265 KIAS

(IAF) OZONA MCF 11

475

625

047°

257°

227°

626

640

MACDILL Chan 47 MCF

234

160

MOBUE MCF 4.9 /RADAR

RADAR or DME REQUIRED

649

649

517

LOCALIZER 111.7 I-GBZ

1666

MSA MCF 25 NM

2700

410

R-220

500

MILNE MCF 15

Max holding 265 KIAS

040°

220°

10 NM

MCF 19

EMERG SAFE ALT 100 NM 3000

1600 MCF R-220

MILNE MCF 15

MOBUE 4.9 /RADAR

1600

Intcp Lczr

OZONA R-053 11

227°

257°

1700

TACAN

1.3

FANED 0.6

1600

GS 3.00°

TCH 53

0.5

4.3 NM

ELEV 14

227° 4.8 NM from FAF

70

TDZE 14

10

97

150

151

161

11,421 x 151

4

HIRL Rwy 4-22

CATEGORY	C	D	E
S-ILS 22 *	264/24 250 (300-½)		
S-LOC 22 **	440/40 426 (500-¾)		440/50 426 (500-1)
CIRCLING ***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

HI-TACAN RWY 4

TACAN	APCH CRS	Rwy Idg	11,421
MCF Chan 47	040°	TDZE	10
		Arpt Elev	14

JAL-418 [USAF]

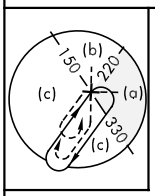
MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.
** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

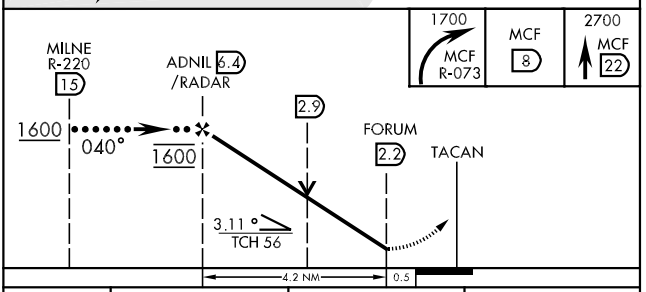


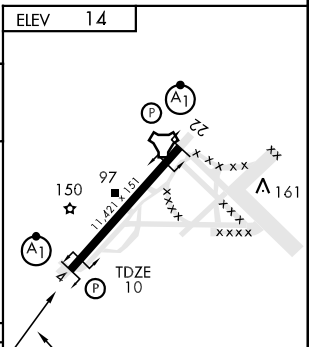
Max holding 265 KIAS

475
MCF 18
253°
073°
AGUSE 22 MCF
626
640
625
234
R-073
MCF 8
1700
517
649
649
MACDILL
Chan 47 MCF
1099
1649
1649
1666
500
410
ADNIL
MCF
6.4
/RADAR
040°
10 NM
MSA MCF 2.5 NM
2700
(IAF)
MILNE
MCF
15
Max holding
265 KIAS
040°
220°
R-220
MCF 19

Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000





CATEGORY	C	D	E
S-4 *	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING **	500-1½ 486 (500-1½)	580-2 566 (600-2)	740-2½ 726 (800-2½)

HIRL Rwy 4-22

ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421 TDZE 10 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
109.5	042°			

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

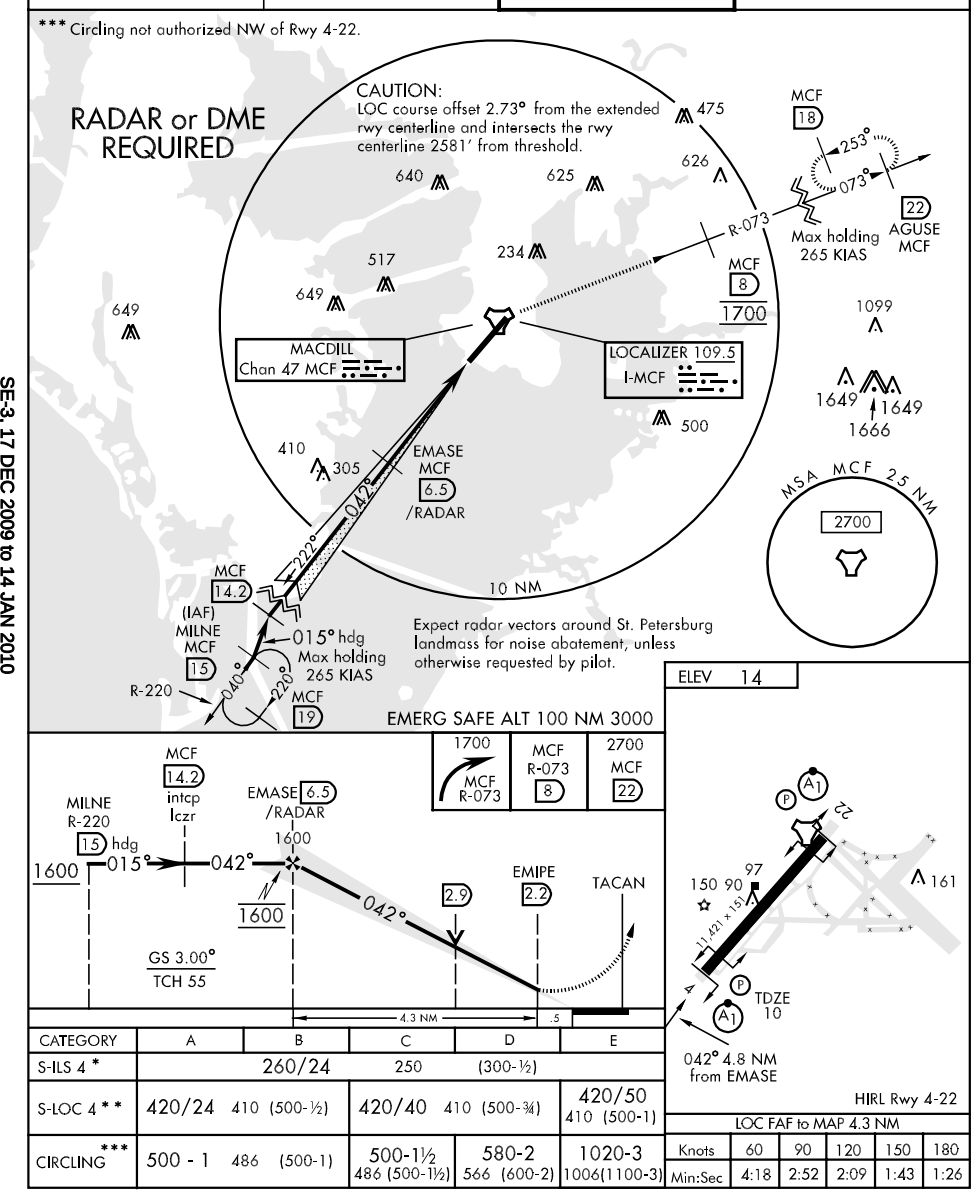
MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

RADAR or DME REQUIRED

CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581′ from threshold.



CATEGORY	A	B	C	D	E
S-ILS 4 *		260/24	250	(300-½)	
S-LOC 4 **	420/24	410 (500-½)	420/40	410 (500-¾)	420/50 410 (500-1)
CIRCLING ***	500 - 1	486 (500-1)	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 TDZE 14 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
111.7	227°			

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

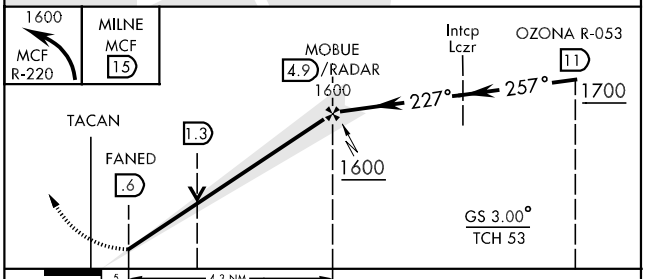
ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

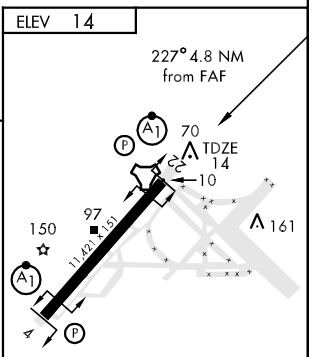
*** Circling not authorized NW of Rwy 4-22.

WARNING: Use extreme caution
PETER O. KNIGHT arpt
4 NM NE of MACDILL AFB

RADAR or DME REQUIRED

MCF 18
R-053
053°
233°
Max holding 265 KIAS
475
625
640
047°
257°
227°
(IAF) OZONA MCF 11
626
234
160
MOBUE MCF 4.9 /RADAR
517
649
649
MACDILL Chan 47 MCF
LOCALIZER 111.7 I-GBZ
500
1666
MSA MCF 25 NM
2700
410
R-220
CAUTION:
LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574′ from threshold.
10 NM
MILNE MCF 15
040°
220°
Max holding 265 KIAS
MCF 19
EMERG SAFE ALT 100 NM 3000





HIRL Rwy 4-22

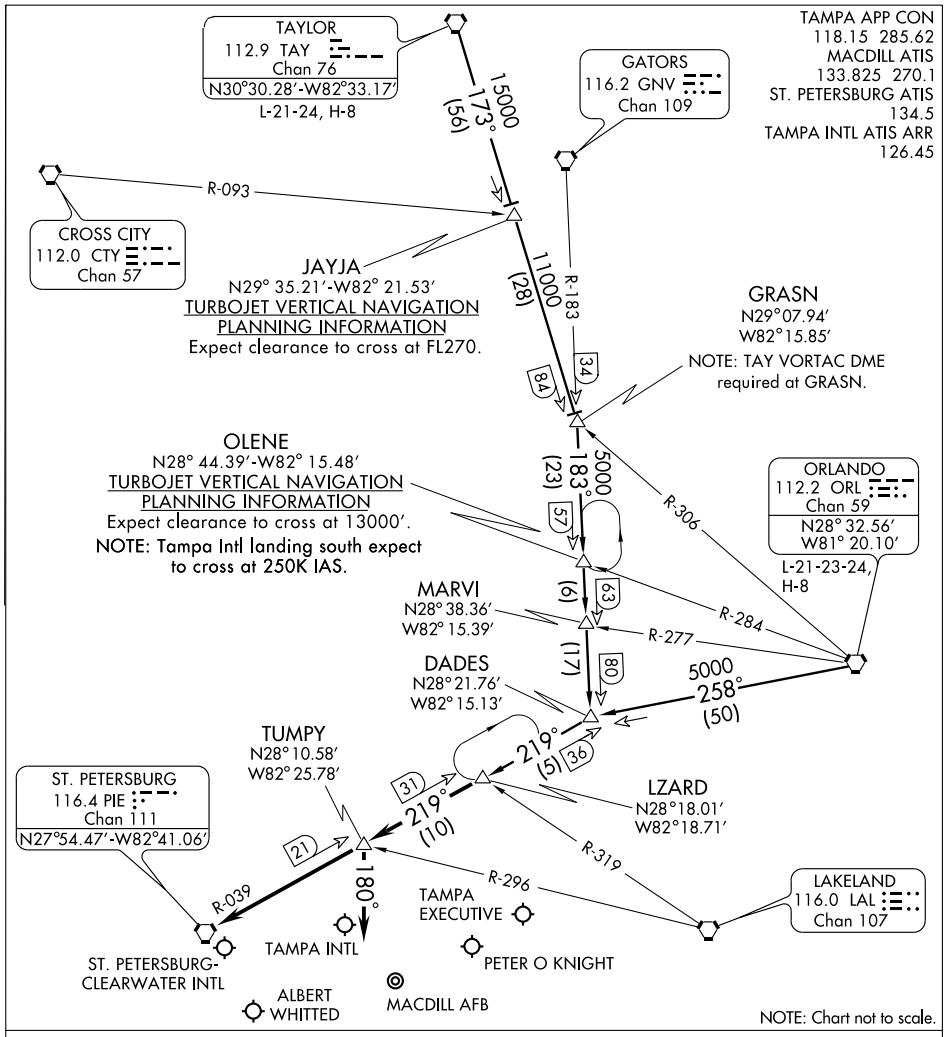
CATEGORY	A	B	C	D	E
S-ILS 22 *	264/24		250 (300-½)		
S-LOC 22 **	440/24	426 (500-½)	440/40	426 (500-¾)	440/50 426 (500-1)
CIRCLING ***	500-1	486 (500-1)	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

LOC FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	11,421
042°	TDZE	10
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles

ALSF-1

MISSED APPROACH: Climb to 1700 direct VRNON, then via 047° track to EATEM and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

DME/DME RNP-0.3 NA.

Max holding alt 4000 Max holding 265 KIAS 4 NM 047° 227°

EATEM 626

640 625 517 234 649 649 1099 1649 1649 1666 500

VRNON

RW04

(FAF) EMASE

410 305

1600 042° (7.7)

(IAF) ELEBE

NoPT 1600 087° (5.0)

(IAF/IF) DUMDE

042° 222°

Max holding alt 4000 Max holding 265 KIAS

NoPT 1600 357° (5.0)

4 NM (IAF) GAVNE

MSA RW04 25 NM 2700

EMERG SAFE ALT 100 NM 3000

1700 VRNON tr 047°

DUMDE 1600 042° EMASE 1600

RW04

3.00° TCH 55

4.8 NM

ELEV 14

22 97 150 90 161 11,421 x 150

TDZE 10

042° 4.8 NM from EMASE

HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
LNAV/VNAV* DA	320/24 310 (400-½)		320/40 310 (400-¾)		
LNAV MDA**	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING ***	500 - 1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy ldg	11,421
227°	TDZE	14
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 1600 direct POSEL, then via 220° track to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

DME/DME RNP-0.3 NA.

(IAF) LUZUM
(5.0) NoPT
1700
182°
4 NM
Max holding alt 4000
Max holding 265 KIAS
047°
227°
NoPT
1700
272°
(5.0)
475
(IAF/IF) EATEM
(IAF) NETTM
1600
227°
(6.0)
640
625
626
234
(FAF) MOBUE
160
517
649
649
RW22
POSEL
1666
500
410
MSA RW22 25 NM
2700
MILNE
Max holding alt 4000
Max holding 265 KIAS
040°
220°
4 NM
EMERG SAFE ALT 100 NM 3000

1600 | POSEL | tr 220°

EATEM 1700
MOBUE
227°
1600
RW22
1.2 NM to RW22
3.00°
TCH 56
4.7 NM

ELEV 14
227° 4.7 NM from MOBUE
70
TDZE 14
10
97
150
161
11,421 X 151
HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
LNAV MDA *	460/24 446 (500-½)		460/40 446 (500-¾)	460/50 446 (500-1)	
CIRCLING **	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

AL-418 [USAF]

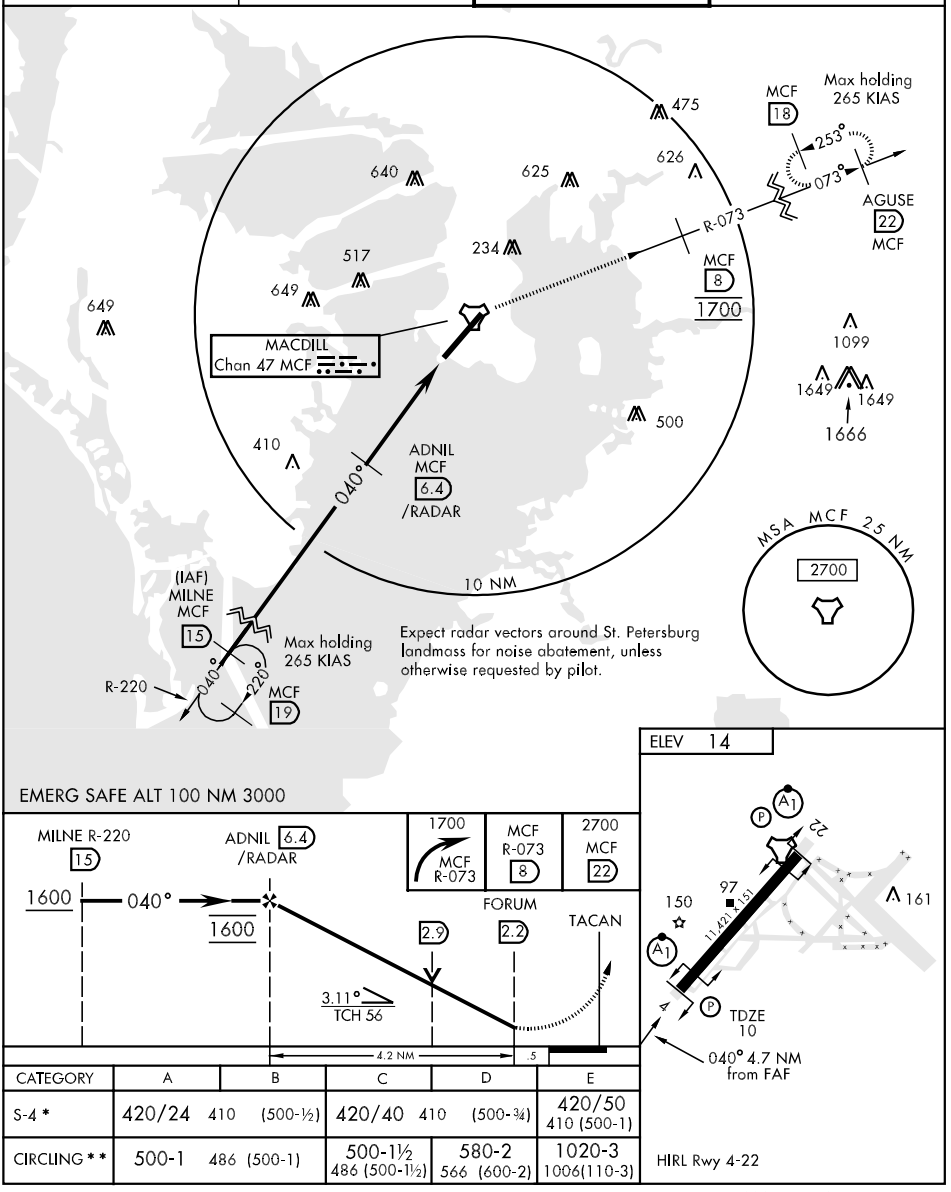
MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ .
** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



CATEGORY	A	B	C	D	E
S-4 *	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING * *	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(110-3)

HIRL Rwy 4-22

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 22

TACAN MCF Chan 47	APCH CRS 233°	Rwy ldg 11,421 TDZE 14 Arpt Elev 14

AL-418 [USAF]

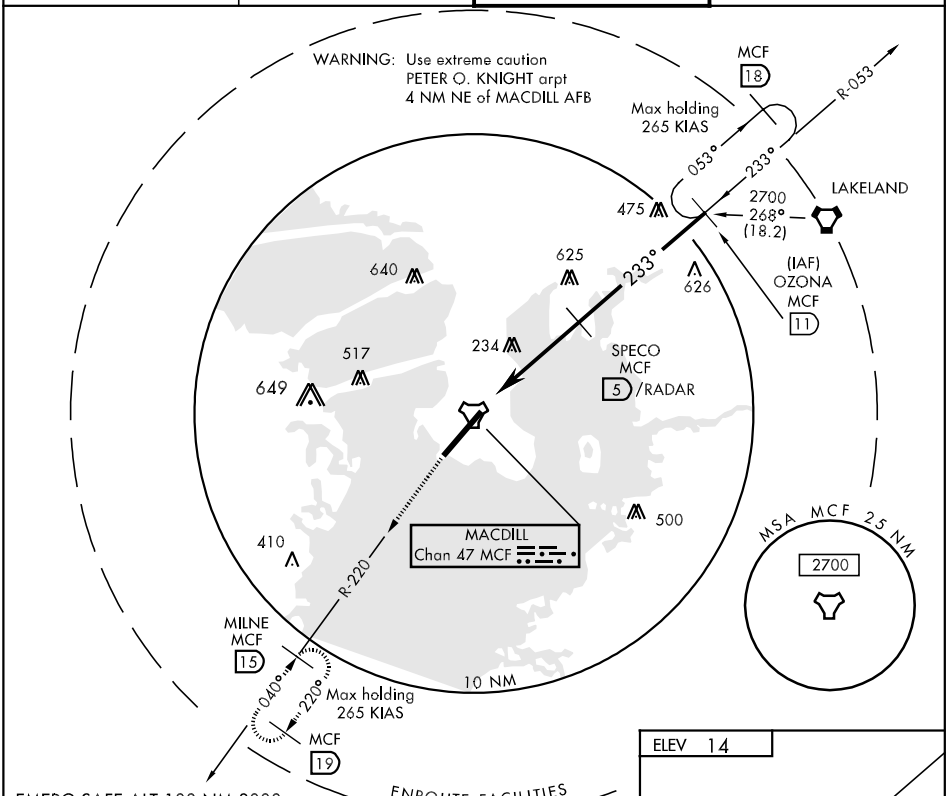
MACDILL AFB (KMCF)

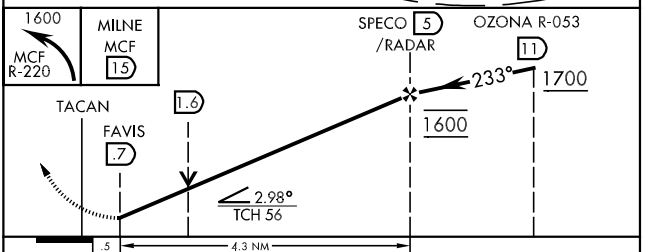
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NW of Rwy 4-22.

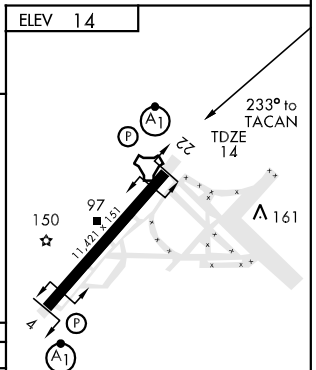
ALSF-1 (A1)

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8







CATEGORY	A	B	C	D	E
S-22 *	520/24 506 (600-½)		520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING **	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

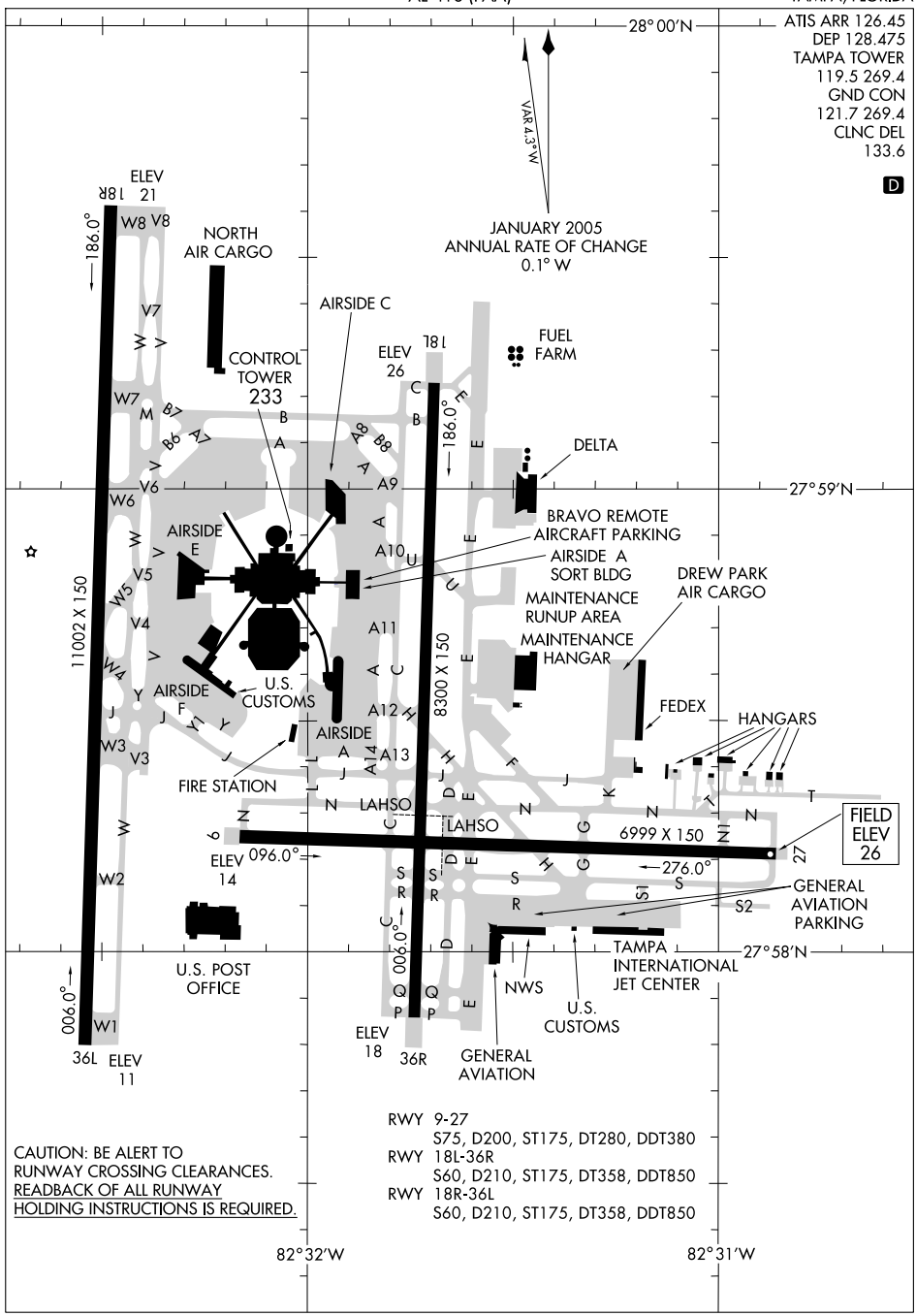
HIRL Rwy 4-22

AIRPORT DIAGRAM

AL-416 (FAA)

TAMPA INTL (TPA)

TAMPA, FLORIDA



RWY 9-27
S75, D200, ST175, DT280, DDT380
RWY 18L-36R
S60, D210, ST175, DT358, DDT850
RWY 18R-36L
S60, D210, ST175, DT358, DDT850

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 17 DEC 2009 to 14 JAN 2010

(BAYPO1.BAYPO) 08157 SL-416 (FAA)

BAYPO ONE DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

ATIS DEP
128.475
CLNC DEL
133.6
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18L, 18R: Climb heading 184° to 540, then right turn direct MOTOE, then right turn direct RIPIE, then via depicted route to BAYPO, thence....
TAKE-OFF RWY 36L: Climb heading 004° to 540, then direct WORAL, then via depicted route to BAYPO, thence.....
TAKE-OFF RWY 36R: Climb heading 004° to 540, then right turn direct EGDUE, then via depicted route to BAYPO, thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

ALMA TRANSITION (BAYPO1.AMG):

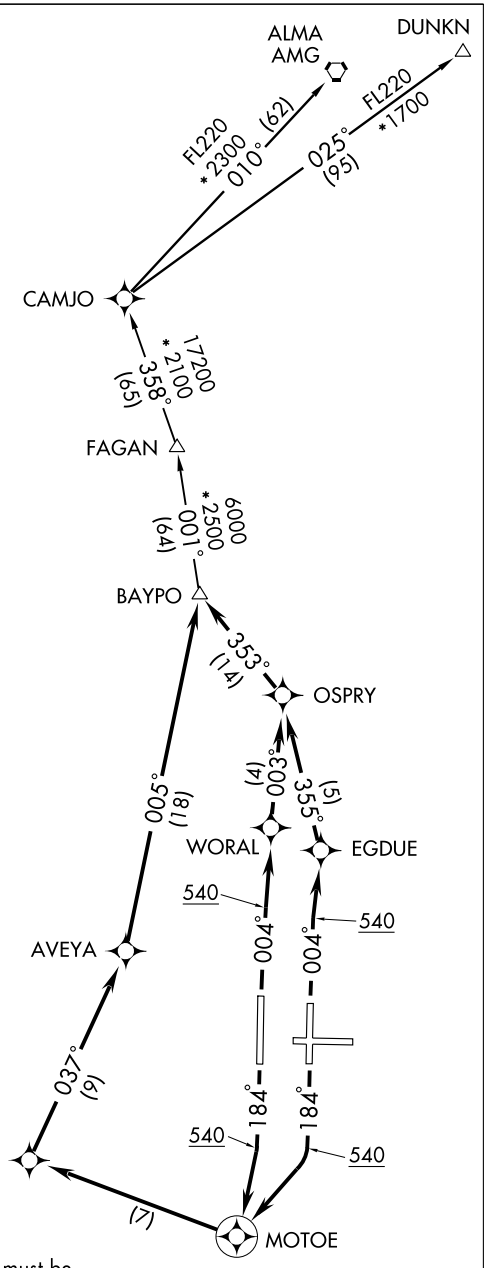
DUNKN TRANSITION (BAYPO1.DUNKN):

TAKE-OFF OBSTACLES:

Rwy 18L: Antenna and building beginning 3279' from DER, 1160' left of centerline, up to 146' AGL/155' MSL.

Rwy 18R: Multiple trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

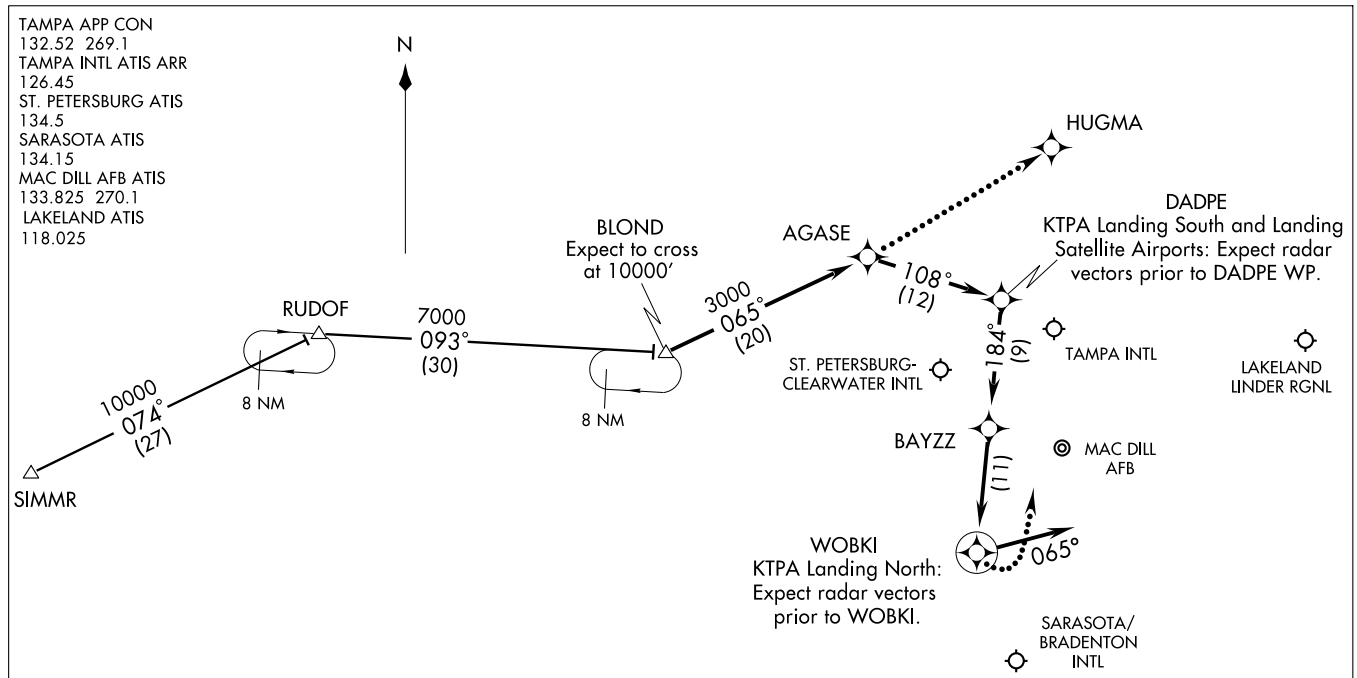


NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: ORL DME must be operational for ALMA and DUNKN transitions.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwys 18L, 18R, 36R, 36L: STANDARD.

SE-3, 17 DEC 2009 to 14 JAN 2010



NOTE: For non-GPS equipped aircraft, PIE must be operational.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Radar Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND1):

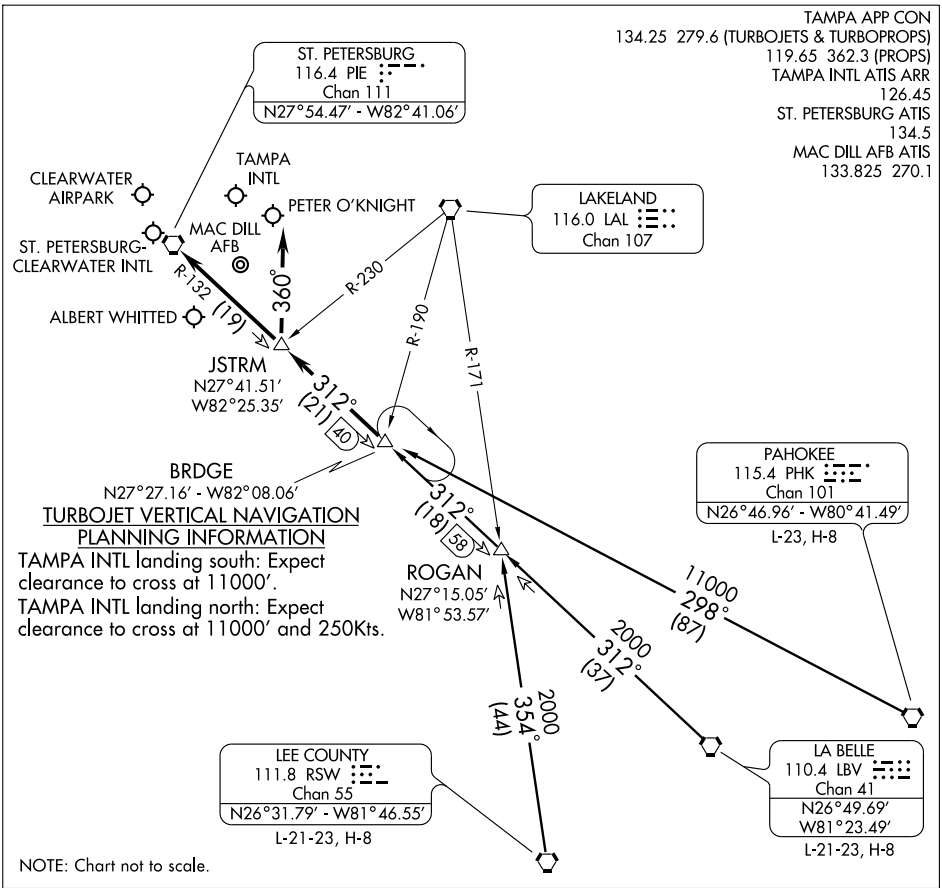
From over BLOND WP via 065° track to AGASE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to AGASE WP, then proceed direct HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

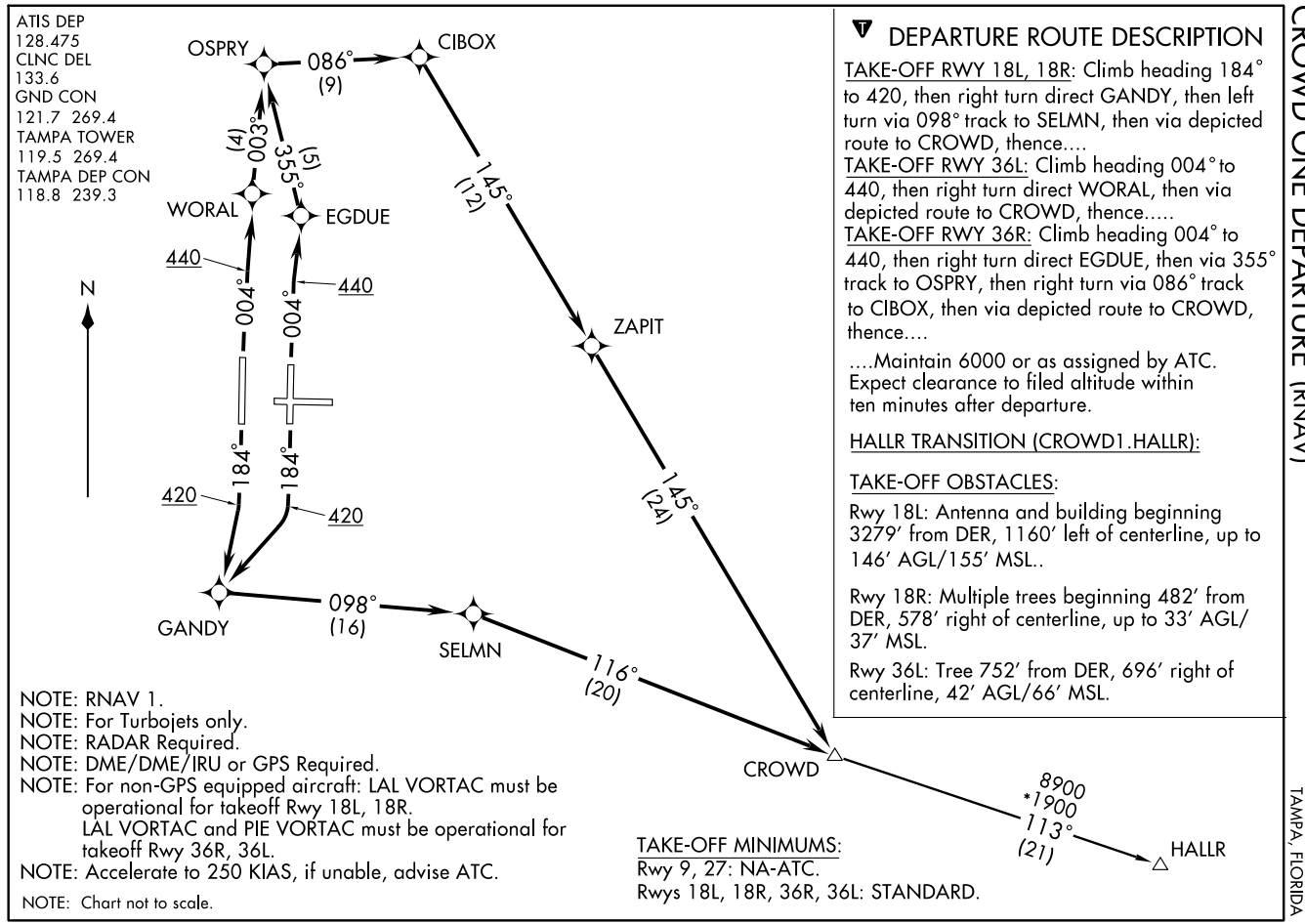
TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18L, 18R: Climb heading 184° to 420, then right turn direct GANDY, then left turn via 098° track to SELMN, then via depicted route to CROWD, thence....

TAKE-OFF RWY 36L: Climb heading 004° to 440, then right turn direct WORAL, then via depicted route to CROWD, thence.....

TAKE-OFF RWY 36R: Climb heading 004° to 440, then right turn direct EGDUE, then via 355° track to OSPRY, then right turn via 086° track to CIBOX, then via depicted route to CROWD, thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

HALLR TRANSITION (CROWD1.HALLR):

TAKE-OFF OBSTACLES:

Rwy 18L: Antenna and building beginning 3279' from DER, 1160' left of centerline, up to 146' AGL/155' MSL..

Rwy 18R: Multiple trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

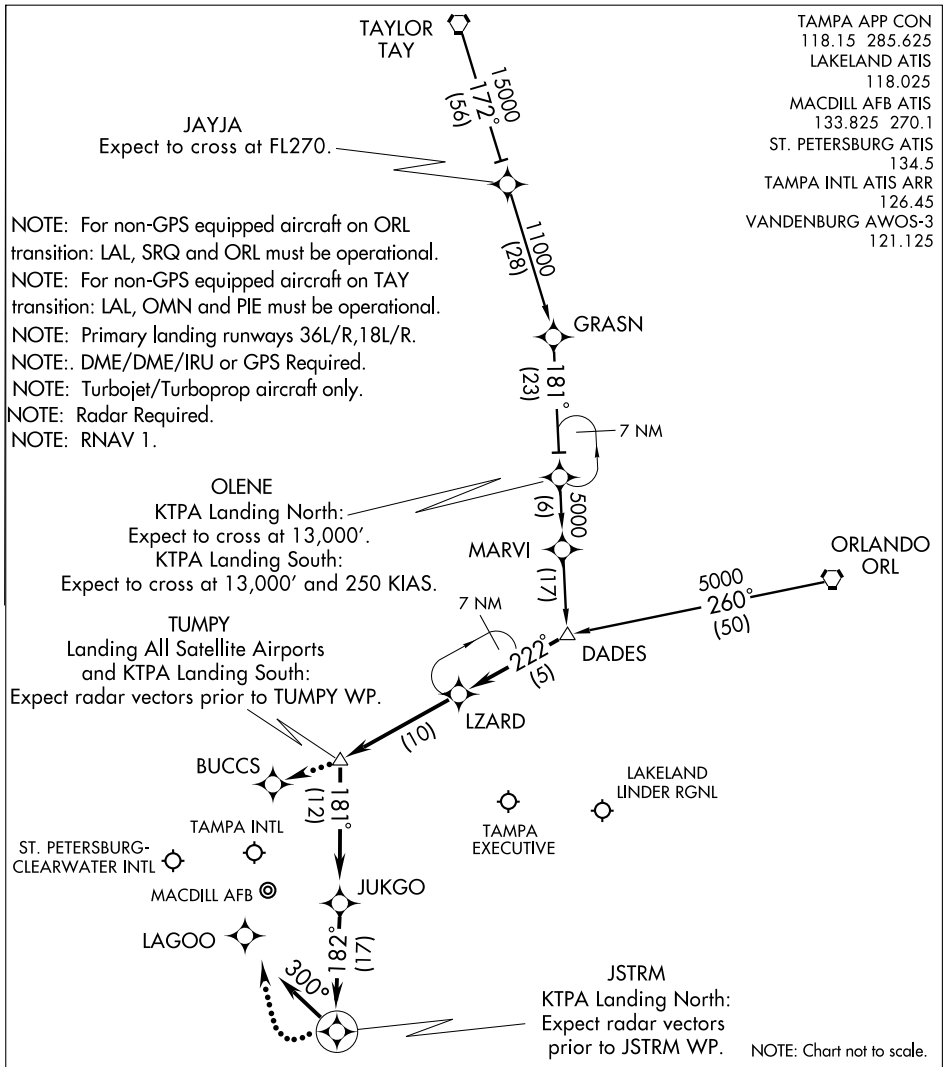
NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL VORTAC must be operational for takeoff Rwy 18L, 18R.
LAL VORTAC and PIE VORTAC must be operational for takeoff Rwy 36R, 36L.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwys 18L, 18R, 36R, 36L: STANDARD.

(DADES.DADES1) 09183 ST-416 (FAA)

DADES ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES1):

TAYLOR TRANSITION (TAY.DADES1):

From DADES WP via 222° track to LZARD WP, thence as depicted to JSTRM WP, then via 300° heading. Expect radar vectors.

LOST COMMUNICATIONS:

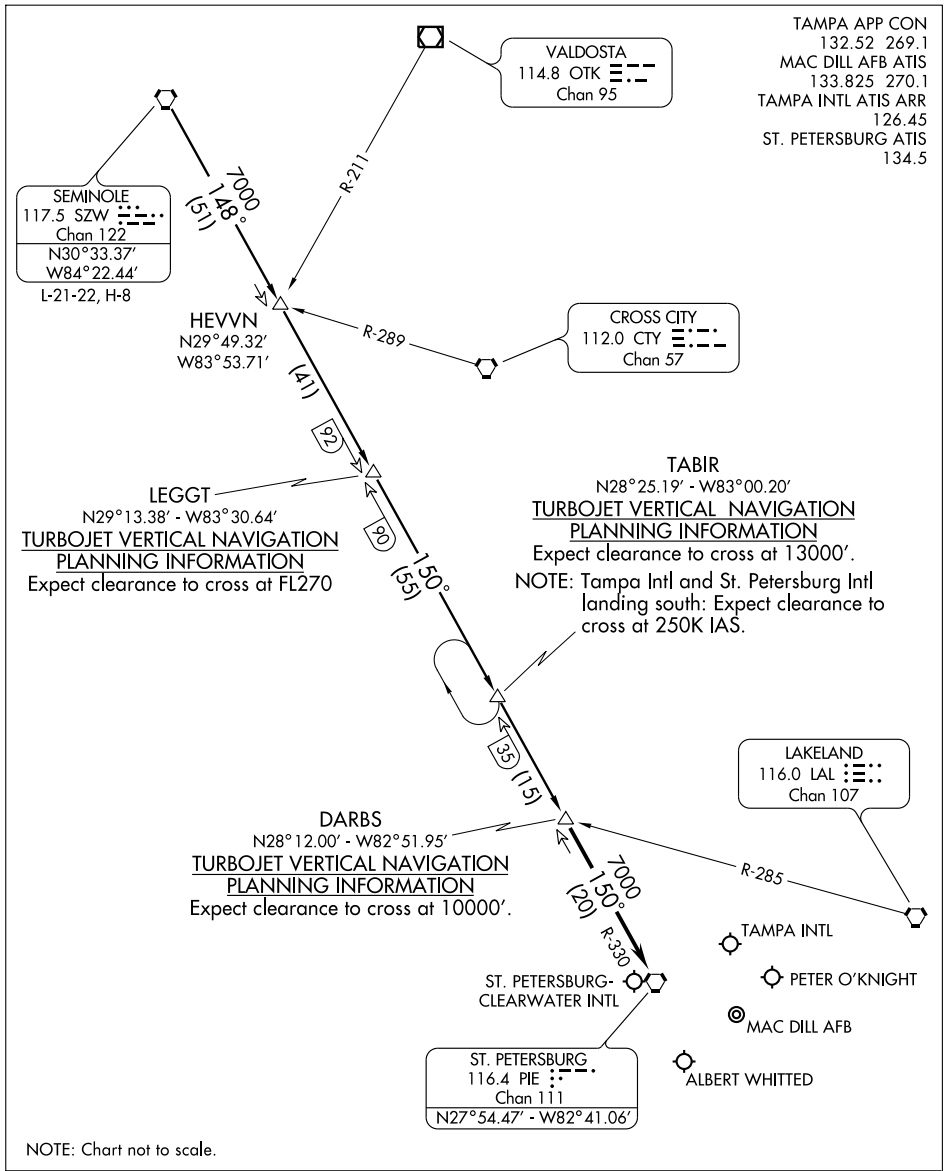
KTPA Landing North: Continue track to JSTRM WP, then turn right to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to TUMPY WP, proceed direct BUCCS WP, then intercept the Runway 18L final approach course, conduct approach.

SE-3, 17 DEC 2009 to 14 JAN 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

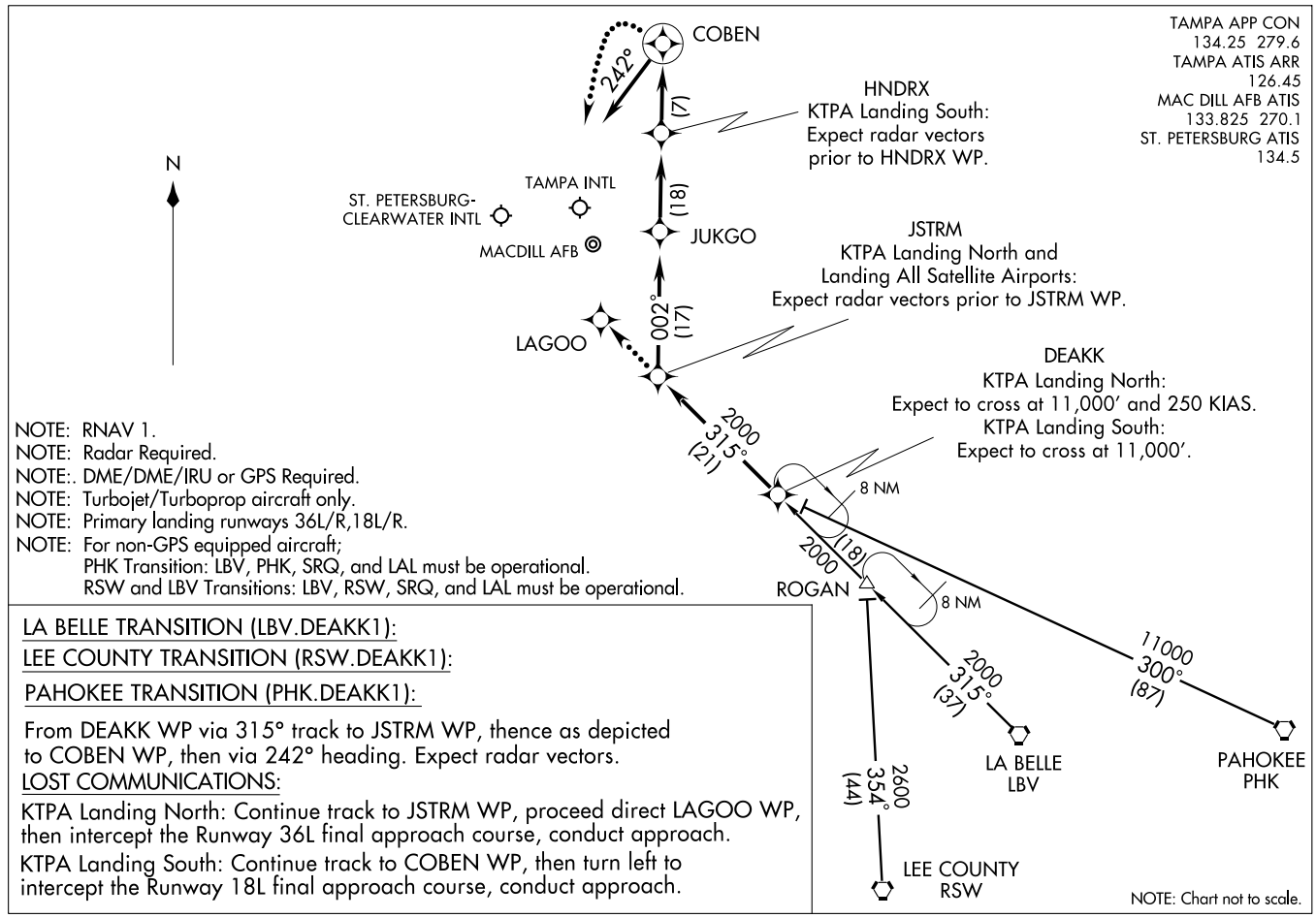
TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

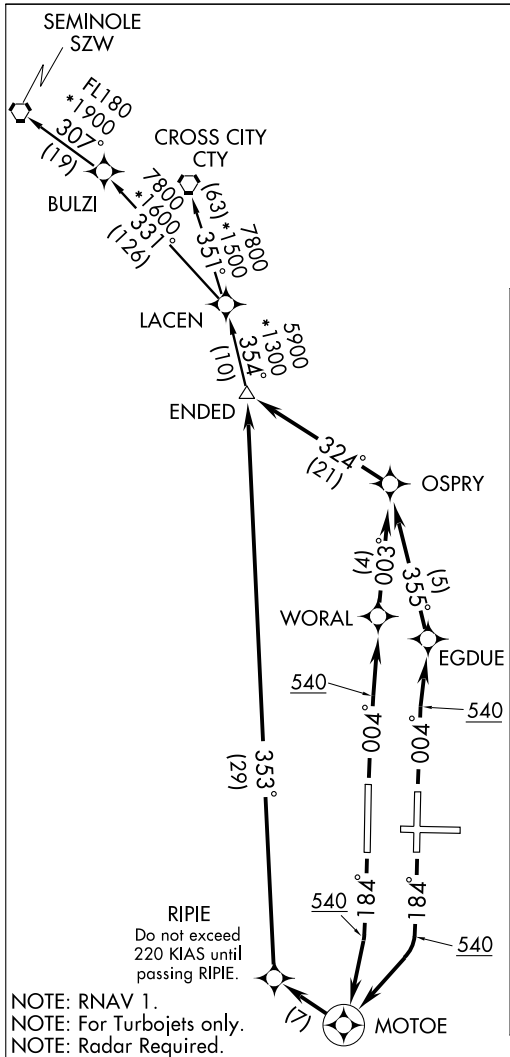
. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.


DEAKK ONE ARRIVAL (RNAV)
(DEAKK.DEAKK1) 08157
ST-416 (FAA)
TAMPA, FLORIDA
TAMPA APP CON
134.25 279.6
TAMPA ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
ST. PETERSBURG ATIS
134.5
COBEN
242°
(7)
HNDRX
KTPA Landing South:
Expect radar vectors
prior to HNDRX WP.
N
TAMPA INTL
ST. PETERSBURG-
CLEARWATER INTL
MACDILL AFB
(18)
JUKGO
JSTRM
KTPA Landing North and
Landing All Satellite Airports:
Expect radar vectors prior to JSTRM WP.
200°
(17)
LAGOO
DEAKK
KTPA Landing North:
Expect to cross at 11,000' and 250 KIAS.
KTPA Landing South:
Expect to cross at 11,000'.
2000
315°
(21)
8 NM
2000
(18)
ROGAN
8 NM
2000
315°
(37)
11000
300°
(87)
LA BELLE
LBV
PAHOKEE
PHK
2600
354°
(44)
LEE COUNTY
RSW
NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: Primary landing runways 36L/R,18L/R.
NOTE: For non-GPS equipped aircraft;
PHK Transition: LBV, PHK, SRQ, and LAL must be operational.
RSW and LBV Transitions: LBV, RSW, SRQ, and LAL must be operational.
LA BELLE TRANSITION (LBV.DEAKK1):
LEE COUNTY TRANSITION (RSW.DEAKK1):
PAHOKEE TRANSITION (PHK.DEAKK1):
From DEAKK WP via 315° track to JSTRM WP, thence as depicted to COBEN WP, then via 242° heading. Expect radar vectors.
LOST COMMUNICATIONS:
KTPA Landing North: Continue track to JSTRM WP, proceed direct LAGOO WP, then intercept the Runway 36L final approach course, conduct approach.
KTPA Landing South: Continue track to COBEN WP, then turn left to intercept the Runway 18L final approach course, conduct approach.

ENDED ONE DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

ATIS DEP
128.475
CLNC DEL
133.6
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18L, 18R: Climb heading 184° to 540, then right turn direct MOTOE, then right turn direct RIPIE, then via depicted route to ENDED, thence....

TAKE-OFF RWY 36L: Climb heading 004° to 540, then direct WORAL, then via depicted route to ENDED, thence.....

TAKE-OFF RWY 36R: Climb heading 004° to 540, then right turn direct EGDUE, then via depicted route to ENDED, thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

CROSS CITY TRANSITION (ENDED1.CTY):

SEMINOLE TRANSITION (ENDED1.SZW):

TAKE-OFF OBSTACLES:

Rwy 18L: Antenna and building beginning 3279′ from DER, 1160′ left of centerline, up to 146′ AGL/155′ MSL..

Rwy 18R: Multiple trees beginning 482′ from DER, 578′ right of centerline, up to 33′ AGL/37′ MSL.

Rwy 36L: Tree 752′ from DER, 696′ right of centerline, 42′ AGL/66′ MSL.

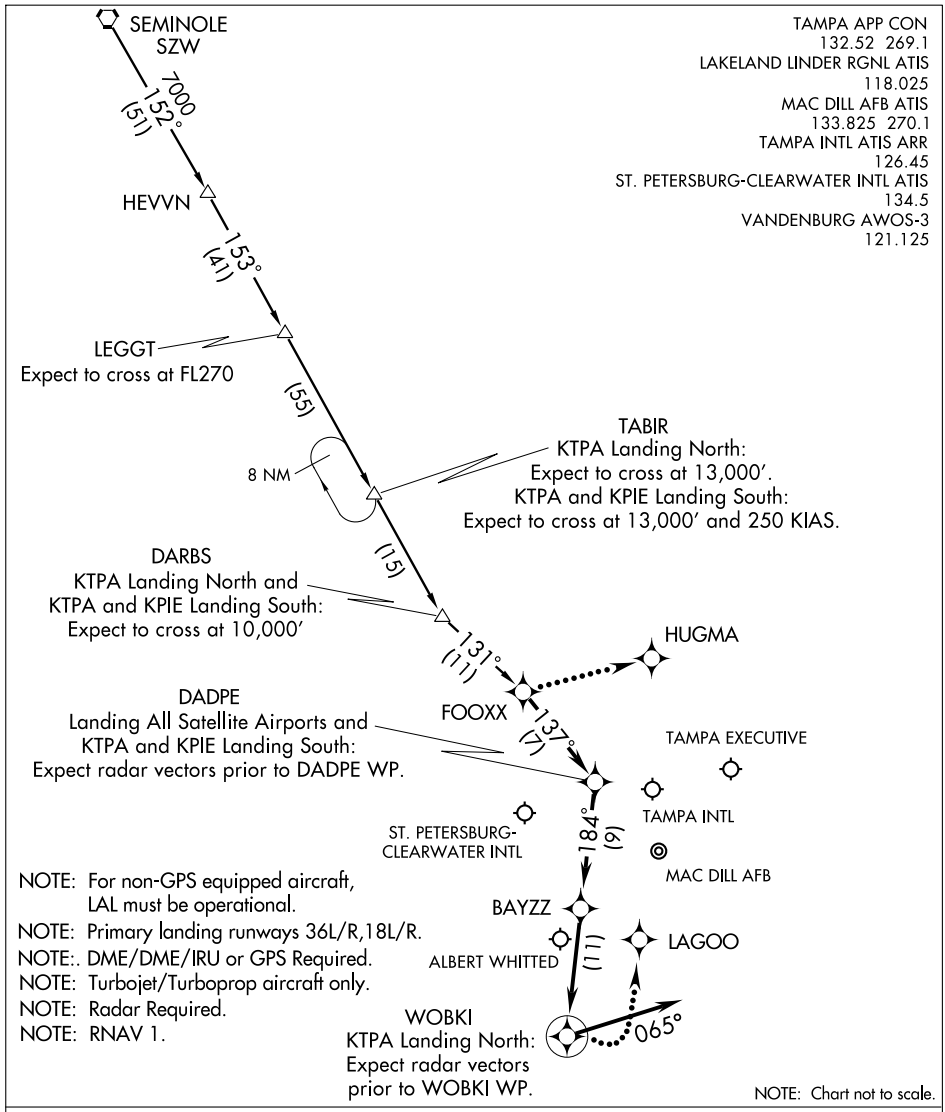
NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft:
SRQ DME must be operational for takeoff Rwy 18R.
LAL and PIE DMEs must be operational for takeoff Rwy 36L.
PIE DME must be operational for takeoff Rwy 36R.
LAL ,PIE, OMN and CTY DMEs must be operational for Seminole transitions.
LAL, PIE, and OMN DMEs must be operational for Cross City transitions.
NOTE: Takeoff Rwys 36L, 36R: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwys 18L, 18R, 36L, 36R: STANDARD.

SE-3, 17 DEC 2009 to 14 JAN 2010

FOOXX ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.FOOXX1):

From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

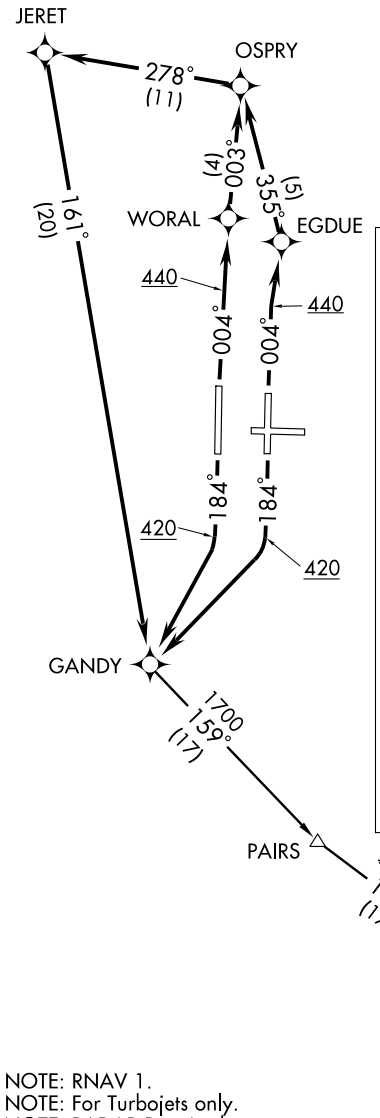
KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

(GANDY1.GANDY) 07186 SL-416 (FAA)

GANDY ONE DEPARTURE (RNAV)

TAMPA INTL (TPA)
TAMPA, FLORIDA

ATIS DEP
128.475
CLNC DEL
133.6
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18L, 18R: Climb heading 184° to 420, then right turn direct GANDY, thence....
TAKE-OFF RWY 36L: Climb heading 004° to 440, then right turn direct WORAL, then via 003° Track to OSPRY, then via 278° Track to JERET, then left turn via 161° Track to GANDY, thence....
TAKE-OFF RWY 36R: Climb heading 004° to 440, then right turn direct EGDUE, then via 355° Track to OSPRY, then via 278° Track to JERET, then left turn via 161° Track to GANDY, thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

SABEE TRANSITION (GANDY1.SABEE):

TAKE-OFF OBSTACLES:

Rwy 18L: Antenna and bldg beginning 3279' from DER, 1160' left of centerline, up to 146' AGL/155' MSL.
Rwy 18R: Multiple trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

TAKE-OFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwys 18L, 18R, 36R, 36L: STANDARD.

NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL VORTAC, SRQ VORTAC, and PIE VORTAC must be operational for take-off Rwys 18L, 18R. LAL VORTAC must be operational for take-off Rwy 36R. LAL VORTAC and PIE VORTAC must be operational for take-off Rwy 36L.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS or LOC RWY 18L

TAMPA INTL (TPA)

For inoperative ALSF, increase S-ILS 18L Cat. E visibility to RVR 4000 and increase S-LOC 18L Cat. E visibility to 1½. RADAR REQUIRED. Simultaneous approaches authorized with Rwy 18R.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS Int/PIE 29.3 DME and hold.

ATIS	ARR	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
	126.45	128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

RADAR REQUIRED

ENROUTE FACILITIES

10 NM

004°

184°

BUCCS RADAR

LOM COSME 368 TP

MSA TP 25 NM

2700

649 474 131± 276 335 121 179 MM IM 186± 254 151 242 625 149 257

LOCALIZER 110.3 I-TPA

ST. PETERSBURG 116.4 PIE Chan 111

LAKELAND 116.0 LAL Chan 107

R-132

R-209

GIBBS PIE 29.3

132°

312°

ELEV 26

D

184° 5.9 NM from FAF

18R 18L 134 TDZE 26 187 233 87± 11002 X 150 8300 X 150 6999 X 150 6 27 36R 36L

REIL Rwy 36R

TDZ/CL Rwys 18L, 18R and 36L

HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

600	2800	PIE	GIBBS
	hdg 150°	R-132 116.4	△

VGSI and ILS glidepath not coincident.

BUCCS RADAR

LOM 1981

184°

*3000

MM IM

2000

*2000 when authorized by ATC.

GS 3.00° TCH 51

0.2 0.3 5.4 NM 3.1 NM

CATEGORY	A	B	C	D	E
S-ILS 18L	226/18 200 (200-½)				226/24 200 (200-½)
S-LOC 18L	440/24 414 (500-½)		440/40 414 (500-¾)		440/50 414 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 18R

TAMPA INTL (TPA)

LOC/DME I-JRT	APP CRS	Rwy Idg	11002
108.5	184°	TDZE	21
Chan 22		Apt Elev	26

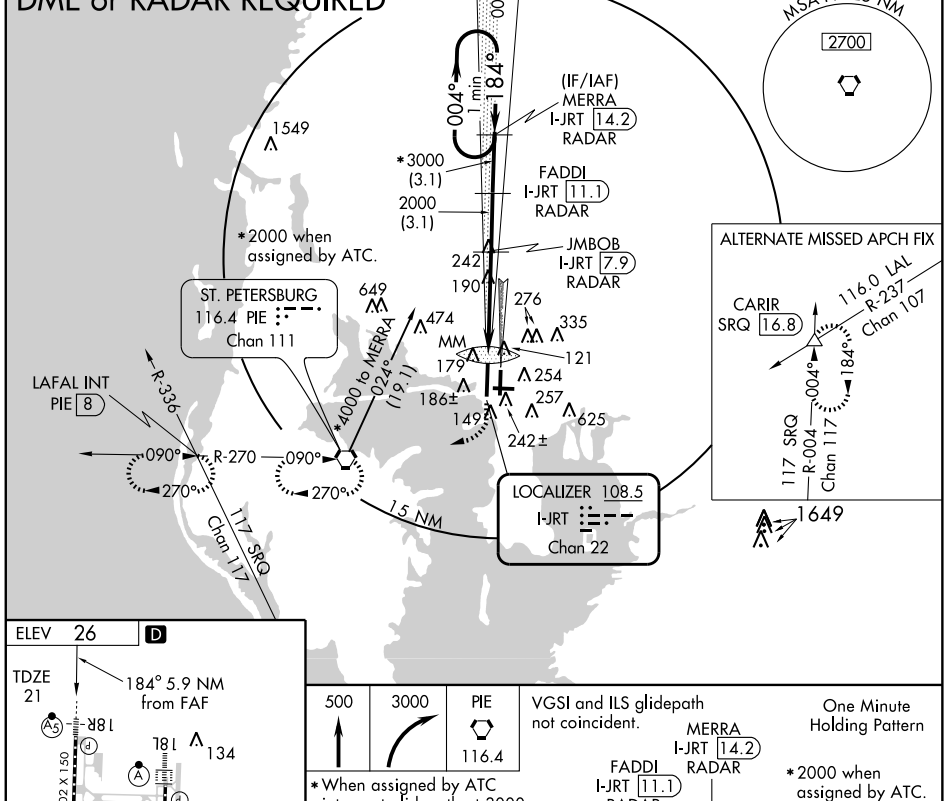
T A For inoperative MALSR, increase S-ILS 18R all Cats visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1½ mile. Simultaneous approach authorized with Rwy 18L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then via PIE VORTAC R-270 to LAFAL INT/PIE 8 DME and hold W, RT, 090° inbound.)

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

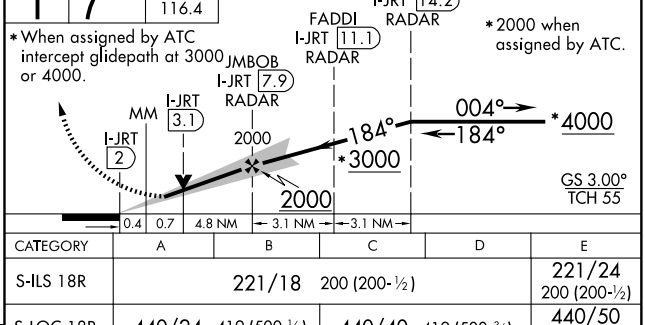
DME or RADAR REQUIRED



REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 18R	221/18 200 (200-½)				221/24 200 (200-½)
S-LOC 18R	440/24 419 (500-½)		440/40 419 (500-¾)		440/50 419 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS or LOC RWY 36L

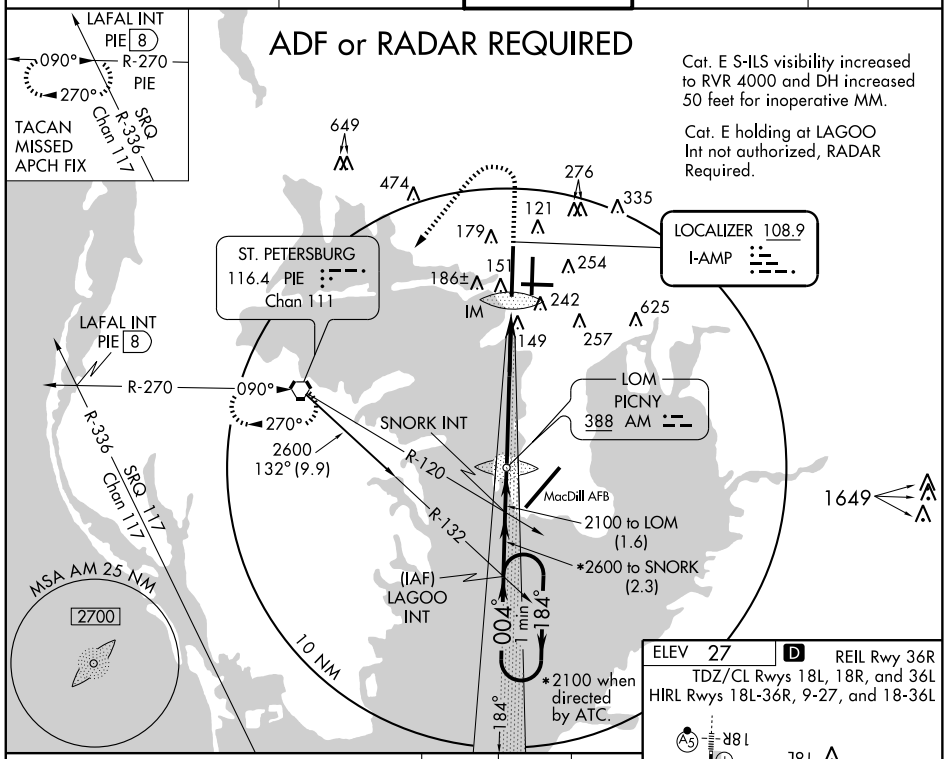
TAMPA INTL (TPA)

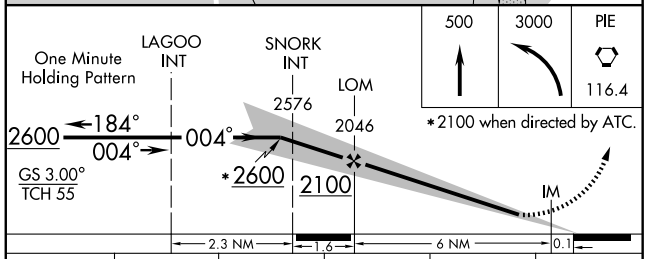
Cat. E S-ILS visibility increased to RVR 4000, and Cat. E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

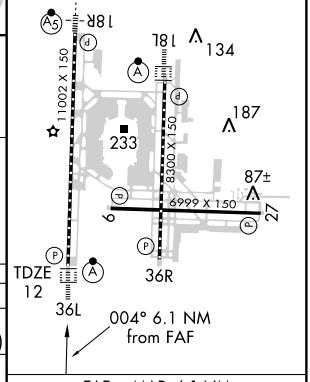
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL Int/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







CATEGORY	A	B	C	D	E
S-ILS 36L	212/18	200 (200-½)			212/24 200 (200-½)
S-LOC 36L	440/24	428 (500-½)	440/40 428 (500-¾)	440/50	428 (500-1)
CIRCLING	560-1	533 (600-1)	560-1½ 533 (600-1½)	580-2 533 (600-2)	940-3 913 (1000-3)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-TPA	APP CRS	Rwy ldg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS RWY 18L (CAT II)

TAMPA INTL (TPA)

Simultaneous approaches authorized with Rwy 18R. RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

RADAR REQUIRED

ENROUTE FACILITIES

10 NM

004°

184°

BUCCS RADAR

LOM COSME 368 TP

LOCALIZER 110.3 I-TPA

MSA TP 25 NM 2700

ST. PETERSBURG 116.4 PIE Chan 111

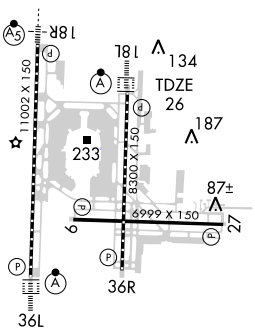
LAKELAND 116.0 LAL Chan 107

649 474 131± 276 335 179 121 MM IM 186± 254 151 242 625 149 257

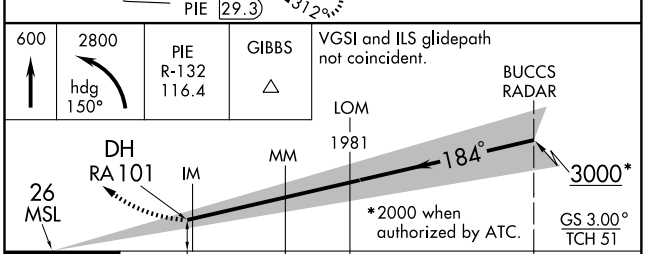
R-132 R-209

GIBBS PIE 29.3 132° 312°

ELEV 26 D



REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
S-ILS 18L	RA 101/12	100	DA 126	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT II)

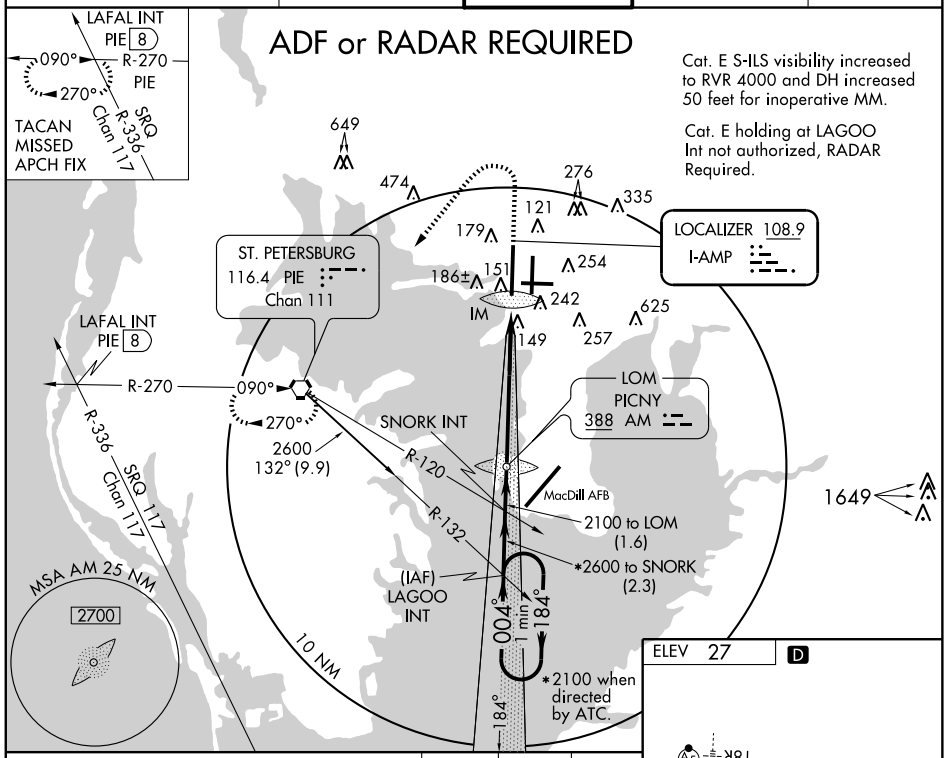
TAMPA INTL (TPA)

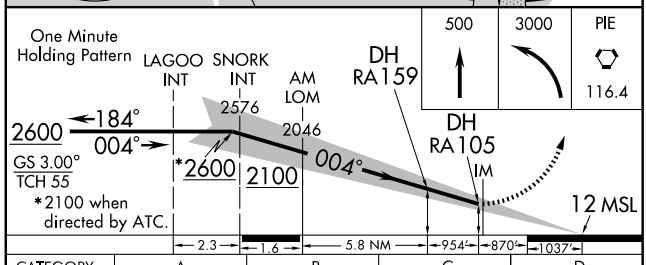
Cat. E S-ILS visibility increased to RVR 4000, and Cat. E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

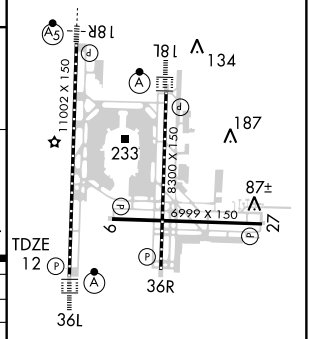
ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D
S-ILS 36L	RA 159/16	150	DA 162	
S-ILS 36L	RA 105/12	100	DA 112	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT III)

TAMPA INTL (TPA)

Cat. E S-ILS visibility increased to RVR 4000, and Cat. E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL Int/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

ADF or RADAR REQUIRED

Cat. E S-ILS visibility increased to RVR 4000 and DH increased 50 feet for inoperative MM.

Cat. E holding at LAGOO Int not authorized, RADAR Required.

LAFAL INT PIE 8
090° R-270
270° PIE
SRQ R-336 Chan 117
TACAN MISSED APCH FIX

ST. PETERSBURG 116.4 PIE Chan 1[illegible]

LOCALIZER 108.9 I-AMP

LOM PICNY 388 AM

SNORK INT
2600 132° (9.9)

R-120 R-132

MacDill AFB

2100 to LOM (1.6)

*2600 to SNORK (2.3)

(IAF) LAGOO INT

004° 1 min 184°

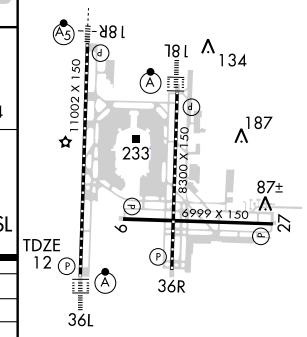
*2100 when directed by ATC.

MSA AM 25 NM 2700

10 NM

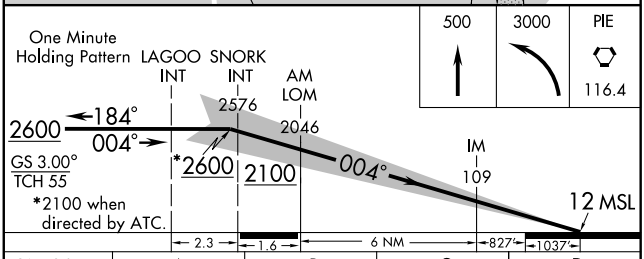
649 474 276 335 121 179 151 254 186± 242 IM 625 257 149 1649

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

One Minute Holding Pattern



500	3000	PIE
		116.4

CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 06			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TWJ	APP CRS	Rwy Idg	8300
111.95	004°	TDZE	20
Chan 56 (Y)		Apt Elev	26

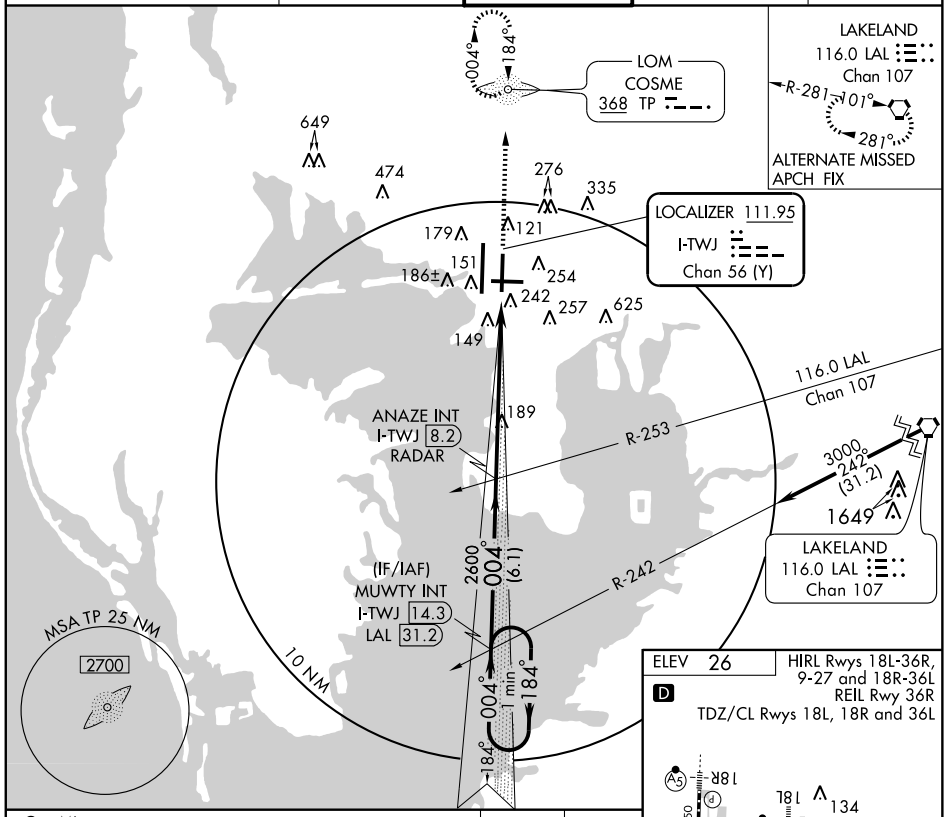
LOC RWY 36R

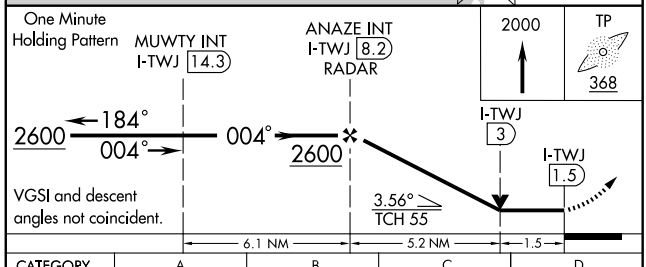
TAMPA INTL (TPA)

ADF REQUIRED

MISSED APPROACH: Climb to 2000 direct COSME LOM and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



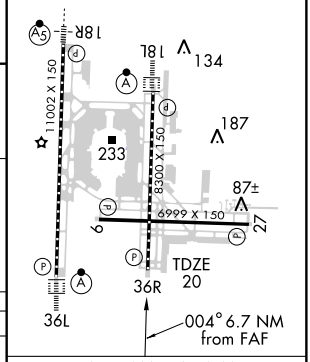


CATEGORY	A	B	C	D
S-36R	540-1 520 (600-1)		540-1½ 520 (600-1½)	540-1¾ 520 (600-1¾)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

ELEV 26

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L

D



FAF to MAP 6.7 NM

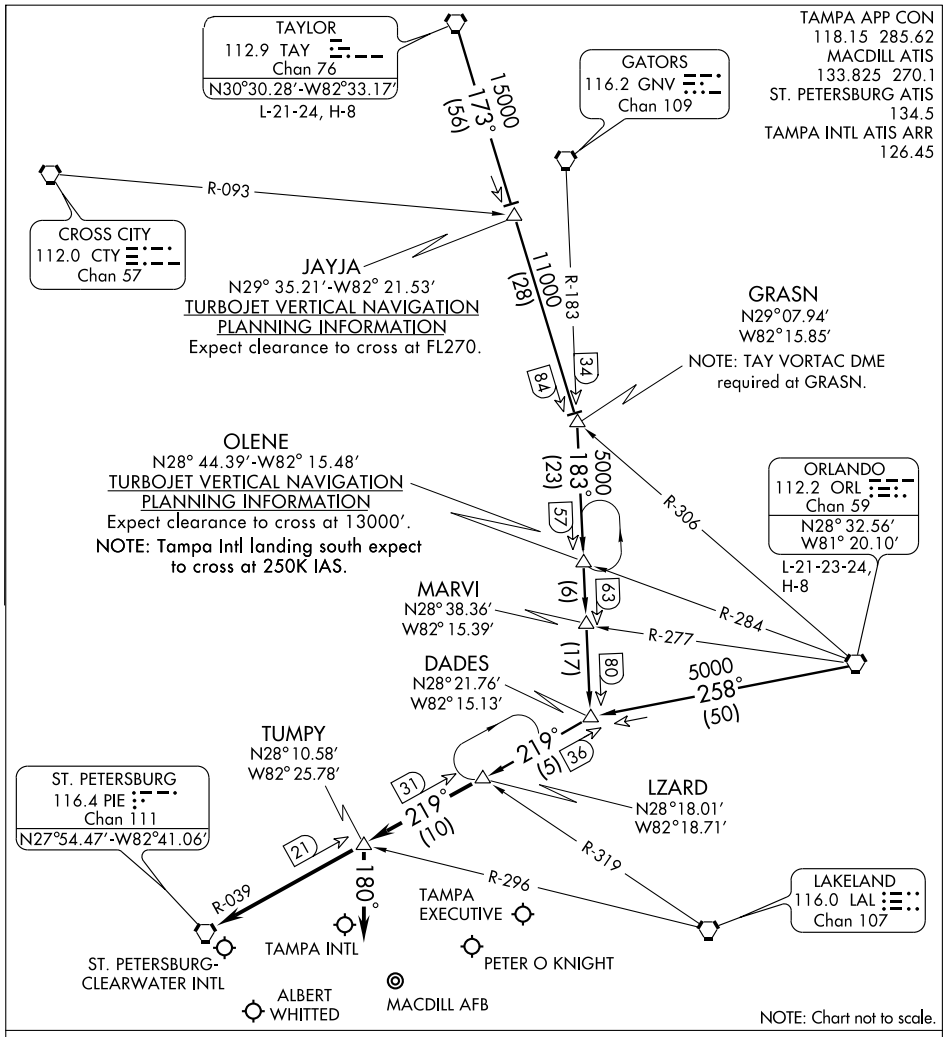
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

SE-3, 17 DEC 2009 to 14 JAN 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

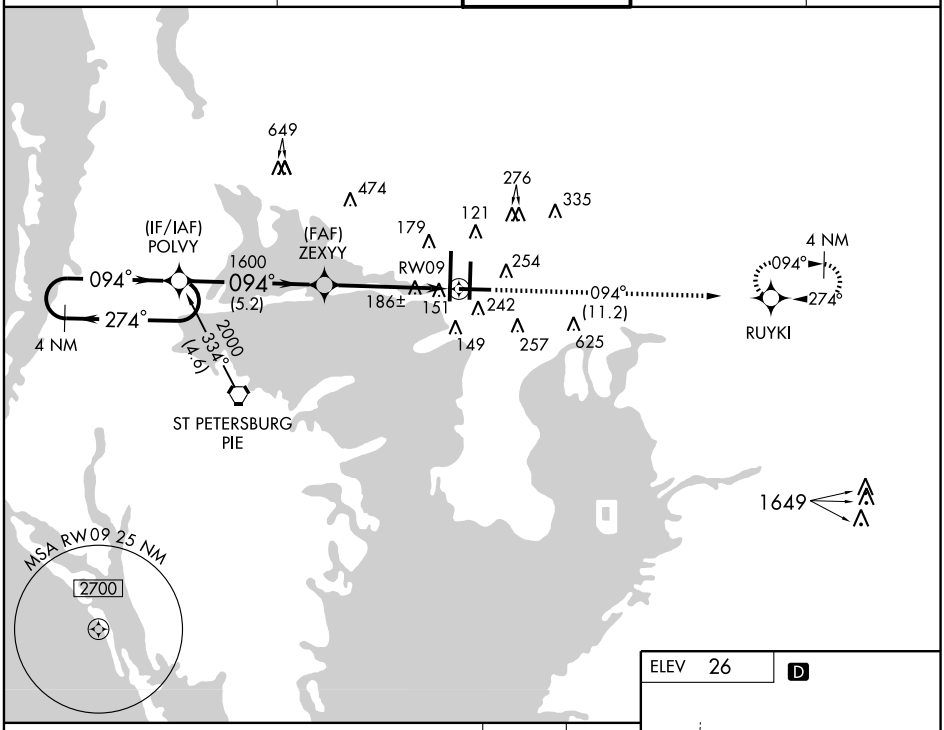
APP CRS	Rwy Idg	6999
094°	TDZE	20
	Apt Elev	26

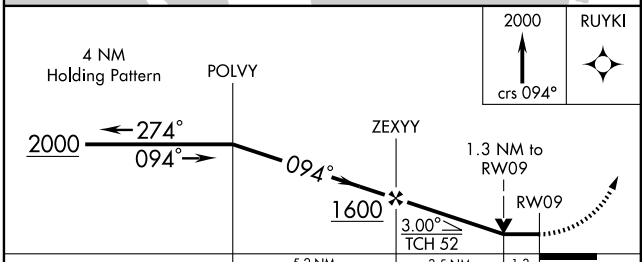
RNAV (GPS) RWY 9
TAMPA INTL (TPA)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

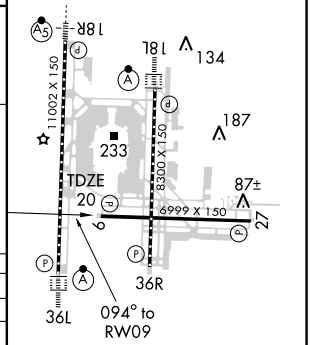
MISSED APPROACH: Climb to 2000 via 094° course to RUYKI WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)



REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11002
CH 40406	184°	TDZE	21
W18B		Apt Elev	26

RNAV (GPS) RWY 18R

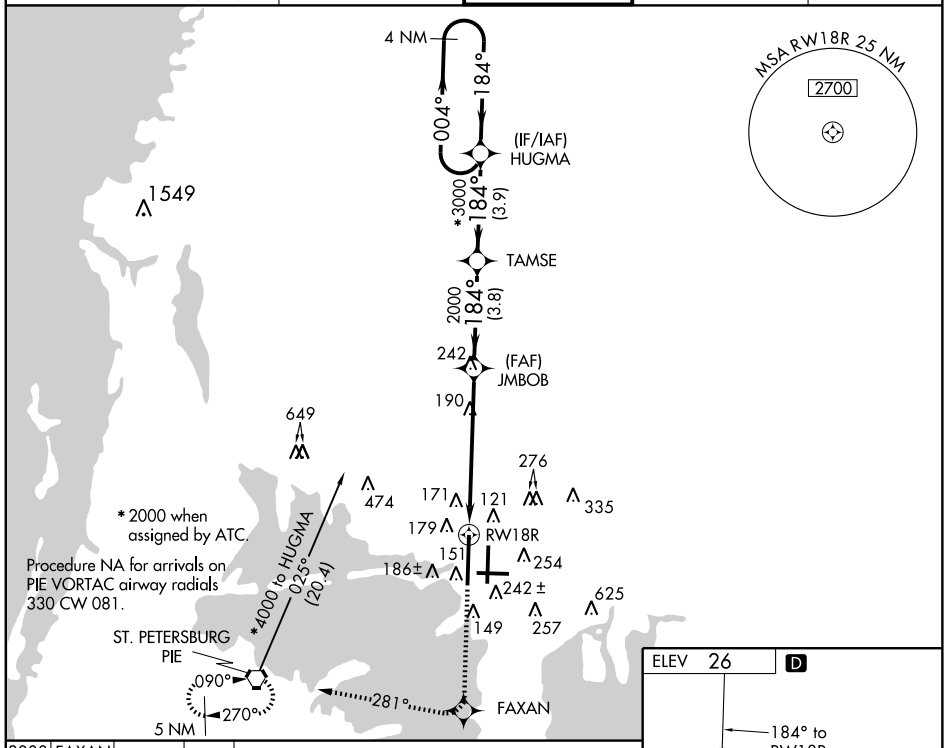
TAMPA INTL (TPA)

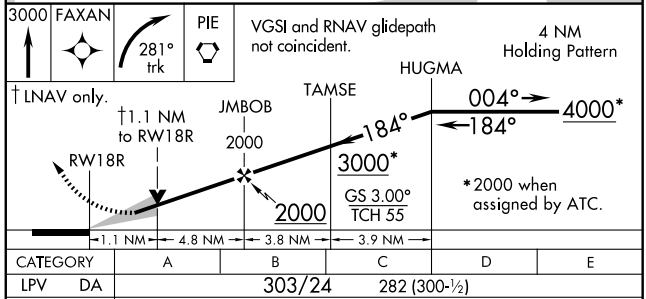
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

MALSR

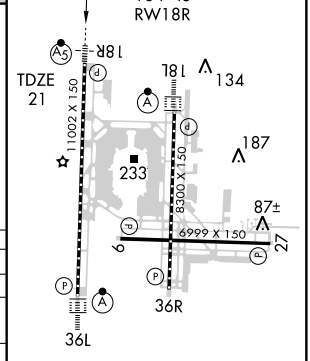
MISSED APPROACH: Climb to 3000 direct FAXAN and right turn via 281° track to PIE VORTAC and hold, continue climb-in-hold to 3000.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D	E
LPV DA	303/24 282 (300-½)				
LNAV/VNAV DA	465/50 444 (500-1)				
LNAV MDA	440/24 419 (500-½)		440/40 419 (500-¾)	440/50 419 (500-1)	
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)



REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6999
274°	TDZE	26
	Apt Elev	26

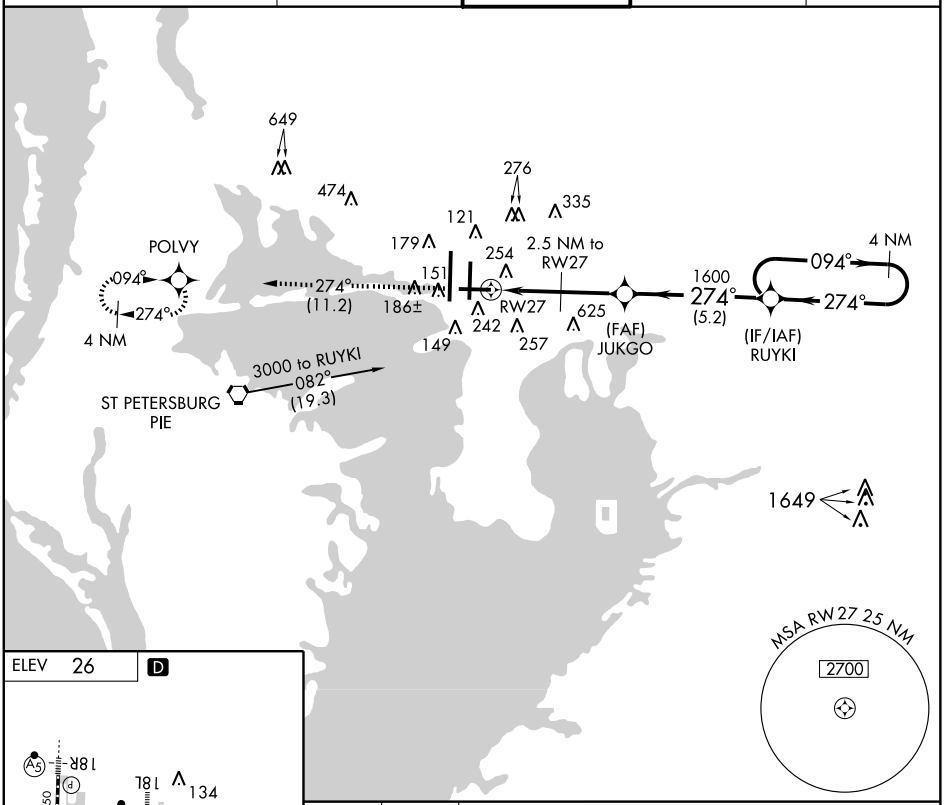
RNAV (GPS) RWY 27
TAMPA INTL (TPA)

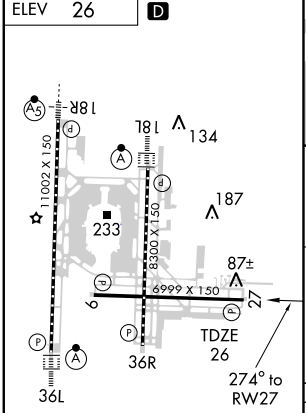
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

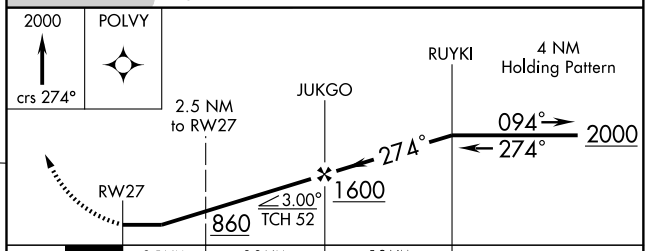
MISSED APPROACH: Climb to 2000 via 274° course to POLVY WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
LNAV MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10800
CH 50406	004°	TDZE	11
W36A		Apt Elev	26

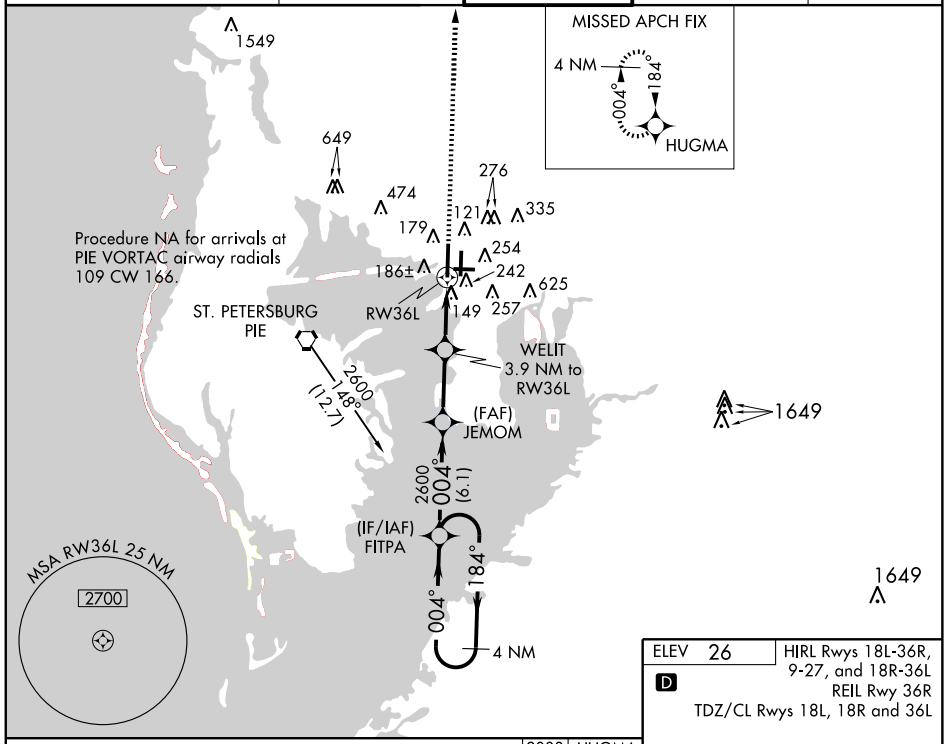
RNAV (GPS) RWY 36L
TAMPA INTL (TPA)

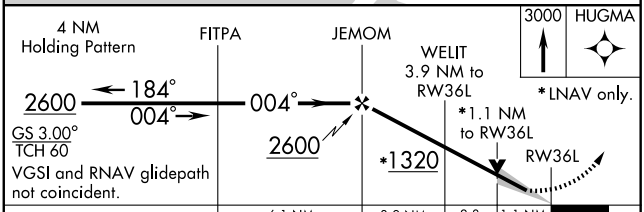
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative ALSF, increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV Cat. E visibility to 1¾ mile, and increase LNAV Cat. D visibility to RVR 6000 and Cat. E to 1½ mile. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct HUGMA and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



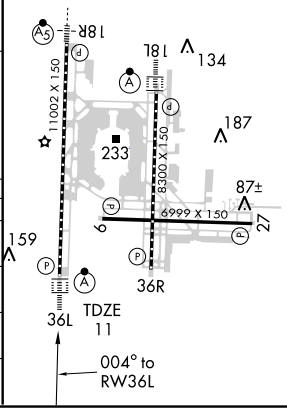


CATEGORY	A	B	C	D	E
LPV DA	211/18 200 (200-½)				211/24 200 (200-½)
LNAV/VNAV DA	494/60 483 (500-1¼)				
LNAV MDA	420/24 409 (400-½)		420/40 409 (400-¾)	420/50 409 (400-1)	
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26

D

HIRL Rwys 18L-36R, 9-27, and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L



SE-3. 17 DEC 2009 to 14 JAN 2010

TAMPA, FLORIDA

AL-416 (FAA)

WAAS	APP CRS	Rwy Idg	8300
CH 87105	004°	TDZE	20
W36B		Apt Elev	26

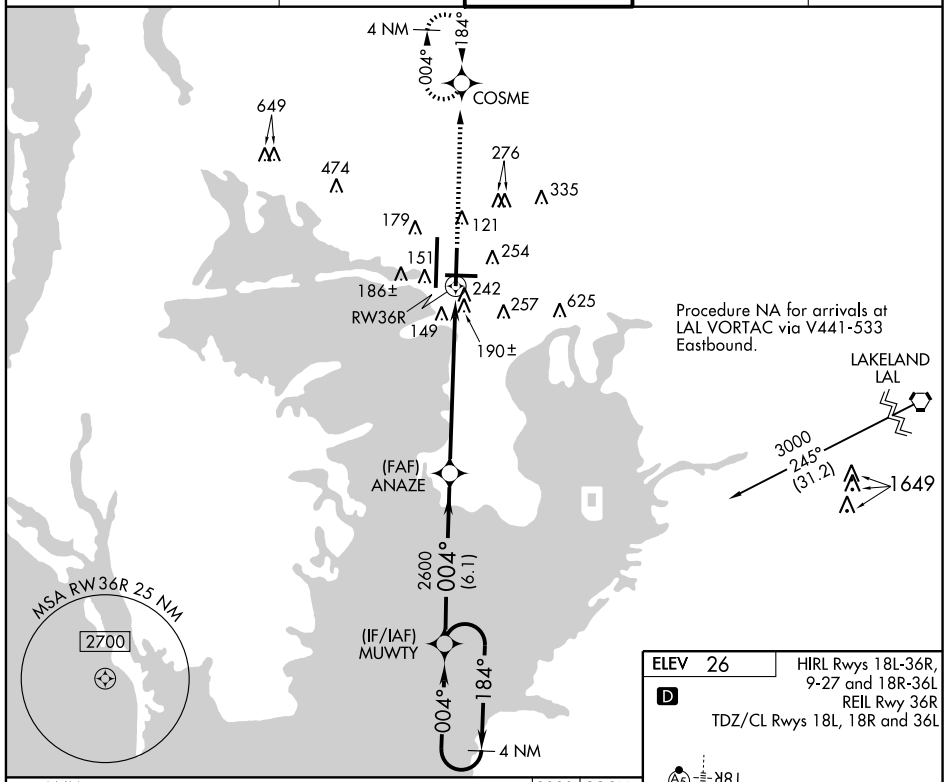
RNAV (GPS) RWY 36R

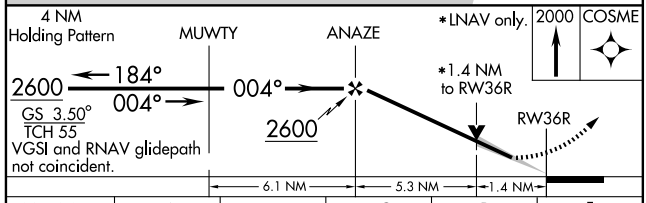
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct COSME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



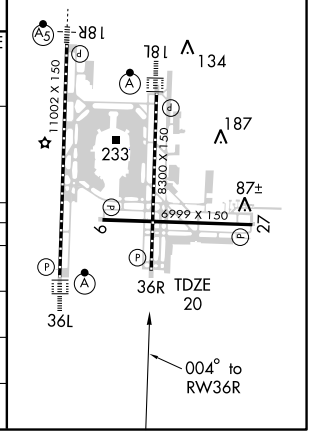


CATEGORY	A	B	C	D	E
LPV DA	303-¾	283 (300-¾)	303-1 283 (300-1)	NA	NA
LNAV/VNAV DA	610-1¾	590 (600-1¾)		NA	NA
LNAV MDA	540-1	520 (600-1)	540-1½ 520 (600-1½)	540-1¾	520 (600-1¾)
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26

D

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L



SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8300
CH 49100	184°	TDZE	26
W18A		Apt Elev	26

RNAV (GPS) Z RWY 18L

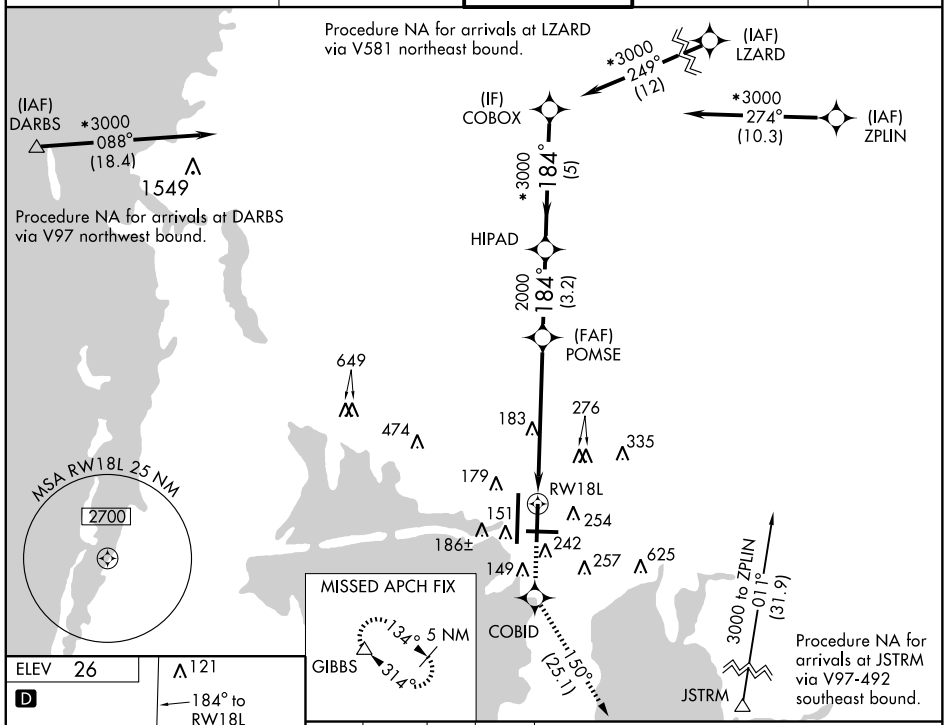
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

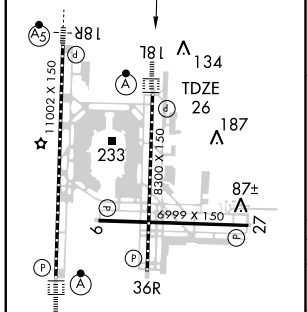
MISSED APPROACH: Climb to 2800 direct COBID and via 150° track to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

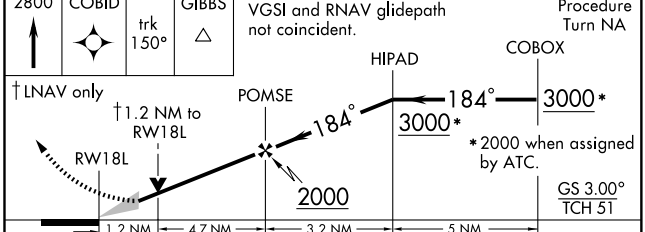


ELEV 26

D



REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L



CATEGORY	A	B	C	D
LPV DA	291/24 265 (300-½)			
LNAV/VNAV DA	519/60 493 (500-1¼)			
LNAV MDA	480/24 454 (500-½)		480/40 454 (500-¾)	480/50 454 (500-1)
CIRCLING	560-1¾ 534 (600-1¾)			580-2 554 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8300
184°	TDZE	26
	Apt Elev	26

RNAV (RNP) Y RWY 18L

TAMPA INTL (TPA)

T NA — For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.23 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 48°C (120°F). GPS Required.

ALSF-2

MISSED APPROACH: Climb to 2800 via 184° track to CUPUL, 147° track to GIBBS and hold.

ARR ATIS DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45 128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

Procedure NA for arrivals at DARBS via V97 Northwest bound.

3000 088° (18.4)

(IAF) DARBS 7000

Procedure NA for arrivals at LZARD via V581 Northeast bound.

3000 249° (12)

(IAF) LZARD 5000

3000 274° (10.3)

(IAF) ZPLIN MAX 210 KIAS 3000

(IF) COBOX MAX 180 KIAS 3000

3000 184° (5)

HIPAD

2000 184° (3.2)

(FAF) POMSE

649 474 183 276 335 179 151 RW18L 254 186± 242 149 257 625

MSA RW18L 25 NM 2700

3000 to ZPLIN 011° (31.9)

184° (5.9)

MISSED APCH FIX

134° 5 NM GIBBS 314°

CUPUL

147° (23.1)

JSTRM 10900

Procedure NA for arrivals at JSTRM via V97-492 Southeast bound.

1649

ELEV 26

D

121 184° to RW18L 63±

18R 18L 134 TDZE 26 187 233 87± 6 27

11002 X 150 8300 X 150 6999 X 150

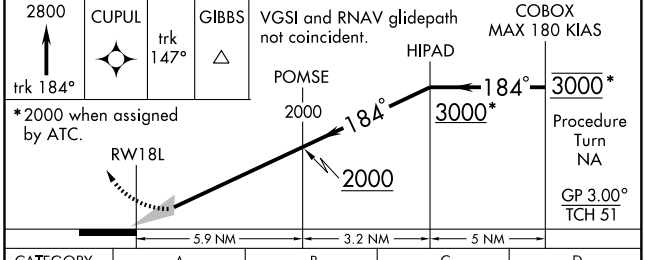
36R 36L

REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

2800 trk 184°	CUPUL	trk 147°	GIBBS

VGSI and RNAV glidepath not coincident.

*2000 when assigned by ATC.



CATEGORY	A	B	C	D
RNP 0.11 DA	329/24	303 (400-½)		
RNP 0.23 DA	356/40	330 (400-¾)		
RNP 0.30 DA	423/50	397 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18L, 18R: Climb heading 184° to 420, then right turn direct GANDY, then via depicted route to SYKES, thence....
TAKE-OFF RWY 36L: Climb heading 004° to 440, then right turn direct WORAL, then via depicted route to SYKES, thence....
TAKE-OFF RWY 36R: Climb heading 004° to 440, then right turn direct EGDUE, then via depicted route to SYKES, thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

PSTOL TRANSITION (SYKES1.PSTOL):

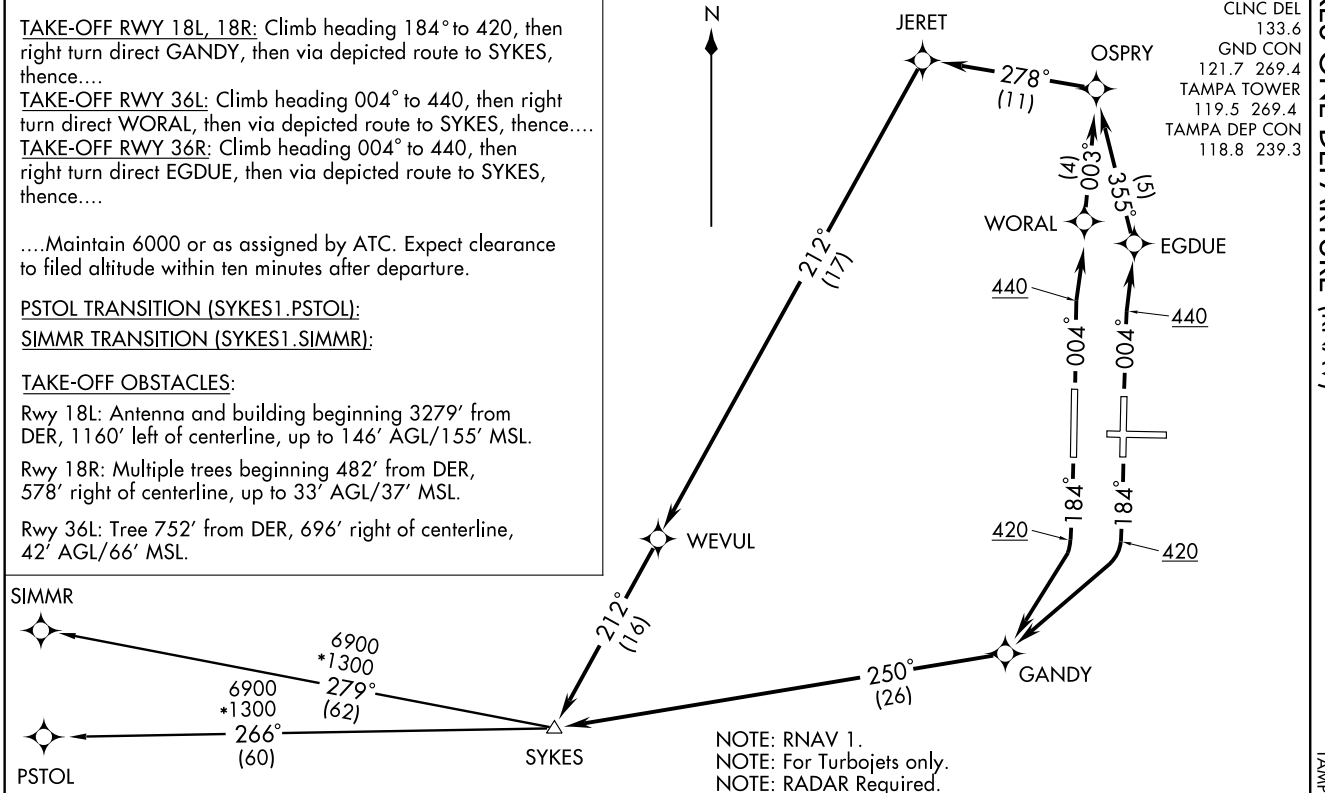
SIMMR TRANSITION (SYKES1.SIMMR):

TAKE-OFF OBSTACLES:

Rwy 18L: Antenna and building beginning 3279' from DER, 1160' left of centerline, up to 146' AGL/155' MSL.

Rwy 18R: Multiple trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.

Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.



ATIS DEP
128.475
CLNC DEL
133.6
GND CON
121.7 269.4
TAMPA TOWER
119.5 269.4
TAMPA DEP CON
118.8 239.3

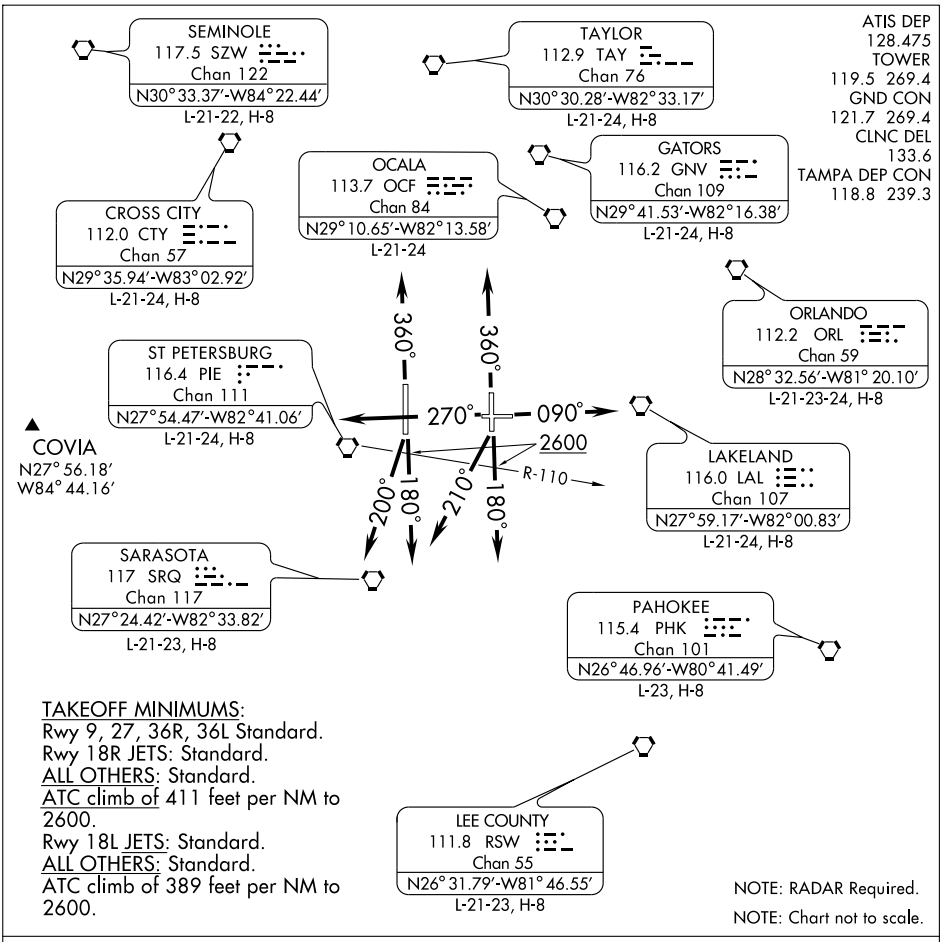
NOTE: RNAV 1.
NOTE: For Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL VORTAC and PIE VORTAC must be operational for take-off Rwy 36R, 36L.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

TAKE-OFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwys 18L, 18R, 36R, 36L: STANDARD.

NOTE: Chart not to scale.

(SYKES1.SYKES) 07186
SYKES ONE DEPARTURE (RNAV)
SL-416 (FAA)
TAMPA INTL (TPA)
TAMPA, FLORIDA

TAMPA FOUR DEPARTURE



TAKEOFF MINIMUMS:
Rwy 9, 27, 36R, 36L Standard.
Rwy 18R JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 411 feet per NM to 2600.
Rwy 18L JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 389 feet per NM to 2600.

NOTE: RADAR Required.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090°, Thence...
TAKEOFF RWY 18R: JETS: Climb heading 200°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 18L: JETS: Climb heading 210°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 27: Climb heading 270°, Thence...
TAKEOFF RWY 36R/36L: Climb heading 360°, or as assigned by ATC. Thence...

Expect vectors to join filed/assigned route. JETS: Maintain 6000. ALL OTHERS: Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

TAMPA FOUR DEPARTURE

TAKEOFF OBSTACLE NOTES:
Rwy 9: Tree 2225 feet from DER, 464 feet left of centerline, 45 feet AGL/84 feet MSL. Tower 4214 feet from DER, 265 feet right of centerline, 105 feet AGL/145 feet MSL.
Rwy 18L: Antenna and bldg beginning 3279 feet from DER, 1160 feet left of centerline, up to 146 feet AGL/155 feet MSL.
Rwy 18R: Multiple trees beginning 482 feet from DER, 578 feet right of centerline, up to 33 feet AGL/37 feet MSL.
Rwy 27: Building and antenna beginning 4354 feet from DER, 1162 feet left of centerline, up to 154 feet AGL/158 feet MSL. Multiple trees beginning 585 feet from DER, 419 feet right of centerline, up to 44 feet AGL/ 58 feet MSL.
Rwy 36L: Tree 752 feet from DER, 696 feet right of centerline, 42 feet AGL/66 feet MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010

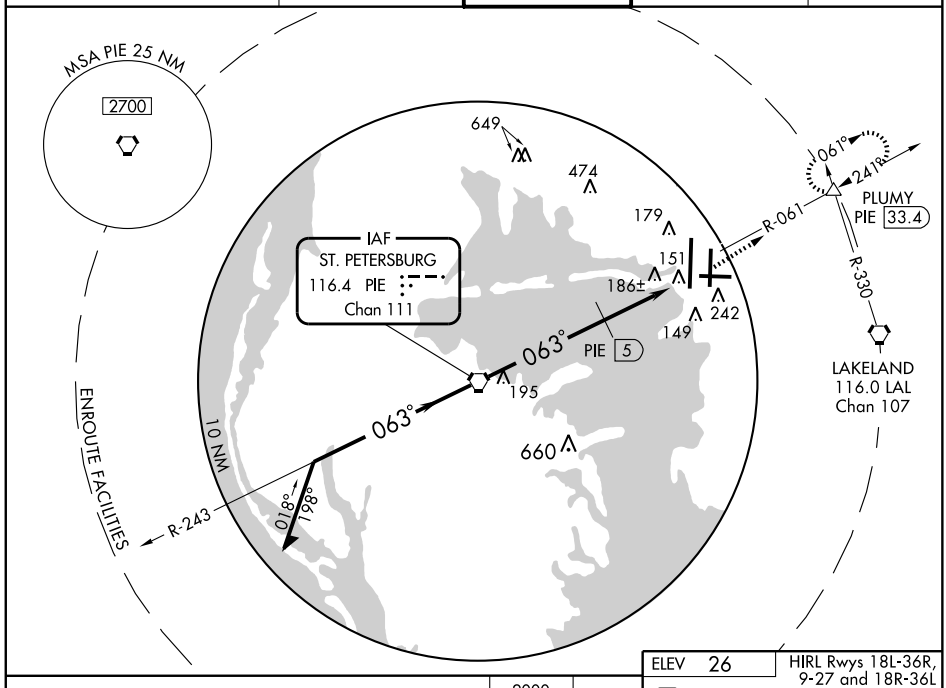
VORTAC PIE	APP CRS	Rwy Idg	6999
116.4	063°	TDZE	20
Chan 111		Apt Elev	26

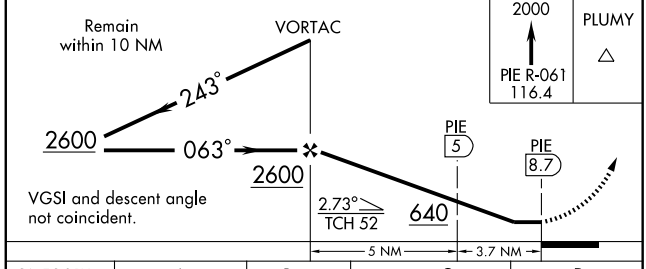
VOR RWY 9

TAMPA INTL (TPA)

MISSED APPROACH: Climb to 2000 via PIE R-061 to PLUMY Int/33.4 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

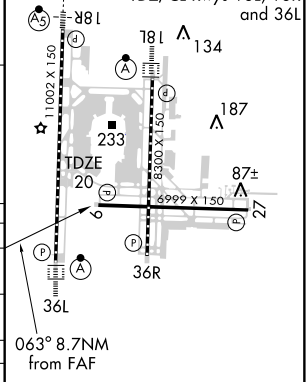




CATEGORY	A	B	C	D
S-9	640-1 620 (700-1)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)
CIRCLING	640-1 614 (700-1)		640-1¾ 614 (700-1¾)	640-2 614 (700-2)
DME MINIMUMS				
S-9	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

ELEV 26

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L, 18R and 36L

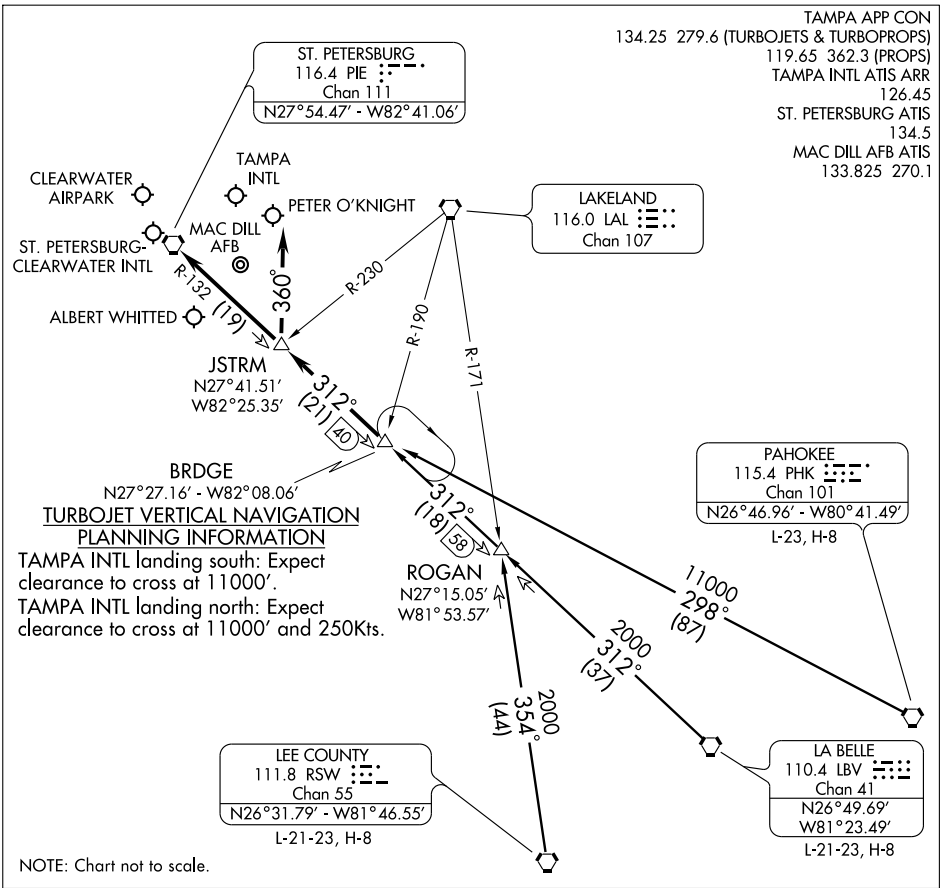


FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3. 17 DEC 2009 to 14 JAN 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

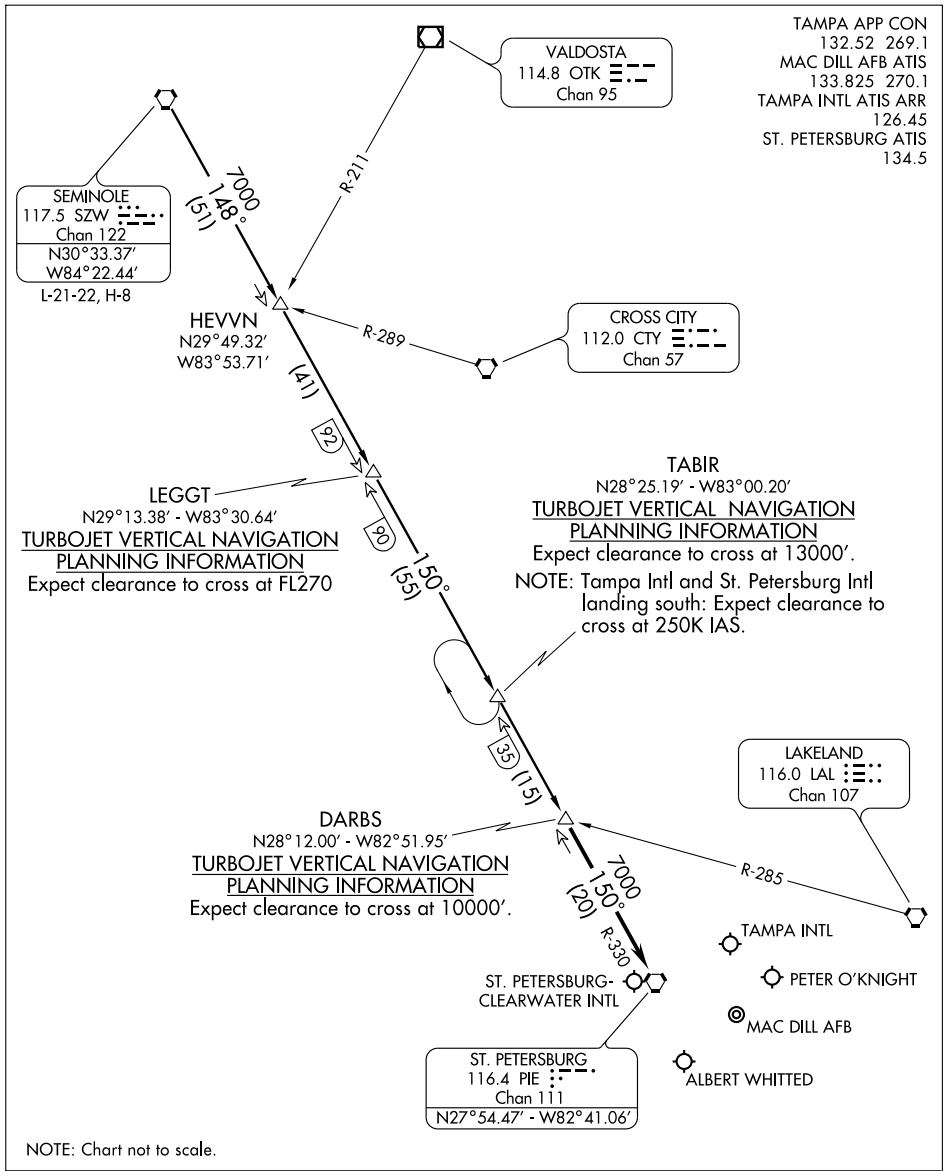
. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

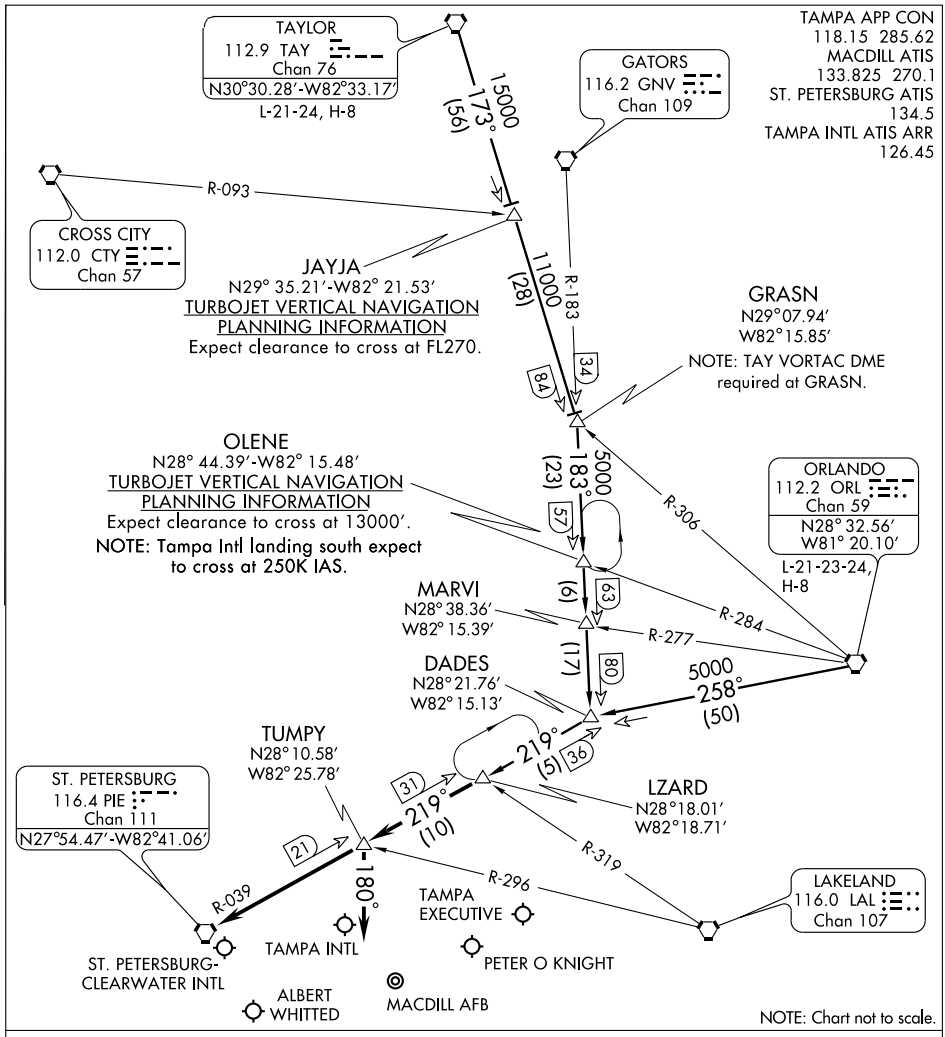
SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB TPF	APP CRS	Rwy Idg	N/A
270	342°	TDZE	N/A
		Apt Elev	8

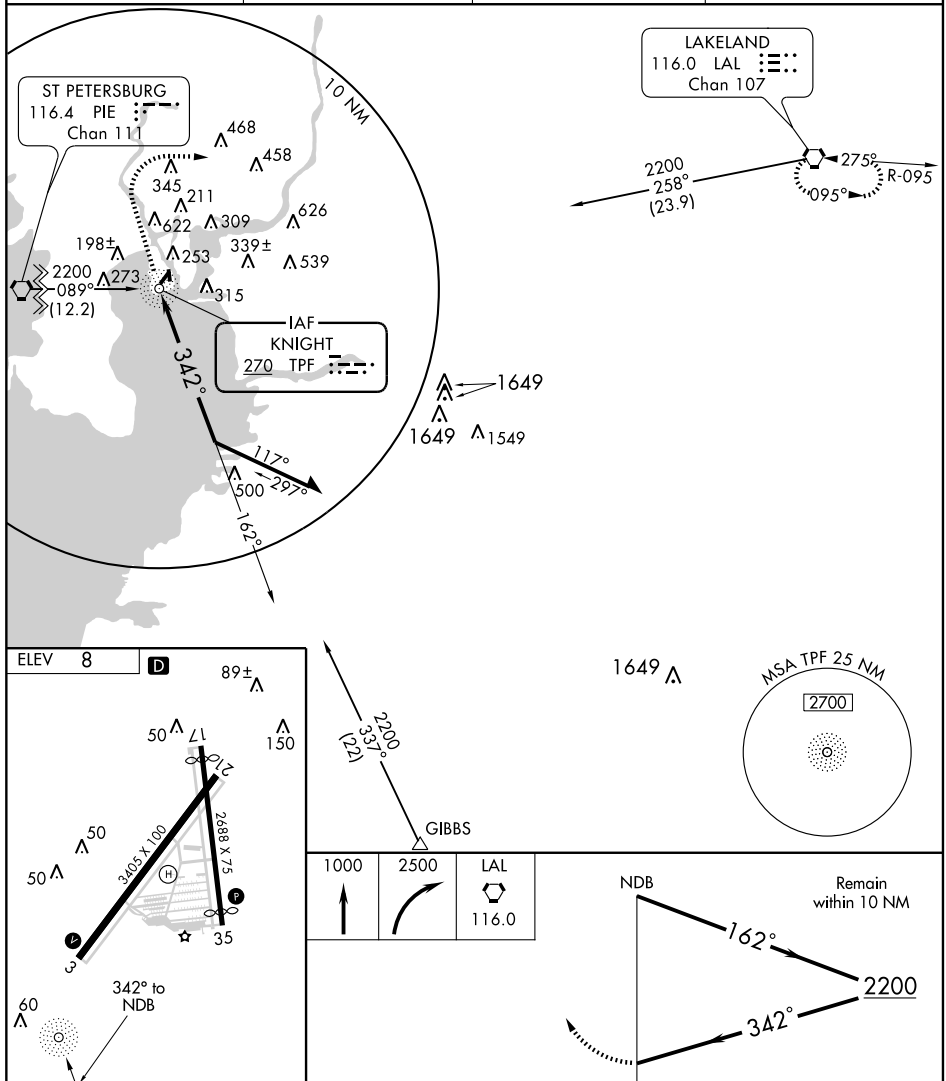
NDB-A

TAMPA/PETER O KNIGHT (TPF)

Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	900-1¼ 892 (900-1¼)		900-2¾ 892 (900-2¾)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

LOM AM	APP CRS	Rwy Idg	3405
388	060°	TDZE	8
		Apt Elev	8

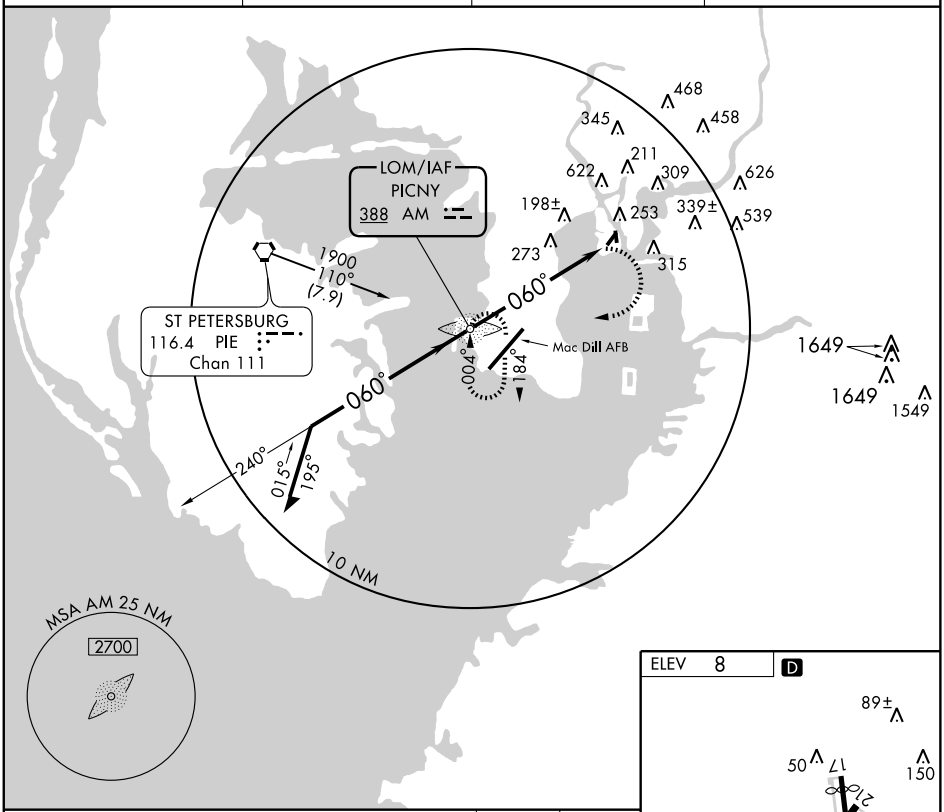
NDB RWY 3

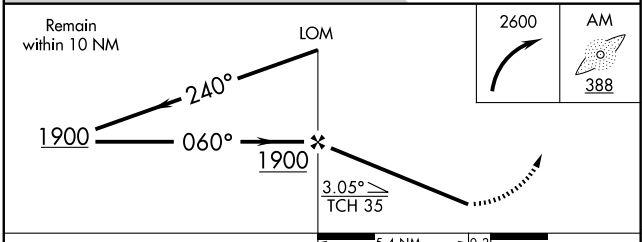
TAMPA/PETER O KNIGHT (TPF)

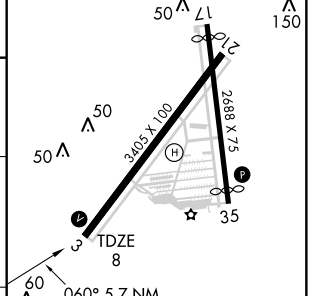
T NA — If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing right turn to 2600 direct PICNY LOM and hold, continue climb-in-hold to 2600.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	NA
CIRCLING	640-1 632 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3405
219°	TDZE	8
	Apt Elev	8

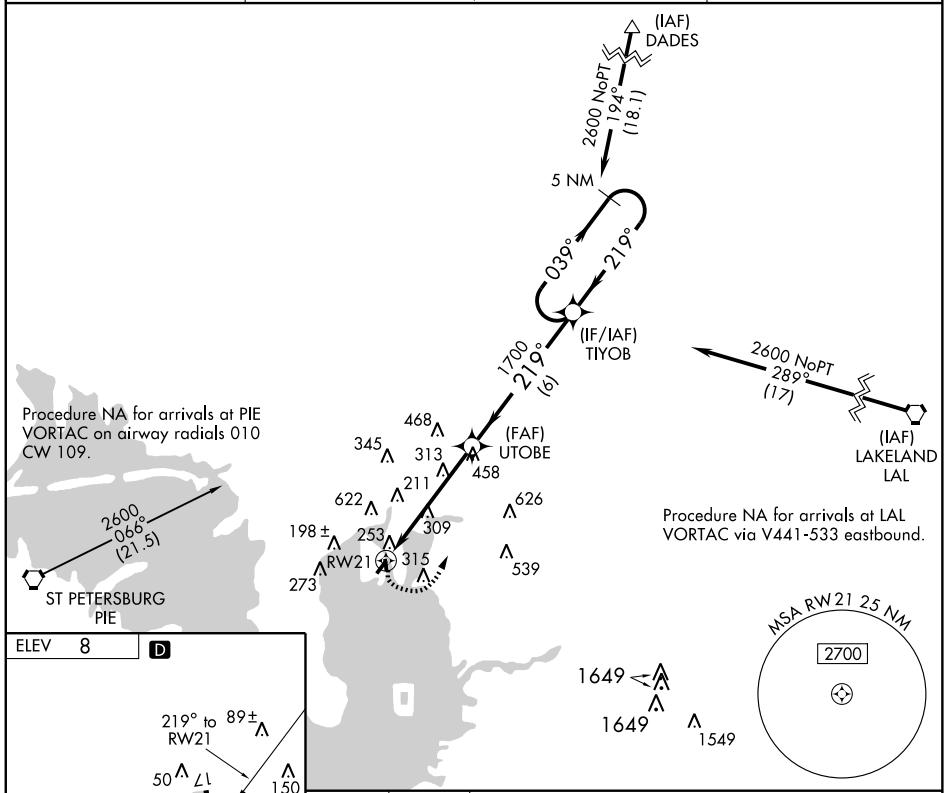
RNAV (GPS) RWY 21

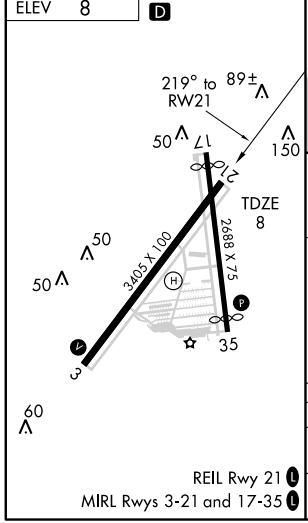
TAMPA/PETER O KNIGHT (TPF)

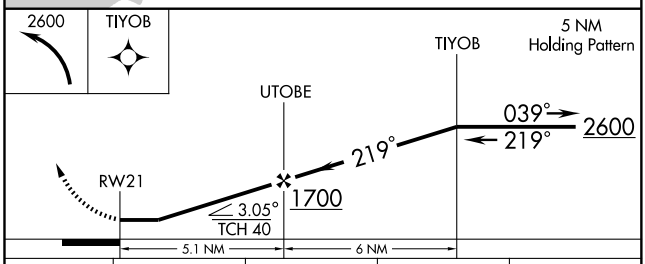
If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 35 NA at night. Straight-in/circling Rwy 21 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing left turn to 2600 direct TIYOB and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1 612 (700-1)		620-1¾ 612 (700-1¾)	NA
CIRCLING	620-1 612 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2400
341°	TDZE	7
	Apt Elev	8

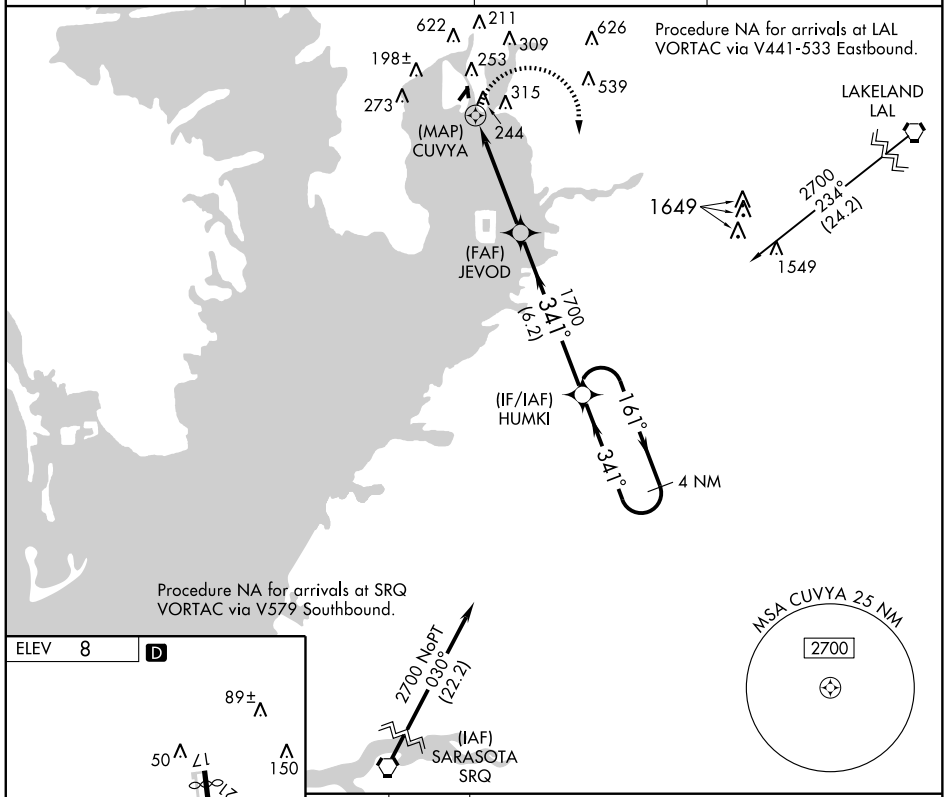
RNAV (GPS) RWY 35

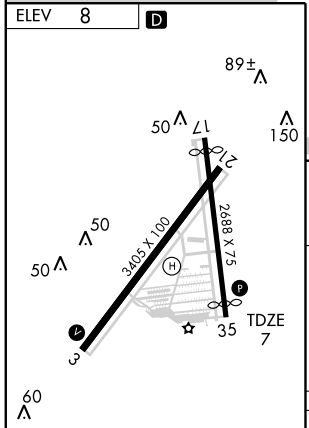
TAMPA/PETER O KNIGHT (TPF)

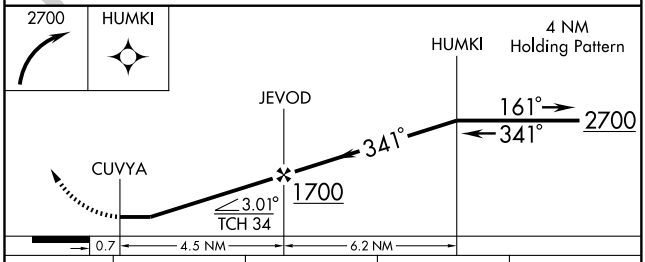
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Visibility reduction by helicopters NA. Circling to Rwy 17 NA. Circling to Rwy 21 NA at night. Circling NA NW of Rwy 21-3. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HUMKI and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 493 (500-1)		NA	
CIRCLING	560-1 552 (600-1)	680-1 672 (700-1)	NA	

REIL Rwy 21 L
MIRL Rwys 3-21 and 17-35 L

SE-3, 17 DEC 2009 to 14 JAN 2010

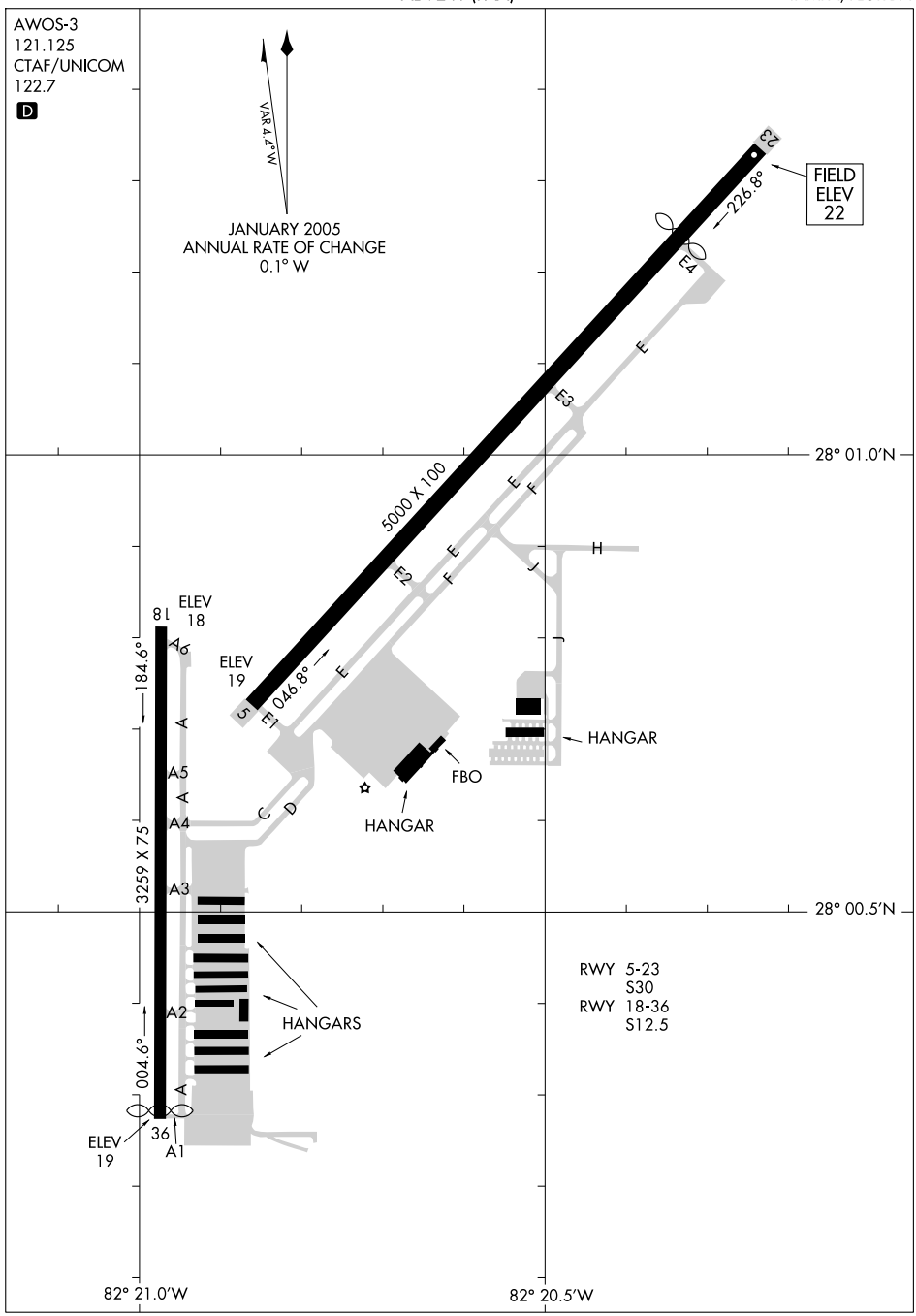
09183

AIRPORT DIAGRAM

AL-9241 (FAA)

TAMPA EXECUTIVE (VDF)

TAMPA, FLORIDA

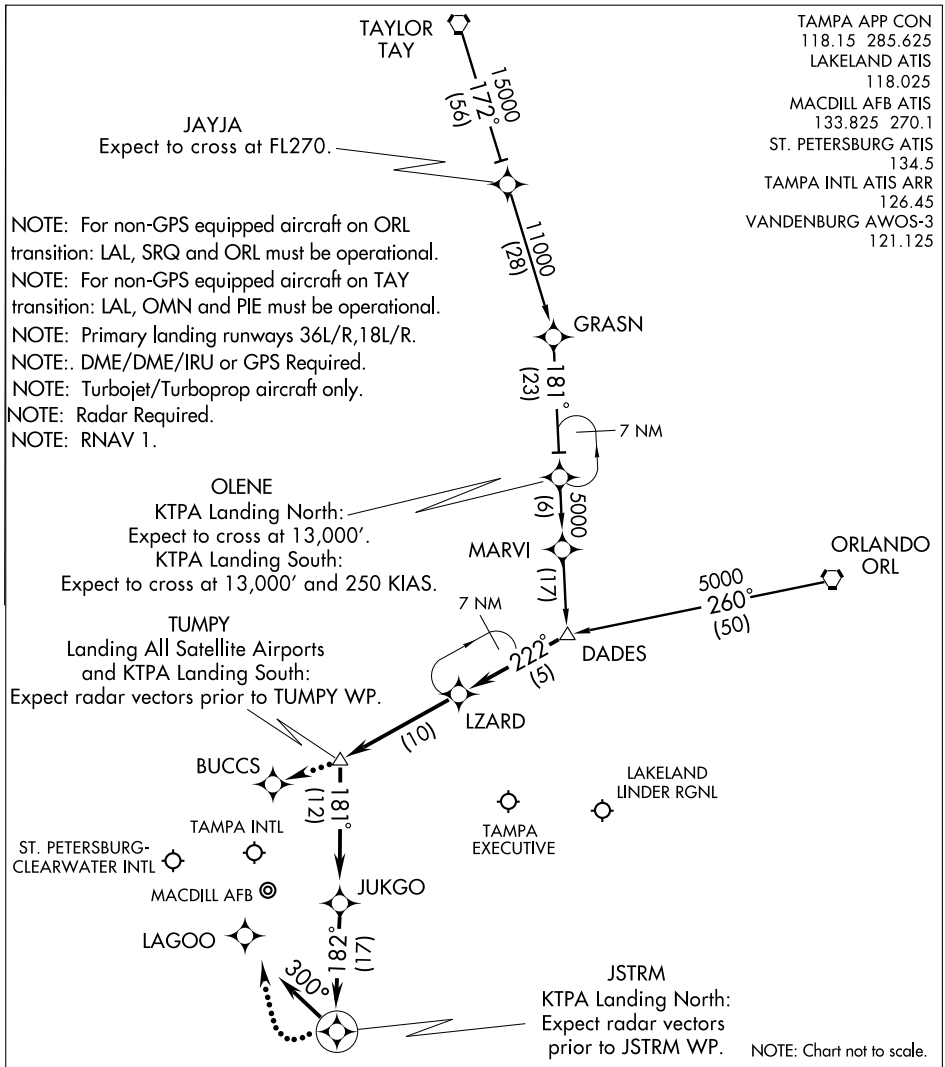


SE-3, 17 DEC 2009 to 14 JAN 2010

(DADES.DADES1) 09183 ST-416 (FAA)

DADES ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.DADES1):

TAYLOR TRANSITION (TAY.DADES1):

From DADES WP via 222° track to LZARD WP, thence as depicted to JSTRM WP, then via 300° heading. Expect radar vectors.

LOST COMMUNICATIONS:

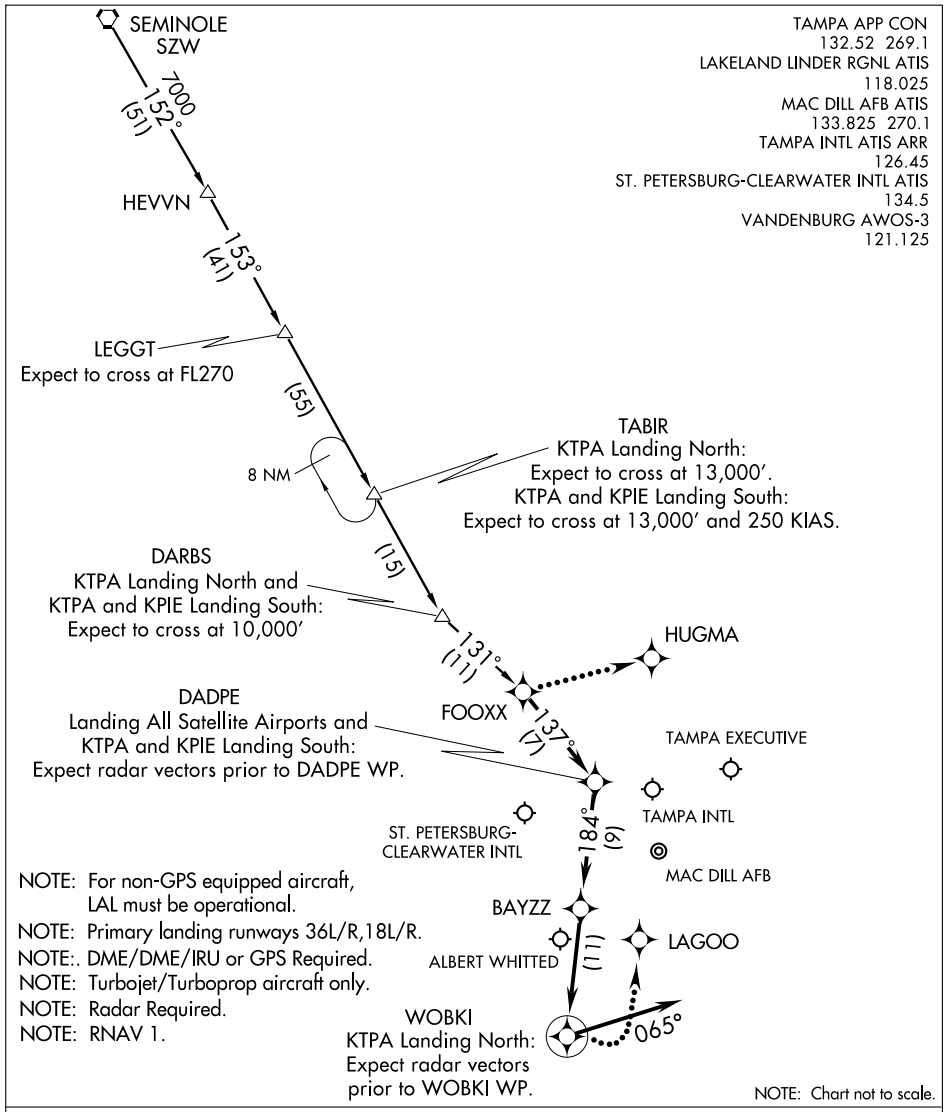
KTPA Landing North: Continue track to JSTRM WP, then turn right to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to TUMPY WP, proceed direct BUCCS WP, then intercept the Runway 18L final approach course, conduct approach.

SE-3, 17 DEC 2009 to 14 JAN 2010

FOOXX ONE ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

SEMINOLE TRANSITION (SZW.FOOXX1):

From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach.

KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

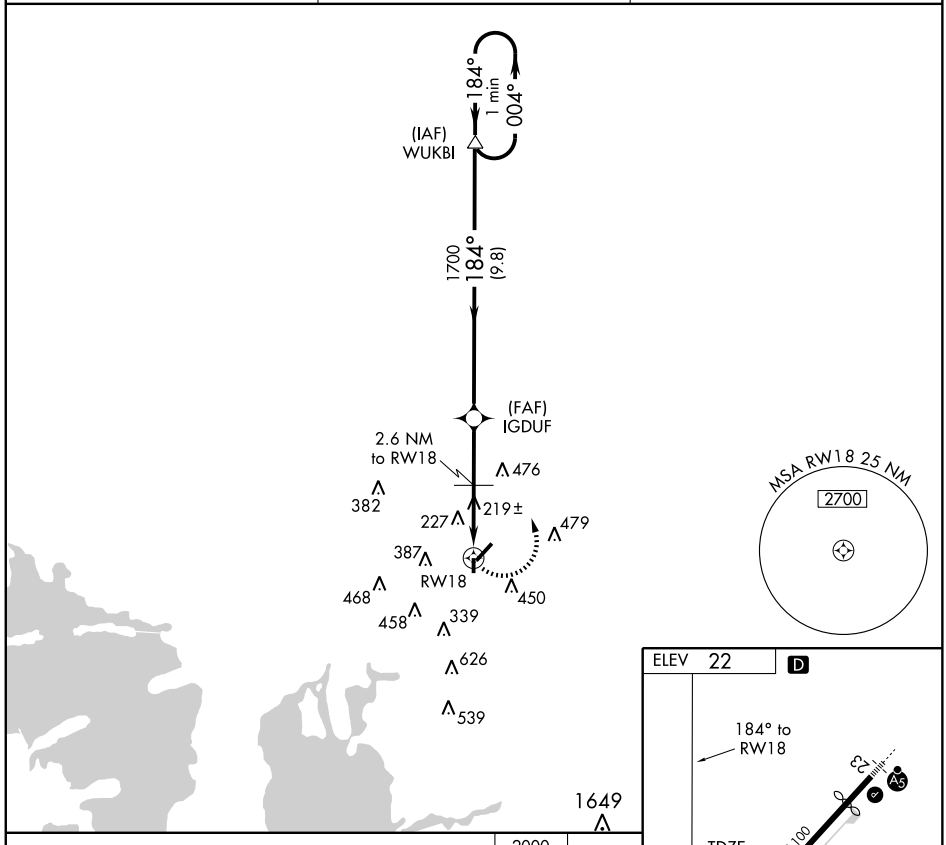
APP CRS		
184°	Rwy Idg	3219
	TDZE	20
	Apt Elev	22

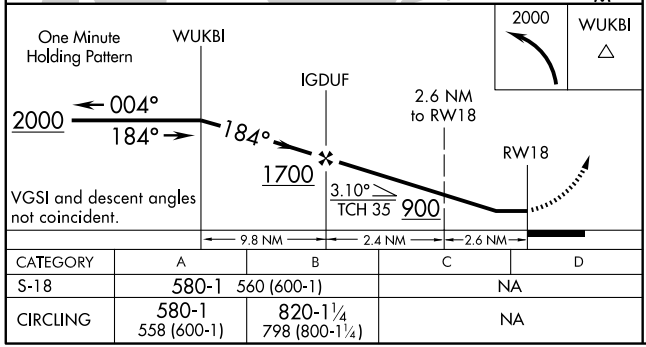
GPS RWY 18
TAMPA EXECUTIVE (VDF)

NA — If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA's 40 feet.

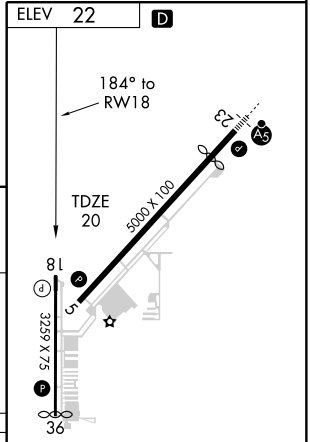
MISSED APPROACH: Climbing left turn to 2000 direct WUKBI WP and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	580-1	560 (600-1)	NA	
CIRCLING	580-1 558 (600-1)	820-1¼ 798 (800-1¼)	NA	



REIL Rwys 5, 23, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-VDF	APP CRS	Rwy Idg	4200
111.35	226°	TDZE	21
Chan 50 (Y)		Apt Elev	22

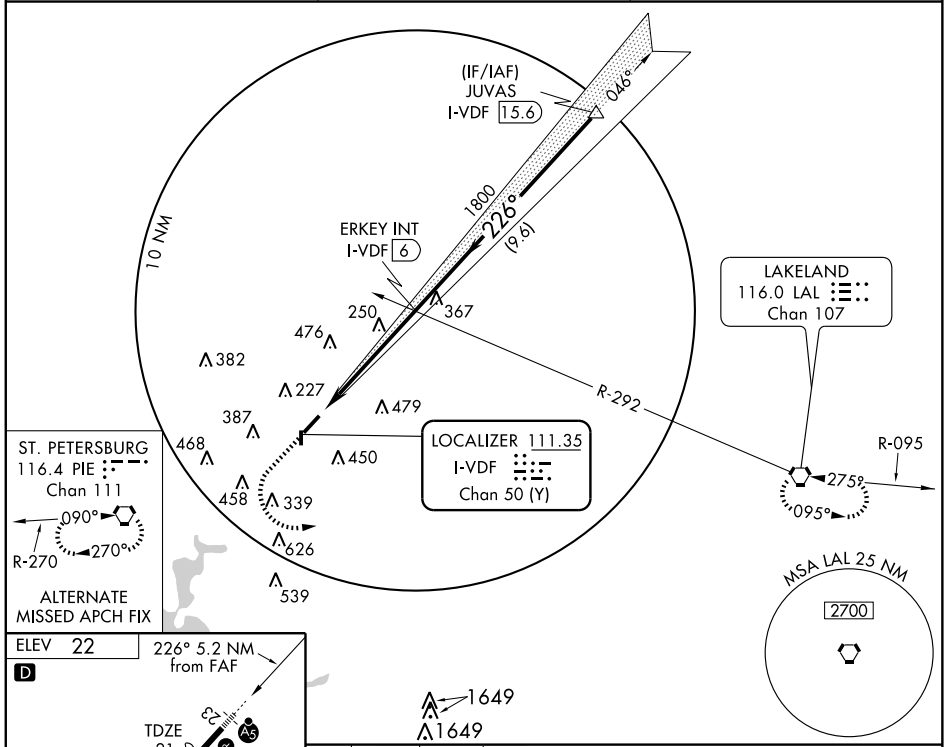
ILS or LOC RWY 23
TAMPA EXECUTIVE (VDF)

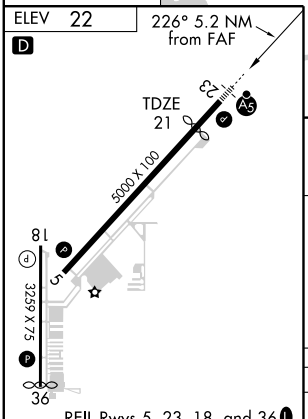
If local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 305, and all MDAs 40 feet. For inoperative MALSR, increase S-LOC 23 Cat. A and B visibility to 1. VDP NA when using Tampa Intl altimeter setting.

MALSR

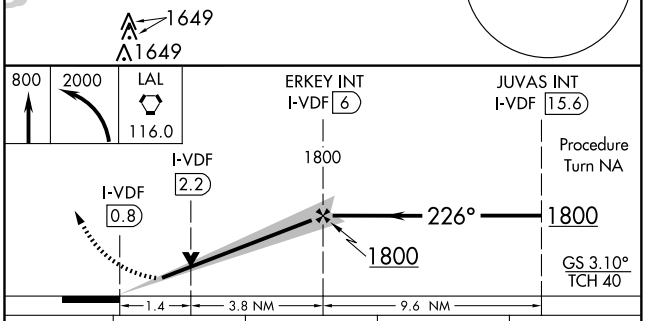
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



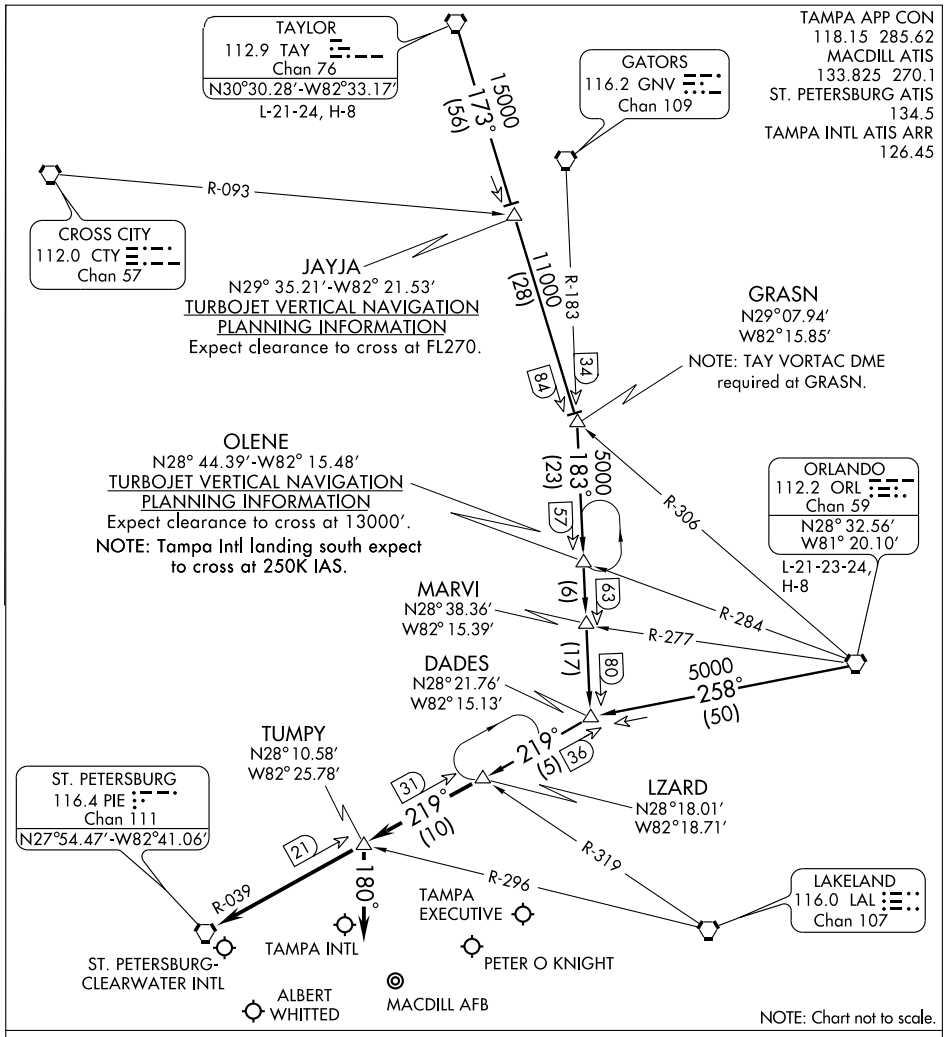
CATEGORY	A	B	C	D
S-ILS 23	280-¾ 259 (300-¾)			NA
S-LOC 23	500-¾ 479 (500-¾)			NA
CIRCLING	540-1 518 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4200
CH 78100	226°	TDZE	21
W23A		Apt Elev	22

RNAV (GPS) RWY 23

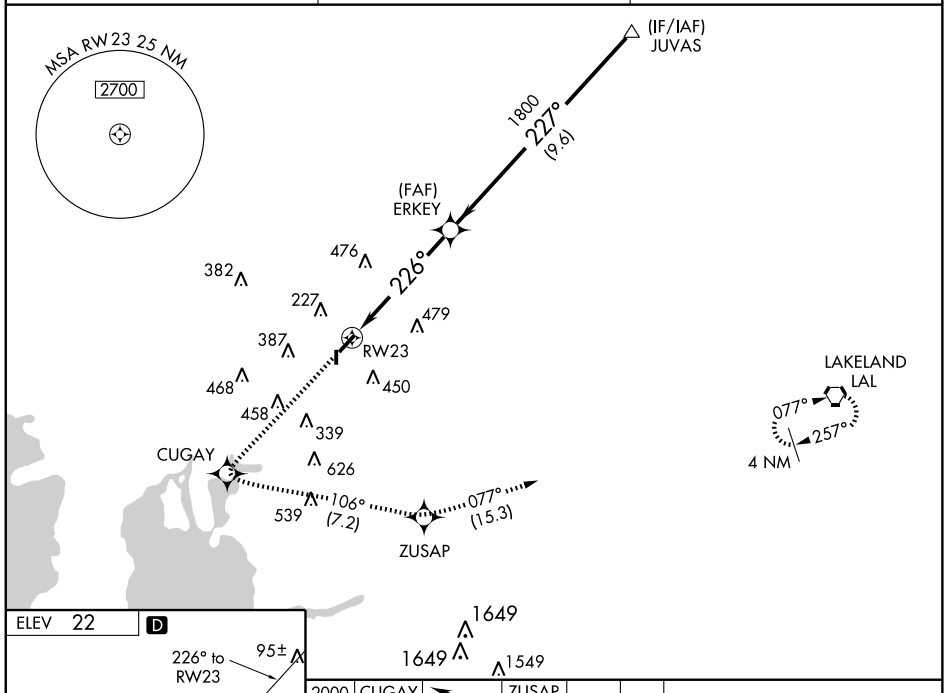
TAMPA EXECUTIVE (VDF)

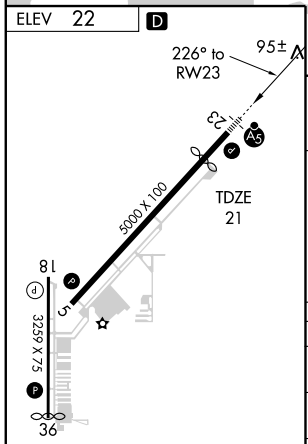
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 343, LNAV/VNAV DA to 532, and all MDAs 40 feet. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1, and LNAV Cat. A and B visibility to 1.

MALSR

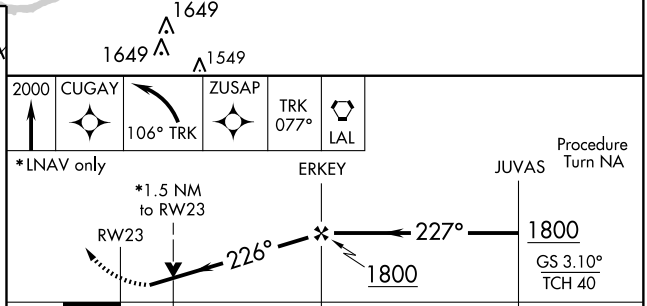
MISSED APPROACH: Climb to 2000 direct CUGAY and left turn via 106° track to ZUSAP and 077° track to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





REIL Rwys 5, 23, 18 and 36 L
MIRL Rwys 5-23 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	318-¾ 297 (300-¾)			NA
LNAV/ VNAV DA	507-1¼ 486 (500-1¼)			NA
LNAV MDA	540-¾ 519 (600-¾)		540-1 519 (600-1)	NA
CIRCLING	540-1¾ 518 (600-1¾)	760-1¾ 738 (800-1¾)	760-2 738 (800-2)	NA

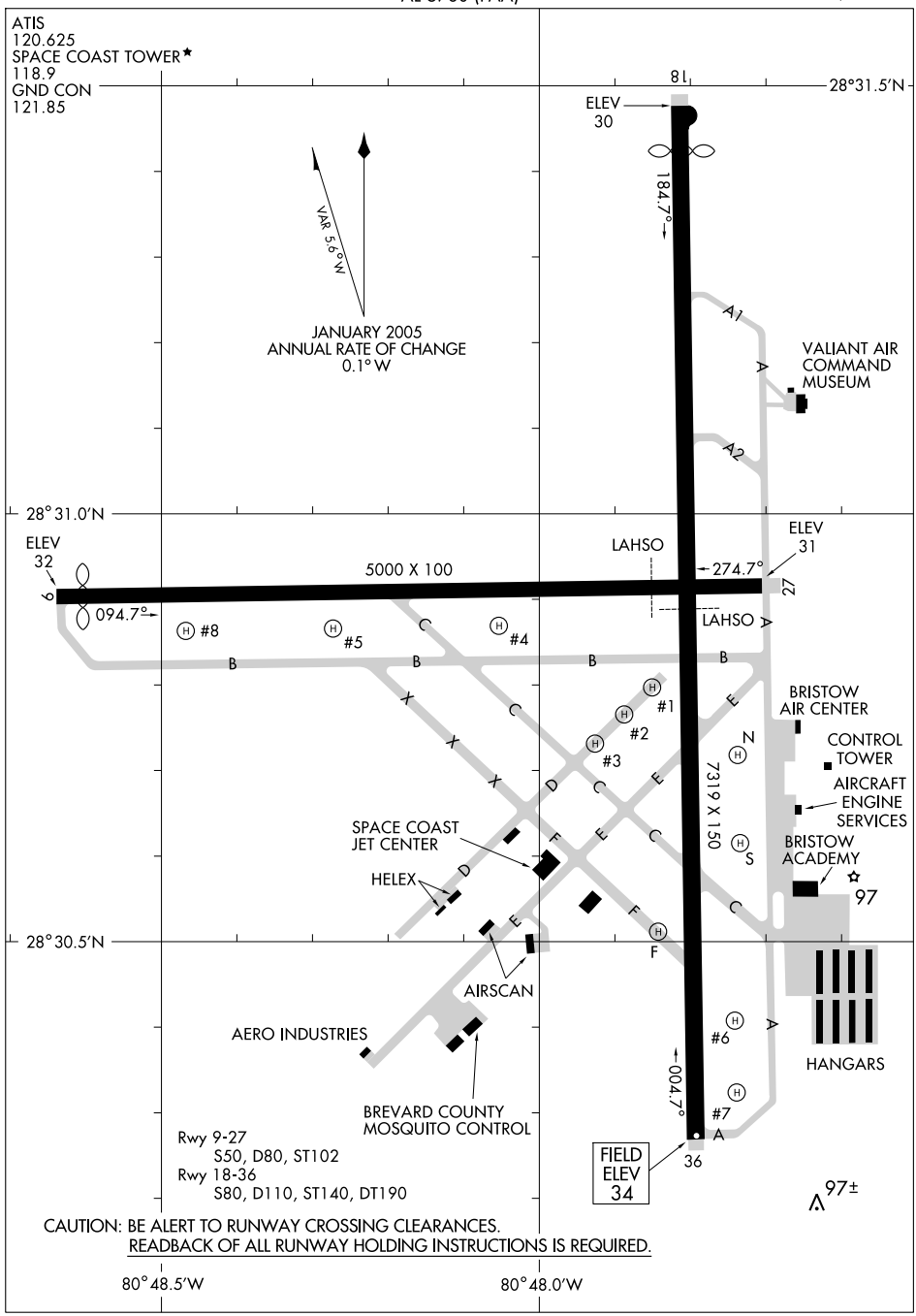
SE-3. 17 DEC 2009 to 14 JAN 2010

09293

AIRPORT DIAGRAM

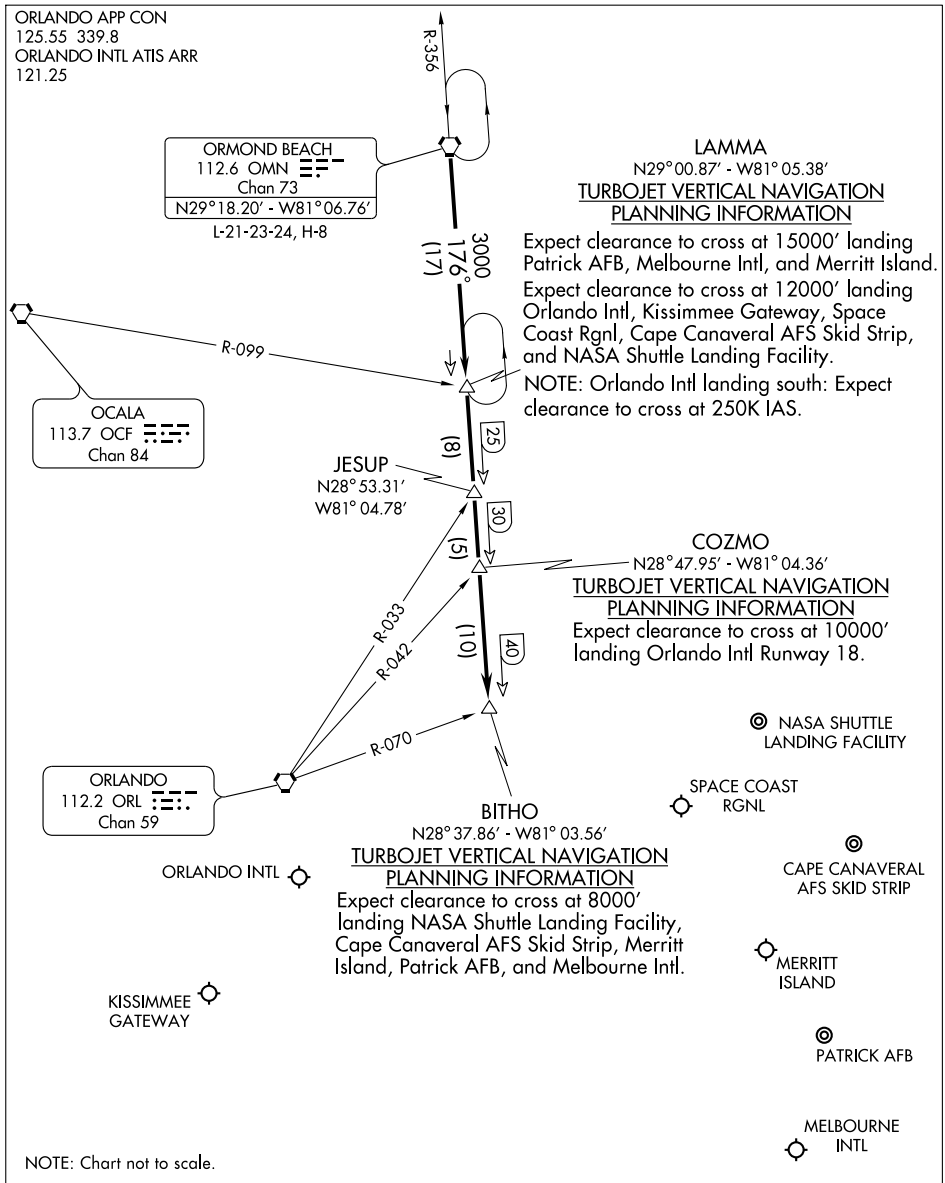
AL-5760 (FAA)

TITUSVILLE/SPACE COAST RGNL (TIX)
TITUSVILLE, FLORIDA



SE-3, 17 DEC 2009 to 14 JAN 2010

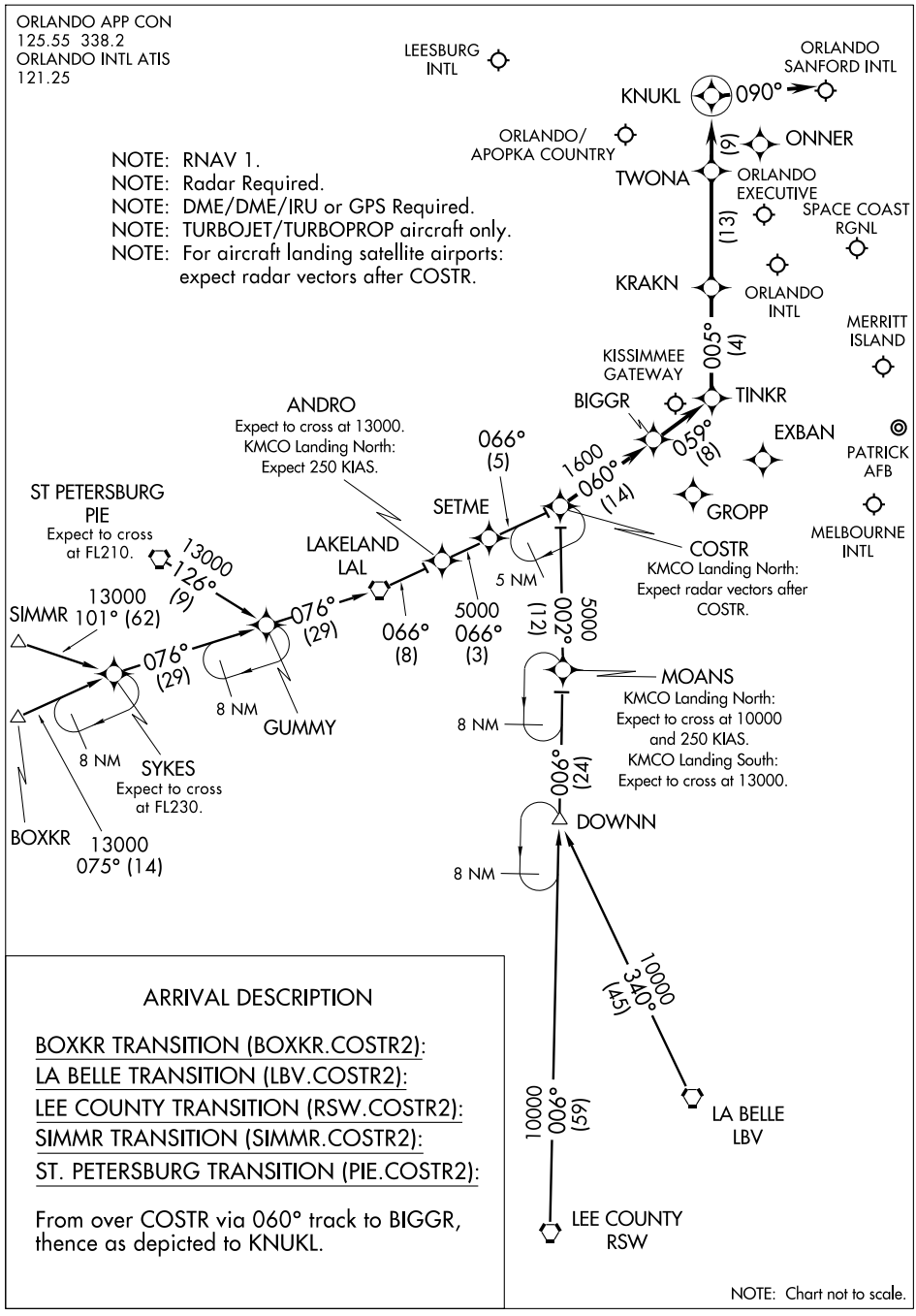
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

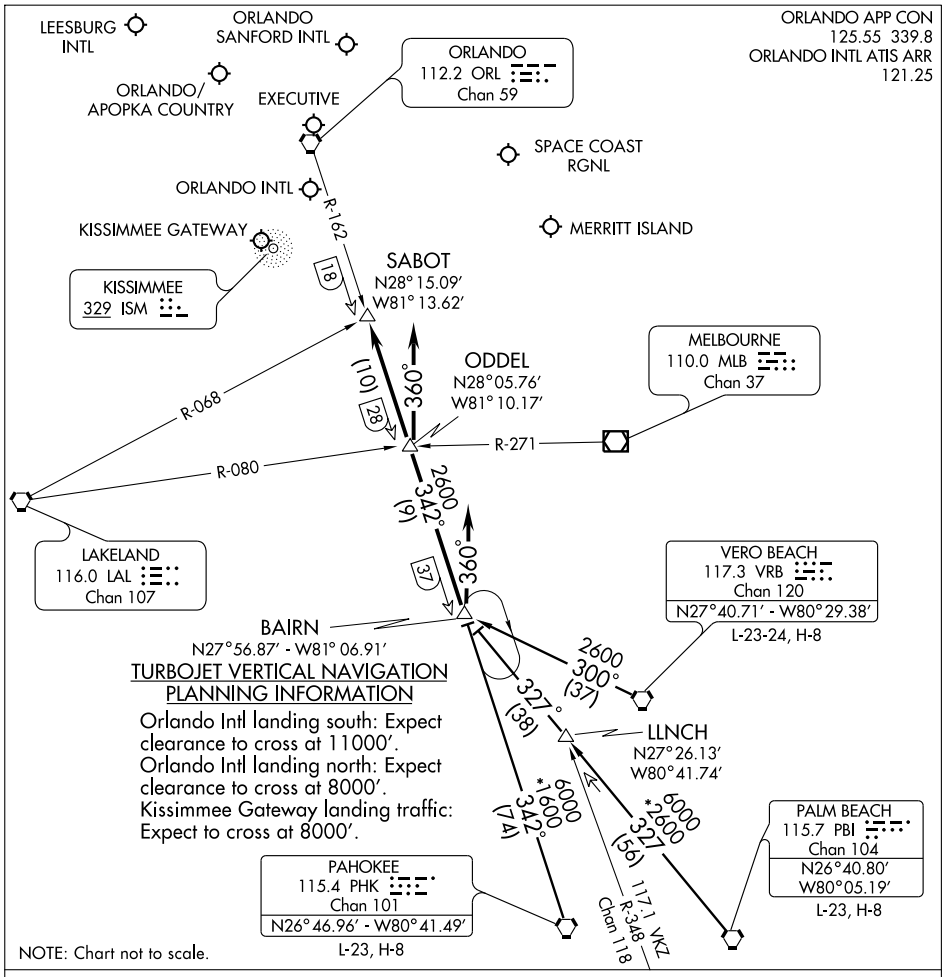
NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 JAN 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

ILS or LOC RWY 36

TITUSVILLE/SPACE COAST RGNL (TIX)

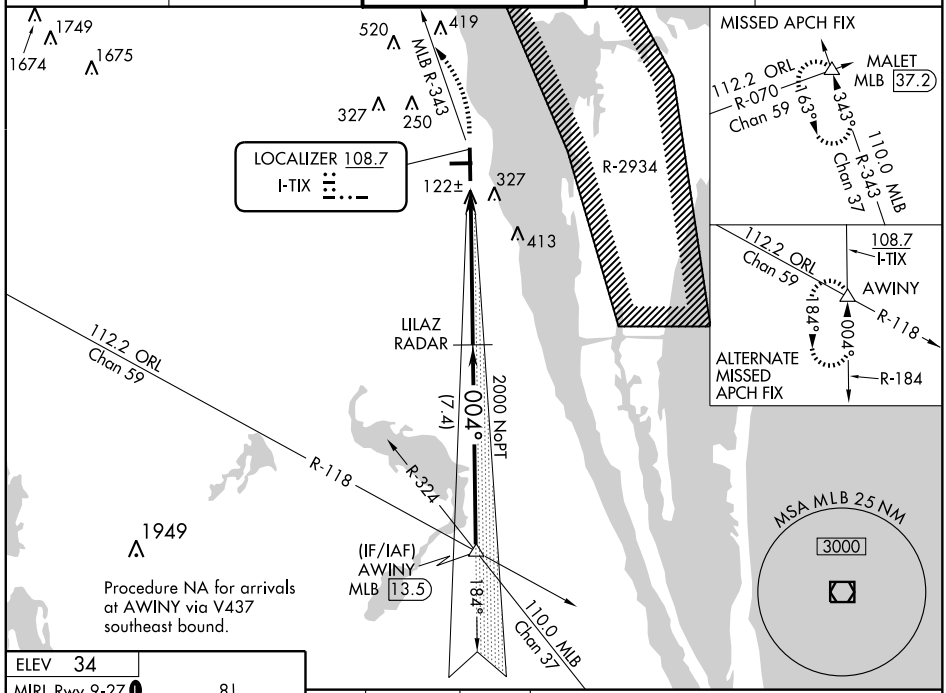
LOC I-TIX	APP CRS	Rwy Idg	7319
108.7	004°	TDZE	34
		Apt Elev	34

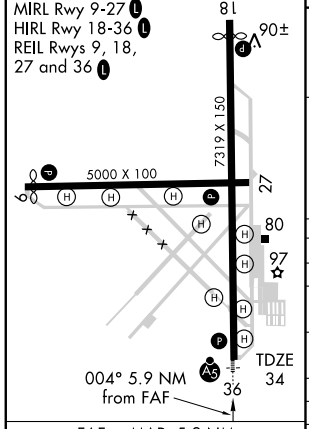
RADAR Required.
When control tower closed, use Melbourne altimeter setting.

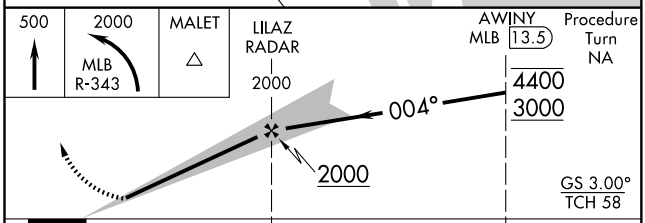
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 and MLB VOR/DME R-343 to MALET INT/MLB 37.2 DME and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
S-ILS 36	234-½ 200 (200-½)			
S-LOC 36	380-½ 346 (400-½)			
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
S-ILS 36	294-½ 260 (300-½)			
S-LOC 36	440-½ 406 (500-½)		440-¾ 406 (500-¾)	
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 17 DEC 2009 to 14 JAN 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

RNAV (GPS) RWY 36

TITUSVILLE/ SPACE COAST RGNL (TIX)

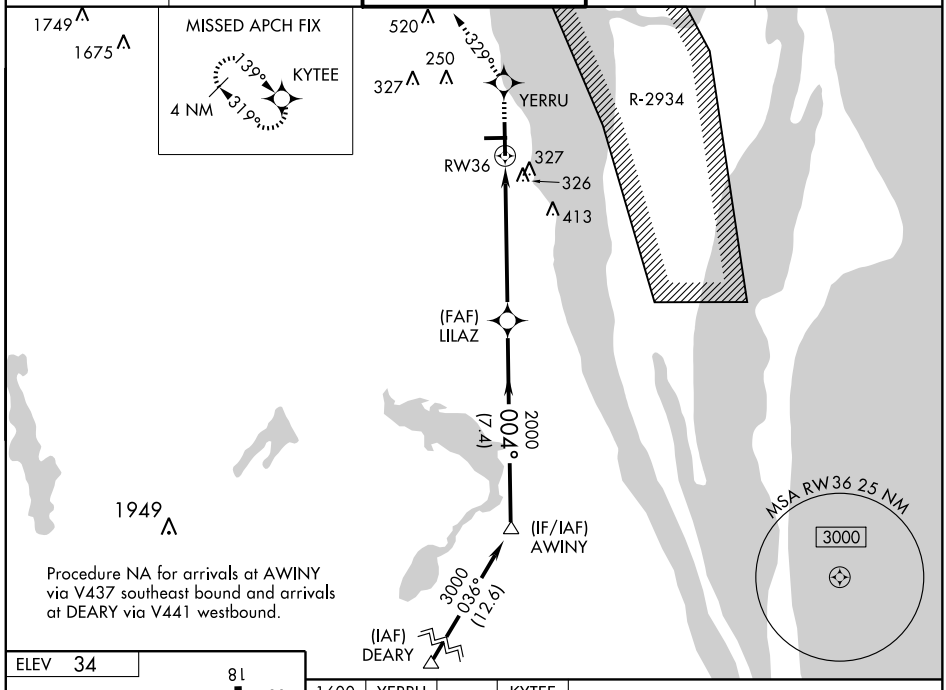
WAAS	APP CRS	Rwy Idg	7319
CH 69313	004°	TDZE	34
W36A		Apt Elev	34

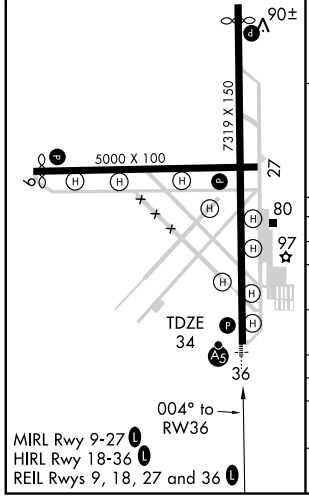
DME/DME RNP-0.3 NA.
When control tower closed, use Melbourne altimeter setting.
VDP NA when using Melbourne altimeter setting.

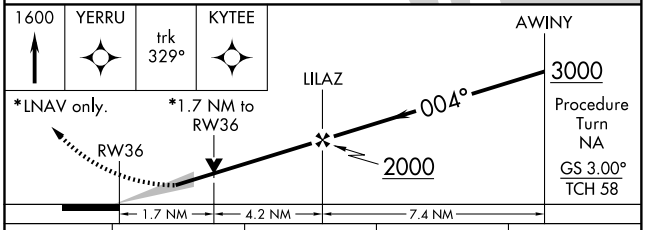
MALSR

MISSED APPROACH: Climb to 1600 direct YERRU and via track 329° to KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	234-½ 200 (200-½)			
LNAV MDA	640-½ 606 (700-½)		640-1¼ 606 (700-1¼)	640-1½ 606 (700-1½)
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	294-½ 260 (300-½)			
LNAV MDA	700-½ 666 (700-½)		700-1¼ 666 (700-1¼)	700-1½ 666 (700-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4810
094°	TDZE	32
	Apt Elev	34

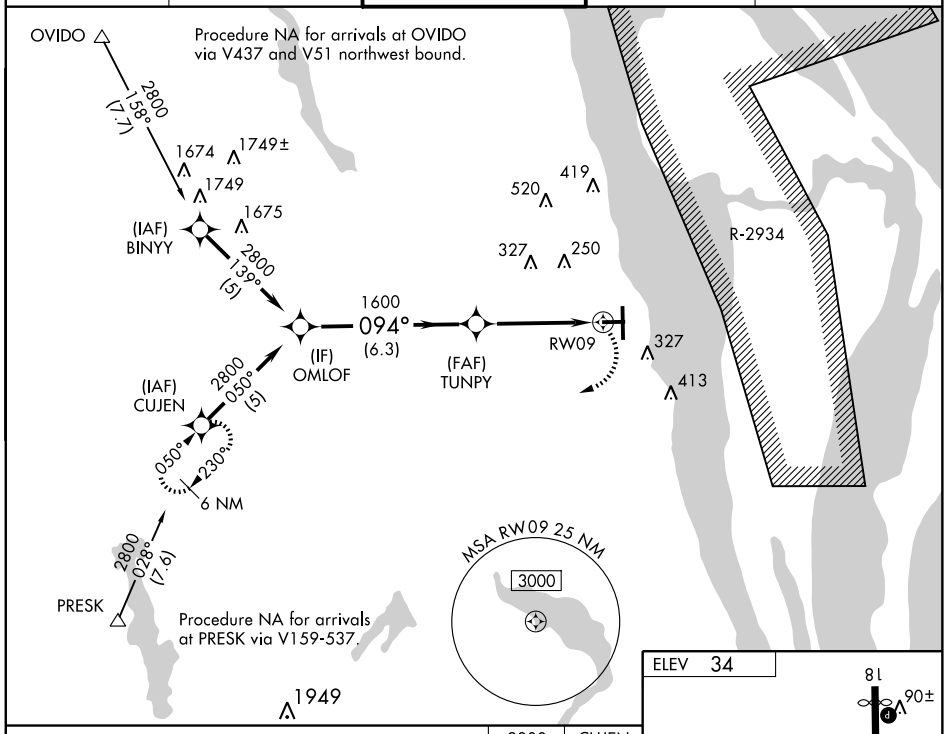
RNAV (GPS) Y RWY 9

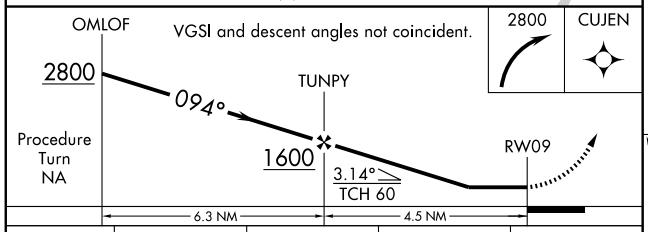
TITUSVILLE/ SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 direct CUJEN and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7000
169°	TDZE	32
	Apt Elev	34

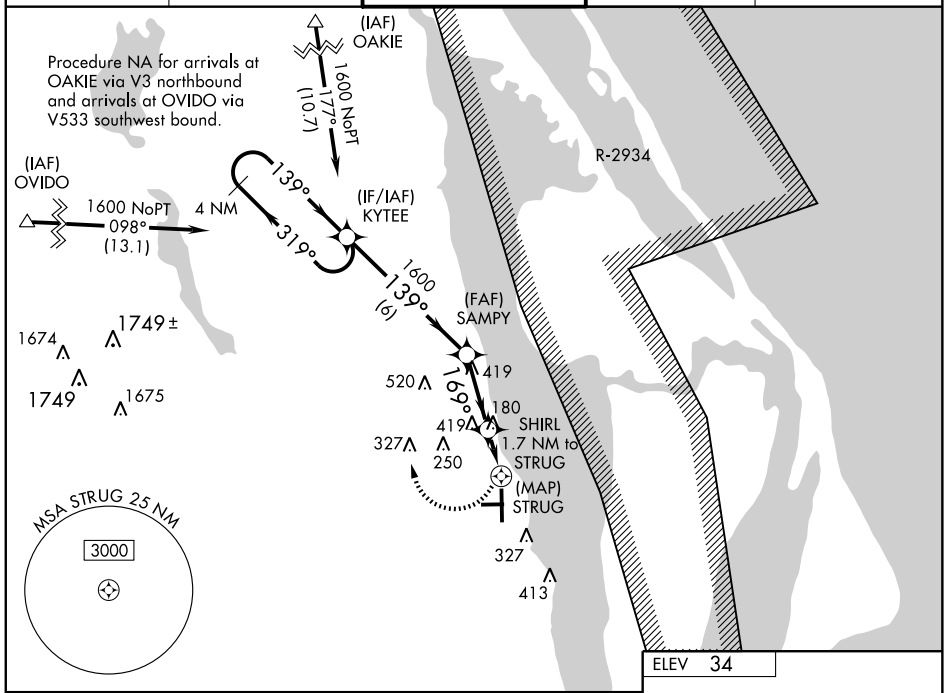
RNAV (GPS) Y RWY 18

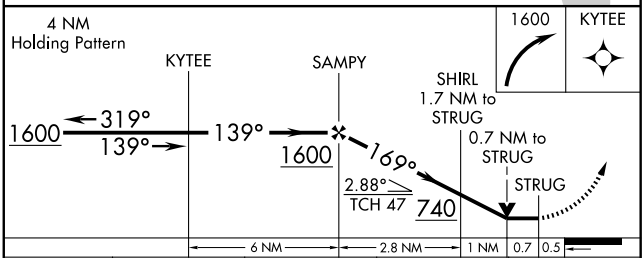
TITUSVILLE/SPACE COAST RGNL (TIX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting. VDP NA when using Melbourne altimeter setting.

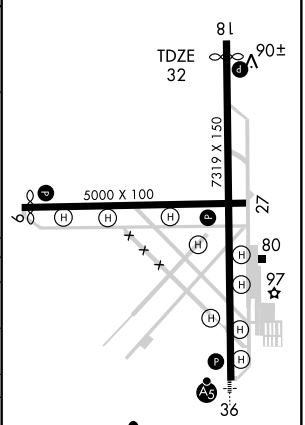
MISSED APPROACH: Climbing right turn to 1600 direct KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)



MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4810
CH 45713	094°	TDZE	32
W09A		Apt Elev	34

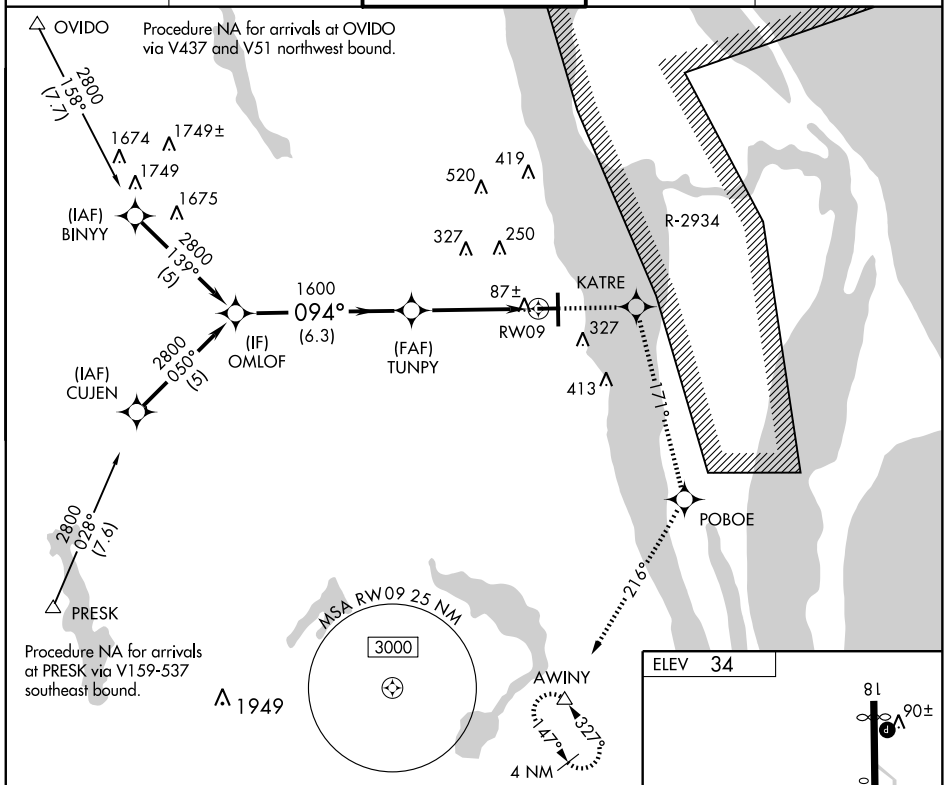
RNAV (GPS) Z RWY 9

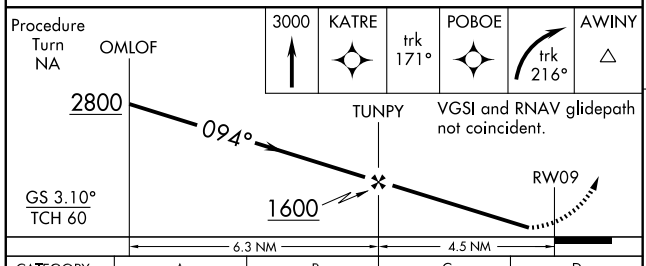
TITUSVILLE/ SPACE COAST RGNL (TIX)

T DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.

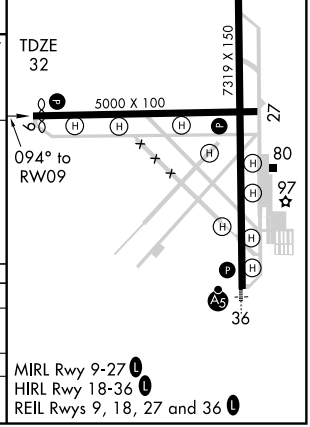
MISSED APPROACH: Climb to 3000 direct KATRE and via track 171° to POBOE and right turn via track 216° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	324-1 292 (300-1)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	384-1¼ 352 (400-1¼)			



SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 56612	181°	TDZE	32
W18B		Apt Elev	34

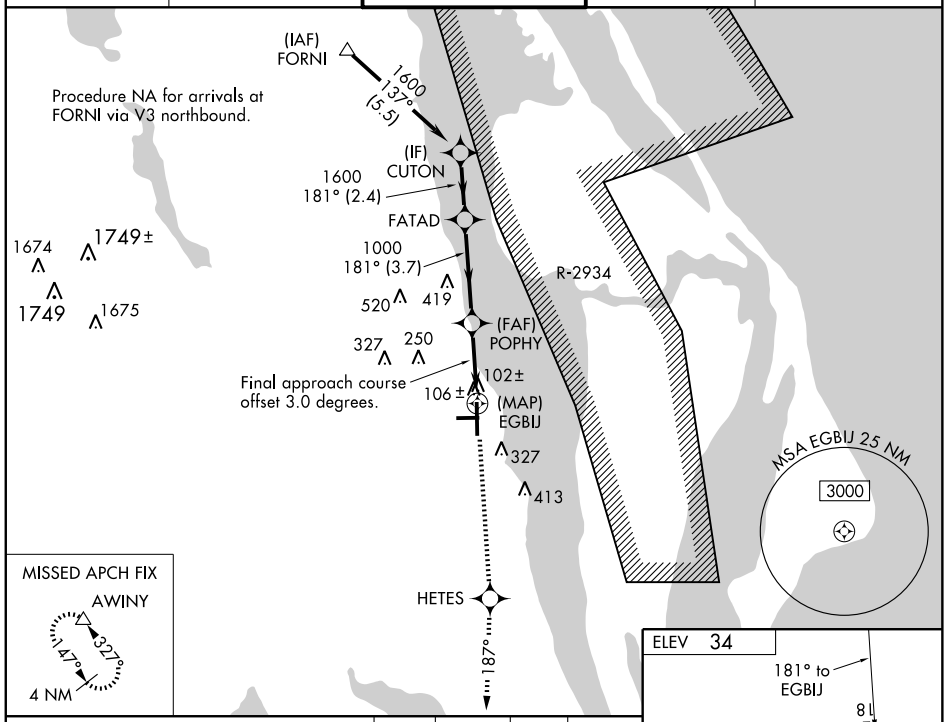
RNAV (GPS) Z RWY 18

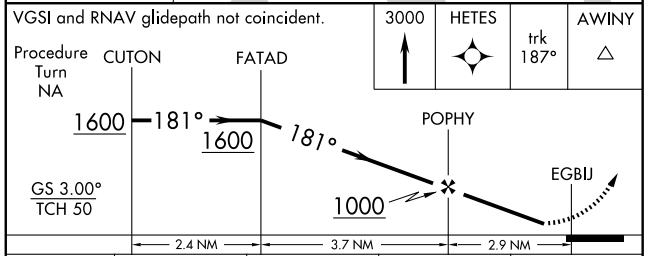
TITUSVILLE/SPACE COAST RGNL (TIX)

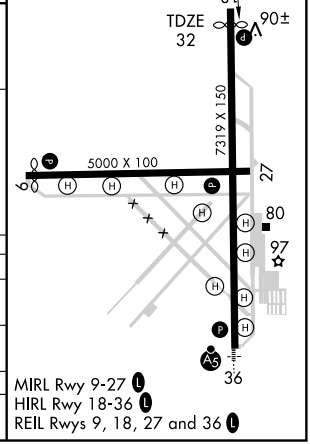
Baro-VNAV NA when using Melbourne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climb to 3000 direct HETES and via track 187° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95



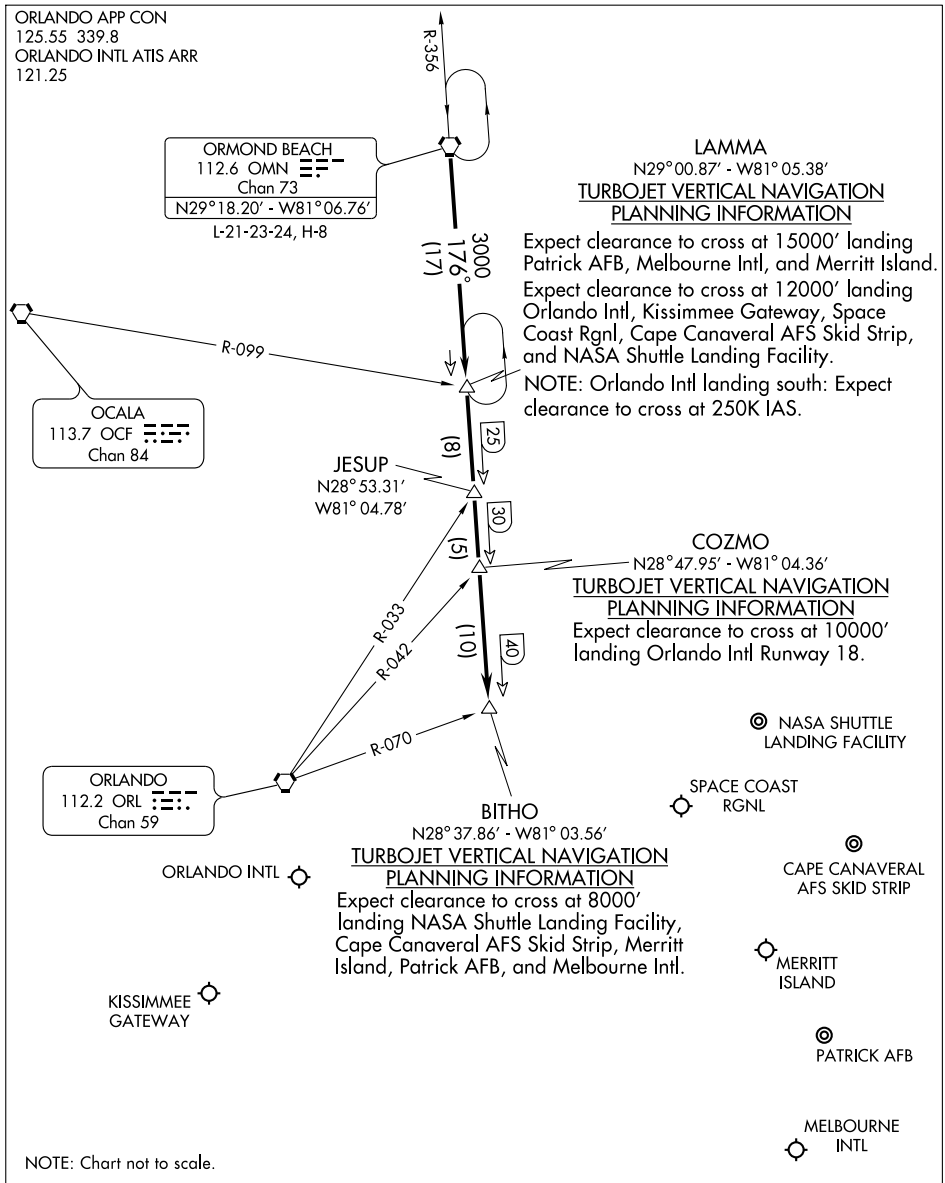




CATEGORY	A	B	C	D
LPV DA	332-1 300 (300-1)			
LNAV/VNAV DA	377-1¼ 345 (400-1¼)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV/VNAV DA	437-1½ 405 (500-1½)			

SE-3, 17 DEC 2009 to 14 JAN 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

GPS RWY 15

APCH CRS	Rwy ldg	15,000
155°	TDZE	10
	Arpt Elev	10

AL-8000 [USAF]

TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

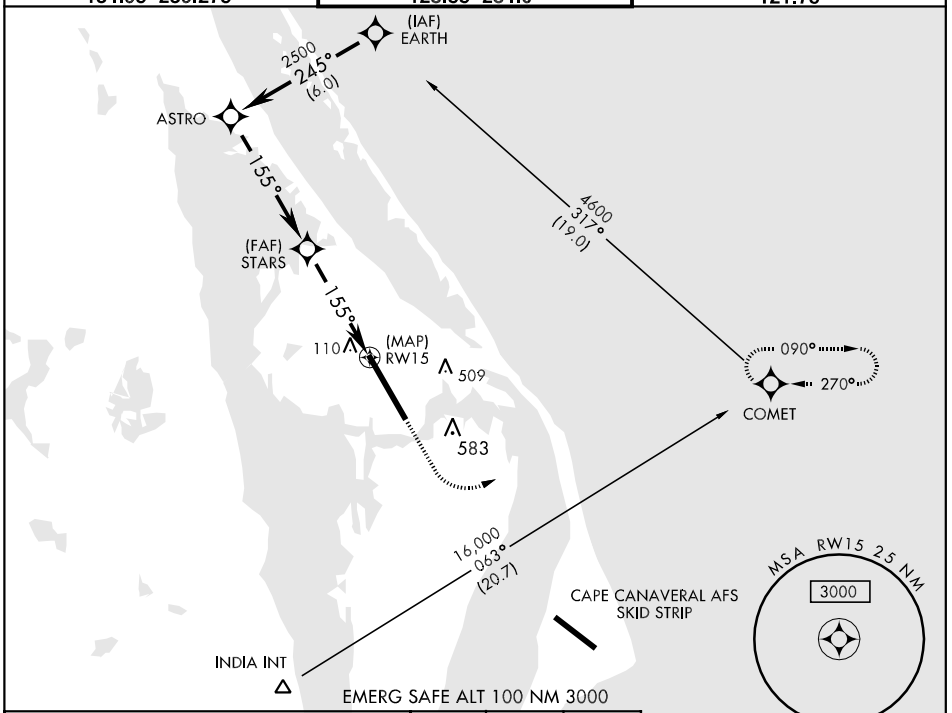
NA PRIOR PERMISSION REQUIRED

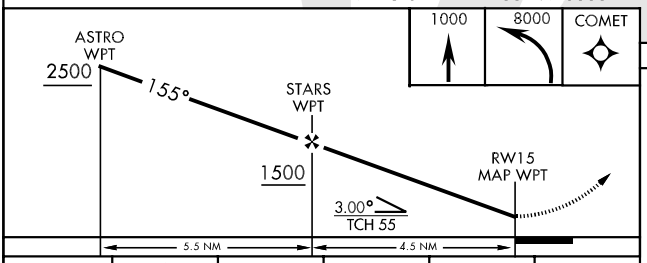
When control tower clsd , use Melbourne Intl altimeter setting.
*When ALS inop, increase CAT DE vis to 1¼ mile.
**When ALS inop, increase CAT DE vis to 1½ mile.

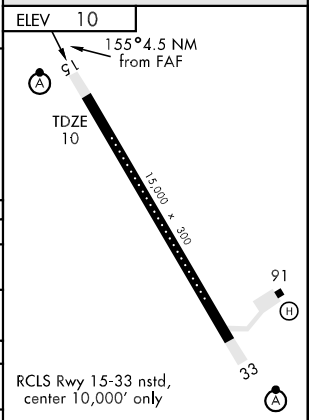
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 8000 direct COMET and hold.

ORLANDO APP CON	NASA TOWER ★	GND CON
134.95 239.275	128.55 284.0	121.75







CATEGORY	A	B	C	D	E
S-15 *	360-½ 350 (400-½)			360-1 350 (400-1)	
CIRCLING	420-1 410(500-1)	460-1 450(500-1)	460-1½ 450(500-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-15 **	440-½ 430 (500-½)		440-¾ 430(500-¾)	440-1 430 (500-1)	
CIRCLING	500-1 490 (500-1)		500-1½ 490(500-1½)	960-3 950 (1000-3)	

RCLS Rwy 15-33 nstd, center 10,000' only

HIRL Rwy 15-33

SE-3, 17 DEC 2009 to 14 JAN 2010

APCH CRS	Rwy ldg	15,000
349°	TDZE	10
	Arpt Elev	10

AL-8000 [USAF]

GPS RWY 33

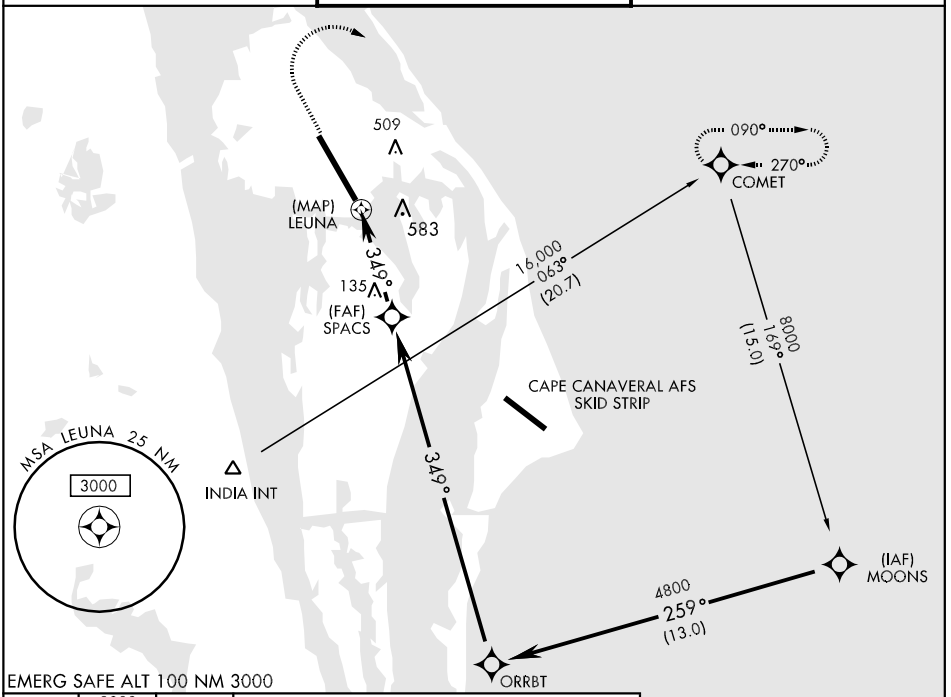
TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

NA PRIOR PERMISSION REQUIRED
When control tower clsd , use Melbourne Intl altimeter setting.
*When ALS inop, increase CAT DE vis to 1¼ mile.
**When ALS inop, increase CAT DE vis to 1½ mile.

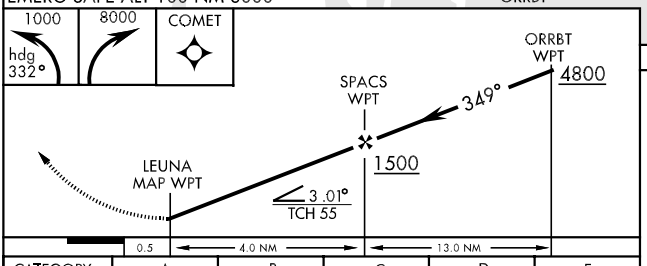
ALSF-2

MISSED APPROACH: Climbing left turn to 1000 via heading 332° then climbing right turn to 8000 direct COMET and hold.

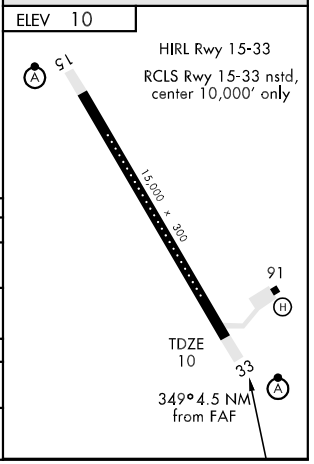
ORLANDO APP CON	NASA TOWER*	GND CON
134.95 239.275	128.55 284.0	121.75



EMERG SAFE ALT 100 NM 3000



ELEV 10



CATEGORY	A	B	C	D	E
S-33 *	400-½ 390 (400-½)			400-1 390 (400-1)	
CIRCLING	420-1 410(500-1)	460-1 450(500-1)	460-1½ 450(500-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-33 **	460-½ 450 (500-½)		460-¾ 450(500-¾)	460-1 450 (500-1)	
CIRCLING	500-1 490 (500-1)		500-1½ 490(500-1½)	960-3 950 (1000-3)	

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 15

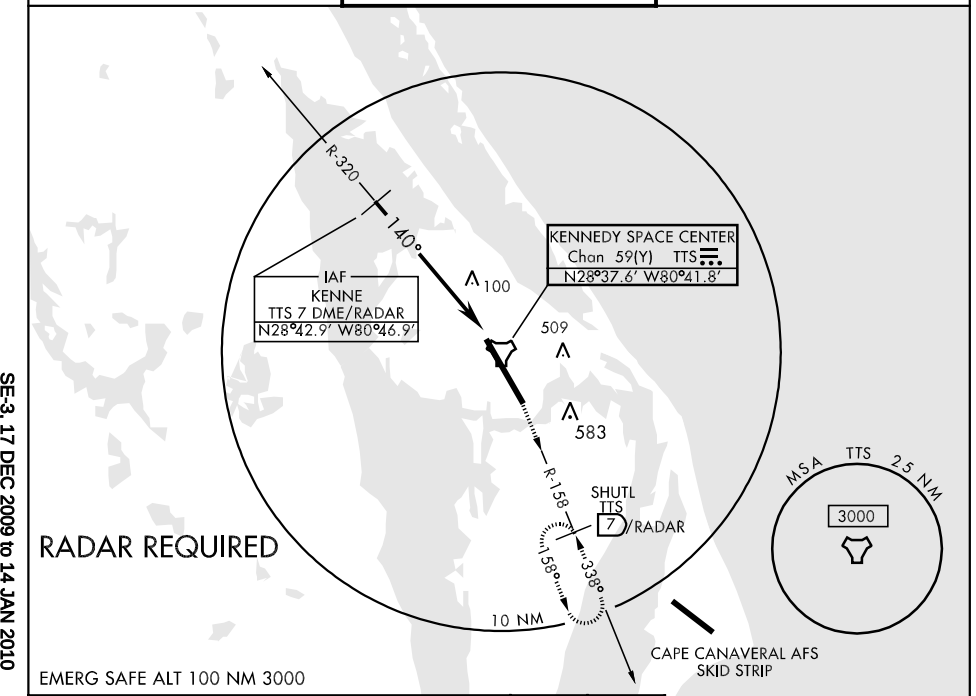
TACAN TTS Chan 59(Y)	APCH CRS 140°	Rwy ldg 15,000 TDZE 10 Arpt Elev 10	AL-8000 [USAF] TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

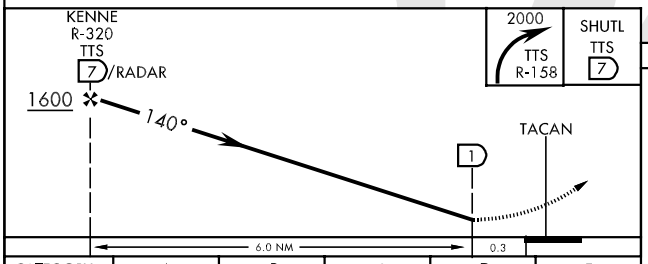
NA PRIOR PERMISSION REQUIRED
When control tower clsd , use Melbourne Intl altimeter setting.
*When ALS inop, increase CAT DE vis to 1¼ mile.
**When ALS inop, increase CAT DE vis to 1½ mile.

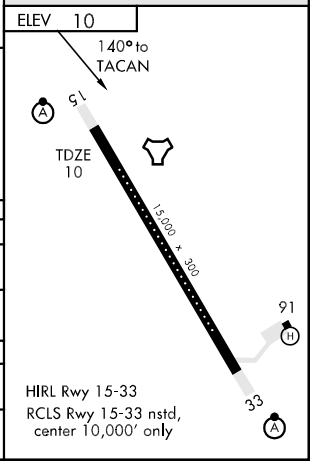
ALSF-2

MISSED APPROACH: Climb to 2000 via TTS R-158 to SHUTL 7 DME/RADAR and hold.

ORLANDO APP CON	NASA TOWER *	GND CON
134.95 239.275	128.55 284.0	121.75







CATEGORY	A	B	C	D	E
S-15 *	380-½ 370 (400-½)			380-1 370 (400-1)	
CIRCLING	420-1 410(500-1)	460-1 450(500-1)	460-1½ 450(500-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-15 **	460-½ 450 (500-½)		460-¾ 450(500-¾)	460-1 450 (500-1)	
CIRCLING	500-1 490 (500-1)		500-1½ 490(500-1½)	960-3 950 (1000-3)	

TACAN RWY 33

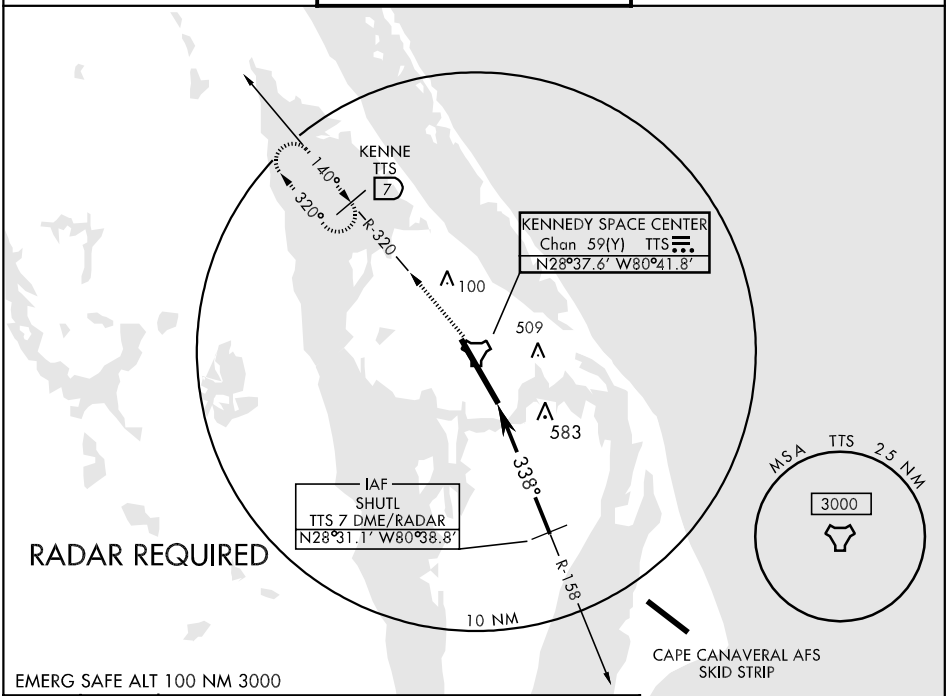
TACAN TTS Chan 59(Y)	APCH CRS 338°	Rwy ldg 15,000 TDZE 10 Arpt Elev 10	AL-8000 [USAF] TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

NA PRIOR PERMISSION REQUIRED
When control tower clsd, use Melbourne Intl altimeter setting.
* When ALS inop, increase CAT E vis ½ mile.

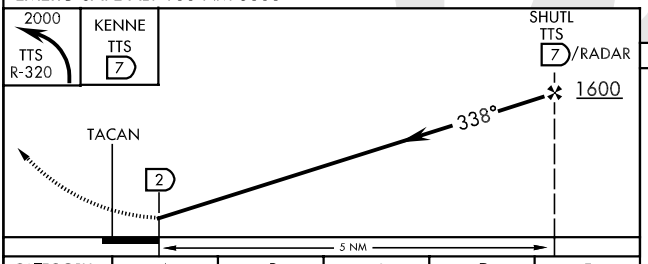
ALSF-2

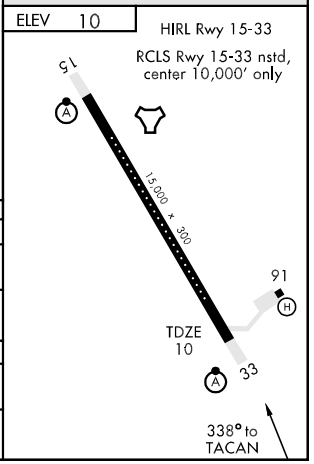
MISSED APPROACH: Climb to 2000 via TTS R-320 to KENNE 7 DME and hold.

ORLANDO APP CON	NASA TOWER ★	GND CON
134.95 239.275	128.55 284.0	121.75



EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
S-33 *	600-½ 590 (600-½)		600-1 590(600-1)	600-1¼ 590(600-1¼)	600-1½ 590(600-1½)
CIRCLING	600-1 590 (600-1)		600-1½ 590(600-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-33 *	680-½ 670 (700-½)		680-1¼ 670(700-1¼)	680-1½ 670(700-1½)	680-1¾ 670(700-1¾)
CIRCLING	680-1 670 (700-1)		680-1¾ 670(700-1¾)	960-3 950 (1000-3)	

APP CRS	Rwy Idg	2961
161°	TDZE	30
	Apt Elev	30

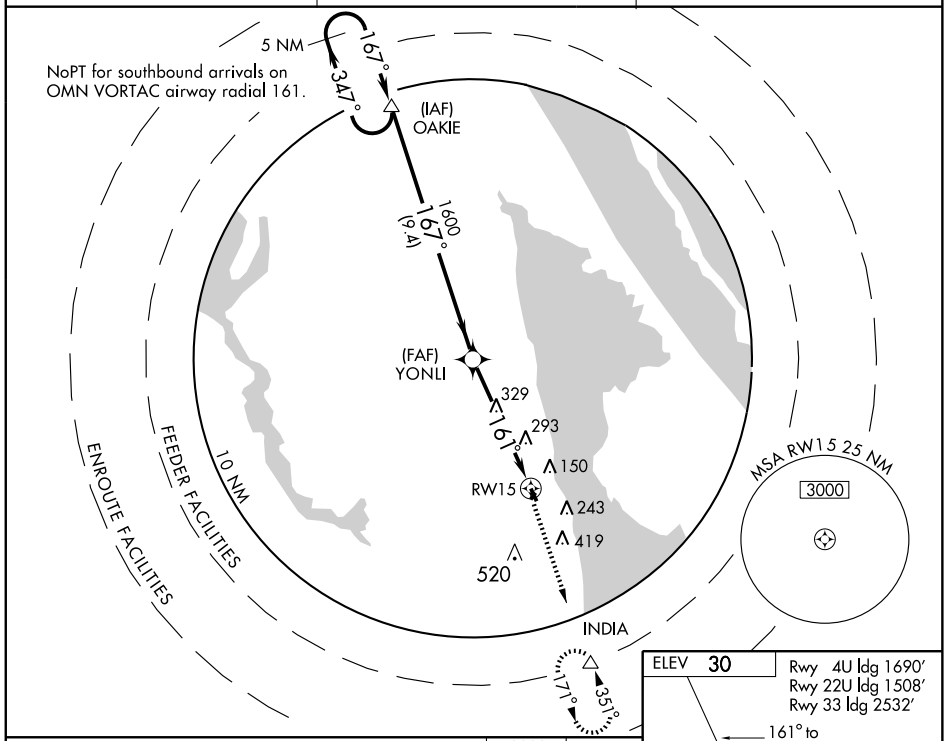
GPS RWY 15

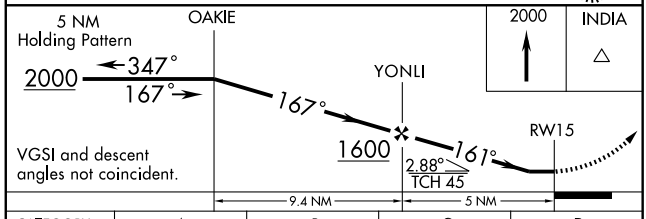
TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

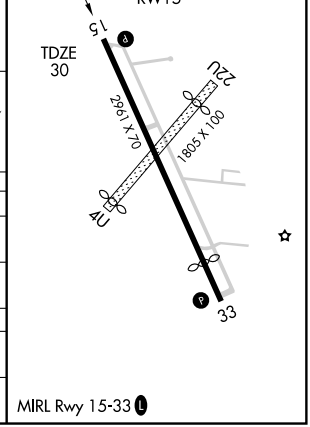
MISSED APPROACH: Climb to 2000 direct INDIA WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	660-1	630 (700-1)	660-1¾ 630 (700-1¾)	NA
CIRCLING	660-1	630 (700-1)	760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-15	720-1	690 (700-1)	720-2 690 (700-2)	NA
CIRCLING	720-1	690 (700-1)	800-2¼ 770 (800-2¼)	NA



SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	2532
341°	TDZE	30
	Apt Elev	30

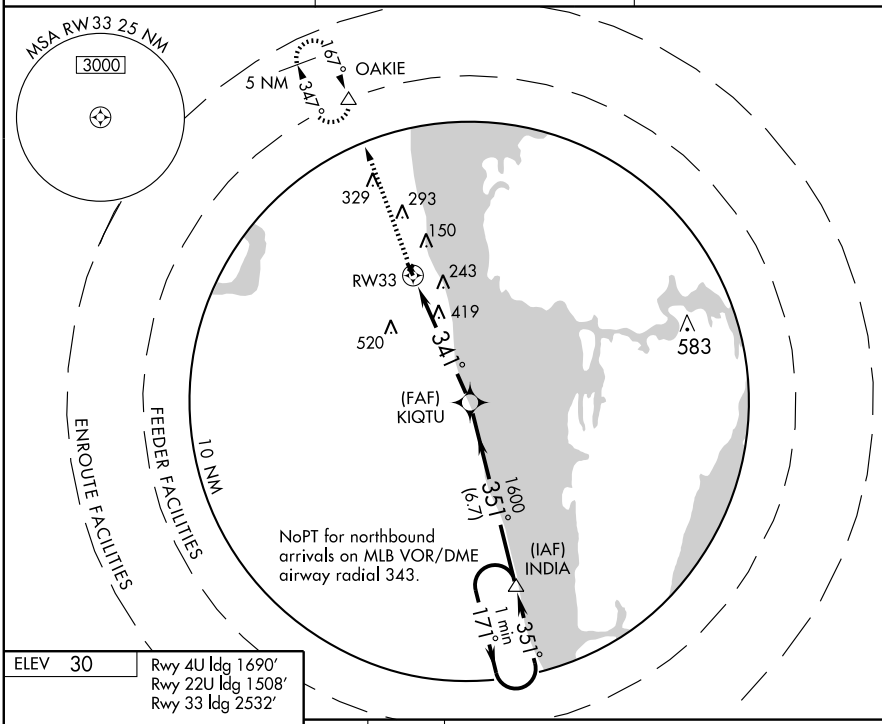
GPS RWY 33

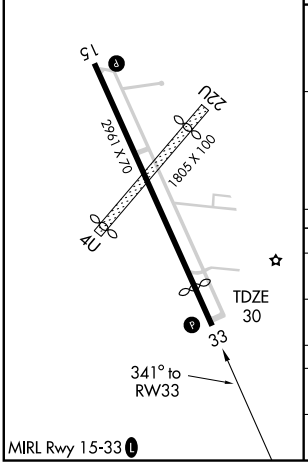
TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

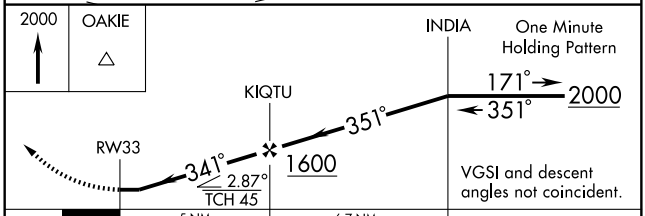
Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OAKIE WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF)

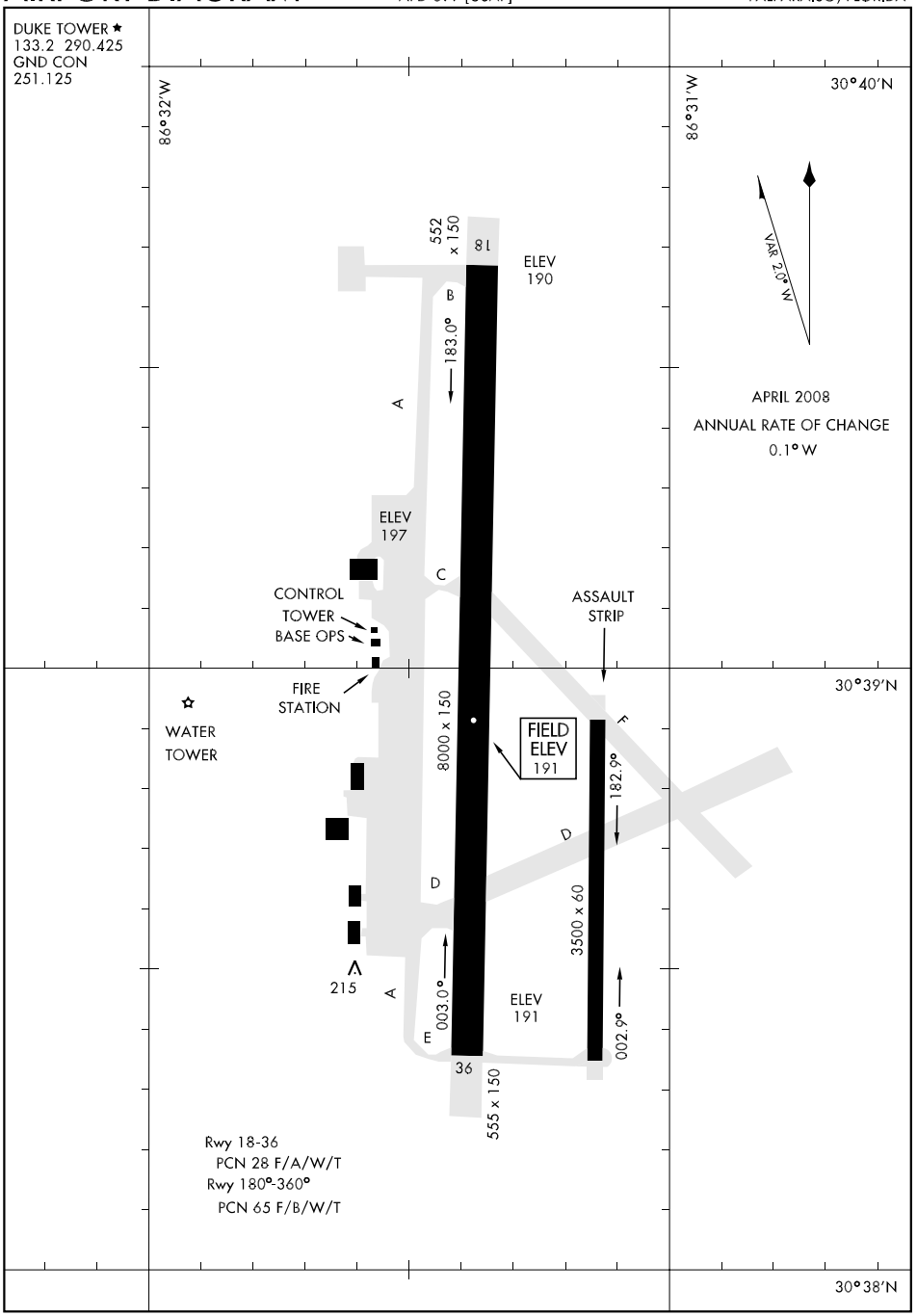






CATEGORY	A	B	C	D
S-33	740-1 710 (800-1)		740-2 710 (800-2)	NA
CIRCLING	740-1 710 (800-1)		760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-33	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA
CIRCLING	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14 JAN 2010

ILS RWY 18 or LOC RWY 18

LOC I-EGI	APCH CRS	Rwy ldg 8000 / TDZE 191 / Arpt Elev 191
111.7	181°	

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

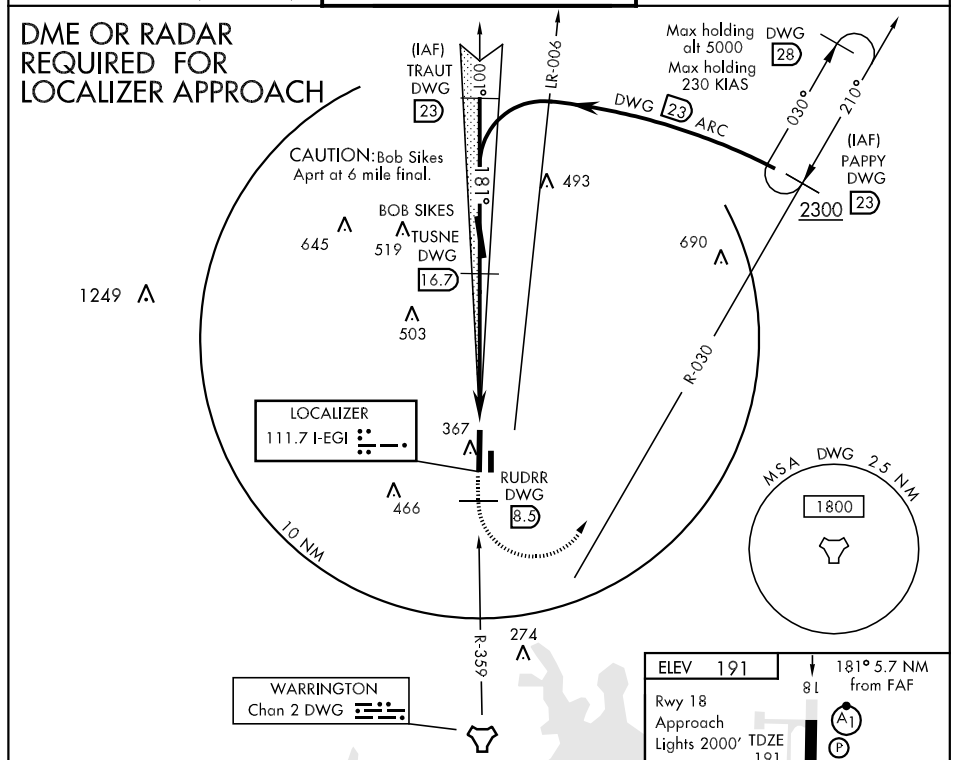
* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR by 1000, vis by ¼ mile.

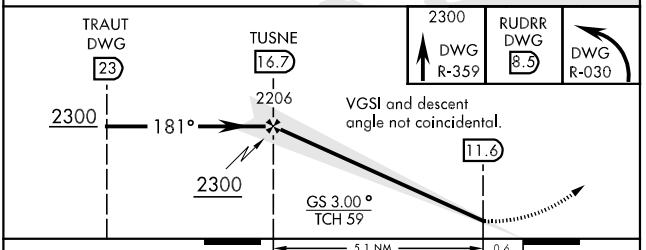
ALSF-1

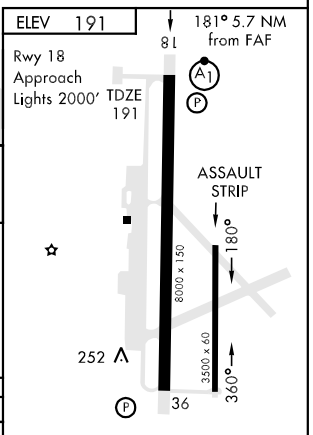
MISSED APPROACH: Climb on DWG R-359 to 8.5 DME (RUDRR), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

EGLIN APP CON	DUKE TOWER*	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125

DME OR RADAR REQUIRED FOR LOCALIZER APPROACH







CATEGORY	A	B	C	D	E
S-ILS 18 *	391/24 200 (200-½)				
S-LOC 18**	560/40 369 (400-¾)			560/50 369 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	8000
001°	TDZE	191
	Arpt Elev	191

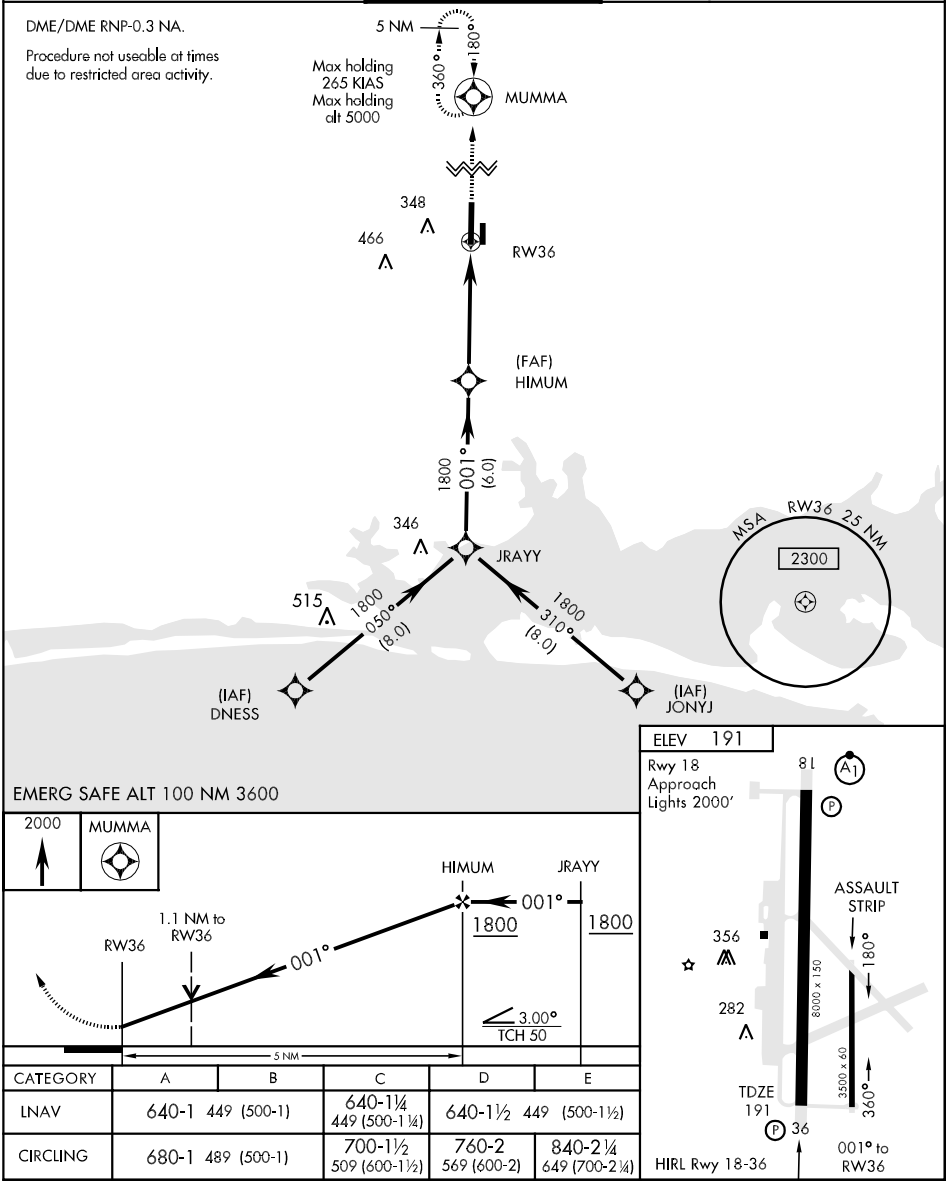
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climb straight ahead to 2000 direct MUMMA and hold.

EGLIN APP CON	DUKE TOWER★	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125

DME/DME RNP-0.3 NA.

Procedure not useable at times due to restricted area activity.



CATEGORY	A	B	C	D	E
LNAV	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

TACAN RWY 18

TACAN	DWG	APCH CRS	Rwy ldg	8000
Chan	2	180°	TDZE	191
			Arpt Elev	191

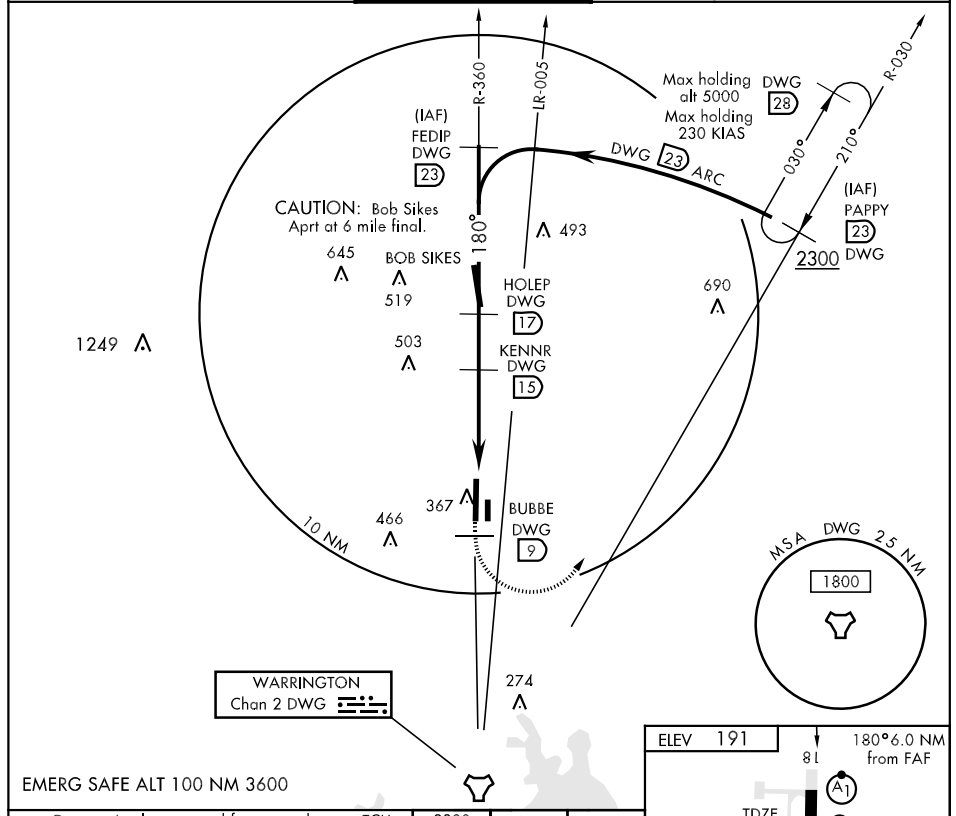
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

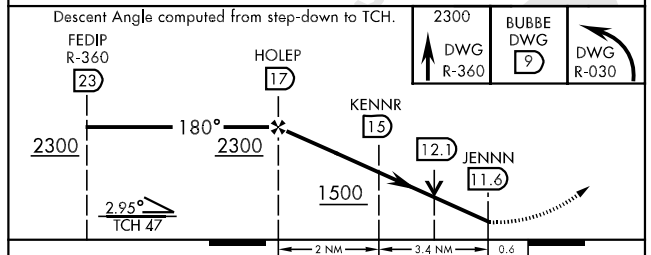
* When ALS inop, increase RVR by 1000, vis by ¼ mile.

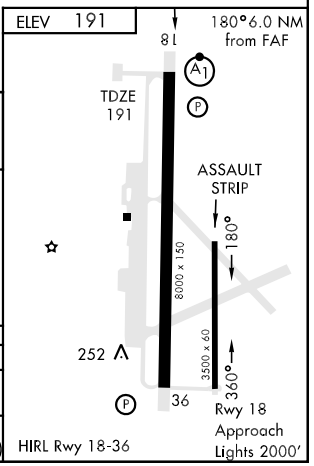
ALSF-1

MISSED APPROACH: Climb on DWG R-360 to 9 DME, (BUBBE) then climbing left turn to 2300 direct DWG R-030/23DME (PAPPY) and hold.

EGLIN APP CON	DUKE TOWER★	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		







CATEGORY	A	B	C	D	E
S-18 *	580/40 389 (400-¾)			580/50 389 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

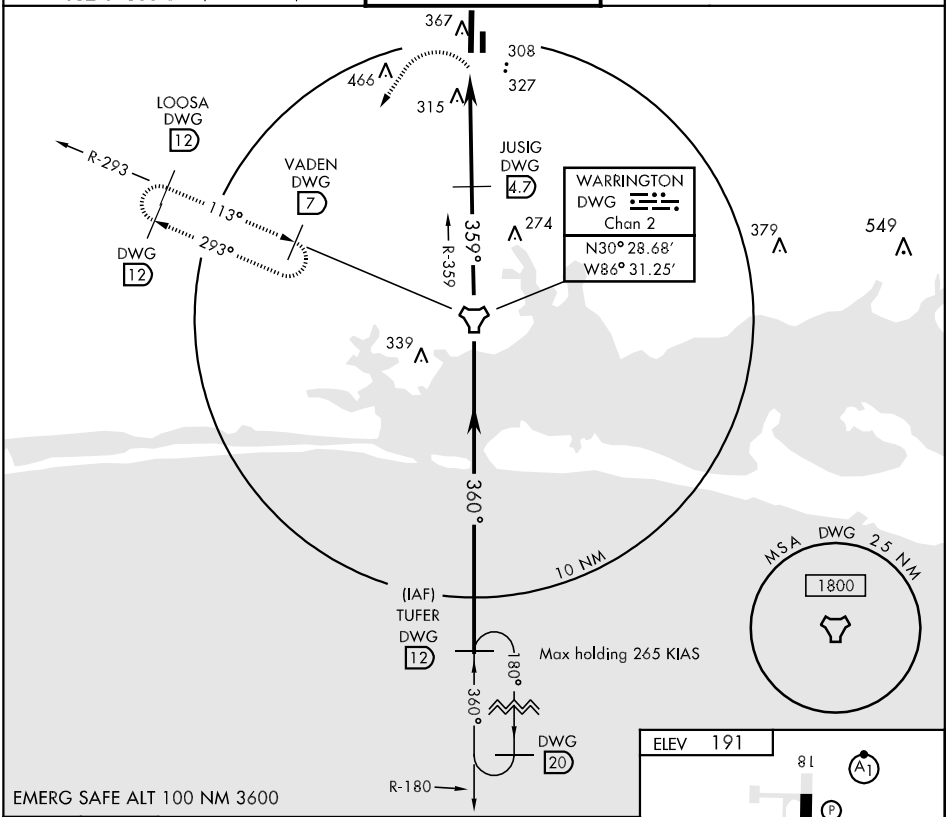
TACAN RWY 36

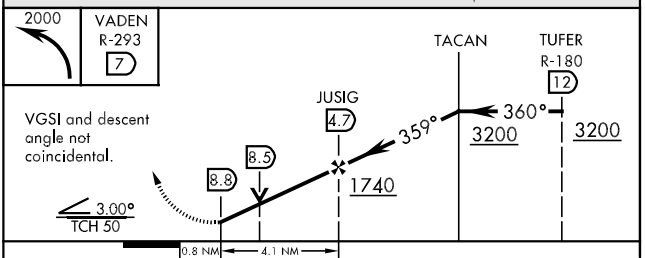
TACAN Chan	DWG	APCH CRS	Rwy Idg	TDZE	Arpt Elev
2		359°	8000	191	191

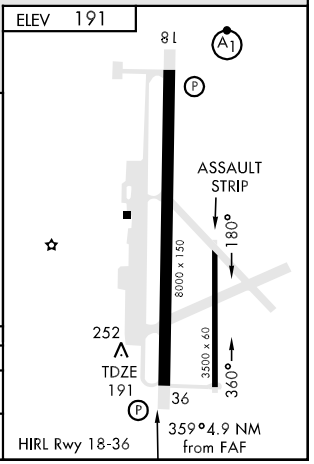
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climbing left turn to 2000 direct DWG R-293/7 DME (VADEN) and hold.

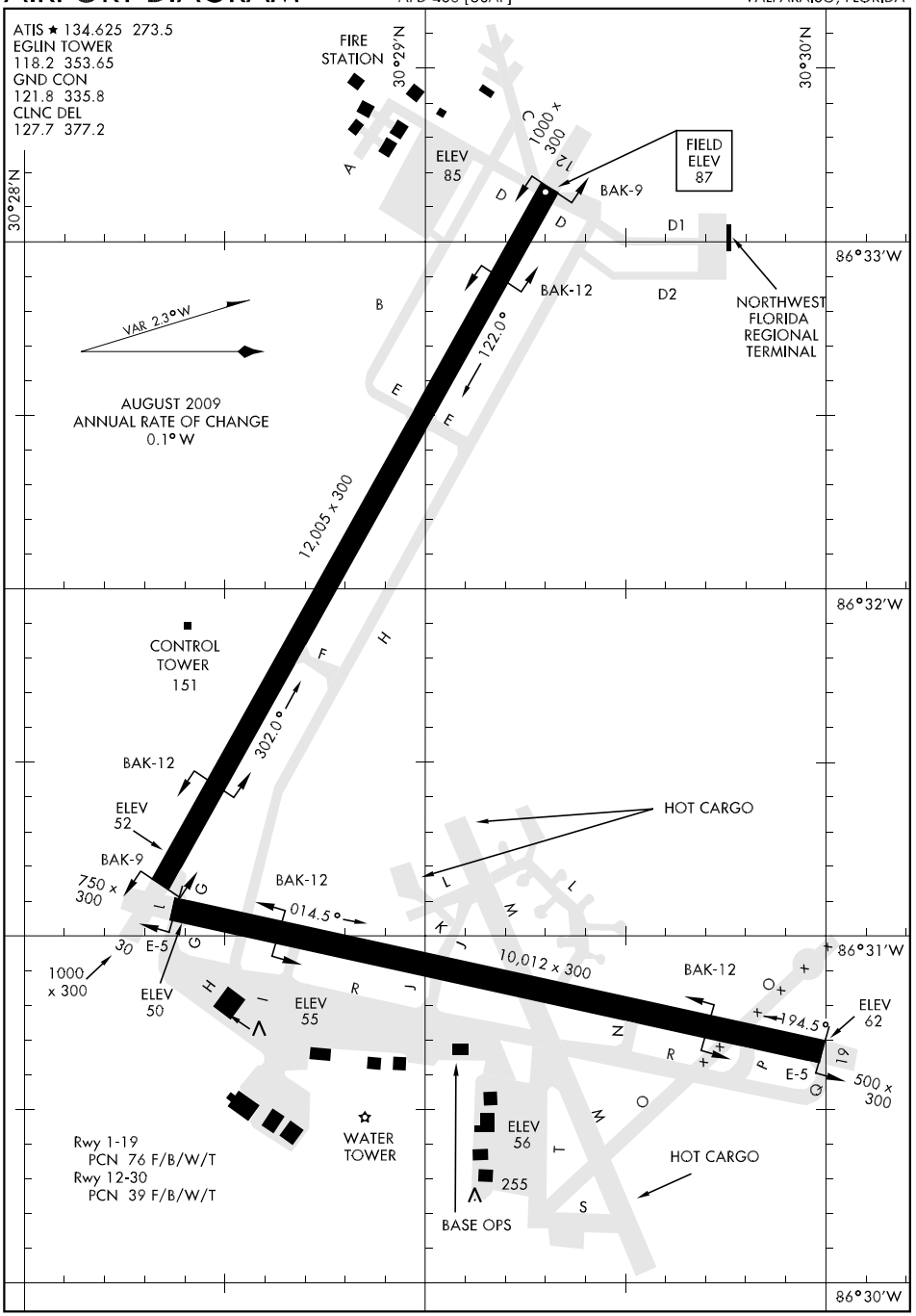
EGLIN APP CON	DUKE TOWER★	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125







CATEGORY	A	B	C	D	E
S-36	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)



SE-3, 17 DEC 2009 to 14 JAN 2010

HI-ILS RWY 19 or HI-LOC RWY 19

EGLIN AFB (KVPS)

LOC I-CAH	APCH CRS	Rwy ldg 10,012
109.1	192°	TDZE 65
		Arpt Elev 87

JAL-436 [USAF]

* When ALS inop, increase all CAT RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1¼ miles.

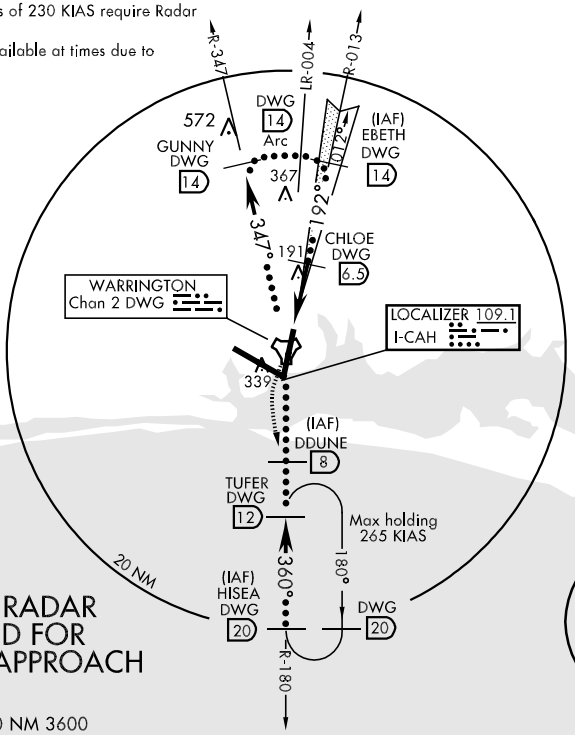
ALSF-1

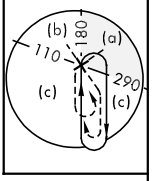
MISSED APPROACH: Climb to 2200 on the DWG R-180 to TUFER/12 DME and hold.

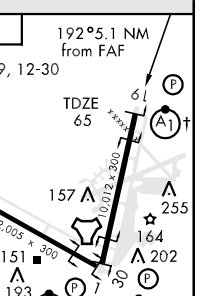
ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Aircraft holding in excess of 230 KIAS require Radar monitoring.

Procedure may not be available at times due to restricted area activity.

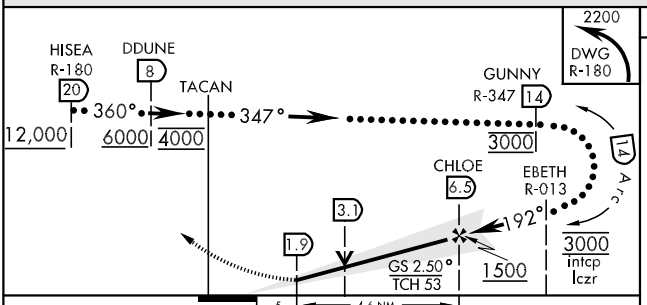






DME OR RADAR REQUIRED FOR LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600



ELEV 87

192° 5.1 NM from FAF

HIRL Rwy 1-19, 12-30

† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	C	D	E
S-ILS 19 *	265/40	200	(200- ¾)
S-LOC 19 **	480/40	415	(400- ¾)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

HI-ILS RWY 30 or HI-LOC RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 12,005 / TDZE 74 / Arpt Elev 87
110.3	300°	

JAL-436 [USAF]

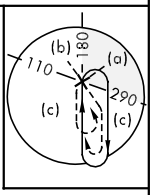
EGLIN AFB (KVPS)

* When ALS inop increase CAT AB vis to ¾ mile.
** When ALS inop increase vis by ½ mile.

ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



Procedure not useable at times due to restricted area activity

Aircraft holding in excess of 230Kts require radar monitoring.

645

LOCALIZER 110.3
I-VPS

WARRINGTON
Chan 2 DWG

308

379

CAUTION:
Coupled approaches not authorized inside decision height.

SHYPP
DWG
5.4

378
339

TEXXS
DWG
12

300°
120°

MSA DWG 2.5 NM
1800

749

353

R-180

TUFER
DWG
12

12 Arc

DWG

R-121

LR-131

Max holding
265 KIAS

180°

360°

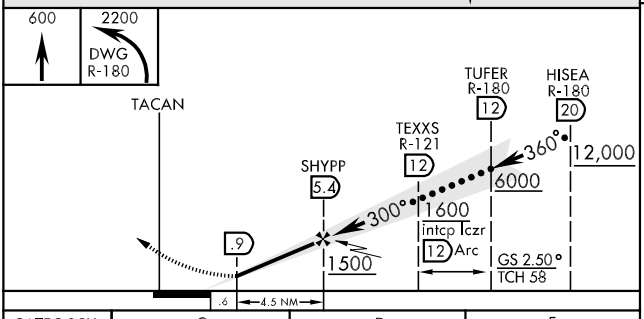
20 NM

(IAF)
HISEA
DWG
20

DWG
20

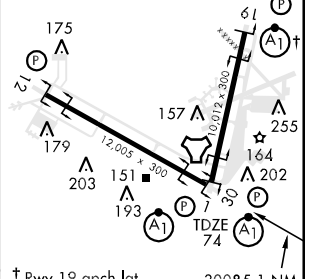
DME OR RADAR
REQUIREDFOR
LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600



ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

300°5.1 NM from FAF

CATEGORY	C	D	E
S-ILS 30 *	274-½	207 (200-½)	
S-LOC 30 **	440-¾	366 (400-¾)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

LOC FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SE-3, 17 DEC 2009 to 14 JAN 2010

HI-TACAN RWY 1

EGLIN AFB (KVPS)

TACAN	DWG	APCH CRS	Rwy Idg	10,012
Chan	2	360°	TDZE	65
			Arpt Elev	87

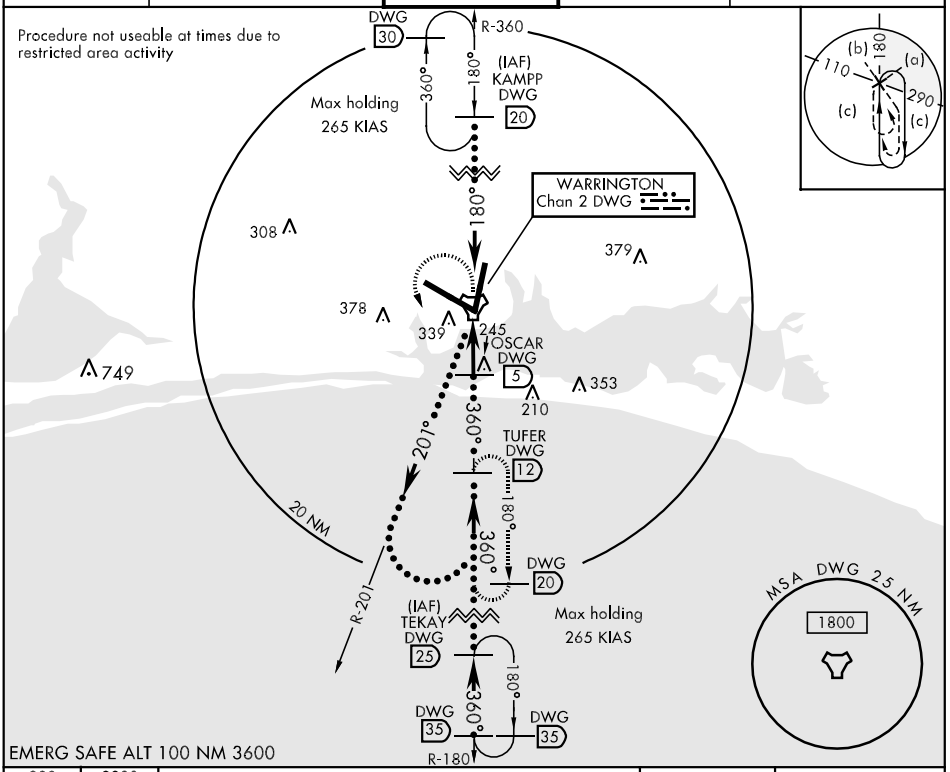
JAL-436 [USAF]

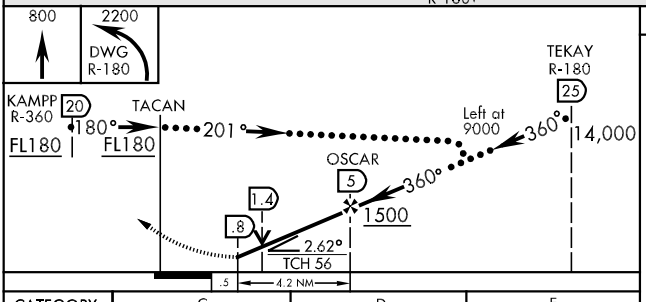
* When ALS inop increase CAT C RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

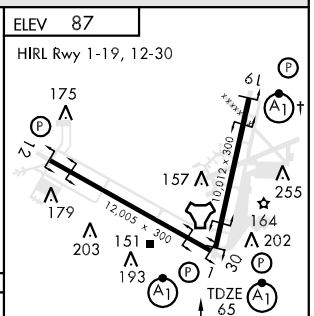
ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	C	D	E
S-1 *	460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

HI-TACAN RWY 12

TACAN Chan	DWG 2	APCH CRS 113°	Rwy ldg 12,005 TDZE 87 Arpt Elev 87

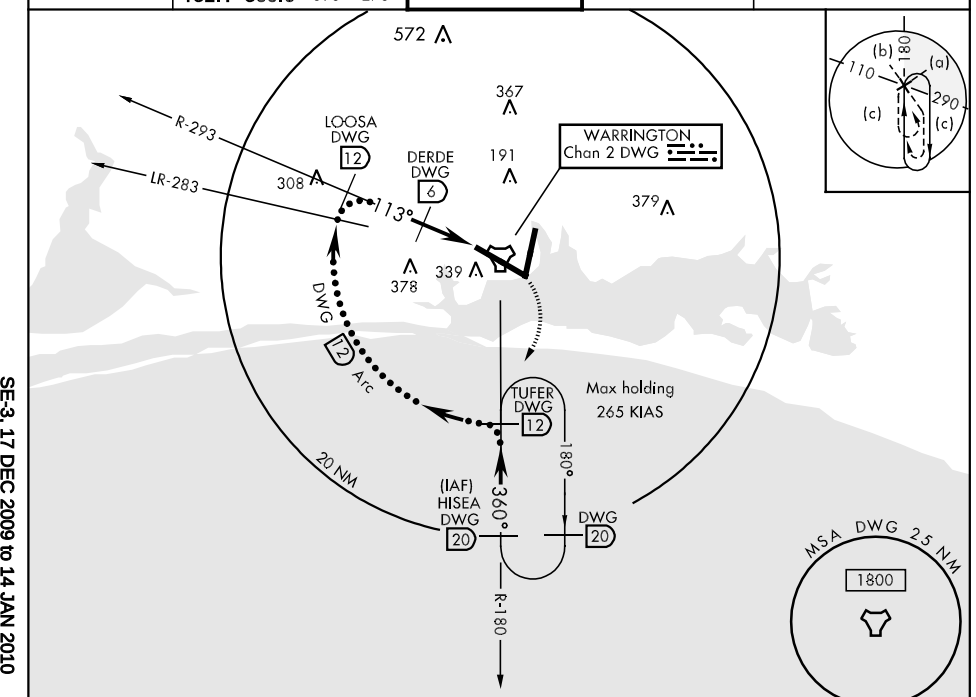
JAL-436 [USAF]

EGLIN AFB (KVPS)

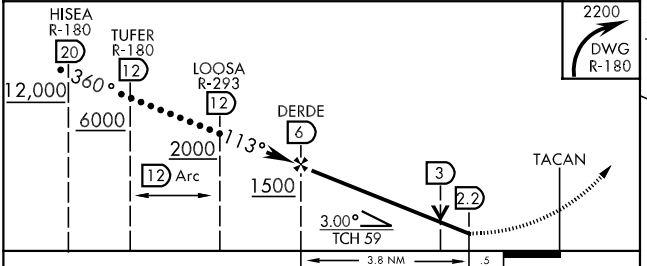
Procedure not useable at times due to restricted area activity

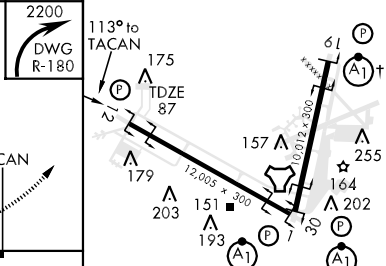
MISSED APPROACH: Climbing right turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-12	540/60 454 (500-1¼)	540-1½ 454 (500-1½)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500′ nonstandard.

HI-TACAN RWY 19

TACAN	DWG
Chan	2

APCH CRS
199°

Rwy ldg	10,012
TDZE	65
Arpt Elev	87

JAL-436 [USAF]

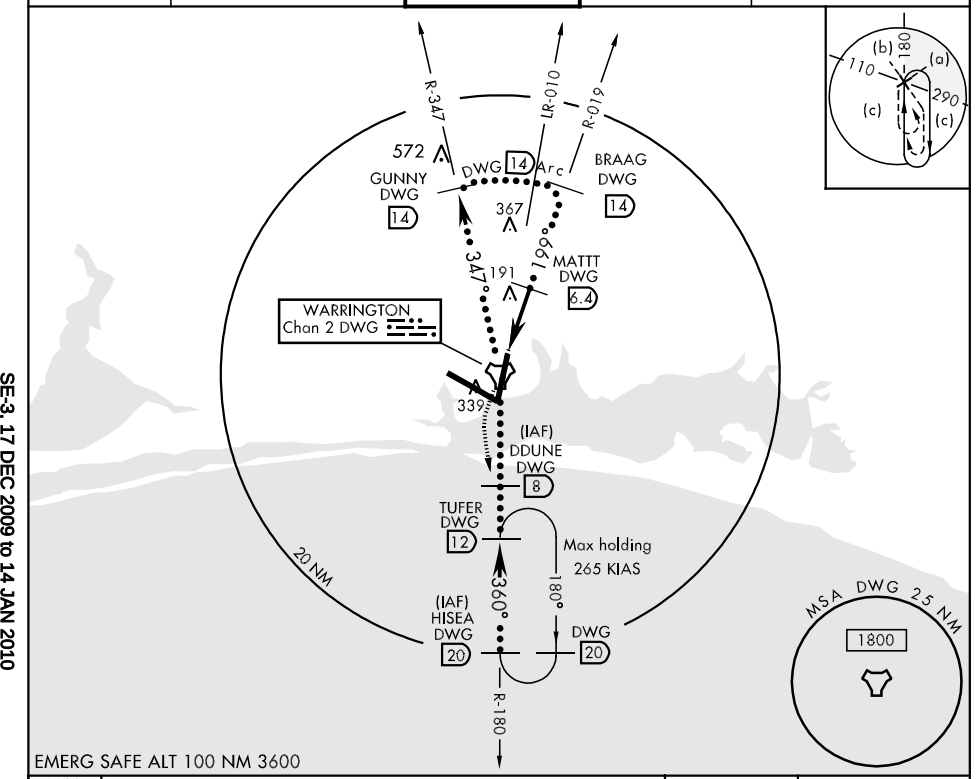
EGLIN AFB (KVPS)

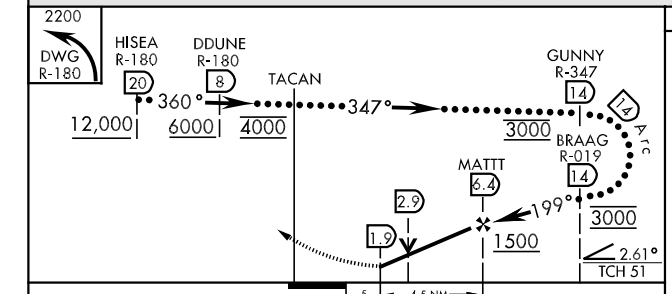
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE increase vis by ½ mile.

ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

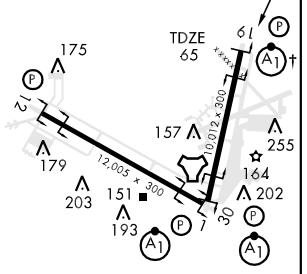




ELEV 87

HIRL Rwy 1-19, 12-30

199° to TACAN



† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	C	D	E
S-19 ★	540/40 475(500-¾)	540/50 475 (500-1)	540/60 475(500-1¼)
CIRCLING	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

HI-TACAN RWY 30

EGLIN AFB (KVPS)

TACAN DWG Chan 2	APCH CRS 313°	Rwy ldg 12,005 TDZE 74 Arpt Elev 87	JAL-436 [USAF]

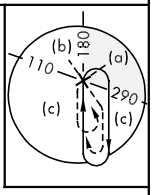
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

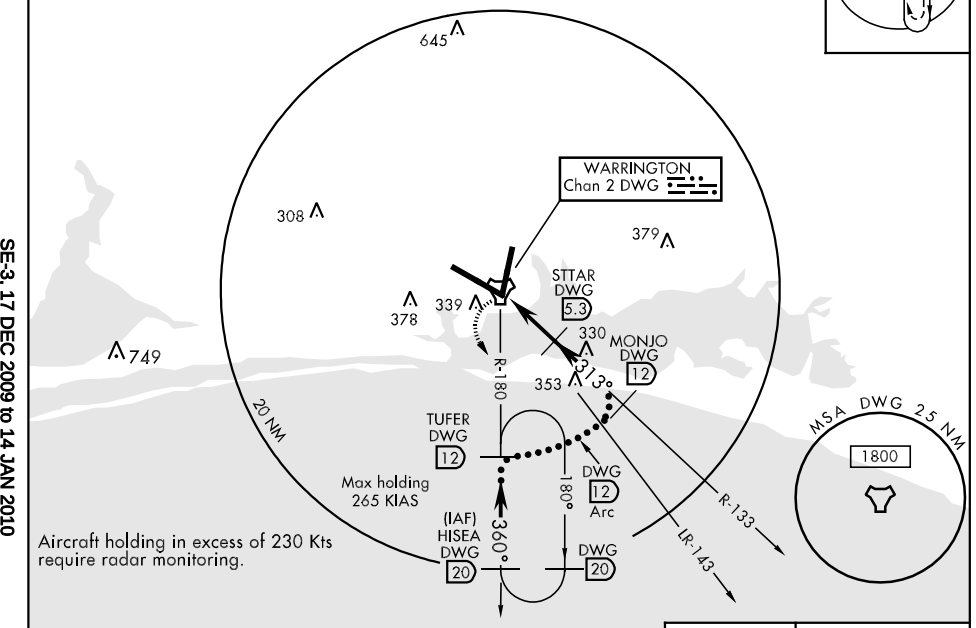
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

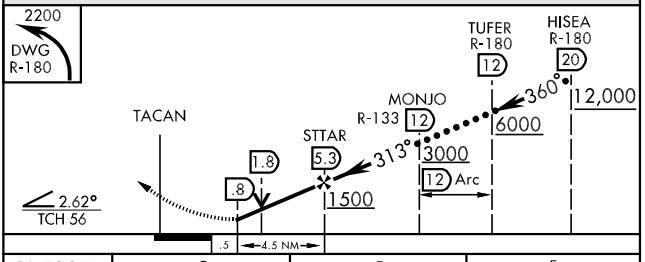
ATIS★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.



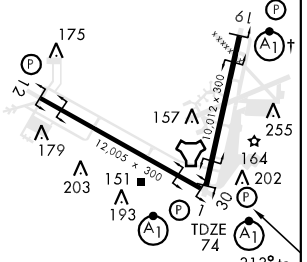


EMERG SAFE ALT 100 NM 3600



ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	C	D	E
S-30 *	520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

VALPARAISO, FLORIDA

ILS Y RWY 19 or LOC Y RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,012
109.1	192°	TDZE 65
Chan 28		Arpt Elev 87

AL-436 [USAF]

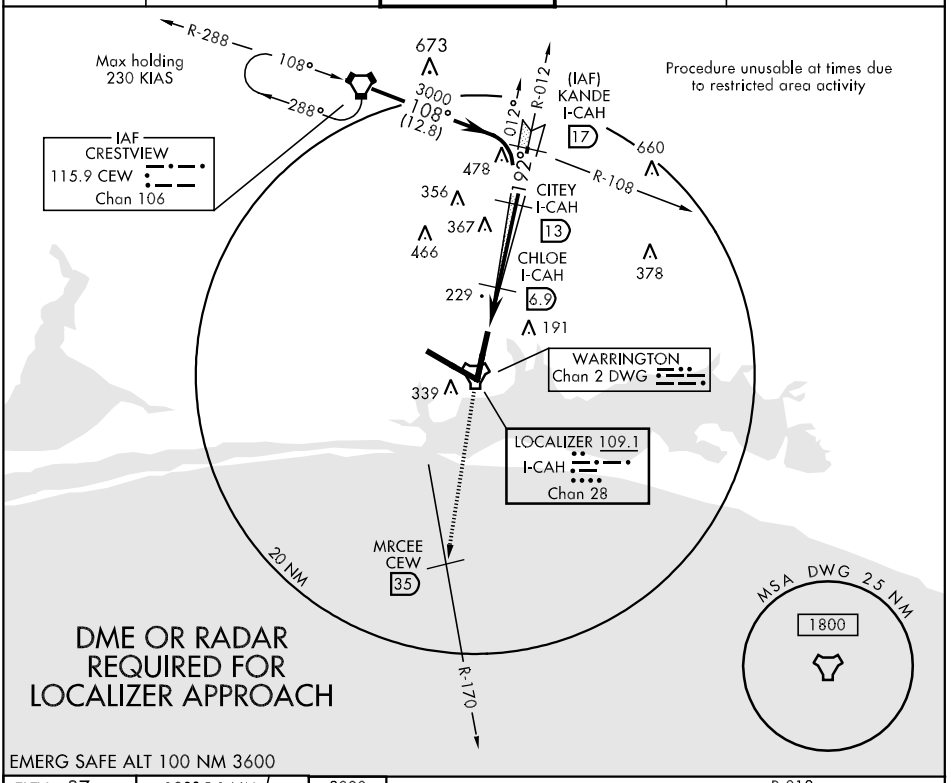
EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb straight ahead to 3000 to CEW R-170/35 DME (MRCEE), then as directed by ATC.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

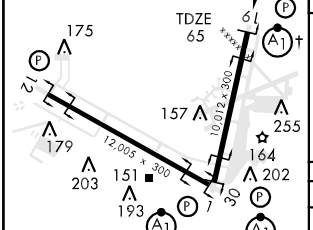


EMERG SAFE ALT 100 NM 3600

ELEV 87

192° 5.1 NM from CHLOE

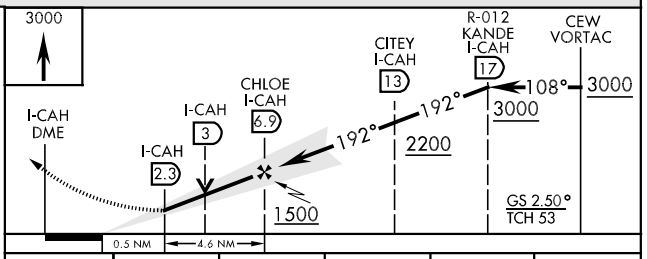
HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500' nonstandard.

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23



CATEGORY	A	B	C	D	E
S-ILS 19 *	265/24 200 (200-½)		265/40 200 (200-¾)		
S-LOC 19 **	480/24 415 (400-½)		480/40 415 (400-¾)		480/50 415 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

ILS Y RWY 30 or LOC Y RWY 30

EGLIN AFB (KVPS)

AL-436 [USAF]

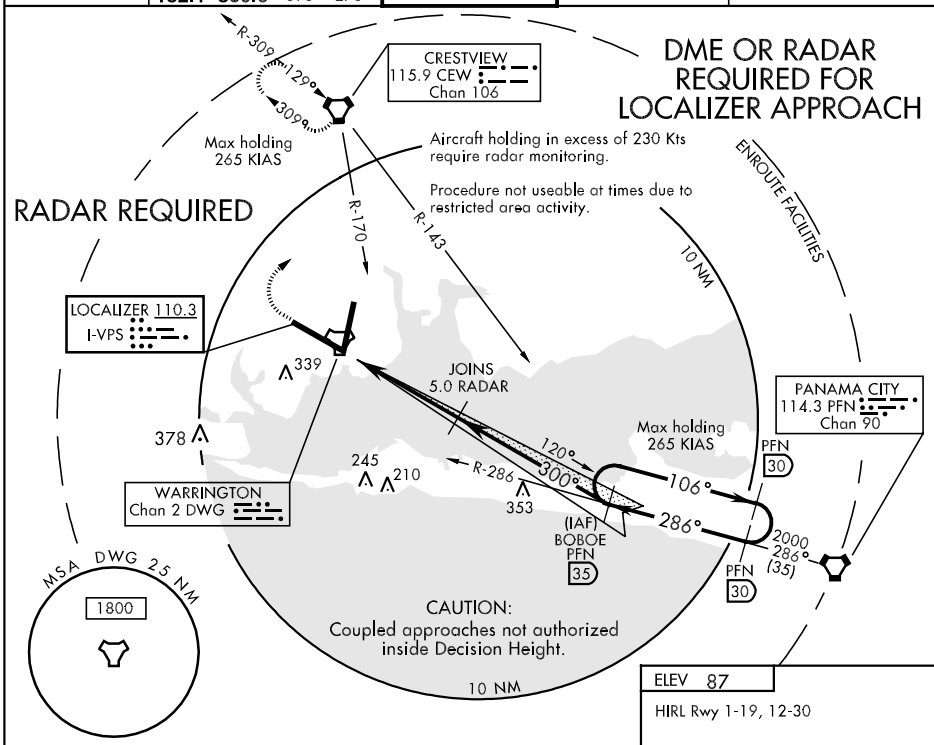
LOC I-VPS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	300°	12,005 / 74 / 87

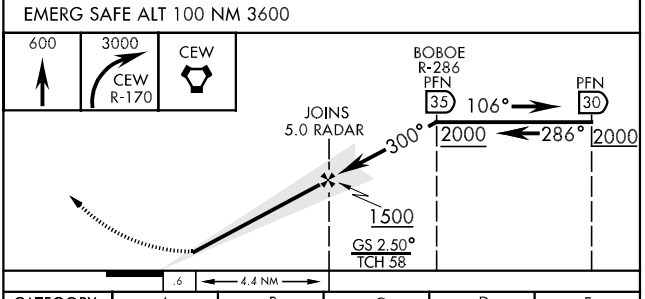
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

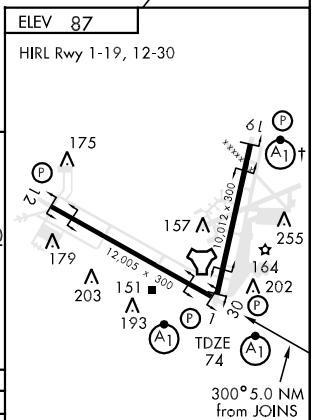
ALSF-1

MISSED APPROACH: Climb straight ahead to 600, then climbing right turn to 3000, intercept CEW R-170 to CEW VORTAC and hold.

ATIS ★	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271°- 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090°- 270°			







† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-ILS 30 *	274/24	200 (200-½)			
S-LOC 30 **	440/24 366 (400-½)		440/40 366 (400-¾)		
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613(700-2)	700-2¼ 613(700-2¼)

FAF to MAP 4.4 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:24	2:56	2:12	1:46	1:28	1:19

ILS Z RWY 19 or LOC Z RWY 19

EGLIN AFB (KVPS)

AL-436 [USAF]

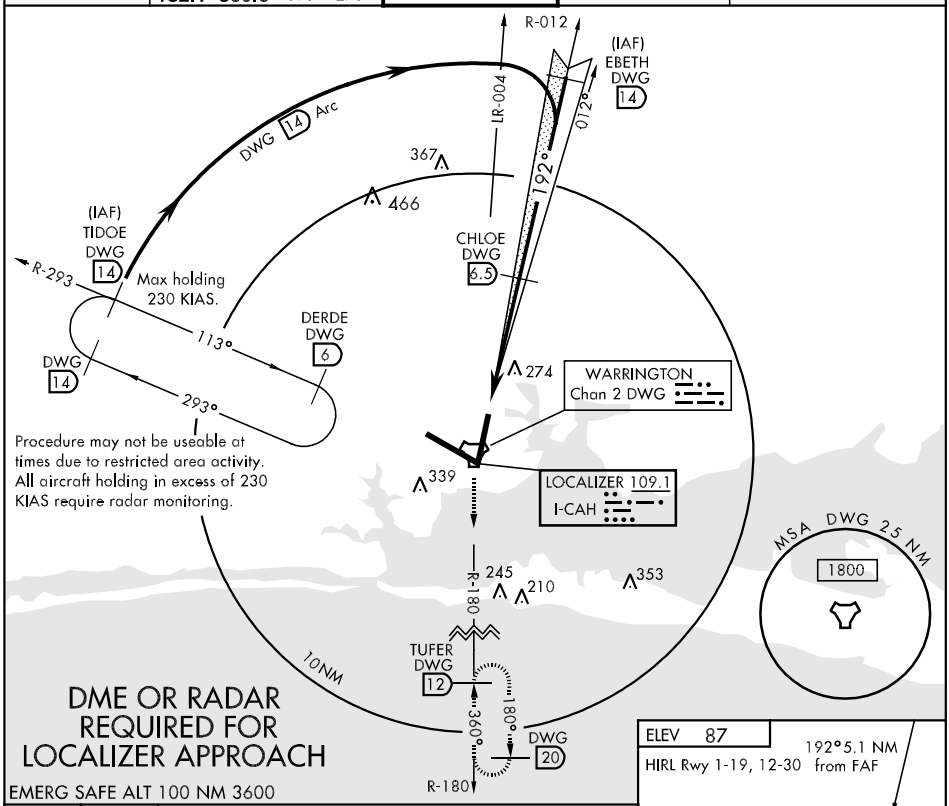
LOC I-CAH	APCH CRS	Rwy ldg 10,012
109.1	192°	TDZE 65
		Arpt Elev 87

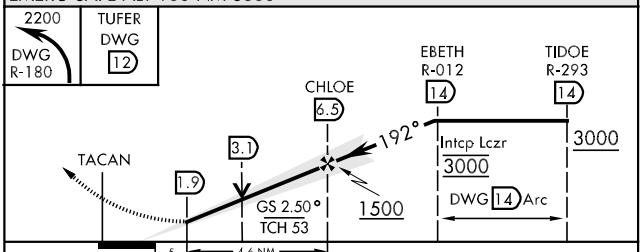
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

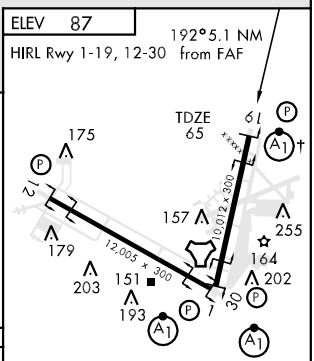
ALSF-1

MISSED APPROACH: Climb to 2200 on DWG R-180 to 12 DME/TUFER and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A		B		C		D		E	
S-ILS 19 *	265/24	200	(200-½)		265/40	200	(200-¾)			
S-LOC 19 **	480/24	415	(400-½)		480/40	415	(400-¾)			
CIRCLING	580-1	493	(500-1)		580-1½ 493 (500-1½)	613	700-2 (700-2)		700-2¼ 613 (700-2¼)	

LOC FAF to MAP 4.6 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23

ILS Z RWY 30 or LOC Z RWY 30

EGLIN AFB (KVPS)

LOC I-VPS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	300°	12,005 / 74 / 87

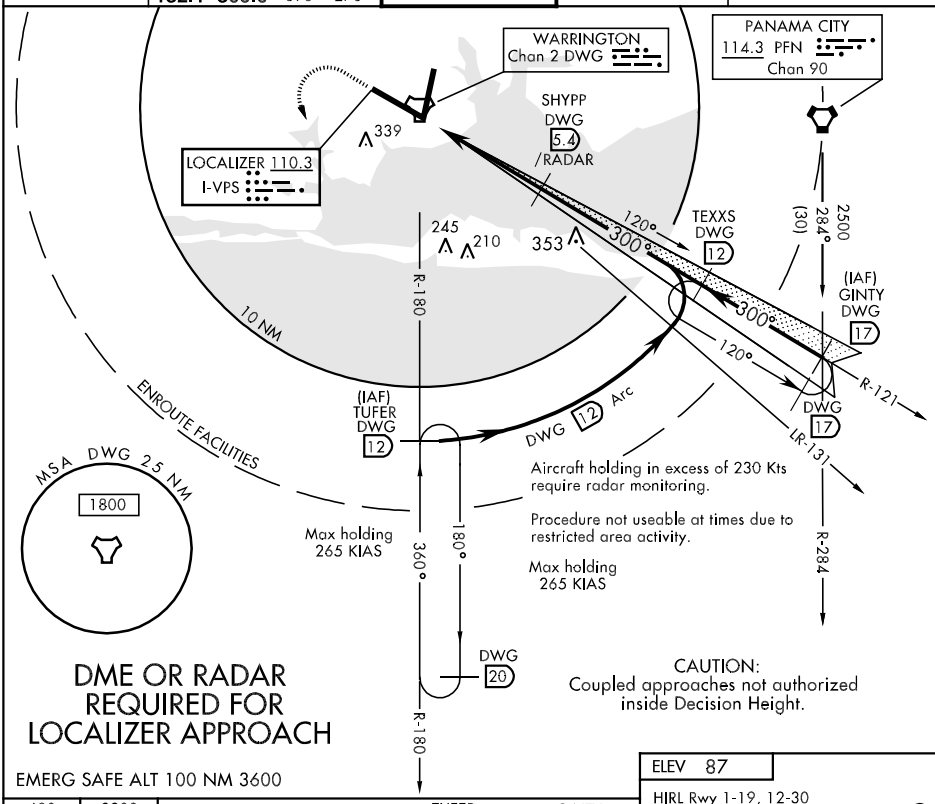
AL-436 [USAF]

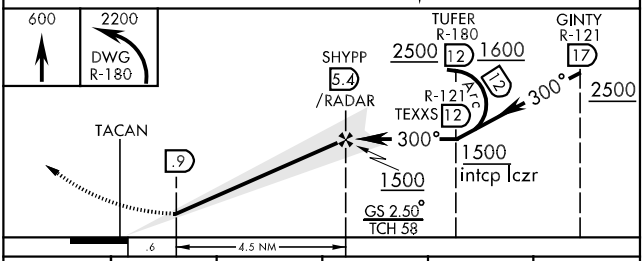
* When ALS inop, increase RVR to 40 and vis to ½ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1, CAT D RVR to 60 and vis to 1¼, CAT E vis to 1¼ mile.

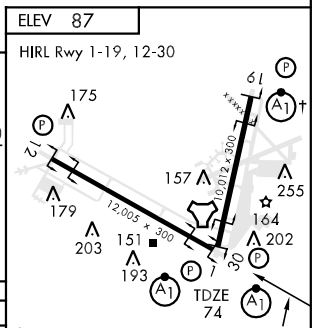
ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-ILS 30 ★	274/24	200 (200-½)			
S-LOC 30 ★★	440/24 366 (400-½)		440/40 366 (400-¾)		
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2 ¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180	200
Min:Sec	4:30	3:00	2:15	1:48	1:30	1:21

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	10012
012°	TDZE	64
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

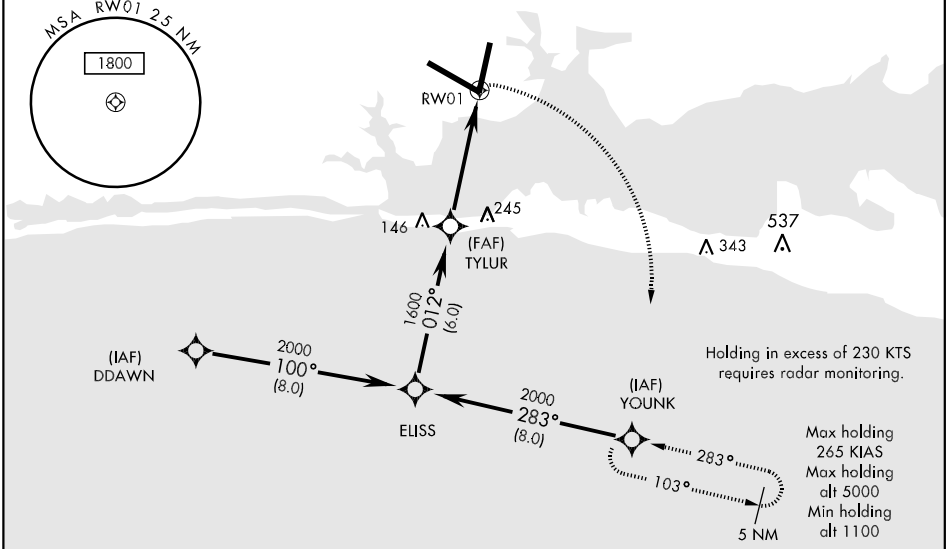
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile DME/DME RNP-0.3 NA

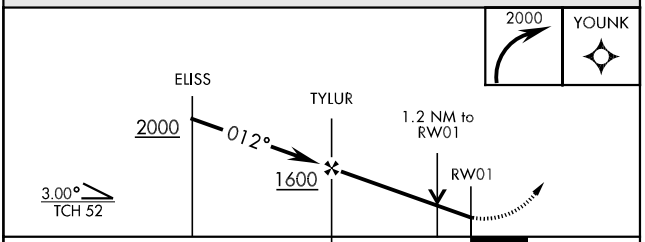
ALSF-1

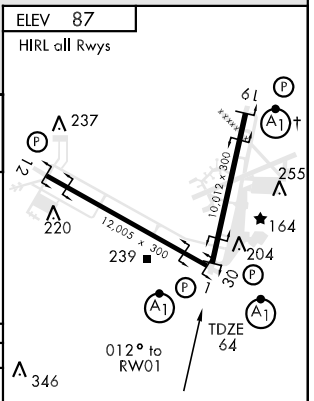
MISSED APPROACH: Climbing right turn to 2000 to YOUNK and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.







CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 436 (500-½)		500/40 436 (500-¾)	500/50 436 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

RNAV (GPS) RWY 12

APCH CRS	Rwy ldg	12,005
120°	TDZE	87
	Arpt Elev	87

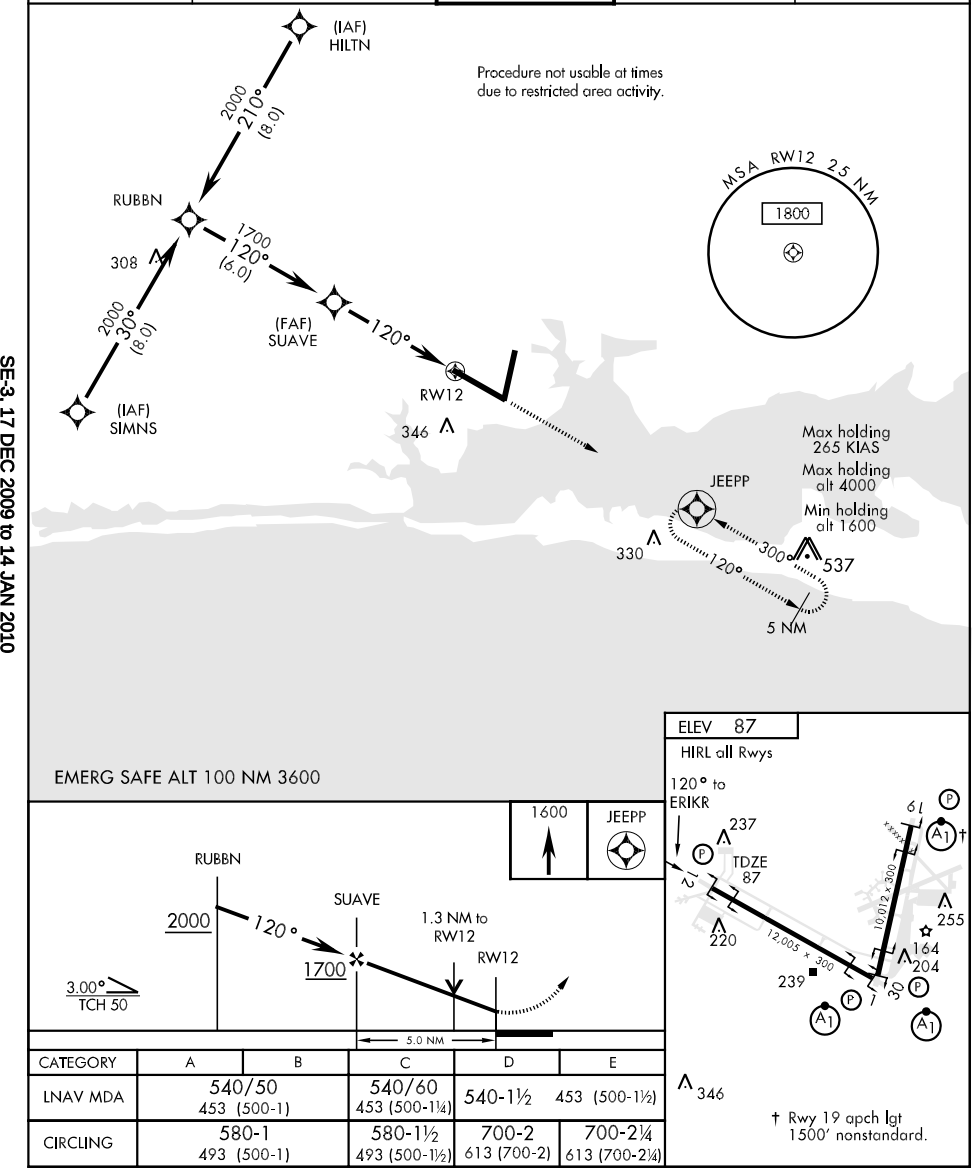
AL-436 [USAF]

EGLIN AFB (KVPS)

DME/DME RNP-0.3 NA

MISSED APPROACH: Climb straight ahead to 1600 to JEEPP and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



CATEGORY	A	B	C	D	E
LNAV MDA	540/50 453 (500-1)		540/60 453 (500-1¼)	540-1½ 453 (500-1½)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500′ nonstandard.

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	10012
192°	TDZE	65
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climb straight ahead to 2000 to ELISS and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.

(IAF) LEDAH

(IAF) HAWXX

2200 210° (8.0)

2200 120° (8.0)

CAJNN

1500 192° (6.0)

(FAF) TAMEE

192°

RW19

MSA RW19 25 NM

1800

ELISS

Max holding 265 KIAS

Max holding alt 4000

Min holding alt 1100

012° 192°

5 NM

EMERG SAFE ALT 100 NM 3600

330

ELEV 87

192° to RW19

HIRL all Rwys

TDZE 65

6

237

12

220

12,005 x 300

10,012 x 300

255

164

204

239

7

30

† Rwy 19 apch lgt 1500′ nonstandard.

346

2000

ELISS

CAJNN

TAMEE

1.5 NM to RW19

RW19

192°

2200

1500

2.50° TCH 67

5.0 NM

CATEGORY	A	B	C	D	E
LNAV MDA*	540/24 475 (500-½)		540/40 475 (500-¾)	540/50 475 (500-1)	540/60 475 (500-1¼)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

RNAV (GPS) RWY 30

APCH CRS	Rwy ldg	12004
300°	TDZE	74
	Arpt Elev	87

AL-436 [USAF]

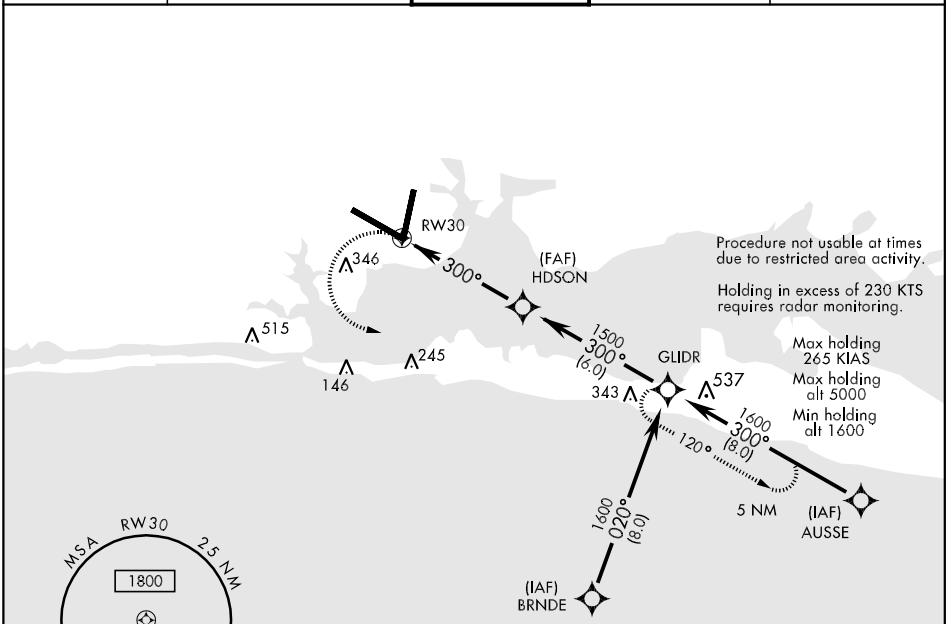
EGLIN AFB (KVPS)

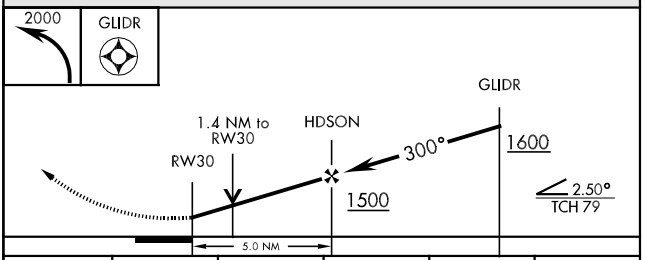
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

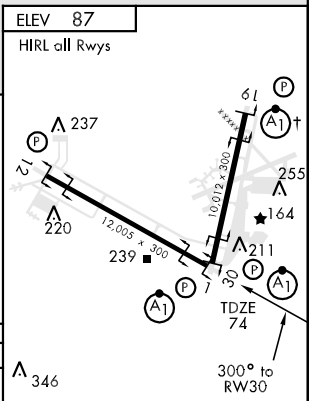
ALSF-1

MISSED APPROACH: Climbing left turn to 2000 to GLIDR and hold.

ATIS	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271° - 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090° - 270°			







† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 426 (500-½)		500/40 426 (500-¾)		500/50 426 (500-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 1

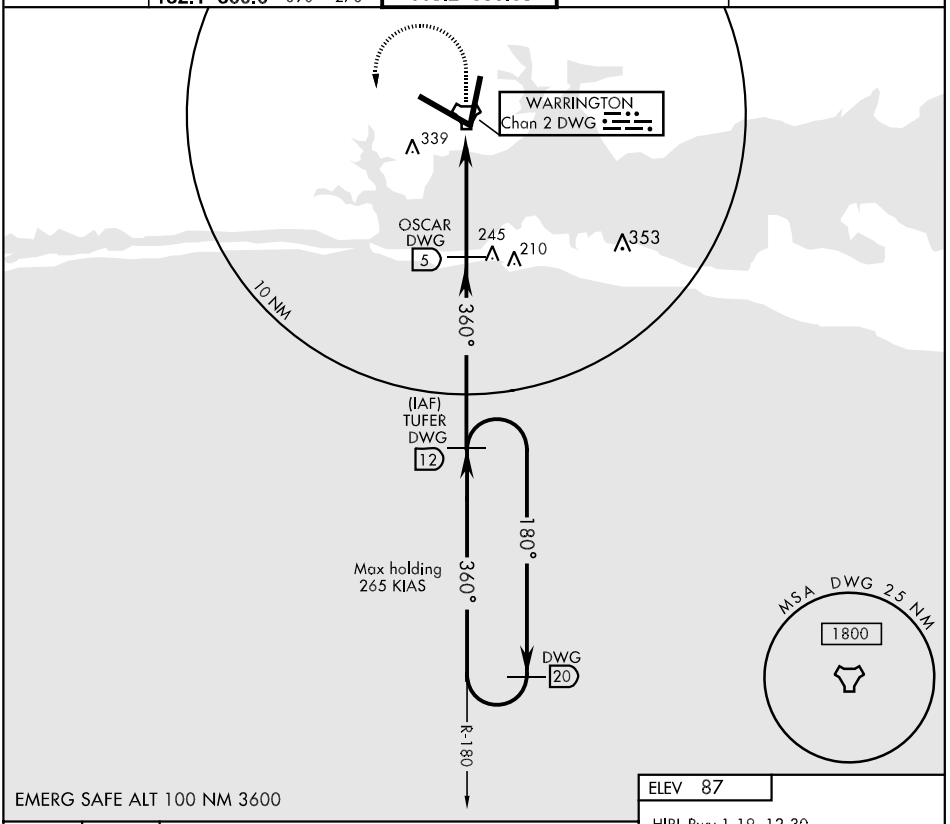
TACAN DWG Chan 2	APCH CRS 360°	Rwy ldg 10,012 TDZE 65 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

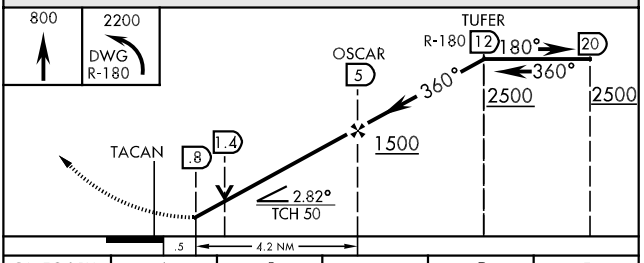
* When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

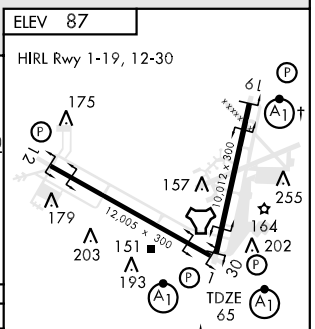
ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-1 *	460/24 396 (400-½)		460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

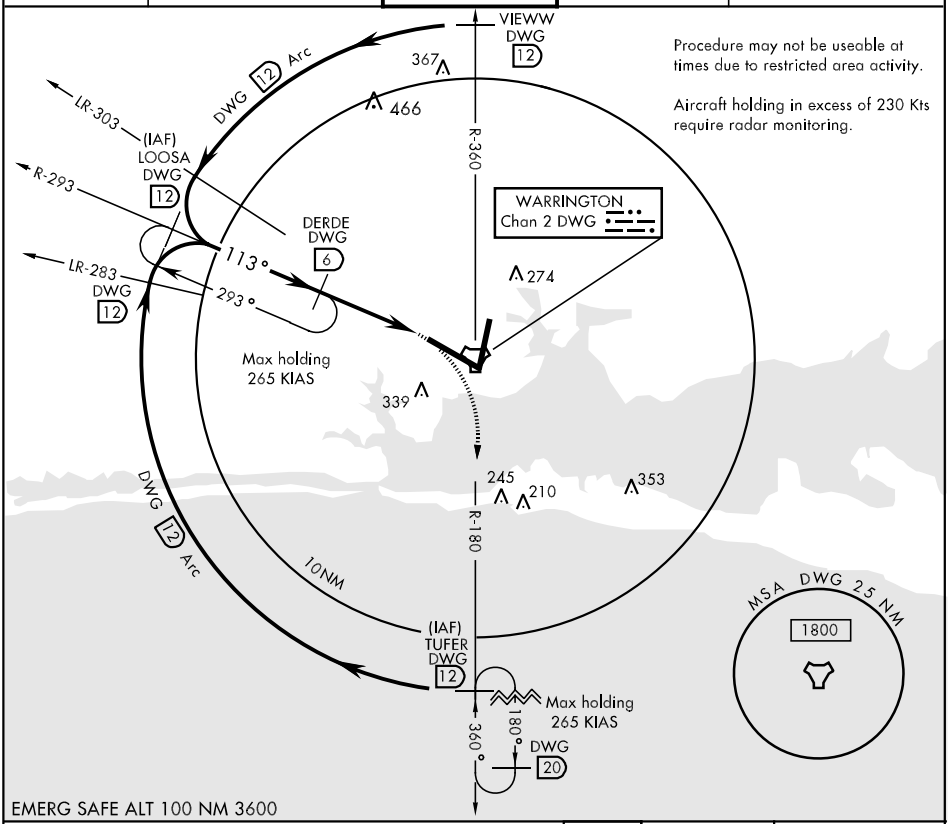
VALPARAISO, FLORIDA

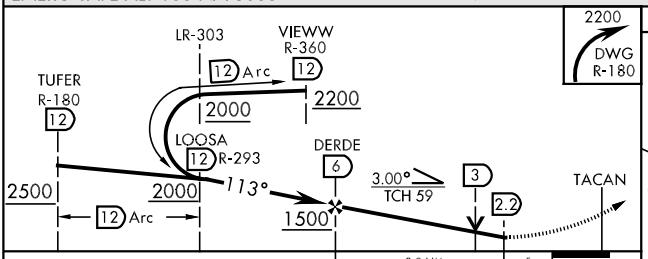
TACAN RWY 12

TACAN DWG Chan 2	APCH CRS 113°	Rwy ldg 12,005 TDZE 87 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

MISSED APPROACH: Climbing right turn to 2200 on DWG R-180 to TUFER/12 DME and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

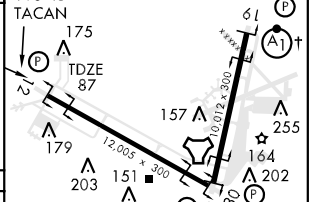




CATEGORY	A	B	C	D	E
S-12	540/50 454 (500-1)		540/60 454 (500-1¼)	540-1½ 454(500-1½)	540-1½ 454(500-1½)
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500' nonstandard.

SE-3, 17 DEC 2009 to 14 JAN 2010

VALPARAISO, FLORIDA

TACAN RWY 19

TACAN	DWG
Chan	2

APCH CRS
199°

Rwy ldg	10,012
TDZE	65
Arpt Elev	87

AL-436 [USAF]

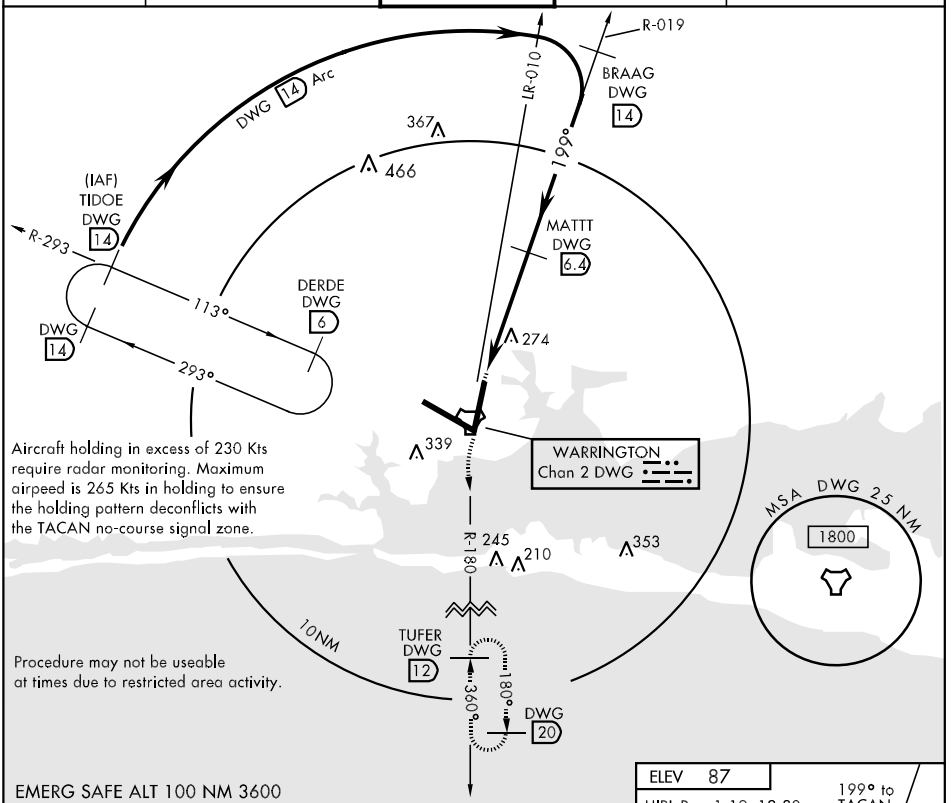
EGLIN AFB (KVPS)

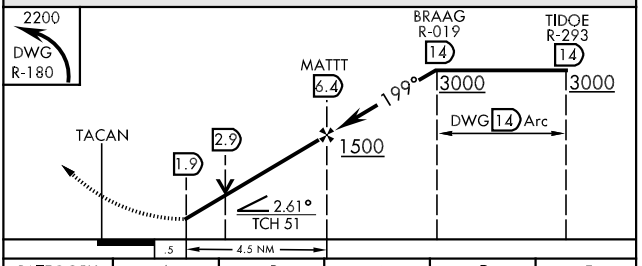
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

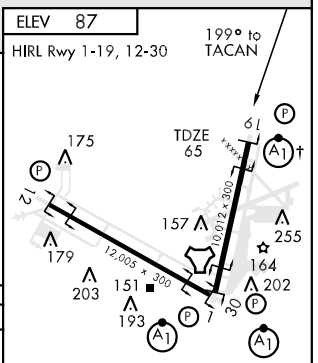
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A	B	C	D	E
S-19 ★	540/24	475 (500-½)	540/40 475(500-¾)	540/50 475(500-1)	540/60 475(500-1¼)
CIRCLING	580-1	493 (500-1)	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

VALPARAISO, FLORIDA

TACAN RWY 30

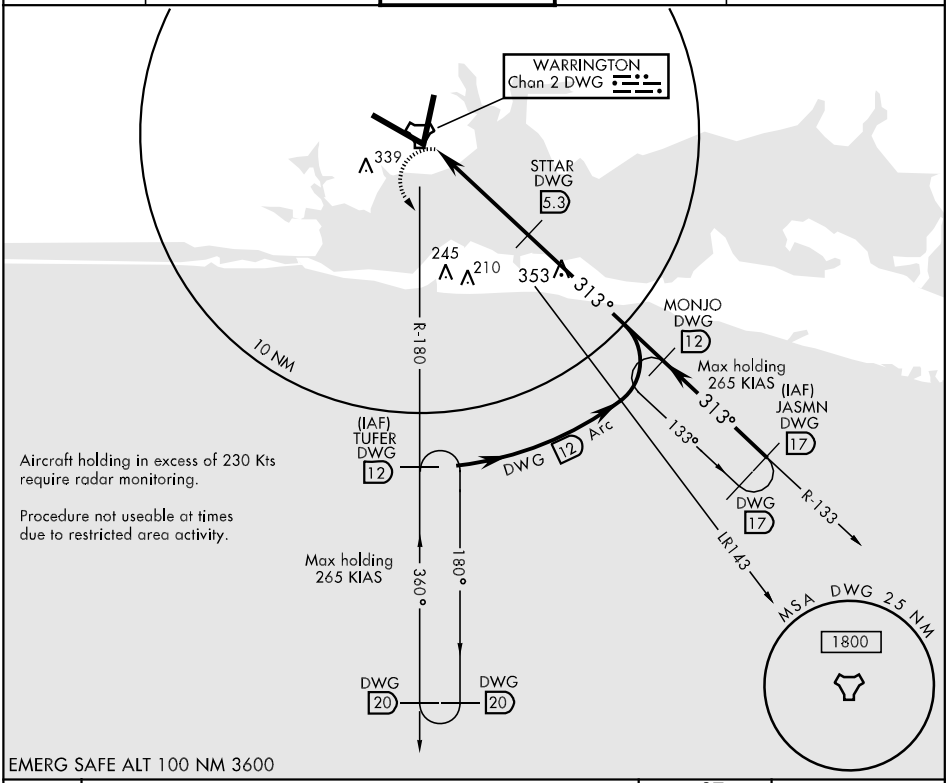
TACAN	DWG	APCH CRS	Rwy ldg	12,005	AL-436 [USAF]	EGLIN AFB	(KVPS)
Chan	2	313°	TDZE	74			
			Arpt Elev	87			

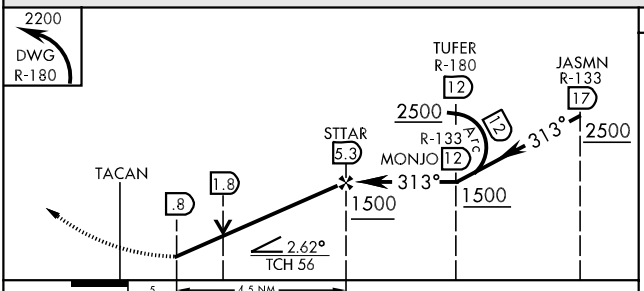
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

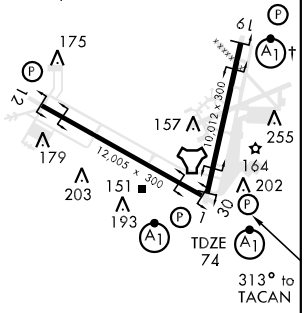
ATIS★	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271°- 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090°- 270°			





ELEV 87

HIRL Rwy 1-19, 12-30



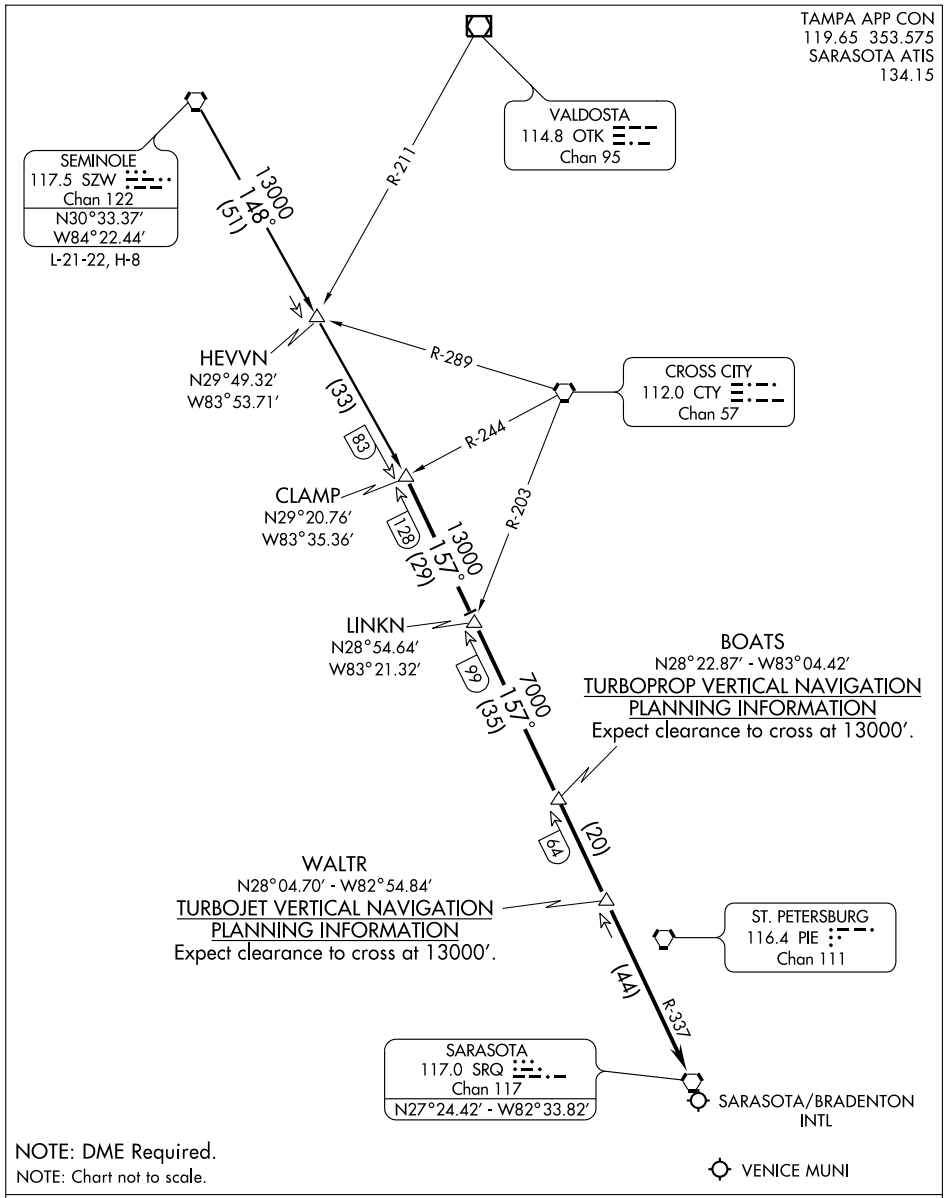
† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-30*	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

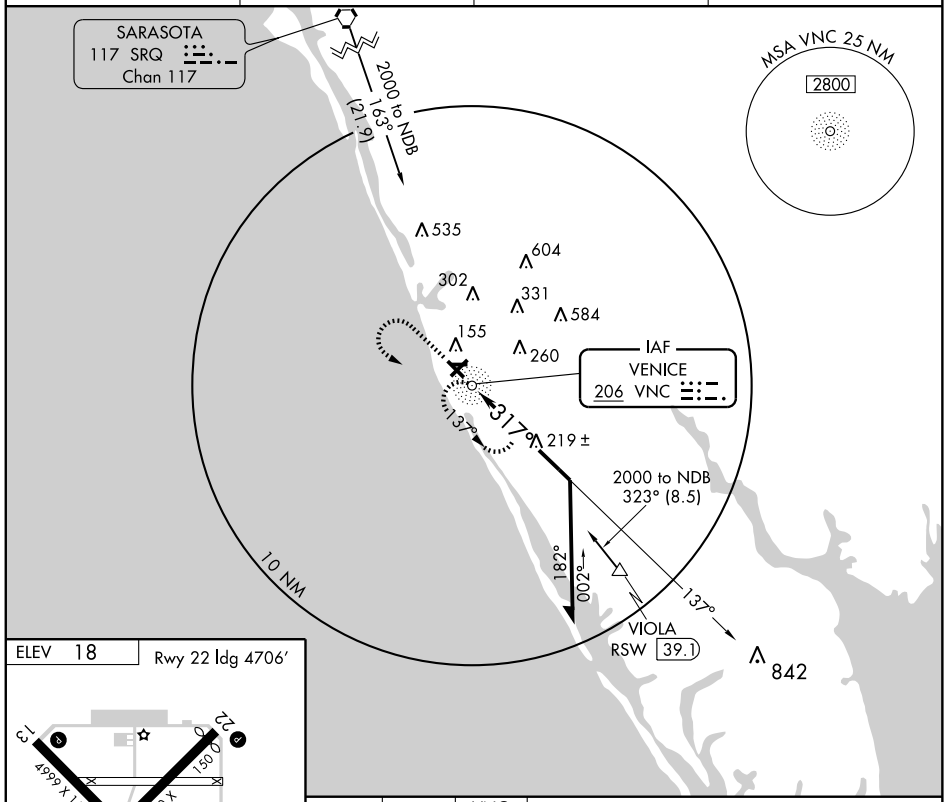
. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

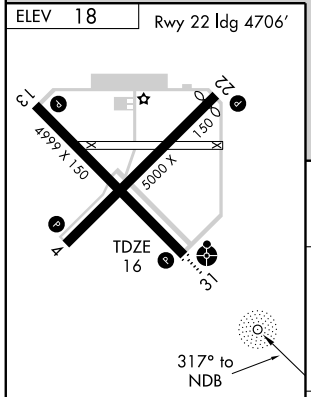
SE-3, 17 DEC 2009 to 14 JAN 2010

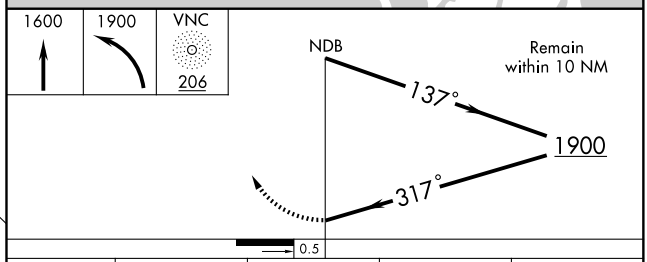
NDB VNC 206	APP CRS 317°	Rwy ldg 4999 TDZE 16 Apt Elev 18

NDB RWY 31
VENICE MUNI (VNC)

NA When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase S-31 Cats. C/D and circling Cat. C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.	ODALS	MISSED APPROACH: Climb to 1600 then climbing left turn to 1900 direct VNC NDB and hold.	
AWOS-1 **119.275**	TAMPA APP CON **119.65 353.575**	CLNC DEL **118.075**	UNICOM **122.725** (CTAF) L







CATEGORY	A	B	C	D
S-31	580-1	564 (600-1)	580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1	562 (600-1)	580-1½ 562 (600-1½)	600-2 582 (600-2)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	4999
137°	TDZE	16
	Apt Elev	18

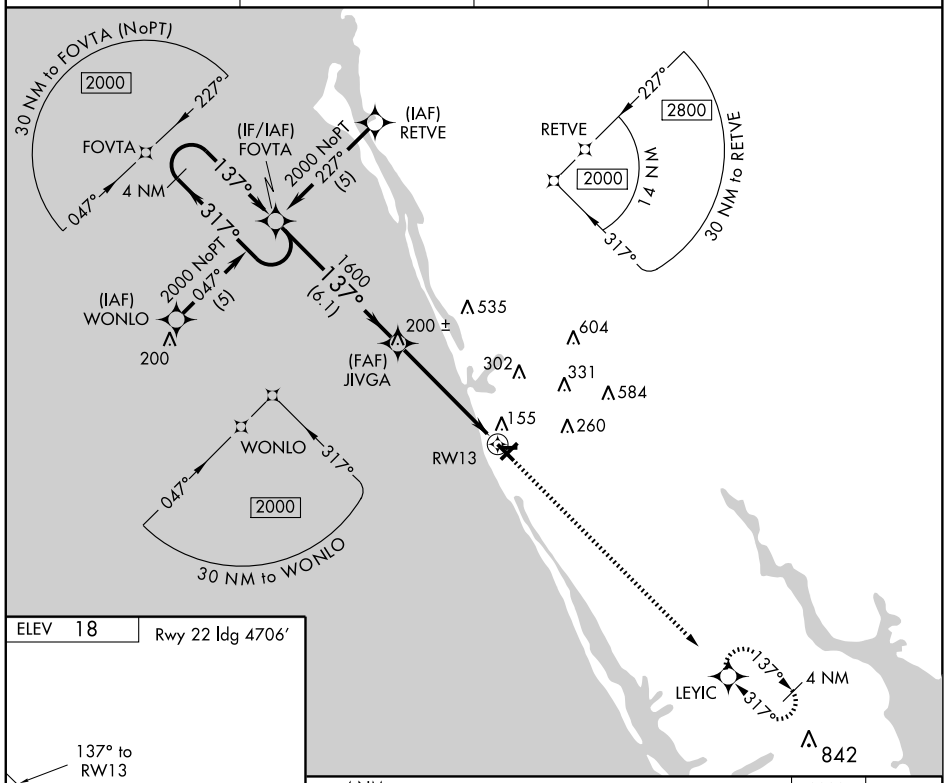
RNAV (GPS) RWY 13
VENICE MUNI (VNC)

NA

When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Sarasota altimeter setting.

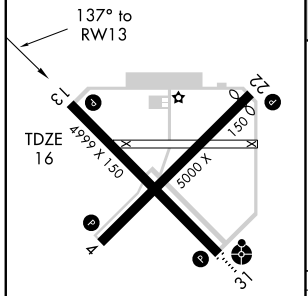
MISSED APPROACH: Climb to 2000 direct LEYIC and hold.

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



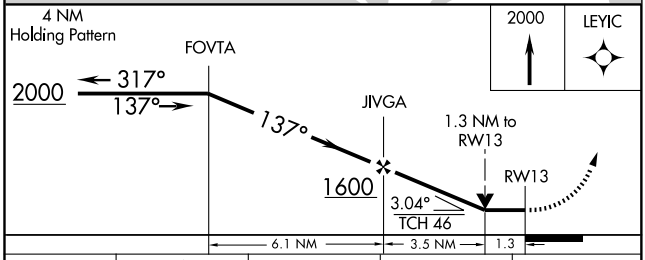
ELEV 18

Rwy 22 ldg 4706'



MIRL Rwys 4-22 and 13-31 L

REIL Rwys 4, 22, 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	460-1 444 (500-1)		460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

VENICE, FLORIDA AL-5960 (FAA)

RNAV (GPS) RWY 31

VENICE MUNI (VNC)

APP CRS	Rwy ldg	4999
317°	TDZE	16
	Apt Elev	18

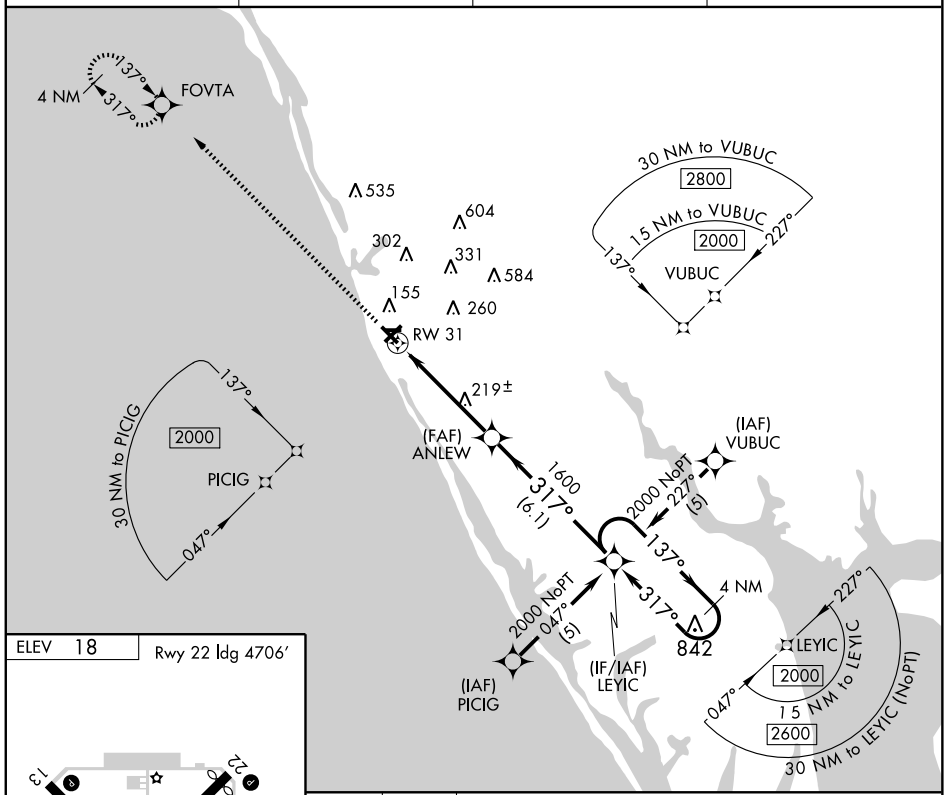
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

ODALS

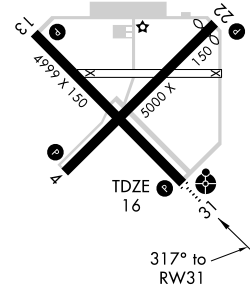
MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

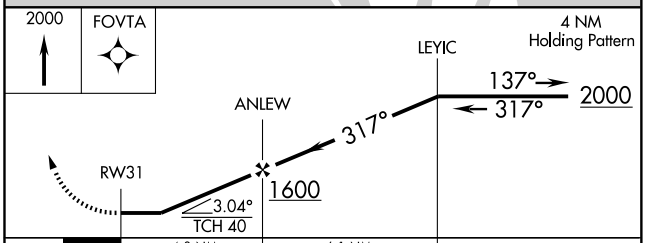
AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18

Rwy 22 ldg 4706'



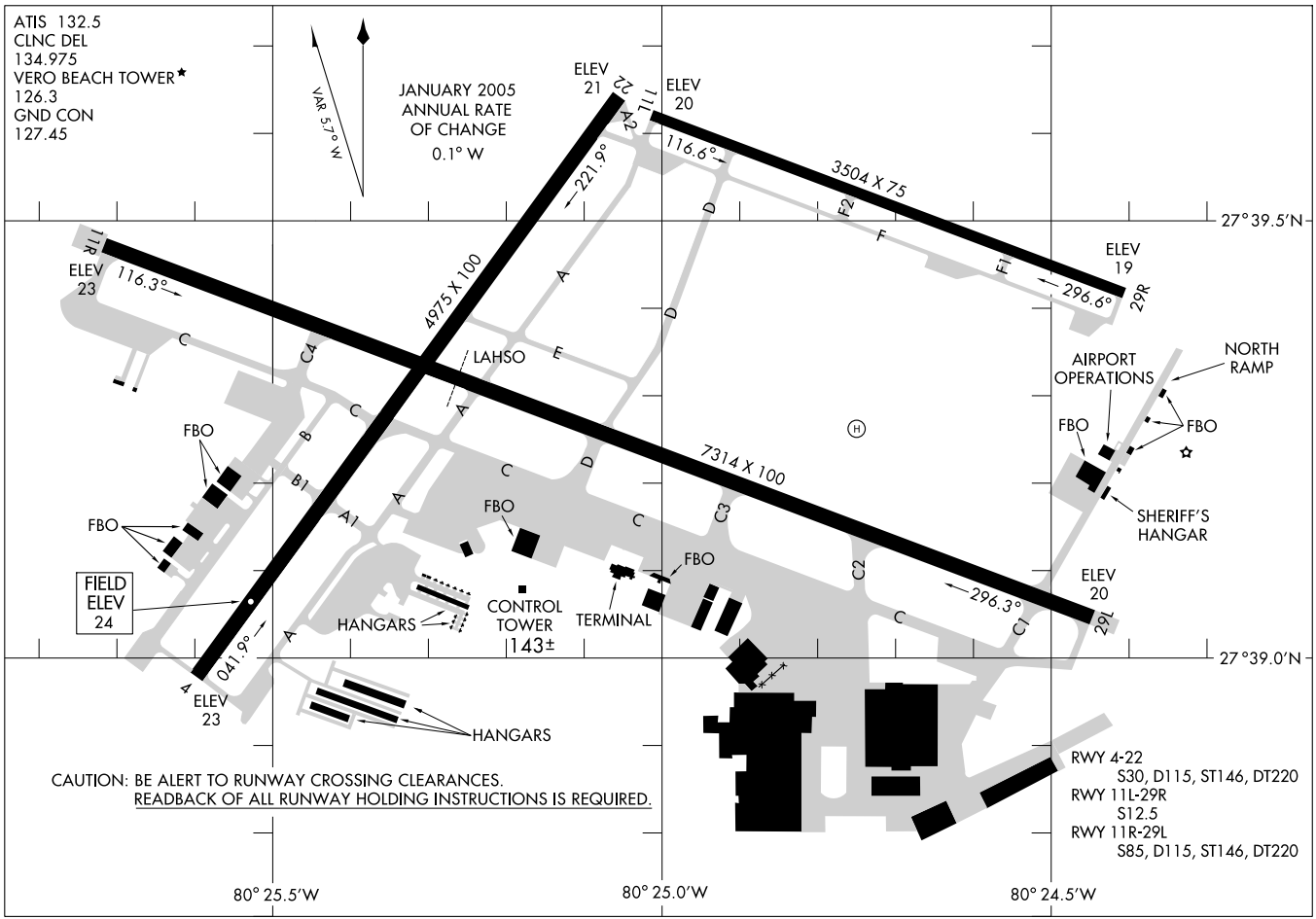


CATEGORY	A	B	C	D
LNAV MDA	480-1 464 (500-1)		480-1¼ 464 (500-1¼)	480-1½ 464 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

MIRL Rwys 4-22 and 13-31 L

REIL Rwys 4, 22, 13 and 31 L

SE-3. 17 DEC 2009 to 14 JAN 2010



AIRPORT DIAGRAM

AL-437 (FAA)

VERO BEACH MUNI (VRB)

VERO BEACH, FLORIDA

WAAS	APP CRS		
CH 61311	040°	Rwy Idg	4975
W04A		TDZE	24
		Apt Elev	24

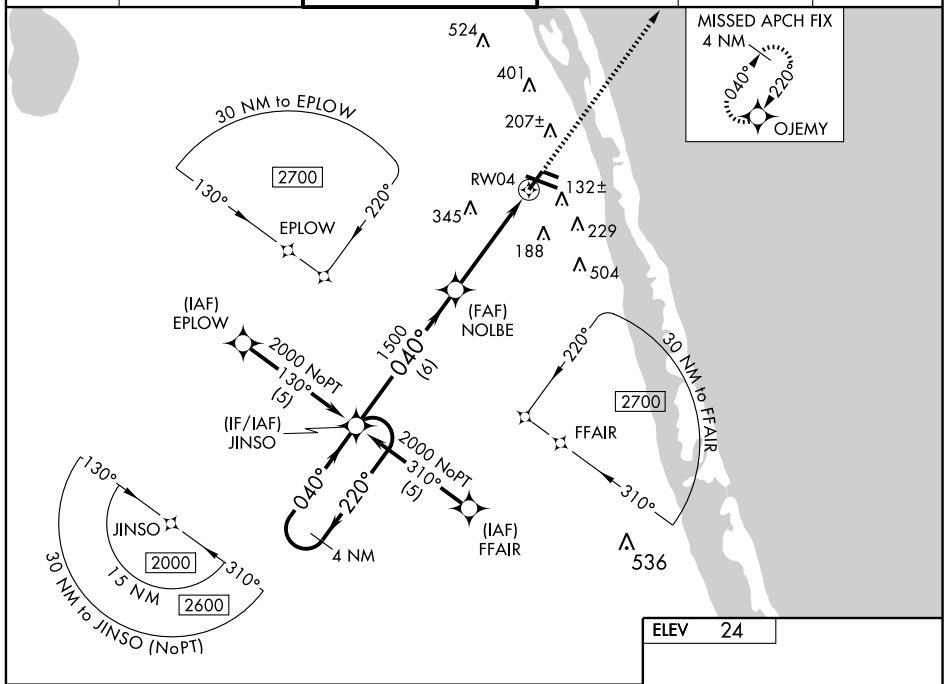
RNAV (GPS) RWY 4

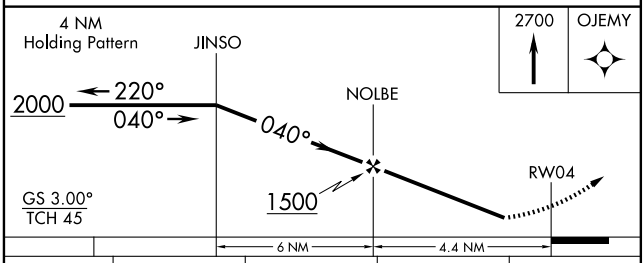
VERO BEACH MUNI (VRB)

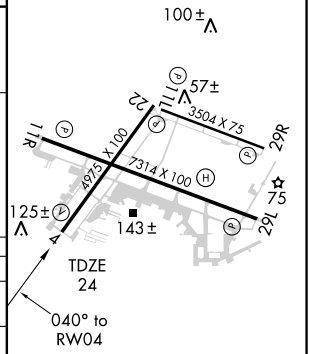
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats. and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct OJEMY and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	323-1 299 (300-1)			
LNAV/VNAV DA	395-1¼ 371 (400-1¼)			
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 17 DEC 2009 to 14 JAN 2010

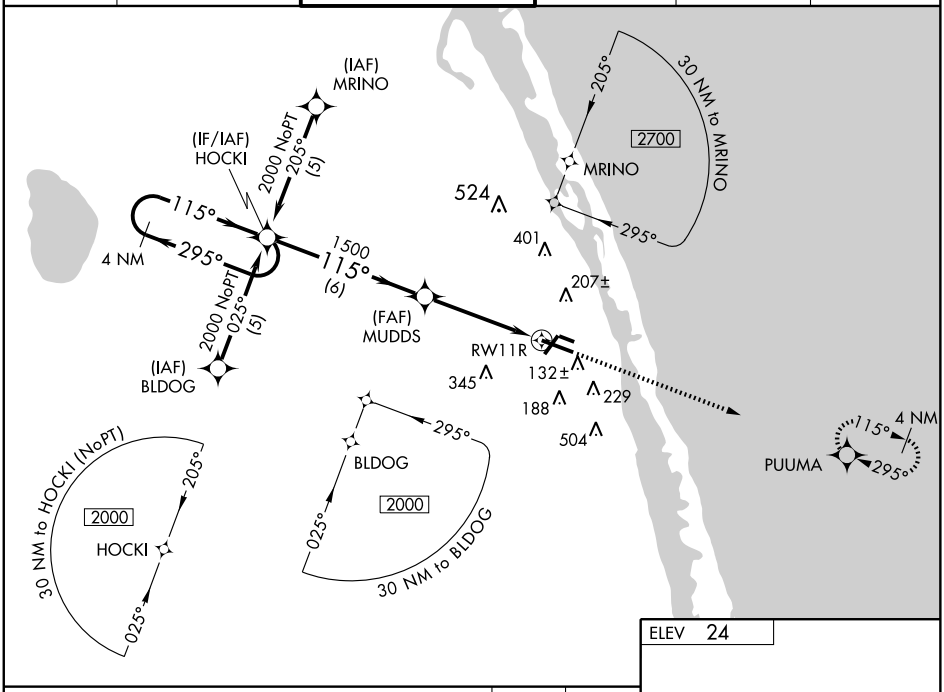
WAAS	APP CRS	Rwy Idg	7314
CH 53511	115°	TDZE	23
W11A		Apt Elev	24

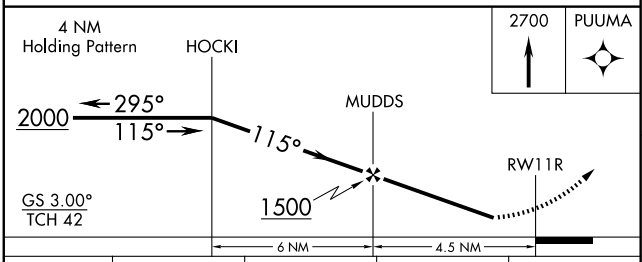
RNAV (GPS) RWY 11R
VERO BEACH MUNI (VRB)

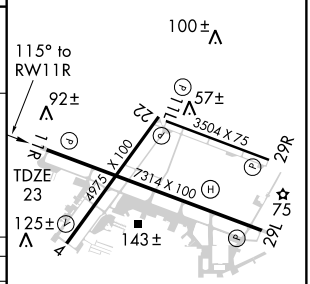
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). Baro-VNAV NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct PUUMA and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	305-1 282 (300-1)			
LNAV/VNAV DA	364-1¼ 341 (400-1¼)			
LNAV MDA	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 53611	220°	Rwy Idg	4975
W22A		TDZE	23
		Apt Elev	24

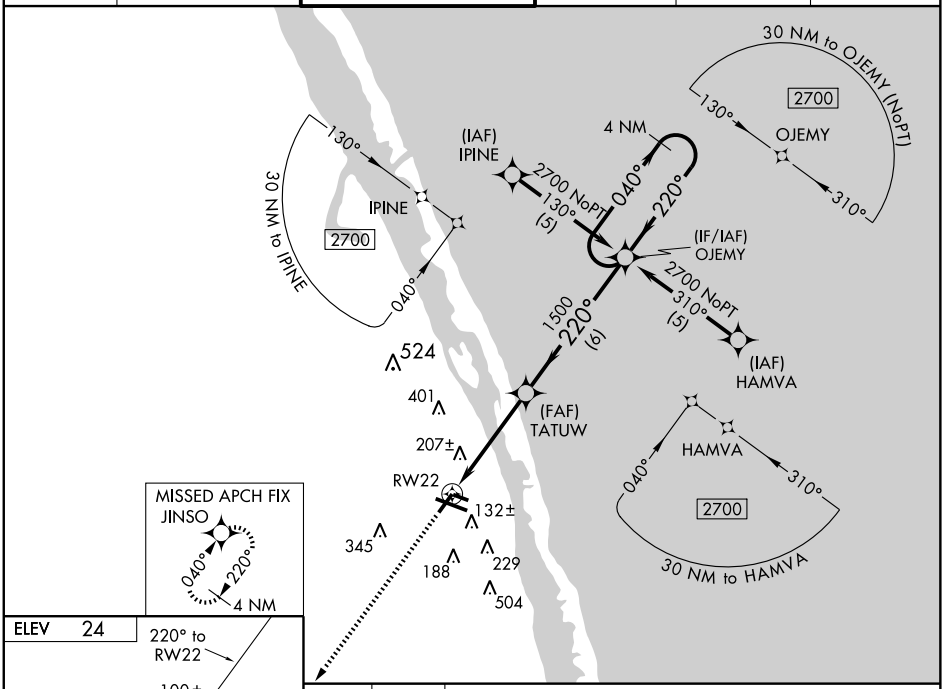
RNAV (GPS) RWY 22

VERO BEACH MUNI (VRB)

Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JINSO and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95



CATEGORY	A	B	C	D
LPV DA	349-1¼ 326 (400-1¼)			
LNAV/ VNAV DA	561-2 538 (600-2)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7314
CH 69411	295°	TDZE	22
W29A		Apt Elev	24

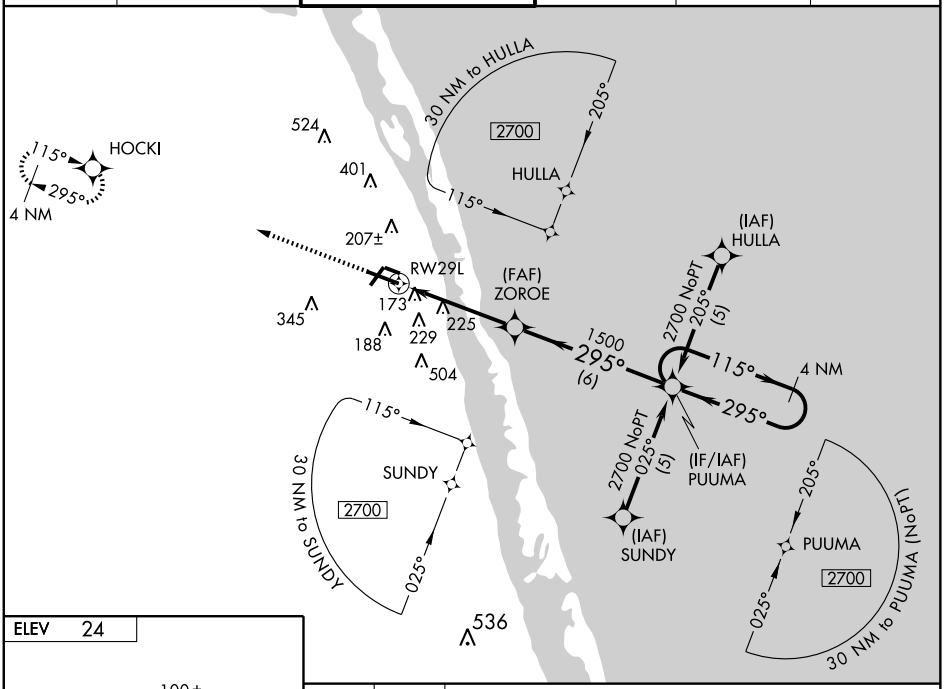
RNAV (GPS) RWY 29L

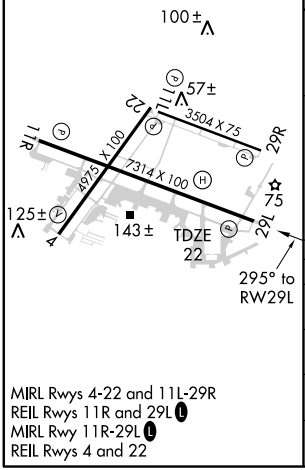
VERO BEACH MUNI (VRB)

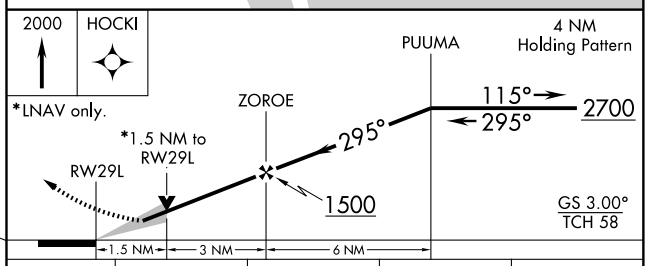
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOCKI and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	293-1 271 (300-1)			
LNAV/VNAV DA	526-1¾ 504 (600-1¾)			
LNAV MDA	540-1 518 (600-1)		540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

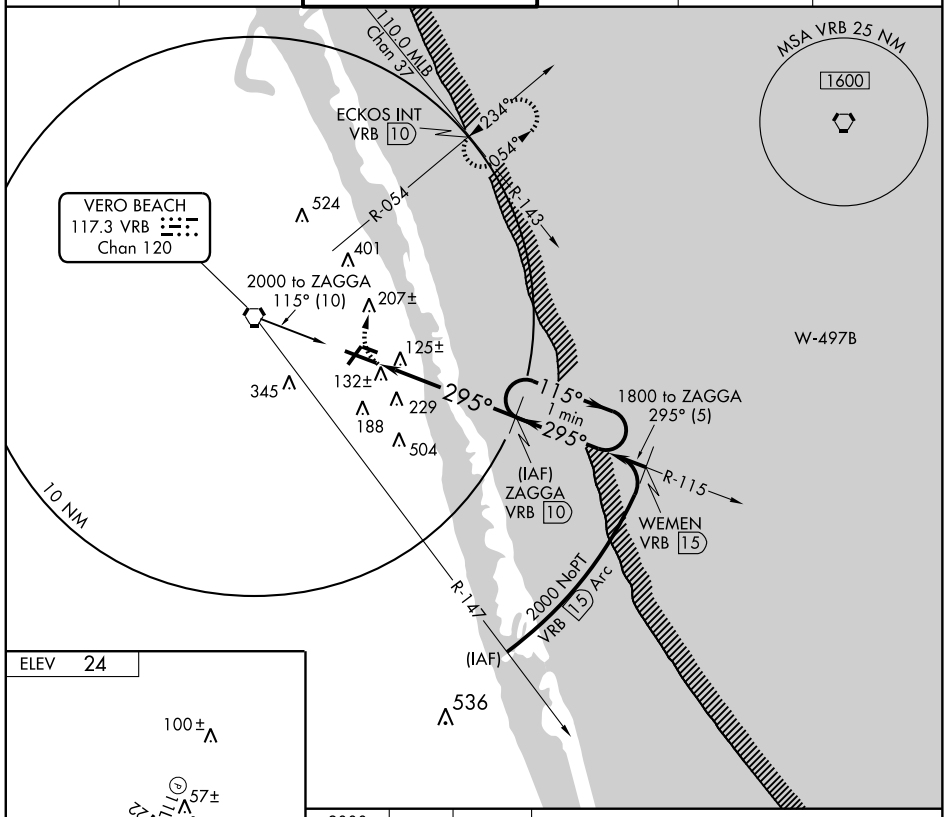
SE-3, 17 DEC 2009 to 14 JAN 2010

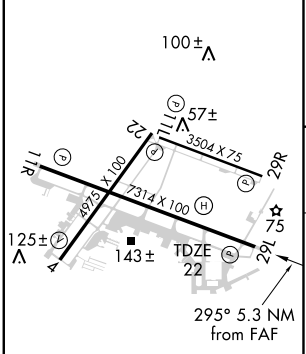
VORTAC VRB 117.3 Chan 120	APP CRS 295°	Rwy ldg 7314 TDZE 22 Apt Elev 24

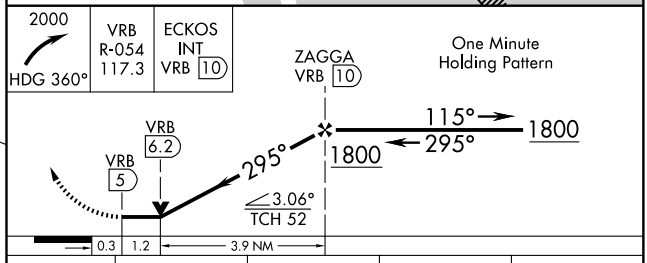
VOR/DME RWY 29L
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing right turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
S-29L	540-1	518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1	536 (600-1)	580-1½ 556 (600-1½)	660-2 636 (700-2)

MIRL Rwy 11R-29L L
REIL Rwys 11R and 29L L
MIRL Rwys 4-22 and 11L-29R
REIL Rwys 4 and 22

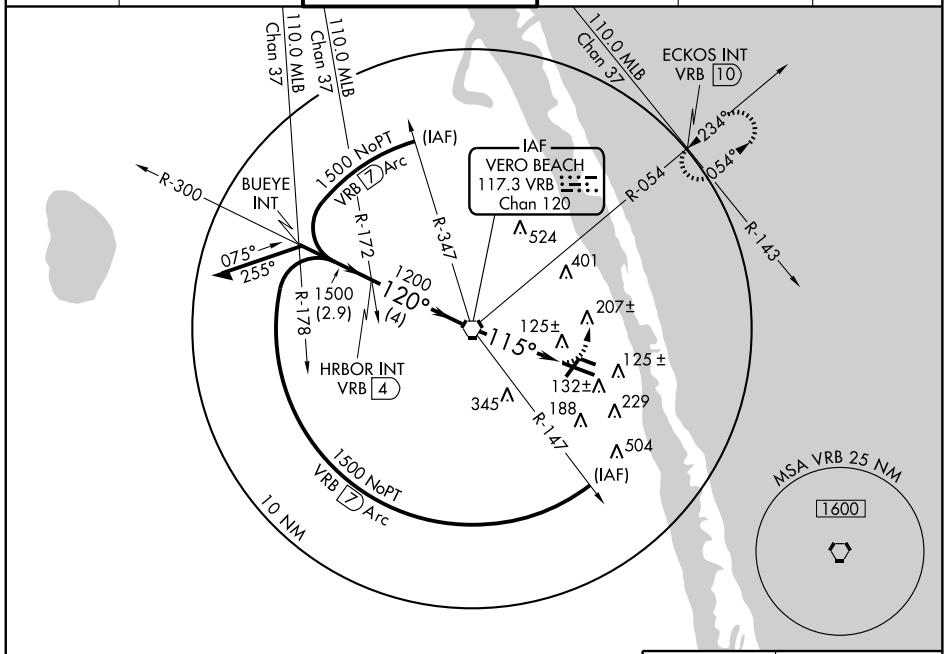
SE-3. 17 DEC 2009 to 14 JAN 2010

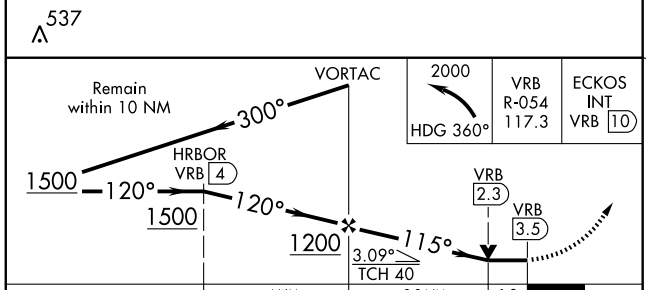
VORTAC VRB	APP CRS	Rwy Idg	7314
117.3	115°	TDZE	23
Chan 120		Apt Elev	24

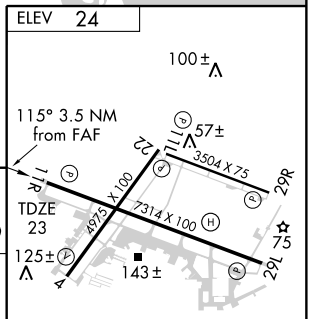
VOR RWY 11R
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing left turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
S-11R	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	560-1 536 (600-1)		580-1½ 556 (600-1½)	660-2 636 (700-2)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-3. 17 DEC 2009 to 14 JAN 2010

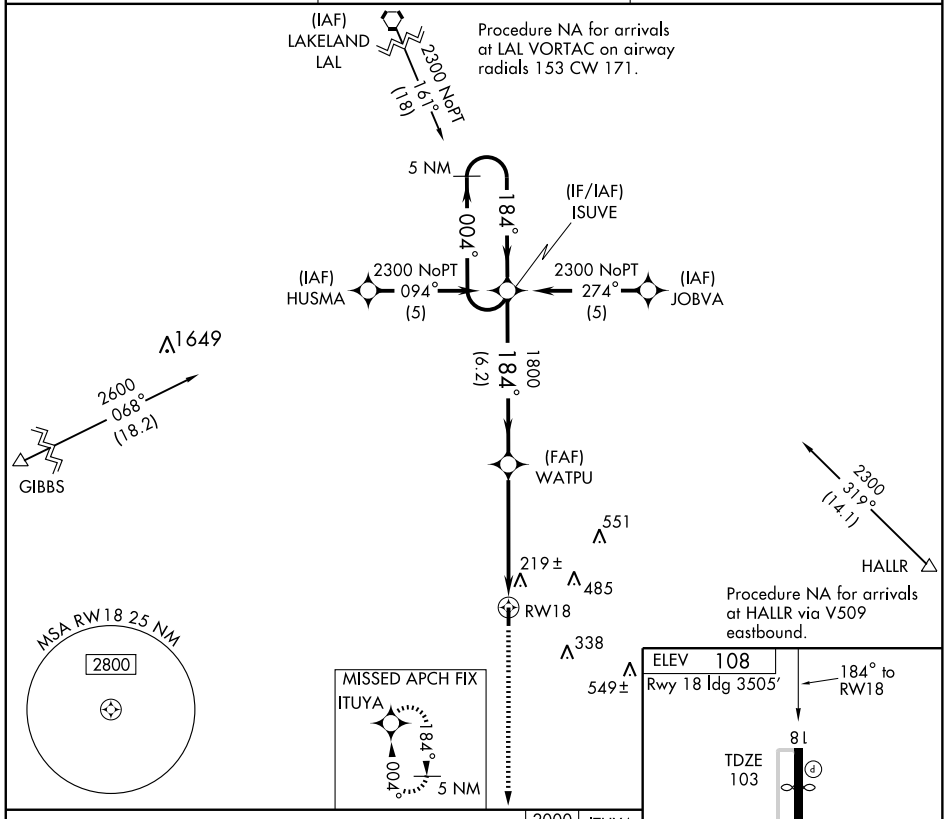
APP CRS	Rwy Idg	3505
184°	TDZE	103
	Apt Elev	108

RNAV (GPS) RWY 18
WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
134.15	134.55 257.7	122.9



CATEGORY	A	B	C	D
LNAV MDA	580-1 477 (500-1)		580-1¼ 477 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

MIRL Rwy 18-36

SE-3, 17 DEC 2009 to 14 JAN 2010

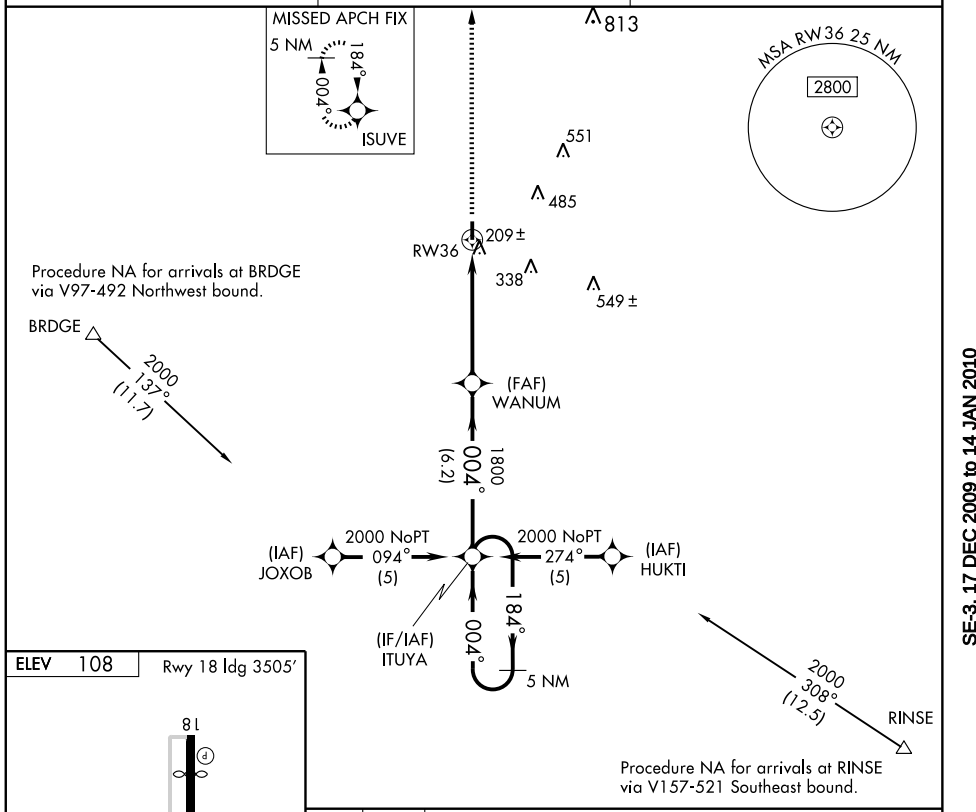
APP CRS	Rwy Idg	4005
004°	TDZE	108
	Apt Elev	108

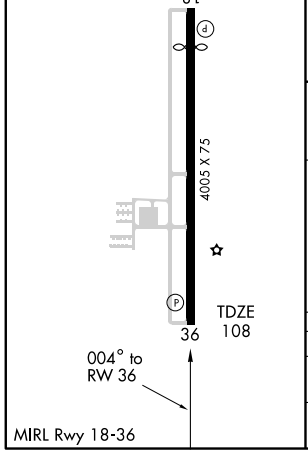
RNAV (GPS) RWY 36
WAUCHULA MUNI (CHN)

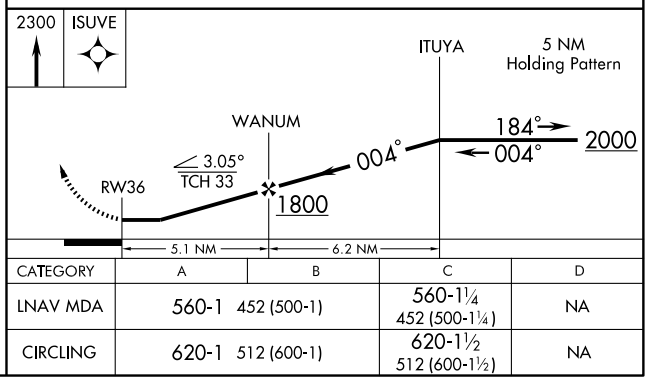
Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct ISUVE and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
134.15	134.55 257.7	122.9





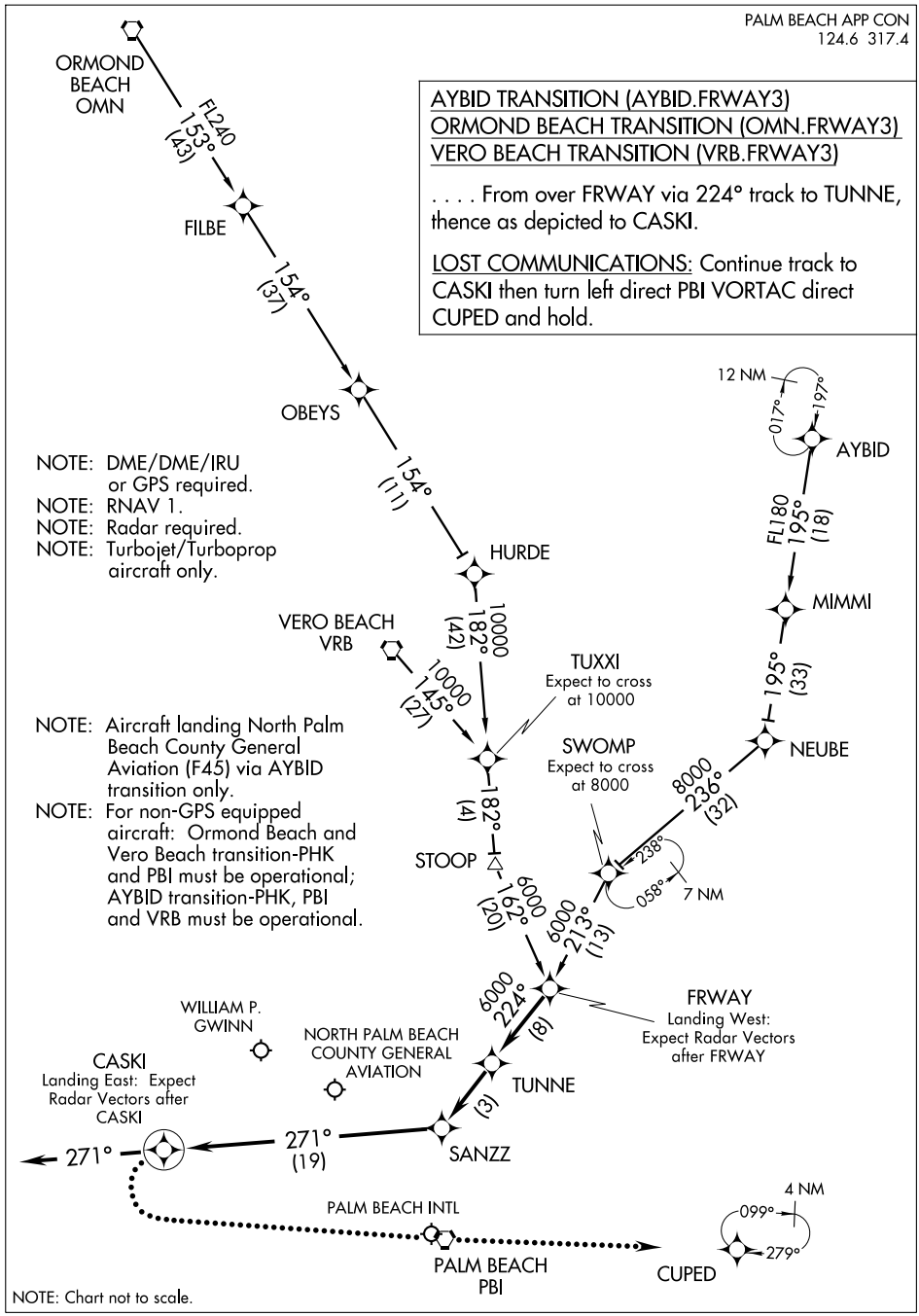


CATEGORY	A	B	C	D
LNAV MDA	560-1 452 (500-1)		560-1¼ 452 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

FRWAY THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



APP CRS	Rwy Idg	4300
089°	TDZE	23
	Apt Elev	23

GPS RWY 8R

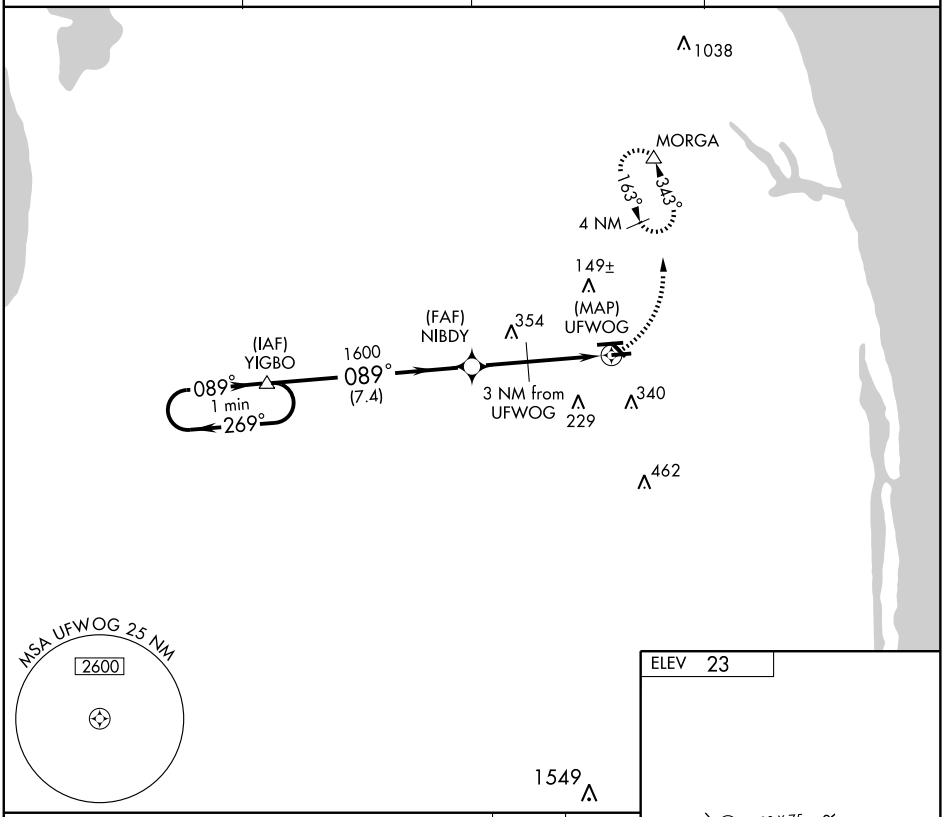
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

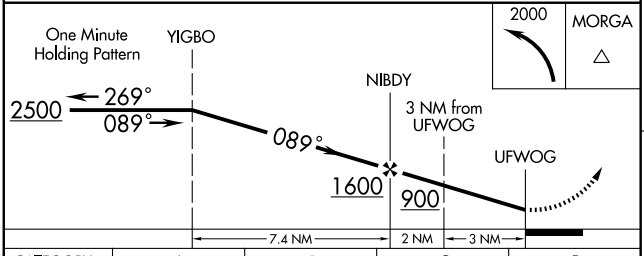
NA

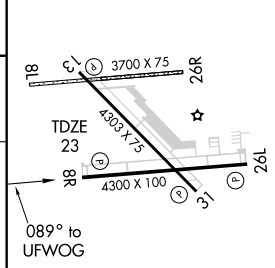
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct MORGA WP and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3, 17 DEC 2009 to 14 JAN 2010

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

LOC/DME I-GHO	APP CRS	Rwy Idg 4300
110.75	089°	TDZE 23
Chan 44 (Y)		Apt Elev 23

ILS RWY 8R

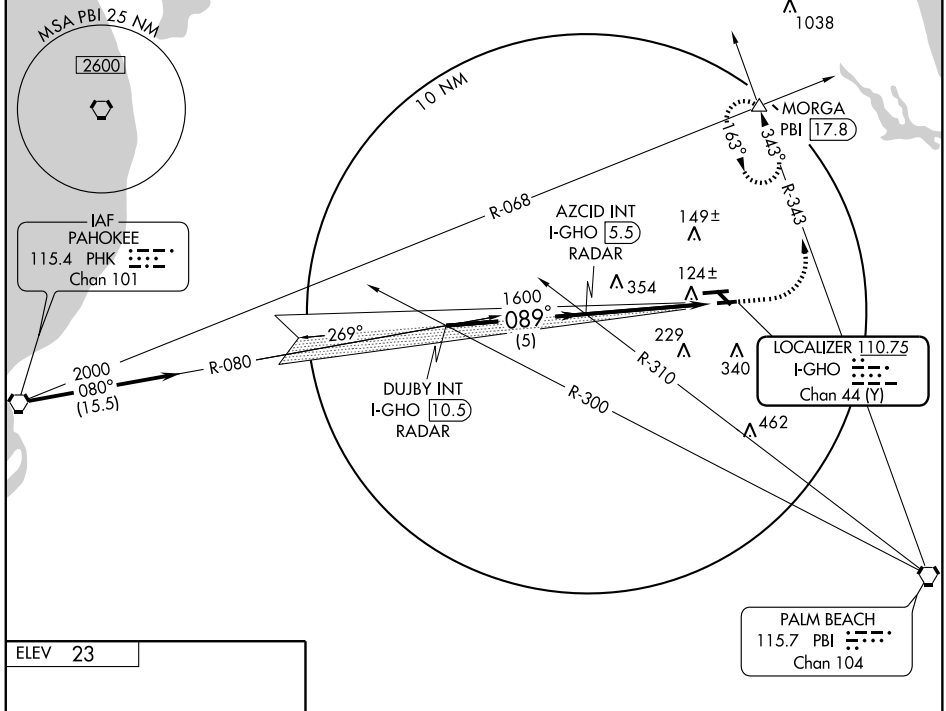
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

NA

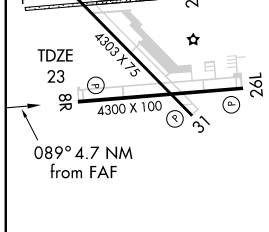
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via PBI R-343 to MORGA Int/17.8 DME and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



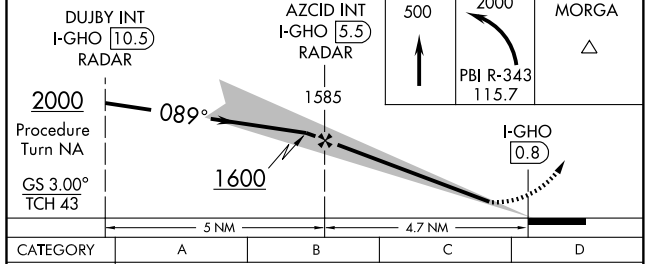
ELEV 23



HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 8R	251-¾ 228 (300-¾)			
S-LOC 8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

WASS	APP CRS	Rwy Idg	4303
CH 40310	139°	TDZE	22
W13A		Apt Elev	22

RNAV (GPS) RWY 13

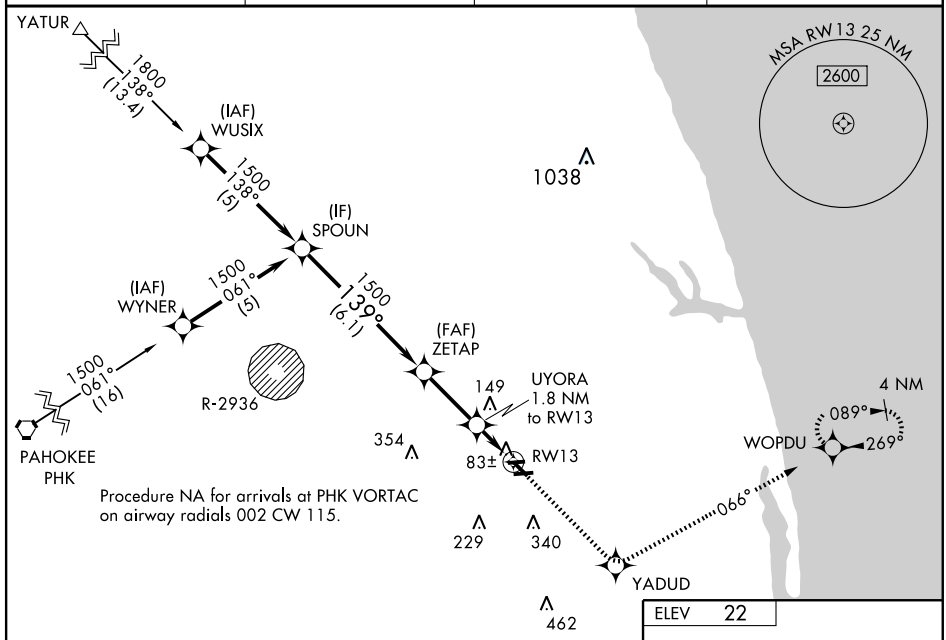
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

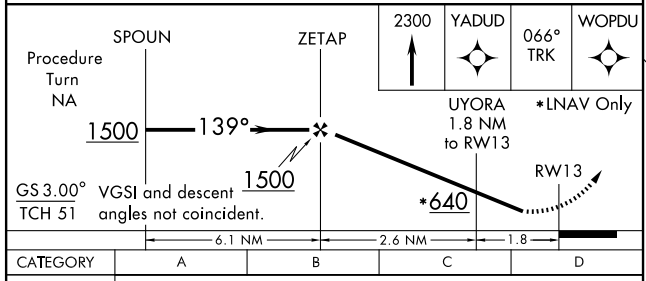
Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settings not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and all MDA 40 feet and increase LPV all Cats. visibility and Circling Cat. D visibility ¼ mile.

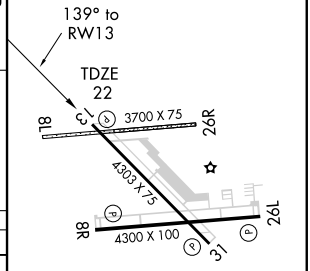
NA

MISSED APPROACH: Climb to 2300 direct YADUD and via 066° track to WOPDU and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	324-1 302 (400-1)			
LNAV/VNAV DA	384-1¼ 362 (400-1¼)			
LNAV MDA	380-1 358 (400-1)			380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WASS	APP CRS	Rwy Idg	4300
CH 93910	269°	TDZE	22
W26A		Apt Elev	22

RNAV (GPS) RWY 26L

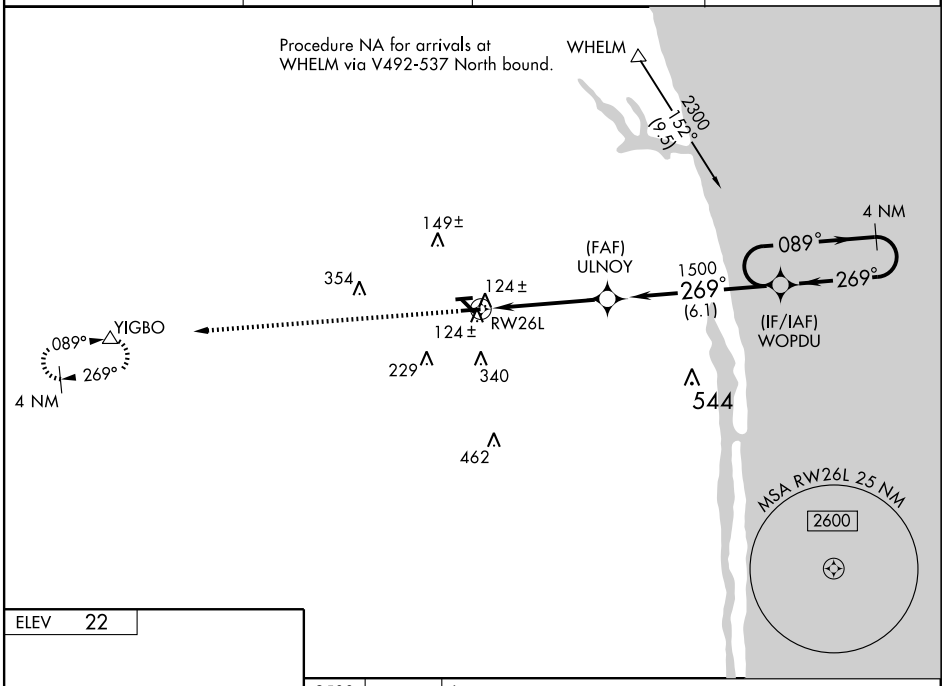
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

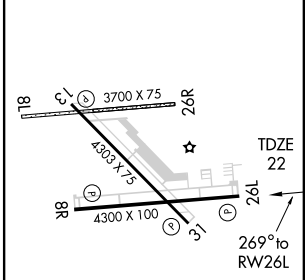
T
NA

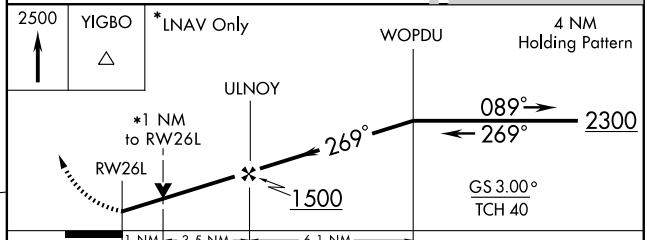
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and MDA 40 feet and increase LNAV/VNAV all Cats. visibility and Circling Cat. D visibility ¼ mile. Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct YIGBO and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	340-1¼ 318 (400-1¼)			
LNAV/ VNAV DA	394-1¼ 372 (400-1¼)			
LNAV MDA	380-1 358 (400-1)			380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3. 17 DEC 2009 to 14 JAN 2010

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

VORTAC PHK	APP CRS	Rwy Idg	4300
115.4	082°	TDZE	23
Chan 101		Apt Elev	23

WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

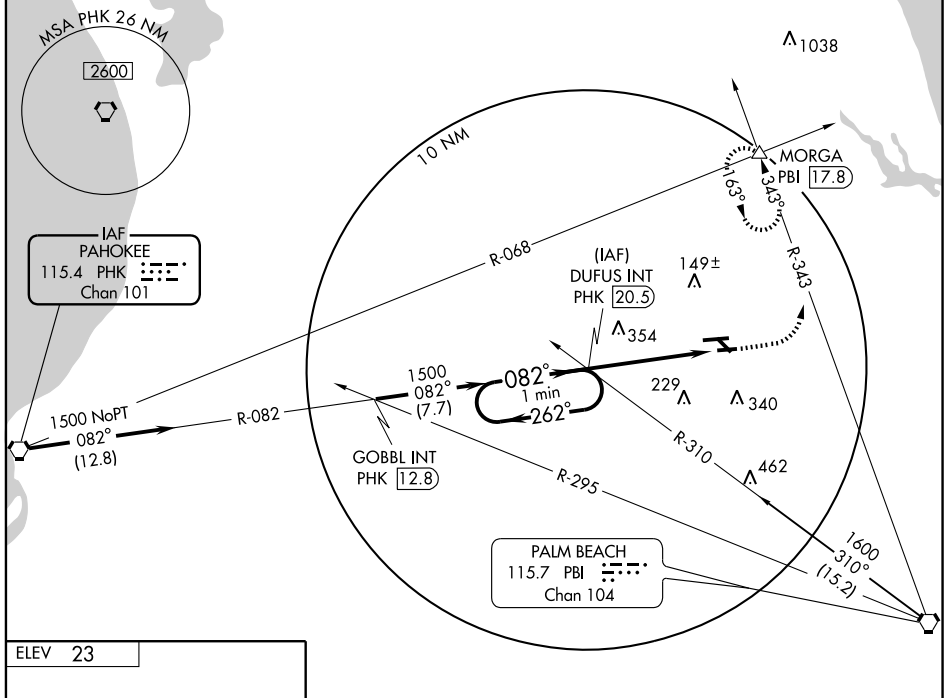
VOR RWY 8R

T
A NA

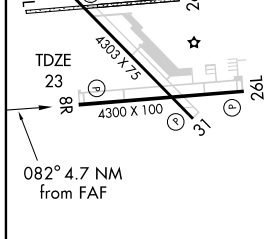
Use Palm Beach altimeter setting.

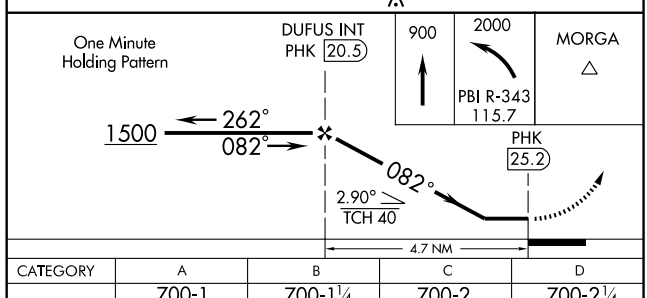
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via PBI VORTAC R-343 to MORGA Int/17.8 DME and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



ELEV 23





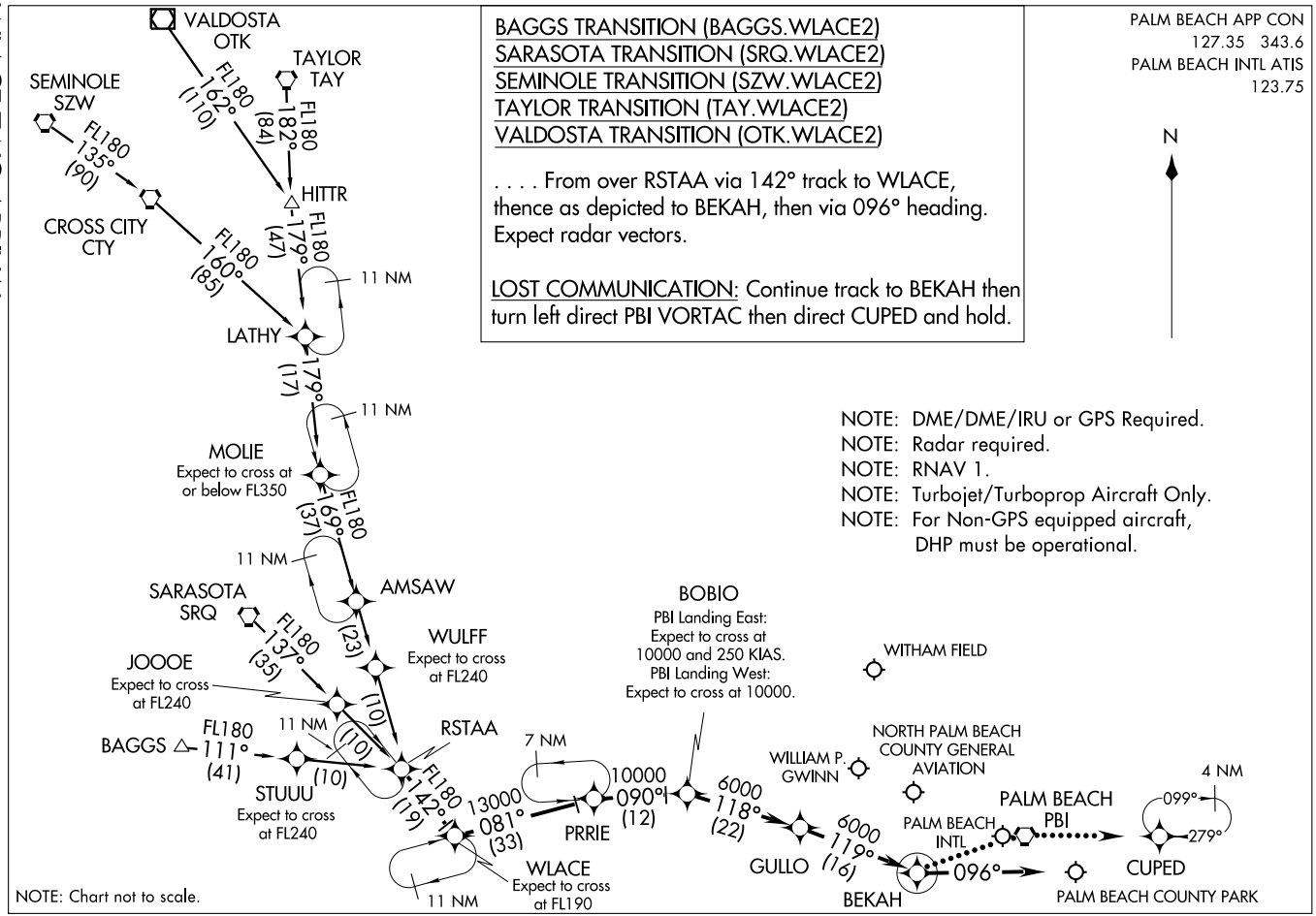
HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-8R	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)
CIRCLING	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010



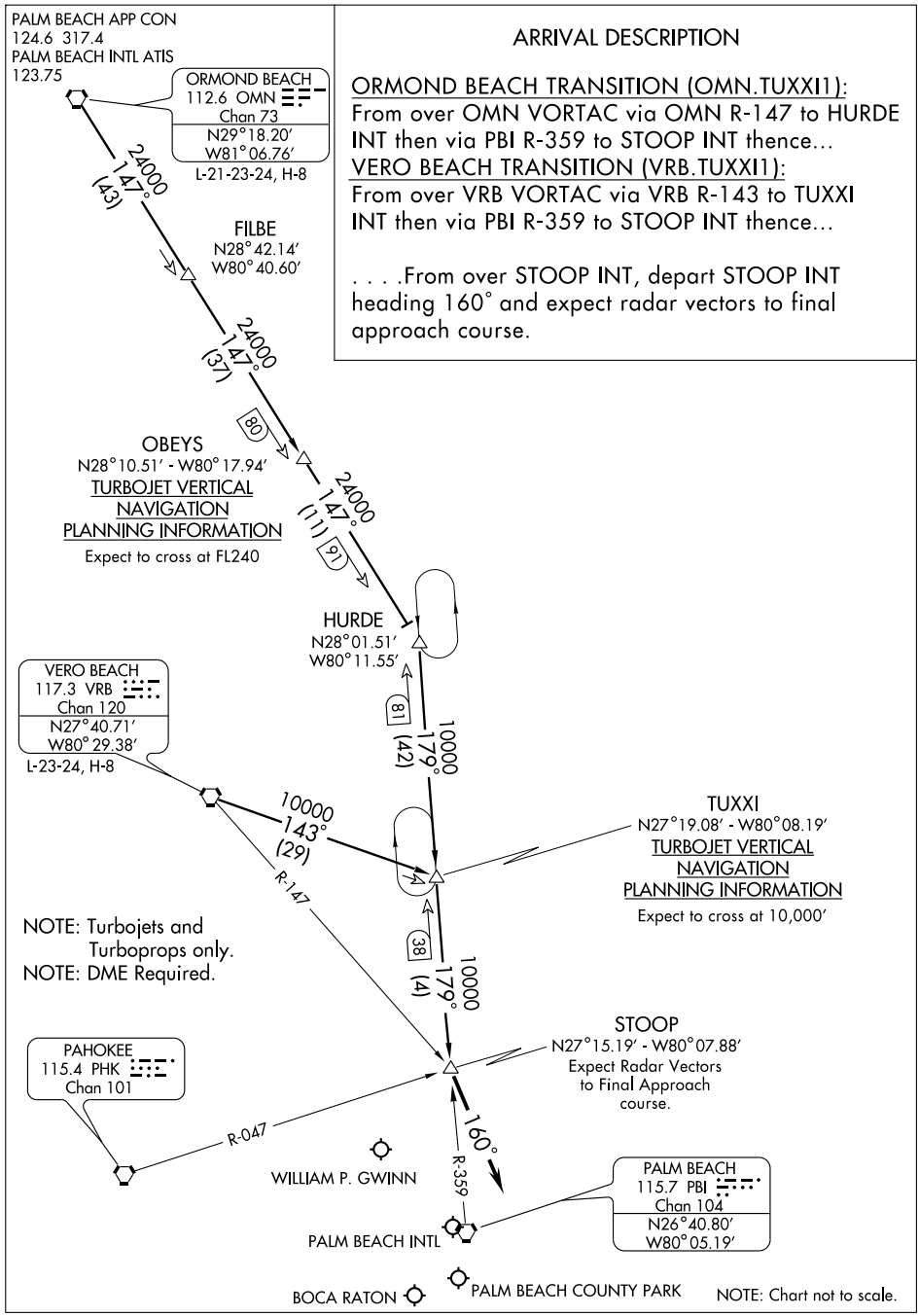
(WLACE.WLACE2) 09351

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

TUXXI ONE ARRIVAL



ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PBI 115.7 Chan 104	APP CRS 182°	Rwy Idg 3421 TDZE 15 Apt Elev 16

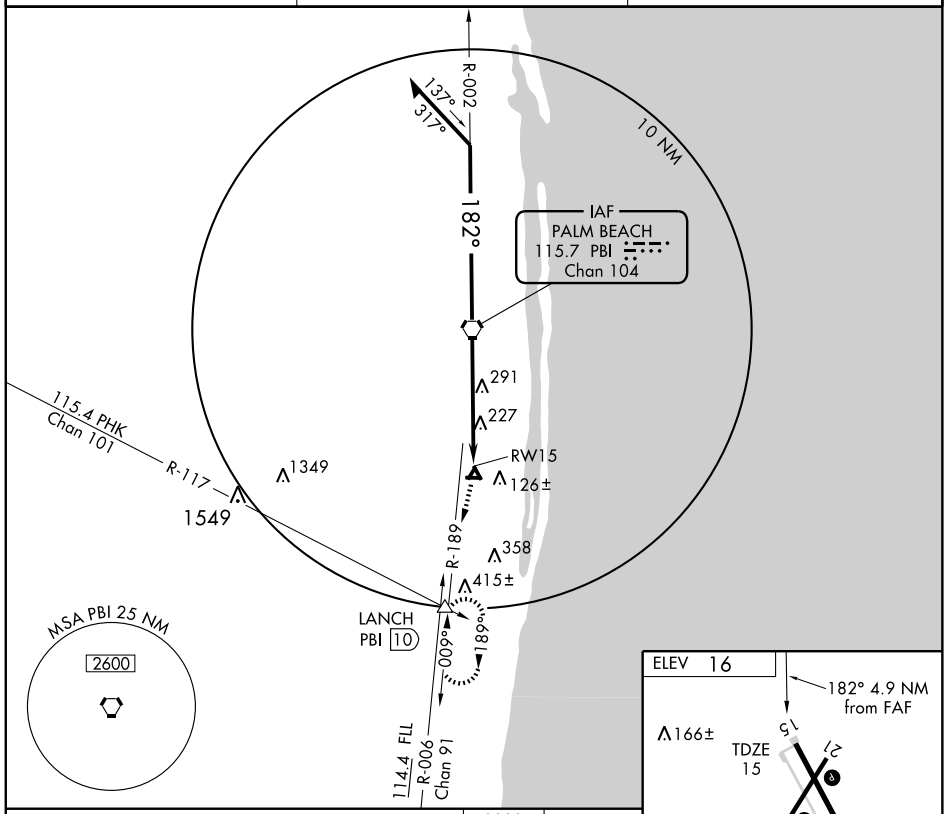
VOR or GPS RWY 15

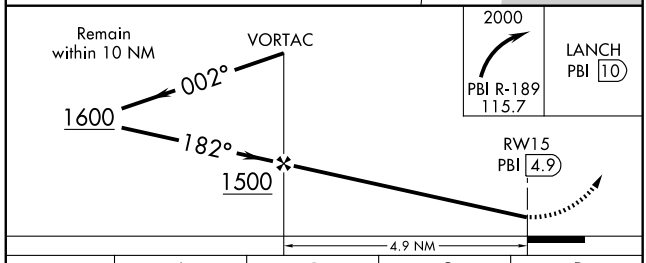
WEST PALM BEACH / PALM BEACH COUNTY PARK (LNA)

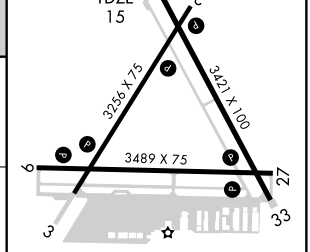
NA — Use Palm Beach altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 2000 via PBI R-189 to LANCH Int/PBI 10 DME and hold.

AWOS-3	PALM BEACH APP CON	UNICOM
119.925	127.35 317.4	122.7 (CTAF) L







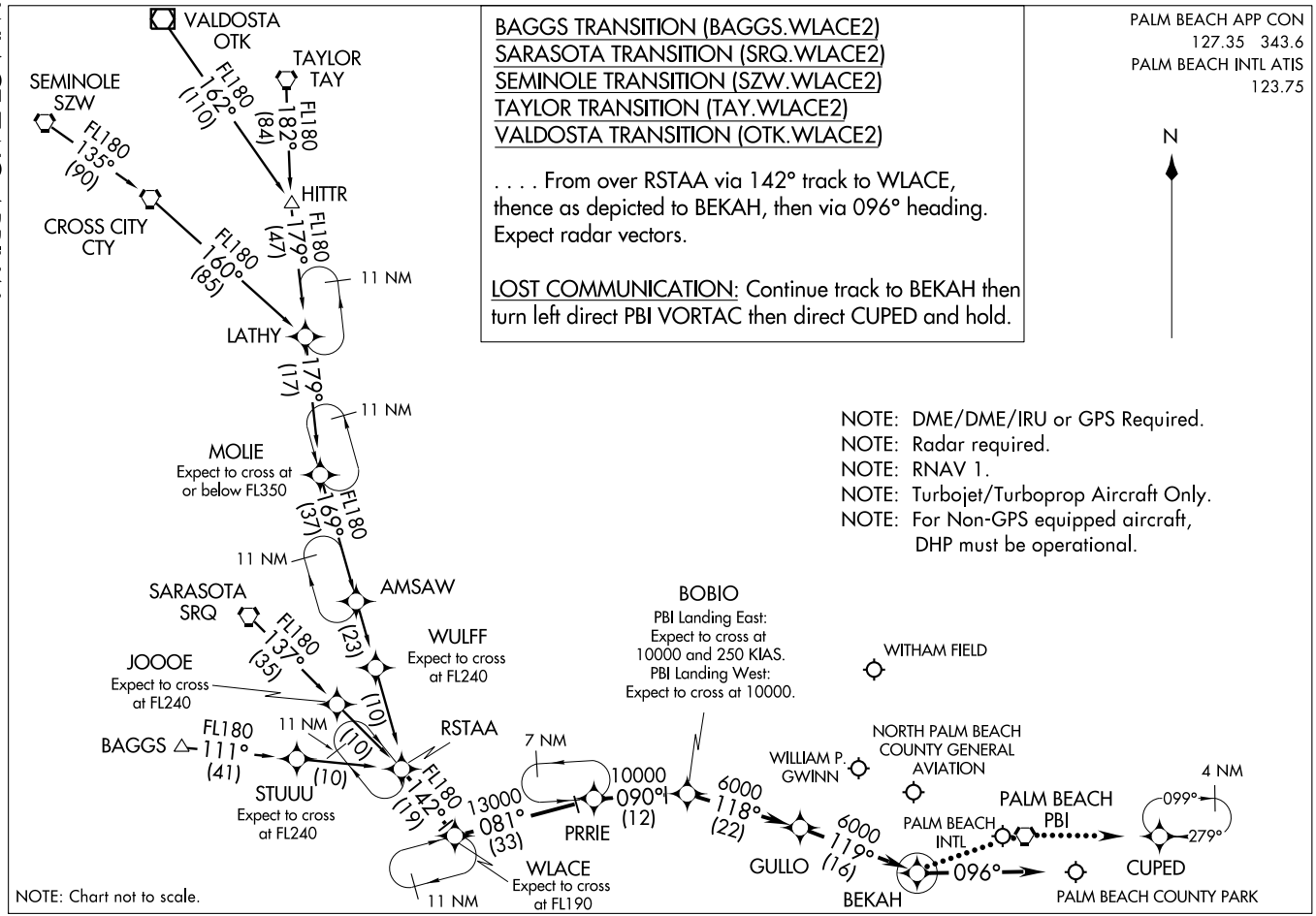
MIRL Rwys 3-21, 9-27 and 15-33 L

CATEGORY	A	B	C	D
S-15	620-1	605 (700-1)	620-1¾ 605 (700-1¾)	NA
CIRCLING	660-1	644 (700-1)	660-1¾ 644 (700-1¾)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-3. 17 DEC 2009 to 14 JAN 2010



(WLACE.WLACE2) 09351

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

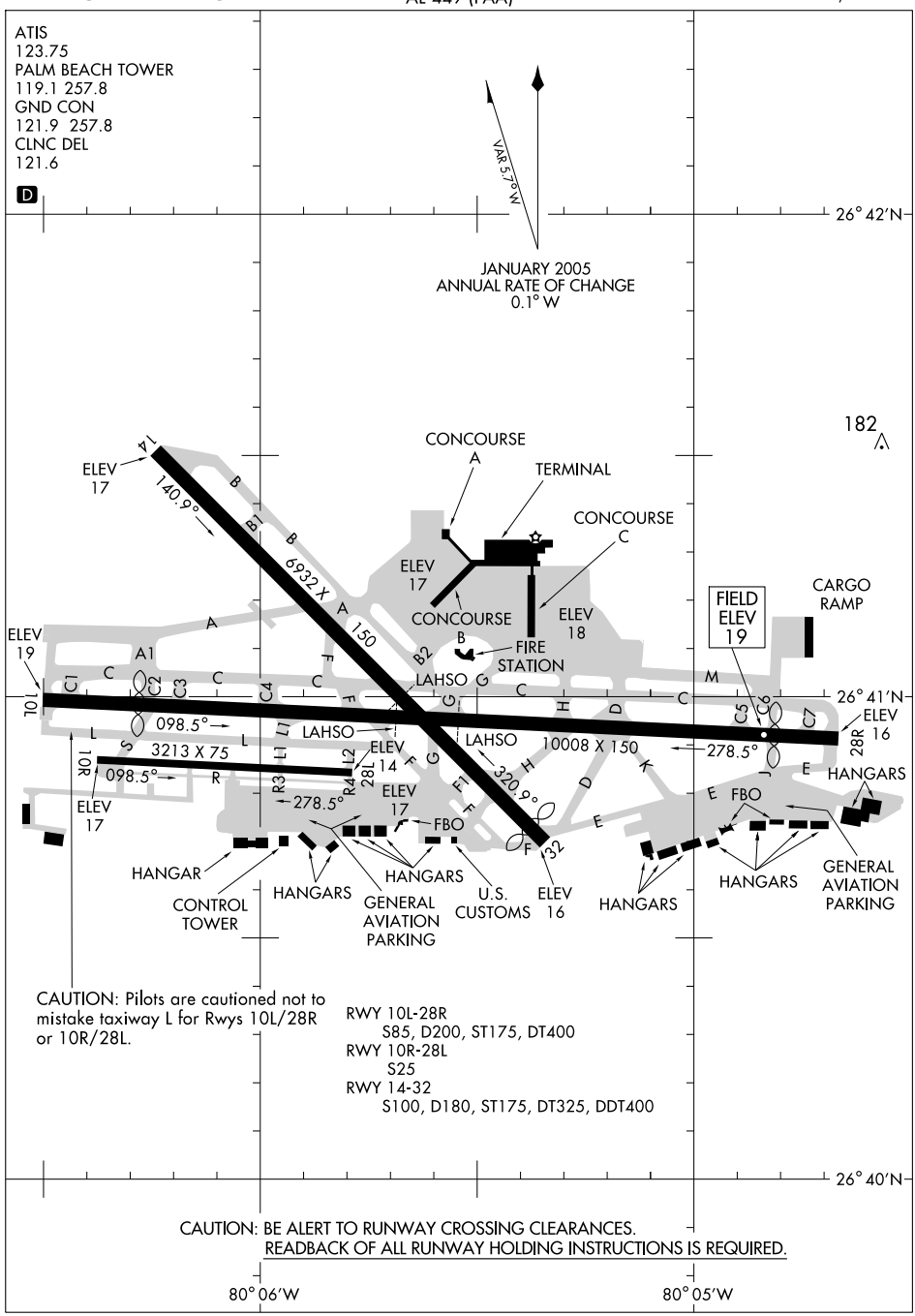
WEST PALM BEACH, FLORIDA

09351

AIRPORT DIAGRAM

AL-449 (FAA)

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



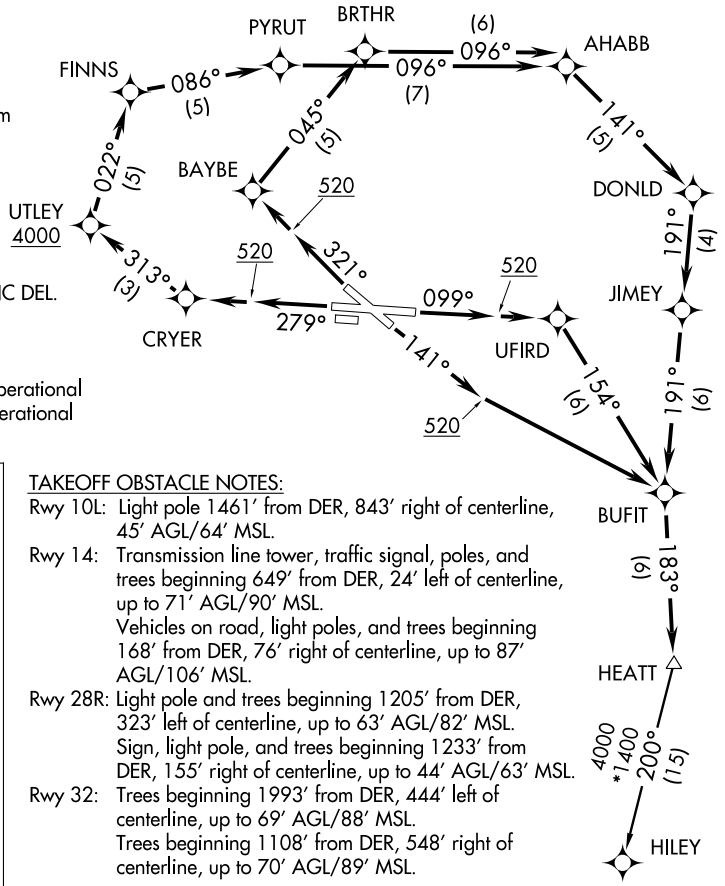
SE-3, 17 DEC 2009 to 14 JAN 2010

ATIS
123.75
CLNC DEL
121.6
GND CON
121.9 257.8
PALM BEACH TOWER
119.1 257.8
PALM BEACH DEP CON
128.3 387.1 (North)
127.35 343.6 (South)

N

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.
Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

NOTE: Chart not to scale.



NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to BUFIT. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct BUFIT. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to BUFIT. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to BUFIT. Thence . . . .

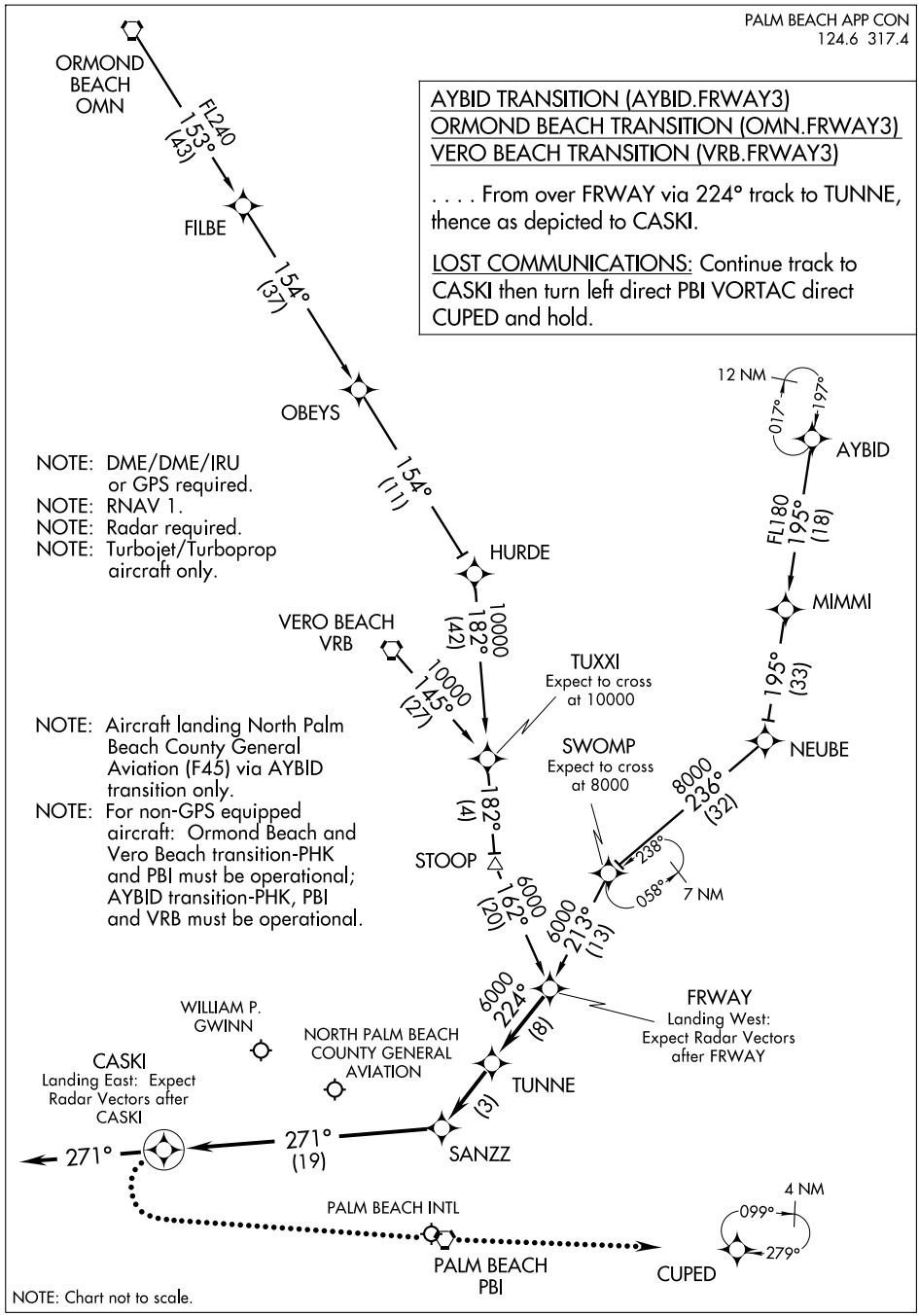
. . . . via depicted route to HEATT. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HILEY TRANSITION (BUFIT1.HILEY):

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL.
Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL.
Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL.
Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

FRWAY THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



LOC I-PBI	APP CRS	Rwy Idg	8800
111.9	099°	TDZE	19
		Apt Elev	19

ILS or LOC RWY 10L

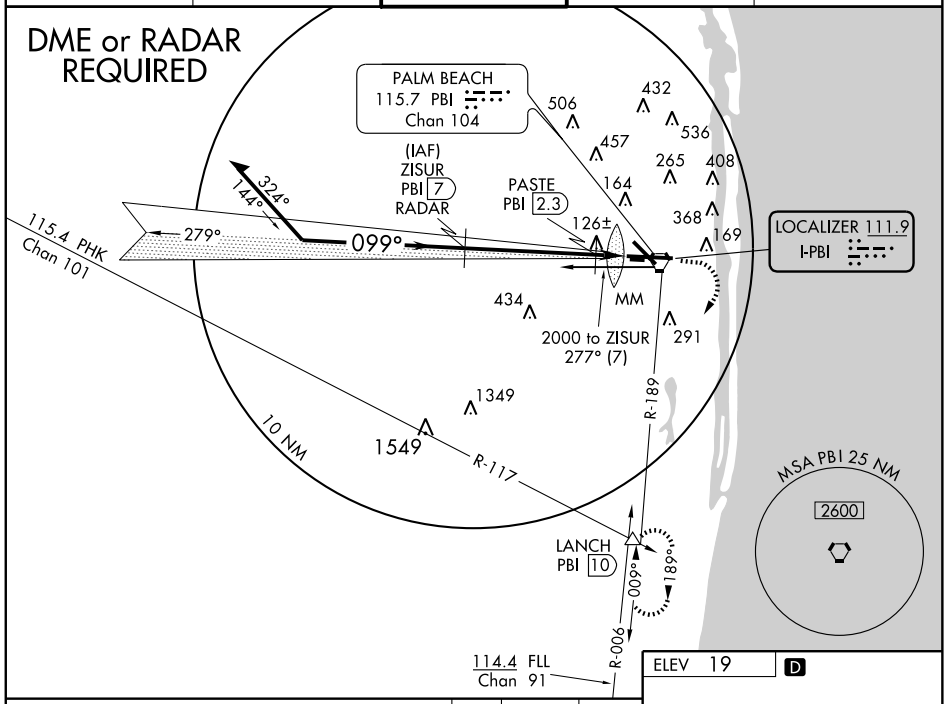
WEST PALM BEACH/ PALM BEACH INTL (PBI)

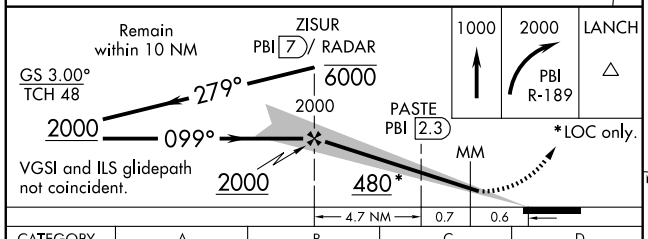
DME or Radar required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

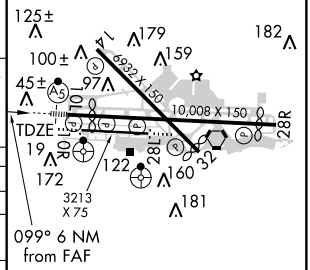
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI VORTAC R-189 to LANCH INT/PBI VORTAC 10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-ILS 10L	** 219/24 200 (200-½)			
S-LOC 10L	480/24 461 (500-½)		480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)
PASTE DME FIX MINIMUMS				
S-LOC 10L	380/24 361 (400-½)			380/40 361 (400-¾)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-PWB	APP CRS	Rwy Idg	9189
111.9	279°	TDZE	18
		Apt Elev	19

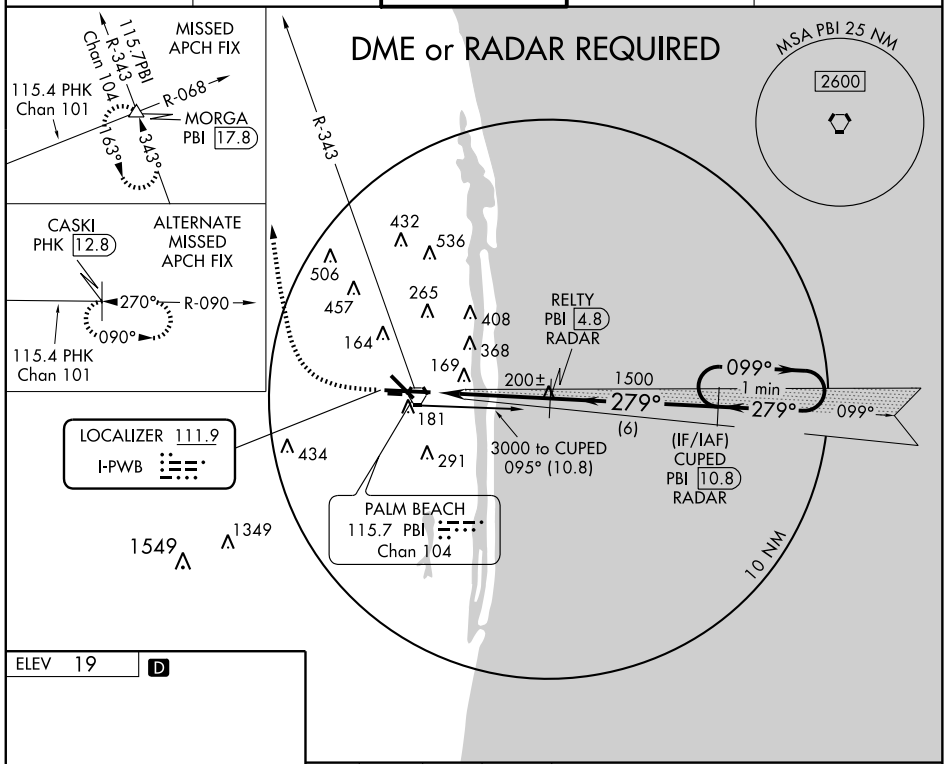
ILS or LOC RWY 28R

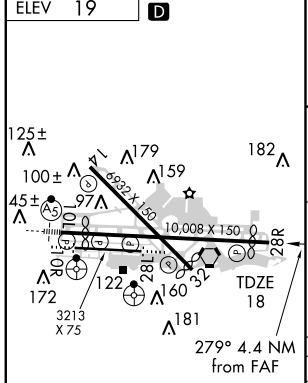
WEST PALM BEACH/ PALM BEACH INTL (PBI)

DME or Radar required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

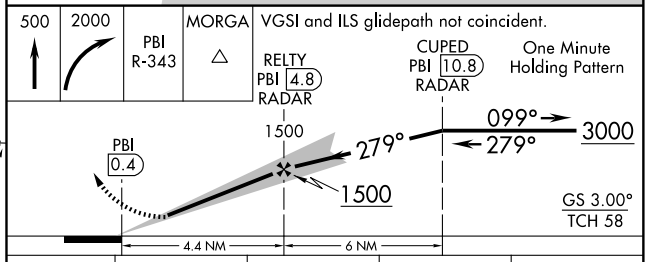
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 28R	218/40 200 (200-¾)			
S-LOC 28R	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1½ 621 (700-1½)	680-2 661 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

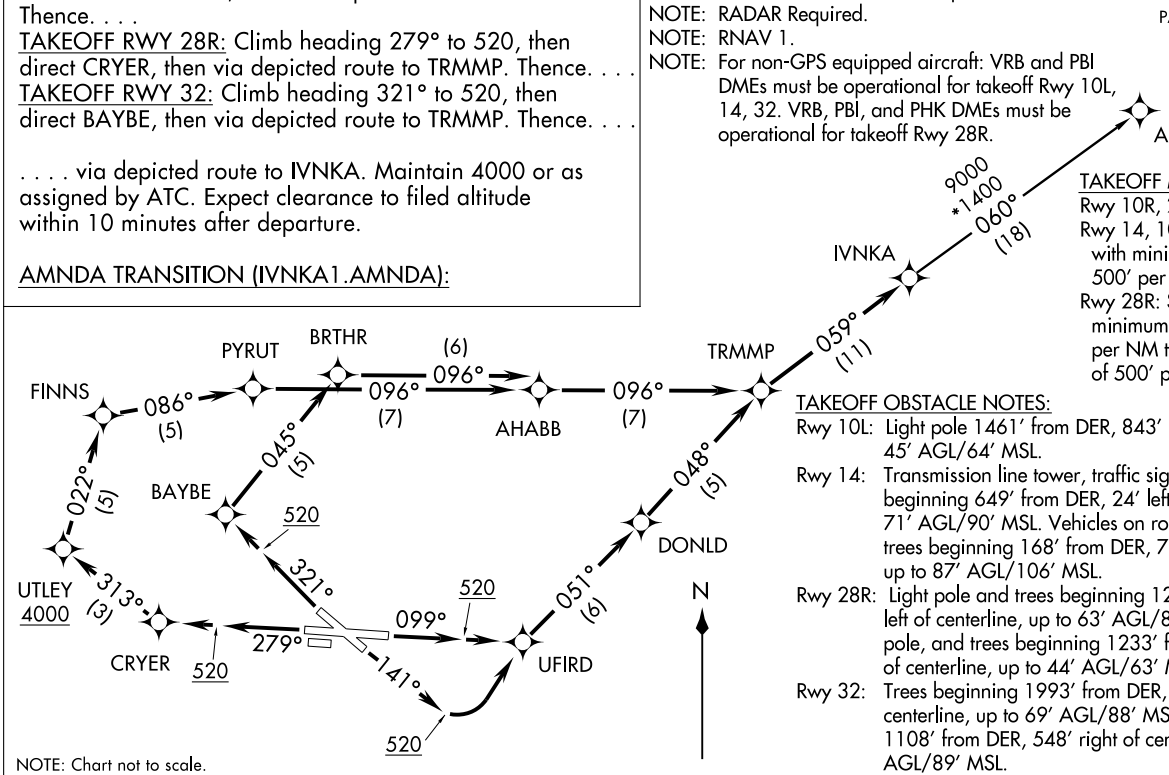
TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TRMMP. Thence. . . .

. . . . via depicted route to IVNKA. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (IVNKA1.AMNDA):

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 127.35 343.6 (South)



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.
Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via track 154° to BUFIT, then right turn via track 244° to SHRKY, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then right turn direct BLNKT, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct CRYER, then via depicted route to LMORE. Thence. . . .

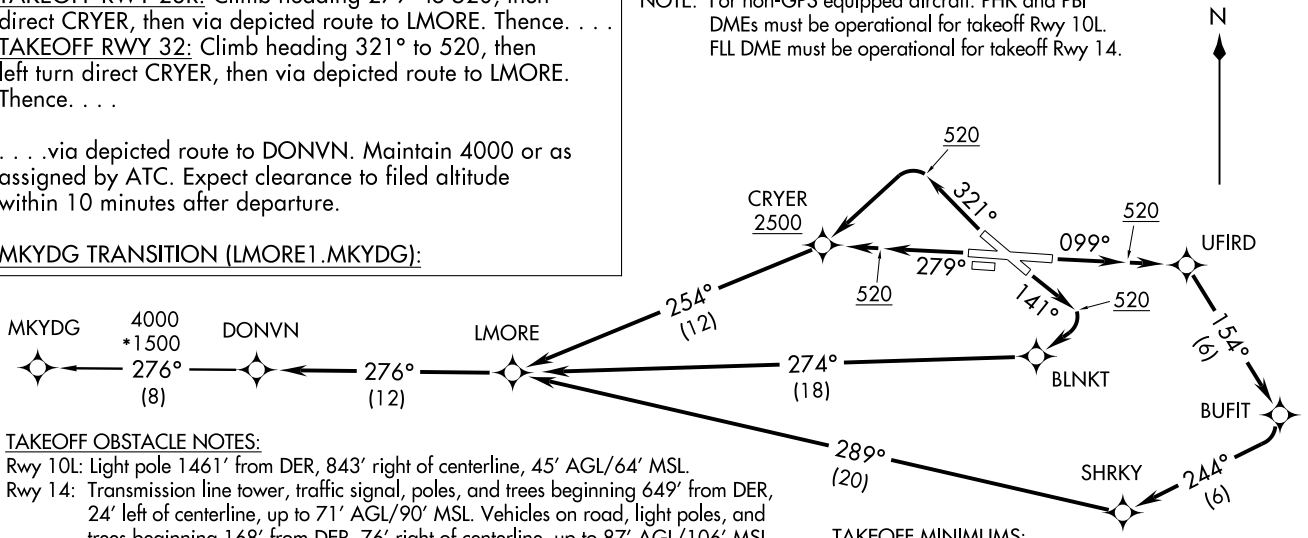
. . . .via depicted route to DONVN. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

MKYDG TRANSITION (LMORE1.MKYDG):

Note: Chart not to scale.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational for takeoff Rwy 10L. FLL DME must be operational for takeoff Rwy 14.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 127.35 343.6 (South)



TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

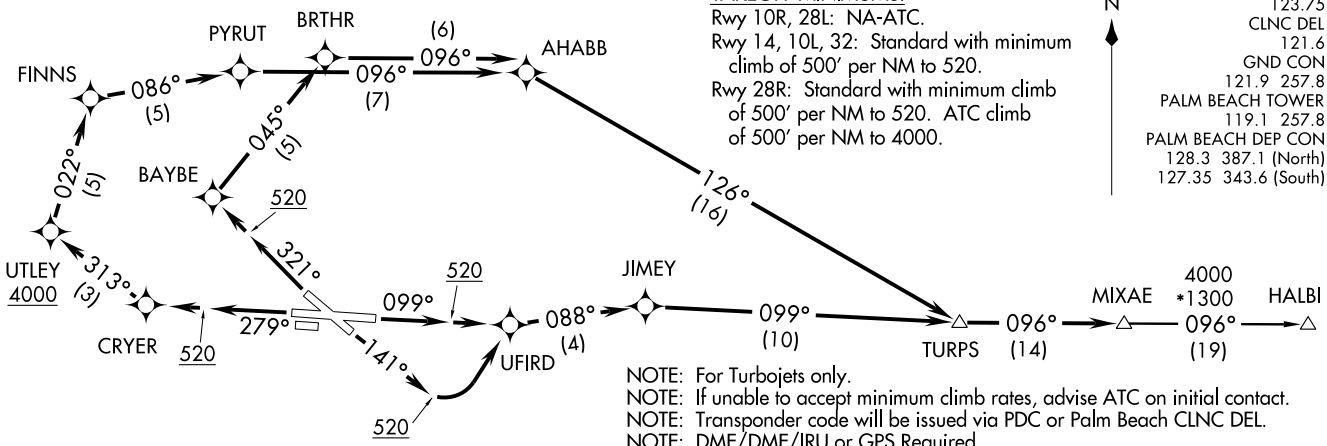
TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 2500.

NOTE: Chart not to scale.



TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

N

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 127.35 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TURPS. Thence . . . .

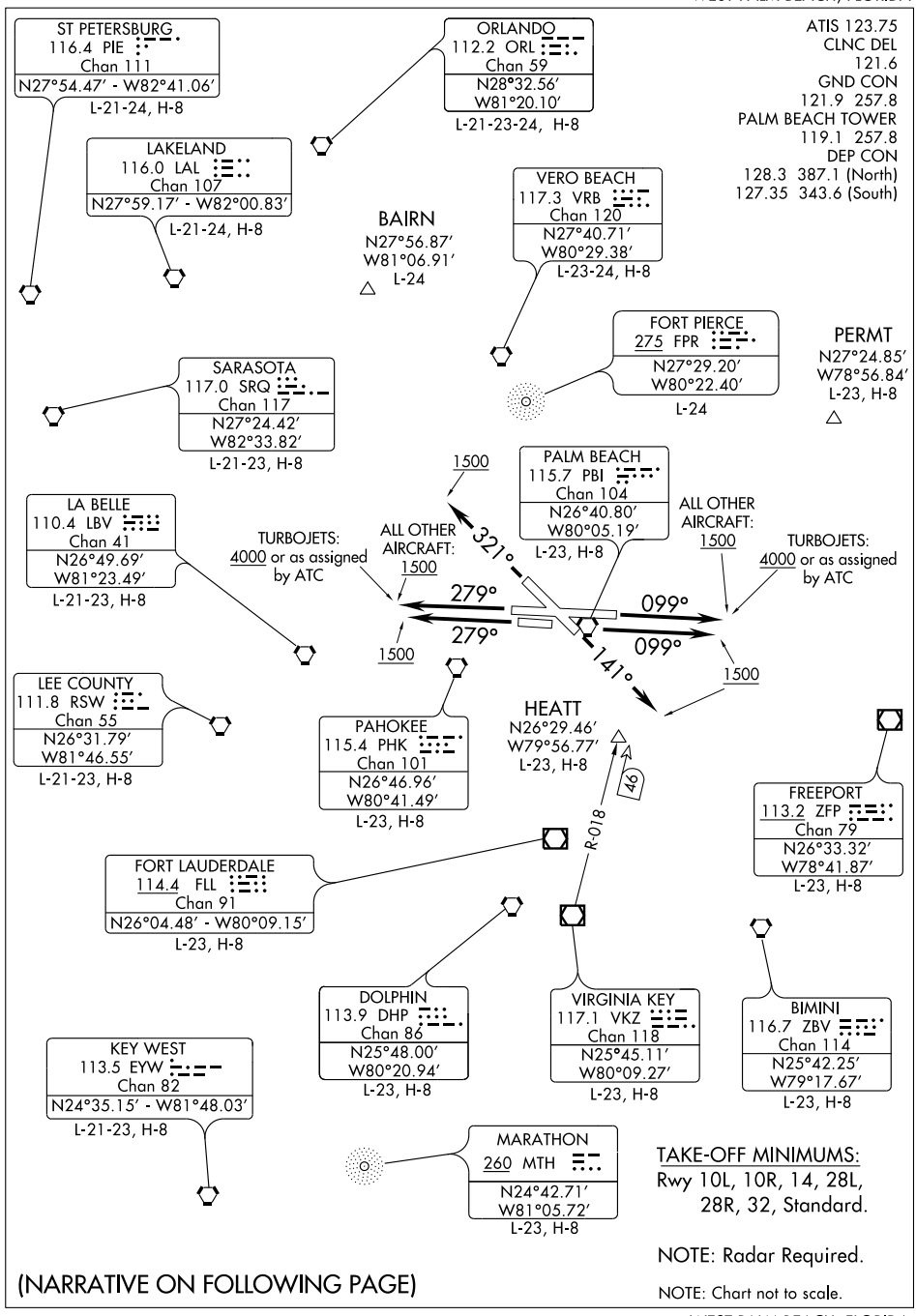
. . . . via depicted route to MIXAE. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE1.HALBI):

(PBI6.PBI) 09351

PALM BEACH SIX DEPARTURE

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 14, 28L, 28R, 32, Standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TURBOJETS:
TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT:
TAKEOFF RWY 10R: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .Expect radar vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

TAKE OFF OBSTACLE NOTES:
Rwy 10R: Antenna on hanger 177′ from DER, 450′ right of centerline, 38′ AGL/57′ MSL.
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vechicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

WAAS	APP CRS		
CH 97317	099°	Rwy Idg	8800
W10A		TDZE	19
		Apt Elev	19

RNAV (GPS) Y RWY 10L

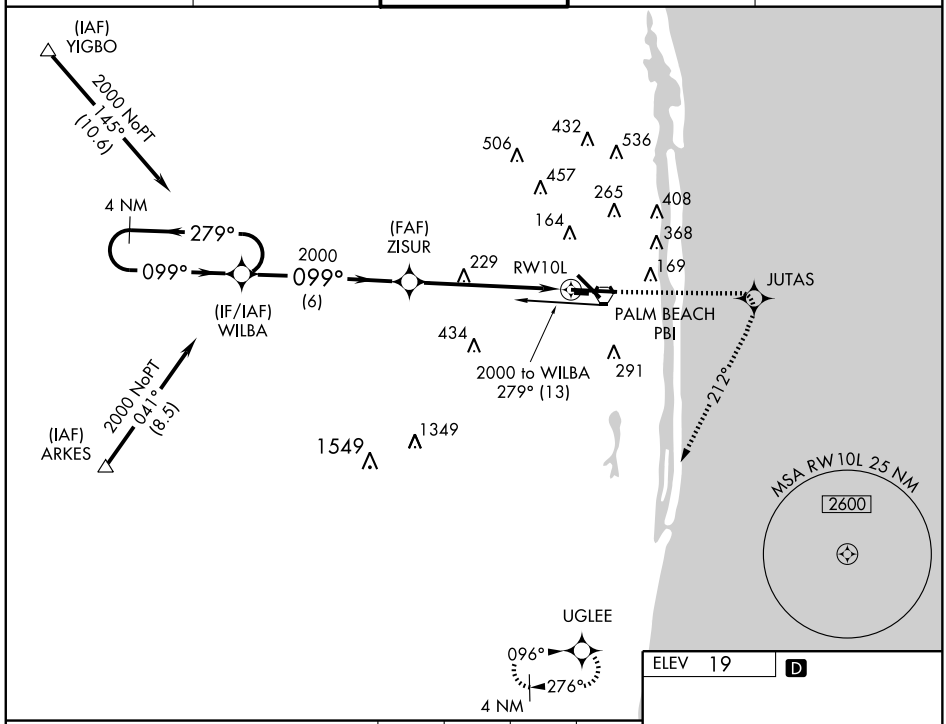
WEST PALM BEACH/PALM BEACH INTL (PBI)

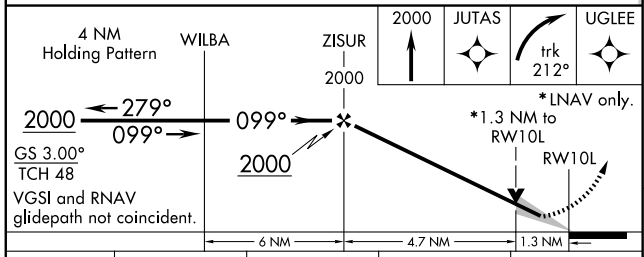
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

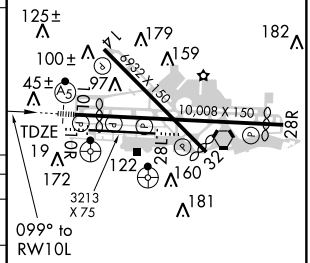
MALSR

MISSED APPROACH: Climb to 2000 direct JUTAS and right turn via track 212° to UGLEE and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	294/24 275 (300-½)			
LNAV/VNAV DA	422/50 403 (500-1)			
LNAV MDA	480/24 461 (500-½)		480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6000
CH 40018	141°	TDZE	17
W14A		Apt Elev	19

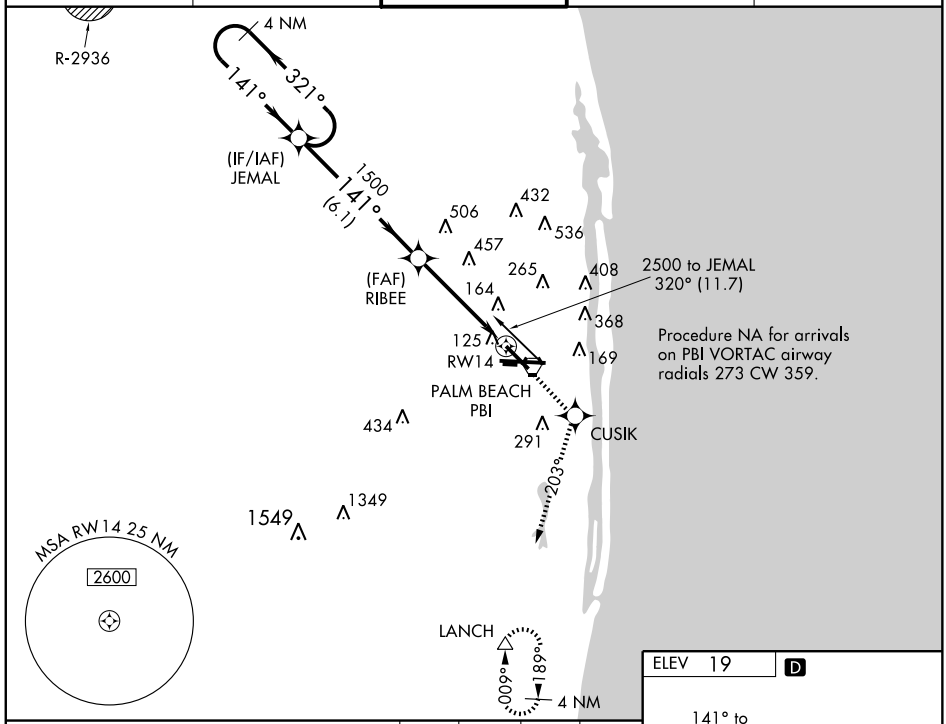
RNAV (GPS) Y RWY 14

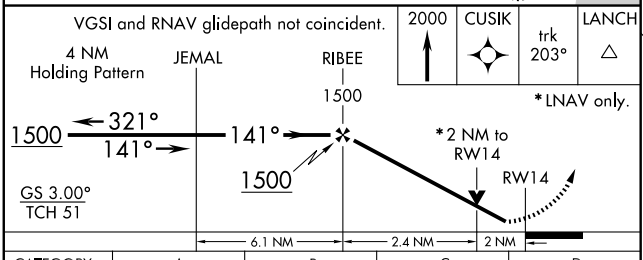
WEST PALM BEACH/PALM BEACH INTL (PBI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CUSIK and via track 203° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
LPV DA	293-1	276 (300-1)		
LNAV/VNAV DA	379-1¼	362 (400-1¼)		
LNAV MDA	720-1	703 (800-1)	720-2 703 (800-2)	720-2¼ 703 (800-2¼)
CIRCLING	720-1	701 (800-1)	720-2 701 (800-2)	720-2¼ 701 (800-2¼)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 45518	279°	Rwy Idg	9189
W28A		TDZE	18
		Apt Elev	19

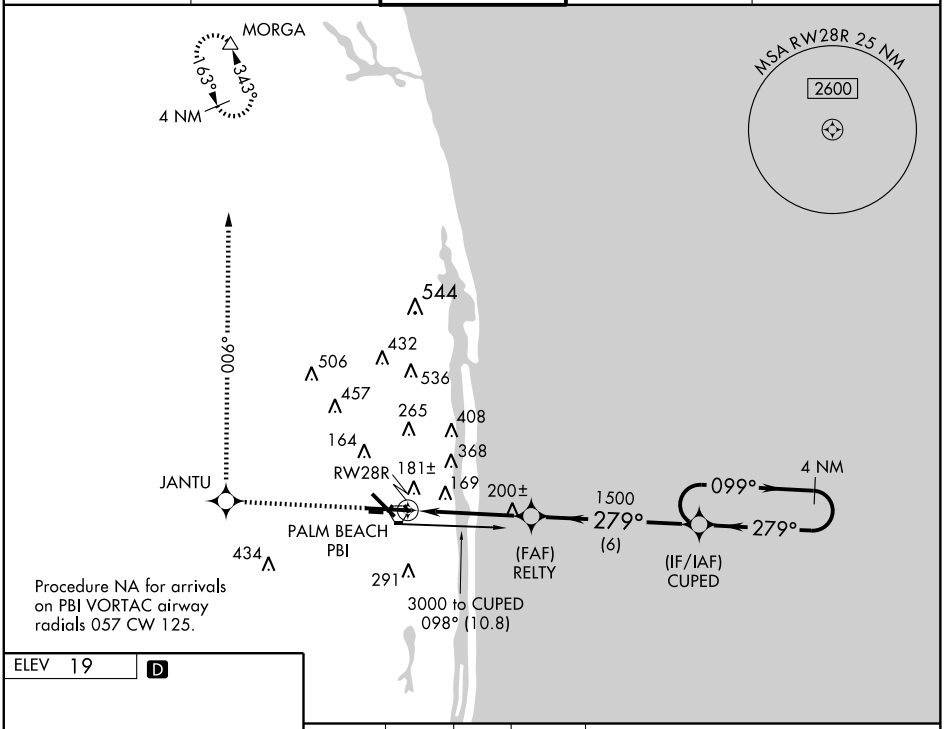
RNAV (GPS) Y RWY 28R

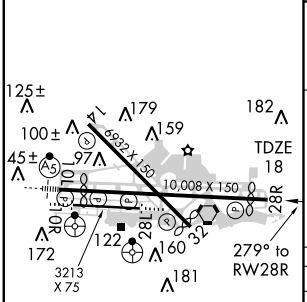
WEST PALM BEACH/PALM BEACH INTL (PBI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

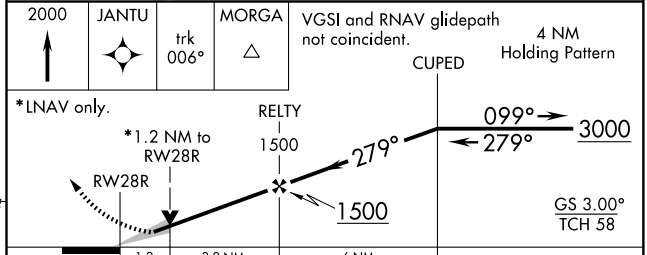
MISSED APPROACH: Climb to 2000 direct JANTU and via track 006° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
LPV DA	356/60 338 (400-1¼)			
LNAV/VNAV DA	484-1½ 466 (500-1½)			
LNAV MDA	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

SE-3. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6504
CH 62903	321°	TDZE	16
W32A		Apt Elev	19

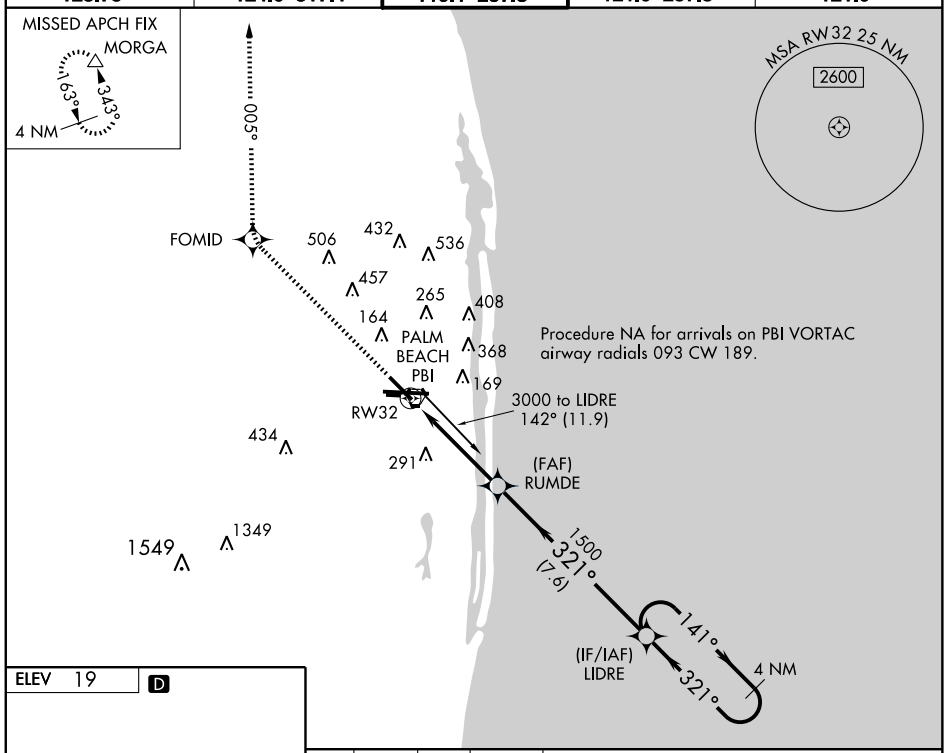
RNAV (GPS) Y RWY 32

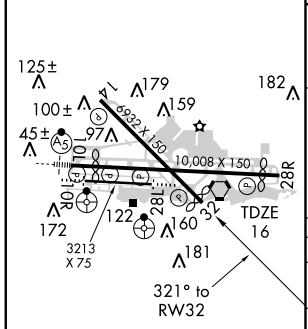
WEST PALM BEACH/PALM BEACH INTL (PBI)

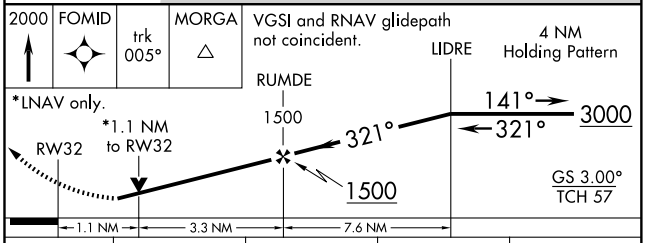
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FOMID and via track 005° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
LPV DA	336-1 320 (400-1)			
LNAV/VNAV DA	431-1½ 415 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3. 17 DEC 2009 to 14 JAN 2010

TBIRD ONE DEPARTURE (RNAV)

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 127.35 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational.

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R, 32: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to DIAPR. Thence . . . .

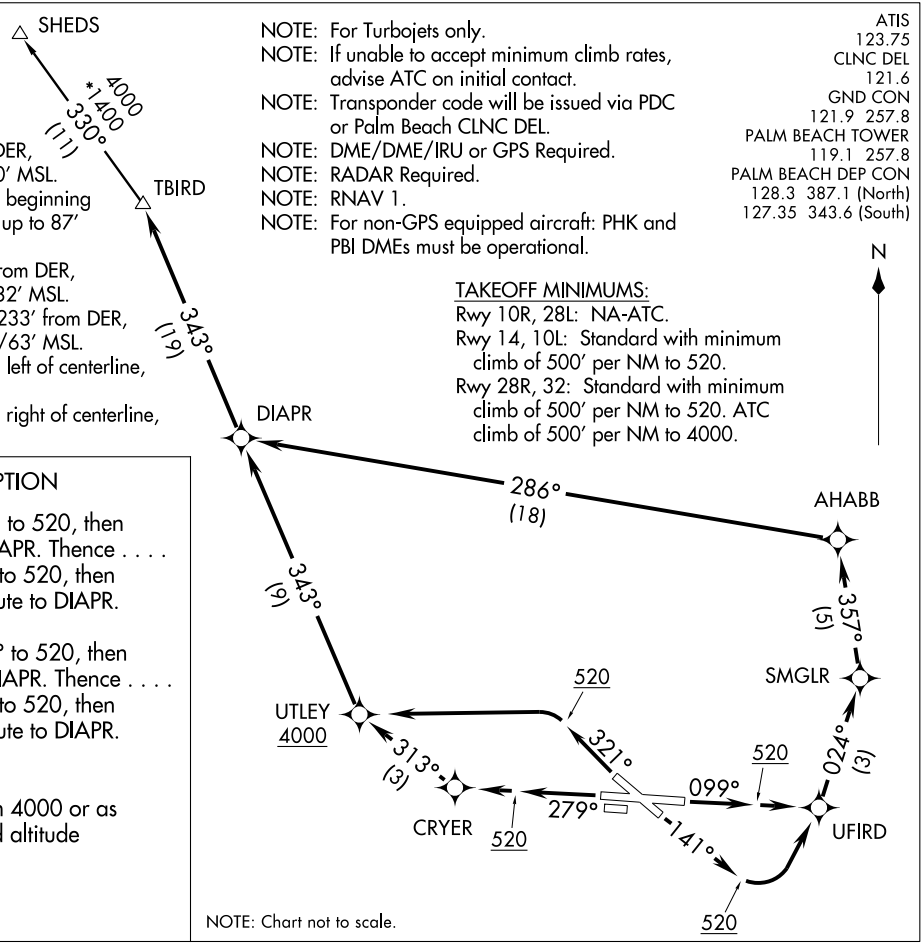
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to DIAPR. Thence . . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct UTLEY, then via depicted route to DIAPR. Thence . . . .

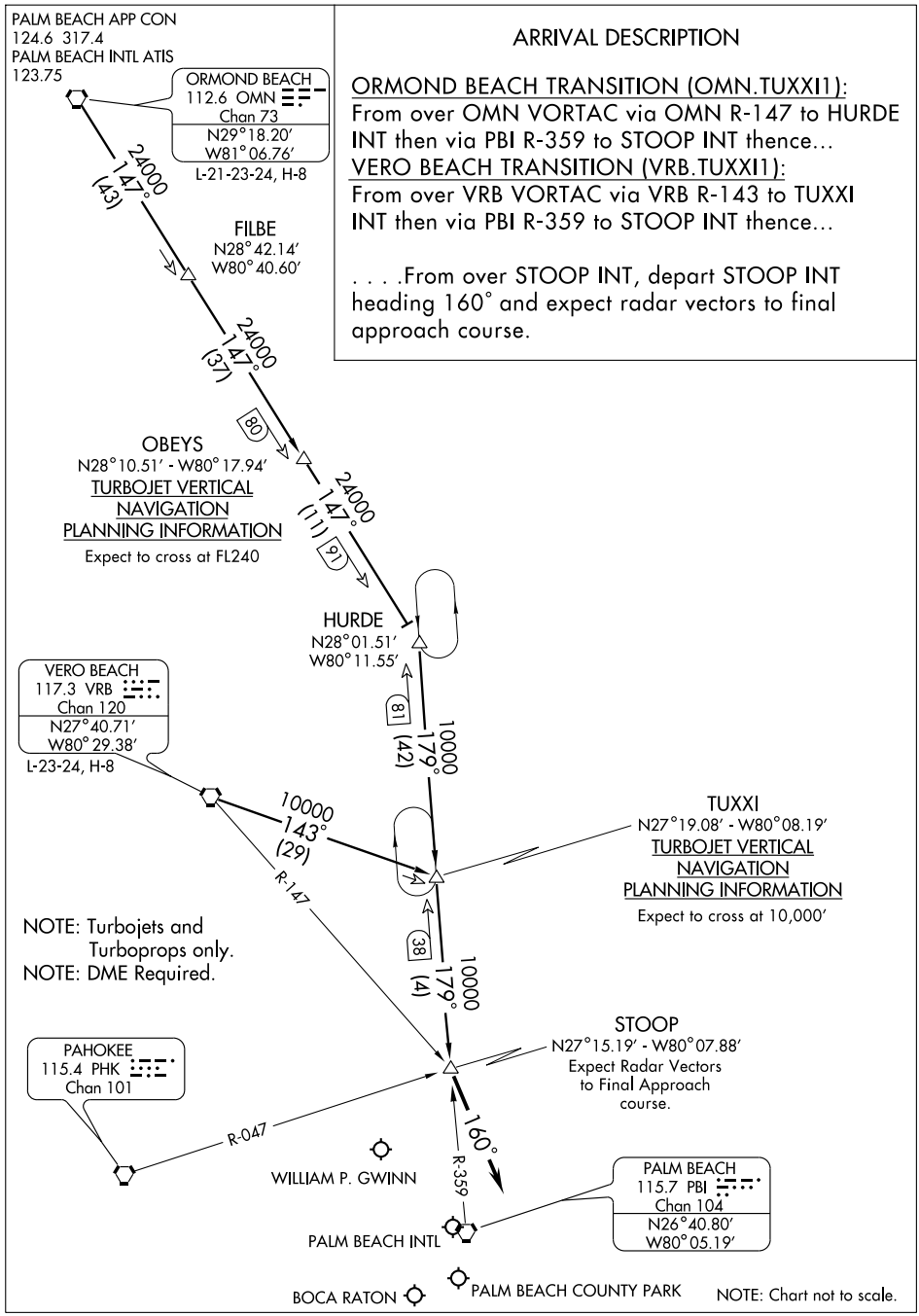
. . . . via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

SHEDS TRANSITION (TBIRD1.SHEDS):



NOTE: Chart not to scale.

TUXXI ONE ARRIVAL



ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC PBI	APP CRS	Rwy Idg	8800
115.7	101°	TDZE	19
Chan 104		Apt Elev	19

VOR RWY 10L

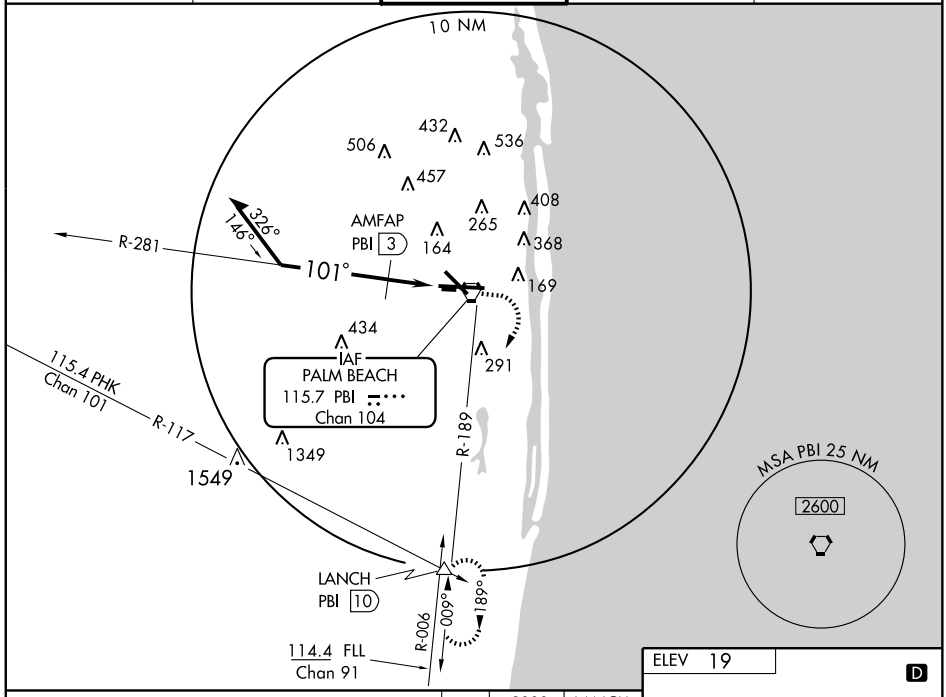
WEST PALM BEACH/PALM BEACH INTL (PBI)

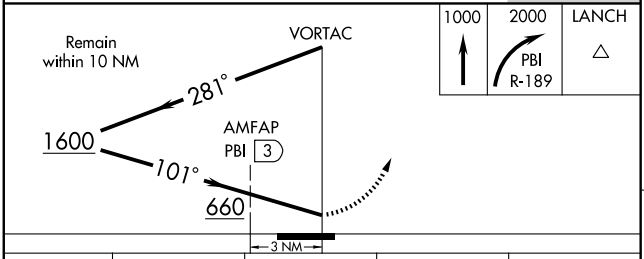
For inoperative MALSR, increase AMFAP DME fix minimums S-9 Cat. D visibility to RVR 6000.

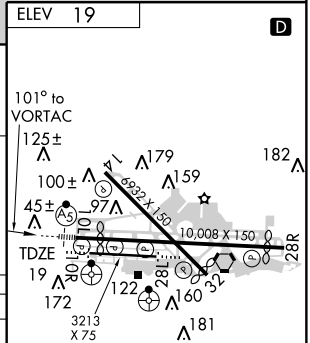
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-10L	660/24	641 (700-½)	660/60 641 (700-1¼)	660-1½ 641 (700-1½)
CIRCLING	660-1	641 (700-1)	660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMFAP DME FIX MINIMUMS				
S-10L	440/24	421 (500-½)	440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3. 17 DEC 2009 to 14 JAN 2010

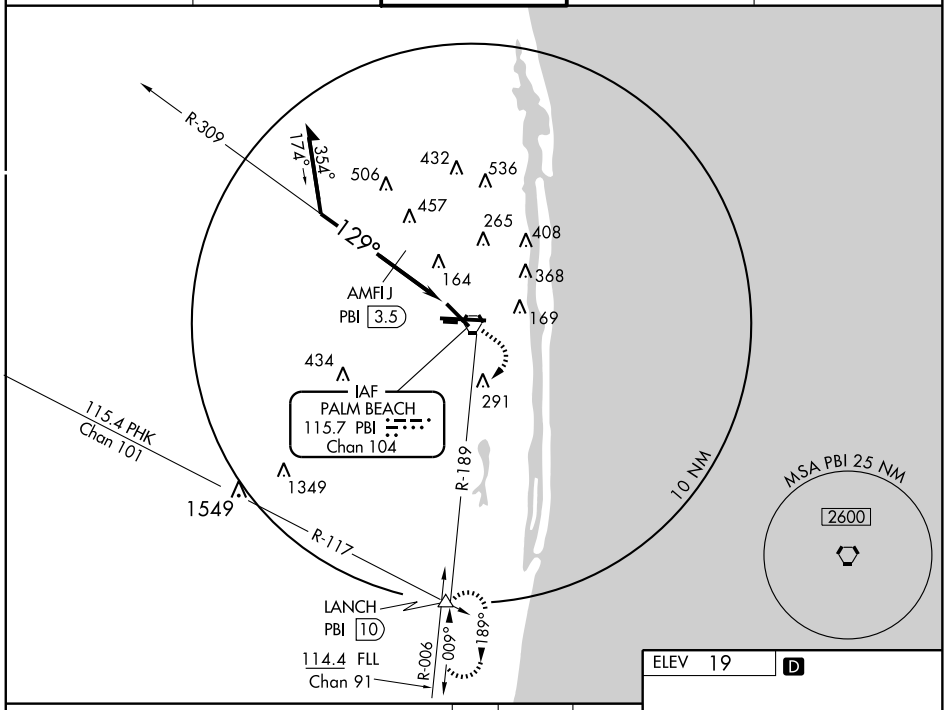
VORTAC PBI 115.7 Chan 104	APP CRS 129°	Rwy Idg 6000 TDZE 17 Apt Elev 19

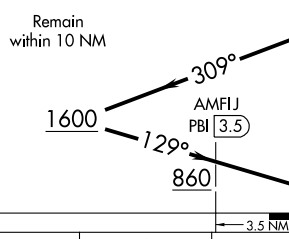
VOR RWY 14

WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





1000	2000	LANCH
	PBI R-189	

CATEGORY	A	B	C	D
S-14	860-1 843 (900-1)	860-1¼ 843 (900-1¼)	860-2½ 843 (900-2½)	860-2¾ 843 (900-2¾)
CIRCLING	860-1 841 (900-1)	860-1¼ 841 (900-1¼)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)
AMFIJ DME FIX MINIMUMS				
S-14	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (500-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 17 DEC 2009 to 14 JAN 2010

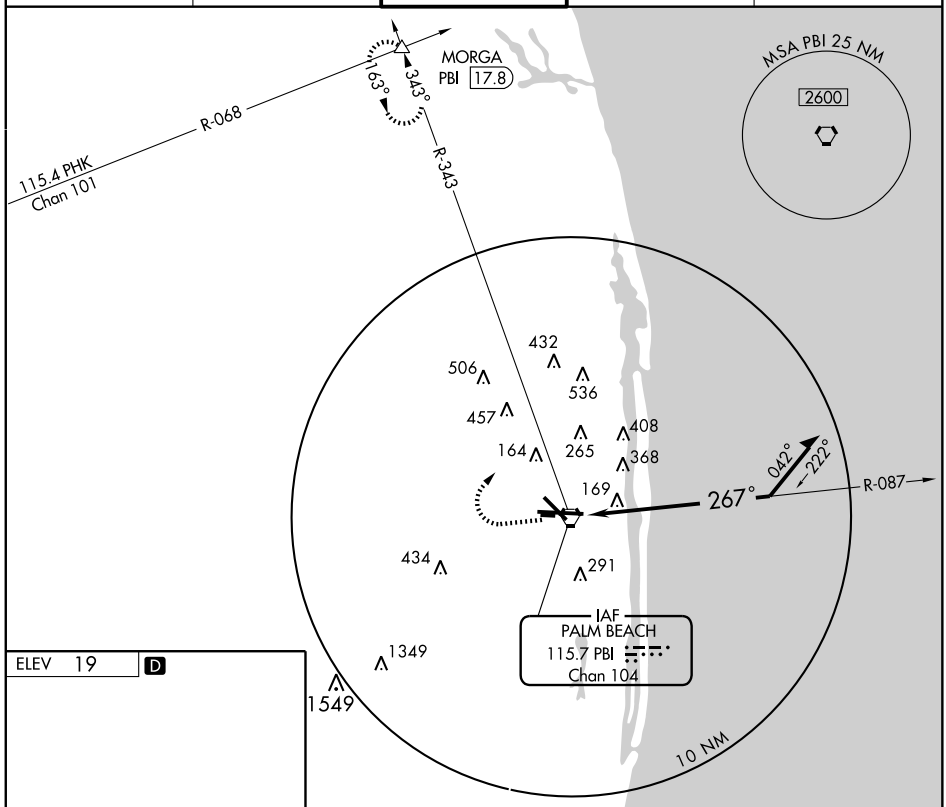
VORTAC PBI	APP CRS	Rwy Idg	9189
115.7	267°	TDZE	18
Chan 104		Apt Elev	19

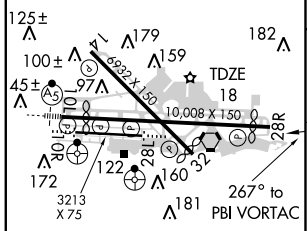
VOR RWY 28R

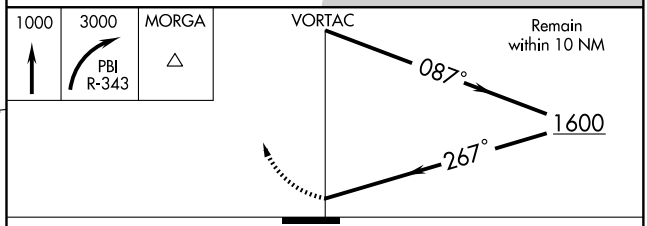
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via PBI R-343 to MORGA INT/PBI 17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-28R	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	620-1 601 (700-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3. 17 DEC 2009 to 14 JAN 2010

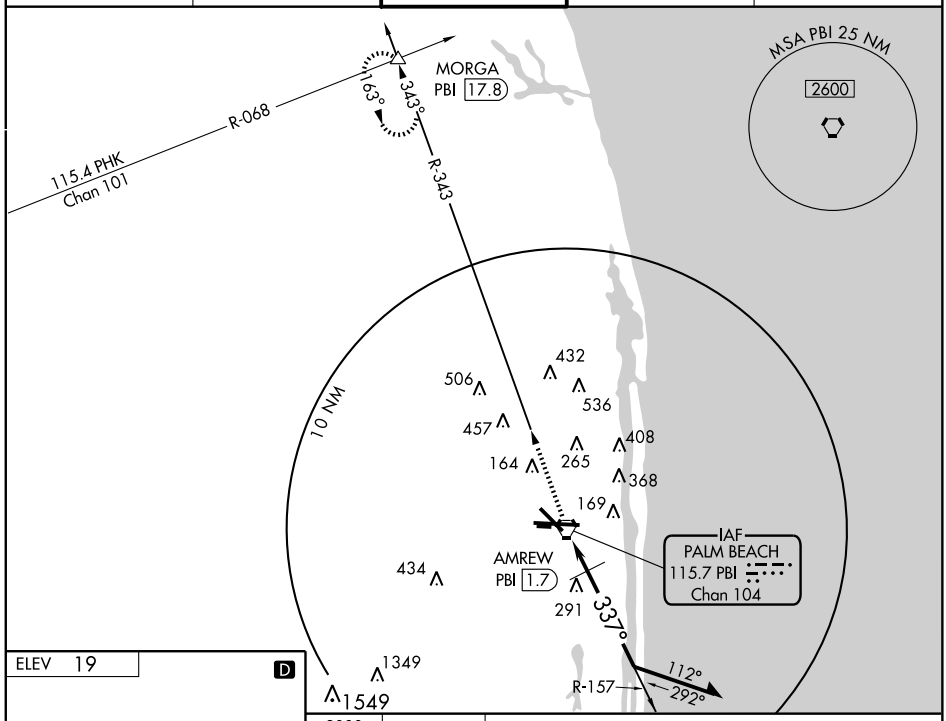
VORTAC PBI 115.7 Chan 104	APP CRS 337°	Rwy Idg 6504 TDZE 16 Apt Elev 19

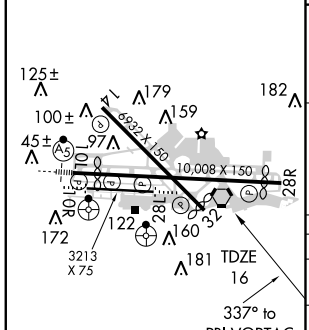
VOR RWY 32

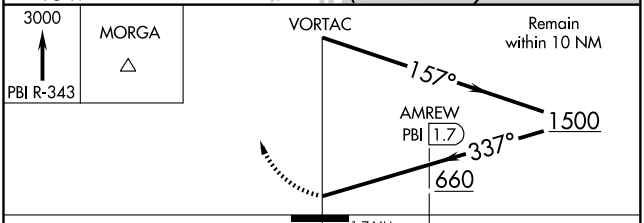
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 3000 via PBI R-343 to MORGA INT/17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6



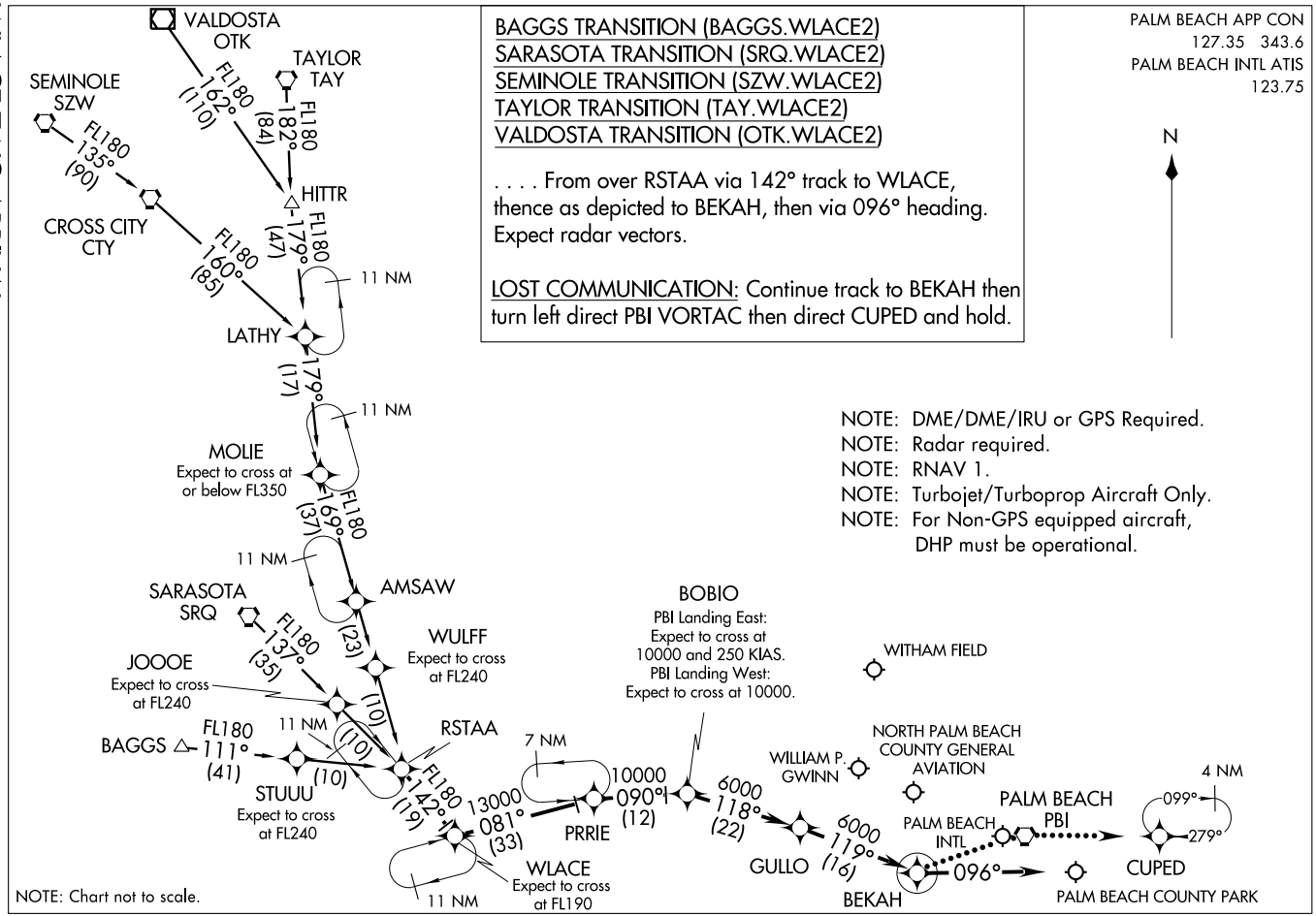




CATEGORY	A	B	C	D
S-32	660-1 644 (700-1)		660-1¾ 644 (700-1¾)	660-2 644 (700-2)
CIRCLING	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMREW DME FIX MINIMUMS				
S-32	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 17 DEC 2009 to 14 JAN 2010



(WLACE.WLACE2) 09351

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

APP CRS	Rwy Idg	6668
049°	TDZE	74
	Apt Elev	76

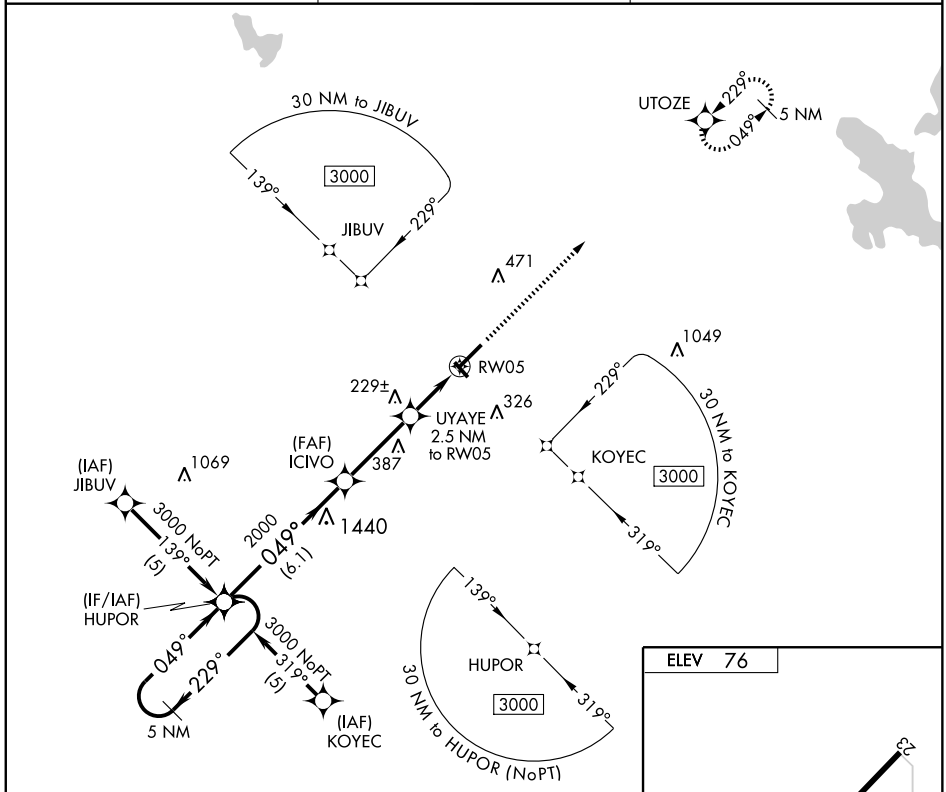
RNAV (GPS) RWY 5

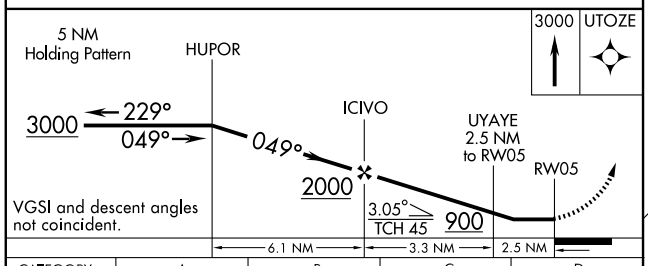
WILLISTON MUNI (X60)

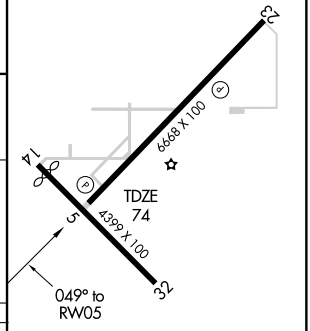
NA — If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct UTOZE and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 406 (500-1)		480-1¼ 406 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6668
229°	TDZE	71
	Apt Elev	76

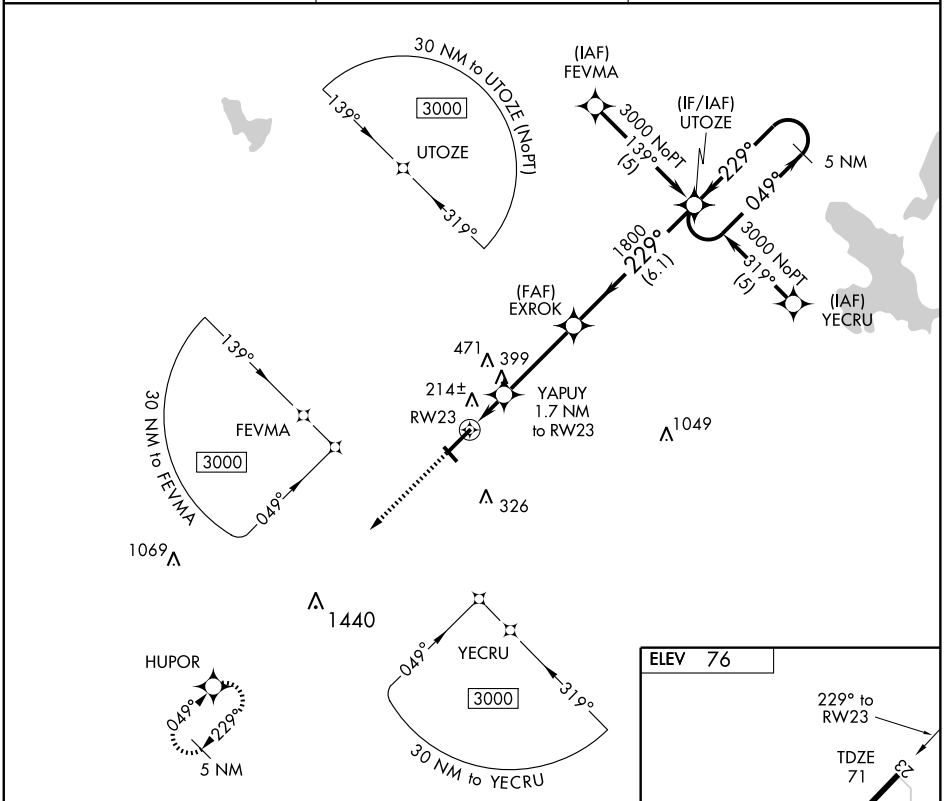
RNAV (GPS) RWY 23
WILLISTON MUNI (X60)

If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

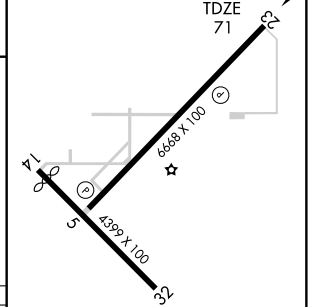
NA

MISSED APPROACH: Climb to 3000 direct HUPOR and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 409 (500-1)		480-1¼ 409 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



REIL Rwy 5 and 23
MIRL Rwy 5-23 L

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC GNV 116.2 Chan 109	APP CRS 211°	Rwy Idg 6668 TDZE 71 Apt Elev 76

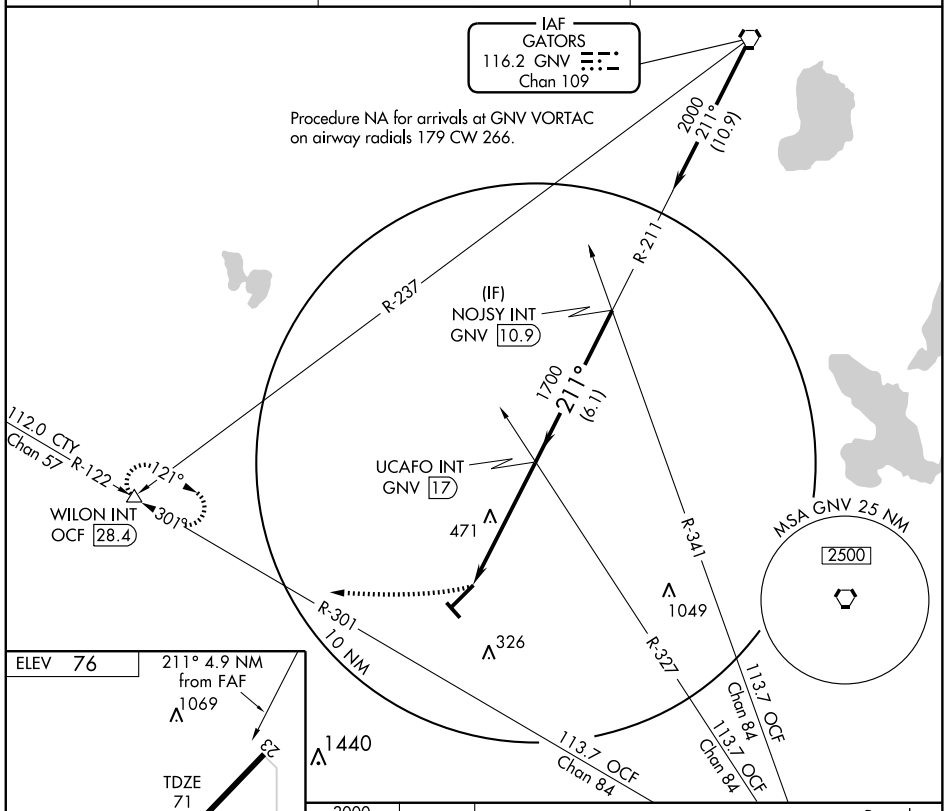
VOR RWY 23

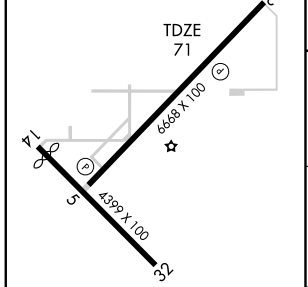
WILLISTON MUNI (X60)

If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 via heading 270° and OCF VORTAC R-301 to WILON Int/OCF 28.4 DME and hold.

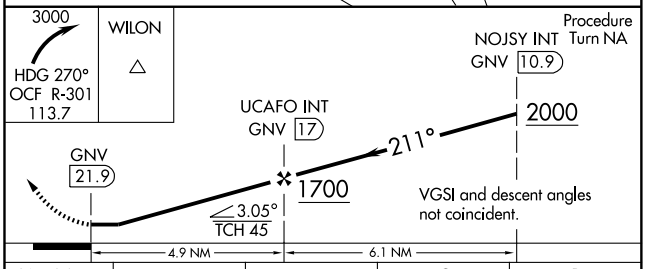
AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF)





REIL Rwys 5 and 23
MIRL Rwy 5-23 (L)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23	780-1 709 (800-1)	780-1 1¼ 709 (800-1¼)	780-2 709 (800-2)	NA
CIRCLING	780-1 704 (800-1)	780-1 1¼ 704 (800-1¼)	780-2 704 (800-2)	NA

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5006
049°	TDZE	145
	Apt Elev	145

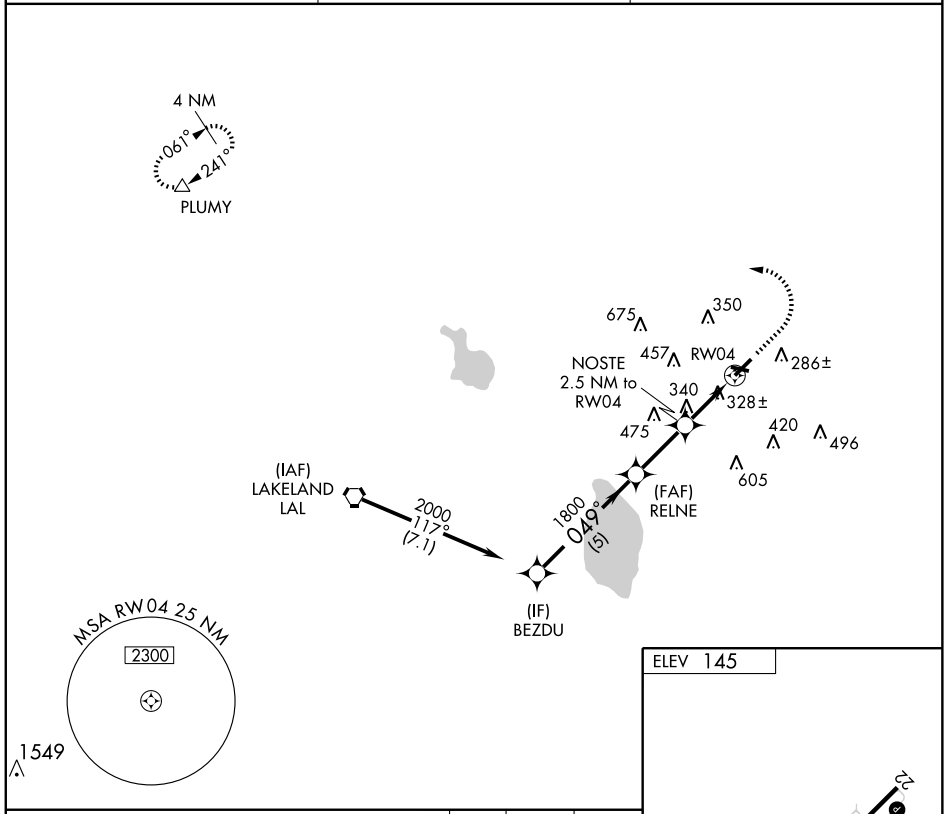
RNAV (GPS) RWY 4
WINTER HAVEN'S GILBERT (GIF)

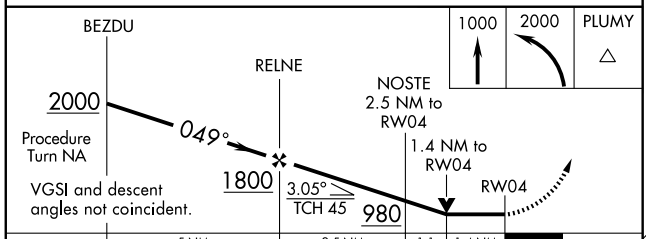
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

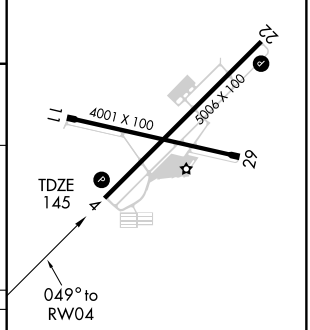
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PLUMY WP and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 455 (500-1)		600-1¼ 455 (500-1¼)	600-1½ 455 (500-1½)
CIRCLING	680-1 535 (600-1)		680-1½ 535 (600-1½)	820-2¼ 675 (700-2¼)



REIL Rwys 4 and 22
MIRL Rwy 4-22 L

SE-3, 17 DEC 2009 to 14 JAN 2010

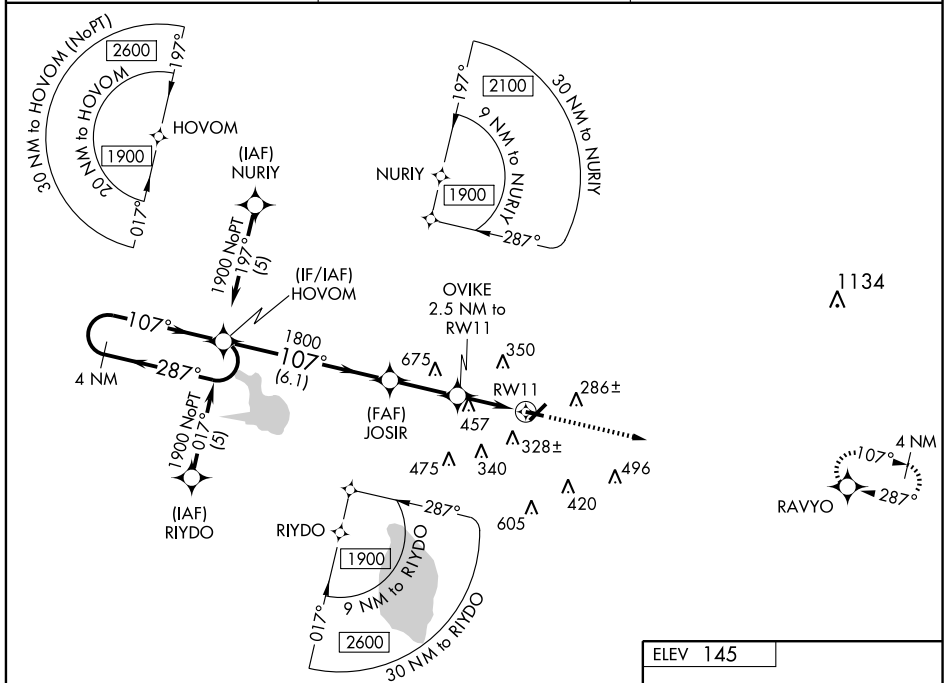
WAAS	APP CRS	Rwy Idg	4001
CH 86502	107°	TDZE	145
W11A		Apt Elev	145

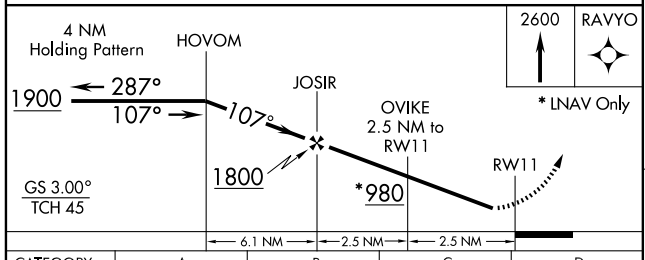
RNAV (GPS) RWY 11
WINTER HAVEN'S GILBERT (GIF)

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bartow Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Bartow Muni altimeter setting.

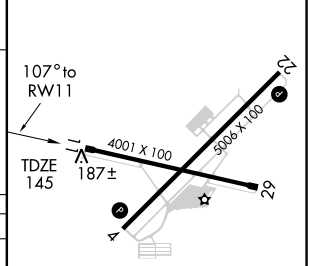
MISSED APPROACH: Climb to 2600 direct RAVYO and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	395-1 250 (300-1)			
LNAV/VNAV DA	647-1¾ 502 (600-1¾)			
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1¾ 615 (700-1¾)			820-2¼ 675 (700-2¼)



REIL Rwys 4 and 22
MIRL Rwy 4-22 L

SE-3, 17 DEC 2009 to 14 JAN 2010

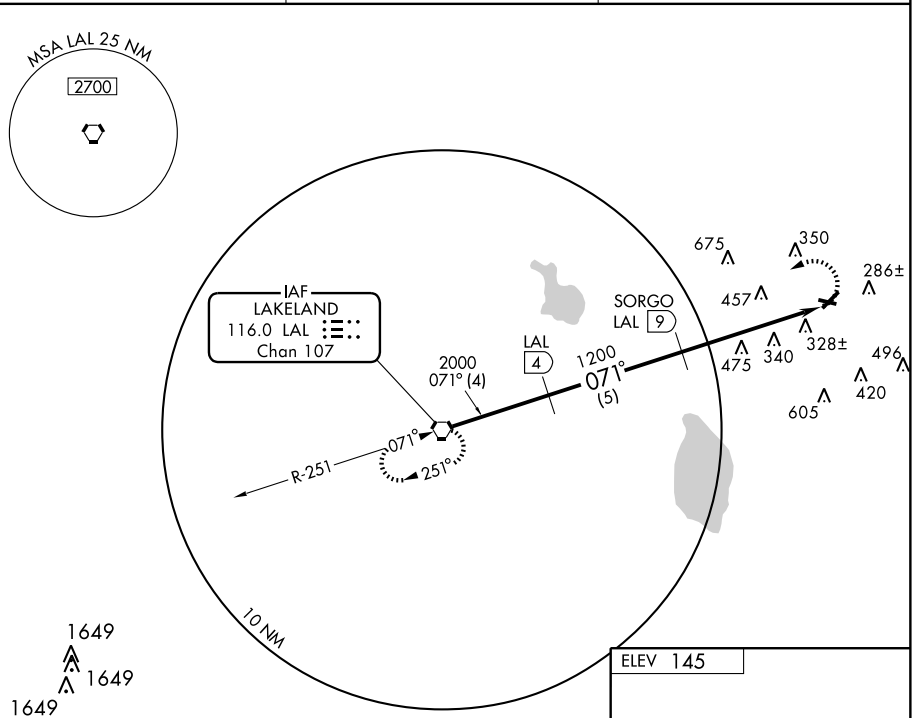
VORTAC LAL 116.0 Chan 107	APP CRS 071°	Rwy Idg N/A TDZE N/A Apt Elev 145

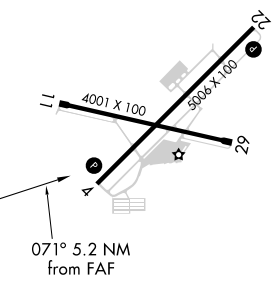
VOR/DME-A

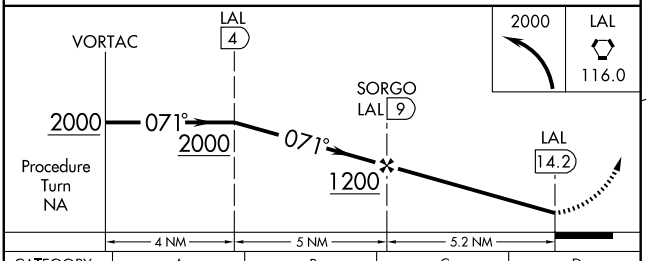
WINTER HAVEN'S GILBERT (GIF)

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	820-2¼ 675 (700-2¼)

REIL Rwys 4 and 22
MIRL Rwy 4-22 L

APP CRS	Rwy Idg	4999
046°	TDZE	88
	Apt Elev	90

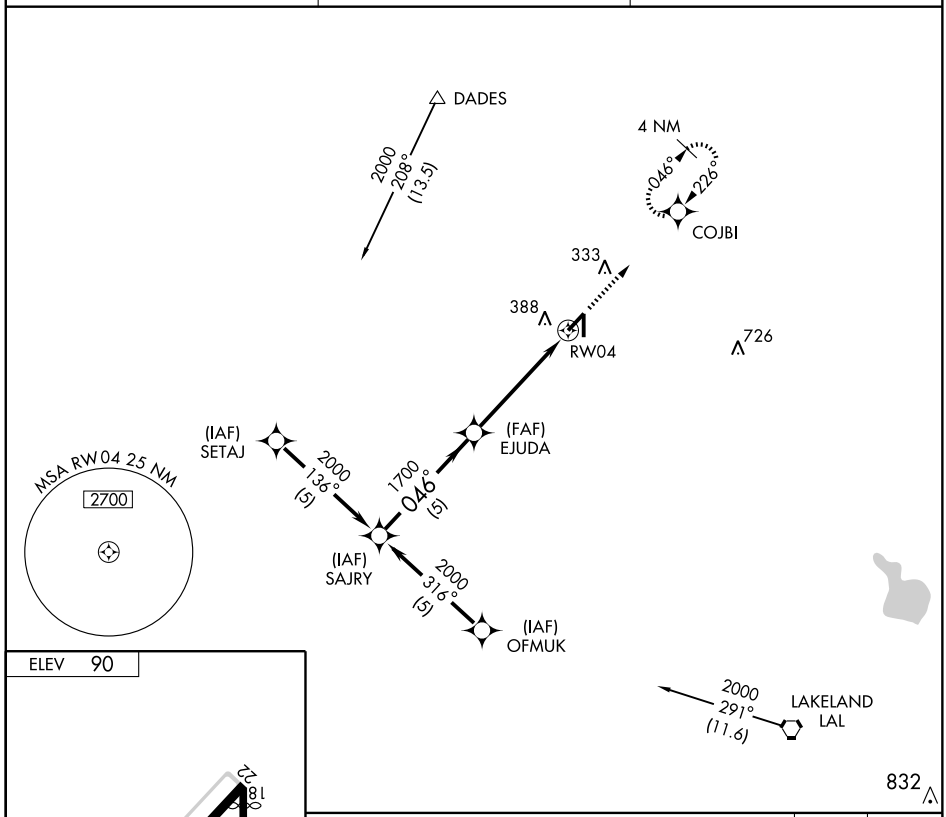
GPS RWY 4
ZEPHYRHILLS MUNI (ZPH)

NA

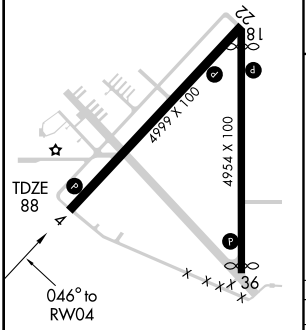
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct COJBI WP and hold.

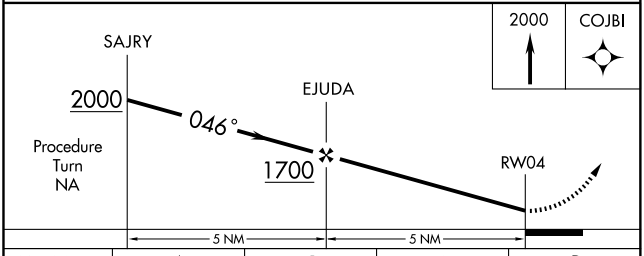
ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



ELEV 90



MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L



CATEGORY	A	B	C	D
S-4	680-1 592 (600-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

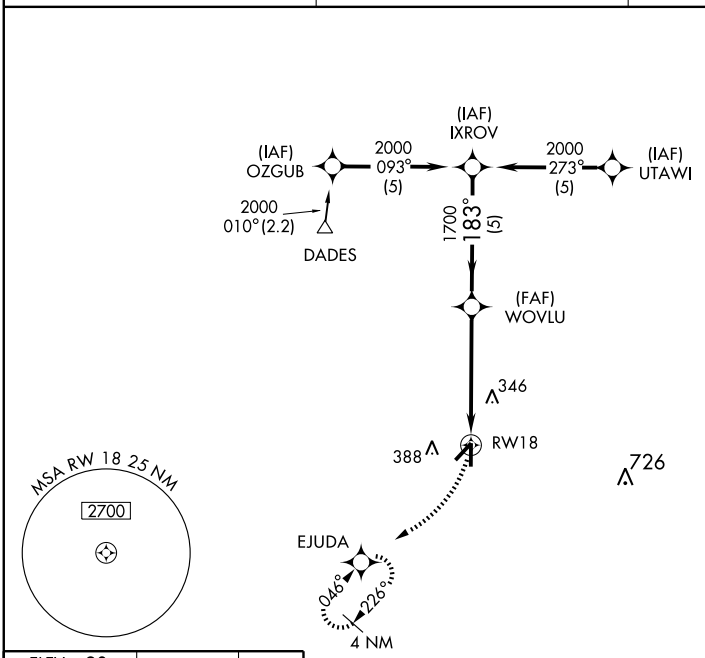
SE-3, 17 DEC 2009 to 14 JAN 2010

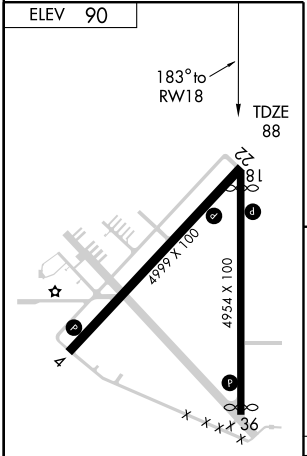
APP CRS	Rwy Idg	4694
183°	TDZE	88
	Apt Elev	90

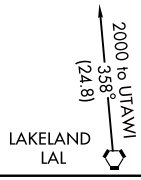
GPS RWY 18
ZEPHYRHILLS MUNI (ZPH)

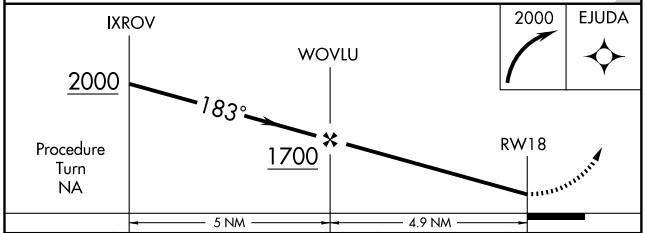
Straight-in minimums NA at night. Use Tampa Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L









MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	700-1	612 (700-1)	NA	
CIRCLING	820-1	730 (800-1)	NA	

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4999
226°	TDZE	89
	Apt Elev	90

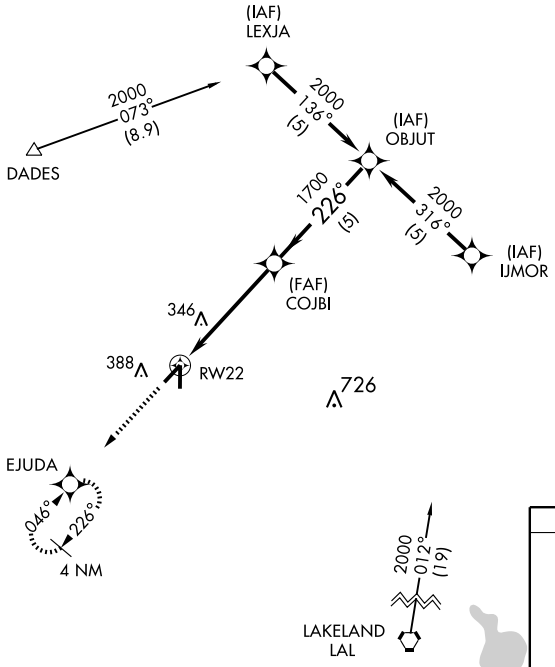
GPS RWY 22
ZEPHYRHILLS MUNI (ZPH)

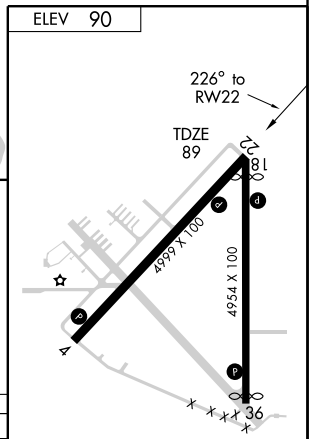
NA

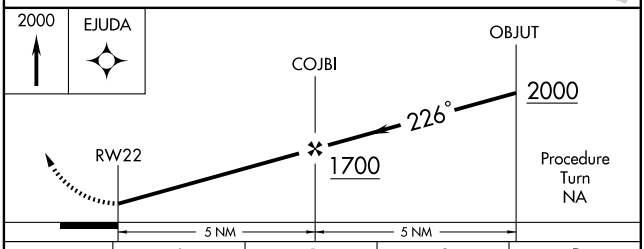
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-22	720-1	631 (700-1)	NA	
CIRCLING	820-1	730 (800-1)	NA	

MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4647
003°	TDZE	88
	Apt Elev	90

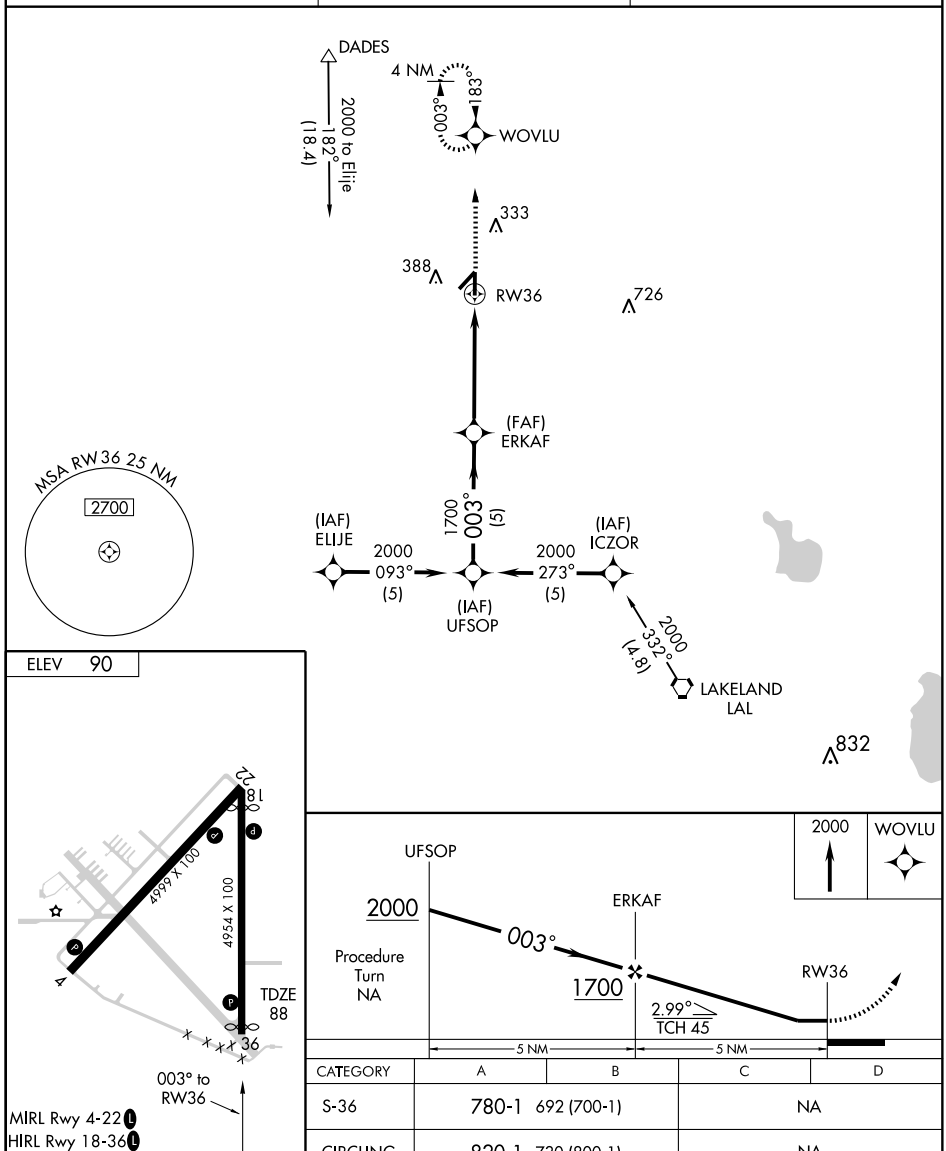
GPS RWY 36
ZEPHYRHILLS MUNI (ZPH)

NA

Straight-in minimums NA at night.
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WOVLU WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-36	780-1 692 (700-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB RHZ	APP CRS	Rwy Idg	4999
253	055°	TDZE	88
		Apt Elev	90

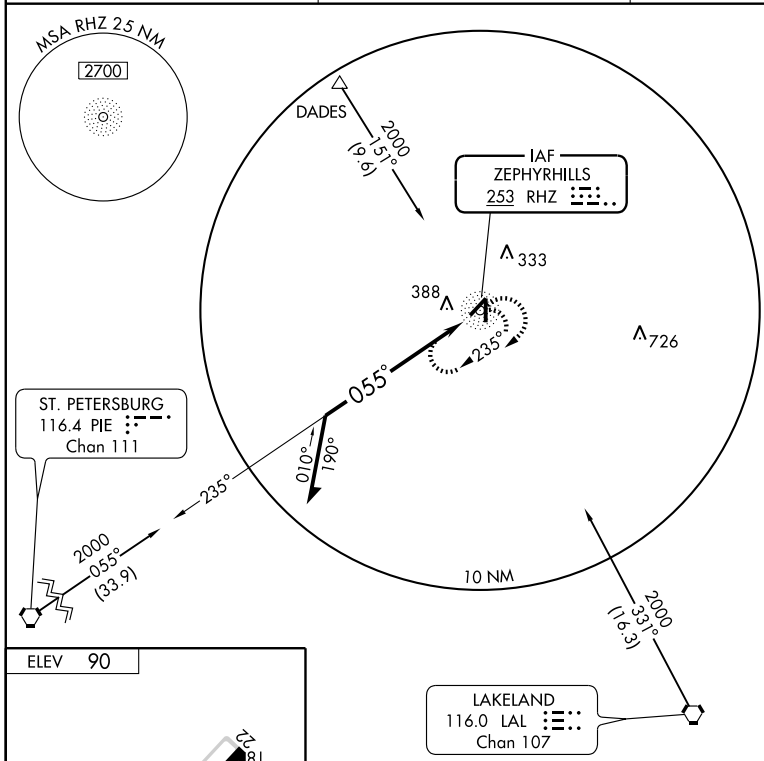
NDB RWY 4
ZEPHYRHILLS MUNI (ZPH)

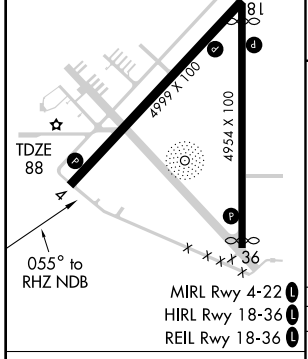
NA

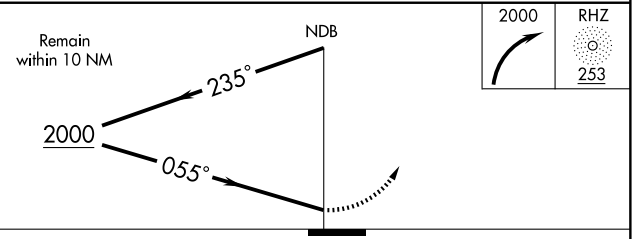
Use Tampa altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in RHZ NDB holding pattern.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-4	860-1 772 (800-1)	860-1¼ 772 (800-1¼)	860-2¼ 772 (800-2¼)	860-2½ 772 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB RHZ 253	APP CRS 196°	Rwy Idg 4694 TDZE 88 Apt Elev 90

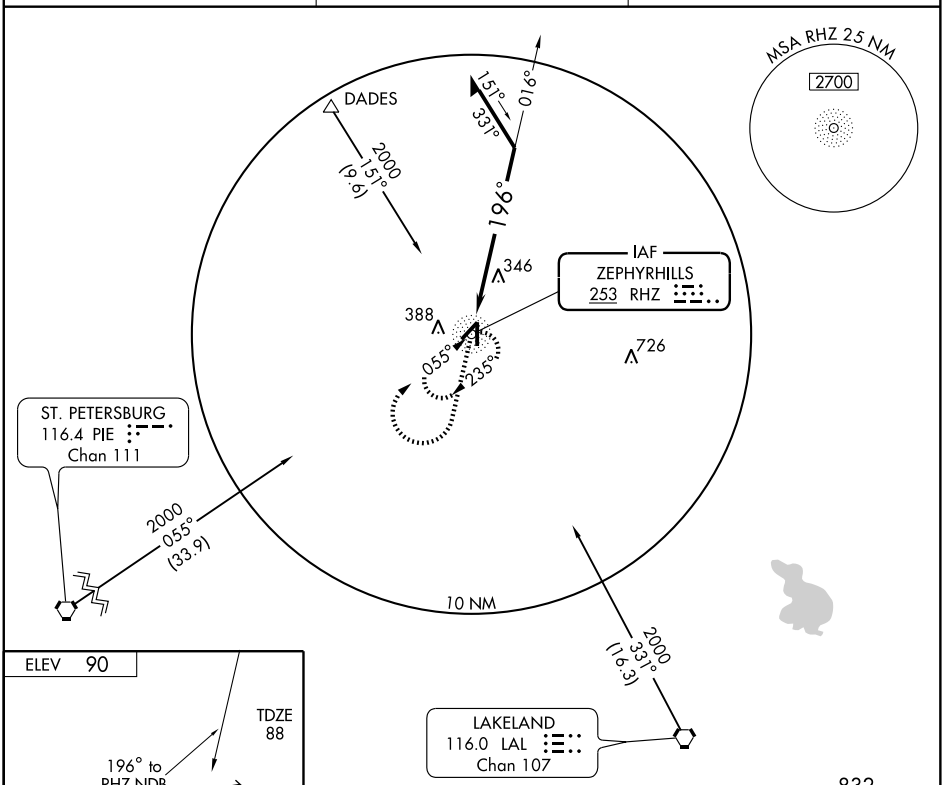
NDB RWY 18
ZEPHYRHILLS MUNI (ZPH)

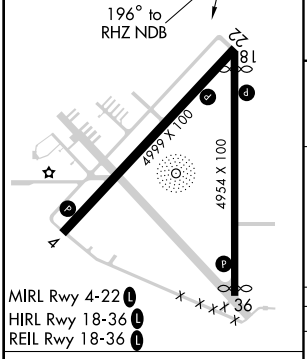
NA

Use Tampa Intl altimeter setting.

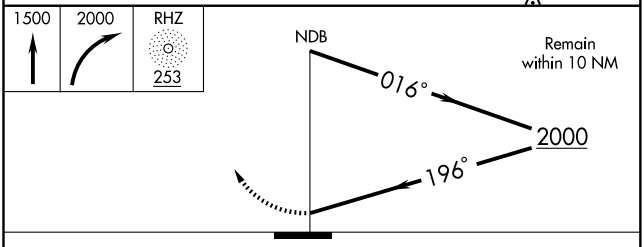
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	820-1 732 (800-1)		820-2 732 (800-2)	820-2¼ 732 (800-2¼)
CIRCLING	820-1 730 (800-1)		820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB RHZ 253	APP CRS 217°	Rwy Idg 4999 TDZE 89 Apt Elev 90

NDB RWY 22

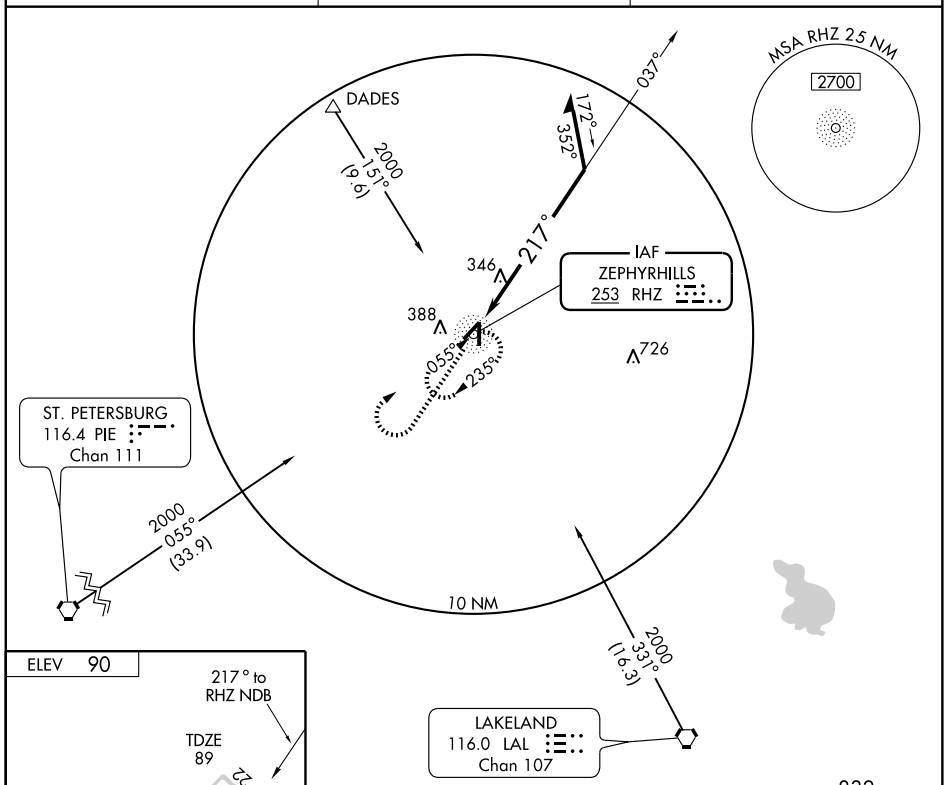
ZEPHYRHILLS MUNI (ZPH)

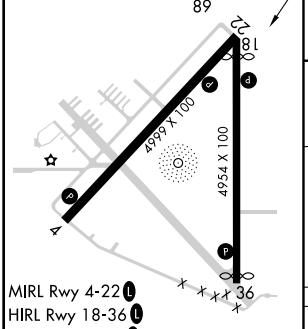
NA

Use Tampa Intl altimeter setting.

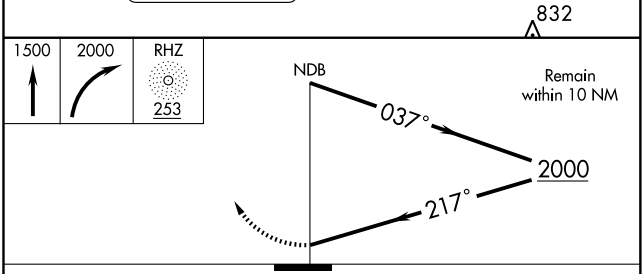
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	820-1 731 (800-1)		820-2 731 (800-2)	820-2¼ 731 (800-2¼)
CIRCLING	820-1 730 (800-1)		820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 17 DEC 2009 to 14 JAN 2010

NDB RHZ	APP CRS	Rwy Idg	4647
253	350°	TDZE	85
		Apt Elev	90

NDB RWY 36

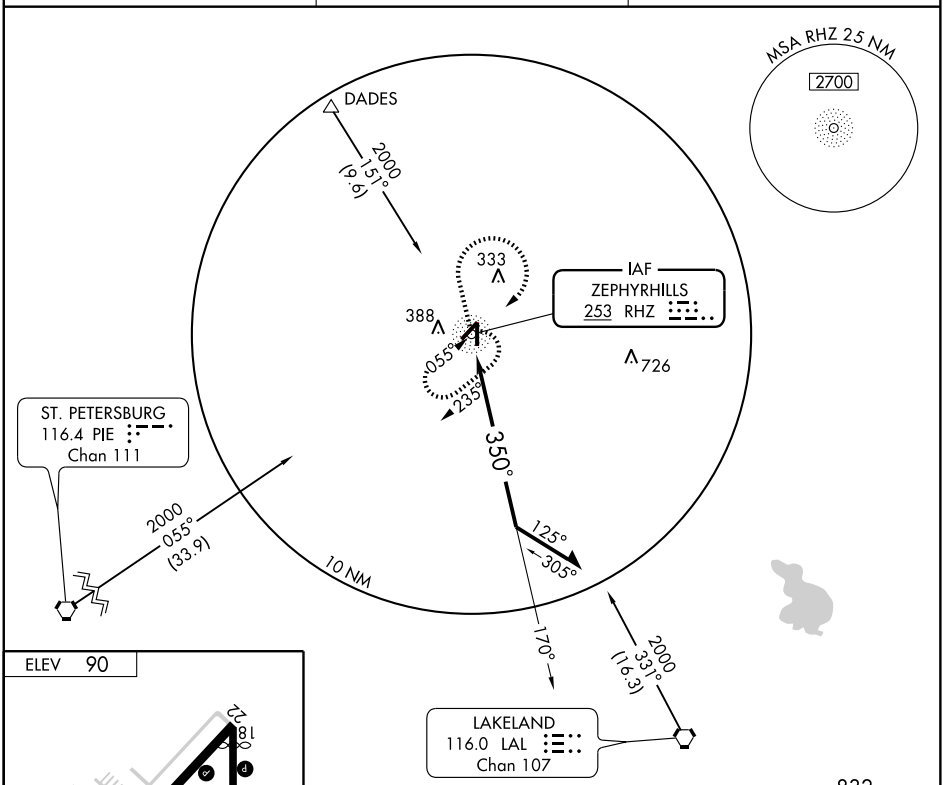
ZEPHYRHILLS MUNI (ZPH)

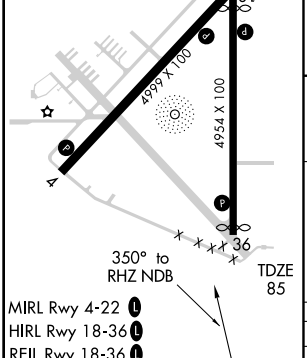
NA

Use Tampa Intl altimeter setting.

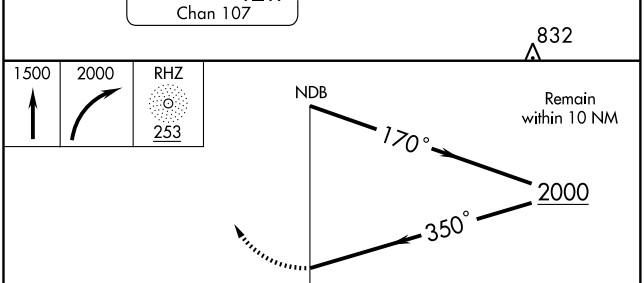
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	860-1 775 (800-1)	860-1¼ 775 (800-1¼)	860-2¼ 775 (800-2¼)	860-2½ 775 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	**RNAV (GPS) Rwy 16** **RNAV (GPS) Rwy 34** **VOR-A[1]**

NA when local weather not available.
[1]Category D, 800-2¼.

ALBANY, GA

SOUTHWEST GA. RGNL ...	**ILS or LOC Rwy 4** **LOC BC Rwy 22** **NDB Rwy 4** **RNAV (GPS) Rwy 4** **RNAV (GPS) Rwy 16** **RNAV (GPS) Rwy 22** **RNAV (GPS) Rwy 34** **VOR or TACAN Rwy 16**

Category D, 800-2½.

ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD	**RNAV (GPS) Rwy 23**

NA when local weather not available.

ALMA, GA

BACON COUNTY	**RNAV (GPS) Rwy 15** **RNAV (GPS) Rwy 33**

NA when local weather not available.

ANNISTON, AL

ANNISTON METROPOLITAN	**ILS or LOC Rwy 5[1]** **NDB Rwy 5[2]** **RNAV (GPS) Rwy 5[1]** **RNAV (GPS) Rwy 23[3]**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME	ALTERNATE MINIMUMS
ATHENS, GA	
ATHENS/ BEN EPPS	**ILS or LOC/DME Rwy 27** **RNAV (GPS) Rwy 2** **RNAV (GPS) Rwy 9** **RNAV (GPS) Rwy 20** **RNAV (GPS) Rwy 27** **VOR Rwy 2** **VOR Rwy 27**

NA when local weather not available.

ATLANTA, GA

DEKALB-PEACHTREE ..	**ILS or LOC Rwy 20L[1]** **RNAV (GPS) Rwy 20L[2]** **RNAV (GPS) Rwy 27[2]** **VOR/DME Rwy 20L[2]** **VOR/DME Rwy 27[2]**

[1]NA when control zone not in effect.
[2]NA when local weather not available.

FULTON COUNTY AIRPORT-BROWN FIELD	**ILS Rwy 8[1]** **NDB Rwy 8[24]** **RNAV (GPS) Rwy 26[34]** **RNAV (GPS) Y Rwy 8[34]** **VOR-A[5]**

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA COUNTY	**RNAV (GPS) Rwy 14** **RNAV (GPS) Rwy 32** **VOR/DME-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ATLANTA, GA (CON'T)

PEACHTREE CITY-
FALCON FIELD ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31
NA when local weather not available.
[1]Category D, 800-2½.

AUBURN, AL

AUBURN-OPELIKA
ROBERT G PITTS ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 36
NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ..... **ILS or LOC Rwy 17**[1]
ILS or LOC Rwy 35[23]
RADAR-1
NA when control tower closed.
[1]ILS, 700-2.
[2]Categories A,B,C,D, 700-2.
[3]NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL ..... **LOC Rwy 18**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 36[4]
[1]Category D, 800-2¼.
[2]Categories A, B, C, 900-2; Category D, 900-2¼.
[3]Category E, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ..... **ILS or LOC Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B
NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CARTERSVILLE, GA

CARTERSVILLE ..... **LOC Rwy 19**[12]
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1]
VOR/DME-A[3]
NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]NA when FBO closed.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CLAXTON, GA

CLAXTON-EVANS
COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.
Category D, 800-2¼.

CLAYTON, AL

CLAYTON MUNI ..... **RNAV (GPS) Rwy 27**
VOR/DME Rwy 27
NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ..... **ILS or LOC Rwy 6**
VOR-A
NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE ..... **NDB Rwy 10**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23
NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DALTON, GA

DALTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

DOTHAN, AL

DOTHAN RGNL ..... **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR or TACAN-A

NA when control tower closed.
NA when local weather not available.

DOUGLAS, GA

DOUGLAS MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.

DUBLIN, GA

W H 'BUD' BARRON ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR-A[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN .... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A

NA when local weather not available.

FLORALA, AL

FLORALA MUNI ..... **RNAV (GPS) Rwy 22**

NA when local weather not available.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL ..... **NDB Rwy 33R**
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST
ALABAMA RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36[1]
VOR Rwy 6

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

GAINESVILLE, GA

LEE GILMER
MEMORIAL ..... **ILS or LOC/DME Rwy 5**[1]
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.

GREENVILLE, AL

MAC CRENSHAW
MEMORIAL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

Category D, 800-2¼.

GULF SHORES, AL

JACK EDWARDS ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES
FIELD ..... **ILS or LOC Rwy 18L**[124]
ILS or LOC Rwy 18R[124]
ILS or LOC Rwy 36L[124]
ILS or LOC Rwy 36R[124]
RADAR-1[13]
RNAV (GPS) Rwy 18L[45]
RNAV (GPS) Rwy 18R[45]
RNAV (GPS) Rwy 36L[45]
RNAV (GPS) Rwy 36R[45]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E,700-2¼. LOC, Category E, 800-2¼.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL (CON'T)

MADISON COUNTY
EXECUTIVE ..... **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36[1]
NA when local weather not available.
[1]Categories A,B, 900-2; Category C,900-2½, Category D, 900-2¾.

JEFFERSON, GA

JACKSON COUNTY ..... **RNAV (GPS) Rwy 35**
VOR/DME Rwy 35
NA when local weather not available.

MACON, GA

MIDDLE GEORGIA
RGNL ..... **ILS or LOC/DME Rwy 5**[1,2]
VOR Rwy 13[3]
VOR Rwy 23[4]
[1]NA when control tower closed.
[2]ILS, Category E, 900-2¾.LOC,Category E, 900-2¾.
[3]Category A,B, 1000-2; Category C,1000-2¾; Category D, 1000-3.
[4]Categories A,B,1300-2;Categories C,D, 1300-3.

MOBILE, AL

MOBILE DOWNTOWN ..... **ILS or LOC Rwy 32**[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MOBILE RGNL ..... **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
NA when control tower closed.

MONTGOMERY, AL

MONTGOMERY RGNL
(DANNELLY FIELD) ..... **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROME, GA

RICHARD B. RUSSELL ..... **ILS/DME Rwy 1**[1]
RNAV (GPS) Rwy 1[1,2]
RNAV (GPS) Rwy 7[1,2]
RNAV (GPS) Rwy 19[1,2]
RNAV (GPS) Rwy 25[1,2]
VOR/DME Rwy 1[1,2]
VOR/DME Rwy 19[2,3]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

SAVANNAH, GA

SAVANNAH HILTON
HEAD INTL ..... **ILS or LOC Rwy 1**[1,2]
ILS or LOC Rwy 10[1,2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A[3]
VOR/DME or TACAN Rwy 1[3]
VOR/DME or TACAN Rwy 19[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
COUNTY ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY ..... **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A
NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI ..... **NDB-A**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 27[2]
[1]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Category C, 800-2¼; Category D, 1100-3.

SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[1]
VOR-A[2]
VOR/DME Rwy 3[1]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

THOMASTON, GA

THOMASTON-UPSON
COUNTY ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

TROY, AL

TROY MUNI ..... **ILS or LOC Rwy 7**[1]
NDB Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 32

NA when local weather not available.
[1]NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL ..... **ILS Rwy 4**[12]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 11[3]
RNAV(GPS) Rwy 22[3]
RNAV (GPS) Rwy 29[3]
VOR or TACAN Rwy 4[1]

[1]NA when control tower closed.
[2]700-2.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

VALDOSTA, GA

VALDOSTA RGNL ..... **ILS or LOC Rwy 35**[1]
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35

NA when local weather not available.
[1]ILS, LOC, Category E, 900-3.

VIDALIA, GA

VIDALIA RGNL ..... **RNAV (GPS) Rwy 24**

NA when local weather not available.

WAYCROSS, GA

WAYCROSS-WARE
COUNTY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36[1]

NA when local weather not available.
[1]Category D, 800-2¼.

WINDER, GA

NORTHEAST GEORGIA
RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV **145**

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**660**/24	515	(600-½)	C	**660**/50	515	(600-1)
			D	**660**/60	515	(600-1¼)				
	35		AB	**700**/24	564	(600-½)	C	**700**/50	564	(600-1)
			D	**700**/60	564	(600-1¼)				
CIRCLING			AB	**780**-1	635	(700-1)	C	**780**-1¾	635	(700-1¾)
			D	**780**-2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV **423**

DANIEL FIELD

RADAR- 126.8 270.3 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29		AB	**860**-1	438	(500-1)	C	**860**-1¼	438	(500-1¼)
			D	**860**-1½	438	(500-1½)				
	11		AB	**920**-1	498	(500-1)	C	**920**-1¼	498	(500-1¼)
			D	**920**-1½	498	(500-1½)				
CIRCLING			AB	**920**-1	498	(500-1)	C	**920**-1½	498	(500-1½)
			D	**1020**-2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301

RADAR[1] **- (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°) (121.1 319.25 341°-020°) ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[2]	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6[2]		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

[1]Vis reduction by copters NA. [2]When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF)

RADAR[1] - Ctc ATLANTA APP CON **(E)** 121.0 268.7 ▽ **ELEV 1068**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	29[3]	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11[4]	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11[6]		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29[5]		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR[7]	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

[1]Opr 1200-0400Z++. [2]No-NOTAM MP 1100-1530Z++ Mon-Tue. [3]When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. [6]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. [7]CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475 ▽ ⚠NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)[1 2]						
ASR	10[3]		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR[4]	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)[5]						
PAR	10[6]	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

[1]Opr 1100-0500Z++. [2]Wx radar avbl. [3]For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. [4]Circling NA N of Rwy 10-28 for CAT D. [5]Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. [6]Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA) ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36R	AB	**1000**-½	405	(500-½)	C	**1000**- ¾	405	(500-¾)
		DE	**1000**-1	405	(500-1)				
	36L	ABC	**960**-½	345	(400-½)	DE	**960**-1	345	(400-1)
	18R	AB	**1060**/24	431	(500-½)	C	**1060**/40	431	(500-¾)
		DE	**1060**/50	431	(500-1)				
	18L	AB	**1160**-½	551	(600-½)	C	**1160**-1	551	(600-1)
		D	**1160**-1¼	551	(600-1¼)	E	**1160**-1½	551	(600-1½)
CIRCLING		AB	**1160**-1	531	(600-1)	C	**1160**-1½	531	(600-1½)
		D	**1240**-2	611	(700-2)	E	**1240**-2¼	611	(700-2¼)

Category E circling not authorized East of Rwys 18L/36R.
For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.
For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

LAWSON AAF(KLSF),(FORT BENNING),GA (Columbus) (Amdt2,07074USA) ELEV232

RADAR[1] - Ctc ATLANTA APP CON **(E)** (125.5 323.1 241°-360°) (126.55 353.75 001°-150°) (126.025 285.525 151°-240°) ▽ ⒶNA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33[2]		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR[3]	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

[1]Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. [2]For inop SALSF, increase CAT D vis to 2 miles. [3]Cir NA E of Rwy 15-33.

MAXWELL AFB (KMXF), AL (Montgomery) (06271 USAF) ELEV 171

RADAR[1] - 121.2 363.025S 380.225N ▽

	RWY	GS/TCH/RPI	CAT	DA MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15[4]		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR[3]	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

[1]Opr 1400-0350Z++. [2]5 min PN rqr for practice ASR apch. [3]Cir not auth E of Rwy 15-33. [4]When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA) ELEV **218**

MOBILE RGNL

RADAR- 118.5 269.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	AB	**660**-½	441	(500-½)	C	**660**-¾	441	(500-¾)
		DE	**660**-1	441	(500-1)				
	14	AB	**640**/24	425	(500-½)	C	**640**/40	425	(500-¾)
		DE	**640**/50	425	(500-1)				
CIRCLING		AB	**680**-1	461	(500-1)	C	**680**-1½	461	(500-1½)
		D	**780**-2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR.
For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA) ELEV **221**

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**600**/40	381	(400-¾)	DE	**600**/50	381	(400-1)
	28	ABC	**620**-¾	423	(400-¾)	DE	**620**-1	423	(400-1)
CIRCLING		AB	**680**-1	459	(500-1)	C	**680**-1½	459	(500-1½)
		DE	**780**-2	559	(600-2)				

Procedure NA when control tower closed.
Category E circling NA north of runway 10-28.
Category D S-28 visibility increased ¼ mile for inoperative MALSR.
Category E S-28 visibility increased ½ mile for inoperative MALSR.
Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR[1]**- (E)** (125.6 354.1E) (118.05 239.0W) ▽ ⚠ NA **ELEV 684**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17[2][3]	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

[1]GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. [2]When approach lights inoperative, increase CAT A, B visibility ¼ mile. [3]When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA) ELEV **24**

ST MARYS

RADAR- 127.0 ▼ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4		A	**640**-1	617	(700-1)	B	**640**-1¼	617	(700-1¼)
			C	**640**-1¾	617	(700-1¾)				
CIRCLING			AB	**680**-1¼	656	(700-1¼)	C	**680**-1¾	656	(700-1¾)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

TROY, AL

Amdt. 8, JAN 15, 2009 (FAA) **ELEV 398**

TROY MUNI

RADAR[1]- 121.1 319.25 ▼

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7	2.9/51/1007	ABCD	**592**-¾	200	(200-¾)				
ASR	7		AB	**960**-1	568	(600-1)	C	**960**-1½	568	(600-1½)
			D	**960**-1¾	568	(600-1¾)				
CIRCLING			AB	**960**-1	562	(600-1)	C	**960**-1½	562	(600-1½)
			D	**980**-2	582	(600-2)				

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5,** multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15,** multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23,** multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33,** multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME	TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1¼. **Rwy 34,** 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16,** rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34,** rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

ALBANY, GA

SOUTWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 700 before turning left. **Rwy 34,** climb heading 344° to 700 before turning right.

NOTE: **Rwy 4,** multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' rightof centerline, up to 79' AGL/275' MSL. **Rwy 16,** multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22,** tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL.**Rwy 34,** multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5,** trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23,** trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1500 before turning on course.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33,** trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

SOUTHER FIELD

NOTE: **Rwy 5,** vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9,** trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23,** trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27,** vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29,** multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB)

AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23,** Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5,** tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23,** tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2,** trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9,** tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20,** trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy27,** trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1900 before proceeding south. **Rwy 27,** climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9,** trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27,** multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up t o 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L,** 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R,** 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R,** std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1700 before proceeding on course. **Rwy 16,** climb heading 159° to 2000 before proceeding on course. **Rwy 20L,** climb heading 150° to 3100 before proceeding on course. **Rwy 20R,** climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27,** climb heading 268° to 1800 before proceeding on course. **Rwy 34,** for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L,** terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R,** trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9,** vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16,** trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/ 1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L,** trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R,** trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27,** vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34,** vehicles beginning 873' from departure end of runway, left and right of center line, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61'AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14,** 400-1. **Rwy 32,** 700-3 or std. with a min. climb of 290' per NM to 1600. **Rwys 26, 27,** 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9,** left turn, climb via heading 060° to 3100 before proceeding on course. **Rwy 14,** climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course. **Rwys 26, 27, 32,** climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R,** 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L,** 300-1¼ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R,** climb heading 092° to 1500 before turning right. **Rwy 9L,** climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L,** multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R,** Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L,** rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10,** tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L,** tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R,** multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L,** hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R,** tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68'AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28,** catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32,** tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18,** vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN-OPELIKA ROBERT G. PITTS

NOTE: **Rwy 18,** multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29,** multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36,** multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26,** 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8,** for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17,** climb heading 172° to 900 before turning east. **Rwy 26,** climb heading 262° to 1000 before turning east. **Rwy 35,** climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8,** numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17,** numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26,** numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23,** 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 214° to 1300 before turning west. **Rwy 29,** climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5,** rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11,** hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29,** numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31 1' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14,** trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27,** trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 259° to 800 before turning north.

NOTE: **Rwy 8,** trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26,** trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8,** brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26,** trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5,** numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23,** terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6,** 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18,** 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36,** 800-2.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1700 before turning on course. **Rwy 18,** climb runway heading to 2100 before turning on course. **Rwy 24,** climb runway heading to 2100 before turning on course. **Rwy 36,** climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23,** trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628'.right of centerline, up to 17'AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI

TAKE-OFF MINIMUMS: **Rwys 12, 24,** 300-1.

DEPARTURE PROCEDURE: **All runways,** climb runway heading to 400 before turning southbound.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline,38' AGL/57' MSL. **Rwy 25,** multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50'AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** 400-1.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11,** multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29,** multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18,** numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL . . . . . ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2: Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course. **Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75'AGL/ 344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/ 354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL. **Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19,** 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 007° to 2300 before proceeding on course. **Rwy 19,** climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1,** trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19,** terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)

ORIG 09099 (FAA)

NOTE: **Rwy 9,** trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27,** trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE MUNI

DEPARTURE PROCEDURE: **Rwy 27,** climb on runway heading to 1500 before turning left.

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** Climb heading 067° to 1400 before turning South. **Rwy 25,** Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7,** multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25,** multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28,** 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10,** brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28,** trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL

GRAGG-WADE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8,26,** climb runway heading to 1000 before turning on course.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)

ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27,** 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1700 before turning left. **Rwy 11,** climb heading107° to 1200 before turning left. **Rwy 23,** climb heading 229° to 900 before proceeding on course. **Rwy 29,** climb heading 287° to 900 before turning right.

NOTE: **Rwy 5,** trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11,** mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23,** road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29,** ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24,** 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31,** 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6,** climb via heading 056° to 1400 before turning southbound. **Rwy 13,** climb via heading 070° to 1900 before turning southbound. **Rwy 24,** climb via heading 280° to 1900 before turning southeastbound. **Rwy 31,** climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6,** multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13,** antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24,** multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Treee 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31,** multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

CORDELE, GA

CRISP COUNTY-CORDELE

NOTE: **Rwy 5,** multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10,** multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23,** multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28,** multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA

HABERSHAM COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 240' per NM to 1900.

NOTE: **Rwy 6,** tower 1.22 NM from departure end of runway, 249' right of centerline, 380' AGL/1656' MSL. Tank, 1.62 NM northeast of departure end of runway, 2391' right of centerline, 177' AGL/1746' MSL.

COURTLAND, AL

LAWRENCE COUNTY (9A4)

ORIG 09099 (FAA)

NOTE: **Rwy 31,** trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

COVINGTON, GA

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10,** terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28,** trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1. **Rwy 20,** 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1500 before turning on course.

DALLAS, GA

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31,** trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32,** climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32,** numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1or std. with a min. climb of 270' per NM to 600.

DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18,** multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36,** tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22,** trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA . . . . . AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36,** trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18,** trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32,** trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36,** trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4,** tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2,** trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20,** trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14,** trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32,** trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2,** trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20,** trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10,** tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28,** tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)

ORIG 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23,** trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. w/ min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 183° to 800 before turning left.

NOTE: **Rwy 1,** trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10,** trees and terrain beginning 41' from departure end of runway, 21 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19,** trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL **Rwy 28,** tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)
AMDT 1 08045 (FAA)

NOTE: **Rwy 18,** 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36,** 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18,** terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/ 418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36,** tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/ 370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 500-1.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 900 before turning right.

FLORALA, AL

FLORALA MUNI (0J4)
ORIG 09183 (FAA)

NOTE: **Rwy 4,** trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22,** trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36,** trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22,** 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22,** climb runway heading to 2000 before turning on course.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L,** NA-Obstacles.

NOTE: **Rwy 6L,** trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L,** trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R,** trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R,** trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 290' per NM to 2200 or 1300-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° to 1300 before proceeding on course. **Rwy 18,** for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24,** climb heading 241° to 2000 before proceeding on course. **Rwy 36,** climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18,** trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24,** trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36,** trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 2100 before proceeding on course. **Rwy 11,** climb heading 110° to 1900 before turning north. **Rwy 23,** climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5,** multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11,** trees 770' from departure end of r unway, on centerline, 60' AGL/1317' MSL. **Rwy 23,** multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29,** trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 380' per NM to 1000.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1200 before turning left.

GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17,** multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27,** multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35,** multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL

GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21,** climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3,** multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21,** multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL

POSEY FIELD

TAKE-OFF MINIMUMS: **Rwys 18,36,** 200-1.

HAMILTON, AL

MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 500-1.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before making turn.

HAMPTON, GA

CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6,** trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24,** trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. . . . . ORIG, 08325

Rwy 17, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32,** trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. . . . . Rwy 28, 300-1*

* Or standard with minimum climb of 340/NM to 400. Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R,** climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.

NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA

JACKSON COUNTY (19A)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 168° to 2500 before turning. **Rwy 35,** climb heading 348° to 2500 before turning.

NOTE: **Rwy 17,** scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pilons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35,** trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)

ORIG 09295 (FAA)

NOTE: **Rwy 11,** trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29,** trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before proceeding on course. **Rwy 20,** climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2,** train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20,** train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

LANETT, AL

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . . .

07158

Rwy 15, Standard
Rwy 33, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15,** climb via heading 150° to 2000 before turning left. **Rwy 33,** Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. . . . . ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.
All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.)

MACON, GA (CON'T)

MIDDLE GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 210' per NM to 1500, or 1300-2½ for climb in visual conditions. **Rwy 23,** 300-1¾ or std. with a min. climb of 204' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions: Cross Middle Georgia Rgnl at or above 1200.

NOTE: **Rwy 5,** aircraft equipment 111' from departure end of runway, 506' right of centerline, 12' AGL/364' MSL. Antenna on building 525' from departure end of runway, 308' right of centerline, 16' AGL/371' MSL, railroad 837' from departure end of runway, 580' right of centerline, 25' AGL/383' MSL. Railroad 999' from departure end of runway, 8' right of centerline, 25' AGL/383' MSL. Tree 1151' from departure end of runway, 372' left of centerline, 49' AGL/407' MSL, pole 1076' from departure end of runway, 653' left of centerline, 36' AGL/397' MSL. Tree 1216' from departure end of runway, 587' left of centerline, 52' AGL/413' MSL. Tree 2378' from departure end of runway, 847' left of centerline, 67' AGL/432' MSL. Tree 2577' from departure end of runway, 730' left of centerline, 78' AGL/436' MSL, 2669' from departure end of runway, 470' left of centerline, 66' AGL/431' MSL. Tree 2944' from departure end of runway, 674' right of centerline, 80' AGL/432' MSL. **Rwy 13,** tree 280' from departure end of runway, 355' left of centerline, 48' AGL/390' MSL. Tree 389' from departure end of runway, 425' left of centerline, 47' AGL/389' MSL. Railroad 529' from departure end of runway, 290' left of centerline, 31' AGL/529' MSL. Tree 711' from departure end of runway, 537' left of centerline, 87' AGL/429' MSL, tree 996' from departure end of runway, 534' left of centerline, 85' AGL/427' MSL. Tree 1022' from departure end of runway, 402' left of centerline, 80' AGL/418' MSL. Tree 1216' from departure end of runway, 283' left of centerline, 62' AGL/400' MSL, tree 2154' from departure end of runway, 138' right of centerline, 69' AGL/401' MSL, tree 2577' from departure end of runway, 286' right of centerline, 82' AGL/411' MSL. **Rwy 23,** tree 7' from departure end of runway, 367' right of centerline, 71' AGL/342' MSL. Tree 202' from departure end of runway, 477' left of centerline, 51' AGL/340' MSL. Tree 1719' from centerline, 355' left of centerline, 69' AGL/380' MSL. Tree 1803' from departure end of runway, 662' left of centerline, 97' AGL/383' MSL. Tree 1.5 NM from departure end of runway, 984' left of centerline, 98' AGL/564' MSL. **Rwy 31,** tree 925' from departure end of runway, 151' left of centerline, 66' AGL/391' MSL. Tree 1140' from departure end of runway, 399' left of centerline, 76' AGL/398' MSL, tree 1658' from departure end of runway, 480' right of centerline, 76' AGL/398' MSL. Tree 2158' from departure end of runway, 587' left of centerline, 89' AGL/423' MSL. Tree 2180' from departure end of runway 189' left of centerline, 92' AGL/424' MSL. Tree 2618' from departure end of runway, 55' left of centerline, 84' AGL/429' MSL.

MAXWELL AFB (KMXF)

MONTGOMERY, AL . . . . . AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

*Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/ 225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MCRAE, GA

TELFAIR-WHEELER (MQW)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21,** vehicles on road abeam departure end of runway, 301' left ofcenterline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/ 224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.

METTER, GA

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 700 before turning. **Rwy 28,** climb runway heading to 1400 before turning right.

MILLEN, GA

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/ 308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 001° to 900 before turning right.

NOTE: **Rwy 18,** trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32,** sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/ 109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36,** poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14,** tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18,** multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departue end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36,** multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21,** trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

MONROEVILLE, AL

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21,** vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA
DR. C.P. SAVAGE SR.
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
NOTE: **Rwy 18,** power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36,** trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL
MONTGOMERY RGNL
(DANNELLY FIELD)
TAKE-OFF MINIMUMS: **Rwy 21,** 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)
VALDOSTA, GA. . . . . AMDT 1, 08129
DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R,** Cross DER at or above 1' AGL/234' MSL.
TAKE-OFF OBSTACLES: **Rwy 18R,** Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L,** Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R,** Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA
MOULTRIE MUNI
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1, or std. with a min. climb of 370' per NM to 500.

OZARK, AL
BLACKWELL FIELD
TAKE-OFF MINIMUMS: **Rwy 30,** 500-1
DEPARTURE PROCEDURE: **Rwy 30,** climb on runway heading to 1000 before turning northbound.

PELL CITY, AL
ST CLAIR COUNTY (PLR)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1or std. w/ min. climb of 312' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 205° to 1000 before turning east.
NOTE: **Rwy 3,** multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21,** multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA
PERRY-HOUSTON COUNTY (PXE)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.
NOTE: **Rwy 18,** vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36,** trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA
HARRIS COUNTY
TAKE-OFF MINIMUMS: **Rwy 9,** 600-1.
DEPARTURE PROCEDURE: **Rwy 9,** left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA
PETERSON FIELD (7A9)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36,** trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL
PRATTVILLE-GROUBY FIELD
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1 or std. with a min. climb of 600' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)
REDSTONE ARSENAL, AL 09043
Rwy 17, 500-3*
Rwy 35**
* Or standard with minimum climb rate of 240/NM to 1500.
** Standard with a minimum climb rate of 240/NM to 1500.
DEPARTURE PROCEDURE: **Rwy 17,** climb rwy hdg to 1700 before proceeding on course. **Rwy 35,** climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.
TAKE-OFF OBSTACLES: **Rwy 17:** Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL
NORTH PICKINS
TAKE-OFF MINIMUMS: **Rwy 19,** 500-1 or std. with a min. climb of 420' per NM to 800.
NOTE: **Rwy 19,** tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25** , for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557 from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7,** numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL /685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/ 687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/ 691' MSL. **Rwy 19,** bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway , 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980; from departure end of runway, 70' left of centerline 86' AGL/ 715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25,** bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1, 428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

RUSSELLVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1400 before proceeding on course. **Rwy 20,** climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20,** trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL

ST ELMO (2R5)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6,** trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24,** tree1730' from departure end of runway, 716' left of centerline, 100' AGL/ 229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS:**Rwy 13,** 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4,** NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13,** trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22,** trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31,** trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12,** tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 600 before proceeding southwest. **Rwy 10,** climb heading 097° to 700 proceeding southwest. **Rwy 19,** climb heading 186° to 1300 before turning right. **Rwy 28,** climb heading 277° to 1600 before turning left.

NOTE; **Rwy 1,** fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10,** trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19,** trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28,** pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22,** climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22,** trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15,** trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33,** tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13,** multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31,** multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27,** 300-2.

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1500, then climb on course.

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5,** trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15,** trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

Rwy 33, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 2100 before proceeding on course. **Rwy 21,** climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21,** trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30,** for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30,** trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12,** trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22,** terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32,** trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10,** numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway,19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/ 599' MSL. **Rwy 28,** tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10,** tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21,** tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33,** tree, 384' f rom departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27,** for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9,** climb heading 093° to 2000 before turning on course. **Rwy 20,** climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2,** tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9,** terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20,** pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/ 1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27,** WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32,** 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25,** climb runway heading to 1200 before turning on course. **Rwy 32,** climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7,** numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14,** numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25,** numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32,** numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11,** 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29,** 300-2¼ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4,** trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11,** trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22,** trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29,** light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)
ORIG 09099 (FAA)

NOTE: **Rwy 13,** trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31,** trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure endof runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13,** tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17,** multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22,** railroad and multiple trees beginning 75' from departure end of runway, 159' rightof centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31,** multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35,** multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

VIDALIA, GA

VIDALIA RGNL (VDI)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13,** vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24,** trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA

WAYCROSS-WARE COUNTY

NOTE: **Rwy 5,** numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23,** numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31,** numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36,** numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA

BURKE COUNTY

NOTE: **Rwy 8,** trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26,** trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/ 439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WINDER, GA

BARROW COUNTY AIRPORT

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31,** 200-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: Cross Winder-Barrow Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 6' from departure end of runway, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from departure end of runway, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 23,** multiple trees beginning 31' from departure end of runway, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from departure end of runway, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 13,** multiple trees beginning 835' from departure end of runway, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees beginning 82' from departure end of runway, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 31,** multiple trees beginning 493' from departure end of runway, 30' left of centerline, up to 100' AGL/ 1004' MSL. Multiple trees beginning 63' from departure end of runway, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from departure end of runway, on centerline 8' AGL/943' MSL. Tree 7804' from departure end of runway, 1990' left of centerline, 100' AGL/1139' MSL.

WAAS	APP CRS	Rwy Idg	5000
CH 42506	051°	TDZE	235
W05A		Apt Elev	236

RNAV (GPS) RWY 5

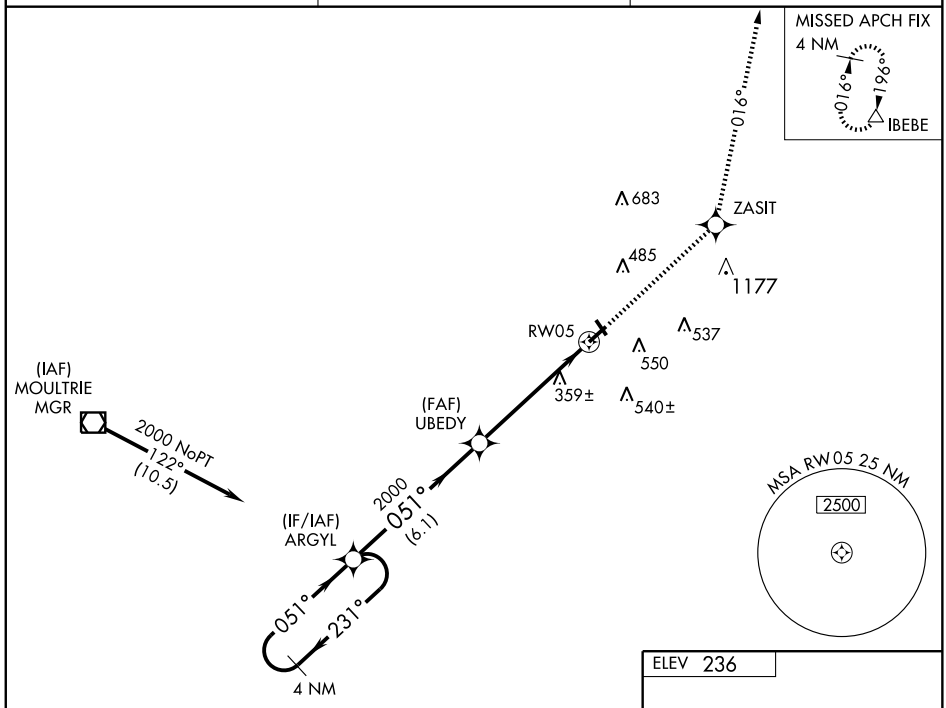
ADEL/ COOK COUNTY (15J)

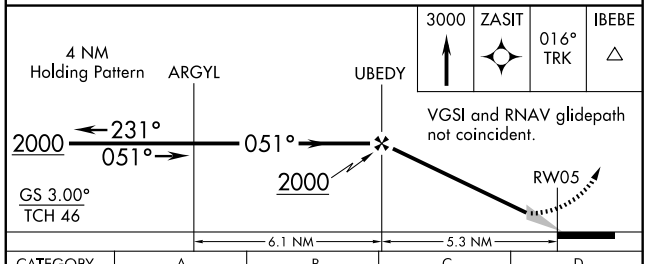
DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Valdosta Rgnl altimeter setting and increase all DAs 7 feet, and all MDAs 20 feet, and Circling Cats B, C and D visibility ¼ mile. Baro-VNAV NA.

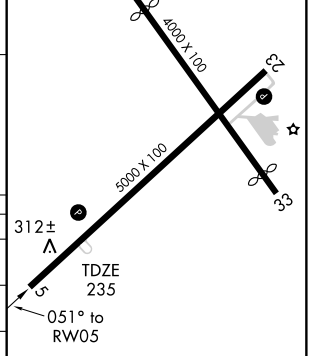
NA

MISSED APPROACH: Climb to 3000 direct ZASIT and via 016° track to IBEBE and hold.

MOULTRIE AWOS-3	VALDOSTA APP CON★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	536-1 301 (300-1)			
LNAV/ VNAV DA	633-1½ 398 (400-1½)			
LNAV MDA	800-1 565 (600-1)		800-1½ 565 (600-1½)	800-1¾ 565 (600-1¾)
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
231°	TDZE	235
	Apt Elev	236

RNAV (GPS) RWY 23

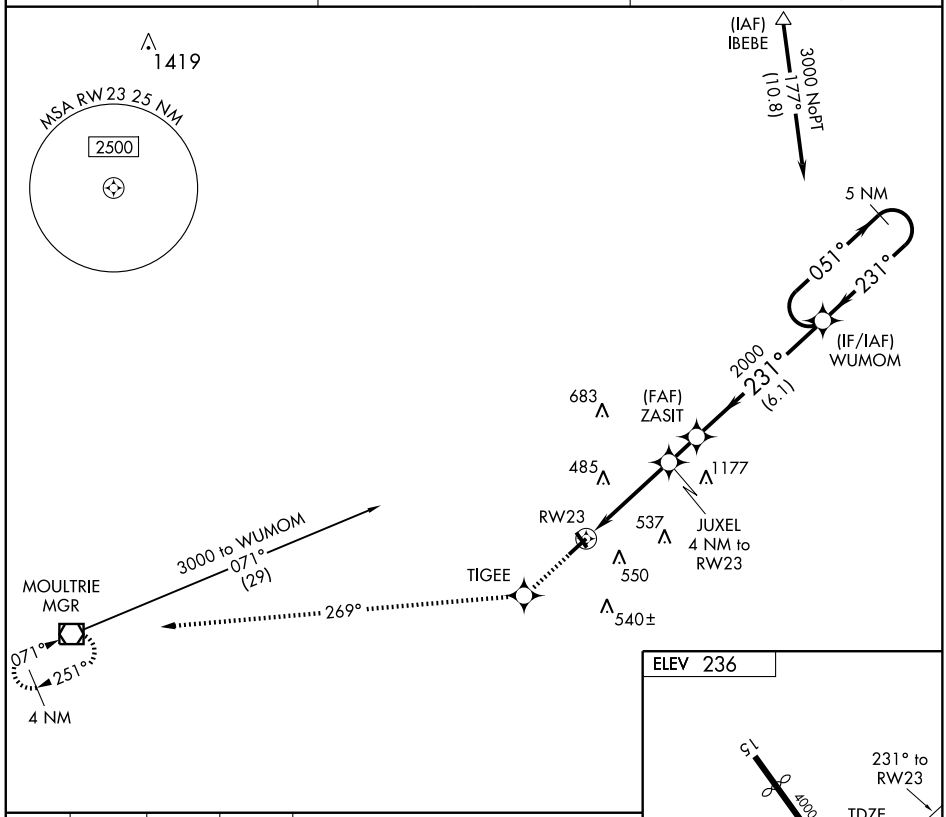
ADEL/ COOK COUNTY (15J)

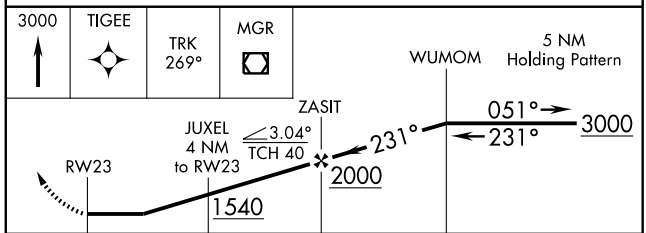
Use Moultrie altimeter setting; if not received, use Valdosta Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

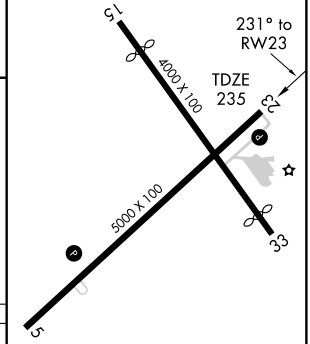
NA

MISSED APPROACH: Climb to 3000 direct TIGEE and via 269° track to MGR VOR/DME and hold.

MOULTRIE AWOS-3	VALDOSTA APP CON★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1 505 (600-1)		740-1½ 505 (600-1½)	
CIRCLING	960-1 724 (800-1)		960-2 724 (800-2)	960-2¼ 724 (800-2¼)

MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

08213

AIRPORT DIAGRAM

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)
ALBANY, GEORGIA
AL-8 (FAA)

ATIS 133.05
ALBANY TOWER ★
120.25 (CTAF) L 336.4
GND CON
121.9 348.6

VAR 3.7°W

ELEV 194

ELEV 189

31°32.5'N

16 B 165.6°

22 A 225.8°

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

FIRE STATION

HOT CARGO PARKING

CONTROL TWR 263

CARGO RAMP

GEORGIA STATE PATROL HANGAR

AYRES TWY

5219 X 150

6601 X 150

AYRES CORP

31°32.0'N

FBO

TERMINAL

045.8°

345.6°

ELEV 196

FIELD ELEV 197

34

ELEV 195

RWY 4-22
S80, D135, ST171, DT230
RWY 16-34
S30

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

31°31.5'N

84°12.0'W

84°11.5'W

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ABY	APP CRS	Rwy Idg	6601
108.5	044°	TDZE	196
		Apt Elev	196

ILS or LOC RWY 4

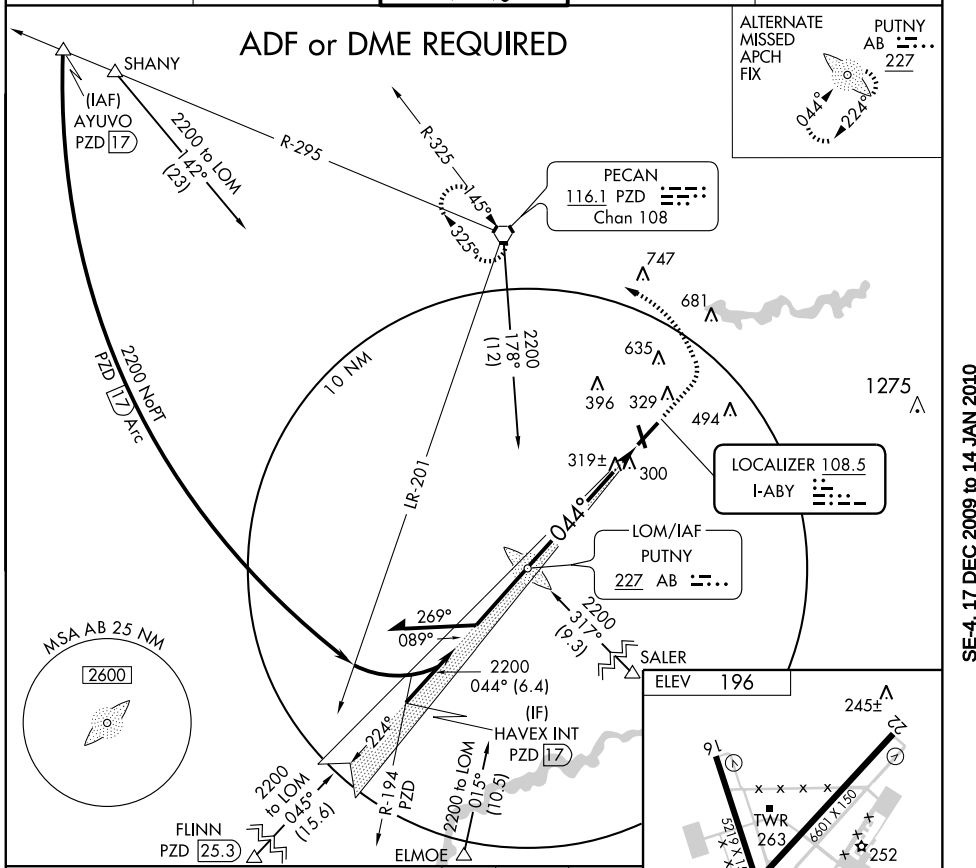
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95



CATEGORY	A	B	C	D
S-ILS 4		* 396/24 200 (200-½)		
S-LOC 4		580/24 384 (400-½)		580/40 384 (400-¾)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ABY	APP CRS	Rwy Idg	6601
108.5	224°	TDZE	192
		Apt Elev	196

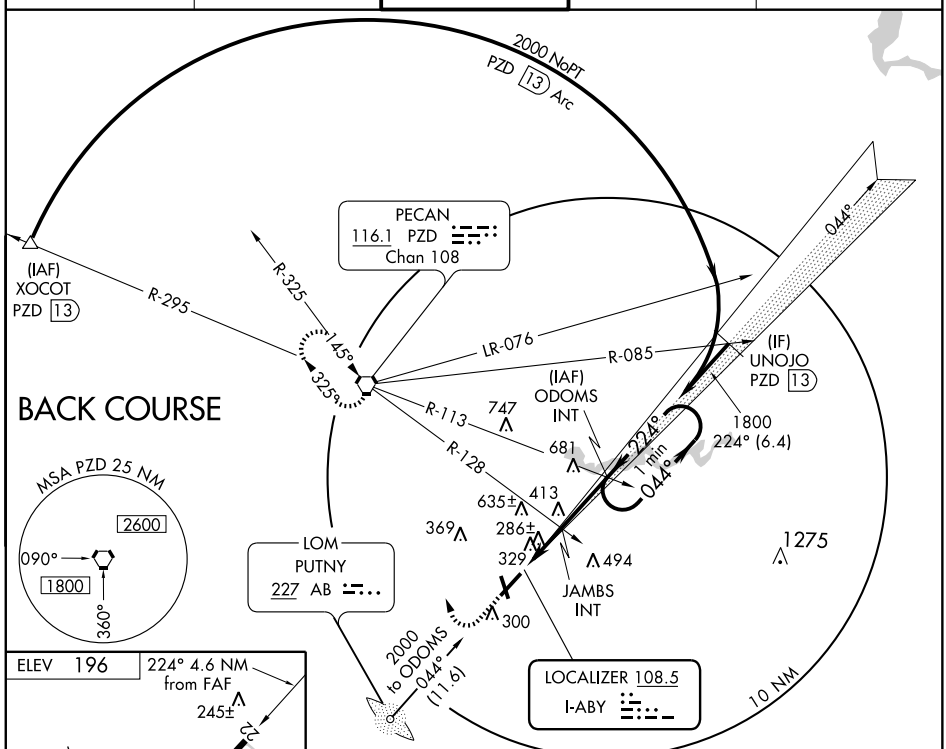
LOC BC RWY 22

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

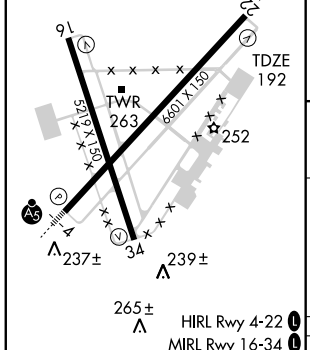
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct PZD VORTAC and hold.

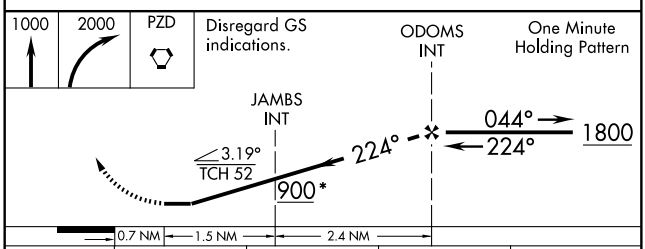
ATIS	JACKSONVILLE CENTER	ALBANY TOWER★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95



ADF or DME REQUIRED



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-22	580-1 388 (400-1)			580-1¼ 388 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM AB	APP CRS	Rwy Idg	6601
227	044°	TDZE	196
		Apt Elev	196

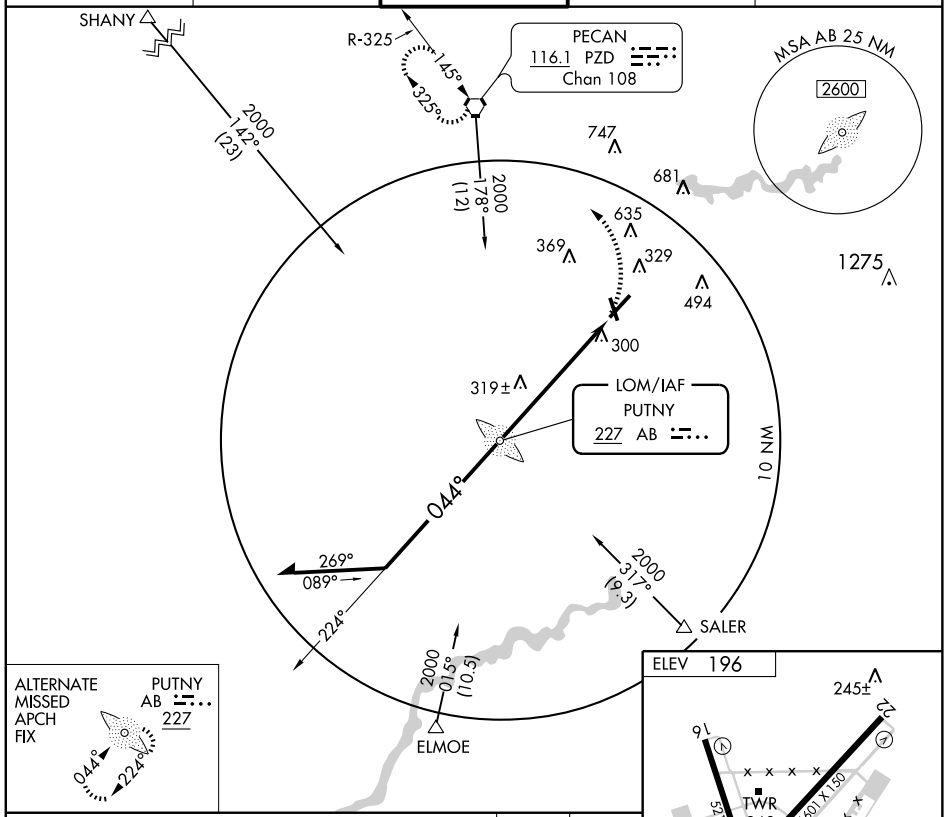
NDB RWY 4

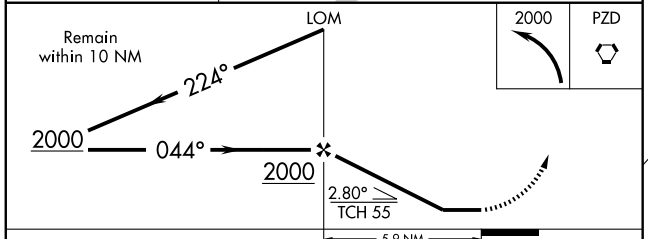
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

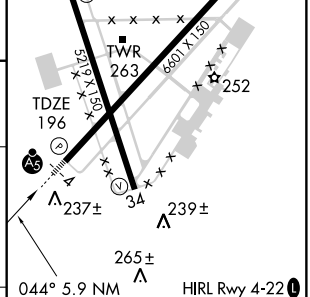
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-4	620/40 424 (500-¾)			620/50 424 (500-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6601
CH 78000	044°	TDZE	196
W04A		Apt Elev	196

RNAV (GPS) RWY 4

ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

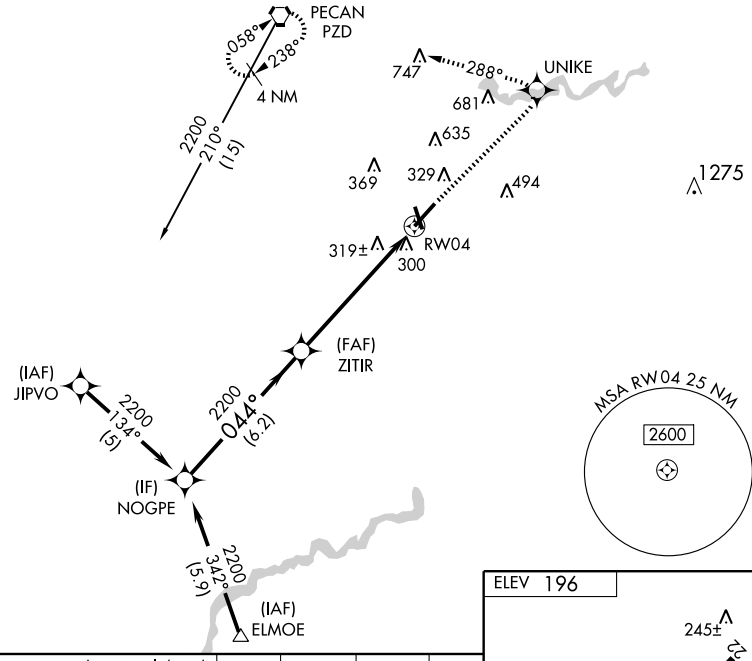
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct UNIKE and left turn via track 288° to PZD VORTAC and hold.

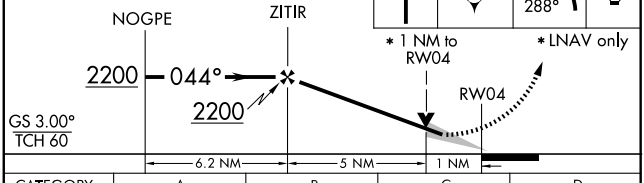
ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) 336.4	121.9 348.6	122.95

Procedure NA for arrivals at PZD VORTAC via V35-159 northbound.

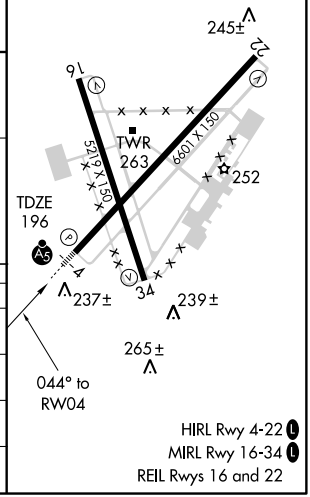


Procedure Turn NA

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	396/24 200 (200-½)			
LNAV/VNAV DA	635/50 439 (500-1)			
LNAV MDA	580/24 384 (400-½)			580/50 384 (400-1)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)



HIRL Rwy 4-22 (L)
MIRL Rwy 16-34 (L)
REIL Rwys 16 and 22

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 48815 W16A	APP CRS 164°	Rwy Idg 5219 TDZE 196 Apt Elev 196

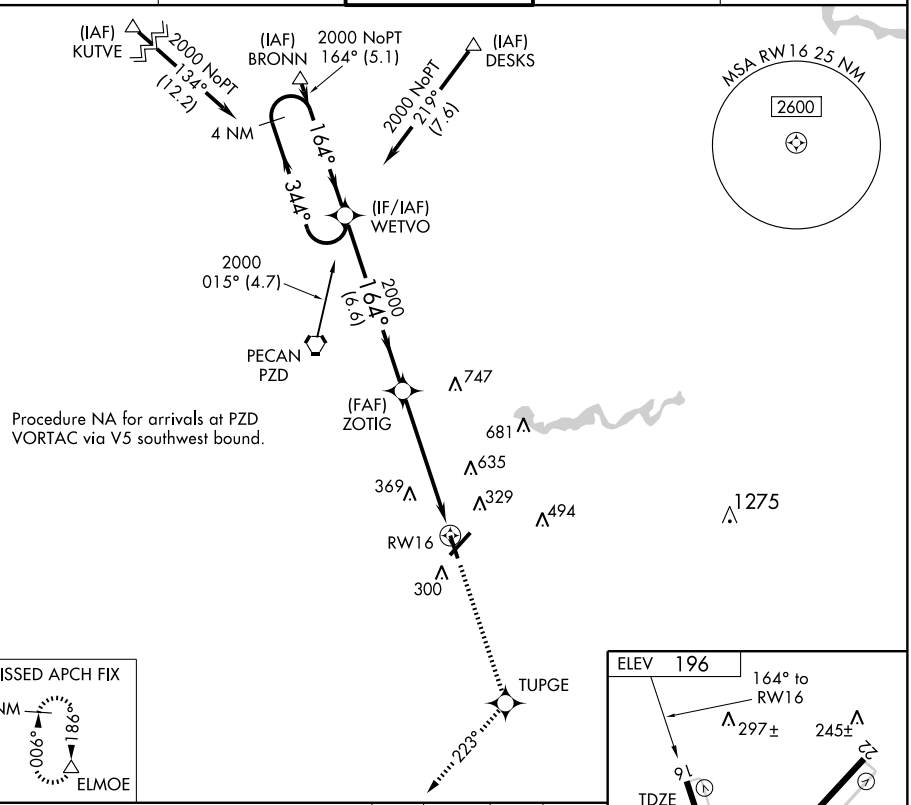
RNAV (GPS) RWY 16

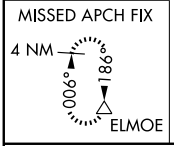
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

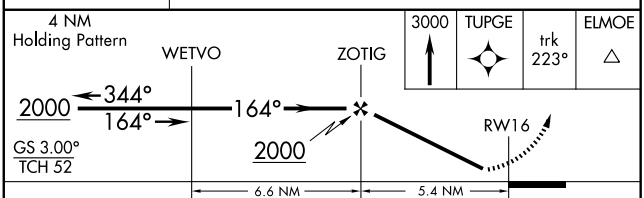
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

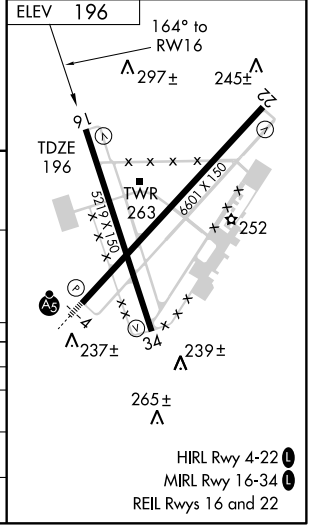
MISSED APPROACH: Climb to 3000 direct TUPGE and via track 223° to ELMOE and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95









CATEGORY	A	B	C	D
LPV DA		534-1¼	338 (400-1¼)	
LNAV/ VNAV DA		603-1½	407 (500-1½)	
LNAV MDA	640-1 444 (500-1)		640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 22

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6601
CH 53613	224°	TDZE	192
W22A		Apt Elev	196

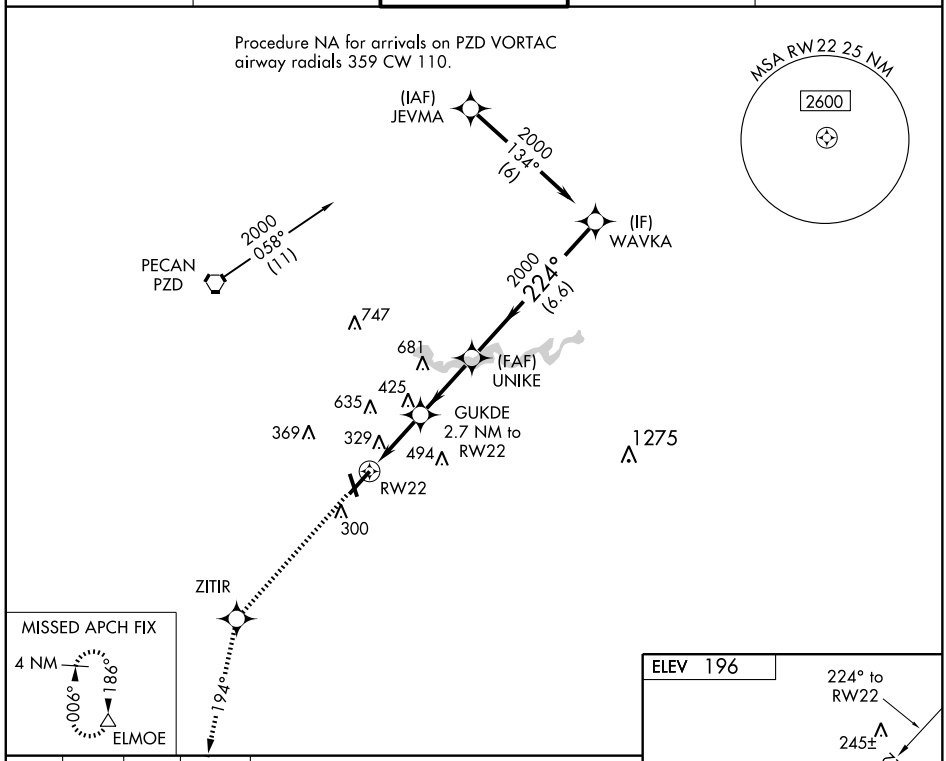
RNAV (GPS) RWY 22

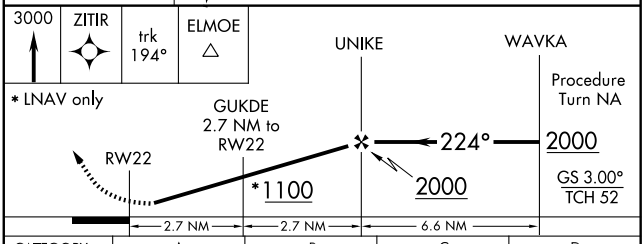
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

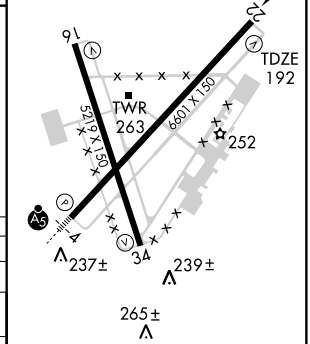
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ZITIR and via track 194° to ELMOE and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	531-1¼	339 (400-1¼)		
LNAV/VNAV DA	611-1½	419 (500-1½)		
LNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)
CIRCLING	680-1 484 (500-1)		680-1½ 484 (500-1½)	940-2½ 744 (800-2½)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 22

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5219
CH 97415	344°	TDZE	196
W34A		Apt Elev	196

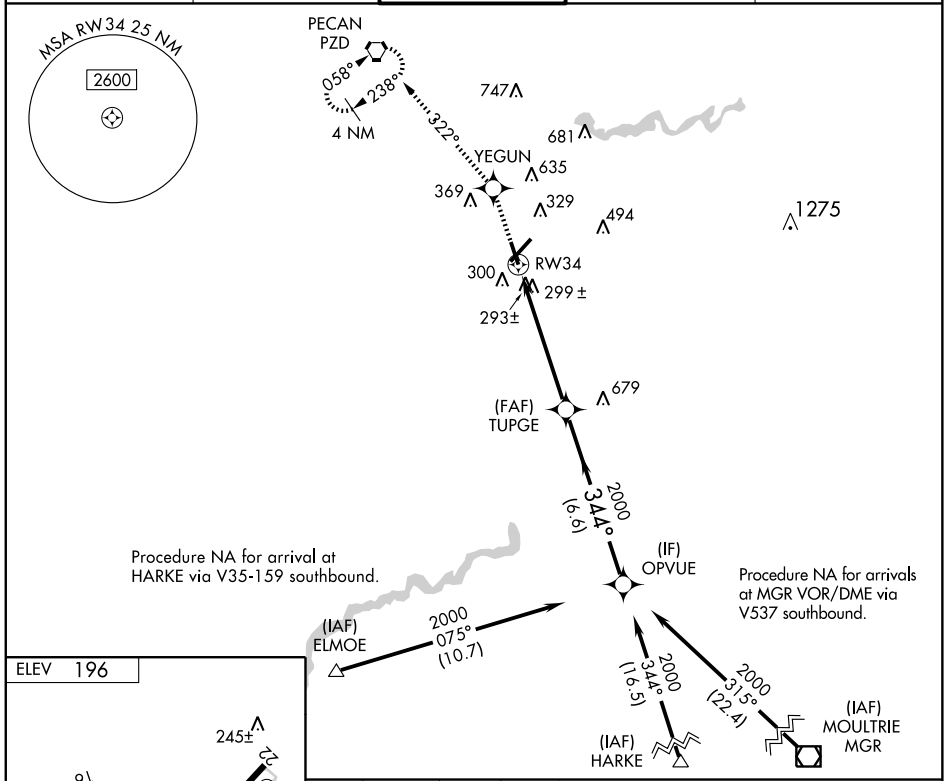
RNAV (GPS) RWY 34

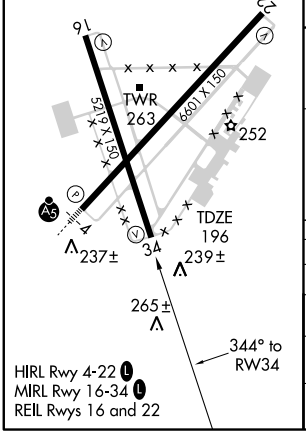
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

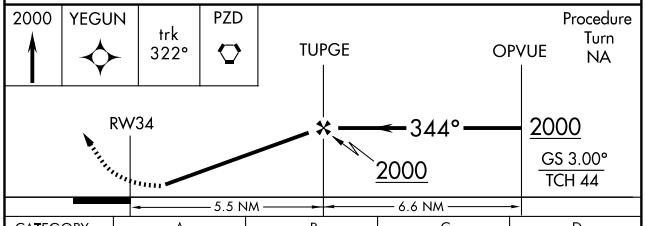
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct YEGUN and via track 322° to PZD VORTAC and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) 336.4	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	510-1 314 (400-1)			
LNAV/VNAV DA	590-1½ 394 (400-1½)			
LNAV MDA	580-1 384 (400-1)			580-1¼ 384 (400-1¼)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC PZD	APP CRS	Rwy Idg	5219
116.1	147°	TDZE	196
Chan 108		Apt Elev	196

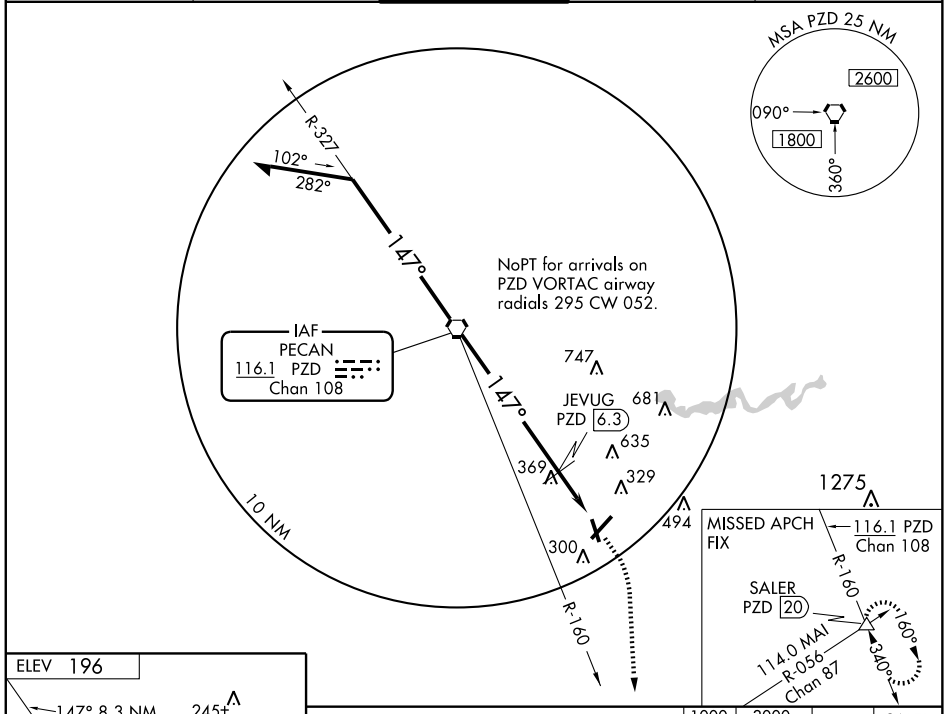
VOR or TACAN RWY 16

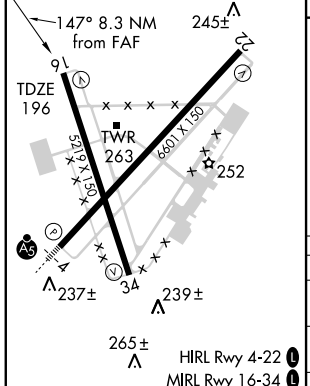
ALBANY/ SOUTHWEST GEORGIA RGNL (ABY)

Visibility reduction by helicopters NA.

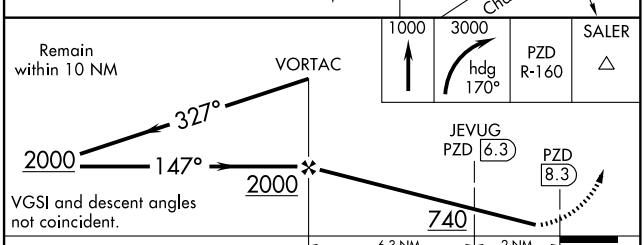
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 170° PZD VORTAC R-160 to SALER INT/PZD 20 DME and hold.

ATIS	JACKSONVILLE CENTER	ALBANY TOWER ★	GND CON	UNICOM
133.05	125.75 226.8	120.25 (CTAF) L 336.4	121.9 348.6	122.95





FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



CATEGORY	A	B	C	D
S-16	740-1 544 (600-1)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 544 (600-1)		740-1½ 544 (600-1½)	940-2½ 744 (800-2½)
JEVUG FIX MINIMUMS				
S-16	640-1 444 (500-1)		640-1¼ 444 (500-1¼)	640-1½ 444 (500-1½)
CIRCLING	640-1 444 (500-1)	660-1 464 (500-1)	660-1½ 464 (500-1½)	940-2½ 744 (800-2½)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
156°	TDZE	200
	Apt Elev	200

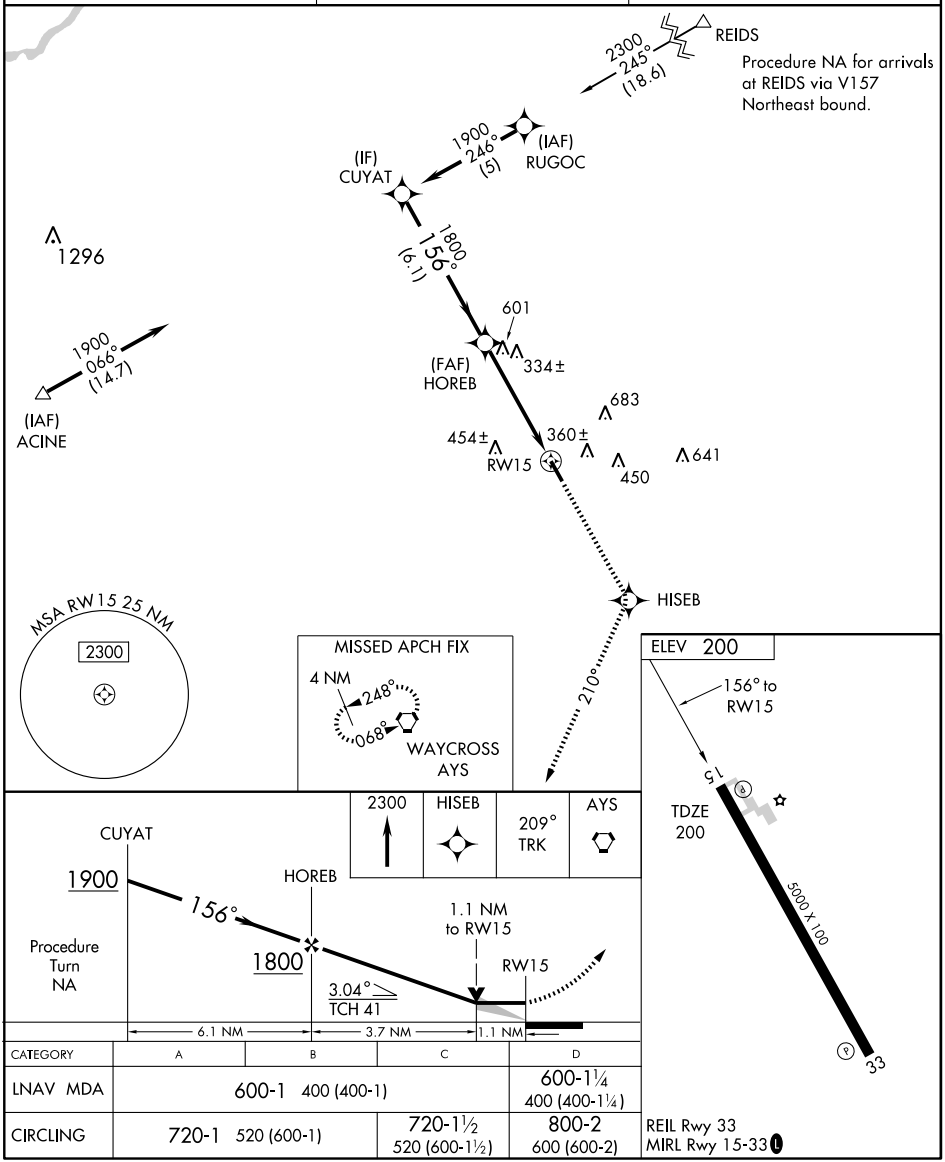
RNAV (GPS) RWY 15

ALMA/ BACON COUNTY (AMG)

VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. When local altimeter setting not received, use Vidalia altimeter setting and increase all MDA 120 feet increase LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct HISEB and via 209° track to AYS VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.325	132.3 290.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 400 (400-1)			600-1¼ 400 (400-1¼)
CIRCLING	720-1 520 (600-1)		720-1½ 520 (600-1½)	800-2 600 (600-2)

REIL Rwy 33
MIRL Rwy 15-33 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
336°	TDZE	196
	Apt Elev	200

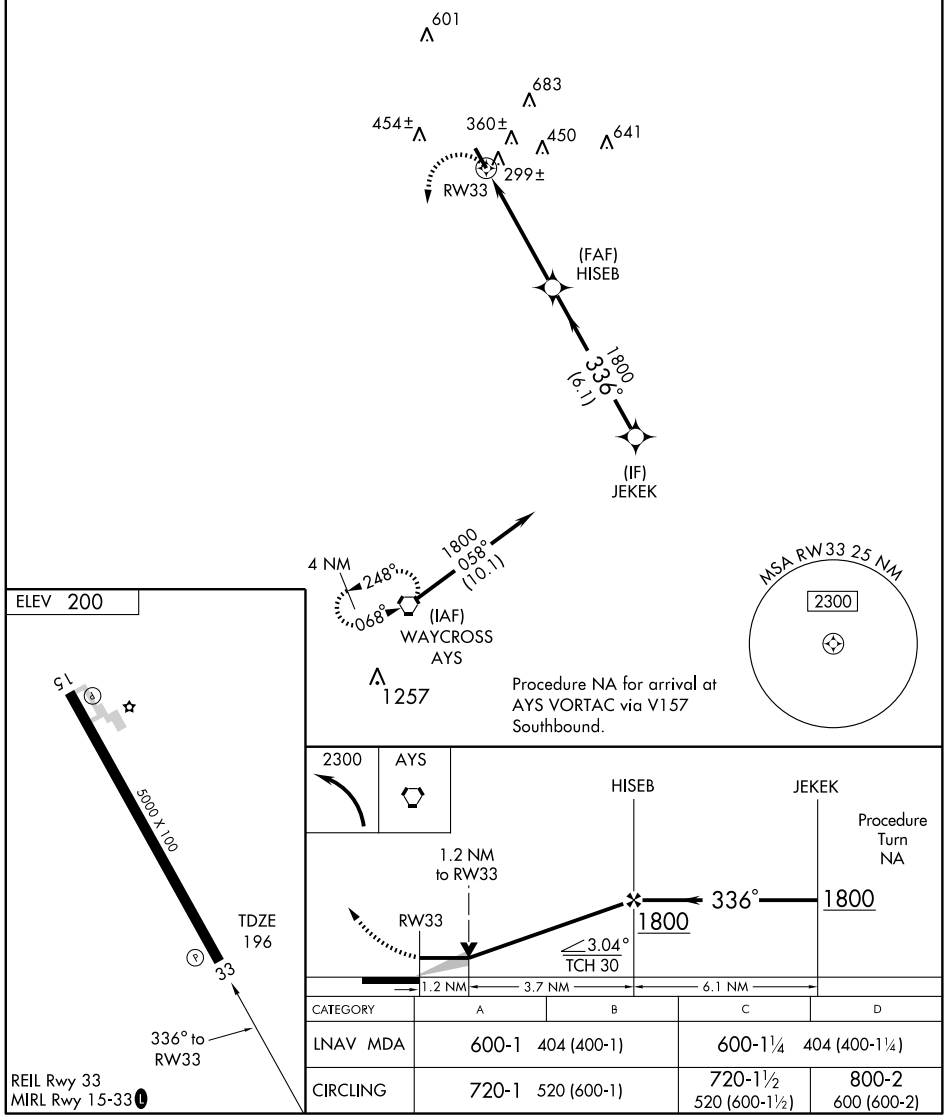
RNAV (GPS) RWY 33

ALMA/ BACON COUNTY (AMG)

VDP NA when using Vidalia altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
118.325	132.3 290.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 404 (400-1)		600-1¼ 404 (400-1¼)	
CIRCLING	720-1 520 (600-1)		720-1½ 520 (600-1½)	800-2 600 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ACJ	APP CRS	Rwy Idg	6021
110.5	229°	TDZE	464
		Apt Elev	471

ILS or LOC/NDB RWY 23

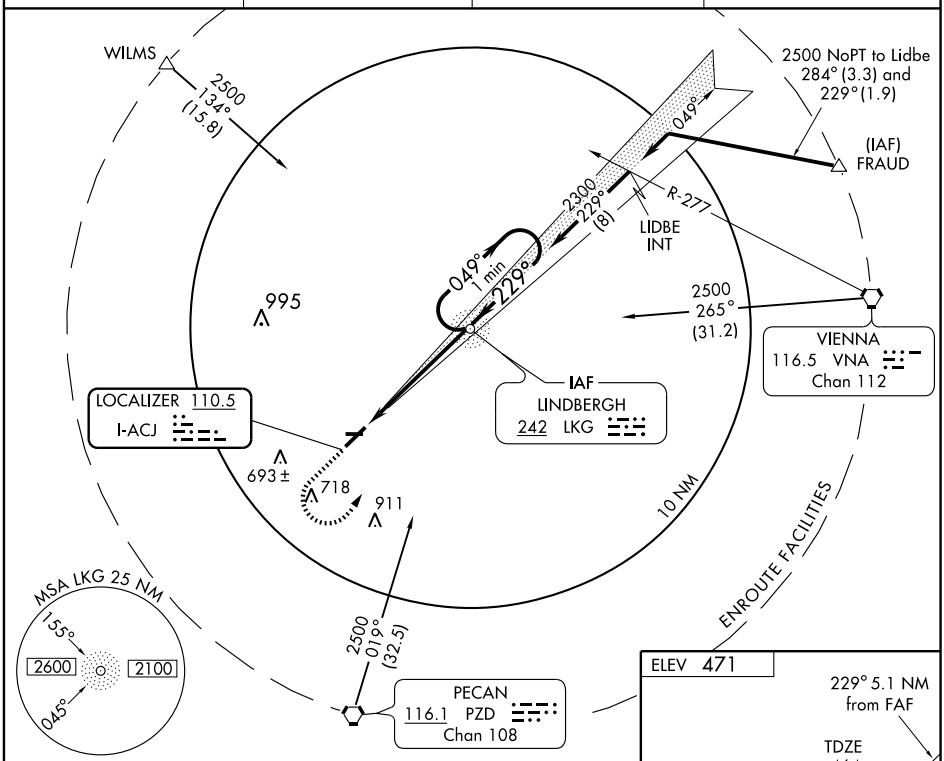
AMERICUS/SOUTHER FIELD (ACJ)

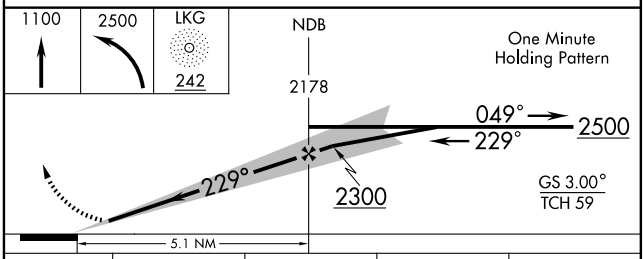
Inoperative table does not apply.
ADF REQUIRED

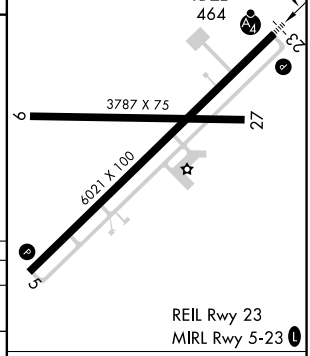
MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct LKG NDB and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 23	714-1 250 (300-1)			
S-LOC 23	860-1 396 (400-1)			860-1¼ 396 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

AMERICUS, GEORGIA

AL-5951 (FAA)

APP CRS	Rwy Idg	6021
049°	TDZE	467
	Apt Elev	471

RNAV (GPS) RWY 5

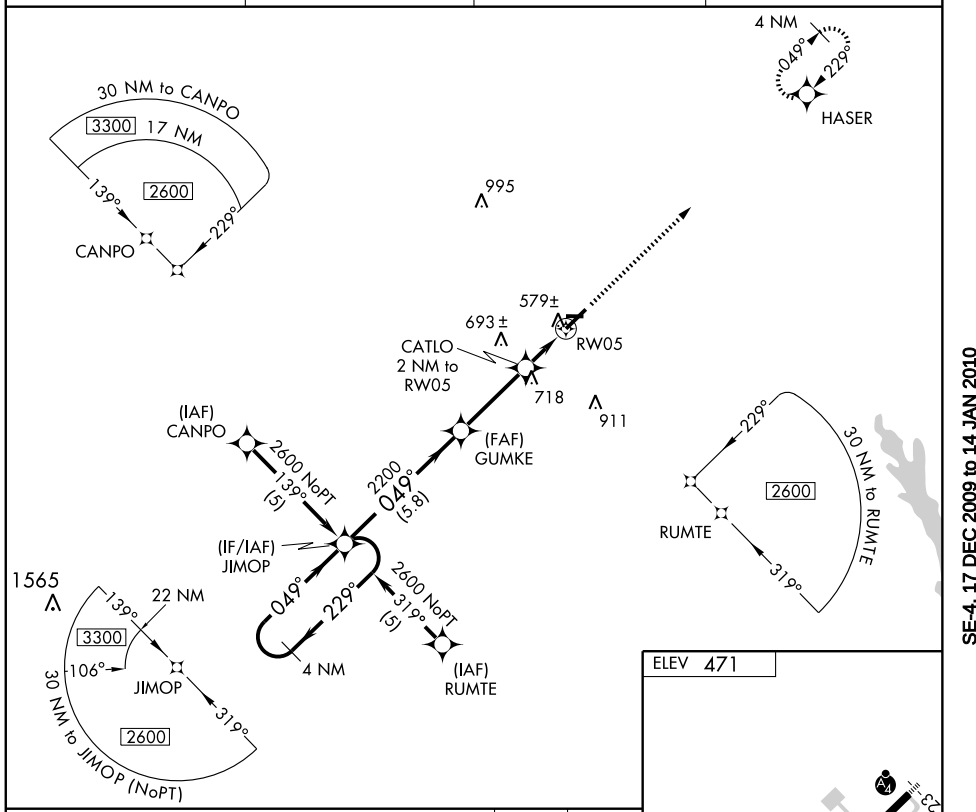
AMERICUS/SOUTHER FIELD (ACJ)

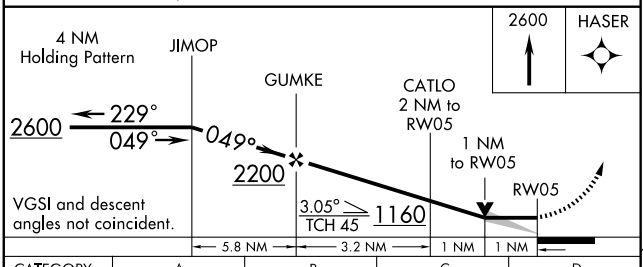
NA

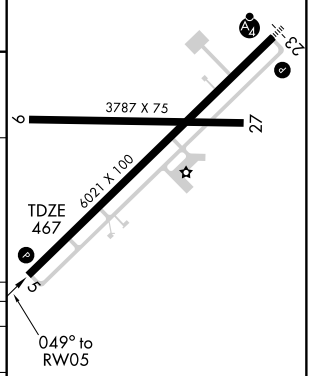
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HASER WP and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 373 (400-1)			840-1¼ 373 (400-1¼)
CIRCLING	900-1 429 (500-1)	940-1 469 (500-1)	940-1½ 469 (500-1½)	1040-2 569 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6021
229°	TDZE	464
	Apt Elev	471

RNAV (GPS) RWY 23

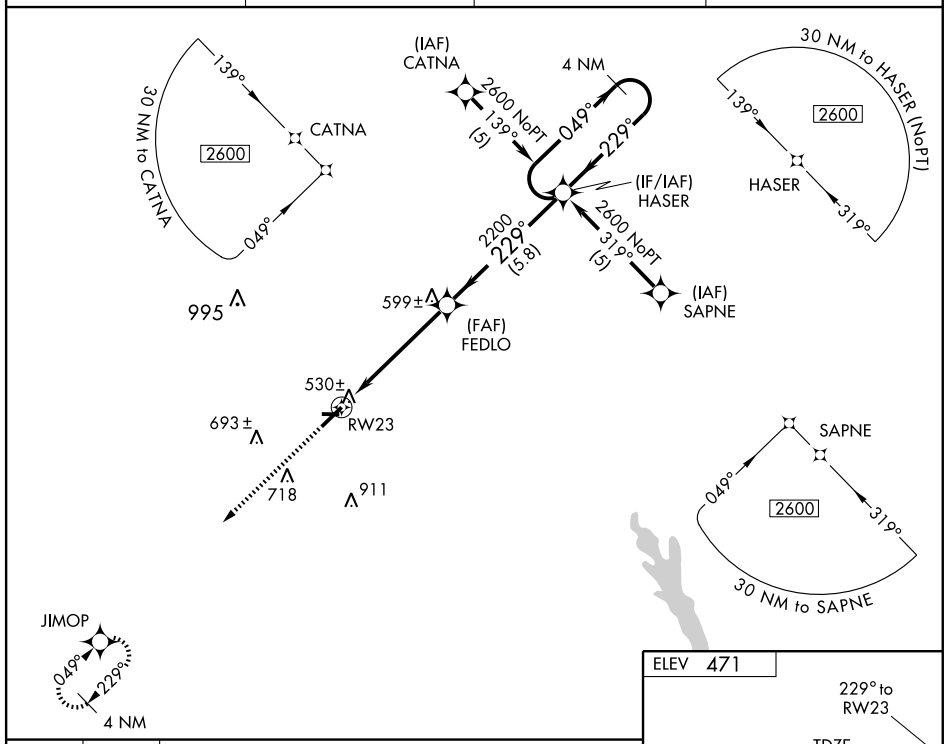
AMERICUS/SOUTHER FIELD (ACJ)

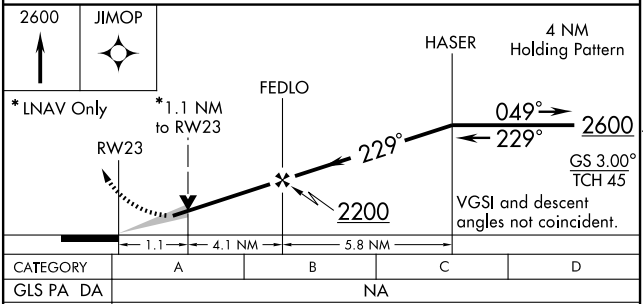
T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALSF

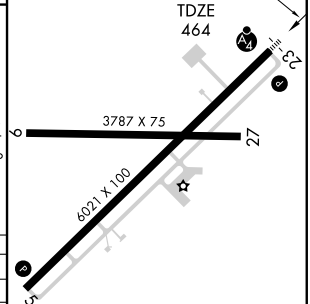
MISSED APPROACH: Climb to 2600 direct JIMOP WP and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
128.375	125.5 323.1	119.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	830-1¼ 366 (400-1¼)			
LNAV MDA	840-1 376 (400-1)			840-1¼ 376 (400-1¼)
CIRCLNG	900-1¼ 429 (500-1¼)	940-1¼ 469 (500-1¼)	940-1½ 469 (500-1½)	1040-2 569 (600-2)



REIL Rwy 23
MIRL Rwy 5-23 L

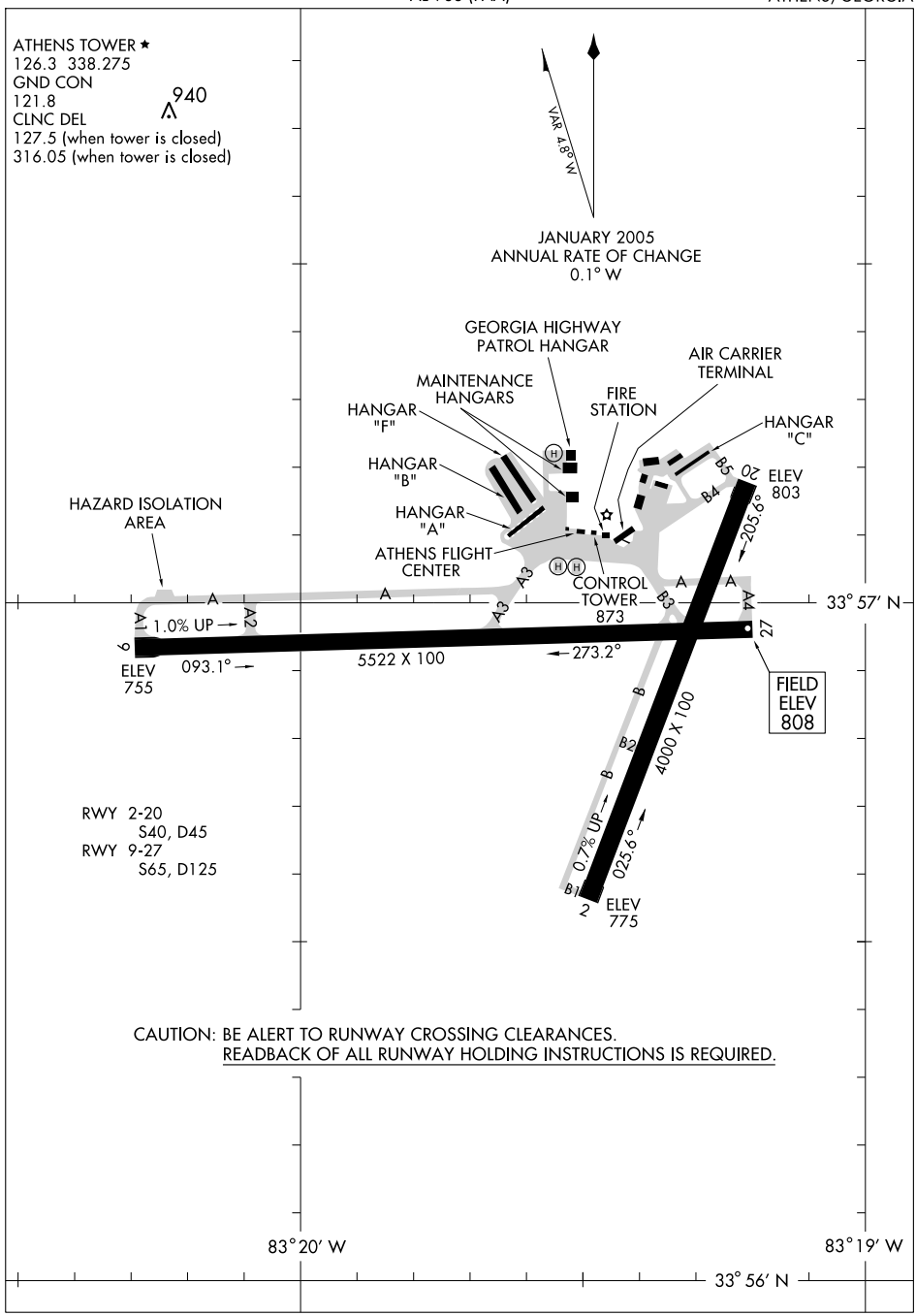
SE-4, 17 DEC 2009 to 14 JAN 2010

07018

AIRPORT DIAGRAM

AL-983 (FAA)

ATHENS/ BEN EPPS (AHN)
ATHENS, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-AHN	APP CRS	Rwy Idg	5522
110.95	271°	TDZE	808
		Apt Elev	808

ILS or LOC/DME RWY 27

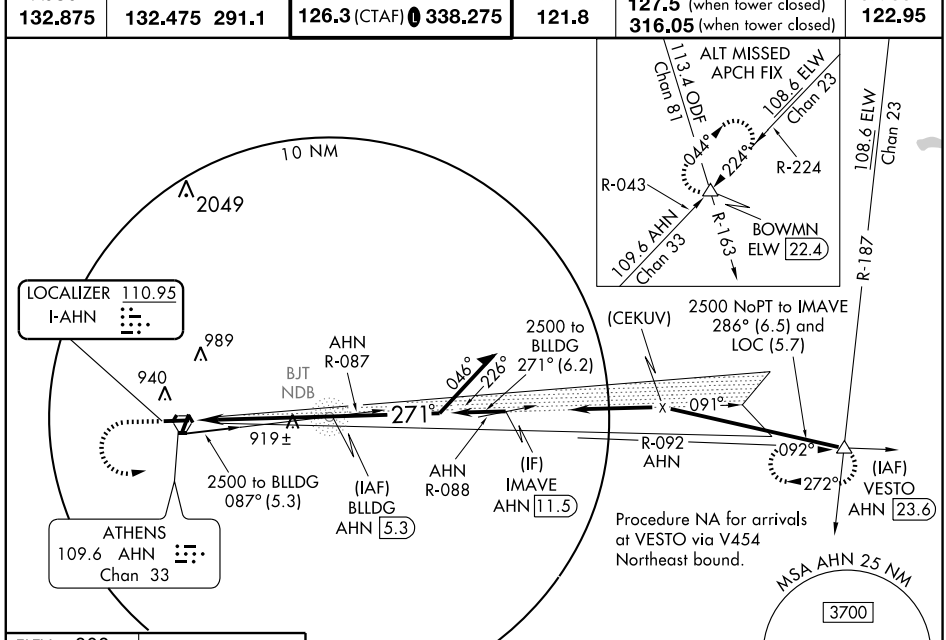
ATHENS/BEN EPPS (AHN)

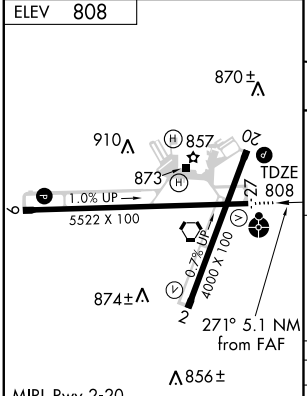
DME from AHN VORTAC. Simultaneous reception of I-AHN and AHN DME Required. When local altimeter setting not received, use Winder altimeter setting and increase DA 59 feet, and all visibilities ¼ mile, increase all MDA 60 feet and S-LOC 27 visibility Cat. C ½ mile and D ¼ mile. Inoperative table does not apply to S-LOC 27 Cat. C when using Winder altimeter setting.

ODALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via heading 060° and AHN VORTAC R-092 to VESTO Int/AHN 23.6 DME and hold.

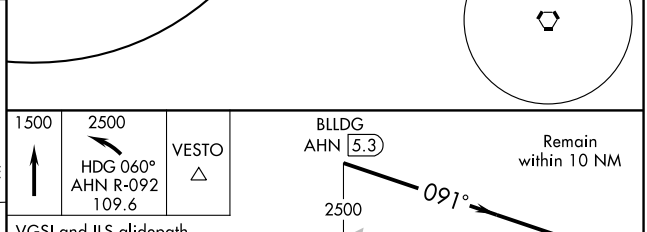
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95





MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 27	1008-¾ 200 (200-¾)			
S-LOC 27	1180-¾ 372 (400-¾)			1180-1¼ 372 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB BJT	APP CRS		
221	272°	Rwy Idg	5522
		TDZE	808
		Apt Elev	808

NDB RWY 27

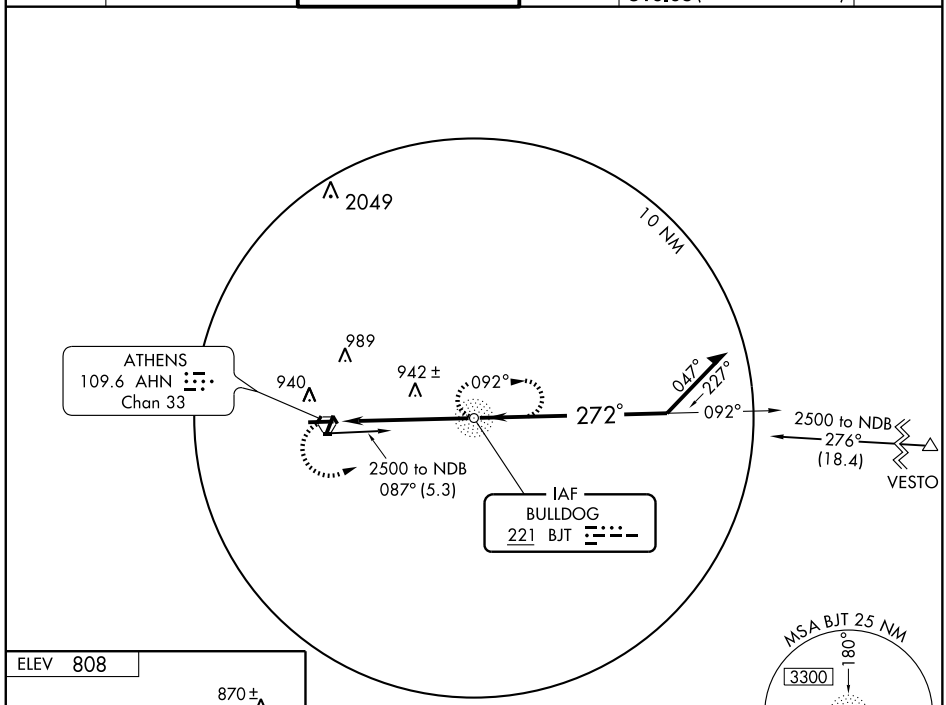
ATHENS/BEN EPPS (AHN)

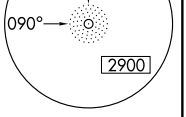
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet and increase S-27 Cats. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C.

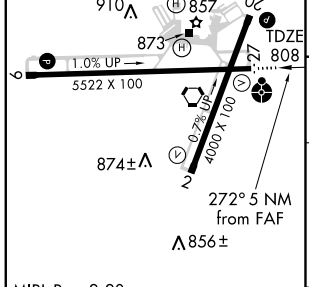
ODALS

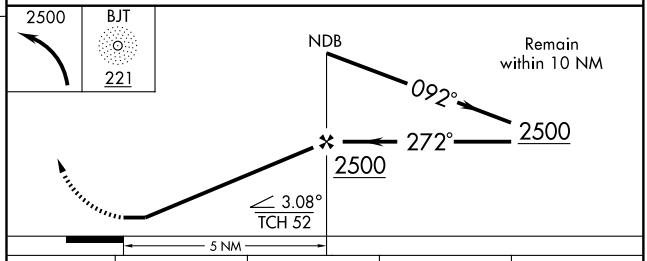
MISSED APPROACH: Climbing left turn to 2500 direct BJT NDB and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95









MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-27	1300-¾ 492 (500-¾)		1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
024°	TDZE	805
	Apt Elev	808

RNAV (GPS) RWY 2

ATHENS/BEN EPPS (AHN)

When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct UMMIL and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at CONLY via V325 Northwestbound.

CONLY

2600
153°
(18)

2049

989

940

RW02

899±

(FAF)
HUVOV

2400
024°
(6.1)

(IAF)
NICIV

2500 NoPT
114°
(5)

(IF/IAF)
KOBVE

2500 NoPT
294°
(5)

(IAF)
LIYID

024°
204°
4 NM

2500
336°
(16.5)

Procedure NA for arrivals at TRAPI via V5-51-267 Southbound.

TRAPI

MISSED APCH FIX
4 NM
024°
204°
UMMIL

MSA RW02 25 NM
3700

3100 UMMIL

4 NM
Holding Pattern

KOBVE

HUVOV

2500
204°
024°
024°

2400
3.04°
TCH 40

RW02

VGSI and descent angles not coincident.

6.1 NM 4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 395 (400-1)			1200-1¼ 395 (400-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

ELEV 808

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

870±

910

857

873

20

27

9

1.0% UP
5522 X 100

0.7% UP
4000 X 100

874±

2

TDZE
805

024° to
RW02

856±

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5522
091°	TDZE	778
	Apt Elev	808

RNAV (GPS) RWY 9

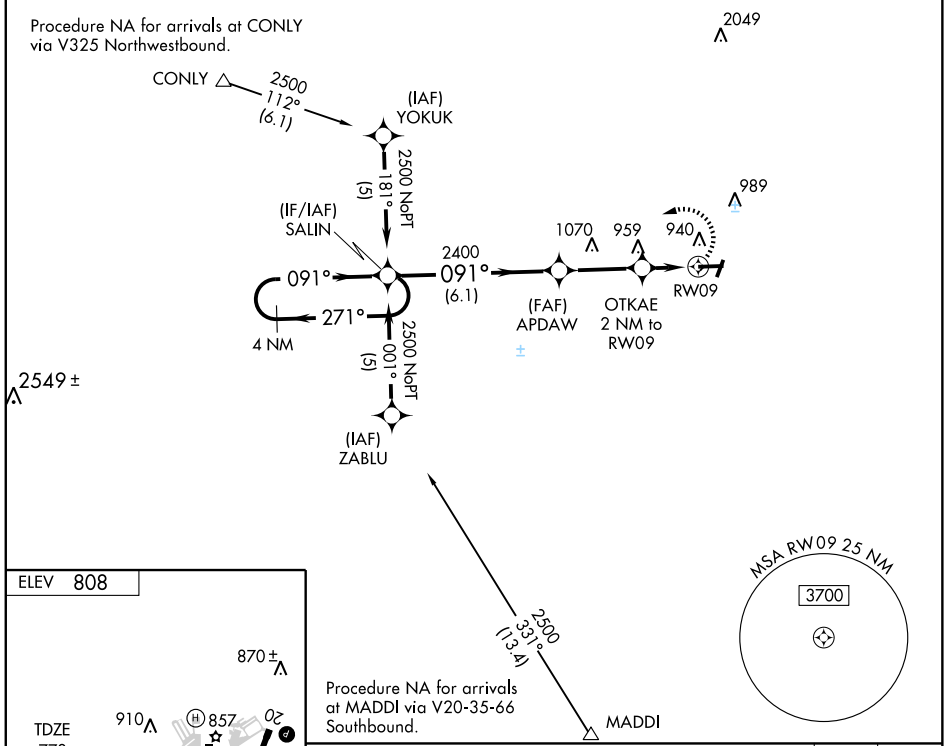
ATHENS/BEN EPPS (AHN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase LNAV Cats. C and D visibility ¼ mile.

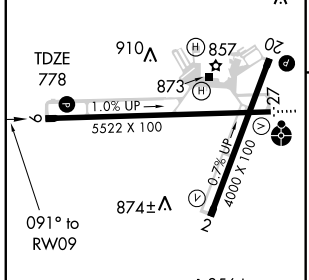
MISSED APPROACH: Climbing left turn to 2500 direct SALIN and hold.

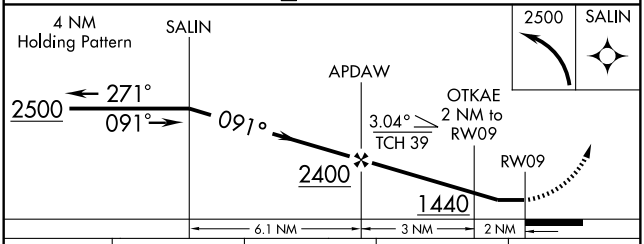
ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95

Procedure NA for arrivals at CONLY via V325 Northwestbound.



Procedure NA for arrivals at MADDI via V20-35-66 Southbound.





CATEGORY	A	B	C	D
LNAV MDA	1260-1	482 (500-1)	1260-1¼ 482 (500-1¼)	1260-1½ 482 (500-1½)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
204°	TDZE	807
	Apt Elev	808

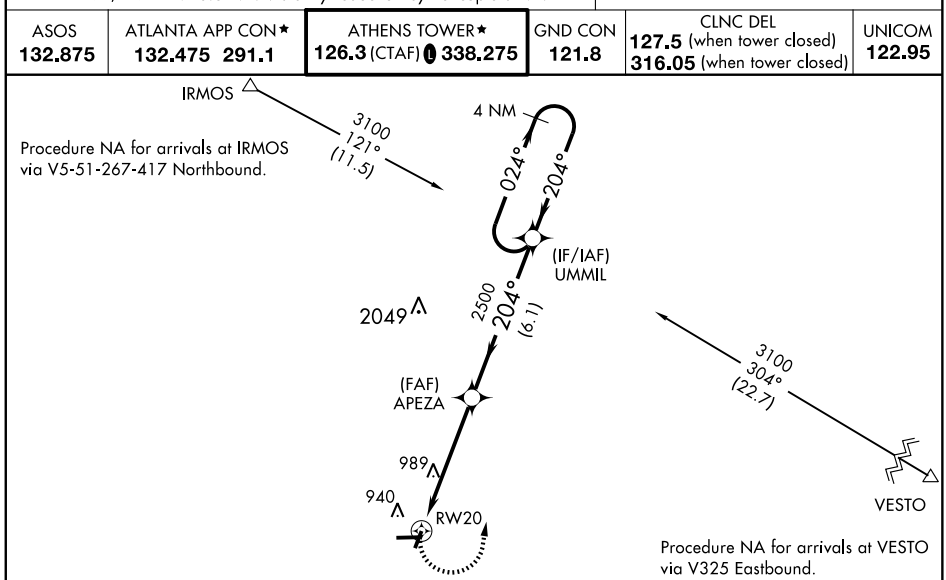
RNAV (GPS) RWY 20

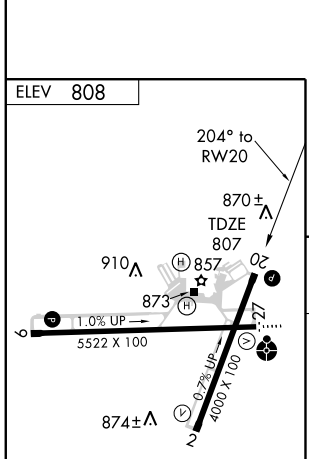
ATHENS/BEN EPPS (AHN)

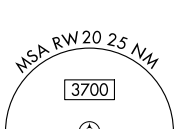
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

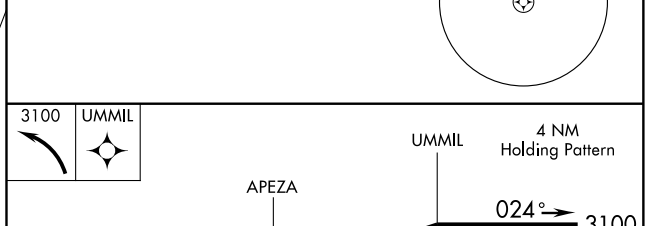
MISSED APPROACH: Climbing left turn to 3100 direct UMMIL and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95









CATEGORY	A	B	C	D
LNAV MDA	1240-1 433 (500-1)		1240-1¼ 433 (500-1¼)	1240-1½ 433 (500-1½)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5522
CH 69503	271°	TDZE	808
W27A		Apt Elev	808

RNAV (GPS) RWY 27

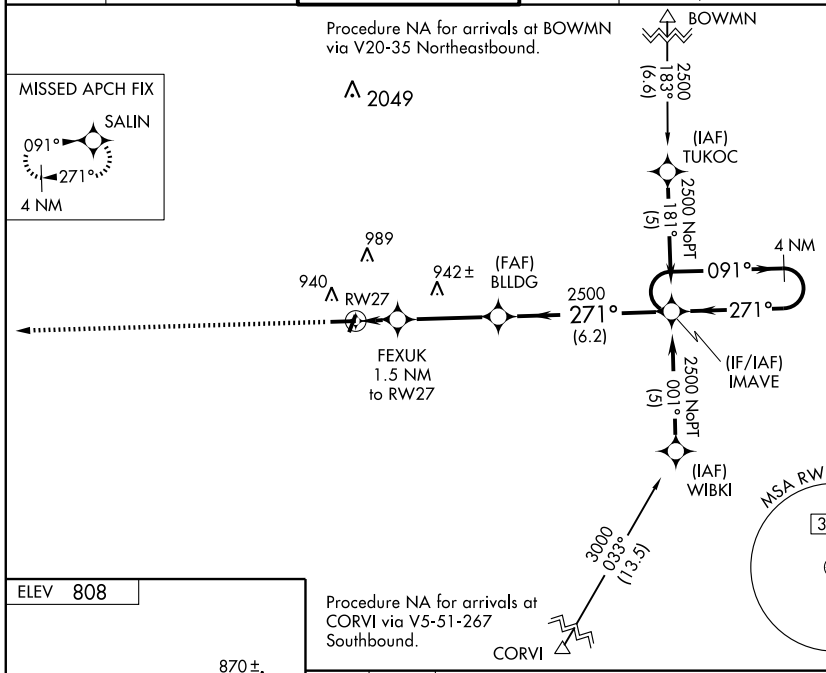
ATHENS/BEN EPPS (AHN)

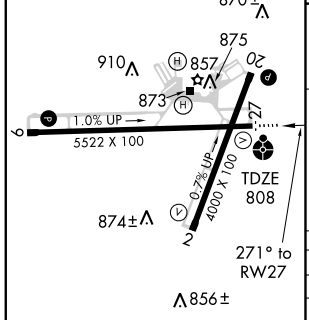
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility to 1 mile all Cats., LNAV/VNAV visibility to 1¼ mile all Cats., and LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats.when using Winder altimeter setting.

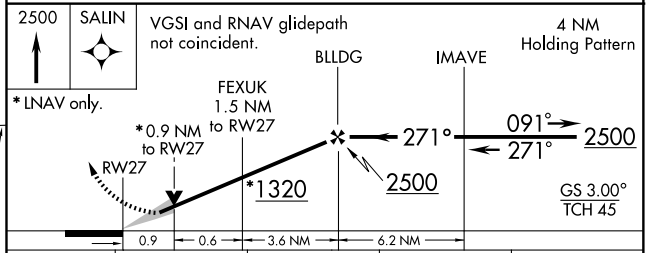
ODALS

MISSED APPROACH: Climb to 2500 direct SALIN and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1058-¾ 250 (300-¾)			
LNAV/VNAV DA	1120-¾ 312 (400-¾)			1120-1 312 (400-1)
LNAV MDA	1140-¾ 332 (400-¾)			1140-1 332 (400-1)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	014°	TDZE	805
Chan 33		Apt Elev	808

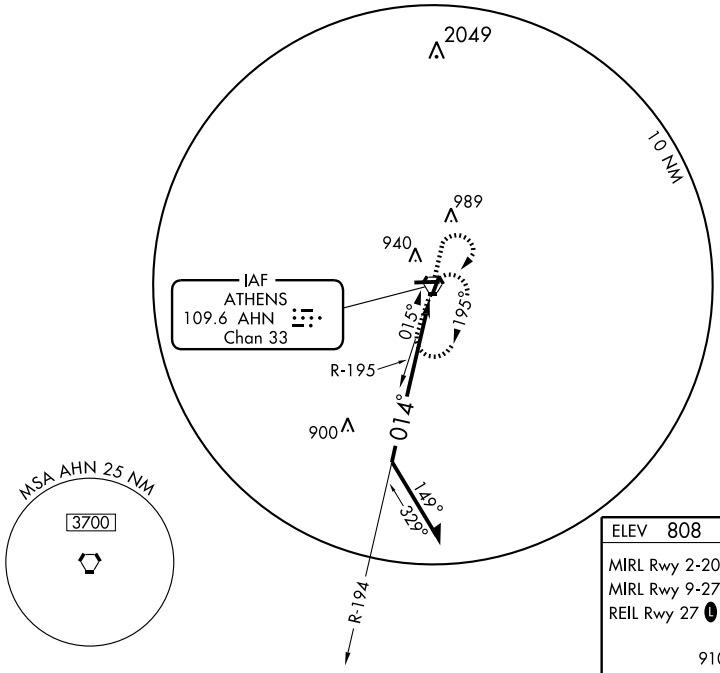
VOR RWY 2

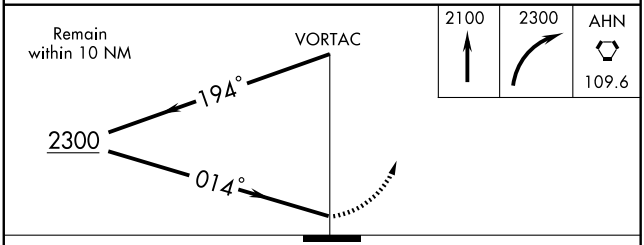
ATHENS/BEN EPPS (AHN)

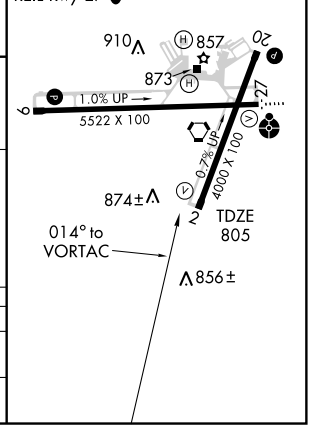
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet, and S-2 Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-2	1220-1 415 (500-1)			1220-1¼ 415 (500-1¼)
CIRCLING	1240-1 432 (500-1)	1260-1 452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	5522
109.6	261°	TDZE	808
Chan 33		Apt Elev	808

VOR RWY 27

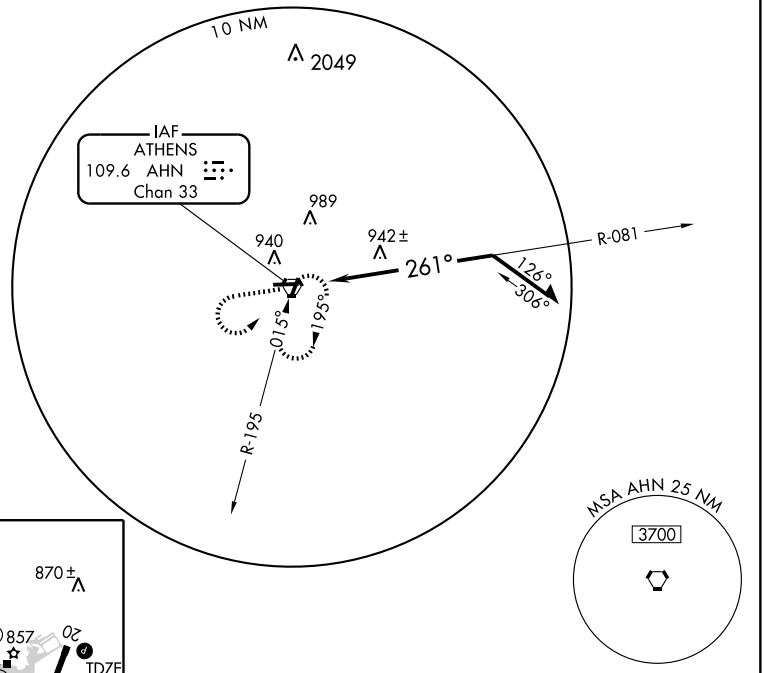
ATHENS/BEN EPPS (AHN)

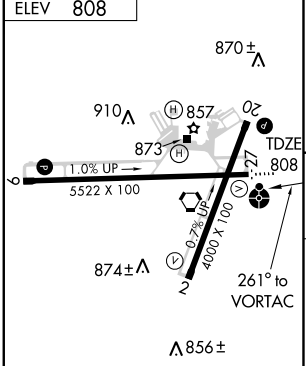
When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-27 Cats. C and D visibility ¼ mile. VDP NA when using Winder altimeter setting. Inoperative table does not apply to Cat. C.

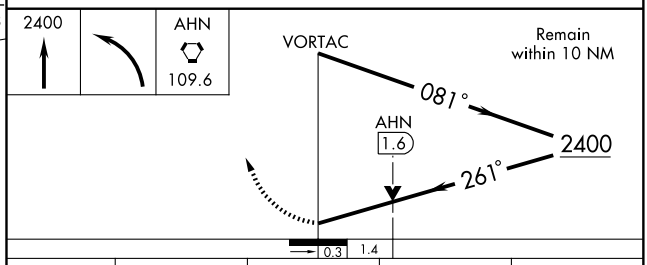
ODALS

MISSED APPROACH: Climb to 2400 then left turn direct AHN VORTAC and hold.

ASOS	ATLANTA APP CON★	ATHENS TOWER★	GND CON	CLNC DEL	UNICOM
132.875	132.475 291.1	126.3 (CTAF) L 338.275	121.8	127.5 (when tower closed) 316.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-27	1300-¾ 492 (500-¾)		1300-1¼ 492 (500-1¼)	1300-1½ 492 (500-1½)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

MIRL Rwy 2-20
MIRL Rwy 9-27 L
REIL Rwy 27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
AL-26 (FAA)
ATLANTA, GEORGIA

ATIS ARR 119.65
DEP 125.55
ATLANTA TOWER
119.1 381.6 Rwy 8L-26R
125.325 381.6 Rwy 8R-26L
119.3 381.6 Rwy 9R-27L
123.85 381.6 Rwy 9L-27R
119.5 381.6 Rwy 10-28
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
CLNC DEL
118.1

D

LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

*Group VI aircraft are restricted from using Taxiway Foxtrot east of Ramp 5 North to the west side of Taxiway Charlie.

**Group VI aircraft are restricted from using Taxiway Lima east of Ramp 5 South to west of Ramp 6 South.

***Aircraft with wingspan greater than 171' are restricted from using Taxiway Victor.

33°40'N
33°39'N
33°38'N
33°37'N

VAR 4.0°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

CITY HANGAR
AIRTRAN HANGAR
DELTA NORTH
NORTH CARGO RAMP
FBO
HOT 1
FUEL FARMS
ELEV 990
FUEL FARM
FIRE STATION
ILS HOLD
RWY 26R APPROACH AREA HOLD
ELEV 1015
ELEV 990
LAHSO
0.6% DOWN
9000 X 150
274.0°
1.0% DOWN
0.4% DOWN
HOT 3
ELEV 1024
094.0°
10000 X 150
274.0°
ELEV 995
FIRE STATION
HOT 2
TERMINAL
RAMP 1
RAMP 2
RAMP 3
RAMP 4
RAMP 5
RAMP 6
DIXIE CONTROL TOWER 1357
DAL JET BASE
FIRE STATION
HOT 4
ELEV 1019
ILS HOLD
094.0°
0.3% DOWN
11890 X 150
0.4% UP
274.0°
ELEV 978
0.4%
0.5% UP
9001 X 150
LAHSO
ELEV 985
Taxis J, K, N12
FIELD ELEV 1026

Ramp Frequencies:

Ramp 1	131.45
Ramp 2	131.85
Ramp 3	129.27
Ramp 4	130.07
Ramp 5	129.37
Ramp 6	131.37

ELEV 1000
NWA HANGAR
FIRE STATION
SOUTH CARGO RAMP
ELEV 1000
094.0°
9000 X 150
274.0°
ELEV 998

CAUTION: Pilots are cautioned not to mistake the marked concrete on Rwy 10/28 and taxiway SG for a taxiway at the I-285 overpass.

RWYS 8L-26R, 9L-27R
S120, D200, ST175, DT360
PCN 62 R/A/W/T
RWY 8R-26L
S120, D200, ST175, DT360
PCN 74 R/A/W/T
RWY 9R-27L
S120, D200, ST175, DT360
PCN 68 R/A/W/T
RWY 10-28
S75, D209, ST175, DT600, DDT900
PCN 74 R/A/W/T

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

84°27'W
84°26'W
84°25'W

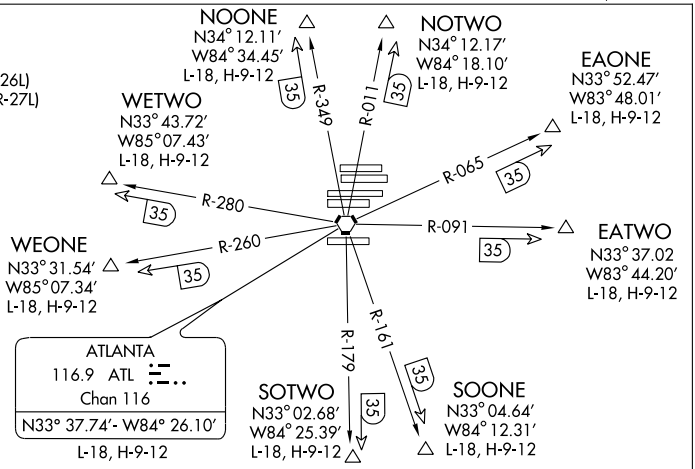
SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA FIVE DEPARTURE (ATL5.ATL)

SL-26 (FAA)

ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS: RWY 8L, 8R, 9L, 9R, 26L, 26R, 27L, 27R, STANDARD.

NOTE: Monitor tower frequency when advised by ground control.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 090°, RWY 26L heading 275°, RWY 27R heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.

NOTE: TURBOJETS: Accelerate to 250 KIAS immediately until reaching 10,000 MSL, if unable, advise ATC.

TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.

DEPARTURE ROUTE DESCRIPTION

Turbojets maintain 10,000 (or requested altitude if lower), props maintain 4,000. Expect further clearance to filed altitude 10 minutes after departure. Maintain heading as assigned until vectored to appropriate VOR, airway, or jet route. Unless otherwise assigned, departure frequency for North runways (8L-26R and 8R-26L) - 125.7, South runways (9L-27R and 9R-27L) - 135.7. Transponder code will be issued via PDC or Atlanta Clearance Delivery.

SPECIAL INSTRUCTIONS: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise ramp towers of vector areas prior to pushback. The vector areas are associated with the depicted intersections as follows:

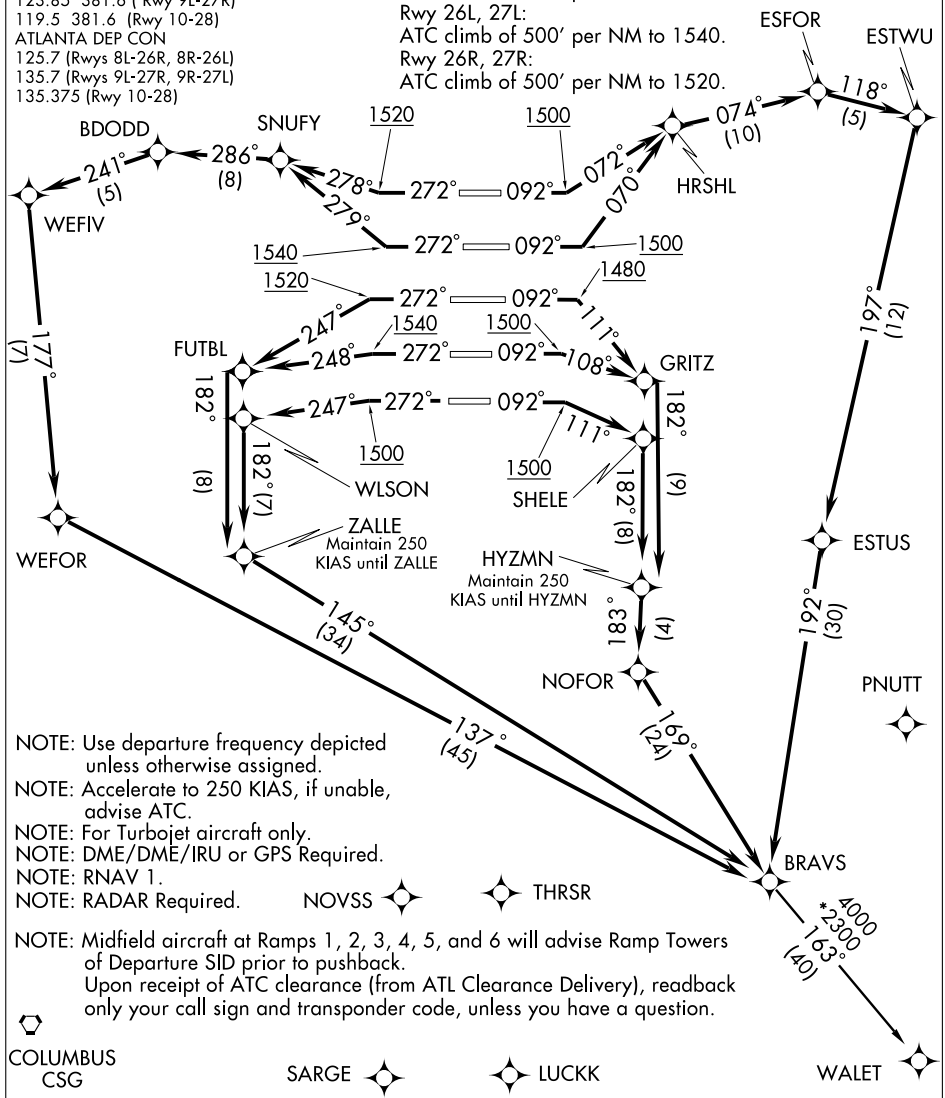
INTERSECTION	VECTOR AREA
EAONE	EAST-ONE
EATWO	EAST-TWO
NOONE	NORTH-ONE
NOTWO	NORTH-TWO
SOONE	SOUTH-ONE
SOTWO	SOUTH-TWO
WEONE	WEST-ONE
WETWO	WEST-TWO

Upon receipt of ATC, clearance (from Atlanta Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

BRAVS FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.



NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback.
Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE , then via depicted route to BRAVS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to BRAVS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to BRAVS, maintain 250 KIAS until ZALLE, thence....
....maintain 10,000 (or requested altitude, if lower), expect clearance to filed altiude ten minutes after departure.

WALET TRANSITION (BRAVS5.WALET):

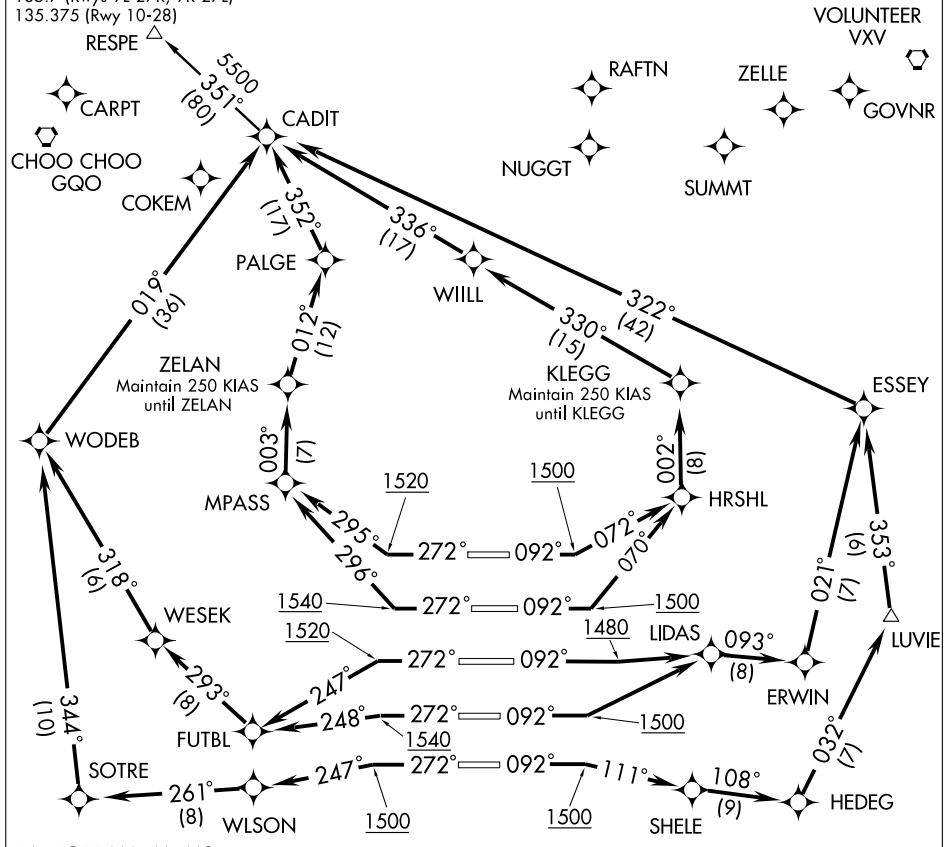
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on Tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

CADIT FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

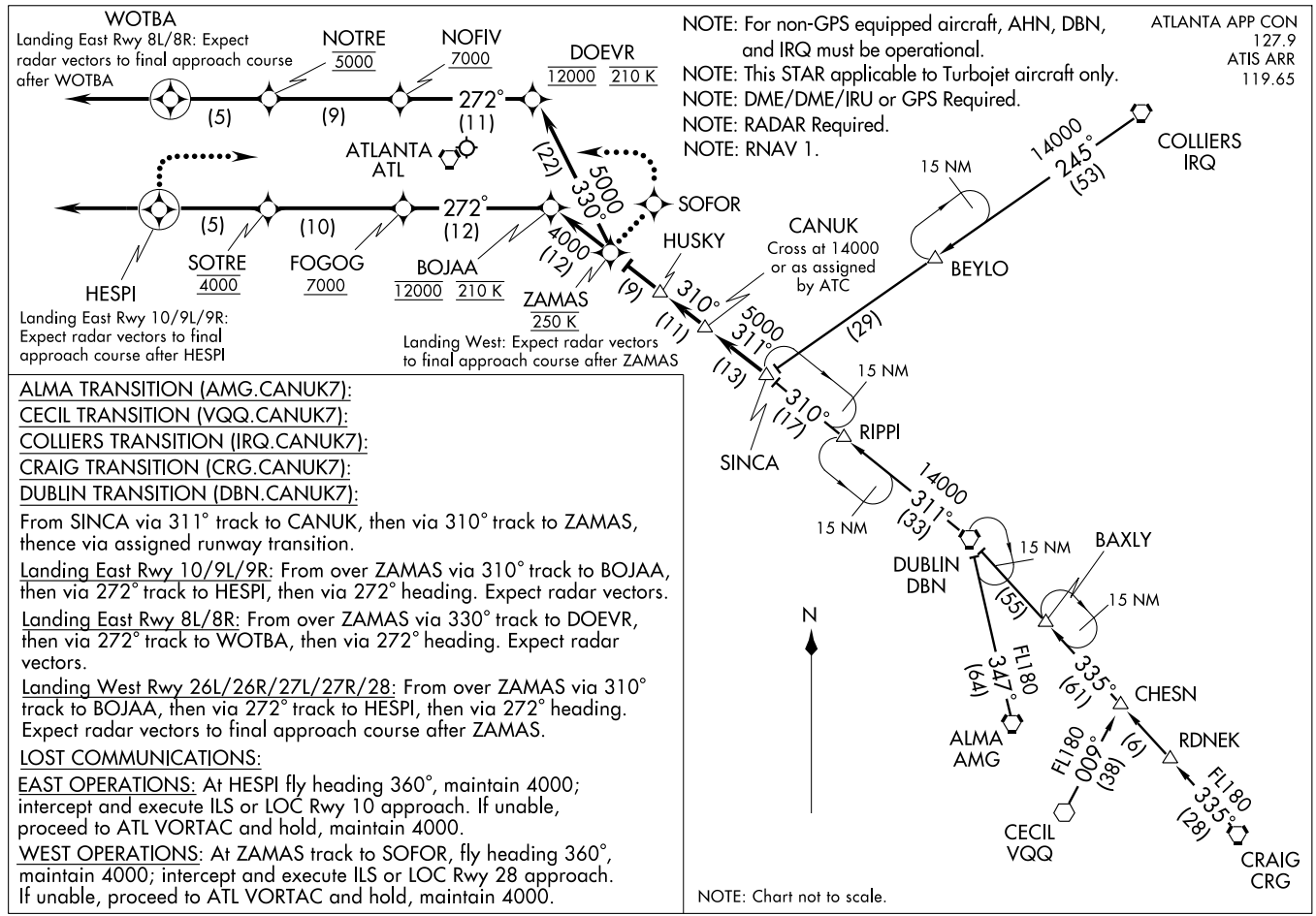
SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to CADIT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to CADIT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to CADIT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to CADIT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to CADIT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to CADIT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to CADIT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to CADIT, thence....
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

RESPE TRANSITION (CADIT5.RESPE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



NOTE: For non-GPS equipped aircraft, AHN, DBN, and IRQ must be operational.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

ATLANTA APP CON
127.9
ATIS ARR
119.65

ALMA TRANSITION (AMG.CANUK7):
CECIL TRANSITION (VQQ.CANUK7):
COLLIERS TRANSITION (IRQ.CANUK7):
CRAIG TRANSITION (CRG.CANUK7):
DUBLIN TRANSITION (DBN.CANUK7):

From SINCA via 311° track to CANUK, then via 310° track to ZAMAS, thence via assigned runway transition.

Landing East Rwy 10/9L/9R: From over ZAMAS via 310° track to BOJAA, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing East Rwy 8L/8R: From over ZAMAS via 330° track to DOEVR, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/26R/27L/27R/28: From over ZAMAS via 310° track to BOJAA, then via 272° track to HESPI, then via 272° heading. Expect radar vectors to final approach course after ZAMAS.

LOST COMMUNICATIONS:

EAST OPERATIONS: At HESPI fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

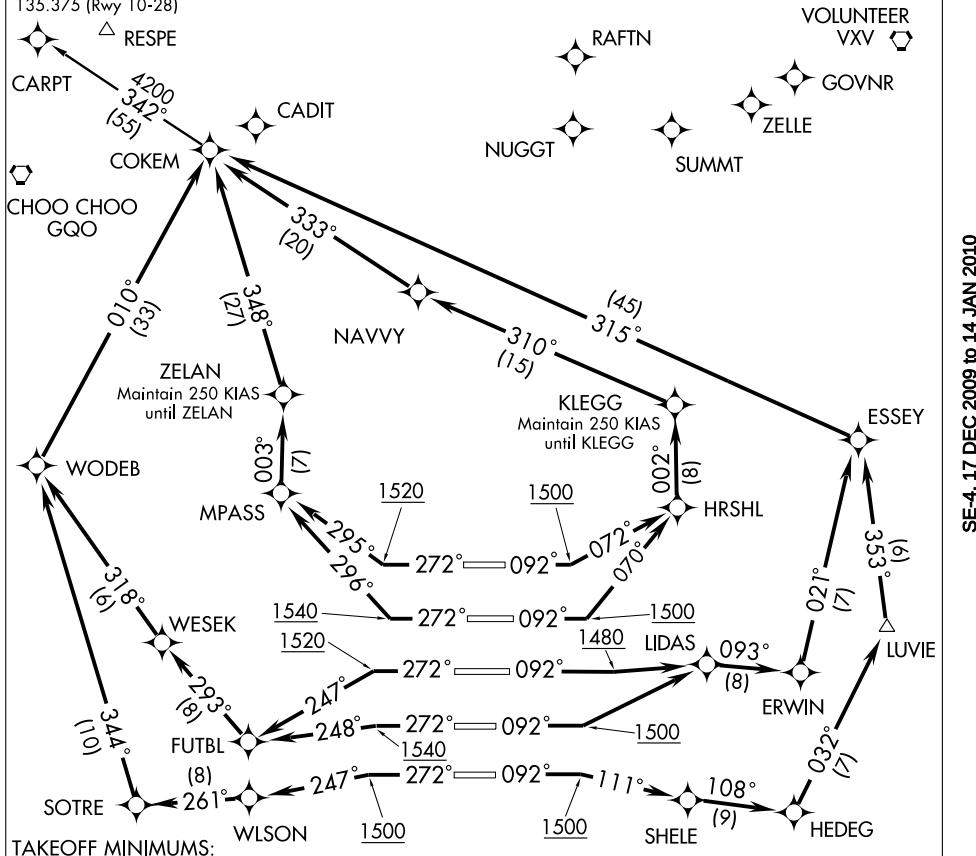
WEST OPERATIONS: At ZAMAS track to SOFOR, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

NOTE: Chart not to scale.

COKEM FOUR DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS:
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to COKEM, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to COKEM, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to COKEM, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to COKEM, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to COKEM, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to COKEM, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to COKEM, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to COKEM, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

CARPT TRANSITION (COKEM4.CARPT):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

SPARTANBURG SPA
4000
*3000
055° (111)
GREENWOOD GRD
DAWGS
ATHENS AHN
UGAAA
KLEGG
092° (15)
078° (29)
ZELAN
Maintain 250 KIAS until ZELAN
ESFOR
060° (22)
003° (7)
1520
1500
HRSHL
074° (10)
MPASS
295°
296°
272°
092°
072°
070°
1540
1500
LIDAS
1480
093° (8)
049° (26)
ERWIN
COLLIERS IRQ
N
DOOLY
MUNSN
247°
248°
FUTBL
031° (19)
042° (30)
182° (8)
247°
WLSON
182° (7)
111°
108° (9)
SHELE
HEDEG
ZALLE
Maintain 250 KIAS until ZALLE
092° (15)
HYZMN

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 per NM to 1520.
Rwy 8R: 300-1 or STANDARD with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

NOTE: Chart not to scale

(Continued on next page)

(DAWGS4.DAWGS) 09295
DAWGS FOUR DEPARTURE (RNAV)
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

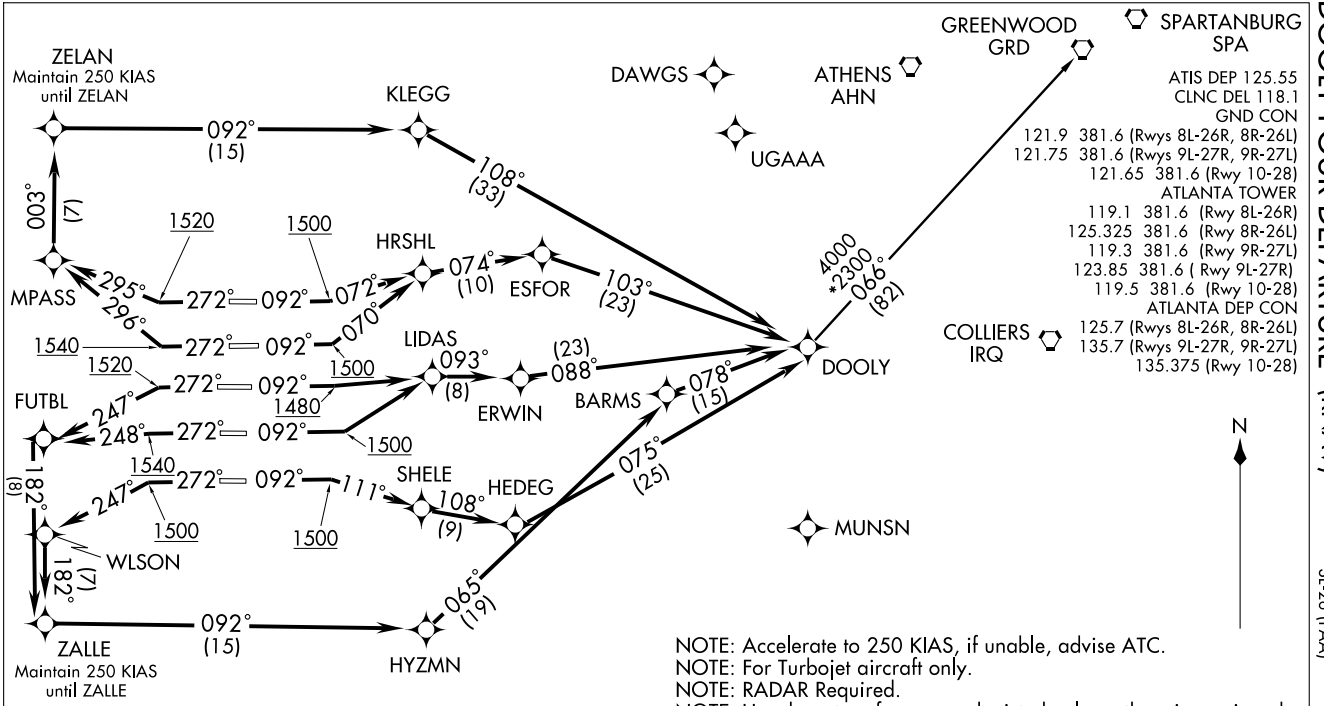
TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DAWGS, thence....
TAKE-OFF RWY 10: Climb heading 092° at or above 1500, then on 111° course to SHELE, then via depicted route to DAWGS, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DAWGS, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DAWGS, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

SPARTANBURG TRANSITION (DAWGS4.SPA):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010



ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:
Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.
Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.
Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

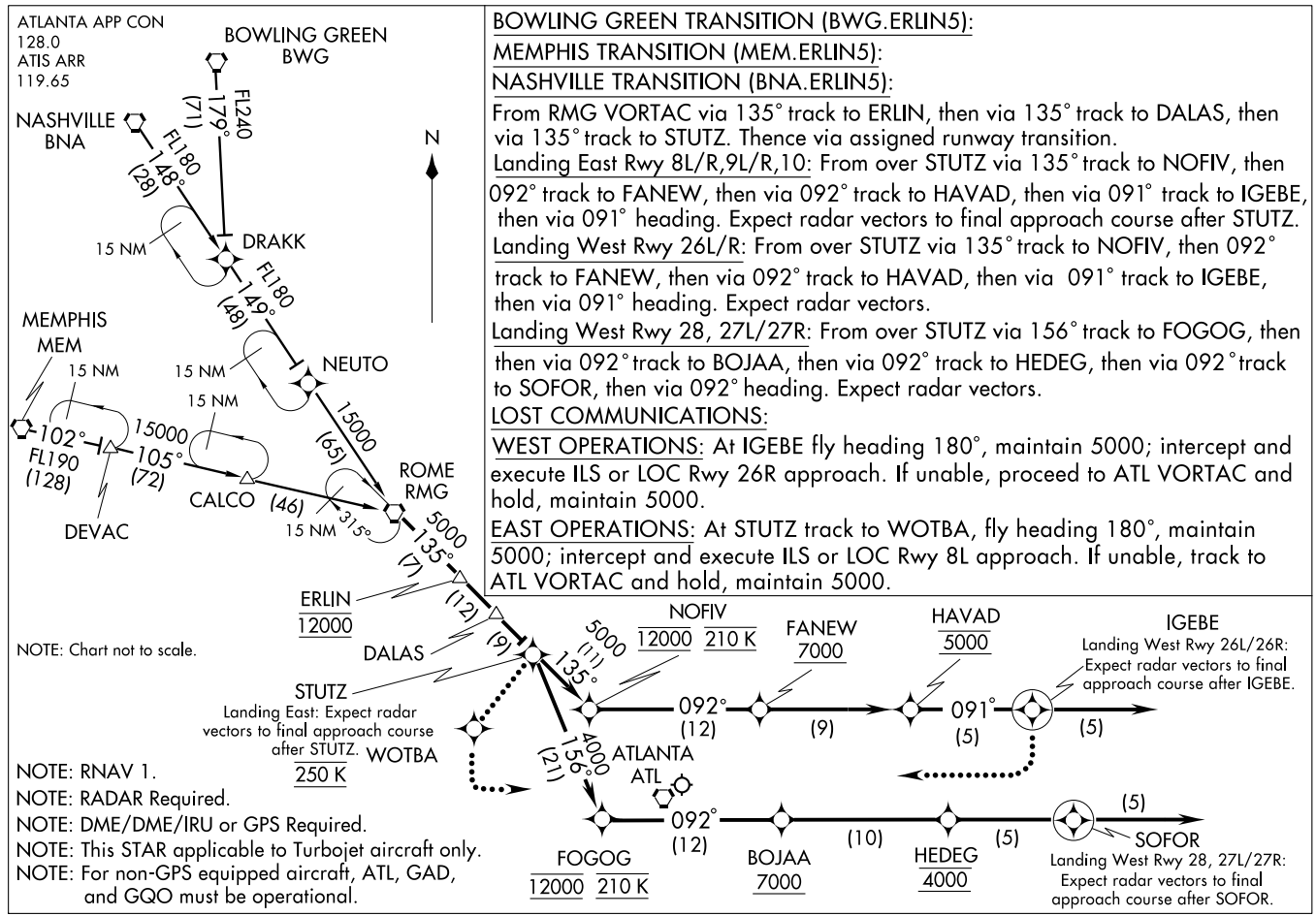
TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to DOOLY, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to DOOLY, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence...
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to DOOLY, maintain 250 KIAS until ZALLE, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

GREENWOOD TRANSITION (DOOLY4.GRD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

ERLIN FIVE ARRIVAL (RNAV)



BOWLING GREEN TRANSITION (BWG.ERLIN5):

MEMPHIS TRANSITION (MEM.ERLIN5):

NASHVILLE TRANSITION (BNA.ERLIN5):

From RMG VORTAC via 135° track to ERLIN, then via 135° track to DALAS, then via 135° track to STUTZ. Thence via assigned runway transition.

Landing East Rwy 8L/R,9L/R,10: From over STUTZ via 135° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after STUTZ.

Landing West Rwy 26L/R: From over STUTZ via 135° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over STUTZ via 156° track to FOGOG, then then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

EAST OPERATIONS: At STUTZ track to WOTBA, fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, ATL, GAD, and GQO must be operational.

MONTEBELLO TRANSITION (MOL.FLCON3):
SNOWBIRD TRANSITION (SOT.FLCON3):
SPARTANBURG TRANSITION (SPA.FLCON3):

From ODF VORTAC via 219° track to FLCON, then via 219° track to DIRTY, then via 224° track to BYRDS, then via 224° track to COSEL, then via 212° track to WORFF, thence via assigned runway transition.

Landing East Rwy 8L/8R: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

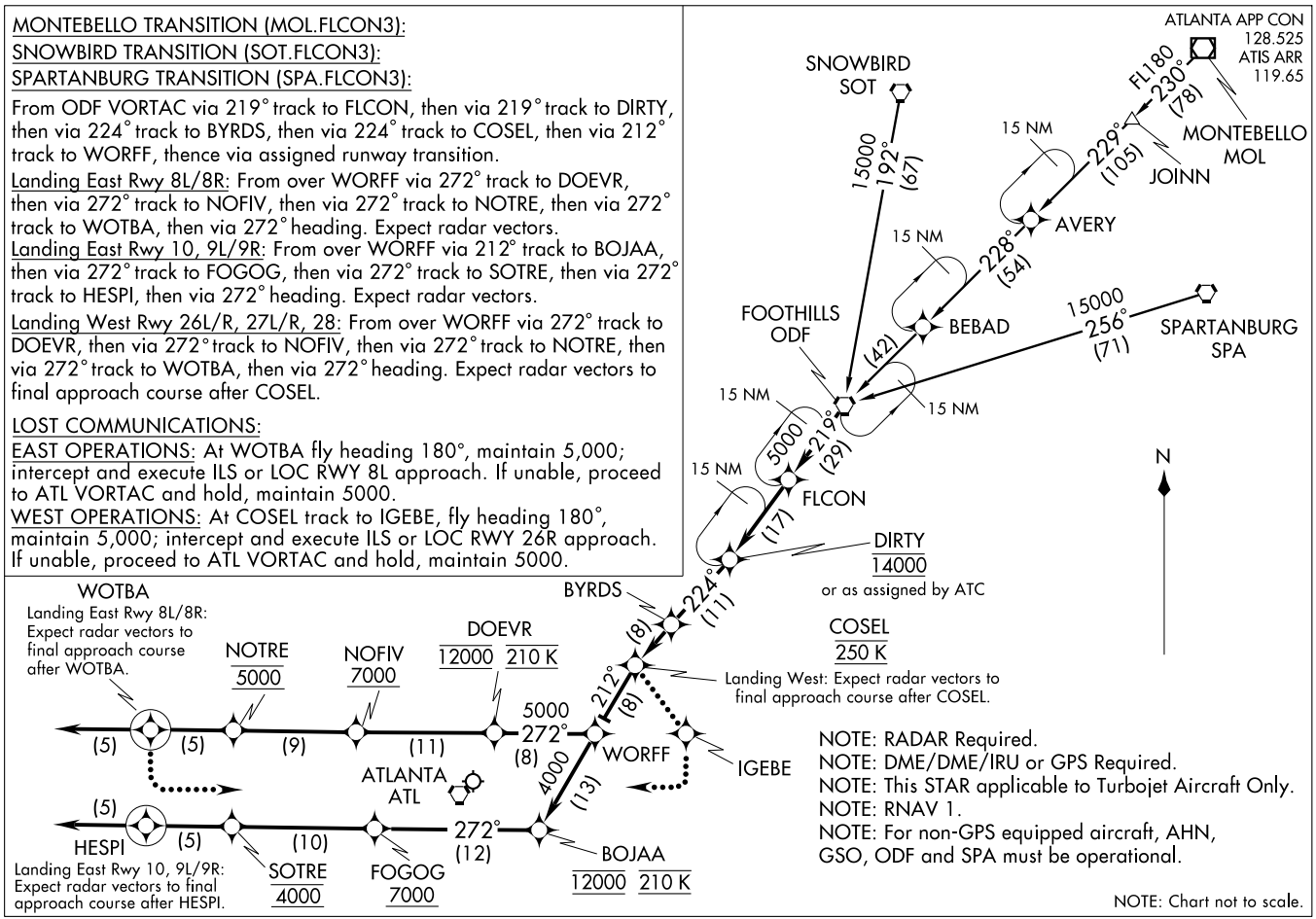
Landing East Rwy 10, 9L/9R: From over WORFF via 212° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/R, 27L/R, 28: From over WORFF via 272° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after COSEL.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.

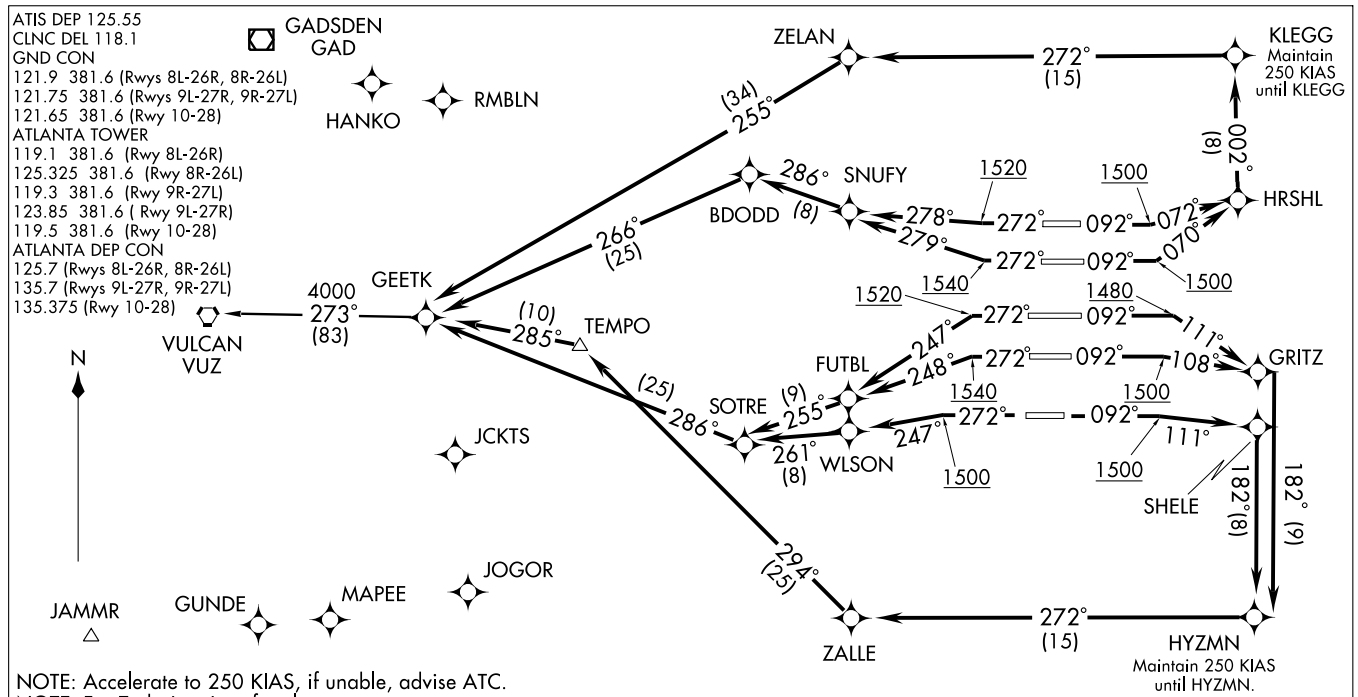
WEST OPERATIONS: At COSEL track to IGEBE, fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5000.



(GEETK5.GEETK) 09295
GEETK FIVE DEPARTURE (RNAV)

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or STANDARD with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to GEETK, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to GEETK, maintain 250 KIAS until HYZMN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to GEETK, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to GEETK, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to GEETK, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to GEETK, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to GEETK, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

VULCAN TRANSITION (GEETK5.VUZ):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER 1069' right of centerline, 69' AGL/1121' MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

MEMPHIS TRANSITION (MEM.HERKO2):

NASHVILLE TRANSITION (BNA.HERKO2):

From over CALCO via 119° track to VIKNN , then via 119° track to HERKO, then via 121° track to RPTOR, then via 137° track to NOTRE, thence via assigned runway transition.

Landing East Rwy 8L/8R, 9L/9R, 10: From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors to final approach course after RPTOR.

Landing West Rwy 26L/26R: From over NOTRE via 092° track to NOFIV, then 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over NOTRE via 140° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

EAST OPERATIONS: At RPTOR track to WOTBA, fly heading 180°,maintain 5000; intercept and execute ILS or LOC Rwy 8L approach. If unable, track to ATL VORTAC and hold, maintain 5000.

WEST OPERATIONS: At IGEBE fly heading 180°, maintain 5000; intercept and execute ILS or LOC Rwy 26R approach. If unable, track to ATL VORTAC and hold, maintain 5000.

ATLANTA APP CON
128.0
ATIS ARR
119.65

NASHVILLE
BNA

FL180
165°
(38)

N

GRNDY

14500
(74)

15 NM
DEVAC
15 NM

FL190
102°
(128)

14500
105°
(72)

15 NM
135°
ROME
RMG

5000
119°
(30)

CALCO

MEMPHIS
MEM

RPTOR
Landing East: Expect radar vectors to final approach course after RPTOR.

VIKNN

(21)
121°
(11)

HERKO
14000
or as assigned by ATC

NOTRE
250 K

(12)
137°

NOFIV
12000 210 K

FANEW
7000

HAVAD
5000

IGEBE
Landing West Rwy 26L/26R: Expect radar vectors to final approach course after IGEBE.

WOTBA

5000
092°
(9)
(12)
(9)
091°
(5)
(5)

4000
140°
(15)

ATLANTA
ATL

FOGOG
12000 210 K

092°
(12)
(10)
(5)
(5)

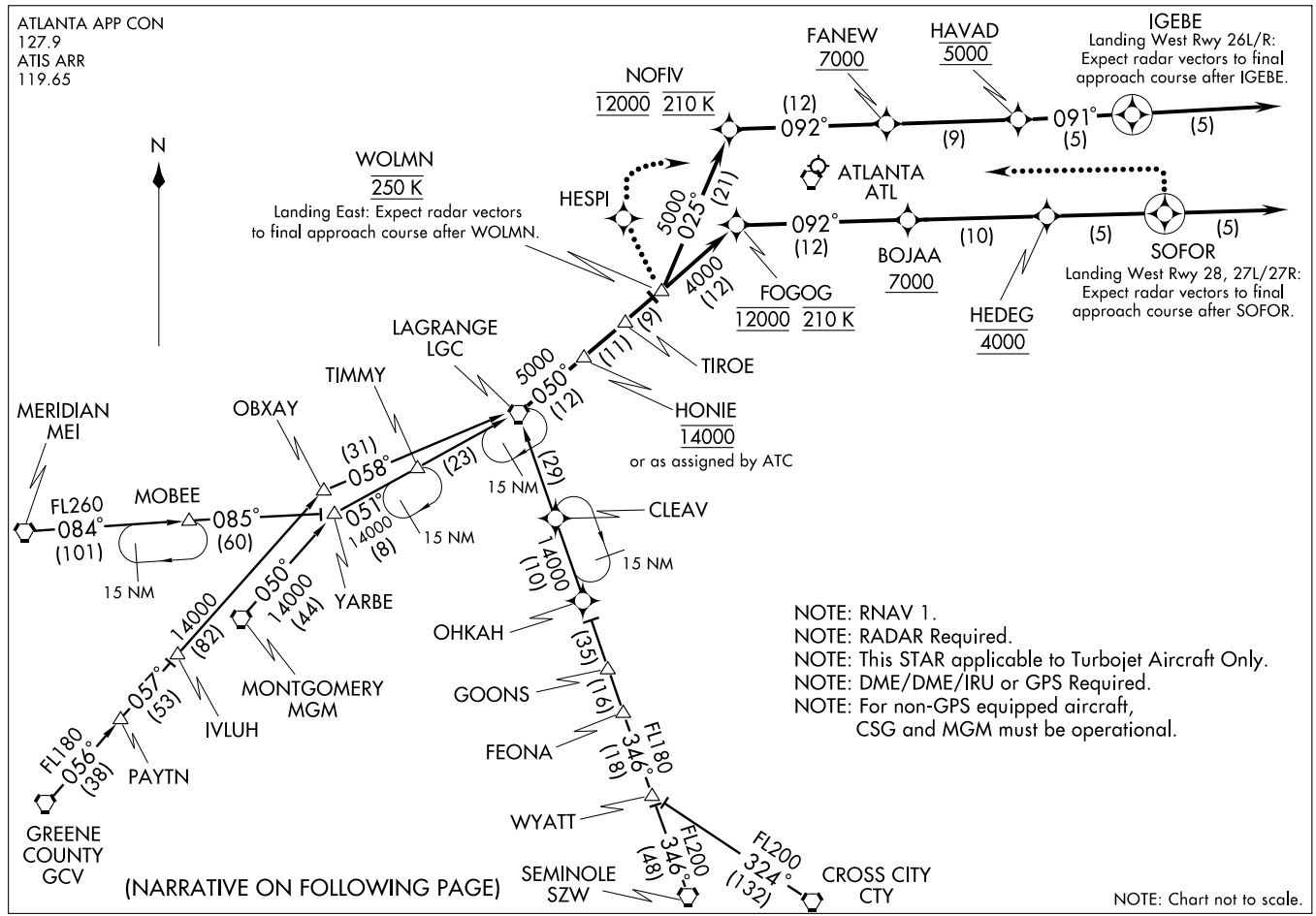
BOJAA
7000

HEDEG
4000

SOFOR
Landing West Rwy 28, 27L/27R: Expect radar vectors to final approach course after SOFOR.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Assigned by ATC Only.
NOTE: This STAR applicable to Turbojet Aircraft Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft, GAD, GQO, RMG and SQS must be operational.

NOTE: Chart not to scale.



(HONIE.HONIE5) 08045

HONIE FIVE ARRIVAL (RNAV)

ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CROSS CITY TRANSITION (CTY.HONIE5):
GREENE COUNTY TRANSITION (GCV.HONIE5):
MERIDIAN TRANSITION (MEI.HONIE5):
MONTGOMERY TRANSITION (MGM.HONIE5):
SEMINOLE TRANSITION (SZW.HONIE5):

From LGC VORTAC via 050° track to HONIE, then via 050° track to TIROE, then via 050° track to WOLMN. Thence via assigned runway transition.

Landing East Rwy 8L/R, 9L/R, 10: From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors to final approach course after WOLMN.

Landing West Rwy 26L/R: From over WOLMN via 025° track to NOFIV, then via 092° track to FANEW, then via 092° track to HAVAD, then via 091° track to IGEBE, then via 091° heading. Expect radar vectors.

Landing West Rwy 28, 27L/27R: From over WOLMN via 050° track to FOGOG, then via 092° track to BOJAA, then via 092° track to HEDEG, then via 092° track to SOFOR, then via 092° heading. Expect radar vectors.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOLMN track to HESPI, fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 10 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

WEST OPERATIONS: At SOFOR fly heading 360°, maintain 4000; intercept and execute ILS or LOC Rwy 28 approach. If unable, proceed to ATL VORTAC and hold, maintain 4000.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-HFW	APP CRS		8L	8R
109.3	092°	Rwy Idg	8800	10000
Chan 30		TDZE	1015	1024
		Apt Elev	1026	1026

ILS or LOC RWY 8L

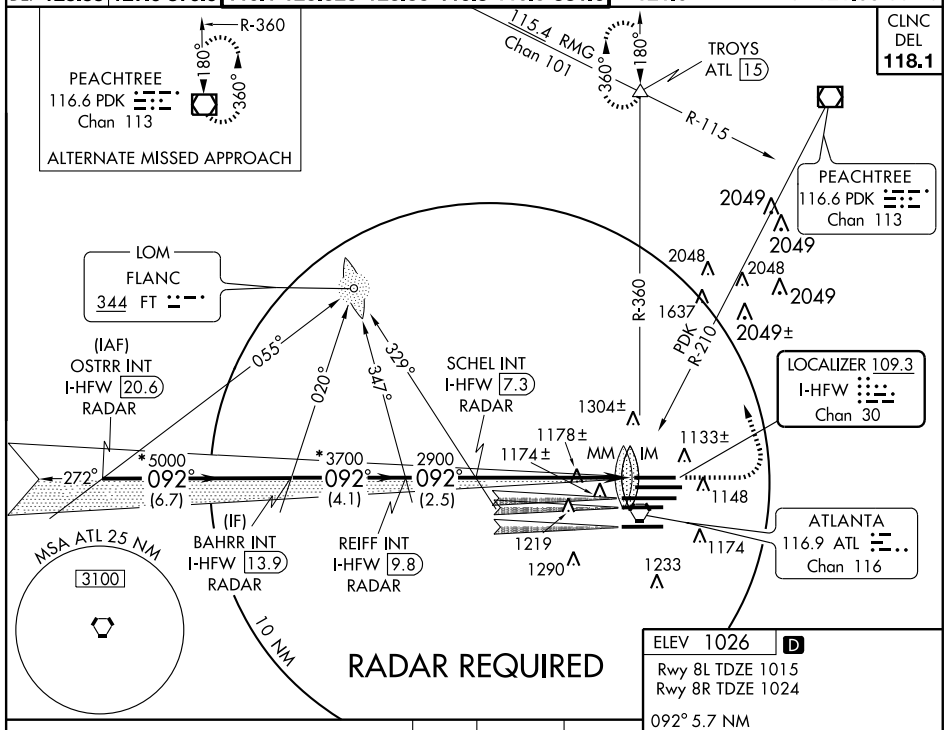
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

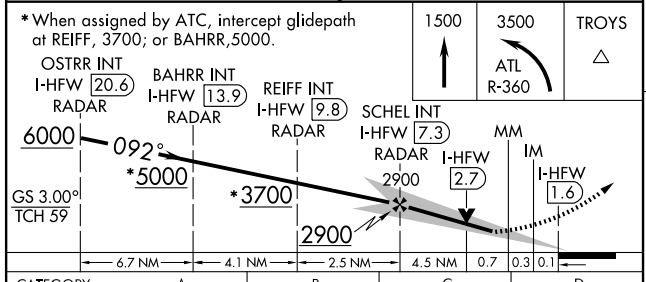
T Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. ADF or DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations. Inoperative table does not apply to sidestep Rwy 8R.

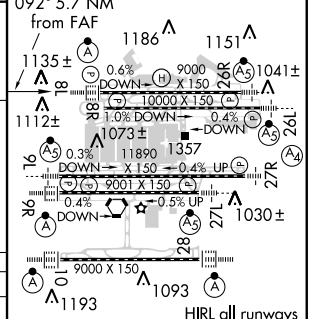
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6







CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			
S-LOC 8L	1440/24 425 (500-½)		1440/40 425 (500-¾)	
SIDESTEP RWY 8R	1440/50 416 (500-1)		1440-1½ 416 (500-1½)	1440-2 416 (500-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-ATL	APP CRS		8R	8L
109.9	092°	Rwy Idg	10000	8800
Chan 36		TDZE	1024	1015
		Apt Elev	1026	1026

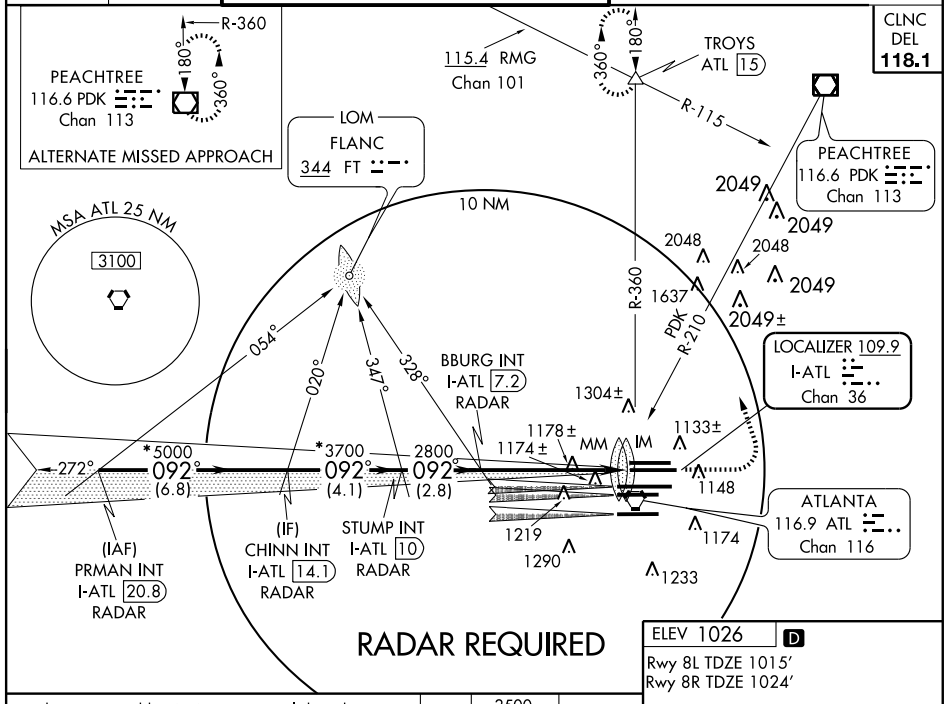
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

ILS or LOC RWY 8R

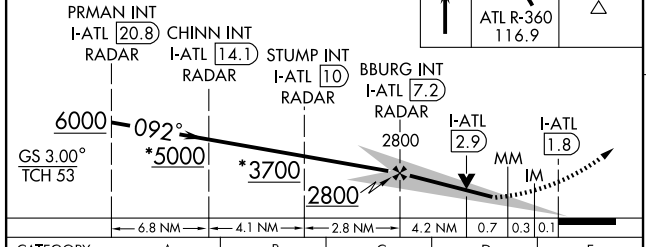
Inoperative table does not apply to S-LOC 8R Cat. C and sidestep 8L Cats A and B.
For inoperative ALSF-2, increase sidestep 8L Cat. E visibility to 2.
Simultaneous approach authorized with Rwy 9L or 9R or 10.
LOC procedure NA during simultaneous operations.
ADF or RADAR or DME Required.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

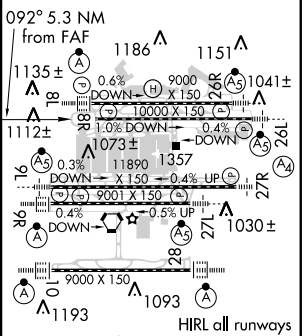


* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.



ELEV 1026 D

Rwy 8L TDZE 1015'
Rwy 8R TDZE 1024'



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40 257 (300-¾)				
S-LOC 8R	1440/40 416 (500-¾)		1440/60 416 (500-1¼)		1440-1½ 416 (500-1½)
SIDESTEP RWY 8L	1440/50 425 (500-1)			1440-1½ 425 (500-1½)	

LOC/DME I-HZK	APP CRS		9L	9R
110.5	092°	Rwy Idg	11730	9000
Chan 42		TDZE	1019	1026
		Apt Elev	1026	1026

ILS or LOC RWY 9L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

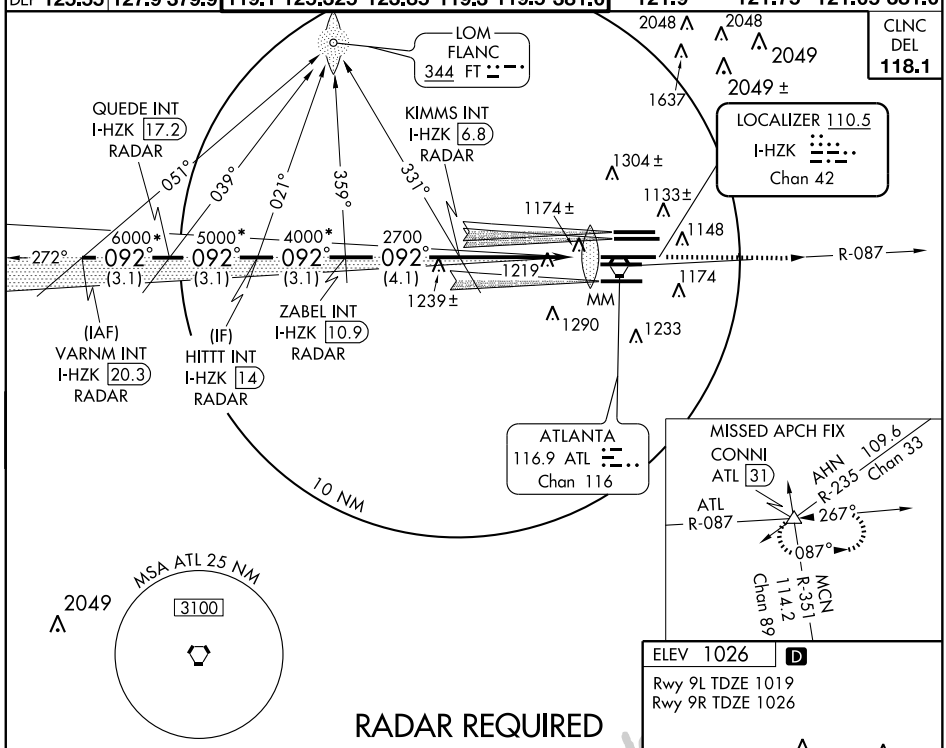
Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwys 8L and 10. LOC procedure NA during simultaneous operations. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9R for Cats A and B.** RVR 1800 authorized with the use of FD or AP or HUD to DA.

Rwy 9L MALSR (A5) | Rwy 9R ALSF-2 (A)

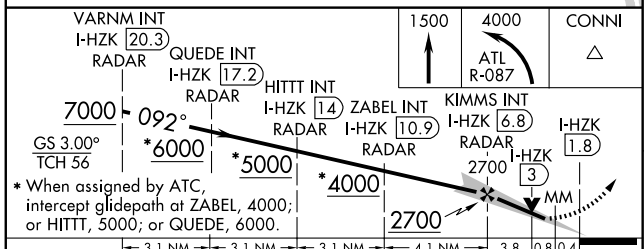
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

CLNC DEL 118.1



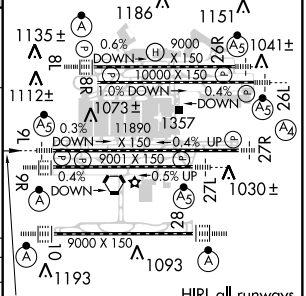
RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24 200 (200-½)			
S-LOC 9L	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)
SIDESTEP 9R	1480/50 454 (500-1)			1480-1½ 454 (500-1½)

ELEV 1026 D

Rwy 9L TDZE 1019
Rwy 9R TDZE 1026



HIRL all runways
TDZ/CL Rwys 8L, 8R, 9R, 10, 26R, 27L and 28

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4. 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

LOC/DME I-FUN	APP CRS		9R	9L
108.9	092°	Rwy Idg	9000	11730
Chan 26		TDZE	1026	1019
		Apt Elev	1026	1026

ILS or LOC RWY 9R

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 8L or 8R. ADF or DME or Radar Required. Inoperative table does not apply to Sidestep 9L for Cats A and B. LOC procedure NA during simultaneous operations.

Rwy 9R ALSF-2 (A)

Rwy 9L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

LOM FLANC 344 FT

PADGT INT I-FUN 17 RADAR

BURNY INT I-FUN 6.7 RADAR

038° 021° 359° 332° 051° FT

5000* (3.1) 4000* (3.1) 2700 (4.1) 6000* 092° (3.1) 272°

2048 2048 2049 2049± 1637 1304± 1174± 1133± 1148 R-087

1239± 1219 MM IM 1174 1290 1233

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

10 NM

MSA ATL 25 NM 3100

2049

MISSED APCH FIX

R-351 MCN ATL R-087 267° 087° CONNI ATL 31

AHN R-235 109.6 Chan 33

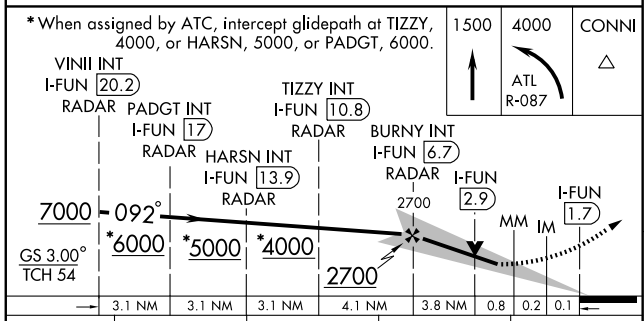
Chan 89 114.2

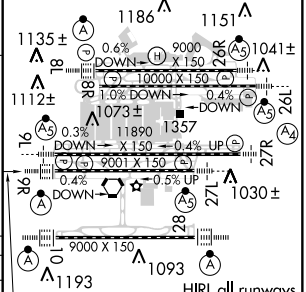
RADAR REQUIRED

ELEV 1026 D

Rwy 9L TDZE 1019

Rwy 9R TDZE 1026





092° 5 NM from FAF

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 9R	1226/18 200 (200-½)			
S-LOC 9R	1480/24 454 (500-½)		1480/40 454 (500-¾)	1480/50 454 (500-1)
SIDESTEP 9L	1480/50 461 (500-1)			1480-1½ 461 (500-1½)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS or LOC RWY 10

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

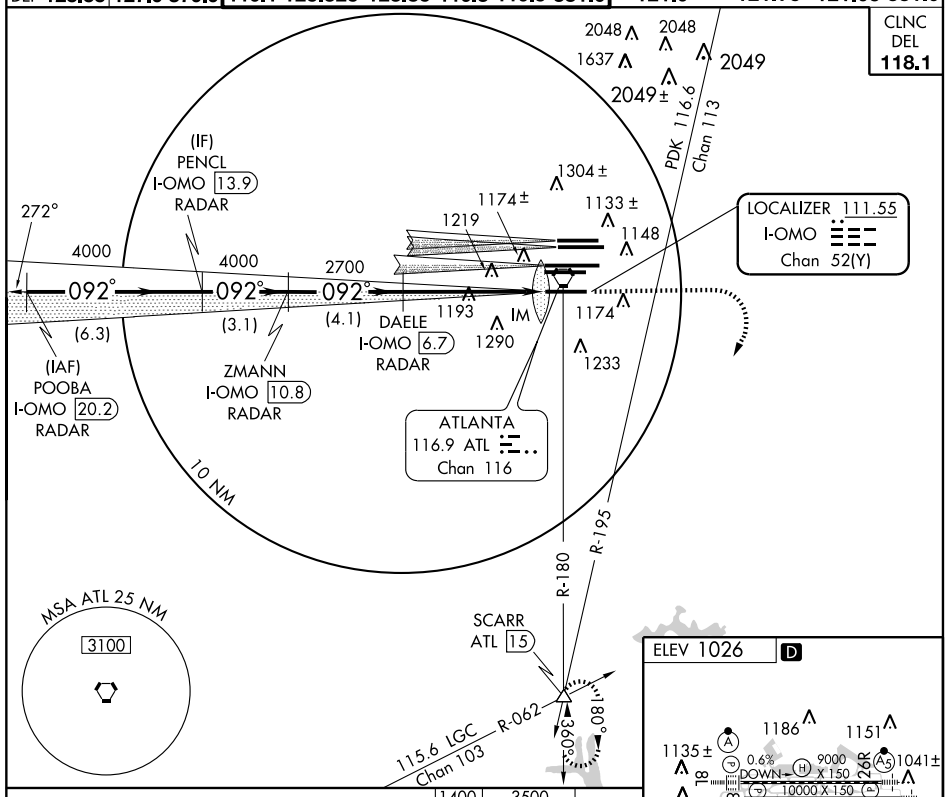
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. LOC Procedure NA during simultaneous operations. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

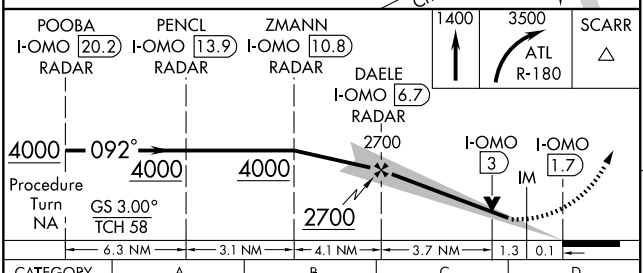
ALSF-2

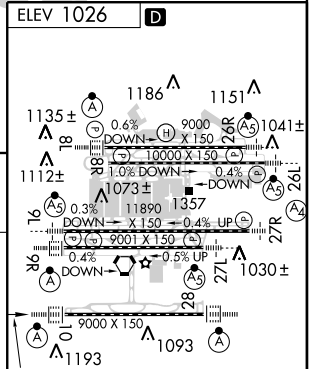
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1







HIRL all runways

TDZE 1000 TDZ/CL Rwys 8L ,9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 10	1200/18 200 (200-½)			
S-LOC 10	1500/24 500 (500-½)		1500/40 500 (500-¾)	1500/50 500 (500-1)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BRU	APP		26L	26R
108.7	CRS	Rwy ldg	10000	8800
Chan 24	272°	TDZE	995	990
		Apt Elev	1026	1026

ILS or LOC RWY 26L

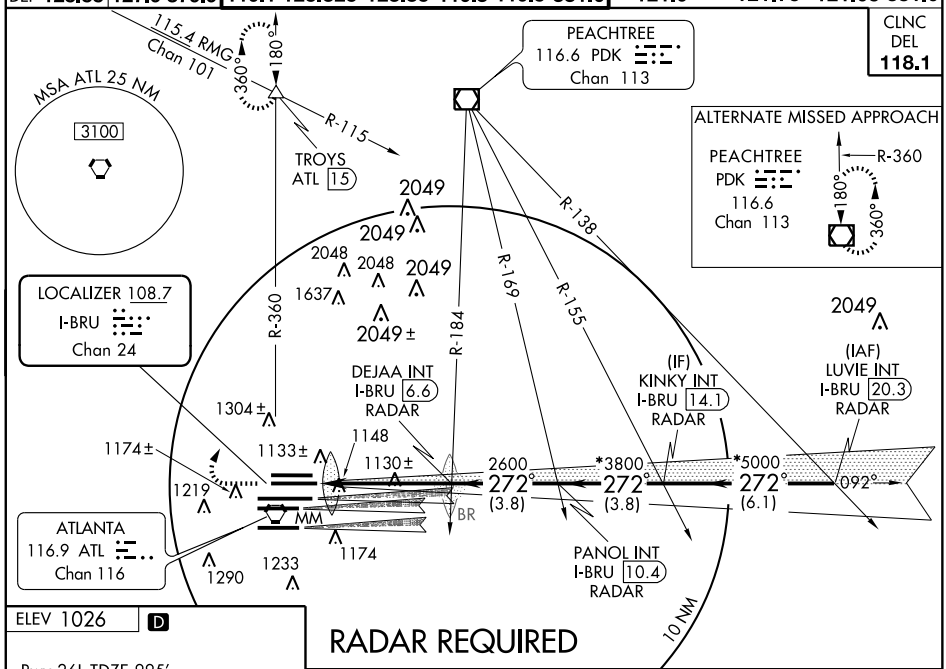
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to Sidestep Rwy 26R Cats A and B. For inoperative MALSR increase sidestep Rwy 26R Cat E visibility to 2. For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000 and S-LOC 26L Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LOC procedure NA during simultaneous operations.

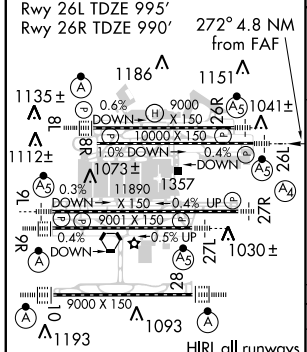
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON		
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6



ELEV 1026 D



FAF to MAP 4.1 NM

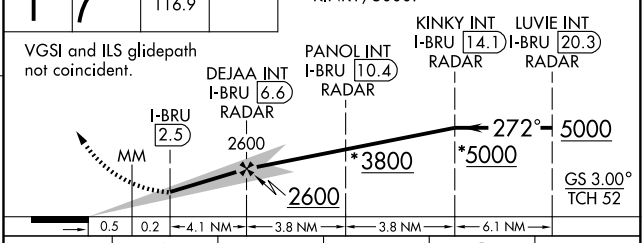
Knots	60	90	120	150	180
Min:Sec	4:06	2.44	2:03	1:38	1:22

RADAR REQUIRED

1500	3500	ATL R-360 116.9	TROYS

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 285 (300-½)				
S-LOC 26L	1380/24 385 (400-½)			1380/40 385 (400-¾)	
SIDESTEP RWY 26R	1380/50 390 (400-1)			1380-1½ 390 (400-1½)	

SE-4. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GXZ	APP CRS	Rwy Idg	26R	26L
110.1	274°	TDZE	8800	10000
Chan 38		Apt Elev	990	995
			1026	1026

ILS or LOC RWY 26R

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to sidestep Rwy 26L Cats A and B. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwys 27R and 28. LOC procedure NA during simultaneous operations.

Rwy 26R MALSR (A5) | Rwy 26L MALSR (A5)

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA TOWER						GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360° R-115 R-138 R-184 R-169 R-155 ATL R-360

ALTERNATE MISSED APPROACH

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

2049 2049 2049 2048 2048 2049 1637 2049 ± 2049

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304 ± 1133 ± MM 1148 1130 1174 ± 1219

2700 *3800 *5000

274° (3.5) 274° (3.8) 274° (6.4) 094°

ATLANTA 116.9 ATL Chan 116

1290 1233 1174

MSA ATL 25 NM 3100

RADAR REQUIRED

10 NM

ELEV 1026 D

Rwy 26L TDZE 995
Rwy 26R TDZE 990

274° 5.1 NM from FAF

1186 1151 1135 ± 1041 ± 1112 ± 1073 ± 1357 1030 ± 1093 1193

0.6% DOWN 9000 X 150 10000 X 150 1.0% DOWN 0.4% DOWN 0.3% DOWN 11890 X 150 0.4% UP 9001 X 150 0.4% DOWN 0.5% UP 9000 X 150

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

1400 | 3500 ATL R-360 | TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

SMLTZ INT I-GXZ 20.3 RADAR

I-GXZ 1.6 MM I-GXZ 2.6 2700 *3800 *5000 274° 5000

GS 3.00° TCH 58

0.5 | 0.5 | 4.1 NM | 3.5 NM | 3.8 NM | 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	1190/18 200 (200-½)			
S-LOC 26R	1380/24 390 (400-½)			1380/40 390 (400-¾)
SIDESTEP RWY 26L	1380/60 385 (400-1¼)			1380-1¾ 385 (400-1¾)

ATLANTA, GEORGIA

AL-26 (FAA)

09323

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 27L

LOC/DME I-FSQ	APP CRS		27L	27R
108.5	274°	Rwy Idg	8865	11690
Chan 22		TDZE	999	985
		Apt Elev	1026	1026

Inoperative table does not apply to Sidestep Rwy 27R. For inoperative MALSR, increase S-LOC 27L Cat. D visibility to RVR 5000. Sidestep NA when simultaneous operations in effect. Simultaneous approaches authorized with Rwys 26L or 26R. LOC procedure NA during simultaneous operations.

Rwy 27L MALSR

Rwy 27R MALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

MISSED APCH FIX 115.4 RMG R-172 Chan 101

TEMPO ATL 30.3

116.9 ATL R-268 Chan 116

088°

268°

PEACHTREE 116.6 PDK Chan 113

MSA ATL 25 NM 3100

LOCALIZER 108.5 I-FSQ Chan 22

ATLANTA 116.9 ATL Chan 116

(IAF) ZINTU INT ATL 24.3 RADAR

R-123 R-184 R-170 R-158 R-149 R-140 ATL R-080

2049 2048 1637 2049± 1304± 1133± 1116± 1148 1174± 1219 1290 1083 1174 1201 1233

2800 (3.8) 4000* (3.2) 5000* (3.1) 6000* 274° (3.6) 094° (CUMRA)

R-268 IM

DEPOT INT I-FSQ 7.1 RADAR

ANVAL INT I-FSQ 10.8 RADAR

(IF) DOOOH INT I-FSQ 14 RADAR

DEZEE INT I-FSQ 17.1 RADAR

(IAF) YABBA INT I-FSQ 20.8 RADAR

7000 to YABBA INT 202° (4.4) and LOC (2.5)

SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 1026

D

Rwy 27L TDZE 999

Rwy 27R TDZE 985

10 NM

RADAR REQUIRED

1400 4000 ATL R-268 TEMPO △

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

VGSI and ILS glidepath not coincident.

YABBA INT I-FSQ 20.8 RADAR

DEZEE INT I-FSQ 17.1 RADAR

DOOOH INT I-FSQ 14 RADAR

ANVAL INT I-FSQ 10.8 RADAR

DEPOT INT I-FSQ 7.1 RADAR

I-FSQ 2.5

I-FSQ 1.6 IM

2800 4000* 5000* 6000* 274° 7000

GS 3.00° TCH 57

0.2 0.7 4.5 NM 3.8 NM 3.2 NM 3.1 NM 3.6 NM

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN X 150 9000 X 150 1.0% DOWN 0.4% DOWN 0.3% DOWN X 150 11890 0.4% UP 9001 X 150 0.4% DOWN 0.5% UP 9000 X 150

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

274° 5.4 NM from FAF

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 27L	1199/18 200 (200-½)			
S-LOC 27L	1340/24 341 (400-½)			1340/40 341 (400-¾)
SIDESTEP 27R	1420/60 435 (400-1¼)		1420-1¾ 435 (400-1¾)	1420-2¼ 435 (400-2¼)

ATLANTA, GEORGIA

AL-26 (FAA)

LOC/DME I-AFA	APP CRS		27R	27L
111.3	272°	Rwy Idg	11690	8865
Chan 50		TDZE	985	999
		Apt Elev	1026	1026

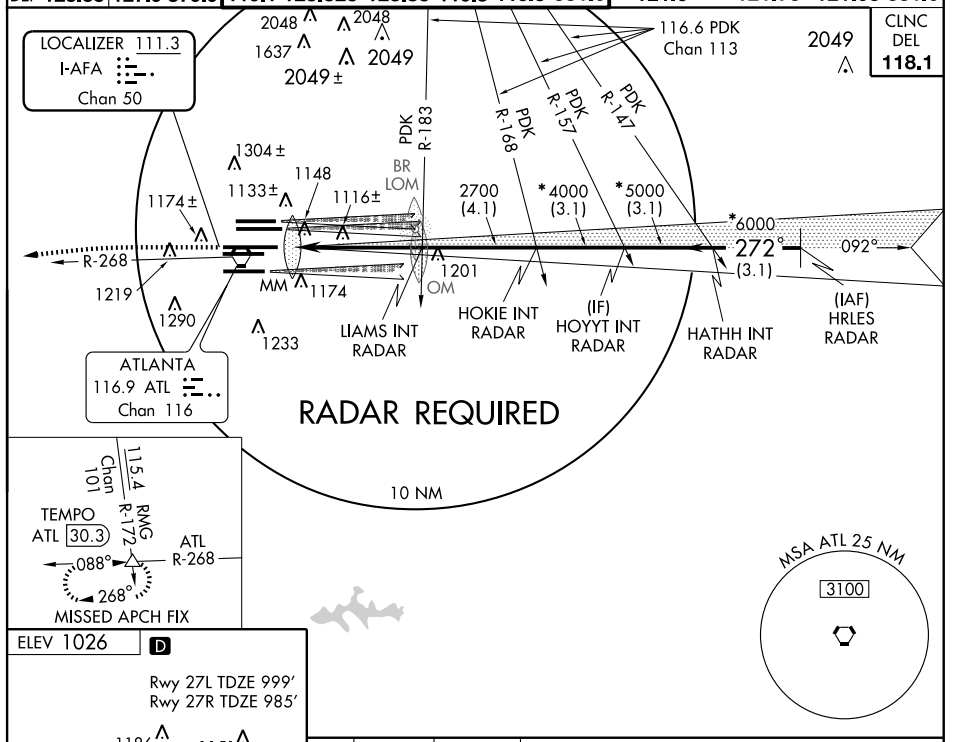
ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL) ILS or LOC RWY 27R

Simultaneous approaches authorized with Rwy 26L or 26R or 28, or Rwys 26R and 28. LOC procedure NA during simultaneous operations. Inoperative table does not apply to S-LOC 27R Cat. C and sidestep 27L Cats. A and B.

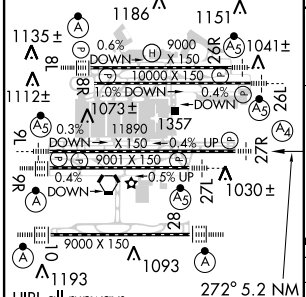
MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL	GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

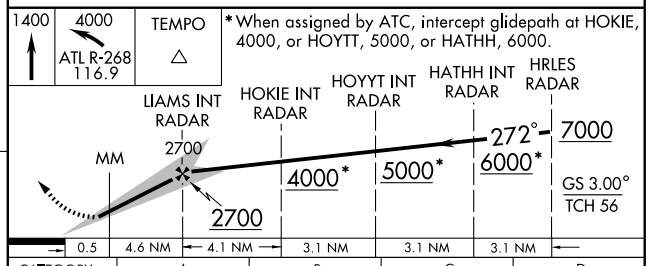


ELEV 1026 D



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 27R	1185/40 200 (200-¾)			
S-LOC 27R	1420/40 435 (400-¾)		1420/60 435 (400-1¼)	1420-1½ 435 (400-1½)
SIDESTEP RWY 27L	1420/50 421 (400-1)			1420-1½ 421 (400-1½)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

ILS or LOC RWY 28

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R.
LOC Procedure NA during simultaneous operations.
DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC DEL 118.1

10 NM

1637 2048 2049 2049± 1304± 1133± 1148 1174± 1219 1170 1174 1290 1233

PDK 116.6 Chan 113

LOCALIZER 111.75 I-PKU Chan 54(Y)

(IF) ANIEE I-PKU 14 RADAR

(IAF) DACTL I-PKU 20.8 RADAR

2700 4000 4000 272° 272° 272° 092°

(4.1) (3.1) (6.8)

IM

JUBBA I-PKU 6.8 RADAR

FOGER I-PKU 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

R-195

ATL R-180

SCARR ATL 15

R-062 180° 360°

LGC 115.6 Chan 103

MSA ATL 25 NM 3100

SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 1026 D

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 26R

1.0% DOWN 0.4% DOWN 10000 X 150 18R 26L

0.3% DOWN 11890 X 150 0.4% UP 16 27R

0.4% DOWN 9001 X 150 0.5% UP 9R 27L

9000 X 150 10 28

TDZE 998

272° 5.1 NM from FAF

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1400	3500	SCARR
	ATL R-180	△

JUBBA I-PKU 6.8 RADAR

FOGER I-PKU 10.8 RADAR

ANIEE I-PKU 14 RADAR

DACTL I-PKU 20.8 RADAR

I-PKU 1.7 I-PKU 2.8 IM

2700 4000 2700 272° 4000 4000

GS 3.00° TCH 55

0.1 1 NM 4 NM 4.1 NM 3.1 NM 6.8 NM

CATEGORY	A	B	C	D
S-ILS 28	1198/18 200 (200-½)			
S-LOC 28	1420/24 422 (400-½)		1420/40 422 (400-¾)	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

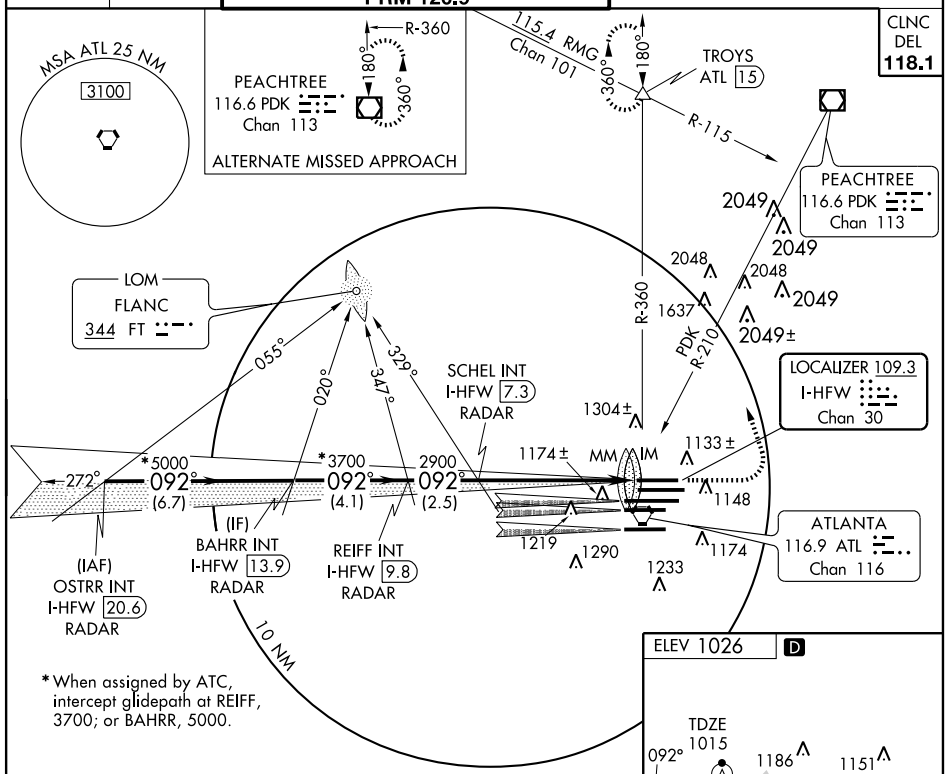
Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

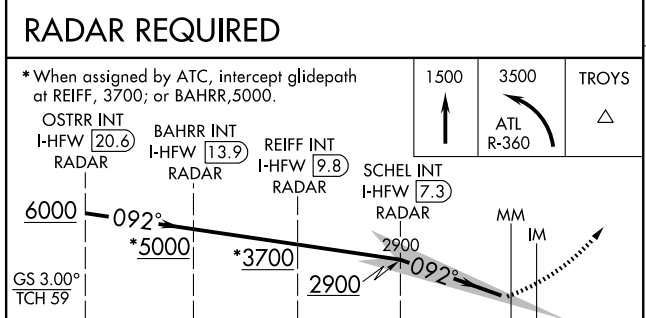
ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9								

CLNC DEL 118.1



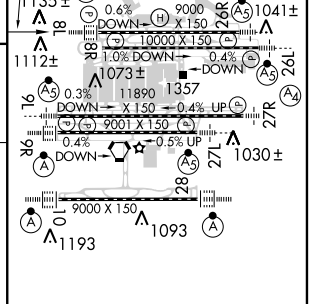
*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 8L	1215/18 200 (200-½)			

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON				
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1

MSA ATL 25 NM 3100

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

LOM FLANC 344 FT

(IAF) OSTRR INT I-HFW 20.6 RADAR

055° 020° 347° 329°

SCHEL INT I-HFW 7.3 RADAR

R-360 PDK R-210

LOCALIZER 109.3 I-HFW Chan 30

2049 2048 1637 1304± 1174± 1133± 1148 1219 1290 1233 1174 2049±

*5000 092° (6.7) *3700 092° (4.1) 2900 092° (2.5)

272° (IF)

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

MM IM

ATLANTA 116.9 ATL Chan 116

10 NM

RADAR REQUIRED

ELEV 1026 D

TDZE 1015

1186 1151 1135± 1041± 1112± 1073± 1357 1890 1030± 1193 1093

9000 X 150 10000 X 150 9001 X 150

0.6% DOWN 1.0% DOWN 0.4% DOWN 0.3% DOWN 0.4% UP 0.4% DOWN 0.5% UP

18 26R 26L 27R 27L 9L 9R 28 10

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

1500 3500 ATL R-360 TROYS

OSTRR INT I-HFW 20.6 RADAR

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

SCHEL INT I-HFW 7.3 RADAR

6000 092° *5000 *3700 2900 MM IM

DH RA 106

1015 MSL

GS 3.00° TCH 59

6.7 NM 4.1 NM 2.5 NM 5.3 NM 1514′ 790′ 1200′

CATEGORY	A	B	C	D
S-ILS 8L	RA 106/12 100 DA 1115			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8L (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

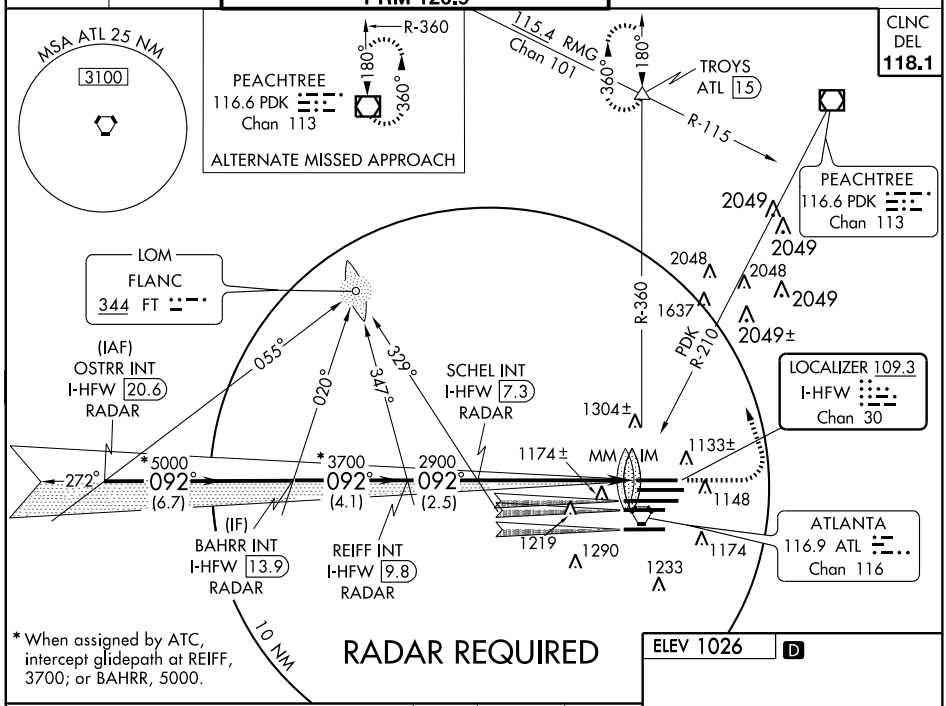
Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

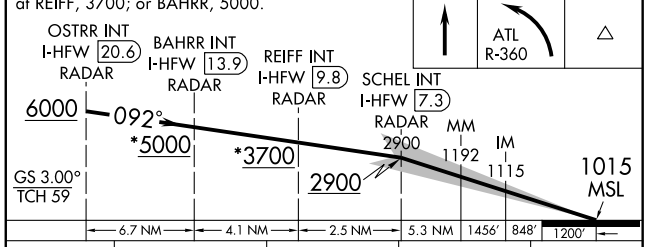
ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON				ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 126.9									

CLNC DEL 118.1



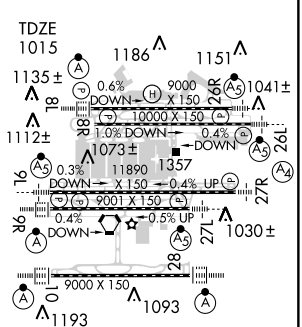
* When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR, 5000.

ELEV 1026 D



CATEGORY	A	B	C	D
S-ILS 8L		CAT IIIa	RVR 07	
S-ILS 8L		CAT IIIb	RVR 06	
S-ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

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4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 8R
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-ATL	APP CRS	Rwy Idg	10000
109.9	092°	TDZE	1024
Chan 36		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 9L or 9R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 126.9					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

MSA ATL 25 NM

3100

LOM FLANC 344 FT

R-360

PDK R-210

LOCALIZER 109.9 I-ATL Chan 36

ATLANTA 116.9 ATL Chan 116

2049

2048

1637

2049±

1304±

1133±

1174±

1148

1219

1290

1174

1233

MM

IM

BBURG INT I-ATL 7.2 RADAR

054°

020°

347°

328°

272°

*5000 092° (6.8)

*3700 092° (4.1)

2800 092° (2.8)

(IAF) PRMAN INT I-ATL 20.8 RADAR

(IF) CHINN INT I-ATL 14.1 RADAR

STUMP INT I-ATL 10 RADAR

10 NM

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.

ELEV 1026 D

Rwy 8R TDZE 1024'

092°

1186

1151

1135±

1112±

1073±

1030±

1193

1093

0.6% DOWN

9000 X 150

1041±

10000 X 150

1.0% DOWN

0.4% DOWN

11890

1357

0.3% DOWN

X 150

0.4% UP

9001 X 150

0.4% DOWN

0.5% UP

9000 X 150

* When assigned by ATC, intercept glidepath at STUMP, 3700; or CHINN, 5000.

1500

3500

ATL R-360 116.9

TROYS

PRMAN INT I-ATL 20.8 RADAR

CHINN INT I-ATL 14.1 RADAR

STUMP INT I-ATL 10 RADAR

BBURG INT I-ATL 7.2 RADAR

6000

092°

*5000

*3700

2800

2800

MM

IM

GS 3.00°

TCH 53

6.8 NM | 4.1 NM | 2.8 NM | 4.9 NM | 0.3 | 0.1

CATEGORY	A	B	C	D	E
S-ILS 8R	1281/40	257 (300-¾)			

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9L
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-HZK	APP CRS	Rwy ldg	11730
110.5	092°	TDZE	1019
Chan 42		Apt Elev	1026

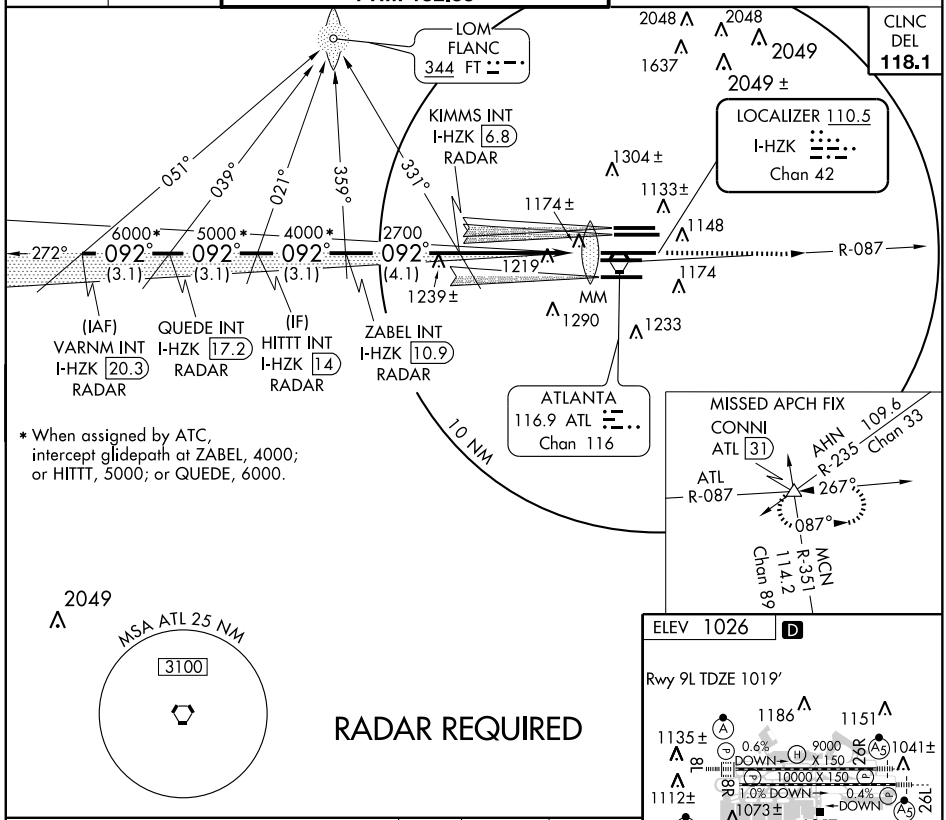
T Simultaneous close parallel approach authorized with ILS PRM Rwy 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI Int/ATL 31 DME and hold.

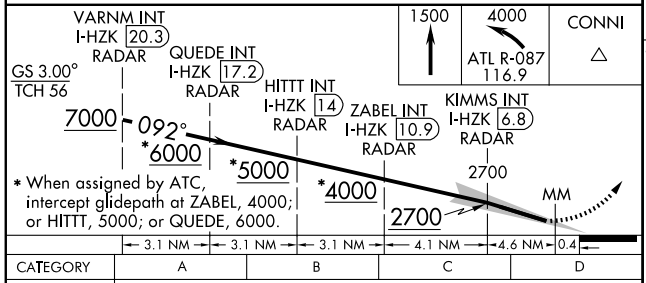
ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55								

CLNC DEL 118.1

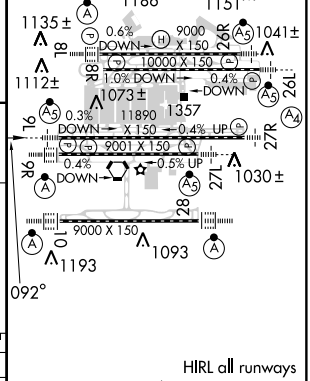


* When assigned by ATC, intercept glidepath at ZABEL, 4000; or HITTT, 5000; or QUEDE, 6000.

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9L	** 1219/24	200 (200-½)		



HIRL all runways
TDZ/CL Rwys 8L, 8R, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

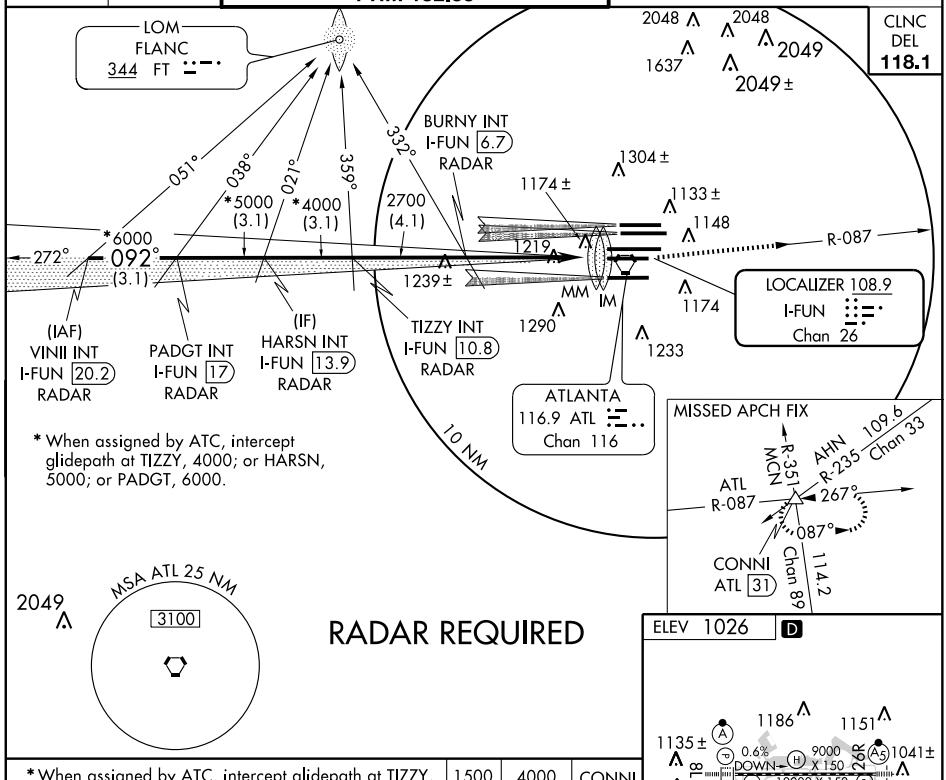
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 132.55					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

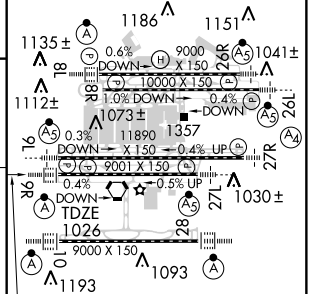
CLNC DEL 118.1



* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

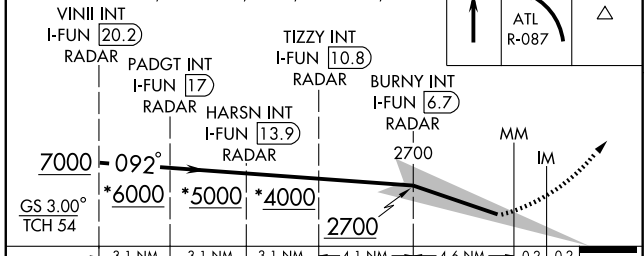
RADAR REQUIRED

ELEV 1026 D



*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500	4000	CONNI
	ATL R-087	



CATEGORY	A	B	C	D
S-ILS 9R	1226/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 132.55					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

CLNC DEL 118.1

LOM FLANC 344 FT

BURNY INT I-FUN 6.7 RADAR

051° 038° 021° 359° 332°

*5000 (3.1) *4000 (3.1) 2700 (4.1)

*6000 092° (3.1) 272°

R-087

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

10 NM

MISSED APCH FIX

AHN R-235 109.6 Chan 33

MCN R-351

ATL R-087

267°

087°

CONNI ATL 31

Chan 89 114.2

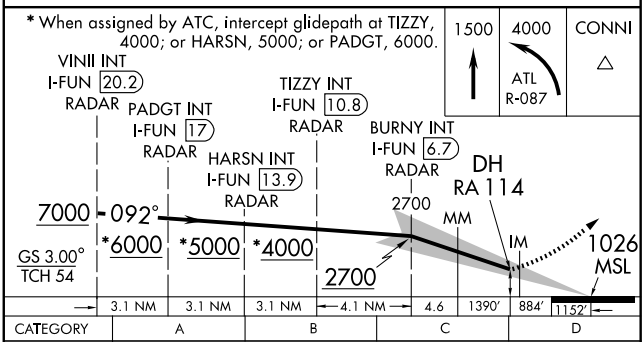
MSA ATL 25 NM

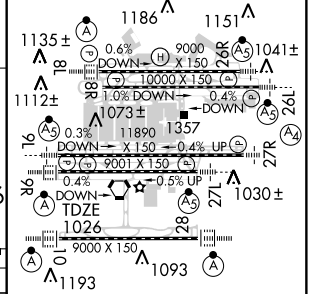
3100

2049

RADAR REQUIRED

ELEV 1026 D





CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FUN	APP CRS	Rwy ldg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

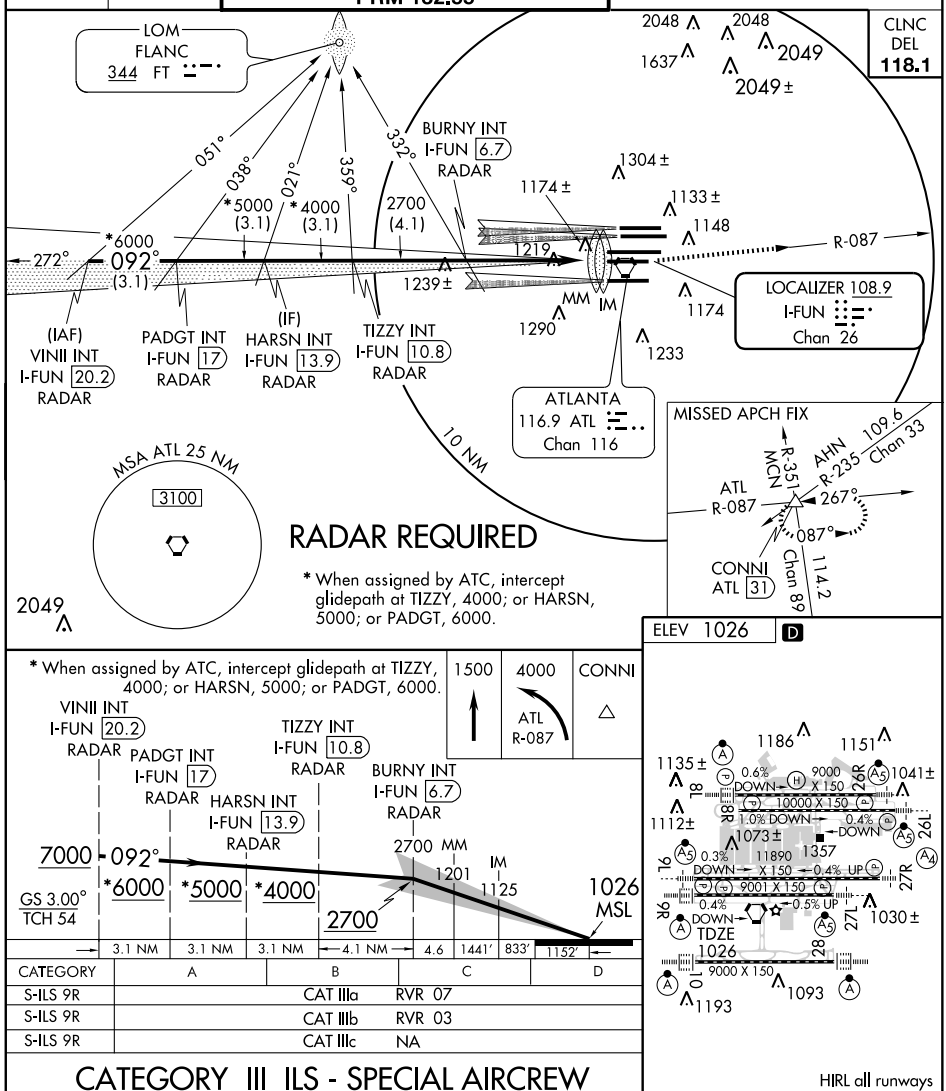
Simultaneous close parallel approach authorized with ILS PRM Rwys 8L or 8R and Rwy 10. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55								

CLNC DEL 118.1



RADAR REQUIRED

* When assigned by ATC, intercept glidepath at TIZZY, 4000; or HARSN, 5000; or PADGT, 6000.

ELEV 1026 D

CATEGORY	A	B	C	D
S-ILS 9R	CAT IIIa	RVR 07		
S-ILS 9R	CAT IIIb	RVR 03		
S-ILS 9R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

T Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

RADAR REQUIRED

10 NM

2049±

PDK 116.6 Chan 113

1304±

1174±

1219

1133±

1148

LOCALIZER 111.55
I-OMO
Chan 52(Y)

272°

4000

092°
(6.3)

*4000

092°
(3.1)

2700

092°
(4.1)

DAELE
I-OMO 6.7
RADAR

IM
1290

1174

1233

(IAF)
POOBA
I-OMO 20.2
RADAR

(IF)
PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

ATLANTA
116.9 ATL
Chan 116

*When assigned by ATC intercept glidepath at ZMANN 4000.

R-180

R-195

2049

SCARR
ATL 15

MSA ATL 25 NM

3100

R-062

115.6 LGC
Chan 103

180°

360°

ELEV 1026 D

1186

1151

1135±

1041±

1112±

1073±

1357

1030±

1193

1093

092° 5.1 NM from FAF

1400	3500	SCARR
↑	ATL R-180	△

*When assigned by ATC intercept glidepath at ZMANN 4000.

POOBA
I-OMO 20.2
RADAR

PENCL
I-OMO 13.9
RADAR

ZMANN
I-OMO 10.8
RADAR

DAELE
I-OMO 6.7
RADAR

4000

092°

4000

*4000

092°

2700

IM

2700

GS 3.00°
TCH 58

6.3 NM | 3.1 NM | 4.1 NM | 5 NM | 0.1

CATEGORY	A	B	C	D
S-ILS 10	1200/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

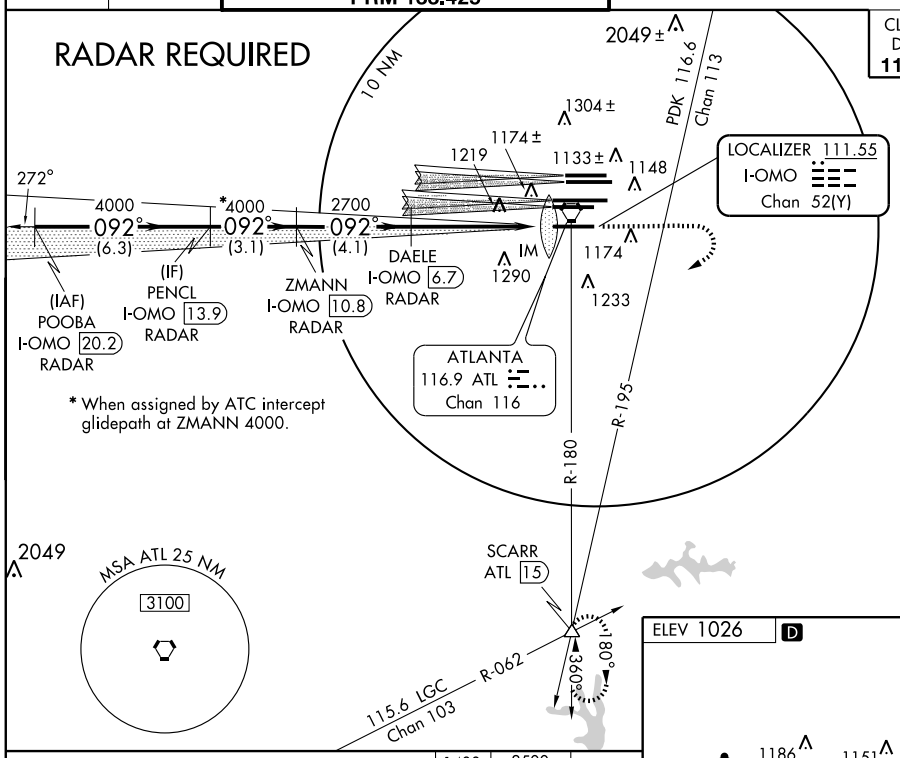
ALSF-2

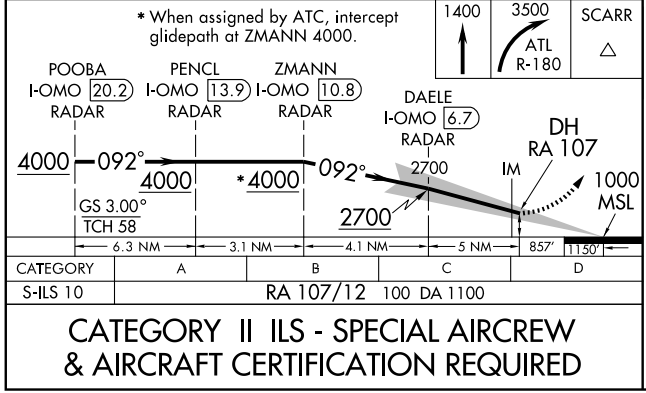
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425								

CLNC DEL 118.1

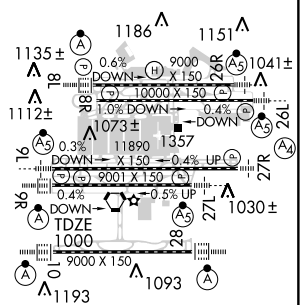
RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 10	RA 107/12 100 DA 1100			

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10 (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 9L or 9R and 8L or 8R. Procedure NA when glideslope not available. Dual VHF comm Required. See additional requirements on AAUP. ILS LOC unusable for rollout guidance.

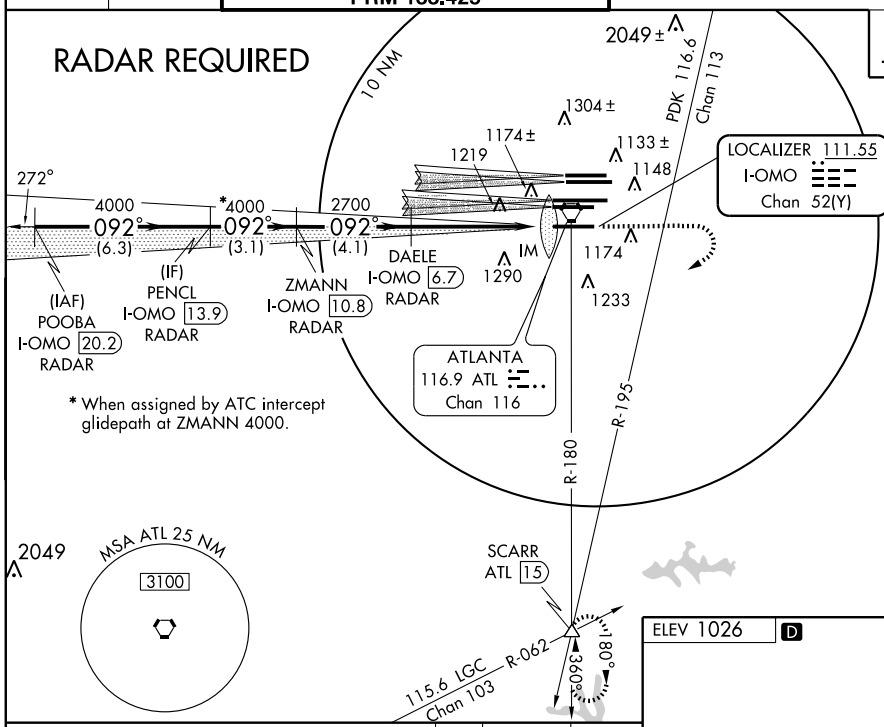
ALSF-2

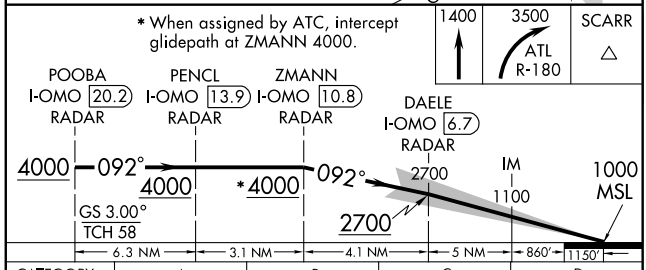
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28 ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425								

CLNC DEL 118.1

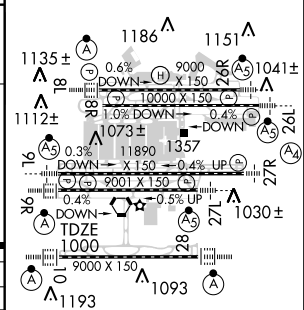
RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS-10	CAT IIIa RVR 07			
S-ILS-10	CAT IIIb NA			
S-ILS-10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

09295

ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-BRU	APP CRS	Rwy Idg	10000
108.7	272°	TDZE	995
Chan 24		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and Rwy 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.
For inoperative MALSR increase S-ILS 26L visibility all Cats to RVR 5000.

MALSR (A5)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON				ALL
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65		119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9	PRM 126.9									

CLNC DEL 118.1

115.4 RMG Chan 101

PEACHTREE 116.6 PDK Chan 113

TROYS ATL 15

ALTERNATE MISSED APPROACH: R-360 to PEACHTREE PDK 116.6 Chan 113, 180° to 360°

RADAR REQUIRED

LOCALIZER 108.7 I-BRU Chan 24

ATLANTA 116.9 ATL Chan 116

DEJAA INT I-BRU 6.6 RADAR

(IF) KINKY INT I-BRU 14.1 RADAR

(IAF) LUVIE INT I-BRU 20.3 RADAR

PANOL INT I-BRU 10.4 RADAR

2600 272° (3.8) *3800 272° (3.8) *5000 272° (6.1) 092°

10 NM

MSA ATL 25 NM 3100

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

ELEV 1026 D

Rwy 26L TDZE 995'

272°

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1500	3500	ATL R-360 116.9	TROYS

* When assigned by ATC, intercept glidepath at PANOL, 3800; or KINKY, 5000.

VGSI and ILS glidepath not coincident.

MM 2600 DEJAA INT I-BRU 6.6 RADAR PANOL INT I-BRU 10.4 RADAR KINKY INT I-BRU 14.1 RADAR LUVIE INT I-BRU 20.3 RADAR 272° 5000 *3800 *5000 2600 GS 3.00° TCH 52

0.5 4.3 NM 3.8 NM 3.8 NM 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 26L	1280/24 285 (300-½)				

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

09351

ILS PRM RWY 26R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28.
Procedure NA when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 126.9					

GND CON				ALL
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28		RWYS
121.9	121.75	121.65		381.6

CLNC DEL 118.1

115.4 RMG
Chan 101

TROYS
ATL 15

PEACHTREE
116.6 PDK
Chan 113

R-360
180°
360°
PEACHTREE
116.6 PDK
Chan 113
ALTERNATE
MISSED APPROACH

R-115
R-138
R-184
R-169
R-155
ATL R-360

2049
2049
2048
2048
2049
2049±
1637

AJAAY INT
I-GXZ 6.7
RADAR

BALLI INT
I-GXZ 10.2
RADAR

FREAL INT
I-GXZ 13.9
RADAR

(IF)

(IAF)
SMLTZ INT
I-GXZ 20.3
RADAR

LOCALIZER 110.1
I-GXZ
Chan 38

1304±
1133±
MM
1148
1174±
1219
1174
1290
1233

2700
*3800
*5000
274°
274°
274°
094°
(3.5)
(3.8)
(6.4)

ATLANTA
116.9 ATL
Chan 116

ELEV 1026 D

RADAR REQUIRED

10 NM

MSA ATL 25 NM
3100

TDZE
990
274°

1186
1151
1135±
1041±
1112±
1073±
1357
11890
1030±
1193
1093

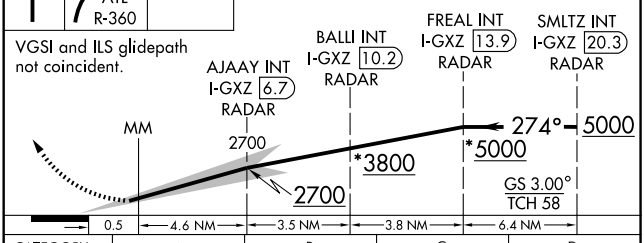
0.6% DOWN
9000 X 150
10000 X 150
1.0% DOWN
0.4% DOWN
0.3% DOWN
X 150
0.4% UP
9001 X 150
0.4% DOWN
0.5% UP
9000 X 150

18
26R
26L
16
27R
9R
27L
28
10

1400	3500	TROYS
	ATL R-360	△

* When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

CATEGORY	A	B	C	D
S-ILS 26R	1190/18	200 (200-½)		

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

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(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

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(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

09351

ILS PRM RWY 26R (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27L or 27R and 28. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON				
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9	PRM 126.9									

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-115 R-138 R-184 R-169 R-155

ATL R-360

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

FREAL INT I-GXZ 13.9 RADAR

(IF)

SMLTZ INT I-GXZ 20.3 RADAR

(IAF)

LOCALIZER 110.1 I-GXZ Chan 38

MM

2700 274° (3.5)

*3800 274° (3.8)

*5000 274° (6.4)

094°

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

R-360 PEACHTREE 116.6 PDK Chan 113 ALTERNATE MISSED APPROACH

ELEV 1026 D

RADAR REQUIRED

1400 | 3500 ATL R-360 | TROYS

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

DH RA 105

990 MSL

2700 *3800 *5000

GS 3.00° TCH 58

1149' 801' 2348' 4.6 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12 100 DA 1090			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

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(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	274°	TDZE	999
Chan 22		Apt Elev	1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28.
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on adjacent information page.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1

MISSED APCH FIX
115.4 RMG
R-172
Chan 101
TEMPO
ATL 30.3
116.9 ATL
R-268
Chan 116
088°
268°

PEACHTREE
116.6 PDK
Chan 113

R-123
R-184
R-170
R-158
R-149
R-140
ATL
R-080

(IAF)
ZINTU INT
ATL 24.3
RADAR

LOCALIZER 108.5
I-FSQ
Chan 22

R-268

2049
2048
1637
2049±
1304±
1133±
1148
1174±
1219
1290
1174
1233

IM

2800
(3.8)
4000*
(3.2)
5000*
(3.1)
6000*
274°
(3.6)
(CUMRA)
094°

DEPOT INT
I-FSQ 7.1
RADAR

ANVAL INT
I-FSQ 10.8
RADAR

(IF)
DOOOH INT
I-FSQ 14
RADAR

DEZEE INT
I-FSQ 17.1
RADAR

(IAF)
YABBA INT
I-FSQ 20.8
RADAR

7000 to YABBA INT
202° (4.4) and
LOC (2.5)

ATLANTA
116.9 ATL
Chan 116

MSA ATL 25 NM
3100

10 NM

RADAR REQUIRED

ELEV 1026 D

1186
1151
1135±
1041±
1112±
1073±
1357
1030±
1193
1093
0.6% DOWN
9000 X 150
10000 X 150
1.0% DOWN
0.4% DOWN
0.3% DOWN
11890 X 150
0.4% UP
9001 X 150
0.5% UP
0.4% DOWN
9000 X 150
TDZE 999
274°

1400	4000	TEMPO
	ATL R-268	△

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

VGSI and ILS glidepath not coincident.

YABBA INT I-FSQ 20.8 RADAR
DOOOH INT I-FSQ 14 RADAR
DEZEE INT I-FSQ 17.1 RADAR
DEPOT INT I-FSQ 7.1 RADAR
ANVAL INT I-FSQ 10.8 RADAR
IM
2800
4000*
5000*
6000*
274°
7000
GS 3.00°
TCH 57
0.2
5.2 NM
3.8 NM
3.2 NM
3.1 NM
3.6 NM

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

CATEGORY	A	B	C	D
S-ILS 27L	1199/18	200 (200-½)		

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27L (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	274°	TDZE	999
Chan 22		Apt Elev	1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Procedure does not meet ICAO standard for ALSF/ TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway. Procedure not authorized when glideslope not available. Dual VHF comm required. See additional requirements on adjacent information page.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON		ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 132.55									

CLNC DEL 118.1

MISSED APCH FIX
115.4 RMG
R-172
Chan 101

TEMPO
ATL 30.3

116.9 ATL
R-268
Chan 116

088°
268°

PEACHTREE
116.6 PDK
Chan 113

MSA ATL 25 NM
3100

R-123
R-184
R-170
R-158
R-149
R-140
ATL R-080

2049
2048
1637
2049±

(IAF)
ZINTU INT
ATL 24.3
RADAR

LOCALIZER 108.5
I-FSQ
Chan 22

1304 ±
1133 ±
1148
1174 ±
1219
R-268
1290
IM
1174
1233

2800 (3.8)
4000* (3.2)
5000* (3.1)
6000*
274°
(3.6)
094°
(CUMRA)

DEPOT INT
I-FSQ 7.1
RADAR

ANVAL INT
I-FSQ 10.8
RADAR

(IF)
DOOOH INT
I-FSQ 14
RADAR

DEZEE INT
I-FSQ 17.1
RADAR

(IAF)
YABBA INT
I-FSQ 20.8
RADAR

7000 to YABBA INT
202° (4.4) and
LOC (2.5)

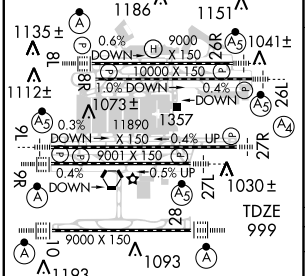
ATLANTA
116.9 ATL
Chan 116

10 NM

RADAR REQUIRED

ELEV 1026

D

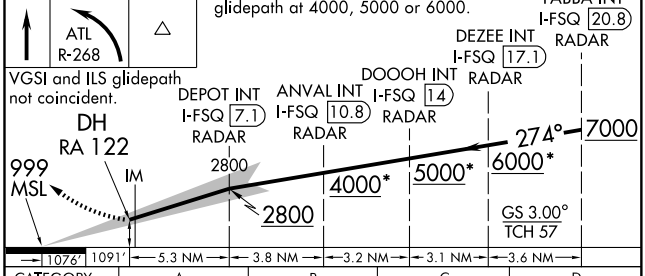


HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

1400 | 4000 ATL R-268 | TEMPO

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27L	RA 122/12 100 DA 1099			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 27R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

LOC/DME I-AFA	APP CRS	Rwy Idg 11690
111.3	272°	TDZE 985
Chan 50		Apt Elev 1026

Simultaneous close parallel approaches authorized with ILS PRM Rwy 26L or 26R and Rwy 28. Dual VHF comm required. Procedure not authorized when glideslope not available. See additional requirements on adjacent information page.

MALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON		ALL
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L) 10-28	RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6
DEP 125.55		PRM 132.55								

CLNC DEL 118.1

LOCALIZER 111.3 I-AFA Chan 50

116.6 PDK Chan 113

ATLANTA 116.9 ATL Chan 116

115.4 Chan 101

R-268 R-172 R-183 R-168 R-157 R-147

2048 2048 1637 2049 2049± 2049

1304± 1133± 1148 1174± 1219 1290 1233 1174 1201

BR LOM OM MM

2700 (4.1)

*4000 (3.1) *5000 (3.1) *6000 (3.1)

272° 092°

LIAMS INT RADAR

HOKIE INT RADAR

(IF) HOYYT INT RADAR

HATHH INT RADAR

(IAF) HRLES RADAR

* When assigned by ATC, intercept glidepath at HOKIE, 4000; or HOYTT, 5000; or HATHH, 6000.

10 NM

TEMPO ATL 30.3

ATL R-268

088° 268°

MISSED APCH FIX

ELEV 1026 D

Rwy 27R TDZE 985'

1186 1151 1135± 1041± 1112± 1073± 1357 11890 1030± 1193 1093

0.6% DOWN 9000 X 150 26R

1.0% DOWN 10000 X 150 26L

0.4% DOWN

0.3% DOWN X 150 0.4% UP 27R

0.4% DOWN 9001 X 150 0.5% UP 27L

9000 X 150 10 28

272°

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

RADAR REQUIRED

MSA ATL 25 NM 3100

1400	4000 ATL R-268 116.9	TEMPO

* When assigned by ATC, intercept glidepath at HOKIE, 4000; or HOYTT, 5000; or HATHH, 6000.

LIAMS INT RADAR 2700 MM 2700 HOKIE INT RADAR *4000 HOYYT INT RADAR *5000 HATHH INT RADAR *6000 HRLES RADAR 272° 7000 GS 3.00° TCH 56

0.5 4.6 NM 4.1 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 27R	1185/40	200 (200-¾)		

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55		PRM 133.425									

CLNC DEL 118.1

LOCALIZER 111.75
I-PKU
Chan 54(Y)

2049
2048
2048
2049
1637
2049±
10 NM
PDK 116.6
Chan 113
*When assigned by ATC intercept glidepath at FOGER 4000.
1304±
1148
1133±
1174±
1219
1290
1174
1233
2700
*4000
4000
272°
272°
272°
092°
(4.1)
(3.1)
(6.8)
(IF)
ANIEE
I-PKU 14
RADAR
(IAF)
DACTL
I-PKU 20.8
RADAR
JUBBA
I-PKU 6.8
RADAR
FOGER
I-PKU 10.8
RADAR
2049

MSA ATL 25 NM
3100

ATLANTA
116.9 ATL
Chan 116

R-195
ATL R-180
SCARR
ATL 15
LGC 115.6
Chan 103
R-062
360°
180°

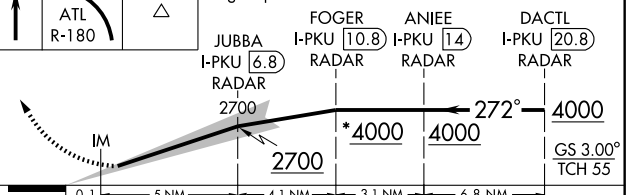
RADAR REQUIRED

ELEV 1026 D

1186
1151
1135±
1041±
1112±
1073±
1357
11890
1030±
1193
1093
9000 X 150
10000 X 150
9001 X 150
0.6% DOWN
1.0% DOWN
0.4% DOWN
0.3% DOWN
X 150
0.4% UP
0.5% UP
0.4% DOWN
TDZE 998
272°

1400	3500	SCARR
	ATL R-180	△

*When assigned by ATC intercept glidepath at FOGER 4000.



CATEGORY	A	B	C	D
S-ILS 28	1198/18	200 (200-½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 28 (CAT II)
(SIMULTANEOUS CLOSE PARALLEL)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

Simultaneous close parallel approach authorized with ILS PRM Rwy 27R or 27L and 26L or 26R. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					ALL RWYS
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	
ARR 119.65	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6
DEP 125.55		PRM 133.425					

GND CON			ALL RWYS
(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	
121.9	121.75	121.65	381.6

RADAR REQUIRED

CLNC DEL 118.1

LOCALIZER 111.75
I-PKU
Chan 54(Y)

2049

10 NM

PDK 116.6
Chan 113

*When assigned by ATC intercept glidepath at FOGER 4000.

(IF) ANIEE
I-PKU 14
RADAR

(IAF) DACTL
I-PKU 20.8
RADAR

2700 272° (4.1)

*4000 272° (3.1)

4000 272° (6.8)

092°

JUBBA
I-PKU 6.8
RADAR

FOGER
I-PKU 10.8
RADAR

MSA ATL 25 NM
3100

ATLANTA
116.9 ATL
Chan 116

R-195

ATL R-180

SCARR
ATL 15

LGC 115.6
Chan 103

R-062

360°

180°

ELEV 1026 D

1400 | 3500 ATL R-180 | SCARR

*When assigned by ATC intercept glidepath at FOGER 4000.

JUBBA I-PKU 6.8 RADAR
FOGER I-PKU 10.8 RADAR
ANIEE I-PKU 14 RADAR
DACTL I-PKU 20.8 RADAR

DH RA 124
998 MSL
IM
2700
*4000
4000
272°
4000
GS 3.00°
TCH 55

1100' | 780' | 5 NM | 4.1 NM | 3.1 NM | 6.8 NM

CATEGORY	A	B	C	D
S-ILS 28	RA 124/12 100 DA 1098			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,500 feet at ATL.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to ATL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Atlanta ARTCC as soon as practical, but at least 100 miles from ATL.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

ILS RWY 8L (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10.
ADF or DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

ALTERNATE MISSED APPROACH
R-360
180°
360°
PEACHTREE
116.6 PDK
Chan 113

115.4 RMG
Chan 101
TROYS
ATL 15
R-115

PEACHTREE
116.6 PDK
Chan 113

LOM
FLANC
344 FT

(IAF)
OSTRR INT
I-HFW 20.6
RADAR

055°
020°
347°
329°

SCHEL INT
I-HFW 7.3
RADAR

R-360
PDK R-210

LOCALIZER 109.3
I-HFW
Chan 30

2049
2048
1637
2049±
1304±
1178±
1174±
1133±
1148
1219
1290
1233
1174

272°
*5000
092°
(6.7)
*3700
092°
(4.1)
2900
092°
(2.5)
MM
IM

(IF)
BAHRR INT
I-HFW 13.9
RADAR

REIFF INT
I-HFW 9.8
RADAR

ATLANTA
116.9 ATL
Chan 116

MSA ATL 25 NM
3100

10 NM

RADAR REQUIRED

ELEV 1026 D

TDZE
1015
1186
1151
1135±
1041±
1112±
1073±
1357
1030±
1193
1093
1011
0.6% DOWN
9000 X 150
1.0% DOWN
10000 X 150
0.4% DOWN
11890
0.3% DOWN
X 150
0.4% UP
9001 X 150
0.4% DOWN
0.5% UP
9000 X 150
26R
26L
27R
27L
18
16
36
28

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 | 3500 ATL R-360 | TROYS

OSTRR INT
I-HFW 20.6
RADAR

BAHRR INT
I-HFW 13.9
RADAR

REIFF INT
I-HFW 9.8
RADAR

SCHEL INT
I-HFW 7.3
RADAR

6000
092°
*5000
*3700
2900
092°
2900
MM
IM
DH
RA 106
1015
MSL

GS 3.00°
TCH 59

6.7 NM | 4.1 NM | 2.5 NM | 5.3 NM | 1514′ | 790′ | 1200′

CATEGORY	A	B	C	D
S–ILS 8L	RA 106/12 100 DA 1115			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-HFW	APP CRS	Rwy Idg	8800
109.3	092°	TDZE	1015
Chan 30		Apt Elev	1026

ILS RWY 8L (CAT III)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwys 9L and 10. ADF or DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

PEACHTREE 116.6 PDK Chan 113

ALTERNATE MISSED APPROACH

R-360 180° 360°

MSA ATL 25 NM 3100

115.4 RMG Chan 101

TROYS ATL 15

R-115

PEACHTREE 116.6 PDK Chan 113

10 NM

LOM FLANC 344 FT

(IAF) OSTRR INT I-HFW 20.6 RADAR

055° 020° 347° 329°

SCHEL INT I-HFW 7.3 RADAR

R-360 PDK R-210

LOCALIZER 109.3 I-HFW Chan 30

272° *5000 092° (6.7) *3700 092° (4.1) 2900 092° (2.5)

(IF)

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

MM IM

ATLANTA 116.9 ATL Chan 116

RADAR REQUIRED

ELEV 1026 D

TDZE 1015

*When assigned by ATC, intercept glidepath at REIFF, 3700; or BAHRR,5000.

1500 3500 ATL R-360 TROYS

OSTRR INT I-HFW 20.6 RADAR

BAHRR INT I-HFW 13.9 RADAR

REIFF INT I-HFW 9.8 RADAR

SCHEL INT I-HFW 7.3 RADAR

6000 092° *5000 *3700 2900 092° MM 2900 1192 IM 1115 1015 MSL

GS 3.00° TCH 59

6.7 NM 4.1 NM 2.5 NM 5.3 NM 1456′ 848′ 1200′

CATEGORY	A	B	C	D
S–ILS 8L		CAT IIIa	RVR 07	
S–ILS 8L		CAT IIIb	RVR 06	
S–ILS 8L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

0.6% DOWN 9000 X 150 H 26R A5 1041±

10000 X 150 18 1.0% DOWN 0.4% DOWN 26L A5

1112± 1135± 1073± 11890 1357 0.3% DOWN X 150 0.4% UP 16 A5 27R A4

9001 X 150 36 0.4% DOWN 0.5% UP 27L A5 1030±

9000 X 150 10 28 A A 1193 1093

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

ILS RWY 9R (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

LOM FLANC 344 FT

PADGT INT I-FUN 17 RADAR

BURNY INT I-FUN 6.7 RADAR

038° 021° 359° 332° 051° FT

5000* (3.1) 4000* (3.1) 2700 (4.1) 6000* 092° (3.1) 272°

R-087

LOCALIZER 108.9 I-FUN Chan 26

(IAF) VINII INT I-FUN 20.2 RADAR

(IF) HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

ATLANTA 116.9 ATL Chan 116

10 NM

MSA ATL 25 NM 3100

2049

2048 2048 2049 2049± 1637 1304± 1174± 1133± 1148 1219 1239± 1290 MM IM 1174 1233

CONNI ATL 31 AHN 109.6 Chan 33 R-235 ATL R-087 267° 087° R-351 Chan 89 MCN 114.2

MISSED APCH FIX

ELEV 1026 D

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500	4000	CONNI
	ATL R-087	

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

7000 *6000 092° *5000 *4000 2700 DH RA 114 MM IM 1026 MSL

GS 3.00° TCH 54

3.1 NM 3.1 NM 3.1 NM 4.1 NM 4.6 1390′ 884′ 1152′

CATEGORY	A	B	C	D
S-ILS-9R	RA 114/12 100 DA 1126			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

1135± 1186 1151 1041± 1112± 1073± 1357 1030± 1193 1093 TDZE 1026

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-FUN	APP CRS	Rwy Idg	9000
108.9	092°	TDZE	1026
Chan 26		Apt Elev	1026

ILS RWY 9R (CAT III)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Simultaneous approach authorized with Rwy 8L or 8R.
ADF or DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ATL VORTAC R-087 to CONNI INT/ATL 31 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

LOM FLANC 344 FT

PADGT INT I-FUN 17 RADAR

BURNY INT I-FUN 6.7 RADAR

VINII INT I-FUN 20.2 RADAR

(IAF)

HARSN INT I-FUN 13.9 RADAR

(IF)

TIZZY INT I-FUN 10.8 RADAR

038° 021° 359° 332° 051° FT

5000* (3.1) 4000* (3.1) 2700 (4.1) 6000* 092° (3.1) 272°

R-087

LOCALIZER 108.9 I-FUN Chan 26

ATLANTA 116.9 ATL Chan 116

MM IM

10 NM

MSA ATL 25 NM 3100

MISSED APCH FIX

AHN R-235 109.6 Chan 33

ATL R-087 267° 087°

CONNI ATL 31 MCN R-351 114.2 Chan 89

2048 2048 2049 2049± 1637 1304± 1174± 1133± 1148 1219 1239± 1290 1174 1233 2049

ELEV 1026 D

*When assigned by ATC, intercept glidepath at TIZZY, 4000, or HARSN, 5000, or PADGT, 6000.

1500 4000 ATL R-087 CONNI

VINII INT I-FUN 20.2 RADAR

PADGT INT I-FUN 17 RADAR

HARSN INT I-FUN 13.9 RADAR

TIZZY INT I-FUN 10.8 RADAR

BURNY INT I-FUN 6.7 RADAR

7000 *6000 092° *5000 *4000 2700 2700 MM 1201 IM 1125

GS 3.00° TCH 54

1026 MSL

3.1 NM	3.1 NM	3.1 NM	4.1 NM	4.6	1440′	834′	1152′

CATEGORY	A	B	C	D
S-ILS-9R	CAT IIIa RVR 07			
S-ILS-9R	CAT IIIb RVR 03			
S-ILS-9R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

1135± 1186 1151 1041± 1112± 1073± 1357 1030± 1193 1093

0.6% DOWN 9000 X 150 26R

1.0% DOWN 0.4% DOWN 10000 X 150 8L 9R 26L

0.3% DOWN 11890 X 150 0.4% UP 9L 27R

0.4% DOWN 9001 X 150 0.5% UP 9R 27L

9000 X 150 10 28

TDZE 1026

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

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LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS RWY 10 (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

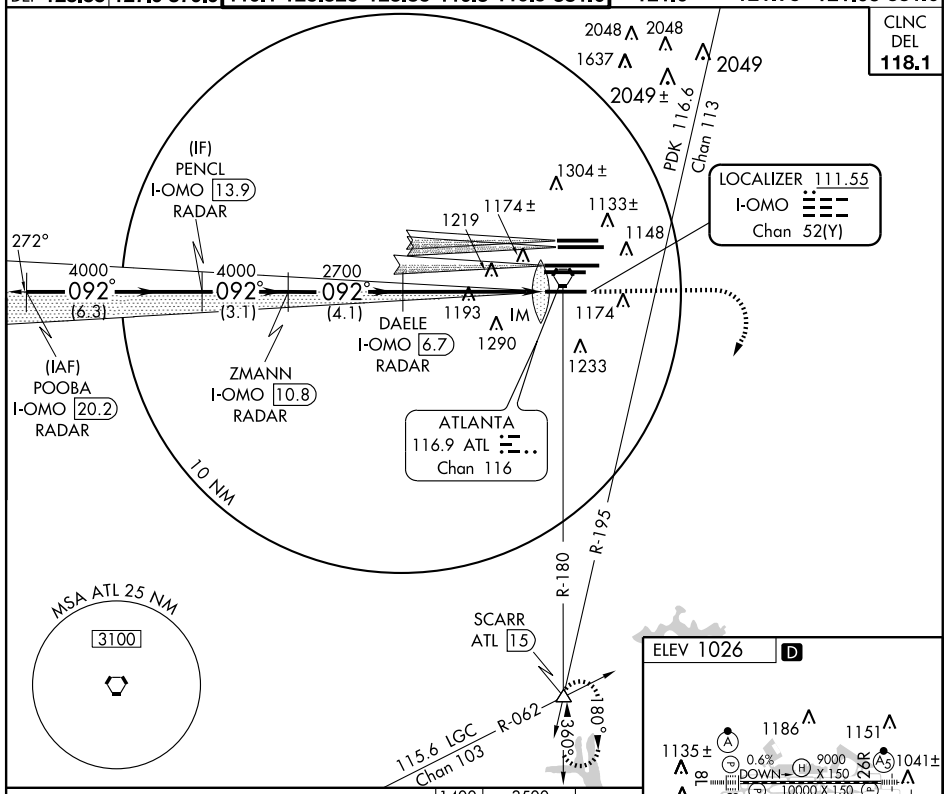
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusable for rollout guidance.

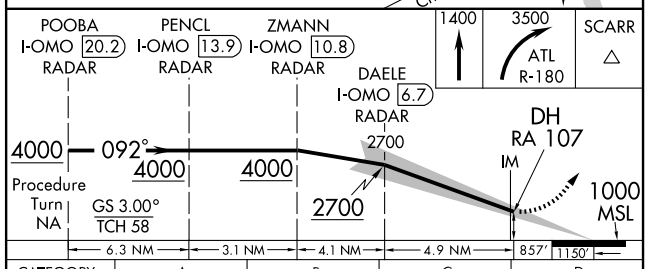
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON		
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L) 10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9									

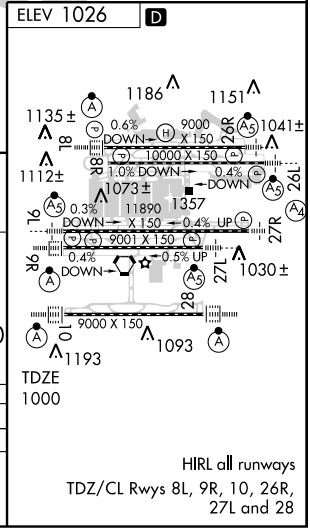
CLNC DEL 118.1





CATEGORY	A	B	C	D
S-ILS-10	RA 107/12 100 DA 1100			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OMO	APP CRS	Rwy Idg	9000
111.55	092°	TDZE	1000
Chan 52 (Y)		Apt Elev	1026

ILS RWY 10 (CAT III)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

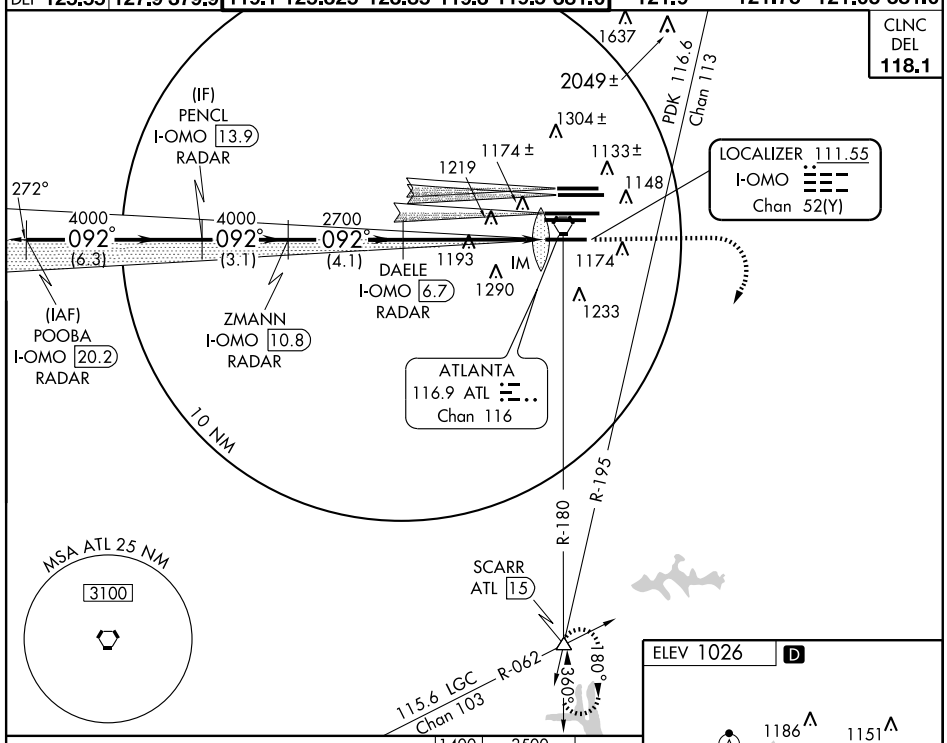
Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwys 9L and 8L. DME or RADAR REQUIRED. ILS LOC unusuable for rollout guidance.

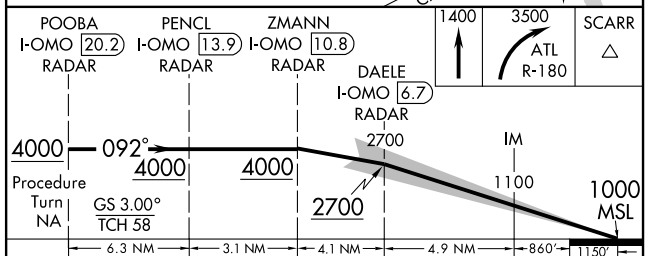
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

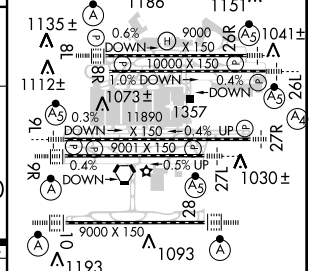




CATEGORY	A	B	C	D
S-ILS-10		CAT IIIa	RVR 07	
S-ILS-10		CAT IIIb	NA	
S-ILS-10		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GXZ	APP CRS	Rwy Idg	8800
110.1	274°	TDZE	990
Chan 38		Apt Elev	1026

ILS RWY 26R (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. Simultaneous approach authorized with Rwy 27L or 27R or 28, or Rwys 27R and 28.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 via ATL VORTAC R-360 to TROYS INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

115.4 RMG Chan 101

TROYS ATL 15

PEACHTREE 116.6 PDK Chan 113

R-360 180° 360°

ALTERNATE MISSED APPROACH

R-115 R-138 R-184 R-169 R-155 ATL R-360

2049 2049 2048 2048 2049 1637 2049± 2049

AJAAY INT I-GXZ 6.7 RADAR

BALLI INT I-GXZ 10.2 RADAR

(IF) FREAL INT I-GXZ 13.9 RADAR

(IAF) SMLTZ INT I-GXZ 20.3 RADAR

LOCALIZER 110.1 I-GXZ Chan 38

1304± 1133± MM 1148 1130 1174± 1219 1174 1290 1233

2700 274° (3.5) *3800 274° (3.8) *5000 274° (6.4) 094°

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

RADAR REQUIRED

ELEV 1026 D

TDZE 990

1186 1151 1135± 1041± 1112± 1073± 1357 1030± 1093 1193

0.6% DOWN 9000 X 150 26R 1.0% DOWN 10000 X 150 0.4% DOWN 26L 0.3% DOWN 11890 X 150 0.4% UP 27R 9001 X 150 0.4% DOWN 0.5% UP 27L 9000 X 150 18 8 16 34 10 28

HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 28 and 27L

1400	3500	TROYS
	ATL R-360	△

*When assigned by ATC, intercept glidepath at 3800 or 5000.

VGSI and ILS glidepath not coincident.

AJAAY INT I-GXZ 6.7 RADAR 2700

BALLI INT I-GXZ 10.2 RADAR *3800

FREAL INT I-GXZ 13.9 RADAR *5000

SMLTZ INT I-GXZ 20.3 RADAR

DH RA 105

990 MSL

MM

274° 5000

GS 3.00° TCH 58

1149′ 801′ 2348′ 4.6 NM 3.5 NM 3.8 NM 6.4 NM

CATEGORY	A	B	C	D
S-ILS 26R	RA 105/12 100 DA 1090			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-FSQ	APP CRS	Rwy Idg	8865
108.5	274°	TDZE	999
Chan 22		Apt Elev	1026

ILS RWY 27L (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS spec approval or LOA for this runway.
Simultaneous approaches authorized with Rwys 26L or 26R.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via ATL VORTAC R-268 to TEMPO INT/ATL 30.3 DME and hold.

ATIS	ATLANTA APP CON	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

MISSED APCH FIX
R-172 Chan 101
115.4 RMG
TEMPO ATL 30.3
116.9 ATL R-268 Chan 116
088°
268°

PEACHTREE 116.6 PDK Chan 113

MSA ATL 25 NM
3100

CLNC DEL 118.1

LOCALIZER 108.5 I-FSQ Chan 22

(IAF) ZINTU INT ATL 24.3 RADAR

ATL R-080

R-123 R-140 R-149 R-158 R-170 R-184

2049 2049 2049 2049 2049 2049 2049± 2048 2048 1637

1304± 1133± 1148 1116± 1174± 1219 1290 1233 1083 1174 1201

2800 (3.8) 4000* (3.2) 5000* (3.1) 6000* 274° (3.6) 094° (CUMRA)

R-268 IM

DEPOT INT I-FSQ 7.1 RADAR

ANVAL INT I-FSQ 10.8 RADAR

(IF) DOOOH INT I-FSQ 14 RADAR

DEZEE INT I-FSQ 17.1 RADAR

(IAF) YABBA INT I-FSQ 20.8 RADAR

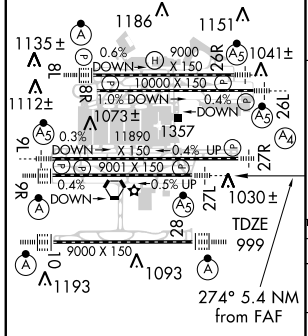
7000 to YABBA INT 202° (4.4) and LOC (2.5)

ATLANTA 116.9 ATL Chan 116

10 NM

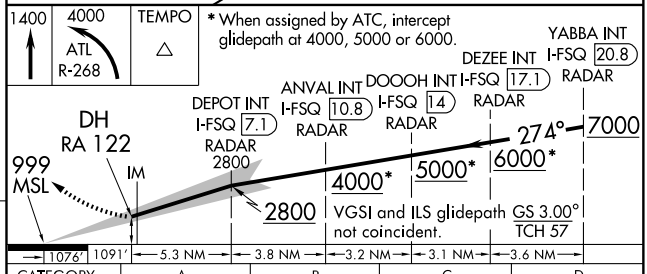
RADAR REQUIRED

ELEV 1026 D



274° 5.4 NM from FAF

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
S-ILS 27L	RA 122/12 100 DA 1099			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PKU	APP CRS	Rwy Idg	9000
111.75	272°	TDZE	998
Chan 54 (Y)		Apt Elev	1026

ILS RWY 28 (CAT II)

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

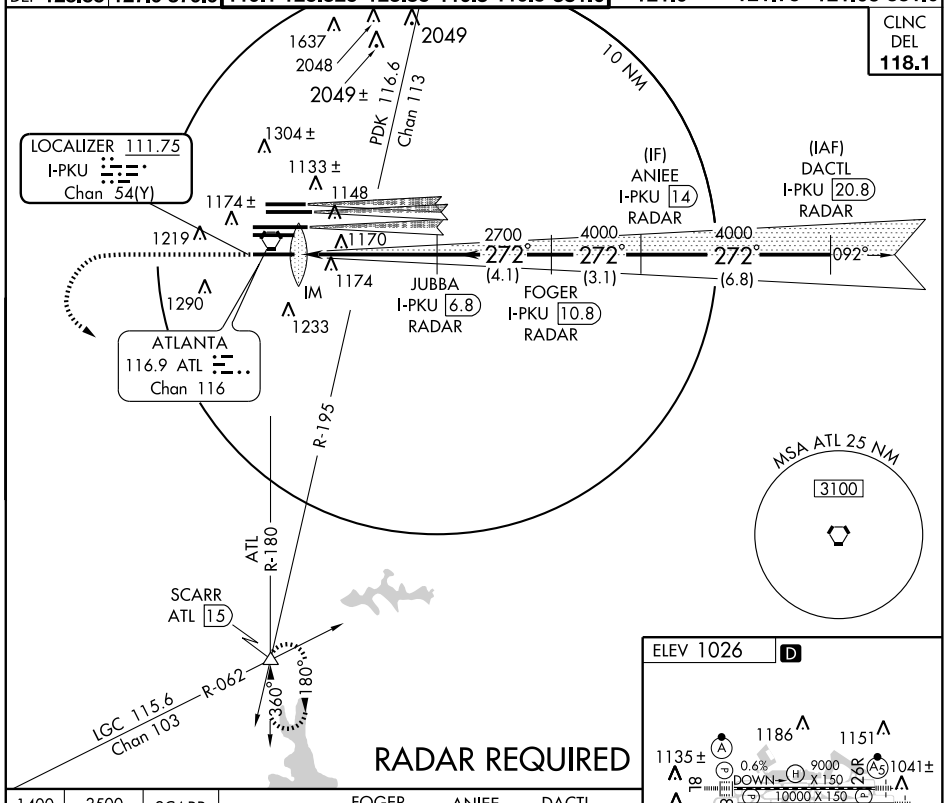
Simultaneous approach authorized with Rwy 27R or 26L or 26R, or Rwys 27R and 26R. DME or RADAR REQUIRED.

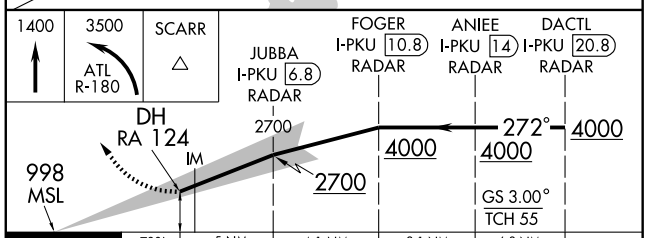
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 via ATL VORTAC R-180 to SCARR INT/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

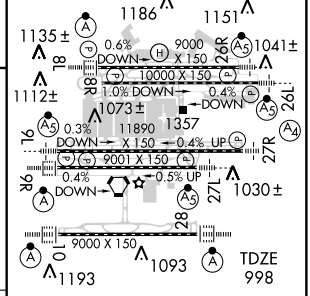
CLNC DEL 118.1





CATEGORY	A	B	C	D
S-ILS-28	RA 124/12	100 DA 1098		

ELEV 1026 D

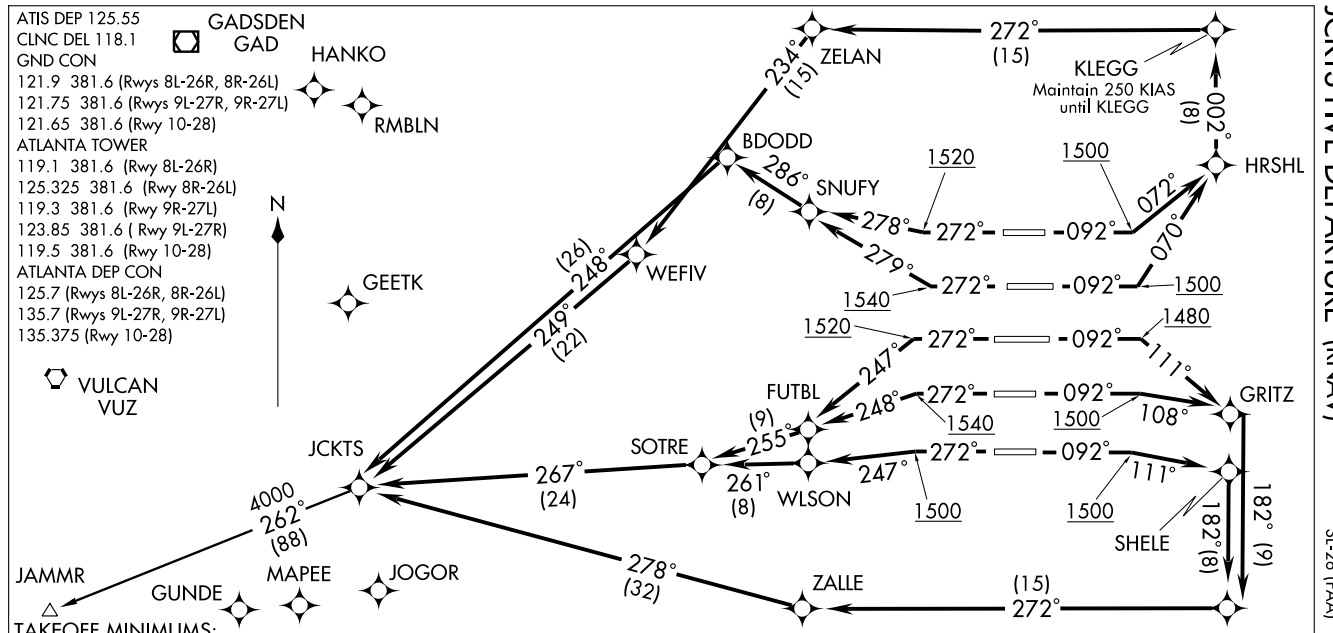


CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

JCKTS FIVE DEPARTURE (RNAV)



TAKEOFF MINIMUMS:

Rwy 8R, 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.

Rwy 9L, 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28:
ATC climb of 500′ per NM to 1500.

Rwy 26L, 27L:
ATC climb of 500′ per NM to 1540.

Rwy 26R, 27R:
ATC climb of 500′ per NM to 1520.

NOTE: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: DME/DME/IRU or GPS Required
NOTE: For turbojet aircraft only.
NOTE: RADAR Required.
NOTE: RNAV 1.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JCKTS, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500 , then on 108° course to GRITZ, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092°to at or above 1500, then on 111°course to SHELE, then via depicted route to JCKTS, maintain 250 KIAS until HYZMN, thence.....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JCKTS, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to JCKTS, thence.....
....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

JAMMR TRANSITION (JCKTS5.JAMMR):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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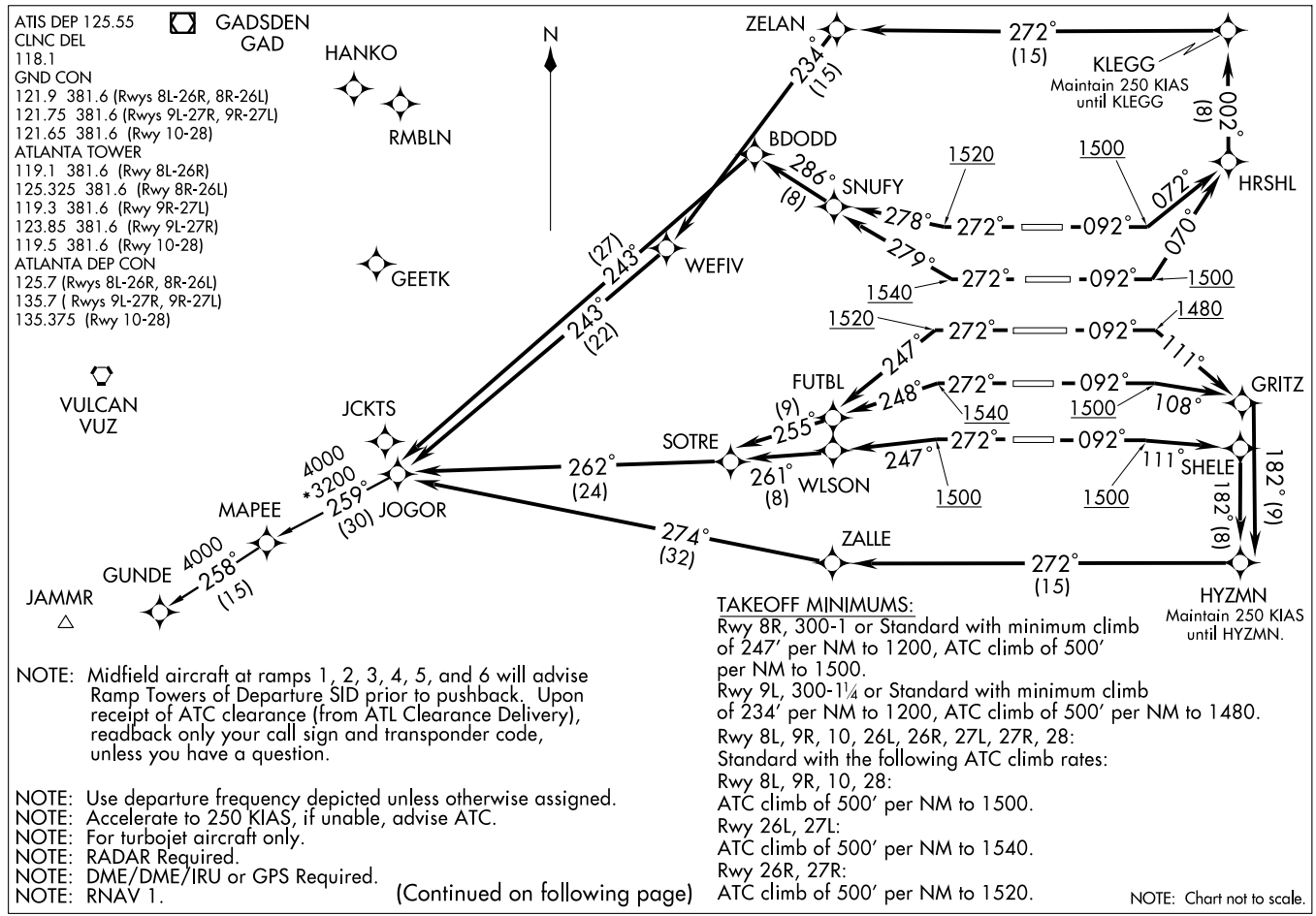

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwy 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28:
ATC climb of 500' per NM to 1500.
Rwy 26L, 27L:
ATC climb of 500' per NM to 1540.
Rwy 26R, 27R:
ATC climb of 500' per NM to 1520.

NOTE: Midfield aircraft at ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For turbojet aircraft only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

(Continued on following page)

NOTE: Chart not to scale.

(JOGOR3.JOGOR) 09295

JOGOR THREE DEPARTURE (RNAV)

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL(ATL)
SL-26 (FAA)
ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to JOGOR, maintain 250 KIAS until KLEGG, thence....

TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 10: Climb heading 092°to or at above 1500, then on 111° course to SHELE, then via depicted route to JOGOR, maintain 250 KIAS until HYZMN, thence....

TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to JOGOR, thence....

TAKE-OFF RWY 28: Climb heading 272° to at above 1500, then on 247° course to WLSON, then via depicted route to JOGOR, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

GUNDE TRANSITION (JOGOR3.GUNDE):

NOTE: Rwy 8L: Multiple trees beginning 930′ from DER, 533′ left of centerline, up to 58′ AGL/1048′ MSL. Bldg 2705′ from DER, 1061′ left of centerline, 72′ AGL/1068′ MSL.

NOTE: Rwy 8R: Antenna on tower 4816′ from DER, 1637′ right of centerline, 153′ AGL/1148′ MSL. Tower 4804′ from DER, 1666′ right of centerline, 148′ AGL/1145′ MSL. Stack on Bldg 1734′ from DER, 945′ left of centerline, 47′ AGL/1043′ MSL.

NOTE: Rwy 9L: Rod on pole 5306′ from DER, 1731′ left of centerline, 187′ AGL/1137′ MSL. Bush 101′ from DER, 453′ left of centerline, 3′ AGL/981′ MSL.

NOTE: Rwy 10: Tower 4223′ from DER, 400′ left of centerline, 216′ AGL/1135′ MSL. Antenna on tower 4240′ from DER, 407′ left of centerline, 217′ AGL/1134′ MSL. Pole 59′ from DER, 467′ right of centerline, 51′ AGL/1016′ MSL. Pole 198′ from DER, 520′ right of centerline, 43′ AGL/1011′ MSL.

NOTE: Rwy 26L: Tree 1370′ from DER, 186′ left of centerline, 53′ AGL/1060′ MSL. Tree 2832′ from DER, 564′ left of centerline, 50′ AGL/1097′ MSL. Rod on Bldg 1249′ from DER, 752′ left of centerline, 52′ AGL/1059′ MSL. Bldg 1138′ from DER, 636′ left of centerline, 43′ AGL/1057′ MSL.

NOTE: Rwy 26R: Multiple trees beginning 1786′ from DER, 110′ right of centerline, up to 83′ AGL/ 1135′ MSL. Multiple trees beginning 1988′ from DER, 143′ left of centerline, up to 100′ AGL/ 1112′ MSL. Pole 3196′ from DER, 997′ right of centerline, 49′ AGL/1101′ MSL. Antenna on tower 3382′ from DER, 1024′ right of centerline, 76′ AGL/1128′ MSL. Antenna 3814′ from DER, 1069′ right of centerline, 69′ AGL/1121′MSL.

NOTE: Rwy 27L: Hopper 3936′ from DER, 1255′ right of centerline, 96′ AGL/1131′ MSL.

NOTE: Rwy 27R: Tree 4396′ from DER, 1005′ right of centerline, 92′ AGL/1137′ MSL. Antenna on hopper 3568′ from DER, 862′ right of centerline, 68′ AGL/1113′ MSL. Light pole 1012′ from DER, 729′ right of centerline, 28′ AGL/1046′ MSL. Multiple hoppers beginning 3680′ from DER, 201′ right of centerline up to 96′ AGL/1131′ MSL. Elevator 4001′ from DER, 207′ right of centerline 103′ AGL/1125′ MSL.

NOTE: Rwy 28: Catenary 2001′ from DER, 771′ left of centerline, 60′ AGL/1051′ MSL.

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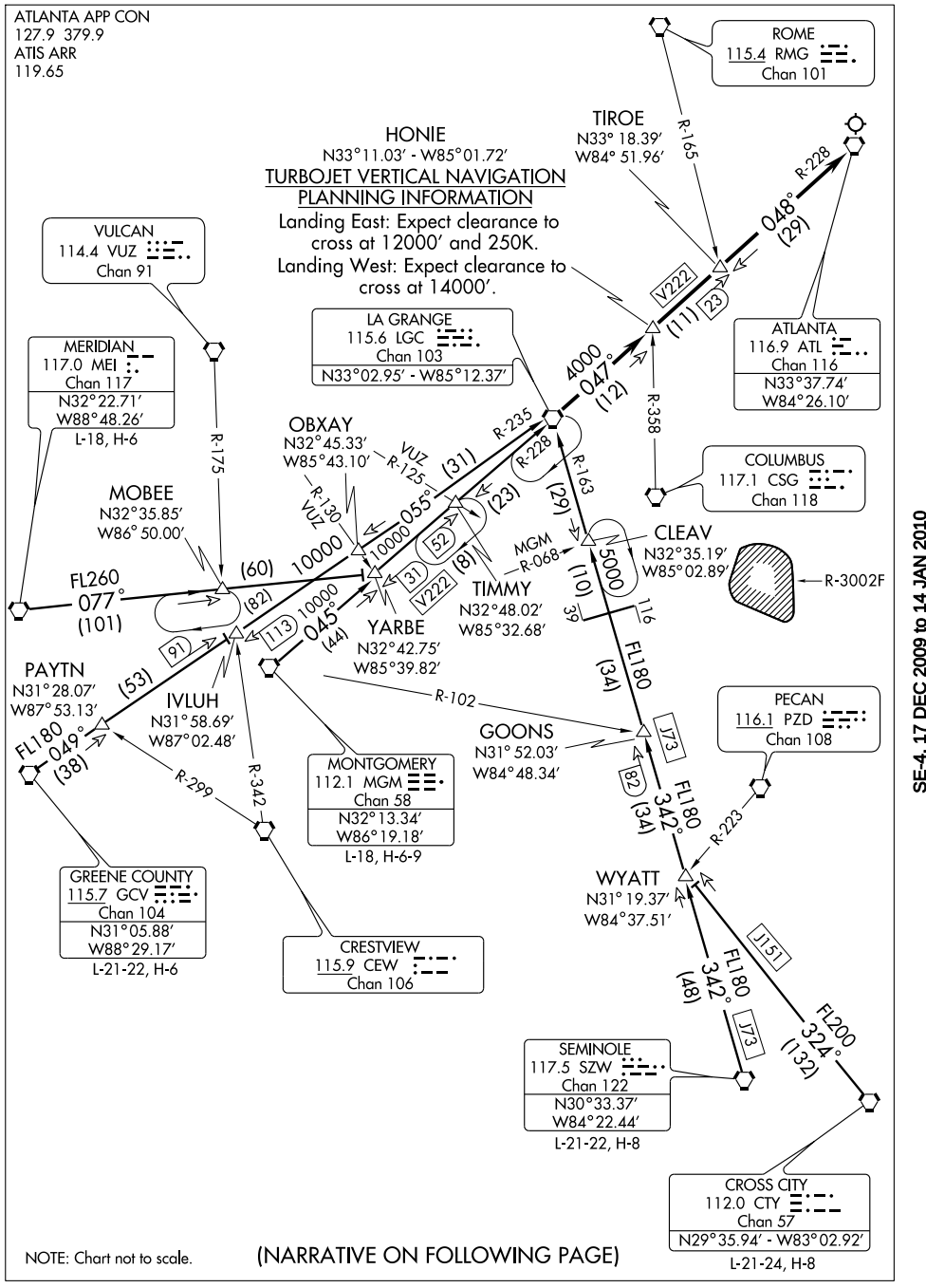
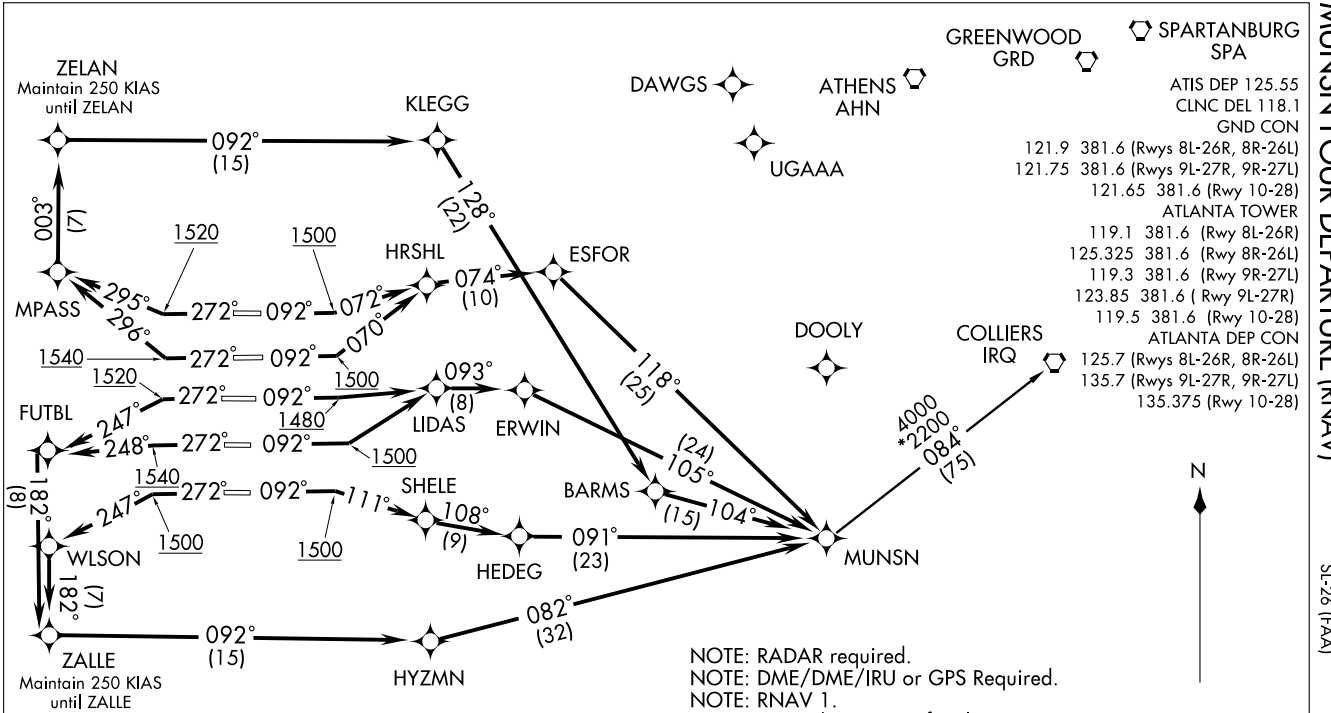
LA GRANGE ONE ARRIVAL (LGC.LGC1)



ARRIVAL DESCRIPTION

CROSS CITY TRANSITION (CTY.LGC1): From over CTY VORTAC via CTY R-324 to WYATT INT, then via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .
GREENE COUNTY TRANSITION (GCV.LGC1): From over GCV VORTAC via GCV R-049 to IVLUH INT, then via LGC R-235 to LGC VORTAC. Thence. . . .
MERIDIAN TRANSITION (MEI.LGC1): From over MEI VORTAC via MEI R-077 to YARBE INT, then via LGC R-228 to LGC VORTAC. Thence. . . .
MONTGOMERY TRANSITION (MGM.LGC1): From over MGM VORTAC via MGM R-045 and LGC R-228 to LGC VORTAC. Thence. . . .
SEMINOLE TRANSITION (SZW.LGC1): From over SZW VORTAC via SZW R-342 and LGC R-163 to LGC VORTAC. Thence. . . .

. . . .From over LGC VORTAC via LGC R-047 to TIROE INT, then via ATL R-228 to ATL VORTAC, MEA 4000 FEET. Expect radar vectors to final approach course after TIROE INT.



ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to MUNSN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to MUNSN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to MUNSN, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to MUNSN, maintain 250 KIAS until ZALLE, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (MUNSN4.IRQ):

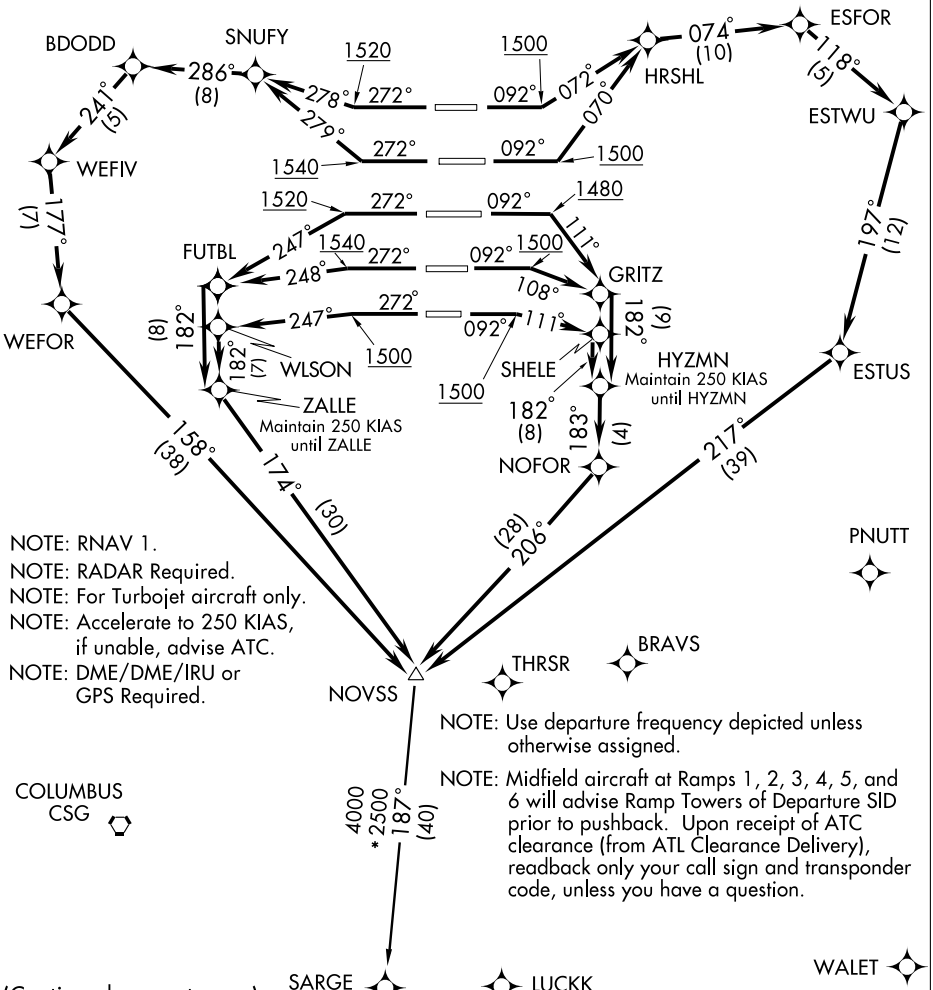
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

NOVSS THREE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NOVSS, maintain 250 KIAS until HYZMN, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to NOVSS, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NOVSS, maintain 250 KIAS until ZALLE, thence...

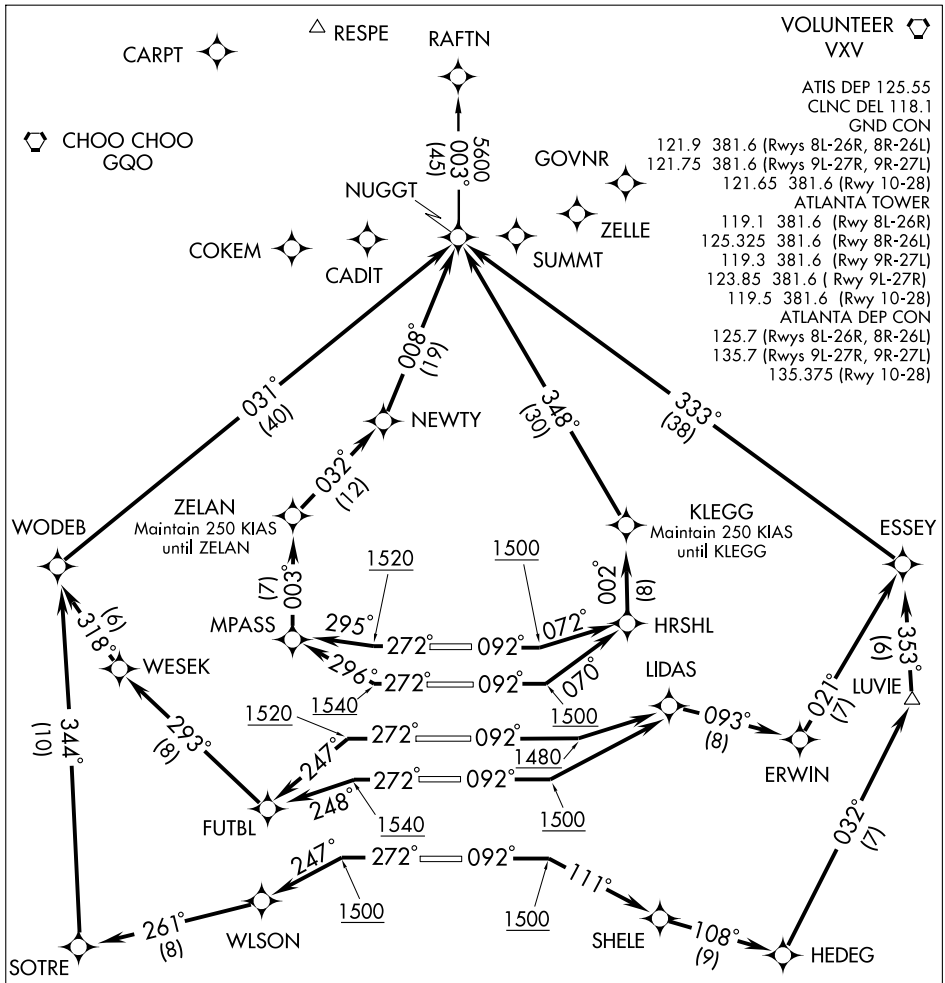
.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

SARGE TRANSITION (NOVSS3.SARGE):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL /1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

NUGGT FOUR DEPARTURE (RNAV)

SL-26 (FAA) ATLANTA, GEORGIA



NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Use departure frequency depicted unless otherwise assigned.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR Required.

NOTE: RNAV 1.

(Continued on next page)

NOTE: Chart not to scale

TAKEOFF MINIMUMS:

Rwy 8R: 300-1 or STANDARD with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.

Rwy 9L: 300-1¼ or STANDARD with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28: STANDARD with the following ATC climb rates:

Rwy 8L, 9R, 10, 28: ATC climb of 500′ per NM to 1500.

Rwy 26L, 27L: ATC climb of 500′ per NM to 1540.

Rwy 26R, 27R: ATC climb of 500′ per NM to 1520.

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to NUGGT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to NUGGT, maintain 250 KIAS to ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to NUGGT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to NUGGT, thence....

....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

RAFTN TRANSITION (NUGGT4.RAFTN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

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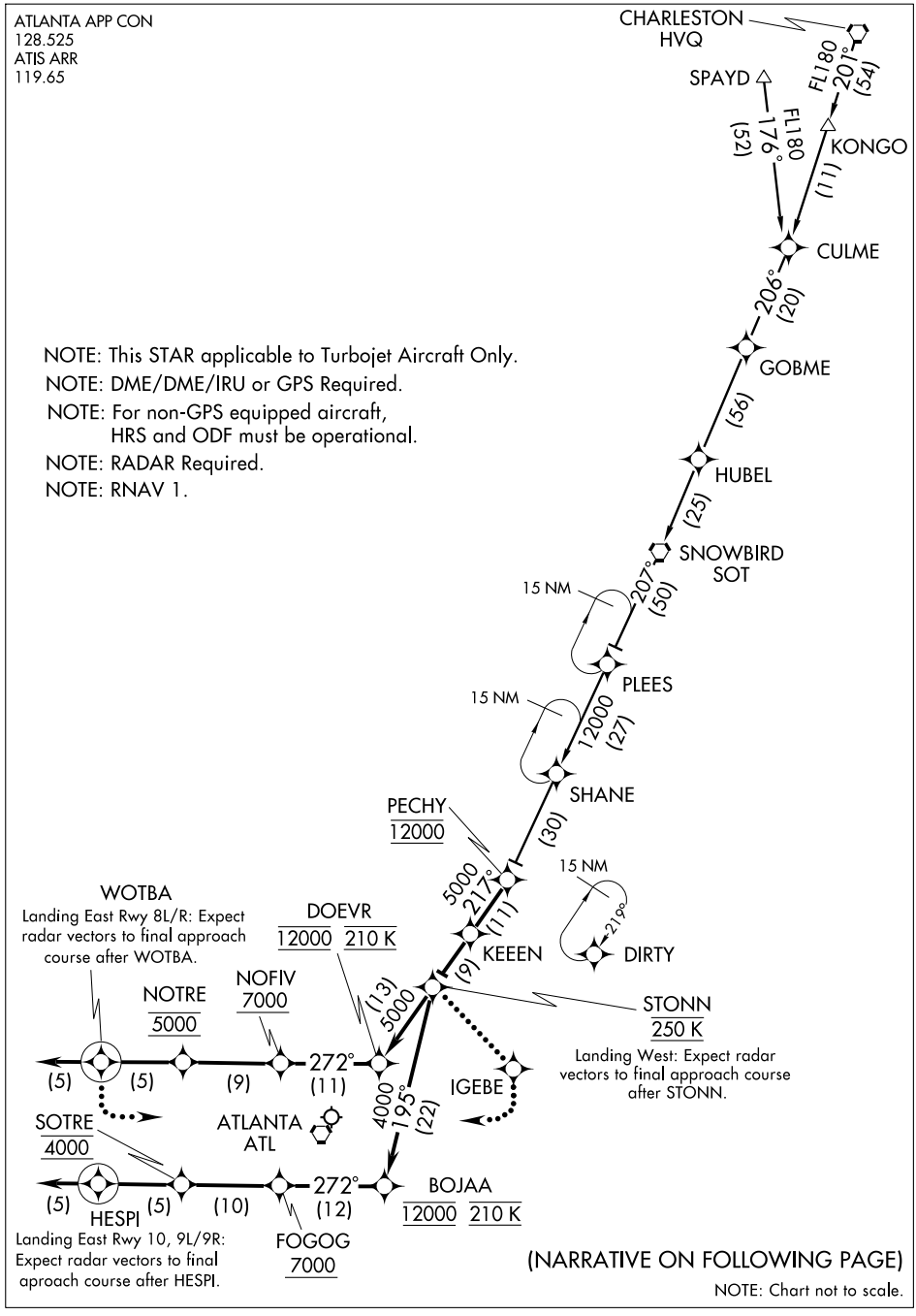
(PECHY.PECHY3) 08045 ST-26 (FAA)

PECHY THREE ARRIVAL (RNAV)

HARTSFIELD-JACKSON ATLANTA INTL
ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (HVQ.PECHY3):
SPAYD TRANSITION (SPAYD.PECHY3):

From PECHY via 217° track to KEEEN, then via 217° track to STONN, thence via assigned runway transition.

Landing East Rwy 8L/R: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors.

Landing East Rwy 10, 9L/9R: From over STONN via 195° track to BOJAA, then via 272° track to FOGOG, then via 272° track to SOTRE, then via 272° track to HESPI, then via 272° heading. Expect radar vectors.

Landing West Rwy 26L/R, 27L/R, 28: From over STONN via 217° track to DOEVR, then via 272° track to NOFIV, then via 272° track to NOTRE, then via 272° track to WOTBA, then via 272° heading. Expect radar vectors to final approach course after STONN.

LOST COMMUNICATIONS:

EAST OPERATIONS: At WOTBA fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 8L approach. If unable, proceed to ATL VORTAC and hold, maintain 5,000.

WEST OPERATIONS: At STONN track to IGEBE, fly heading 180°, maintain 5,000; intercept and execute ILS or LOC RWY 26R approach. If unable, proceed to ATL VORTAC and hold, maintain 5,000.

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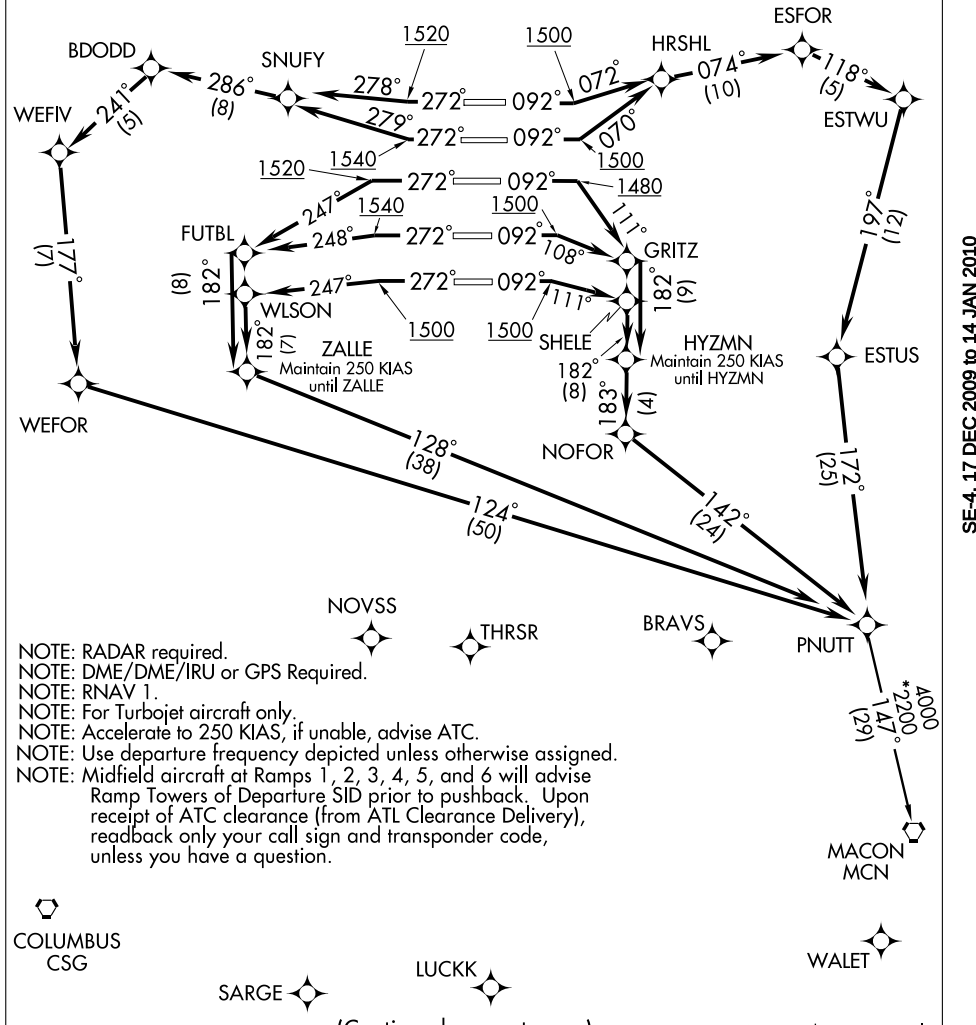
PNUTT FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on next page)

NOTE: Chart not to scale

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to PNUTT, maintain 250 KIAS until HYZMN, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to PNUTT, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to PNUTT, maintain 250 KIAS until ZALLE, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

MACON TRANSITION (PNUTT5.MCN):

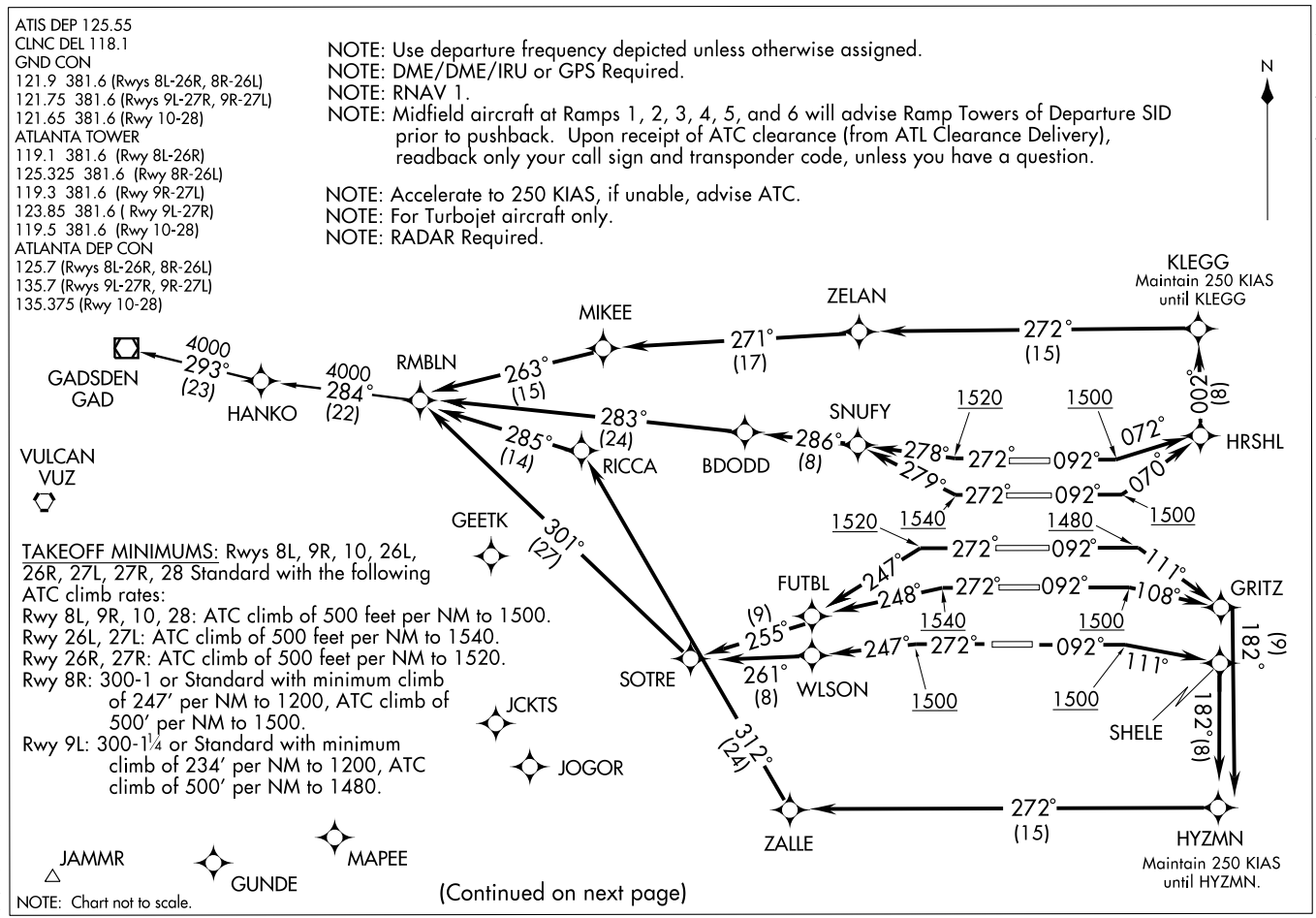
NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.



TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or Standard with minimum climb of 247′ per NM to 1200, ATC climb of 500′ per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234′ per NM to 1200, ATC climb of 500′ per NM to 1480.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to RMBLN, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to RMBLN, maintain 250 KIAS until HYZMN, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to RMBLN, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to RMBLN, thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

GADSDEN TRANSITION (RMBLN5.GAD):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134'. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL/ 1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

WAAS	APP CRS		
CH 99300	092°	Rwy Idg	8800
W08B		TDZE	1015
		Apt Elev	1026

RNAV (GPS) Y RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

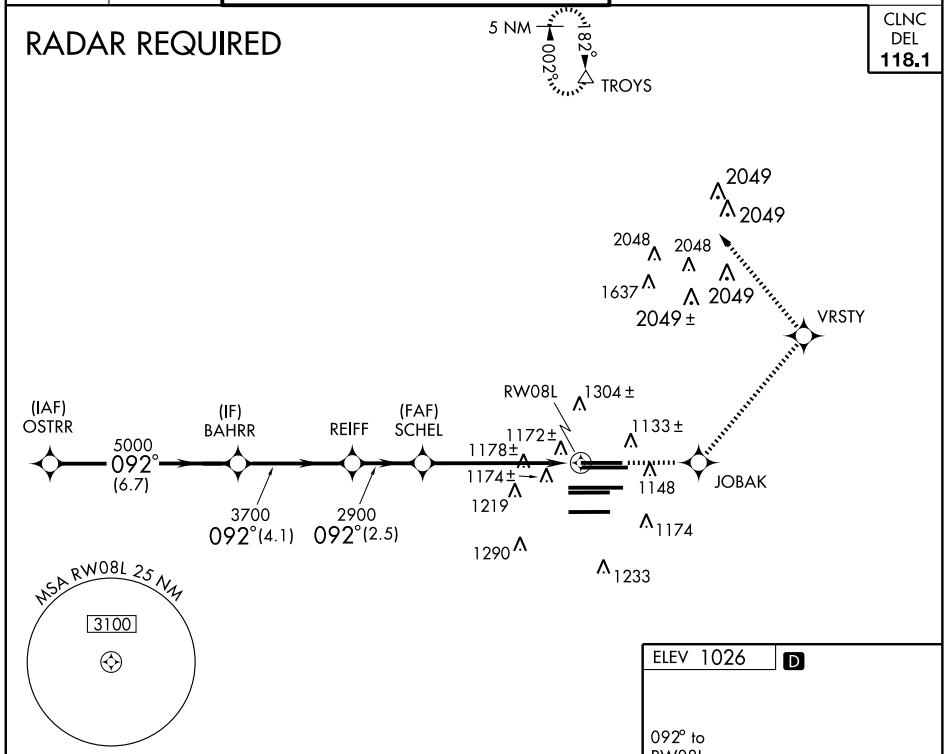
ALSF-2

MISSED APPROACH: Climb to 3500 direct JOBAK and via 042° track to VRSTY and 322° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

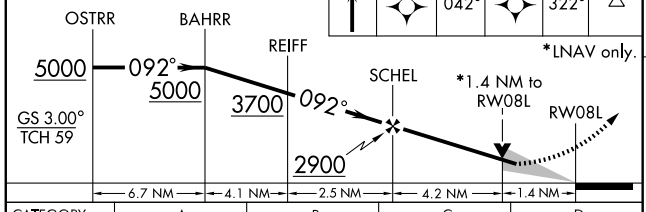
RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

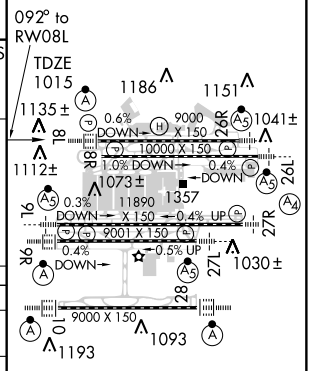
3500	JOBAK	TRK 042°	VRSTY	TRK 322°	TROYS

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1360/40 345 (400-¾)			
LNAV/VNAV DA	1475/50 460 (500-1)			
LNAV MDA	1540/24 525 (600-½)		1540/50 525 (600-1)	1540/60 525 (600-1¼)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 48800 W08A	APP CRS 092°	Rwy Idg 10000 TDZE 1024 Apt Elev 1026

RNAV (GPS) Y RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

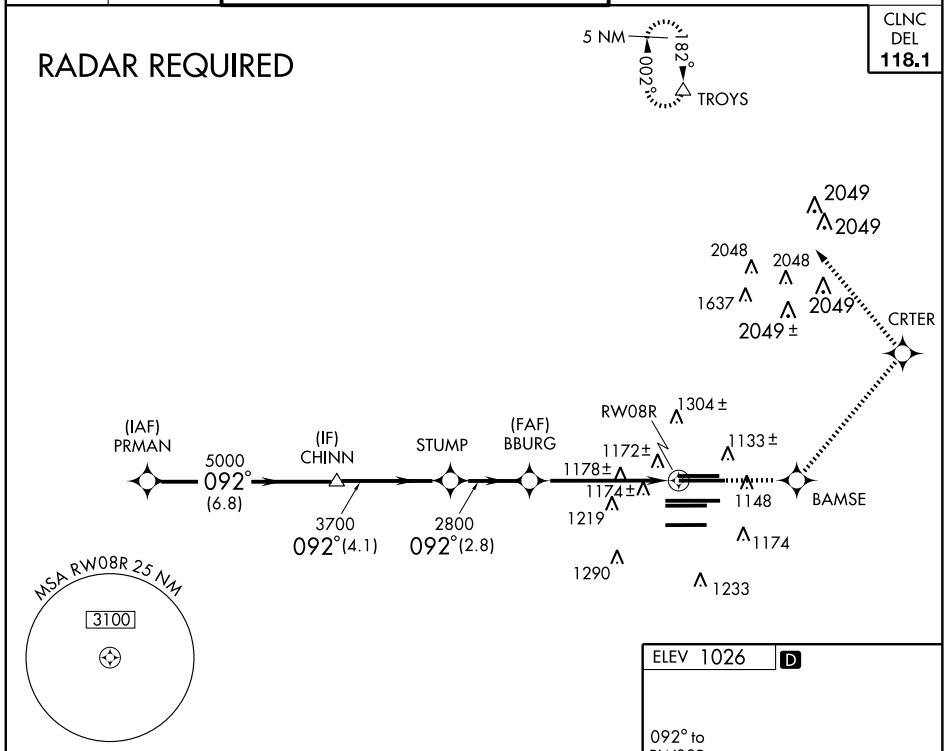
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

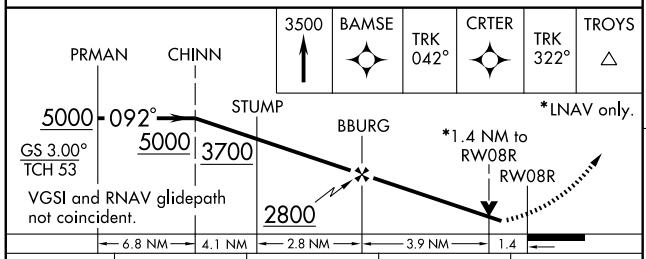
MISSED APPROACH: Climb to 3500 direct BAMSE and via 042° track to CRTER and 322° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

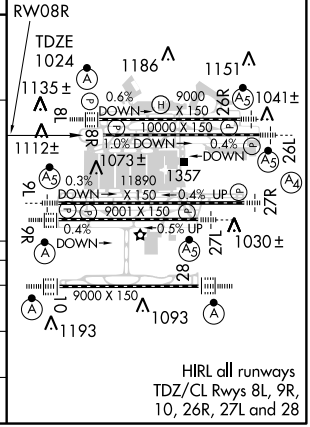
CLNC DEL 118.1

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1337/50 313 (400-1)			
LNAV/VNAV DA	1526-1¾ 502 (500-1¾)			
LNAV MDA	1540/50 516 (600-1)		1540-1½ 516 (600-1½)	1540-1¾ 516 (600-1¾)



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

WAAS	APP CRS	Rwy Idg	11730
CH 62800	092°	TDZE	1019
W09A		Apt Elev	1026

RNAV (GPS) Y RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

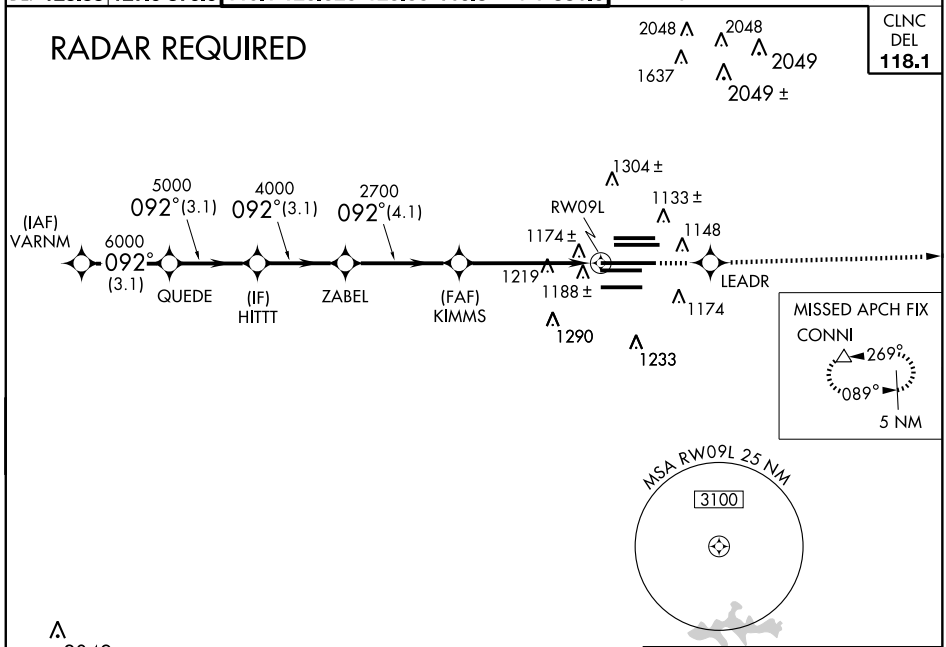
MALSR

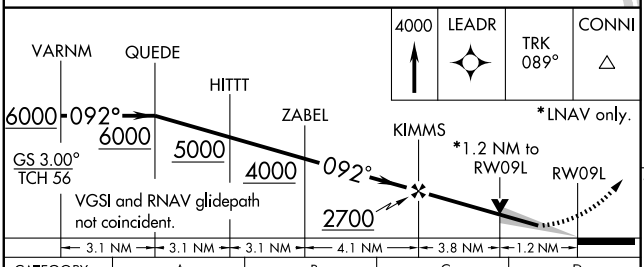
MISSED APPROACH: Climb to 4000 direct LEADR and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

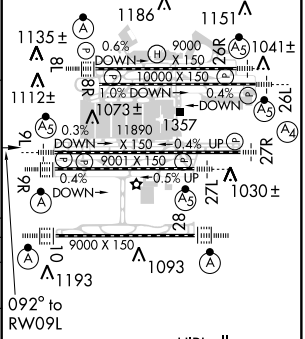




CATEGORY	A	B	C	D
LPV DA	1219/24 200 (200-½)			
LNAV/VNAV DA	1477/50 458 (500-1)			
LNAV MDA	1480/24 461 (500-½)		1480/40 461 (500-¾)	1480/50 461 (500-1)

ELEV 1026 D

Rwy 9L TDZE 1019'



HIRL all runways TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

WAAS	APP CRS		
CH 97400	092°	Rwy Idg	9000
W09B		TDZE	1026
		Apt Elev	1026

RNAV (GPS) Y RWY 9R

ATLANTA/HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

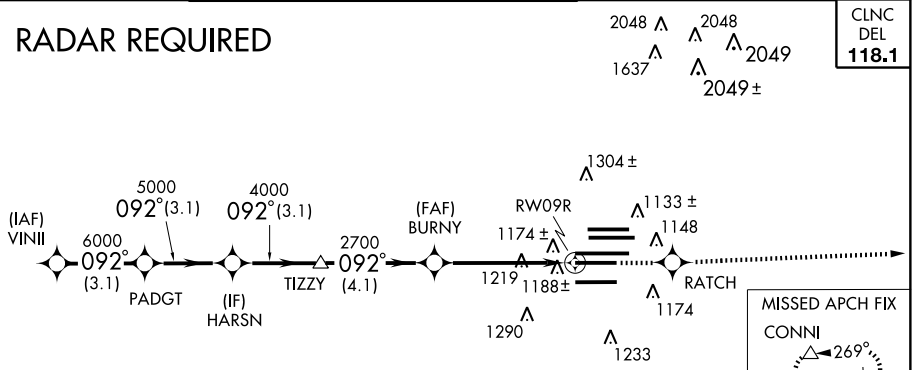
ALSF-2

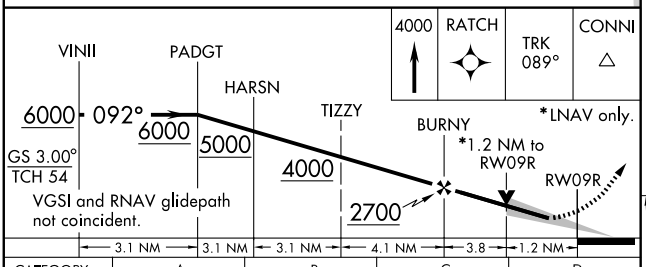
MISSED APPROACH: Climb to 4000 direct RATCH and via 089° track to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

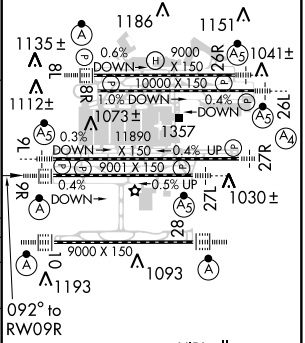
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1226/24 200 (200-½)			
LNAV/VNAV DA	1475/50 449 (500-1)			
LNAV MDA	1480/24 454 (500-½)		1480/40 454 (500-¾)	1480/50 454 (500-1)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

WAAS	APP CRS	Rwy Idg	9000
CH 40399	092°	TDZE	1000
W10A		Apt Elev	1026

RNAV (GPS) Y RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA.

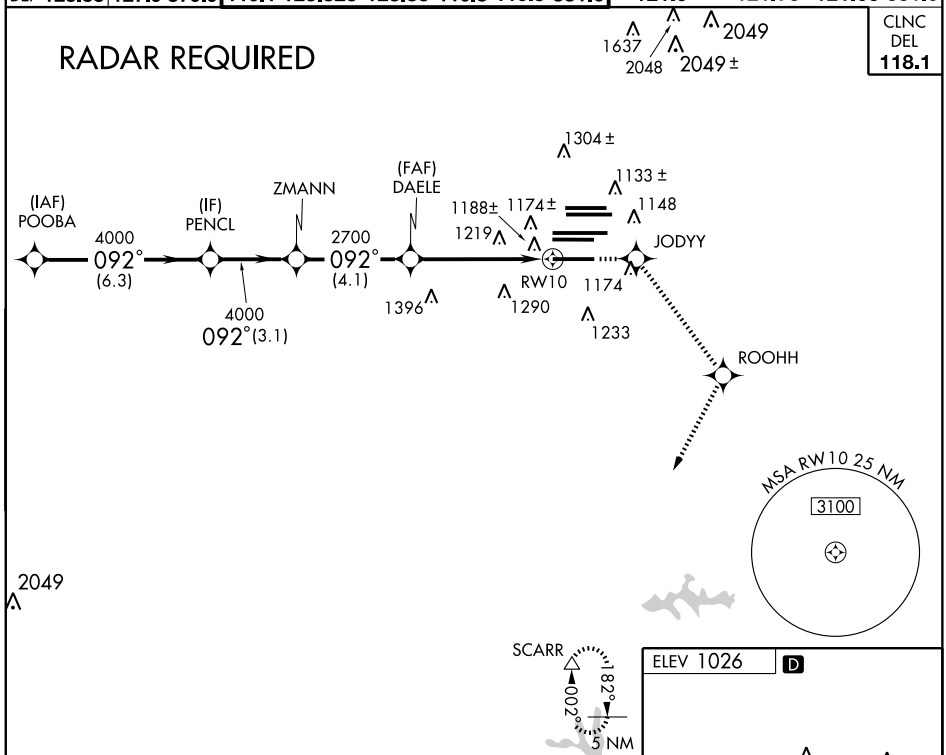
ALSF-2

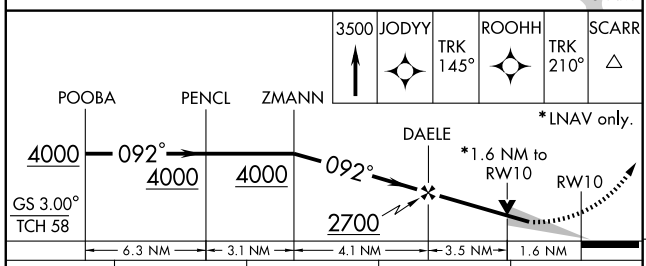
MISSED APPROACH: Climb to 3500 direct JODYY and via 145° track to ROOHH and 210° track to SCARR and hold.

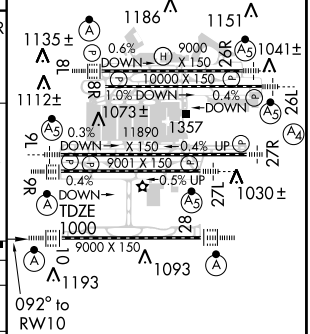
ATIS	ATLANTA	ATLANTA TOWER					GND CON		
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L) 10-28	ALL RWYS
ARR 119.65										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65 381.6

CLNC DEL 118.1

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	1326/24	326 (300-½)		
LNAV/ VNAV DA	1481/60	481 (500-1¼)		
LNAV MDA	1560/24	560 (600-½)	1560/50 560 (600-1)	1560/60 560 (600-1¼)

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 56300	272°	TDZE	995
W26A		Apt Elev	1026

RNAV (GPS) Y RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

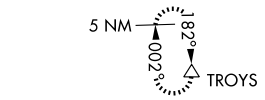
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA.

MALSR

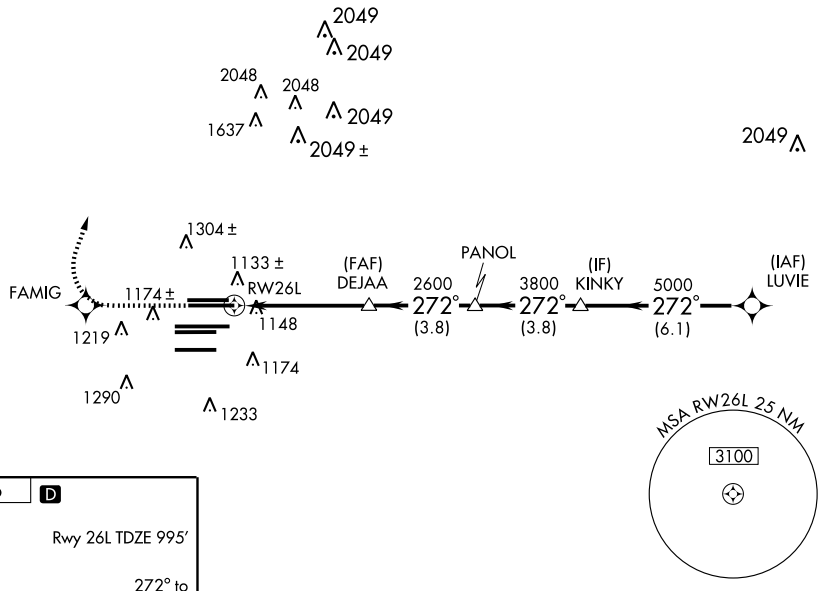
MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via 017° track to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

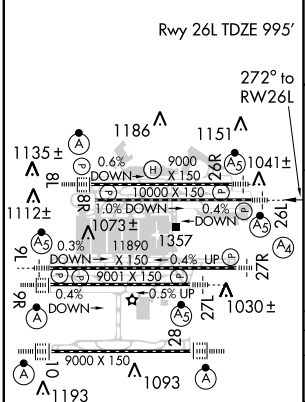
CLNC DEL 118.1



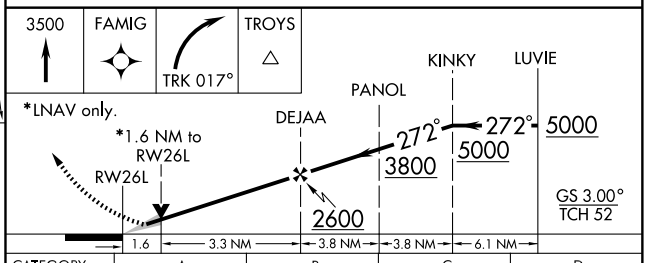
RADAR REQUIRED



ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1331/40 336 (400-¾)			
LNAV/ VNAV DA	1459/50 464 (500-1)			
LNAV MDA	1540/24 545 (600-½)		1540/50 545 (600-1)	1540/60 545 (600-1¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8800
CH 61000	272°	TDZE	990
W26B		Apt Elev	1026

RNAV (GPS) Y RWY 26R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

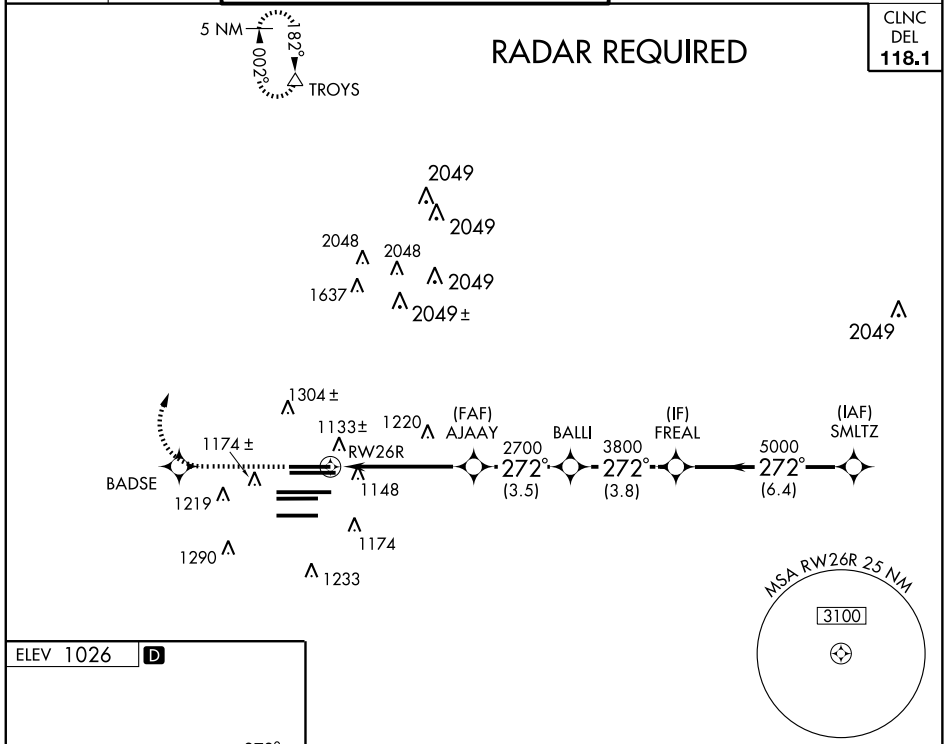
MALSR

MISSED APPROACH: Climb to 3500 direct BADSE and right turn via 019° track to TROYS and hold.

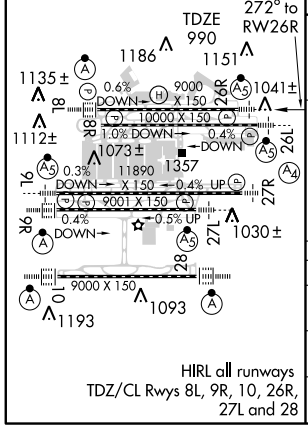
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

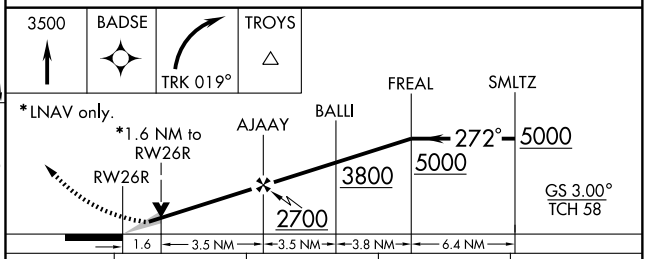
RADAR REQUIRED



ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1361/40 371 (400-¾)			
LNAV/ VNAV DA	1435/50 445 (500-1)			
LNAV MDA	1560/24 570 (600-½)		1560/50 570 (600-1)	1560/60 570 (600-1¼)

WAAS	APP CRS	Rwy Idg	8865
CH 65700	272°	TDZE	999
W27A		Apt Elev	1026

RNAV (GPS) Y RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

For inoperative MALSR, increase LNAV/VNAV visibility to 1¾ all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

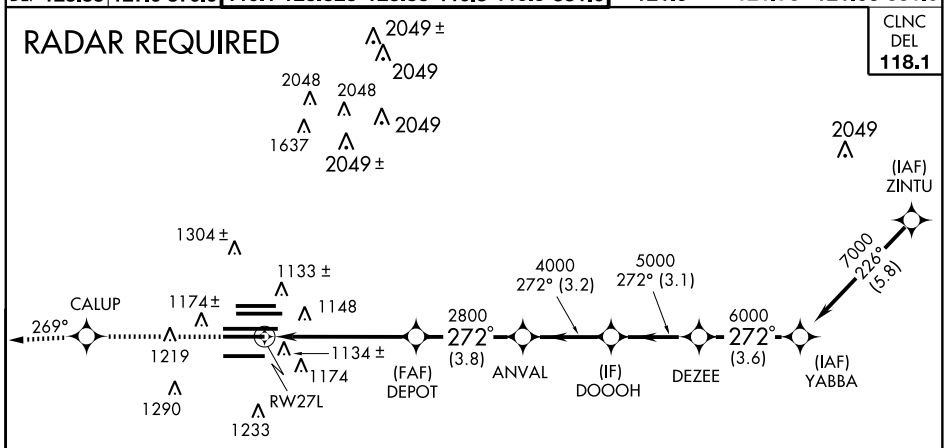
MALSR

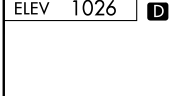
MISSED APPROACH: Climb to 4000 direct CALUP and via track 269° to TEMPO and hold.

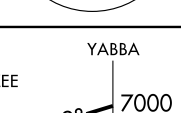
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

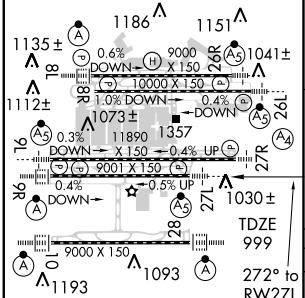
RADAR REQUIRED



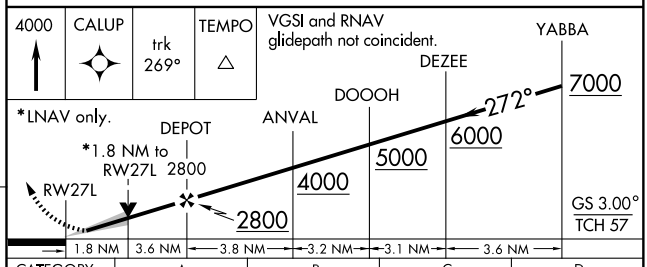




ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1199/24 200 (200-½)			
LNAV/VNAV DA	1489/60 490 (500-1¼)			
LNAV MDA	1620/24 621 (600-½)		1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11690
CH 70400	272°	TDZE	985
W27B		Apt Elev	1026

RNAV (GPS) Y RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C and D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALS (A4)

MISSED APPROACH: Climb to 4000 direct ROTLE and via 269° track to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

CLNC DEL 118.1

RADAR REQUIRED

2048 2048 2049 1637 2049± 2049

1304± 1133± 1174± 1148 1174 1170 1219 1290 1233

ROTLE RW27R

2700 272°(4.1) (FAF) LIAMS

4000 272°(3.1) HOKIE

5000 272°(3.1) (IF) HOYYT

6000 272°(3.1) HATHH

(IAF) HRLES

MISSED APCH FIX

TEMPO 090° 270° 4 NM

MSA RW27R 25 NM 3100

ELEV 1026 D

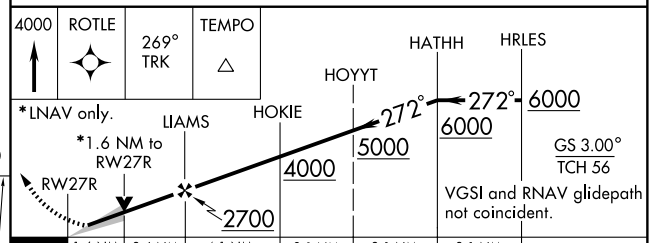
1186 1151 1135± 1041± 1112± 1073± 1357 1030± TDZE 985 1193 1093 272° to RW27R

9000 X 150 10000 X 150 11890 9001 X 150

0.6% DOWN 1.0% DOWN 0.4% DOWN 0.3% DOWN 0.4% UP 0.4% DOWN 0.5% UP

HIRL all runways

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
LPV DA	1185/40 200 (200-¾)			
LNAV/VNAV DA	1464-1¾ 479 (500-1¾)			
LNAV MDA	1560/40 575 (600-¾)		1560-1½ 575 (600-1½)	1560-1¾ 575 (600-1¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 61299	272°	Rwy Idg	9000
W28A		TDZE	998
		Apt Elev	1026

RNAV (GPS) Y RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

For inoperative ALSF-2, increase LNAV/VNAV visibility to 1¾ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

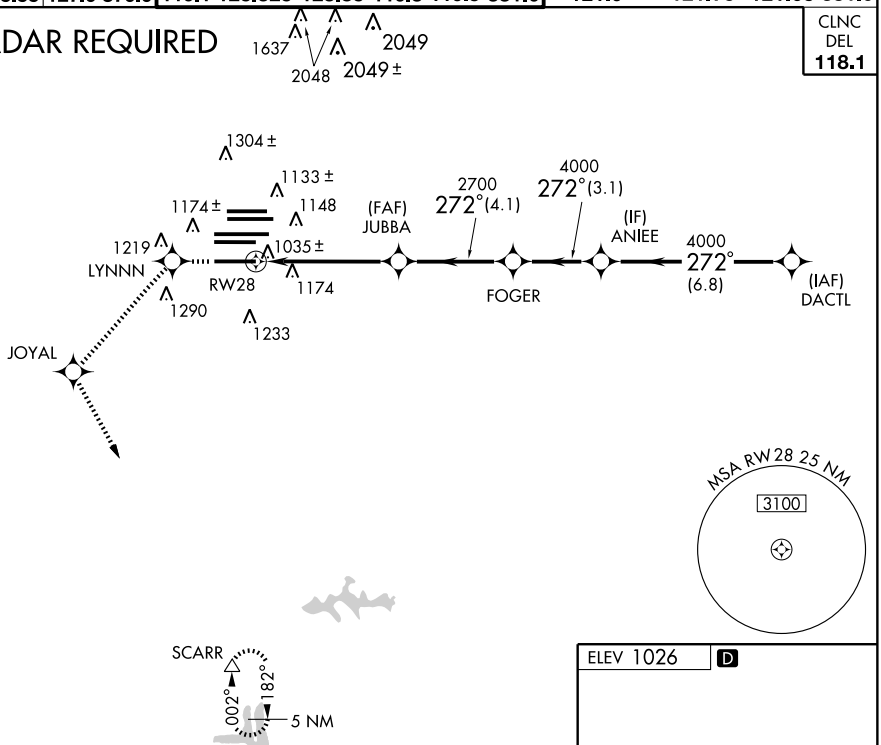
ALSF-2

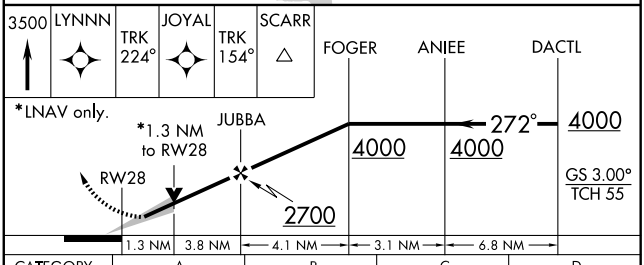
MISSED APPROACH: Climb to 3500 direct LYNNN and via 224° track to JOYAL and 154° track to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55	127.9 379.9										

RADAR REQUIRED

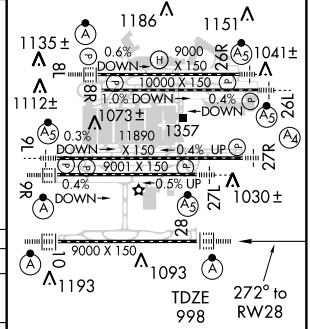
CLNC DEL 118.1





CATEGORY	A	B	C	D
LPV DA	1248/24 250 (300-½)			
LNAV/ VNAV DA	1488/60 490 (500-1¼)			
LNAV MDA	1460/24 462 (500-½)		1460/40 462 (500-¾)	1460/50 462 (500-1)

ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8800
092°	TDZE	1015
	Apt Elev	1026

RNAV (RNP) Z RWY 8L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11, 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

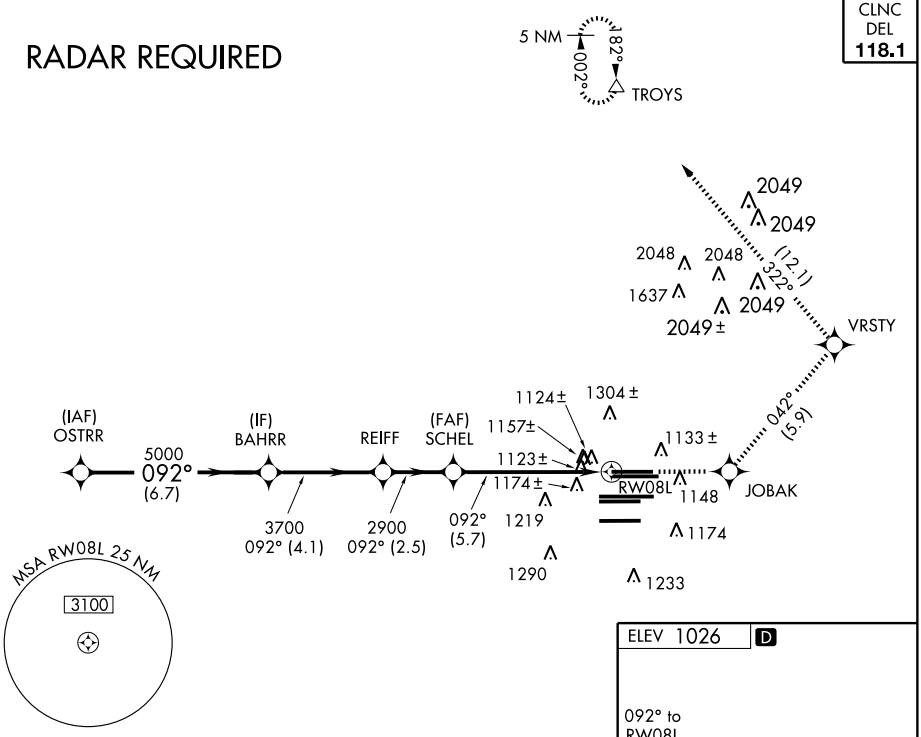
ALSF-2

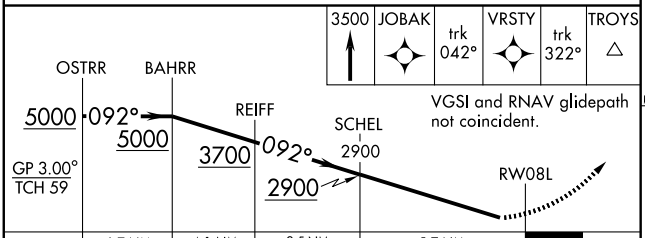
MISSED APPROACH: Climb to 3500 direct JOBAK and via track 042° to VRSTY and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

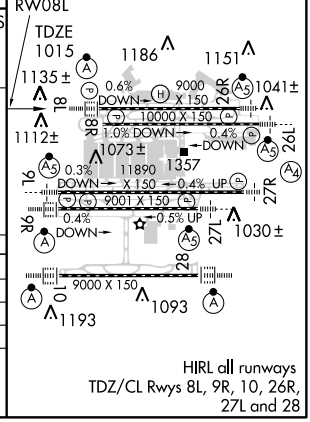




VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.11 DA	1424/45	409 (400-⅞)		
RNP 0.15 DA	1432/45	417 (500-⅞)		
RNP 0.30 DA	1475/50	460 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
092°	TDZE	1024
	Apt Elev	1026

RNAV (RNP) Z RWY 8R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

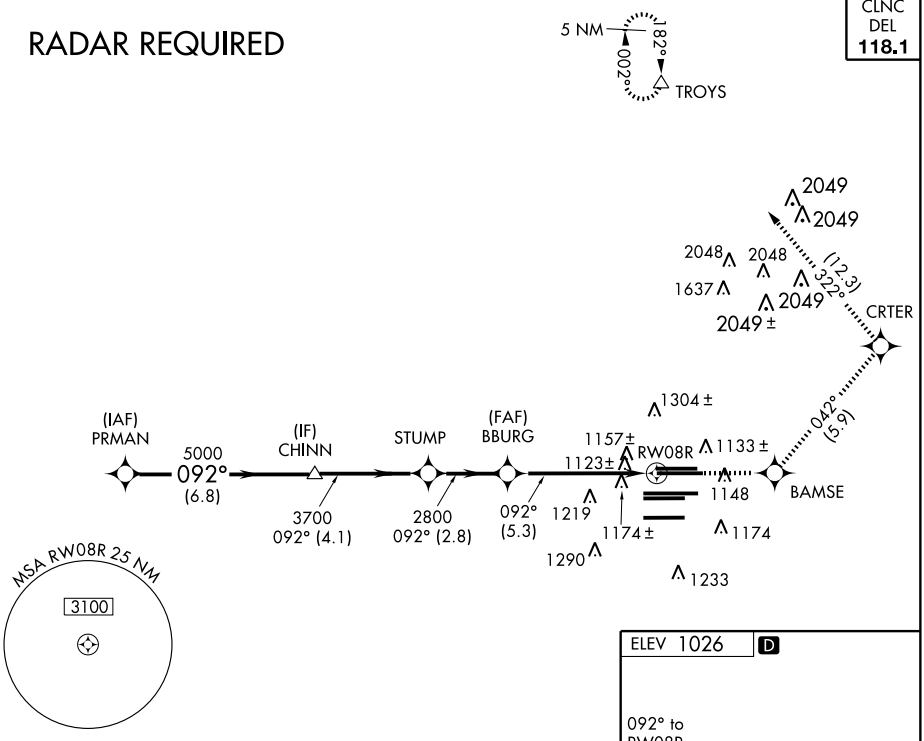
GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

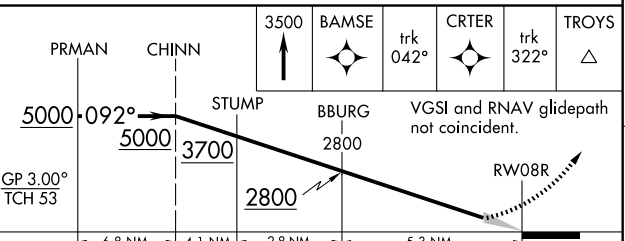
MISSED APPROACH: Climb to 3500 direct BAMSE and via track 042° to CRTER and via track 322° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

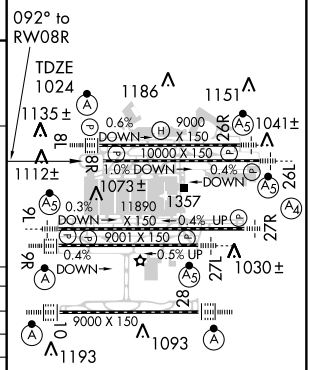
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.11 DA	1412/60	388 (400-1¼)		
RNP 0.15 DA	1419/60	395 (400-1¼)		
RNP 0.30 DA	1474-1½	450 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11730
092°	TDZE	1019
	Apt Elev	1026

RNAV (RNP) Z RWY 9L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

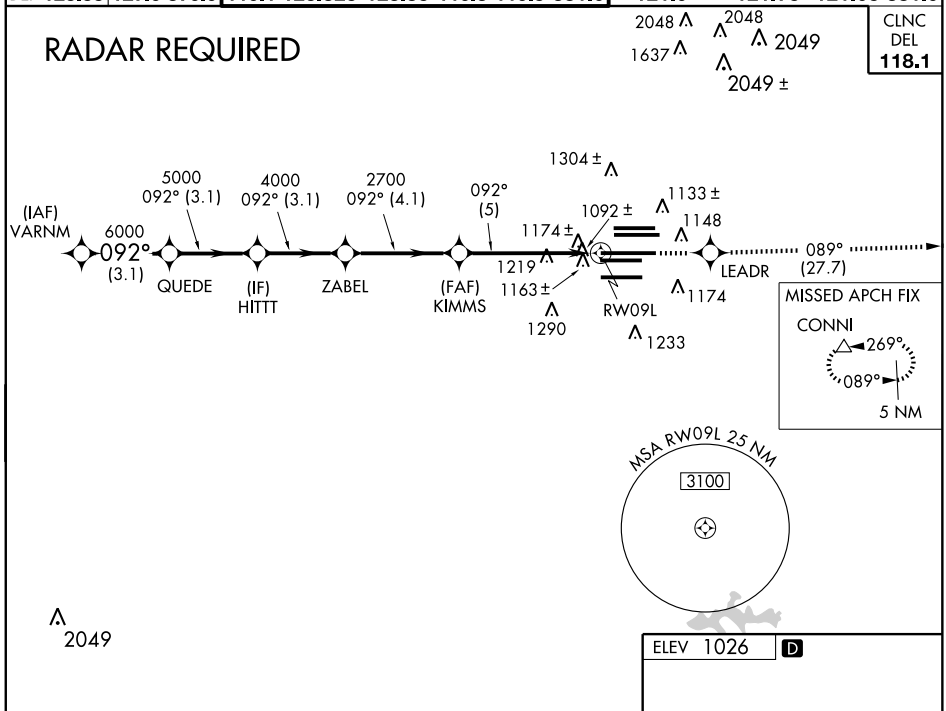
MALSR

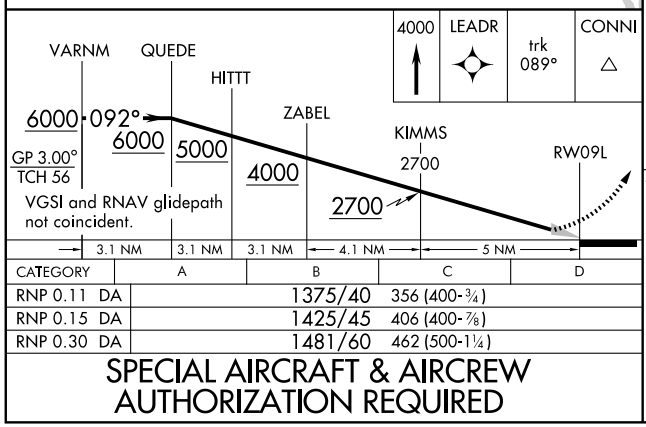
MISSED APPROACH: Climb to 4000 direct LEADR and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
						ALL				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28 RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5 381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

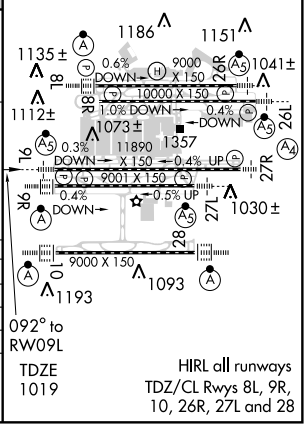
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.11 DA	1375/40	356 (400-¾)		
RNP 0.15 DA	1425/45	406 (400-⅞)		
RNP 0.30 DA	1481/60	462 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	9000
092°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 9R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

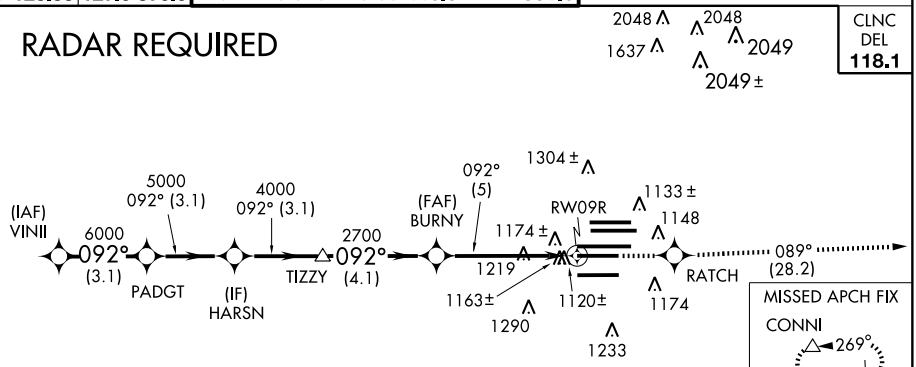
ALSF-2

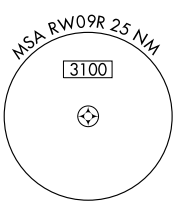
MISSED APPROACH: Climb to 4000 direct RATCH and via track 089° to CONNI and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

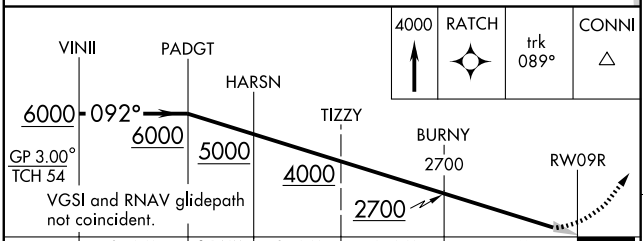
CLNC DEL 118.1

RADAR REQUIRED





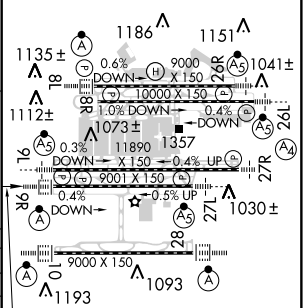
2049



CATEGORY	A	B	C	D
RNP 0.11 DA	1420/45	394 (400-⅞)		
RNP 0.15 DA	1427/45	401 (500-⅞)		
RNP 0.30 DA	1480/50	454 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D



TDZE 1026

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9000
092°	TDZE	1000
	Apt Elev	1026

RNAV (RNP) Z RWY 10

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

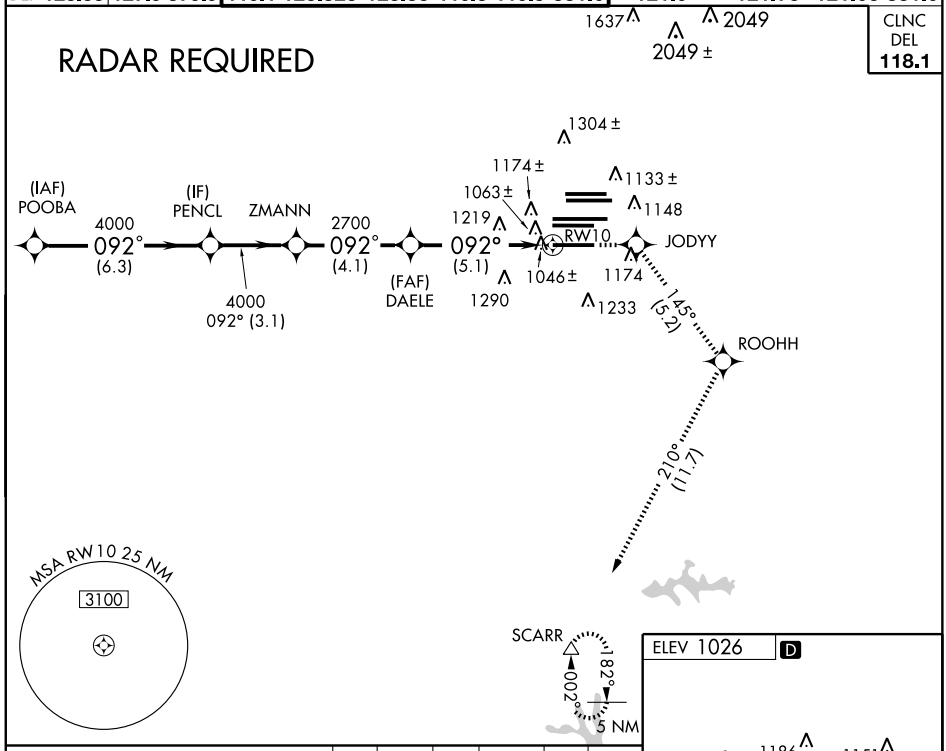
ALSF-2

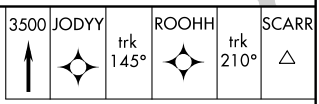
MISSED APPROACH: Climb to 3500 direct JODYY and via track 145° to ROOHH and via track 210° to SCARR and hold.

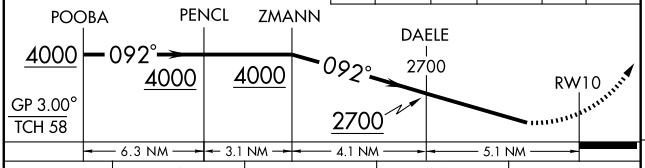
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

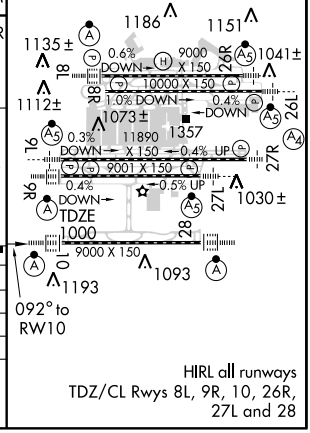






CATEGORY	A	B	C	D
RNP 0.11 DA		1367/40	367 (400-¾)	
RNP 0.15 DA		1421/45	421 (400-⅞)	
RNP 0.30 DA		1483/60	483 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
272°	TDZE	995
	Apt Elev	1026

RNAV (RNP) Z RWY 26L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

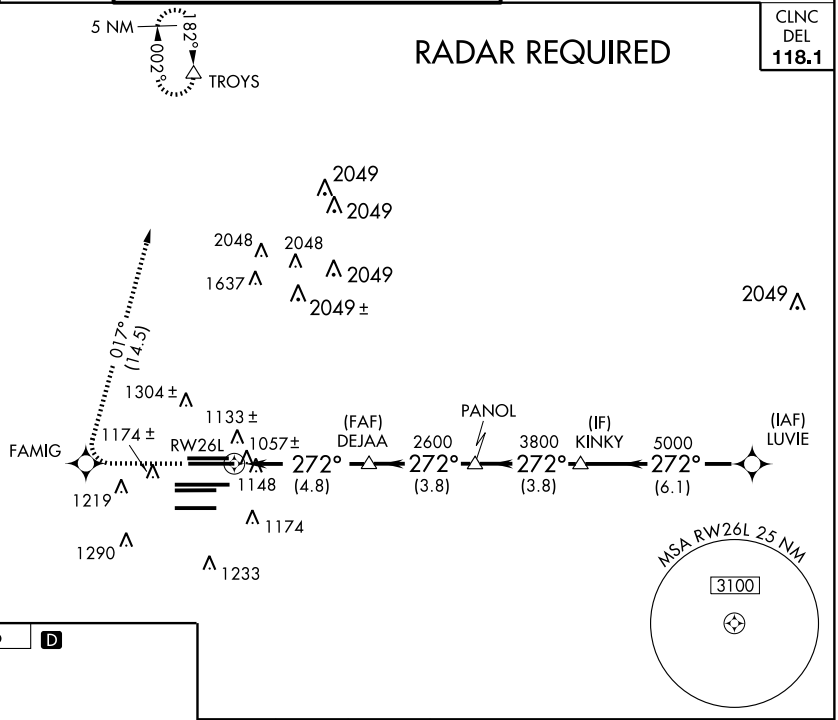
GPS Required. For inoperative MALSR, increase RNP 0.11* all Cats visibility to RVR 4500, RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 395 feet per NM to 1800.

MALSR

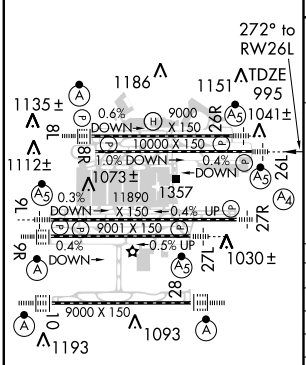
MISSED APPROACH: Climb to 3500 direct FAMIG and right turn via track 017° to TROYS and hold.

ATIS	ATLANTA	ATLANTA TOWER						GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON 127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6
DEP 125.55											

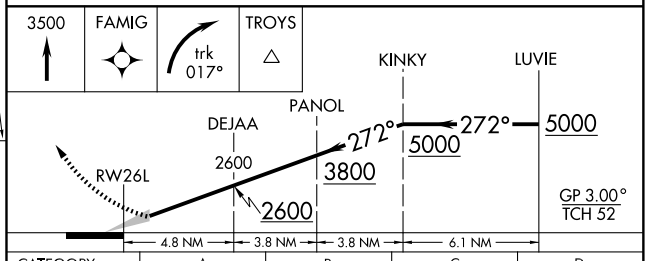
CLNC DEL 118.1



SE-4, 17 DEC 2009 to 14 JAN 2010



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA*		1274/24	279 (300-½)	
RNP 0.11 DA		1383/45	388 (400-⅞)	
RNP 0.15 DA		1390/45	395 (400-⅞)	
RNP 0.30 DA		1427/50	432 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	8800
272°	TDZE	990
	Apt Elev	1026

RNAV (RNP) Z RWY 26R

ATLANTA/ HARTSFIELD- JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 and RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½ . For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). Visibility reduction by helicopters NA.

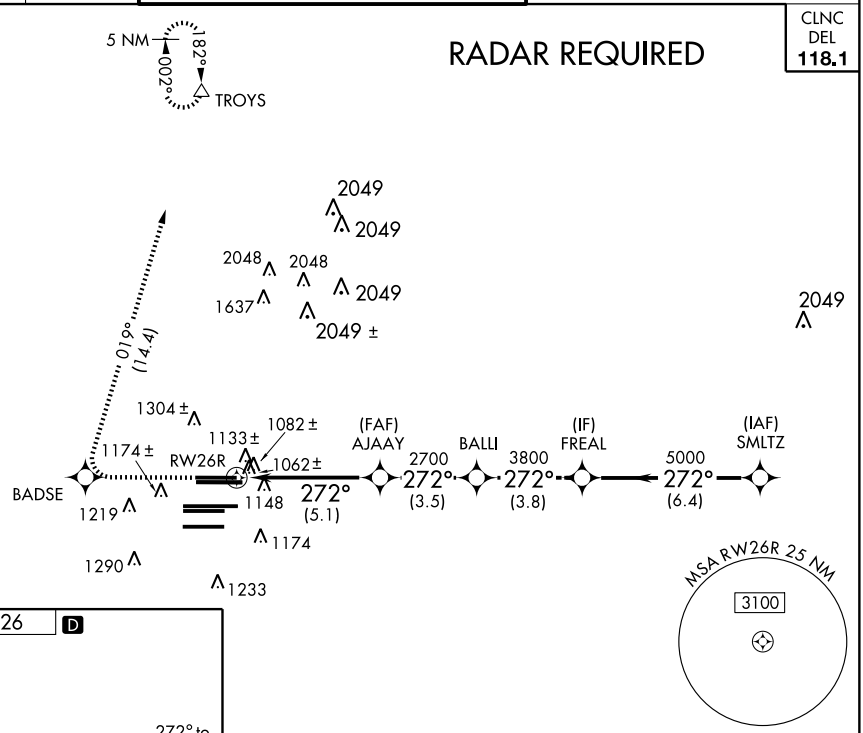
MALSR

MISSED APPROACH: Climb to 3500 direct BADSE and right turn via track 019° to TROYS and hold.

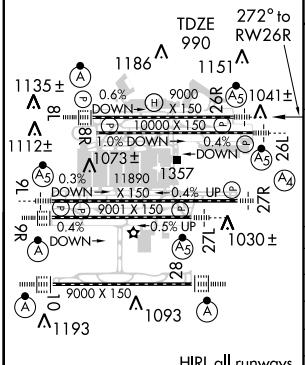
ATIS	ATLANTA	ATLANTA TOWER					GND CON			
		8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65	APP CON										
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

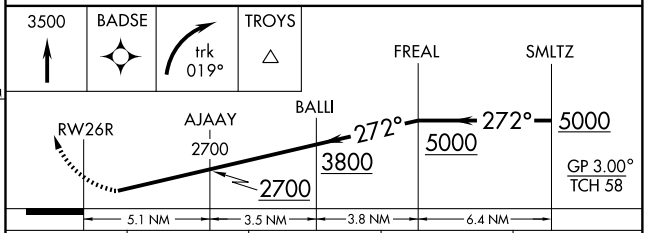
RADAR REQUIRED



ELEV 1026 D



HIRL all runways
TDZ/ CL Rwys 8L, 9R, 10, 26R, 27L and 28



CATEGORY	A	B	C	D
RNP 0.11 DA	1380/40 390 (400-¾)			
RNP 0.15 DA	1387/45 397 (400-⅞)			
RNP 0.30 DA	1449/50 459 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8865
272°	TDZE	999
	Apt Elev	1026

RNAV (RNP) Z RWY 27L

ATLANTA/ HARTSFIELD-JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 46°C (116°F). Visibility reduction by helicopters NA.

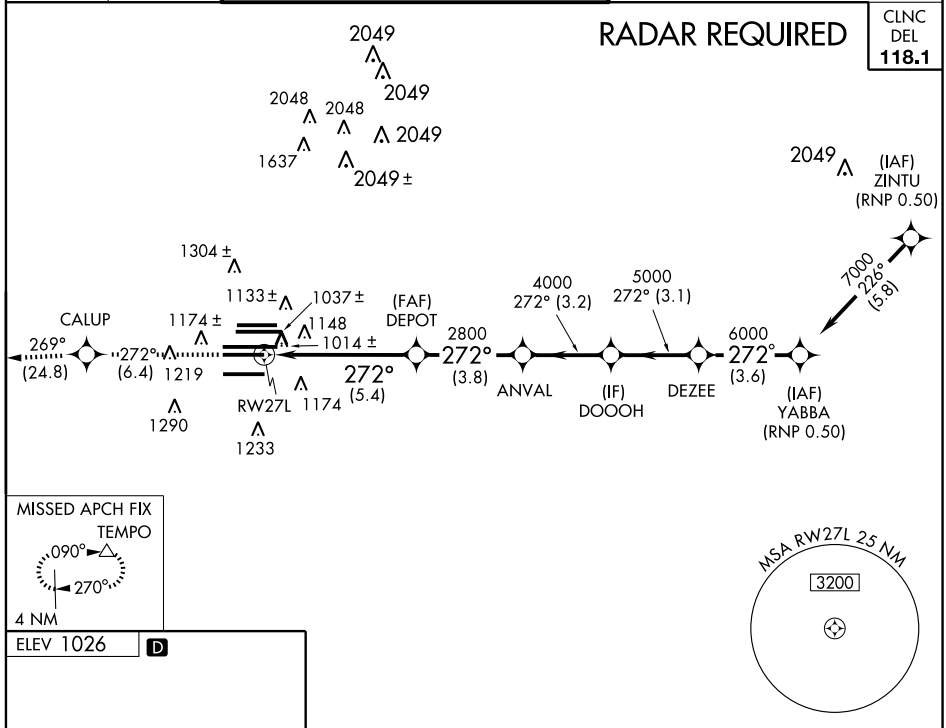
MALSR

MISSED APPROACH: Climb to 4000 via track 272° to CALUP and via track 269° to TEMPO and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

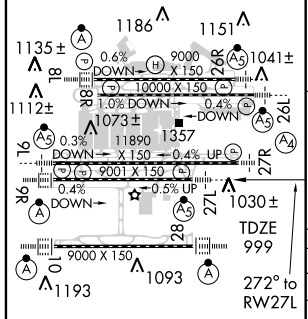
RADAR REQUIRED



MISSED APCH FIX
TEMPO
090°
270°
4 NM

MSA RW27L 25 NM
3200

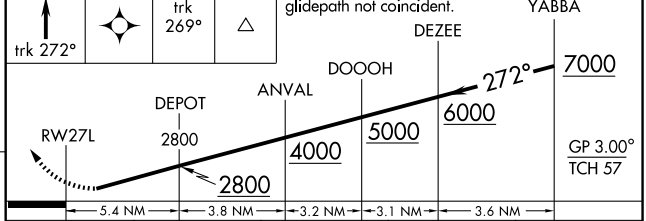
ELEV 1026 D



HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

4000 trk 272° | CALUP | trk 269° | TEMPO

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.11 DA		1251/40	252 (300-¾)	
RNP 0.15 DA		1324/40	325 (300-¾)	
RNP 0.30 DA		1471/60	472 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11690
272°	TDZE	985
	Apt Elev	1026

RNAV (RNP) Z RWY 27R

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative MALS, increase RNP 0.11* all Cats visibility to RVR 5000, RNP 0.11 all Cats visibility to RVR 6000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F). RNP 0.11* missed approach requires minimum climb of 300 feet per NM to 1700. Visibility reduction by helicopters NA.

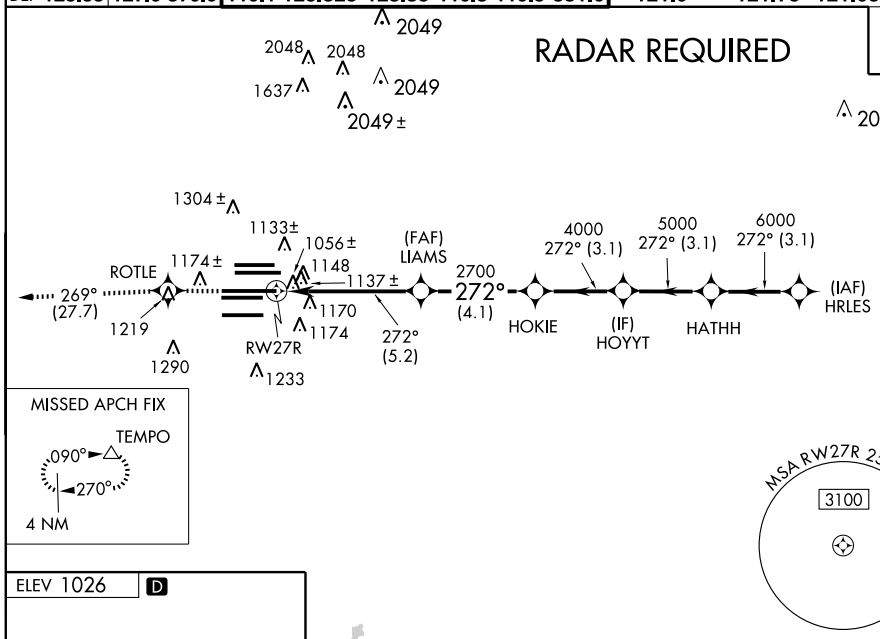
MALS

MISSED APPROACH: Climb to 4000 direct ROTLE and via track 269° to TEMPO and hold.

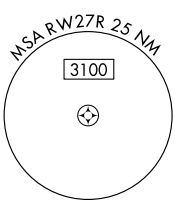
ATIS	ATLANTA	ATLANTA TOWER						GND CON			
							ALL				ALL
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

RADAR REQUIRED

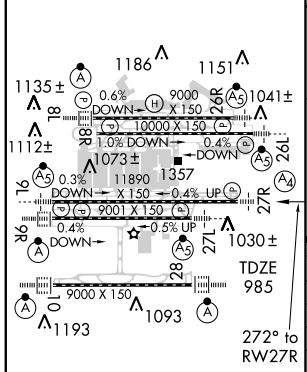
CLNC DEL 118.1

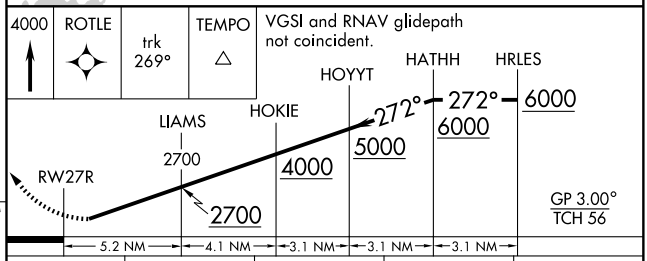


MISSED APCH FIX



ELEV 1026 D





CATEGORY	A	B	C	D
RNP 0.11 DA*	1300/40	315 (300-¾)		
RNP 0.11 DA	1373/50	388 (400-1)		
RNP 0.15 DA	1399/60	414 (400-1¼)		
RNP 0.30 DA	1484-1½	499 (500-1½)		

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	9000
272°	TDZE	998
	Apt Elev	1026

RNAV (RNP) Z RWY 28

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

GPS Required. For inoperative ALSF, increase RNP 0.11 and 0.15 all Cats visibility to RVR 4500, RNP 0.30 all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -9° C (16° F) or above 46° C (116° F).

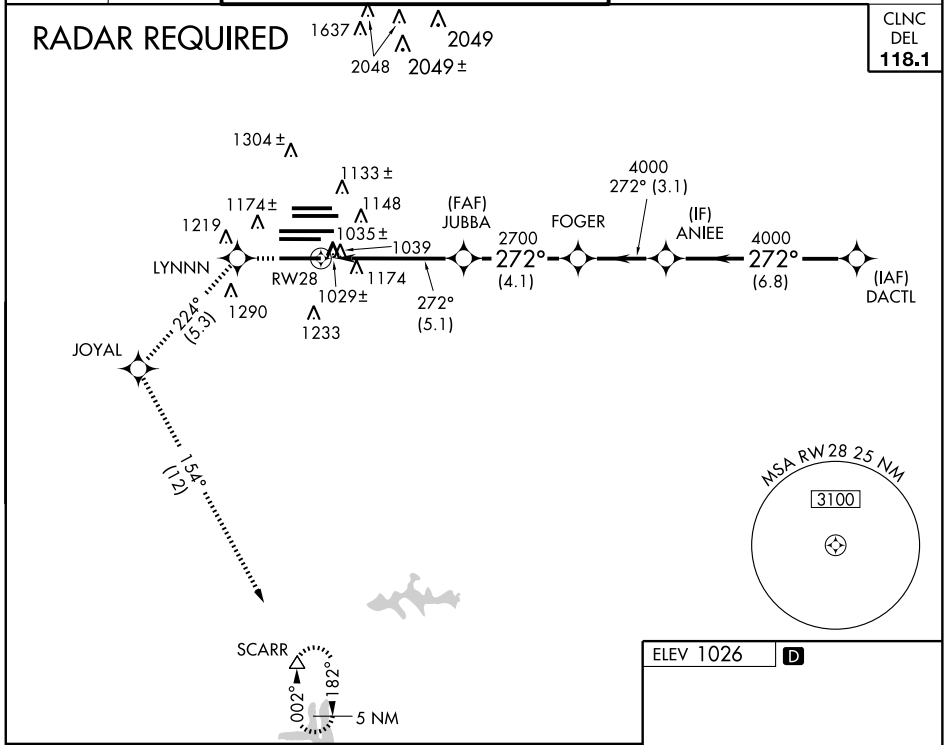
ALSF-2

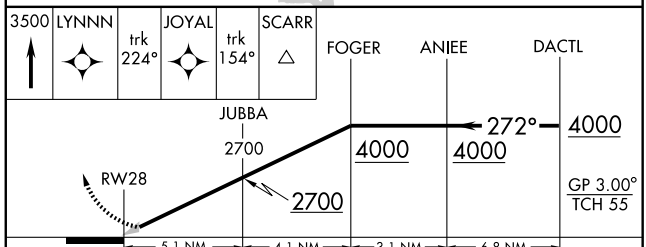
MISSED APPROACH: Climb to 3500 direct LYNNN and via track 224° to JOYAL and via track 154° to SCARR and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
ARR 119.65	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

RADAR REQUIRED

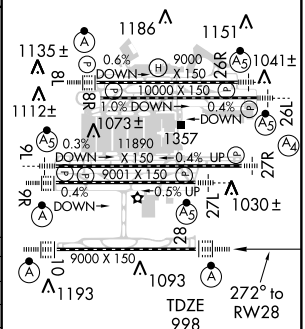




CATEGORY	A	B	C	D
RNP 0.11 DA	1262/24	264 (300-½)		
RNP 0.15 DA	1269/24	271 (300-½)		
RNP 0.30 DA	1339/32	341 (400-⅝)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026 D

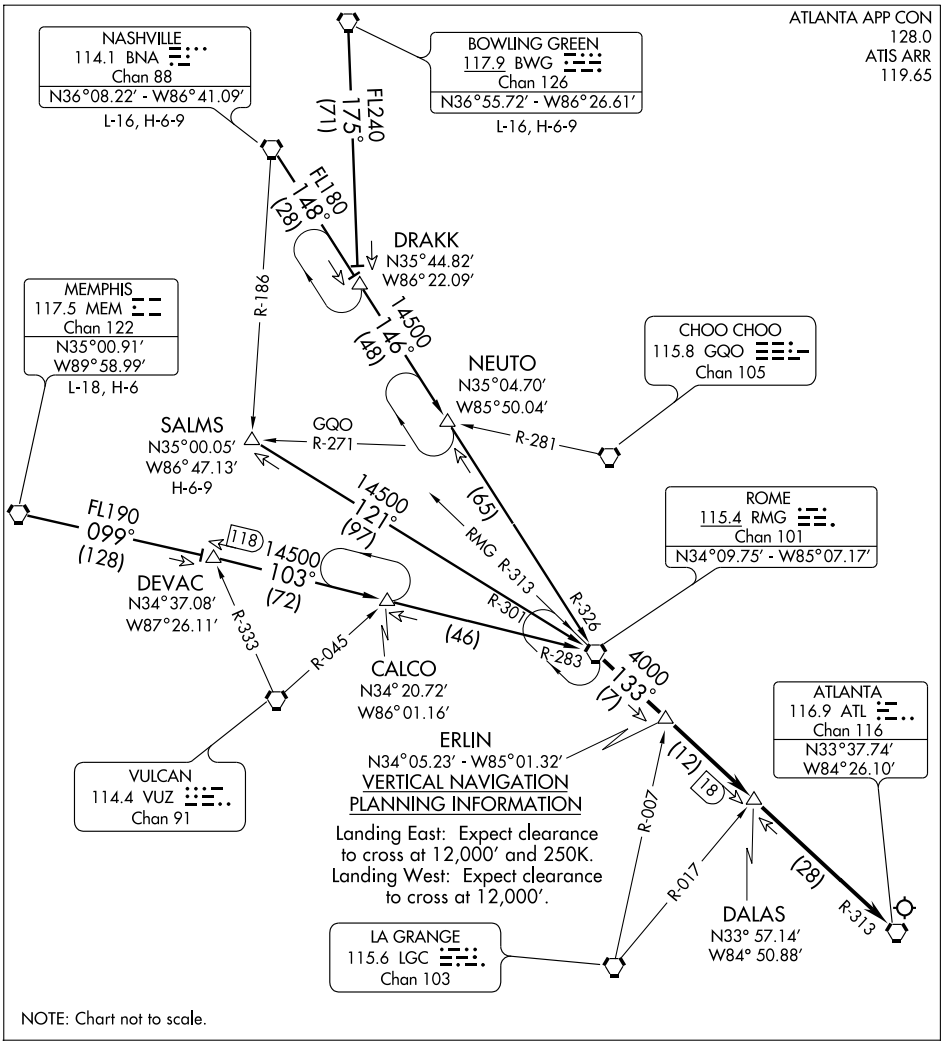


HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ST-26 (FAA)

ROME THREE ARRIVAL (RMG.RMG3)

HARTSFIELD - JACKSON ATLANTA INTL
ATLANTA, GEORGIA



NOTE: Chart not to scale.

BOWLING GREEN TRANSITION (BWG.RMG3): From over BWG VORTAC via BWG R-175 and RMG R-326 to RMG VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.RMG3): From over MEM VORTAC via MEM R-099 and RMG R-283 to RMG VORTAC. Thence. . . .

NASHVILLE TRANSITION (BNA.RMG3): From over BNA VORTAC via BNA R-148 and RMG R-326 to RMG VORTAC. Thence. . . .

SALMS TRANSITION (SALMS.RMG3): From over SALMS INT via RMG R-301 to RMG VORTAC. Thence. . . .

. . . .From over RMG VORTAC via ATL R-313 to ATL VORTAC. Expect radar vectors to final approach course after DALAS INT.

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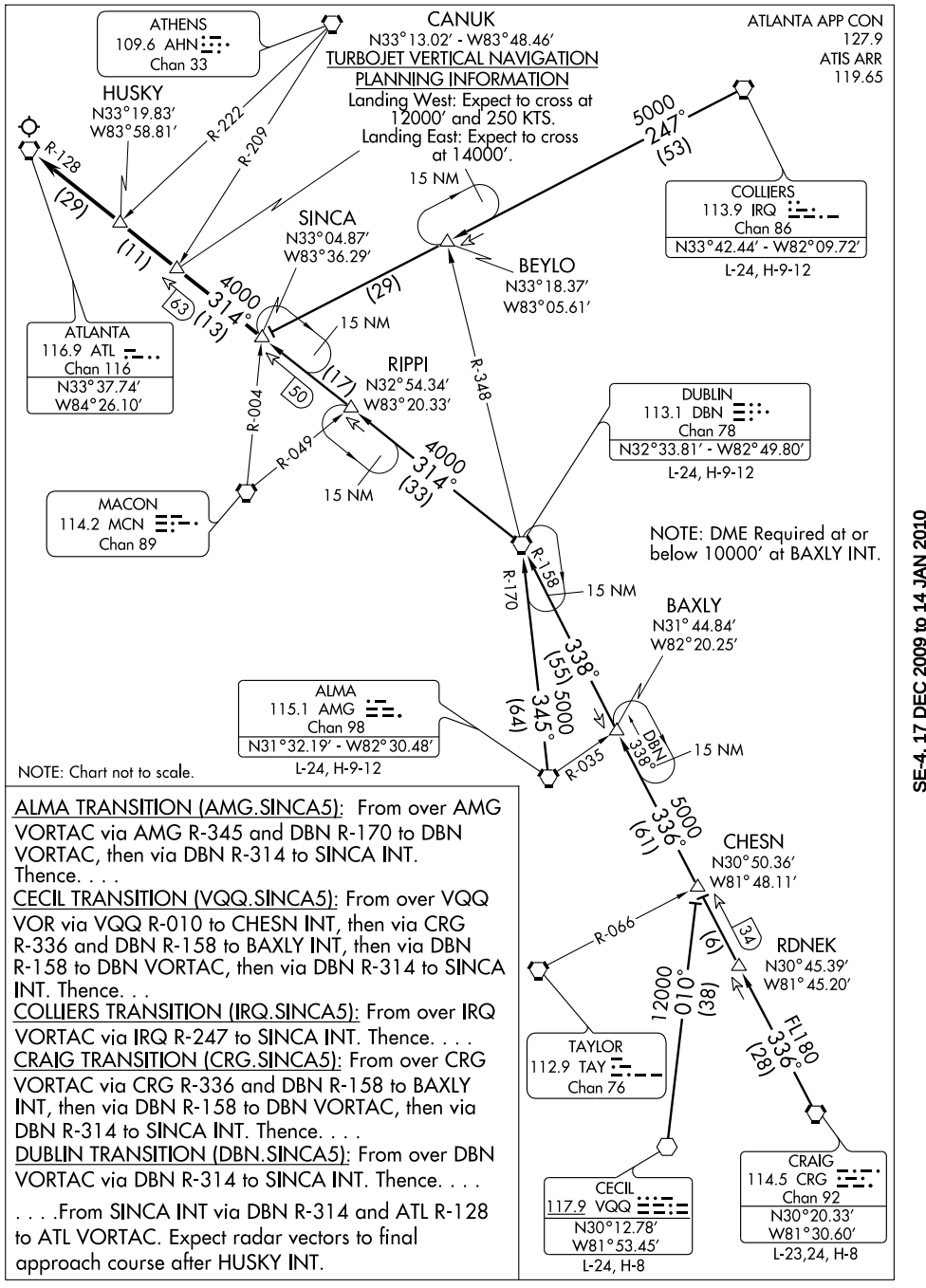
SINCA FIVE ARRIVAL



ALMA TRANSITION (AMG.SINCA5): From over AMG VORTAC via AMG R-345 and DBN R-170 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . . .

CECIL TRANSITION (VQQ.SINCA5): From over VQQ VOR via VQQ R-010 to CHESN INT, then via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . .

COLLIERS TRANSITION (IRQ.SINCA5): From over IRQ VORTAC via IRQ R-247 to SINCA INT. Thence. . . .

CRAIG TRANSITION (CRG.SINCA5): From over CRG VORTAC via CRG R-336 and DBN R-158 to BAXLY INT, then via DBN R-158 to DBN VORTAC, then via DBN R-314 to SINCA INT. Thence. . . .

DUBLIN TRANSITION (DBN.SINCA5): From over DBN VORTAC via DBN R-314 to SINCA INT. Thence. . . .

. . . .From SINCA INT via DBN R-314 and ATL R-128 to ATL VORTAC. Expect radar vectors to final approach course after HUSKY INT.

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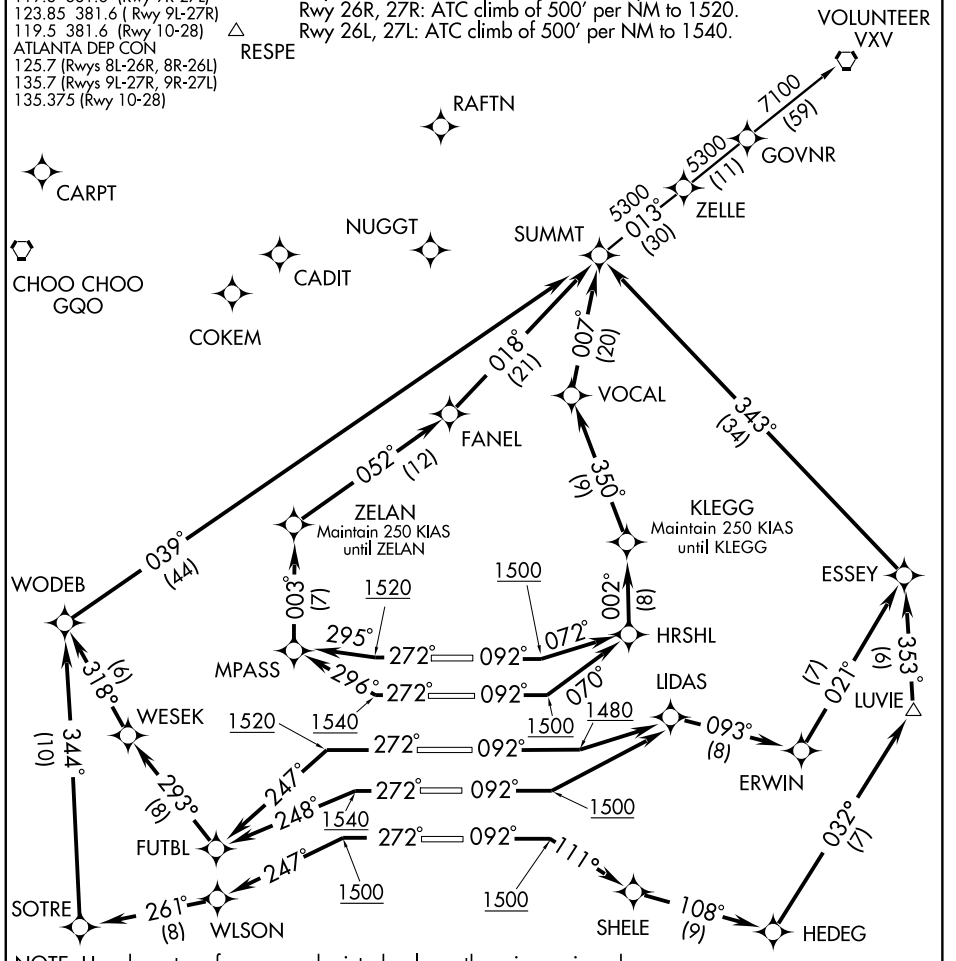
SUMMT FOUR DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R, 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L, 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28 Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.



NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(Continued on next page)

NOTE: Chart not to scale

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to SUMMT, maintain 250 KIAS until KLEGG, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to SUMMT, thence...
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to SUMMT, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to SUMMT, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then 247° course to WLSON, then via depicted route to SUMMT, thence...

.... Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude ten minutes after departure.

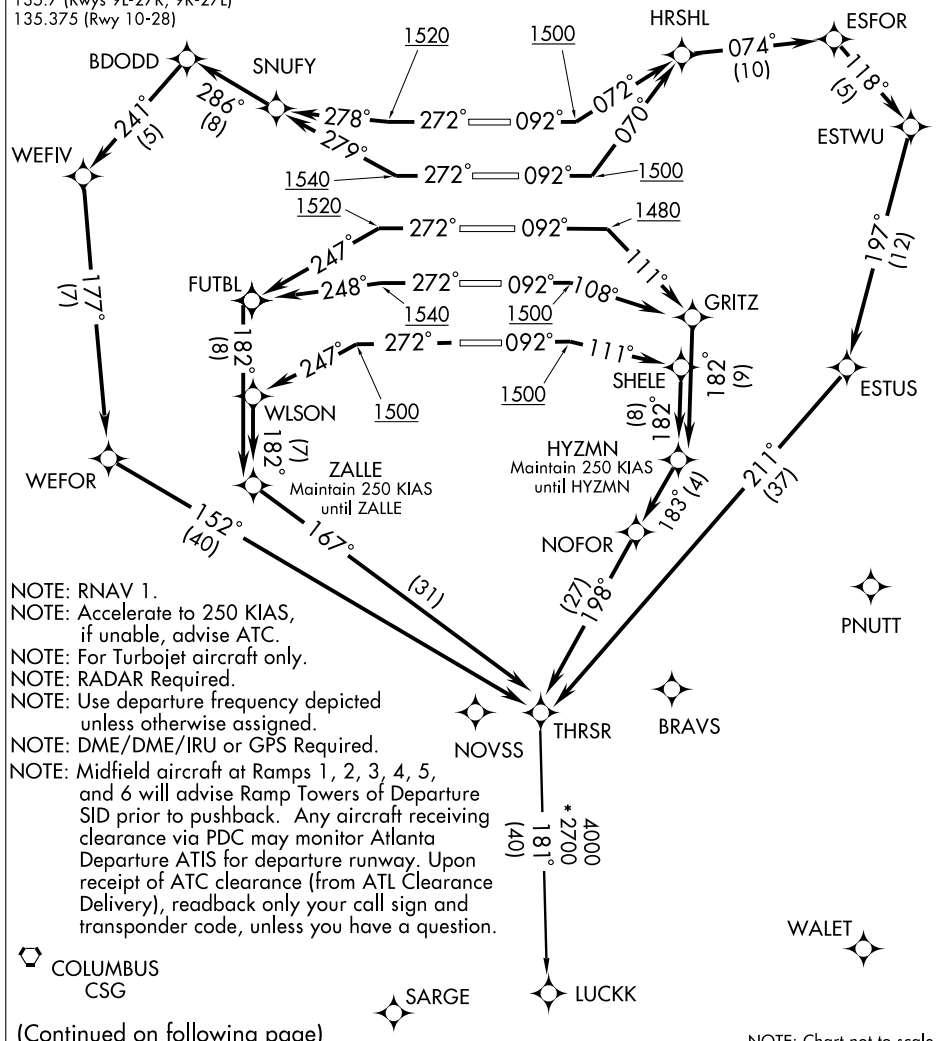
VOLUNTEER TRANSITION (SUMMT4.VXV):

NOTE: Rwy 8L: Multiple trees beginning 930′ from DER, 533′ left of centerline, up to 58′ AGL/1048′ MSL. Bldg 2705′ from DER, 1061′ left of centerline, 72′ AGL/1068′ MSL.
NOTE: Rwy 8R: Antenna on tower 4816′ from DER, 1637′ right of centerline, 153′ AGL/1148′ MSL. Tower 4804′ from DER, 1666′ right of centerline, 148′ AGL/1145′ MSL. Stack on Bldg 1734′ from DER, 945′ left of centerline, 47′ AGL/1043′ MSL.
NOTE: Rwy 9L: Rod on pole 5306′ from DER, 1731′ left of centerline, 187′ AGL/1137′ MSL. Bush 101′ from DER, 453′ left of centerline, 3′ AGL/981′ MSL.
NOTE: Rwy 10: Tower 4223′ from DER, 400′ left of centerline, 216′ AGL/1135′ MSL. Antenna on tower 4240′ from DER, 407′ left of centerline, 217′ AGL/1134′. Pole 59′ from DER, 467′ right of centerline, 51′ AGL/1016′ MSL. Pole 198′ from DER, 520′ right of centerline, 43′ AGL/1011′ MSL.
NOTE: Rwy 26L: Tree 1370′ from DER, 186′ left of centerline, 53′ AGL/1060′ MSL. Tree 2832′ from DER, 564′ left of centerline, 50′ AGL/1097′ MSL. Rod on Bldg 1249′ from DER, 752′ left of centerline, 52′ AGL/1059′ MSL. Bldg 1138′ from DER, 636′ left of centerline, 43′ AGL/1057′ MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786′ from DER, 110′ right of centerline, up to 83′ AGL/ 1135′ MSL. Multiple trees beginning 1988′ from DER, 143′ left of centerline, up to 100′ AGL/ 1112′ MSL. Pole 3196′ from DER, 997′ right of centerline, 49′ AGL/1101′ MSL. Antenna on tower 3382′ from DER, 1024′ right of centerline, 76′ AGL/1128′ MSL. Antenna 3814′ from DER, 1069′ right of centerline, 69′ AGL/1121′MSL.
NOTE: Rwy 27L: Hopper 3936′ from DER, 1255′ right of centerline, 96′ AGL/1131′ MSL.
NOTE: Rwy 27R: Tree 4396′ from DER, 1005′ right of centerline, 92′ AGL/1137′ MSL. Antenna on hopper 3568′ from DER, 862′ right of centerline, 68′ AGL/1113′ MSL. Light pole 1012′ from DER, 729′ right of centerline, 28′ AGL/1046′ MSL. Multiple hoppers beginning 3680′ from DER, 201′ right of centerline up to 96′ AGL/1131′ MSL. Elevator 4001′ from DER, 207′ right of centerline, 103′ AGL/1125′ MSL.
NOTE: Rwy 28: Catenary 2001′ from DER, 771′ left of centerline, 60′ AGL/1051′ MSL.

THRSR FIVE DEPARTURE (RNAV)

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

TAKEOFF MINIMUMS:
Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.
Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28:
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500' per NM to 1500.
Rwy 26L, 27L: ATC climb of 500' per NM to 1540.
Rwy 26R, 27R: ATC climb of 500' per NM to 1520.



NOTE: RNAV 1.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(Continued on following page)

NOTE: Chart not to scale

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to THRSR, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to THRSR, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then on 111° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then on 108° course to GRITZ, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 10: Climb heading 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to THRSR, maintain 250 KIAS until HYZMN, thence....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 279° course to SNUFY, then via depicted route to THRSR, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 278° course to SNUFY, then via depicted route to THRSR, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence...
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to THRSR, maintain 250 KIAS until ZALLE, thence....

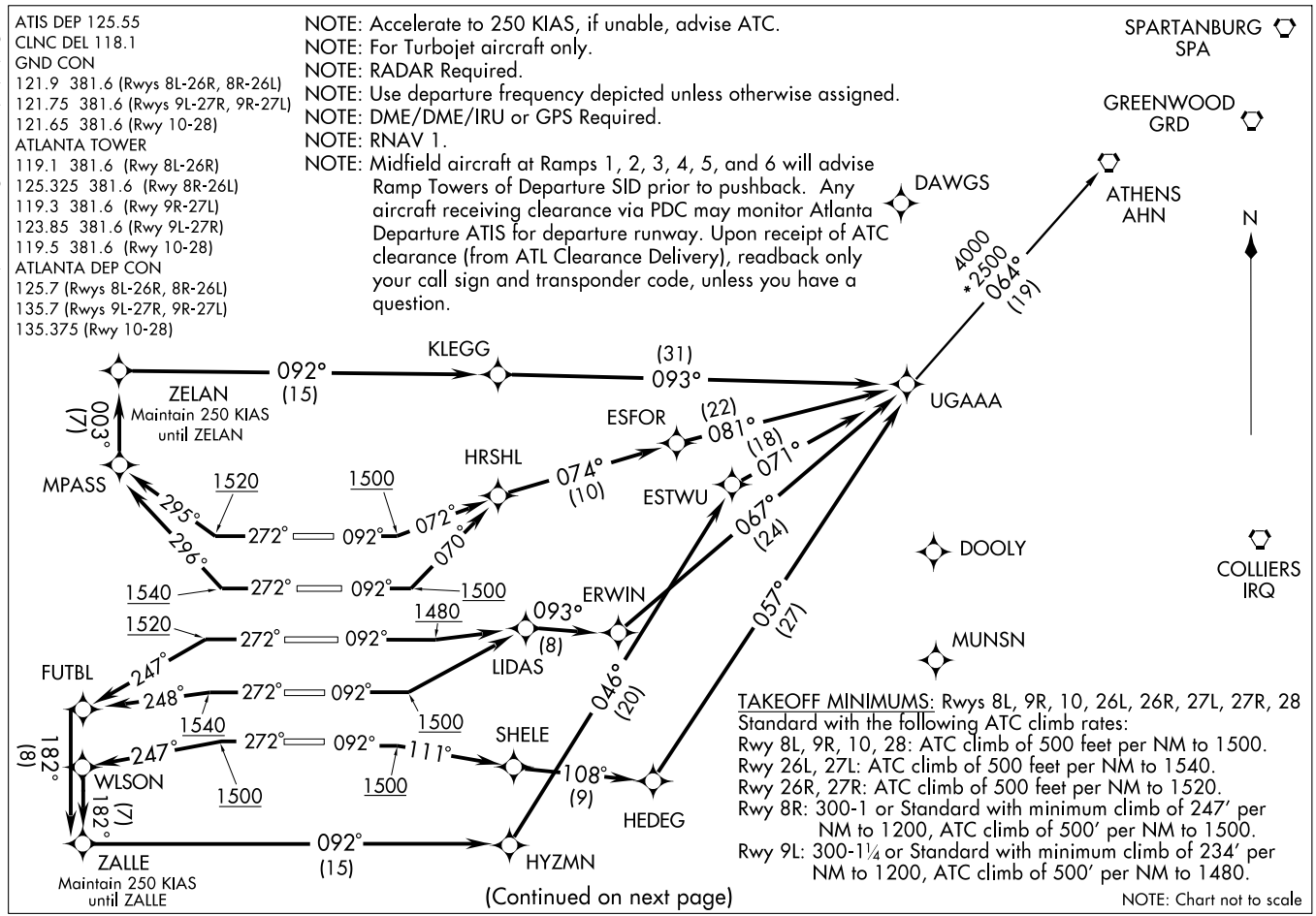
....Maintain 10,000 (or requested altitude, if lower), expect clearance to filed altitude 10 minutes after departure.

LUCKK TRANSITION (THRSR5.LUCKK):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.

ATIS DEP 125.55
CLNC DEL 118.1
GND CON
121.9 381.6 (Rwys 8L-26R, 8R-26L)
121.75 381.6 (Rwys 9L-27R, 9R-27L)
121.65 381.6 (Rwy 10-28)
ATLANTA TOWER
119.1 381.6 (Rwy 8L-26R)
125.325 381.6 (Rwy 8R-26L)
119.3 381.6 (Rwy 9R-27L)
123.85 381.6 (Rwy 9L-27R)
119.5 381.6 (Rwy 10-28)
ATLANTA DEP CON
125.7 (Rwys 8L-26R, 8R-26L)
135.7 (Rwys 9L-27R, 9R-27L)
135.375 (Rwy 10-28)

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: For Turbojet aircraft only.
NOTE: RADAR Required.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Midfield aircraft at Ramps 1, 2, 3, 4, 5, and 6 will advise Ramp Towers of Departure SID prior to pushback. Any aircraft receiving clearance via PDC may monitor Atlanta Departure ATIS for departure runway. Upon receipt of ATC clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.



TAKEOFF MINIMUMS: Rwys 8L, 9R, 10, 26L, 26R, 27L, 27R, 28
Standard with the following ATC climb rates:
Rwy 8L, 9R, 10, 28: ATC climb of 500 feet per NM to 1500.
Rwy 26L, 27L: ATC climb of 500 feet per NM to 1540.
Rwy 26R, 27R: ATC climb of 500 feet per NM to 1520.
Rwy 8R: 300-1 or Standard with minimum climb of 247' per NM to 1200, ATC climb of 500' per NM to 1500.
Rwy 9L: 300-1¼ or Standard with minimum climb of 234' per NM to 1200, ATC climb of 500' per NM to 1480.

(Continued on next page)

NOTE: Chart not to scale

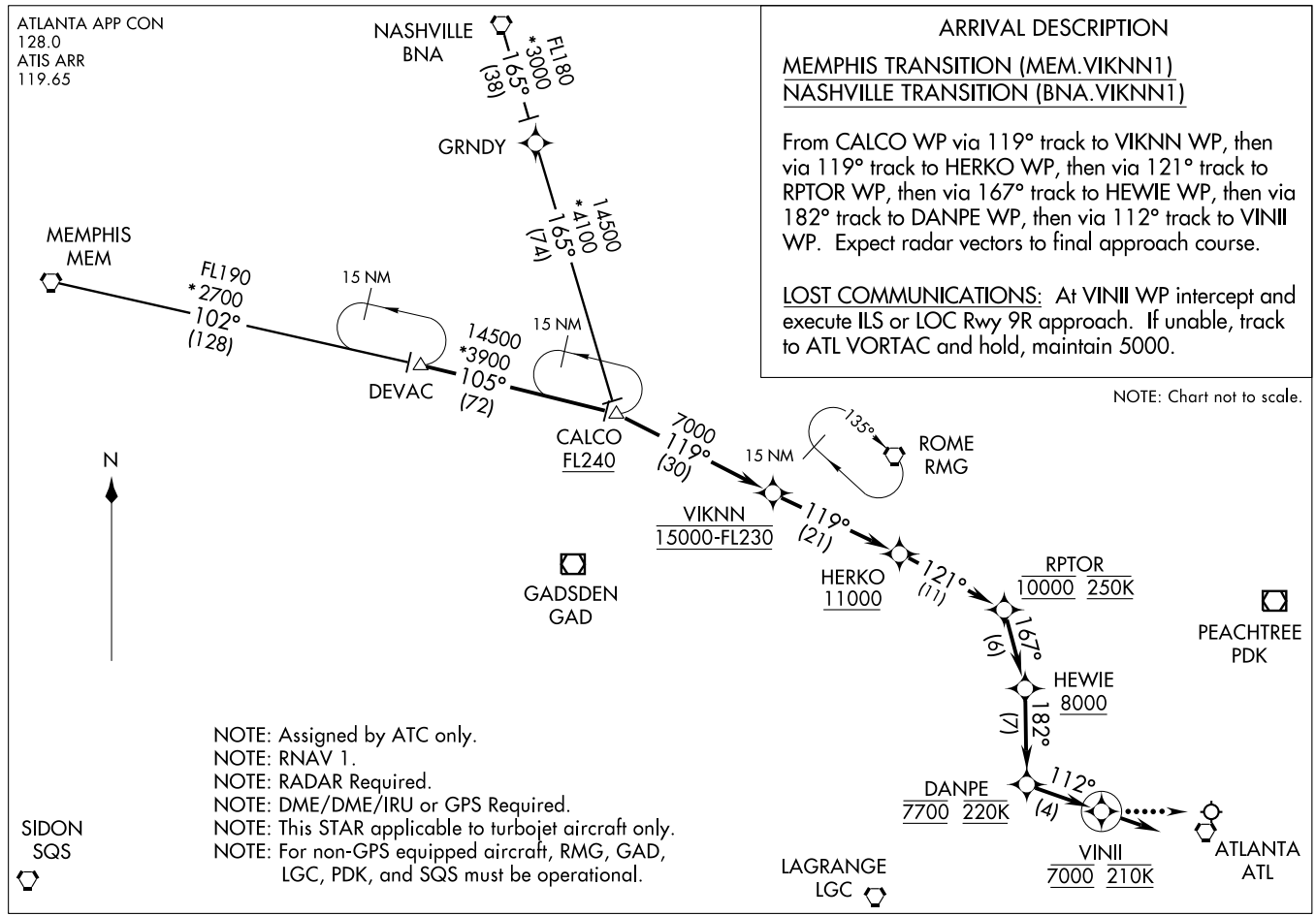
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8L: Climb heading 092° to at or above 1500, then on 072° course to HRSHL, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 8R: Climb heading 092° to at or above 1500, then on 070° course to HRSHL, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 9L: Climb heading 092° to at or above 1480, then left turn direct LIDAS, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 9R: Climb heading 092° to at or above 1500, then left turn direct LIDAS, then via depicted route to UGAAA, thence....
TAKE-OFF RWY 10: Climb heading to 092° to at or above 1500, then on 111° course to SHELE, then via depicted route to UGAAA, thence ....
TAKE-OFF RWY 26L: Climb heading 272° to at or above 1540, then on 296° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 26R: Climb heading 272° to at or above 1520, then on 295° course to MPASS, then via depicted route to UGAAA, maintain 250 KIAS until ZELAN, thence....
TAKE-OFF RWY 27L: Climb heading 272° to at or above 1540, then on 248° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 27R: Climb heading 272° to at or above 1520, then on 247° course to FUTBL, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE, thence....
TAKE-OFF RWY 28: Climb heading 272° to at or above 1500, then on 247° course to WLSON, then via depicted route to UGAAA, maintain 250 KIAS until ZALLE thence....

....maintain 10,000 (or requested altitude if lower), expect clearance to filed altitude ten minutes after departure.

ATHENS TRANSITION (UGAAA2.AHN):

NOTE: Rwy 8L: Multiple trees beginning 930' from DER, 533' left of centerline, up to 58' AGL/1048' MSL. Bldg 2705' from DER, 1061' left of centerline, 72' AGL/1068' MSL.
NOTE: Rwy 8R: Antenna on tower 4816' from DER, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from DER, 1666' right of centerline, 148' AGL/1145' MSL. Stack on Bldg 1734' from DER, 945' left of centerline, 47' AGL/1043' MSL.
NOTE: Rwy 9L: Rod on pole 5306' from DER, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from DER, 453' left of centerline, 3' AGL/981' MSL.
NOTE: Rwy 10: Tower 4223' from DER, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from DER, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from DER, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from DER, 520' right of centerline, 43' AGL/1011' MSL.
NOTE: Rwy 26L: Tree 1370' from DER, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from DER, 564' left of centerline, 50' AGL/1097' MSL. Rod on Bldg 1249' from DER, 752' left of centerline, 52' AGL/1059' MSL. Bldg 1138' from DER, 636' left of centerline, 43' AGL/1057' MSL.
NOTE: Rwy 26R: Multiple trees beginning 1786' from DER, 110' right of centerline, up to 83' AGL /1135' MSL. Multiple trees beginning 1988' from DER, 143' left of centerline, up to 100' AGL/ 1112' MSL. Pole 3196' from DER, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from DER, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from DER, 1069' right of centerline, 69' AGL/1121'MSL.
NOTE: Rwy 27L: Hopper 3936' from DER, 1255' right of centerline, 96' AGL/1131' MSL.
NOTE: Rwy 27R: Tree 4396' from DER, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from DER, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from DER, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from DER, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from DER, 207' right of centerline, 103' AGL/1125' MSL.
NOTE: Rwy 28: Catenary 2001' from DER, 771' left of centerline, 60' AGL/1051' MSL.



(VIKNN.VIKNN1) 09239

VIKNN ONE ARRIVAL (RNAV)

ST-26 (FAA)

HARTSFIELD-JACKSON ATLANTA INTL

ATLANTA, GEORGIA

VORTAC ATL	APP CRS	Rwy Idg	8865
116.9	264°	TDZE	999
Chan 116		Apt Elev	1026

VOR RWY 27L

ATLANTA/ HARTSFIELD - JACKSON ATLANTA INTL (ATL)

MALSR

MISSED APPROACH: Climbing left turn to 3500 via ATL R-180 to SCARR Int/ATL 15 DME and hold.

ATIS	ATLANTA	ATLANTA TOWER					GND CON			
	APP CON	8L-26R	8R-26L	9L-27R	9R-27L	10-28	ALL RWYS	(8L-26R,8R-26L)	(9L-27R,9R-27L)	10-28	ALL RWYS
ARR 119.65											
DEP 125.55	127.9 379.9	119.1	125.325	123.85	119.3	119.5	381.6	121.9	121.75	121.65	381.6

CLNC DEL 118.1

2049 2048 2048 2049 1637 2049± 2049

116.6 PDK Chan 113 116.6 PDK Chan 113

(IAF) AMATE INT ATL 4.8

1304± 1133± 1174± 1219 1148 1174 1290 1233

R-190 R-169

to LOM 271°

PANOL INT ATL 10.1

R-084 309° 129°

264°

2300 to AMATE INT 264° (5.3)

2500 to AMATE INT 084° (4.8)

LOM REDAN 266 BR

ATLANTA 116.9 ATL Chan 116

MSA ATL 25 NM 3100

10 NM

ATL R-180

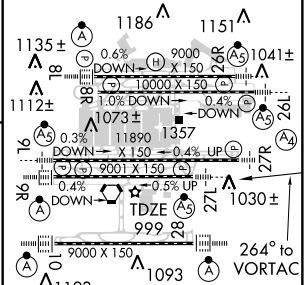
SCARR ATL 15

R-062

115.6 LGC Chan 103

360° 180°

ELEV 1026 D



3500 ATL R-180 116.9

SCARR

AMATE INT ATL 4.8

Remain within 10 NM

084° 2500

264° 2300

VORTAC

2.97° TCH 65

VGSI and descent angles not coincident.

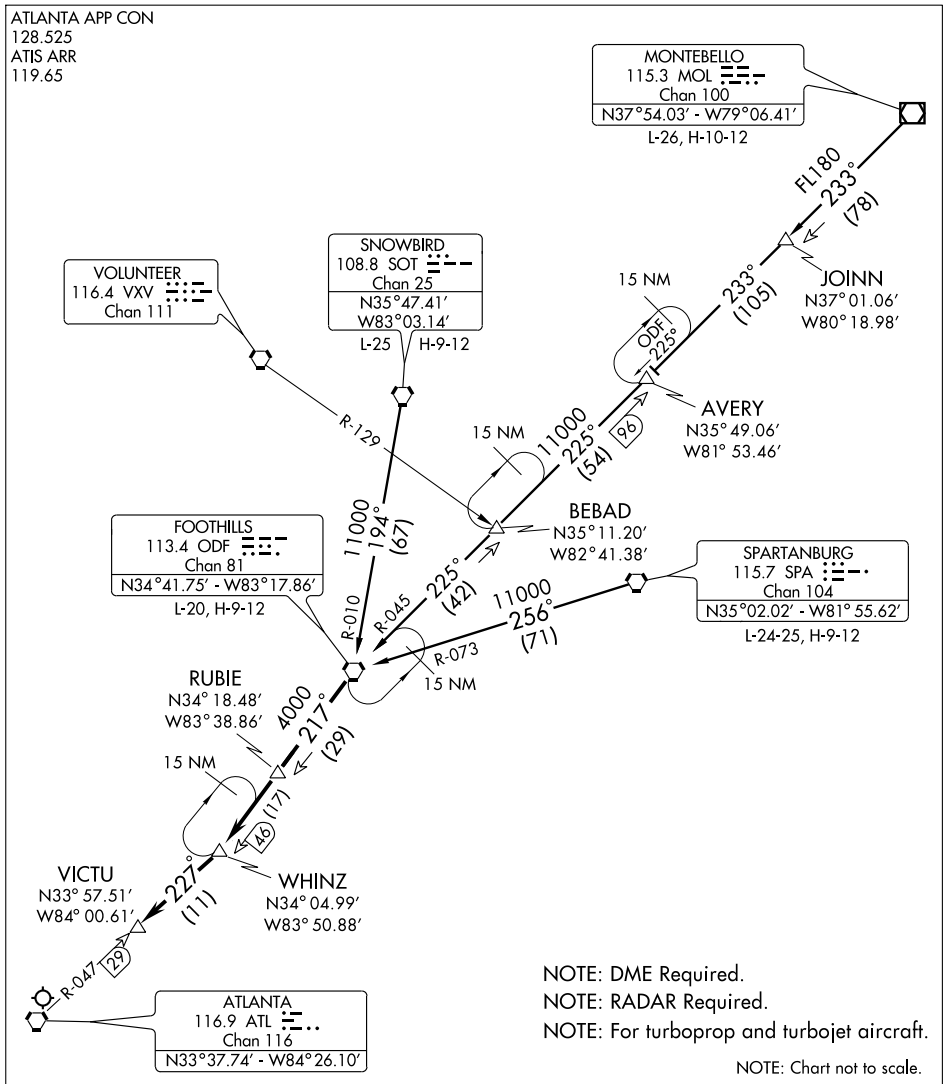
0.8 4 NM

CATEGORY	A	B	C	D
S-27L	1620/24	621 (600-½)	1620/60 621 (600-1¼)	1620-1½ 621 (600-1½)

HIRL all runways
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

WHINZ ONE ARRIVAL (WHINZ.WHINZ1)



MONTEBELLO TRANSITION (MOL.WHINZ1): From over MOL VOR/DME via MOL R-233 and ODF R-045 to ODF VORTAC. Thence. . . .

SNOWBIRD TRANSITION (SOT.WHINZ1): From over SOT VORTAC via SOT R-194 and ODF R-010 to ODF VORTAC. Thence. . . .

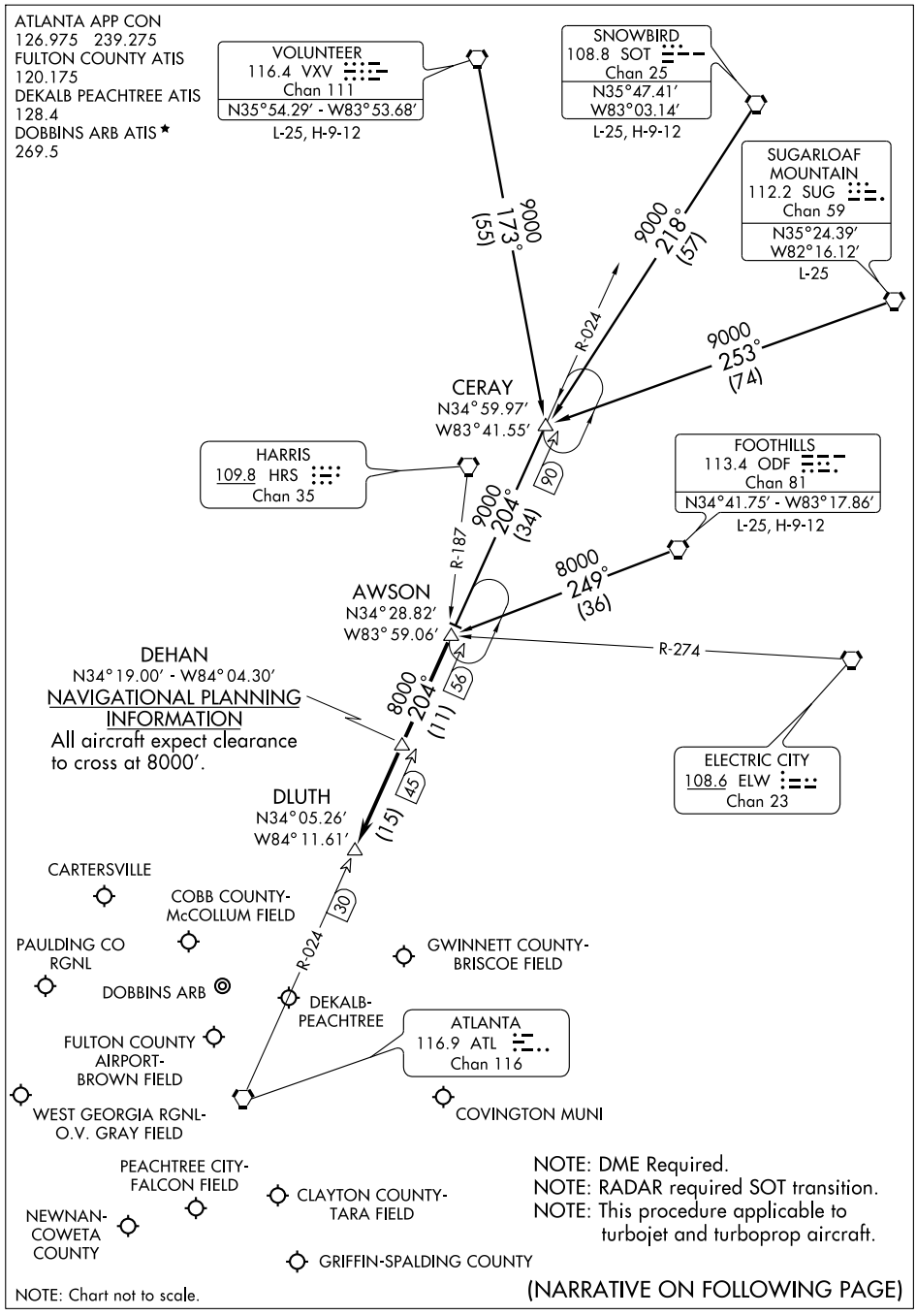
SPARTANBURG TRANSITION (SPA.WHINZ1): From over SPA VORTAC via SPA R-256 and ODF R-073 to ODF VORTAC. Thence. . . .

. . . .From over ODF VORTAC via ODF R-217 to WHINZ. Then via ATL R-047 to VICTU. Expect radar vectors to final approach course after VICTU.

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-CCO	APP CRS	Rwy Idg	5500
110.75	322°	TDZE	952
		Apt Elev	970

LOC RWY 32

ATLANTA/ NEWNAN COWETA COUNTY (CCO)

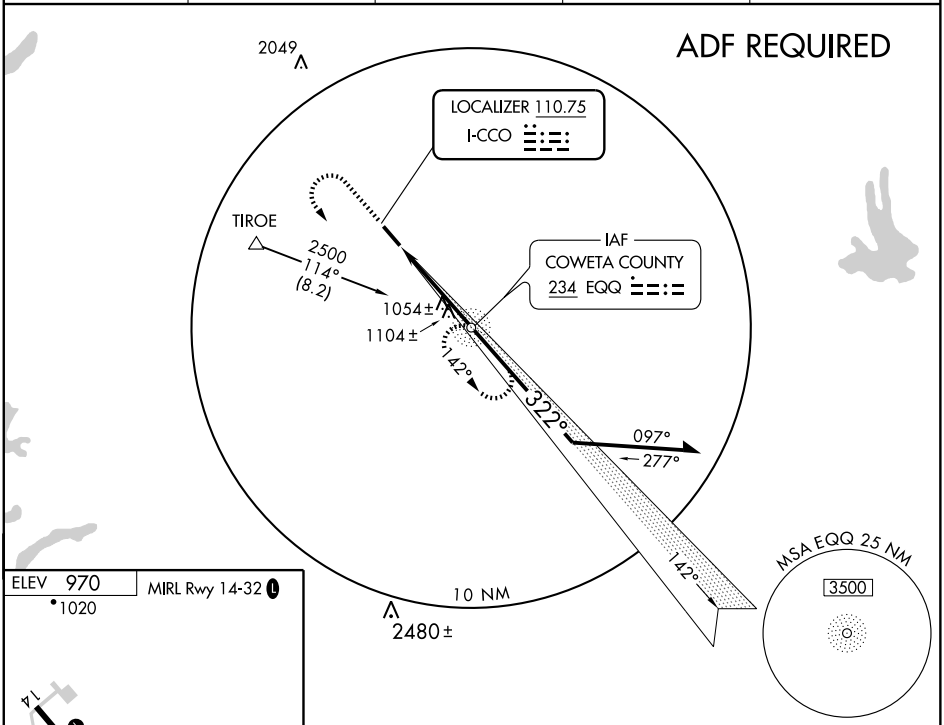
T NA

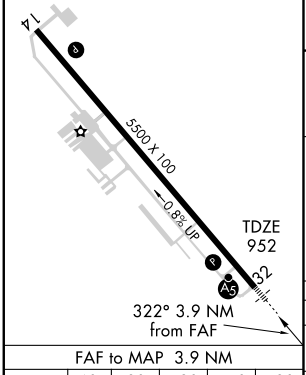
Inoperative table does not apply to S-32 Cats A, B, and C. For inoperative MALSR, increase S-32 Cat D visibility to 1¼ miles. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to Cats A and B when using Peachtree City-Falcon Field altimeter setting.
For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-32 Cat C visibility to 1¼ mile.

MALSR

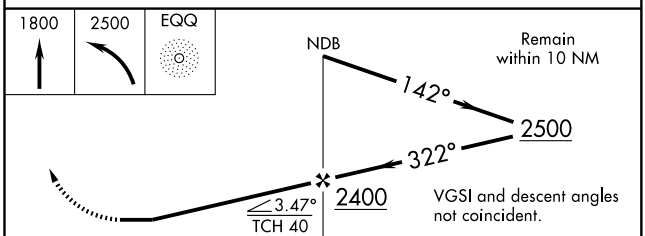
MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) L





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-32	1320-1 368 (400-1)			
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 70515	142°	TDZE	970
W14A		Apt Elev	970

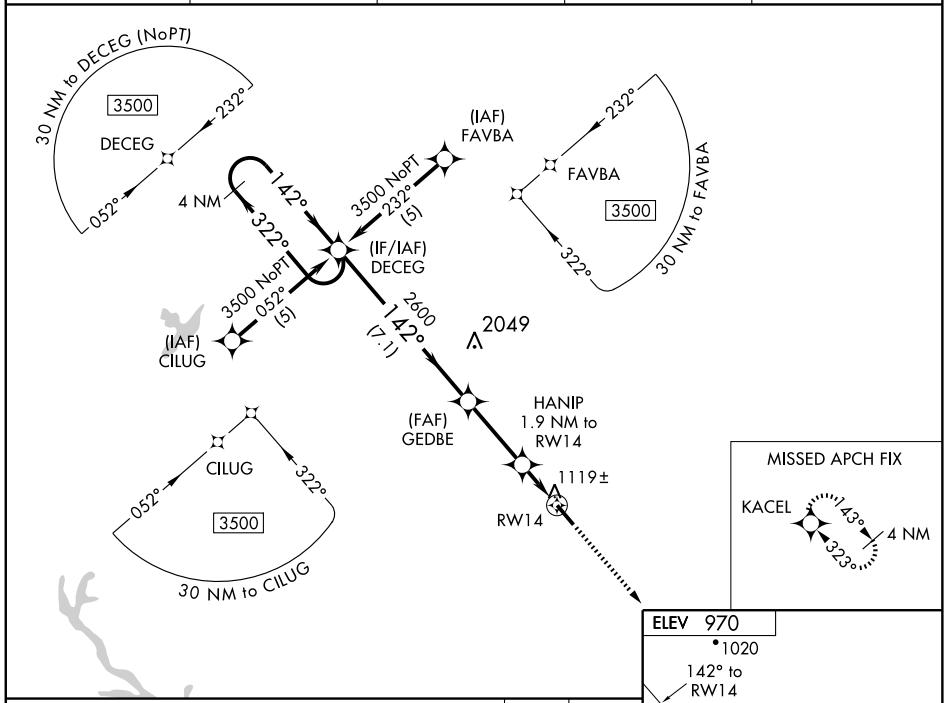
RNAV (GPS) RWY 14

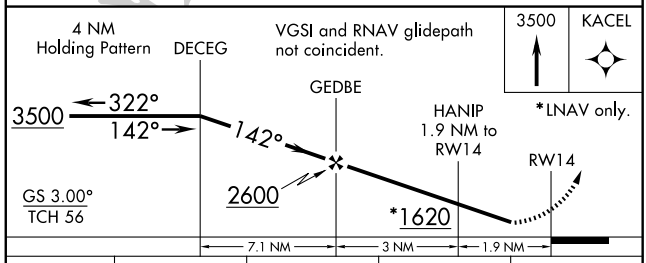
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

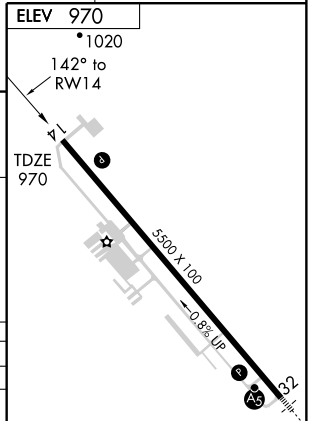
Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet, and increase LPV all Cats and LNAV Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3500 direct KACEL and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1300-1 330 (400-1)			
LNAV/VNAV DA	1389-1½ 419 (500-1½)			
LNAV MDA	1380-1 410 (500-1)		1380-1¼ 410 (500-1¼)	
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

MIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 77528	322°	TDZE	952
W32A		Apt Elev	970

RNAV (GPS) RWY 32

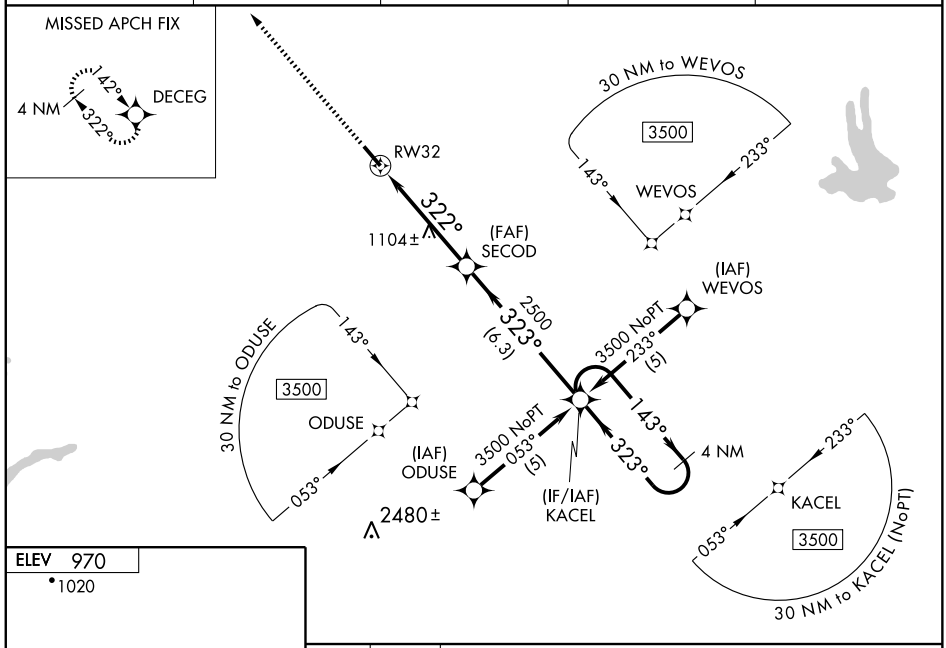
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

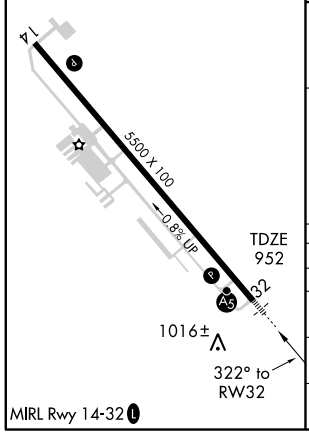
Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 47 feet and all MDA 60 feet. Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Inoperative table does not apply to LNAV Cats A and B when using Peachtree City-Falcon Field altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats C and D visibilities to 1¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase LNAV Cat C visibility to 1¼ mile.

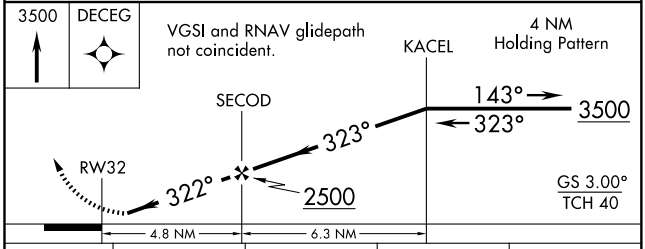
MALSR

MISSED APPROACH: Climb to 3500 direct DECEG and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1242-1 290 (300-1)			
LNAV/VNAV DA	1286-1 334 (400-1)			
LNAV MDA	1360-1 408 (400-1)			
CIRCLING	1420-1 450 (500-1)		1420-1½ 450 (500-1½)	1520-2 550 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LGC	APP CRS	Rwy Idg	N/A
115.6 Chan 103	053°	TDZE	N/A
		Apt Elev	970

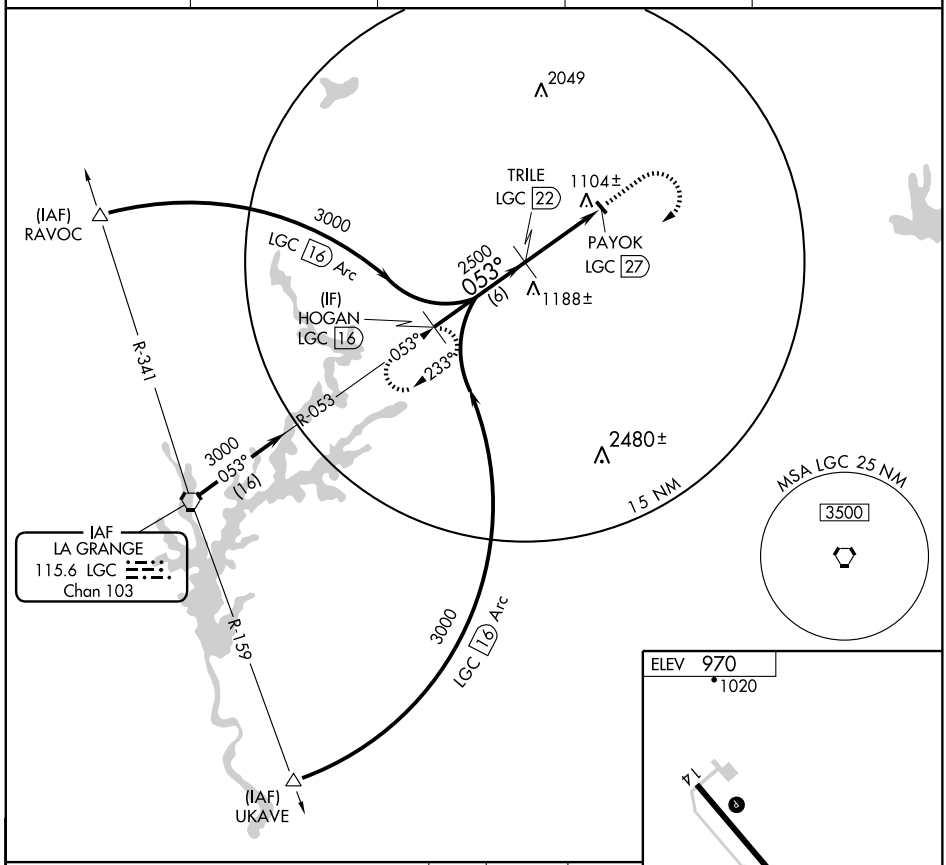
VOR/DME-A

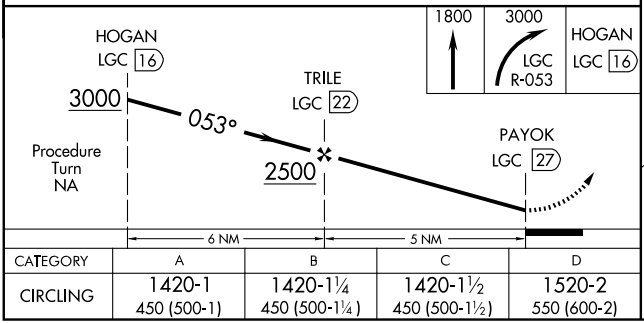
ATLANTA/ NEWNAN COWETA COUNTY (CCO)

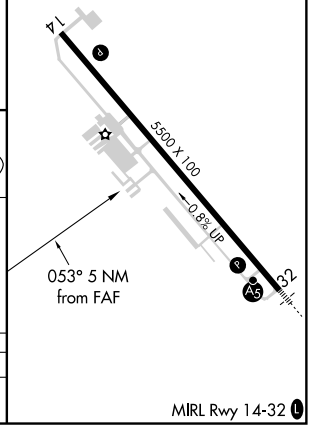
If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 via LGC R-053 to HOGAN 16 DME and hold.

AWOS-3	ATLANTA APP CON	GCO	CLNC DEL	UNICOM
118.975	119.8 343.6	121.725	119.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1420-1 450 (500-1)	1420-1¼ 450 (500-1¼)	1420-1½ 450 (500-1½)	1520-2 550 (600-2)

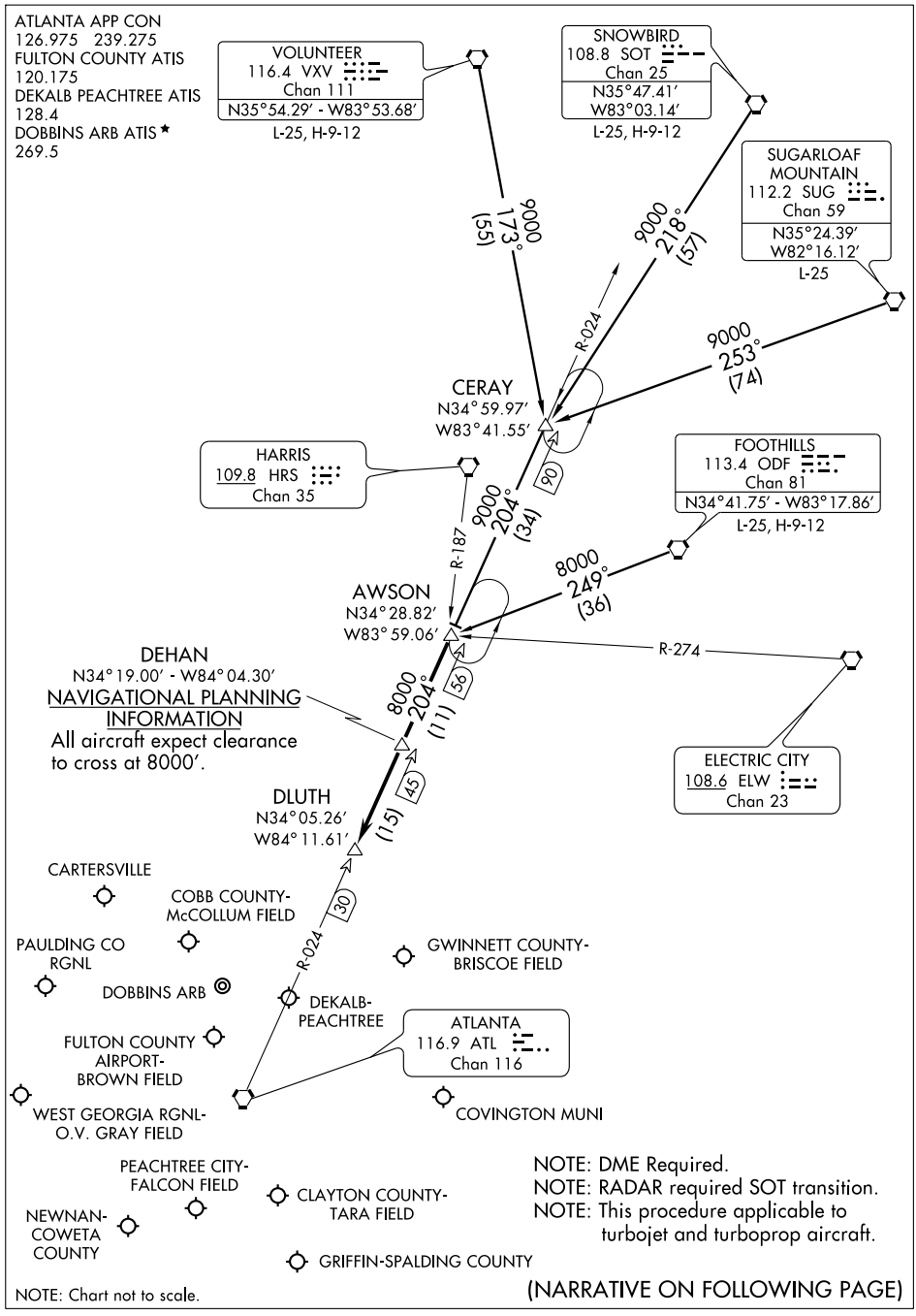
MIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-FFC	APP CRS	Rwy Idg	5019
111.95	310°	TDZE	808
Chan 56 (Y)		Apt Elev	808

ILS OR LOC RWY 31

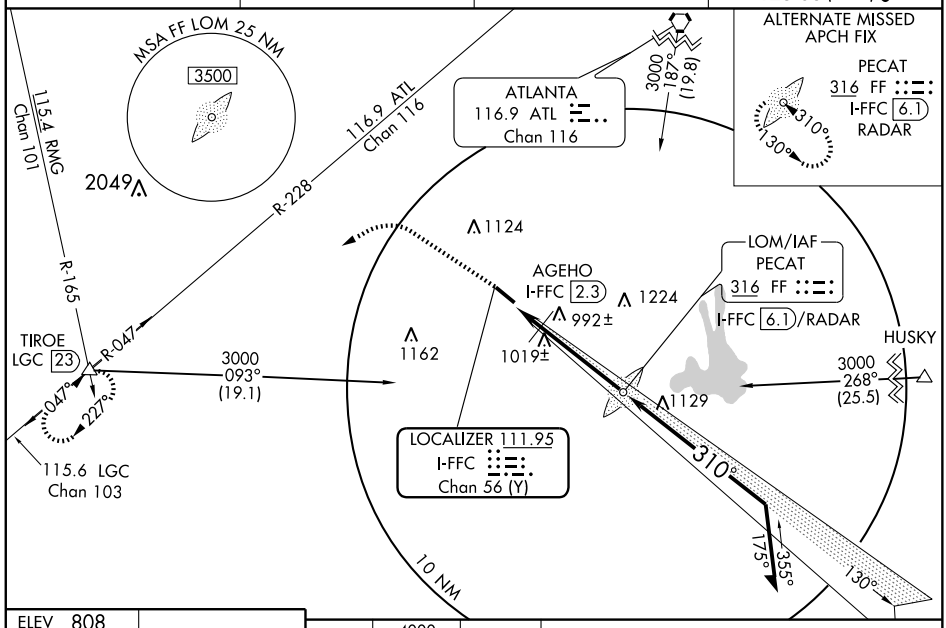
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

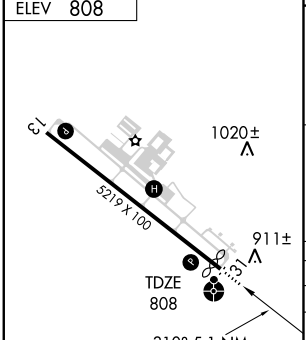
▼ NA Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase ILS DA to 1126 and all MDA 60 feet; Increase S-ILS all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile; Increase AGEHO DME Minimums S-LOC Cats. C and D visibility ¼ mile and Circling Cat. D ¼ mile.

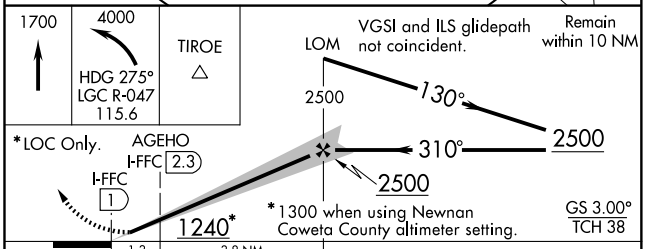
ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 via heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31		1079-1 271 (300-1)		
S-LOC 31	1240-1 432 (500-1)		1240-1¼ 432 (500-1¼)	1240-1½ 432 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)
AGEHO FIX MINIMUMS				
S-LOC 31	1180-1 372 (400-1)			1180-1¼ 372 (400-1¼)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

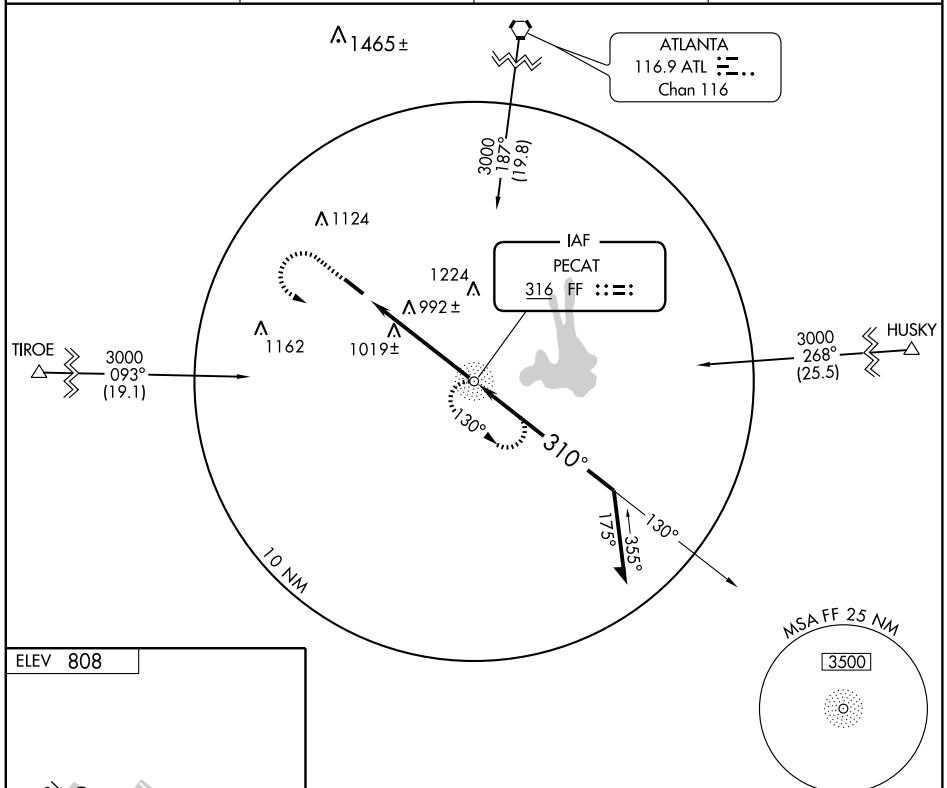
NDB FF	APP CRS	Rwy Idg	5019
316	310°	TDZE	808
		Apt Elev	808

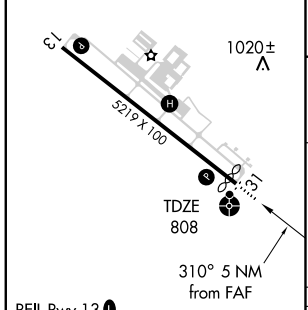
NDB RWY 31

ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

▼ NA Inoperative table does not apply to CAT C.	ODALS	MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct PECAT NDB and hold.

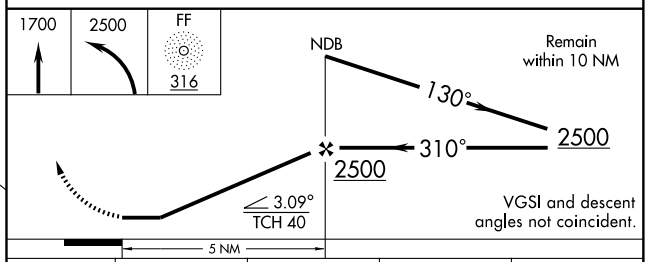
ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L





REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1320-¾ 512 (600-¾)		1320-1½ 512 (600-1½)	1320-1¾ 512 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1500-2¼ 692 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 61006 W13A	APP CRS 130°	Rwy Idg 5219 TDZE 797 Apt Elev 808

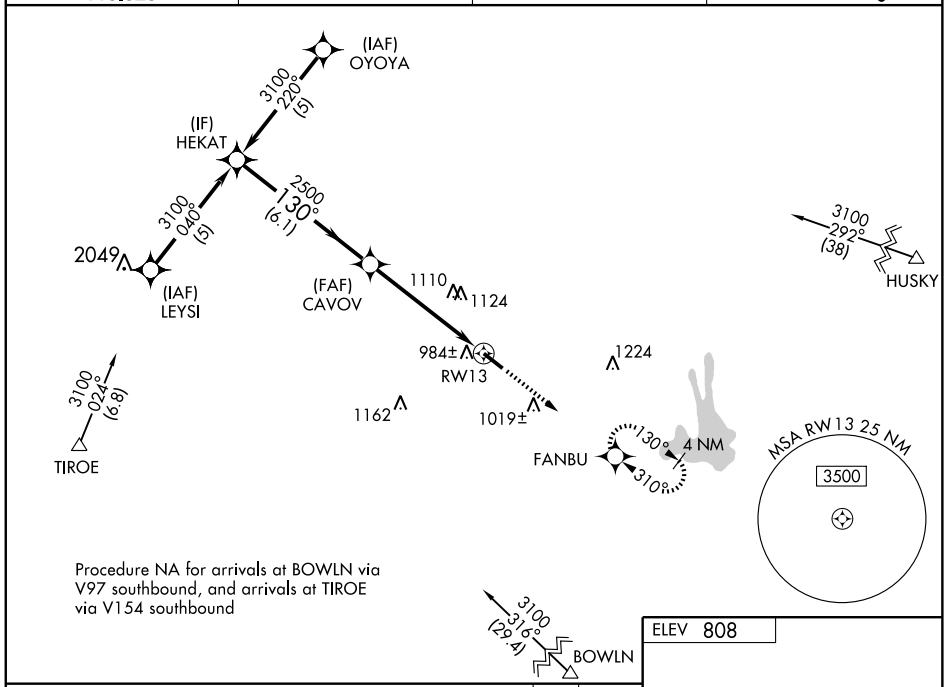
RNAV (GPS) RWY 13

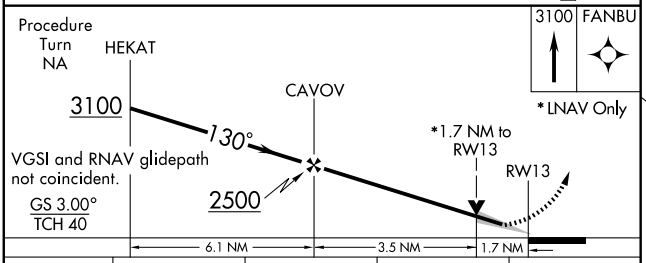
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

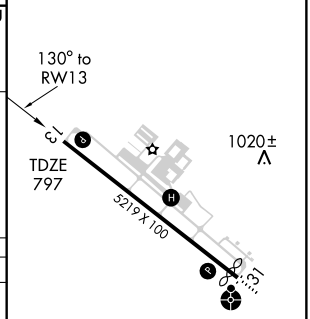
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV, VDP and LNAV/VNAV DA NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received; use Newnan Coweta County altimeter setting and increase LPV DA to 1094, all MDAs 60 feet and LNAV and circling visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3100 direct FANBU and hold, continue climb-in-hold to 3100.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1047-1 250 (300-1)			
LNAV/ VNAV DA	1254-1¾ 457 (500-1¾)			
LNAV MDA	1360-1 563 (600-1)		1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1 552 (600-1)		1360-1½ 552 (600-1½)	1580-2½ 772 (800-2½)

REIL Rwy 13 L
MIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 72706 W31A	APP CRS 310°	Rwy Idg 5019 TDZE 808 Apt Elev 808

RNAV (GPS) RWY 31

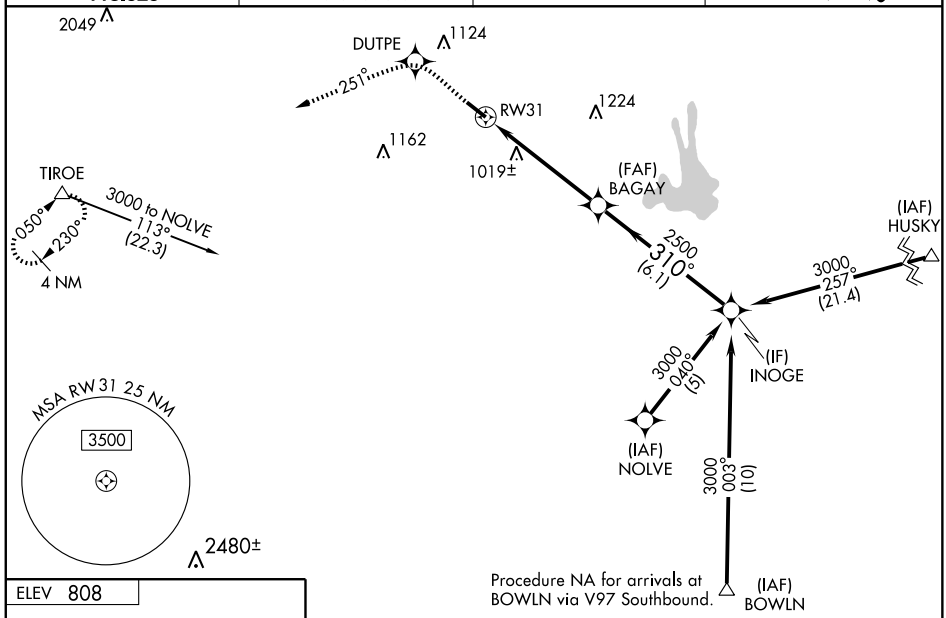
ATLANTA/ PEACHTREE CITY-FALCON FIELD (FFC)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Newnan Coweta County altimeter setting. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase LPV DA to 1176, LNAV/VNAV DA to 1228 and all MDA 60 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile and Circling Cat. D visibility ¼ mile.

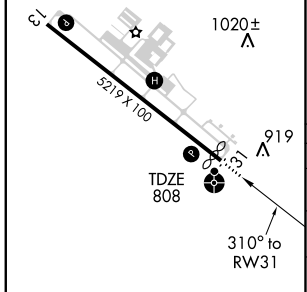
ODALS

MISSED APPROACH: Climb to 4000 direct DUTPE and via 251° track to TIROE and hold.

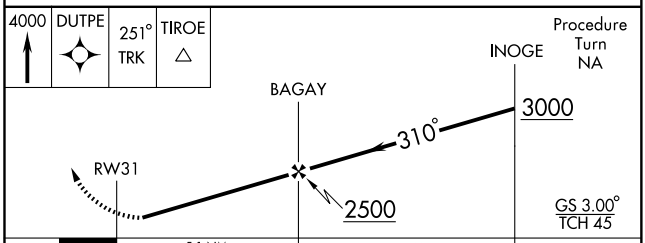
ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L



ELEV 808



REIL Rwy 13 L
MIRL Rwy 13-31 L



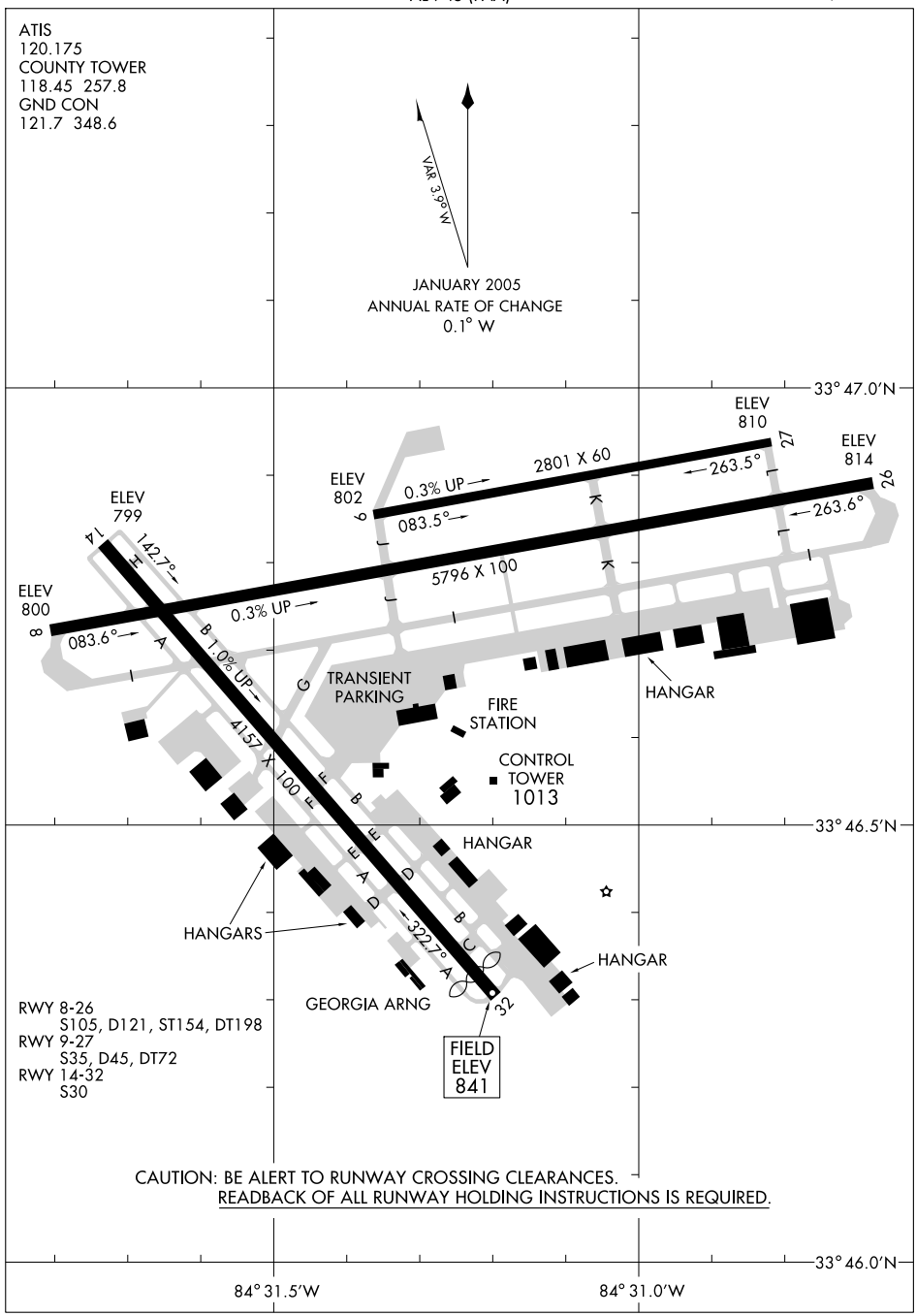
CATEGORY	A	B	C	D
LPV DA	1129-1¼ 321 (400-1¼)			
LNAV/ VNAV DA	1181-1¼ 373 (400-1¼)			
LNAV MDA	1280-1 472 (500-1)		1280-1¼ 472 (500-1¼)	1280-1½ 472 (500-1½)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

09239

AIRPORT DIAGRAM

ATLANTA/FULTON COUNTY AIRPORT-BROWN FIELD (FTY)
AL-745 (FAA)
ATLANTA, GEORGIA



RWY 8-26
S105, D121, ST154, DT198
RWY 9-27
S35, D45, DT72
RWY 14-32
S30

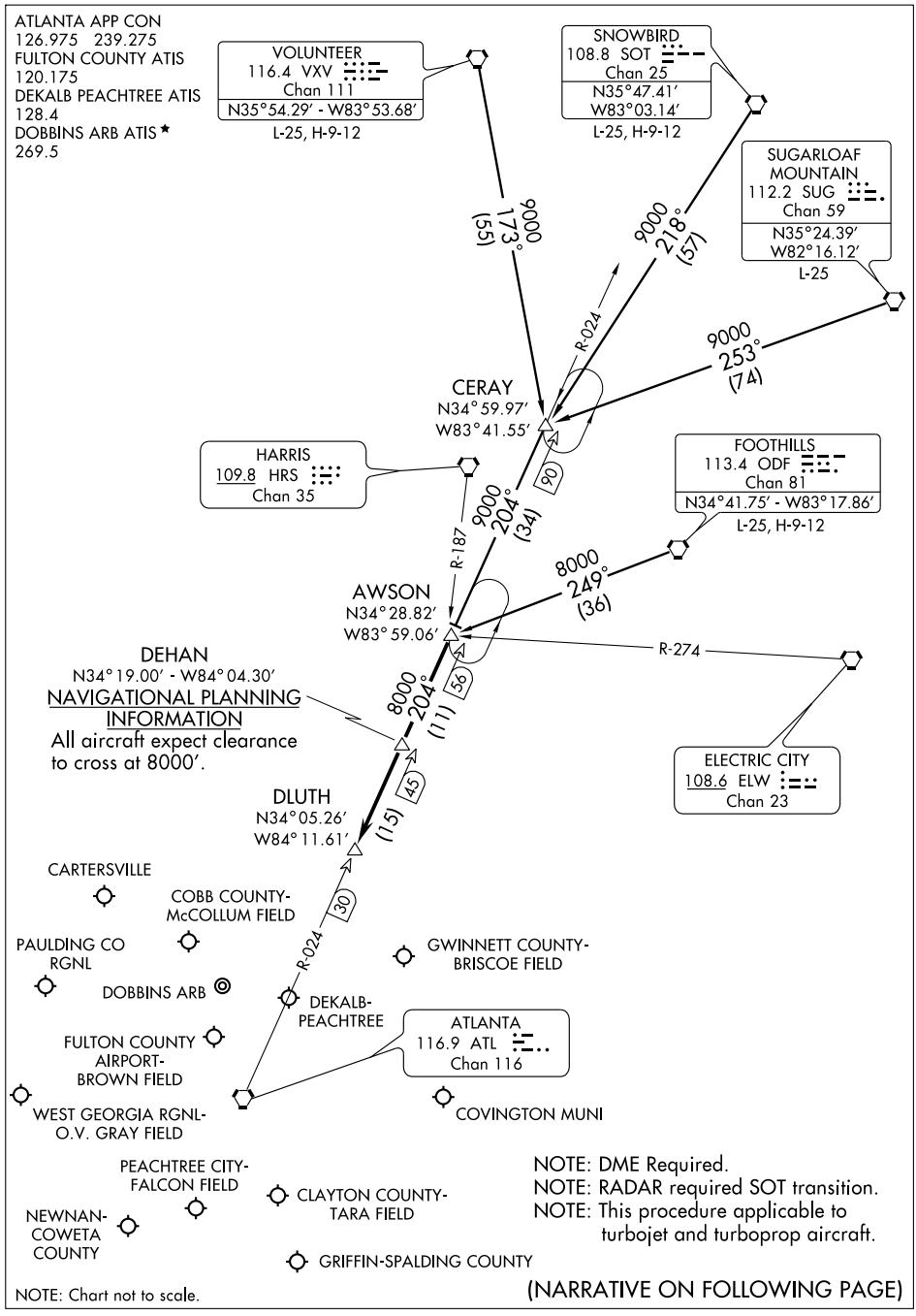
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

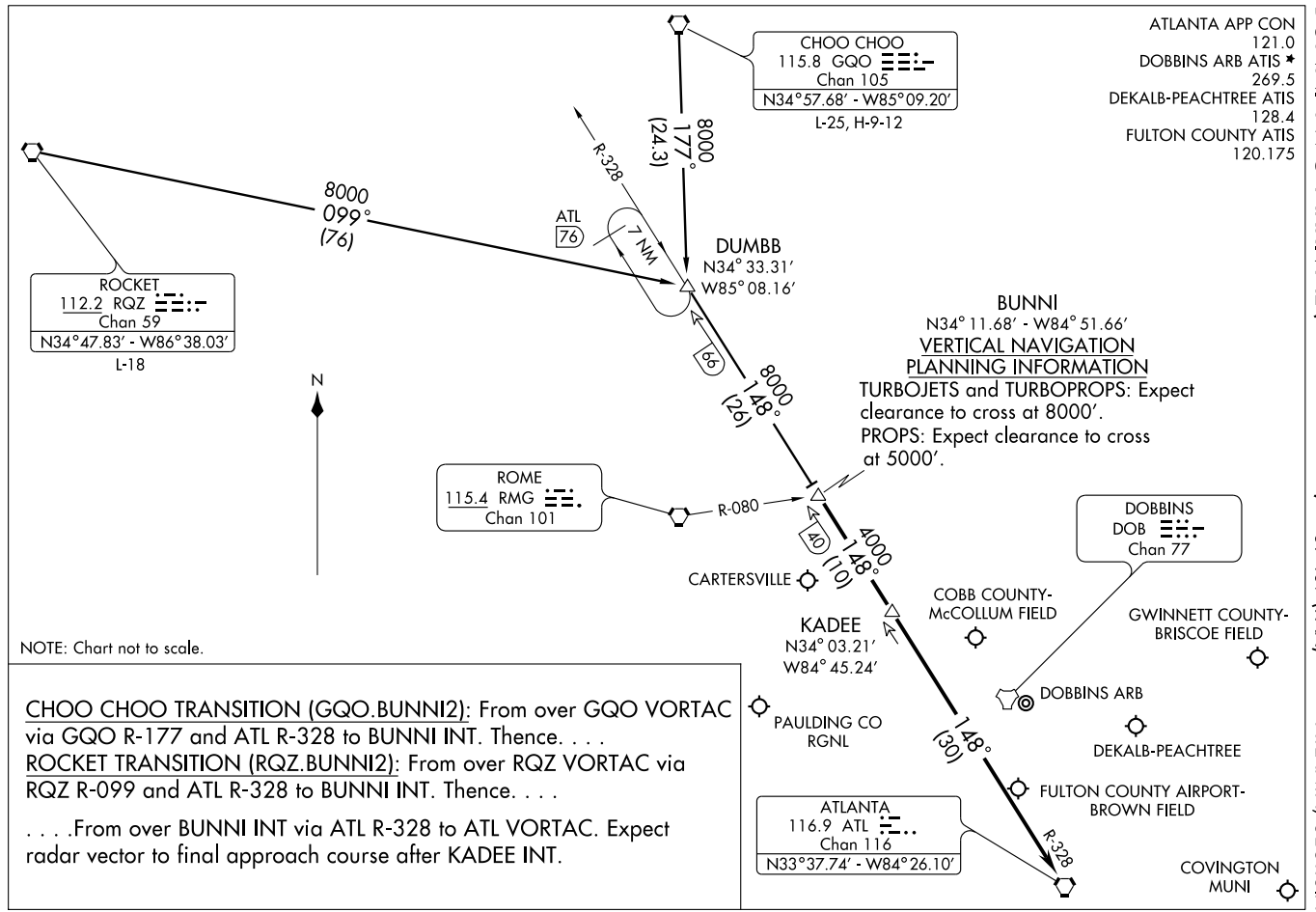
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-FTY	APP CRS	Rwy Idg	5796
109.1	082°	TDZE	808
		Apt Elev	841

ILS RWY 8

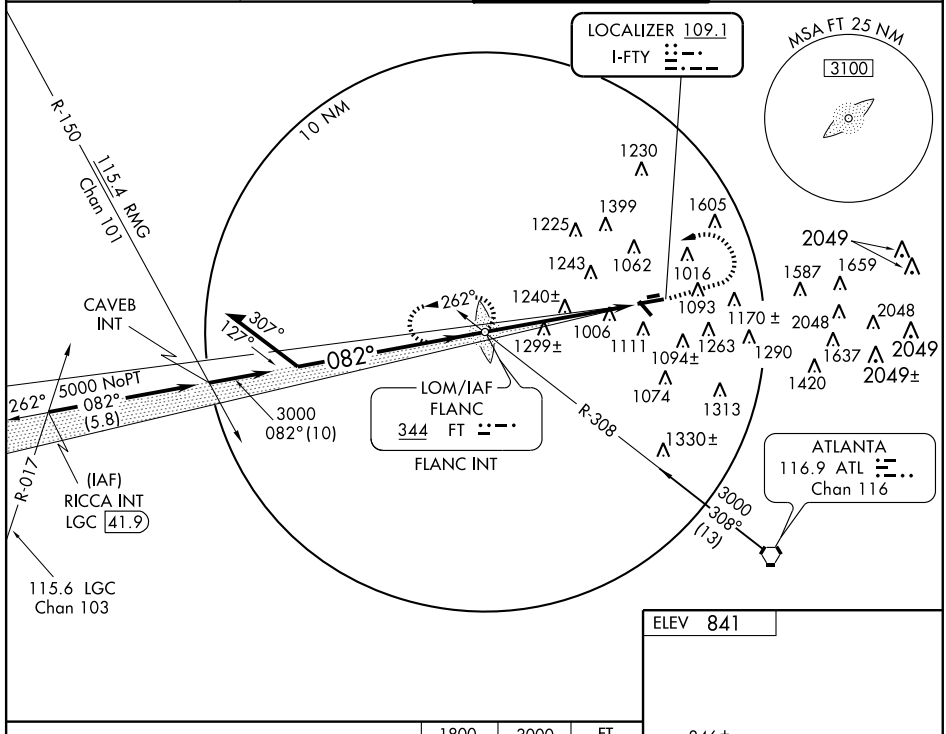
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

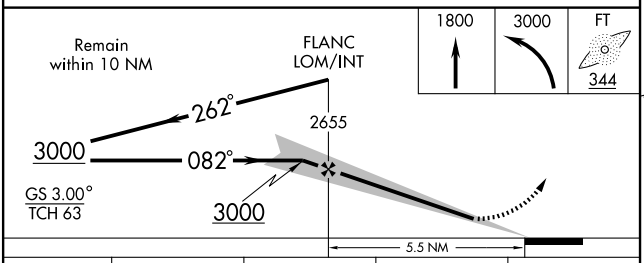
For inoperative MALSR, increase S-LOC 8 Cat A visibility to 1 mile.
ADF REQUIRED
NOTE: Ridge with trees, to 1299 feet MSL between outer marker and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

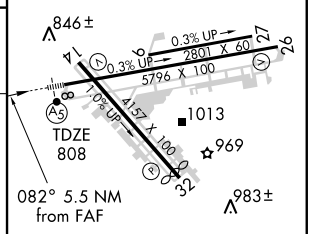
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct FLANC LOM/Int and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







CATEGORY	A	B	C	D
S-ILS 8	1078-¾ 270 (300-¾)			
S-LOC 8	1560-¾ 752 (800-¾)		1560-1¾ 752 (800-1¾)	1560-2 752 (800-2)
CIRCLING	1560-1 719 (800-1)	1560-1¼ 719 (800-1¼)	1560-2¼ 719 (800-2¼)	1580-2½ 739 (800-2½)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5.5 NM

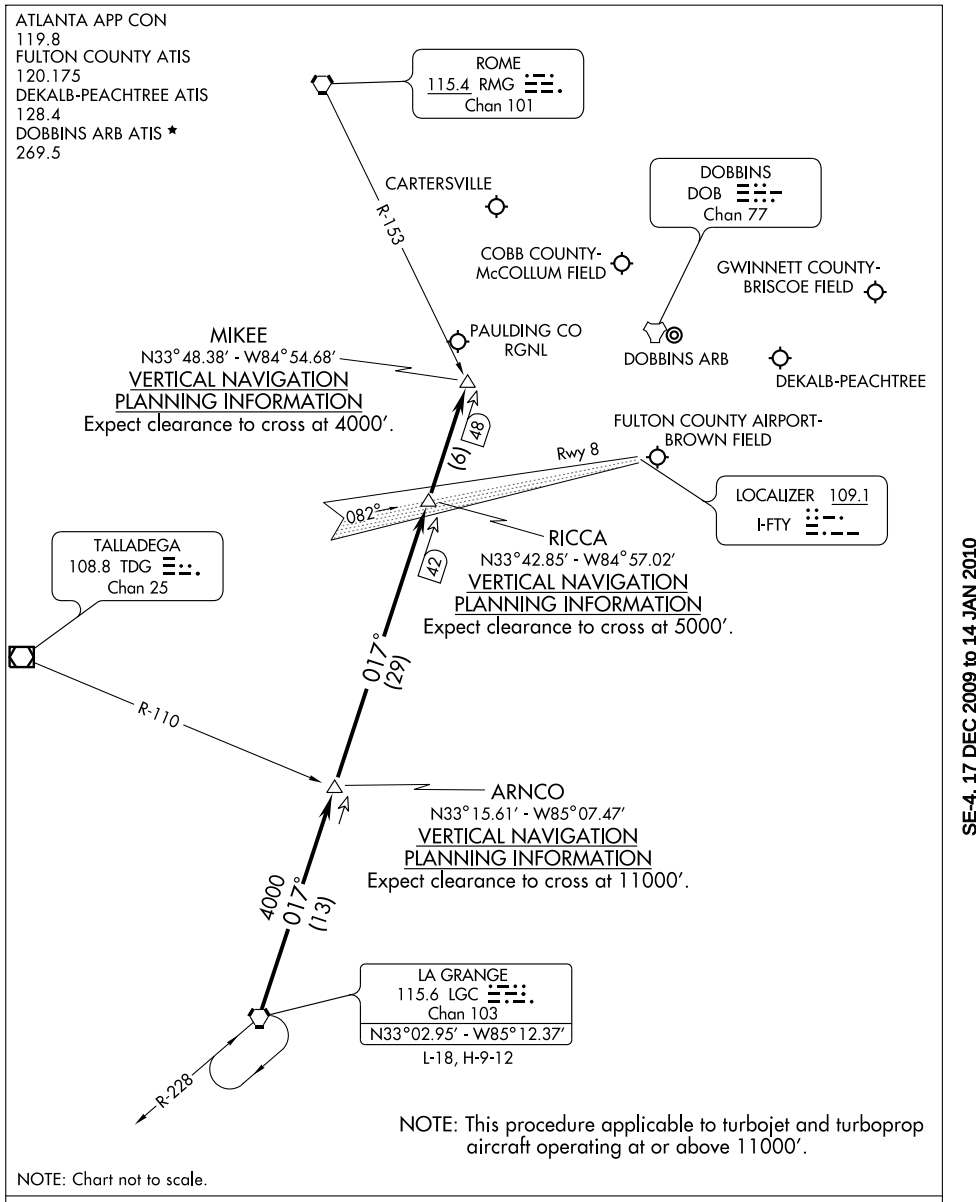
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM FT	APP CRS	Rwy Idg	5796
344	082°	TDZE	808
		Apt Elev	841

NDB RWY 8

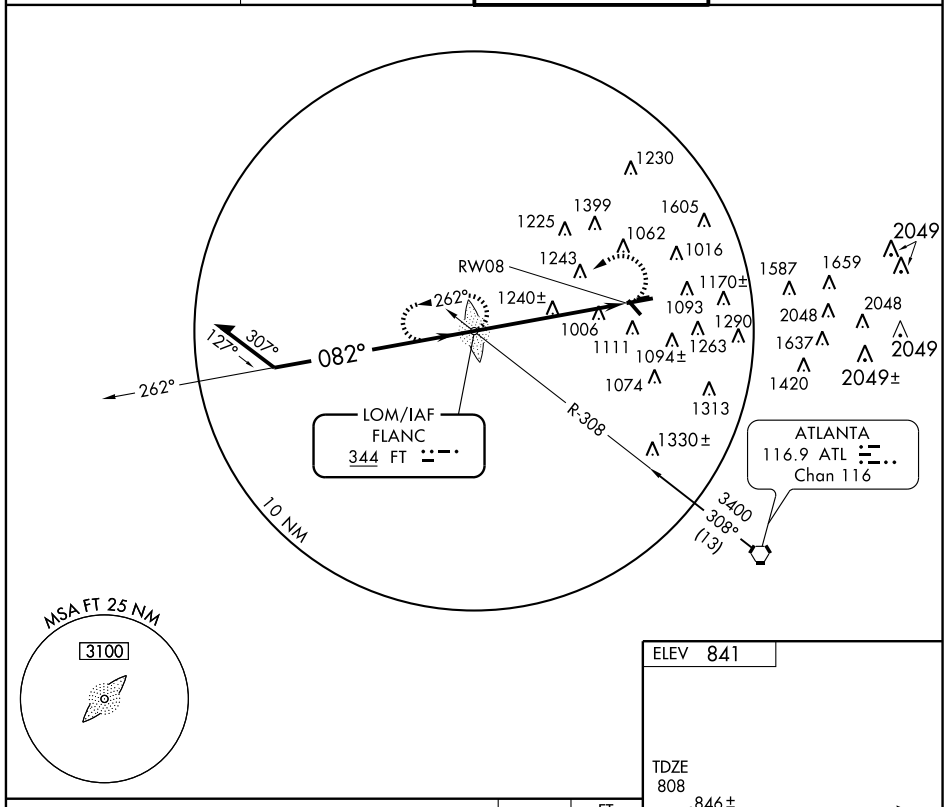
ATLANTA / FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

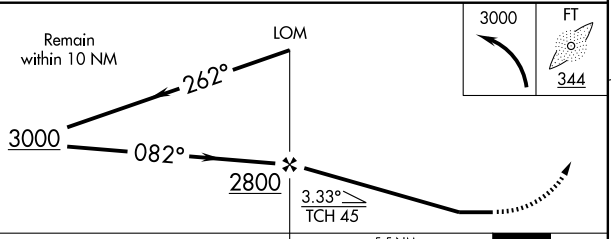
Circling NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet, increase S-8 Cat. C and D and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply.

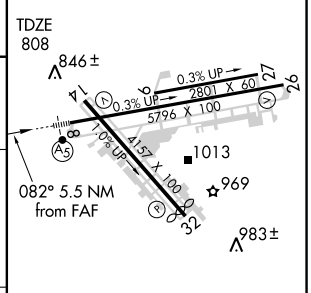
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct FT LOM and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







CATEGORY	A	B	C	D
S-8	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	1600-2½ 759 (800-2½)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5796
262°	TDZE	814
	Apt Elev	841

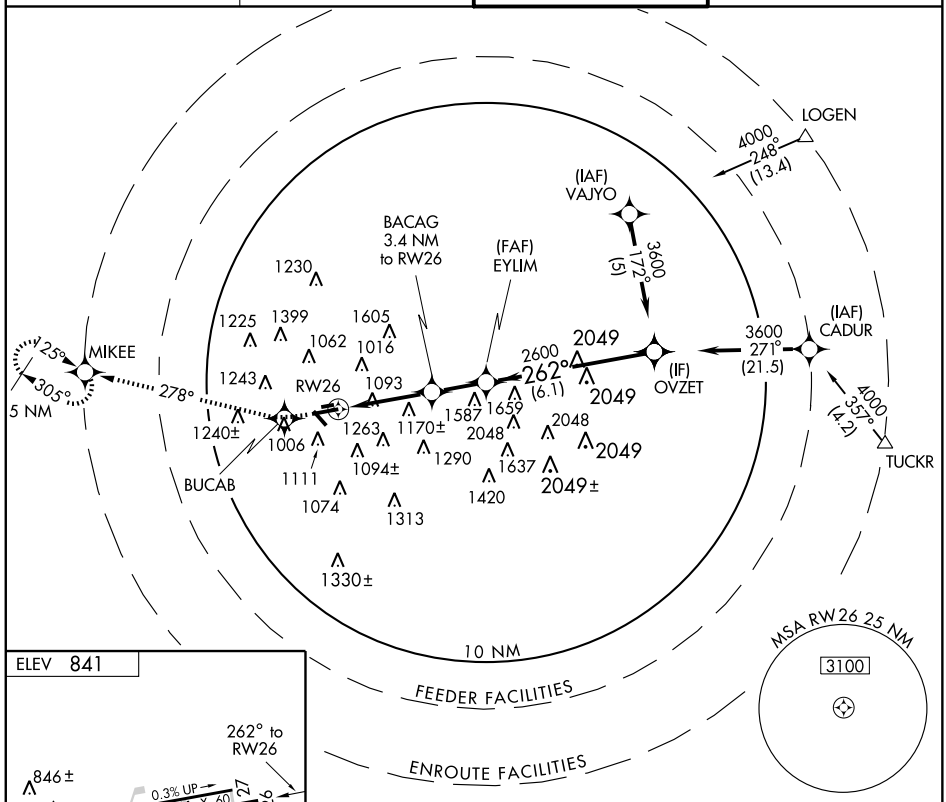
RNAV (GPS) RWY 26

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

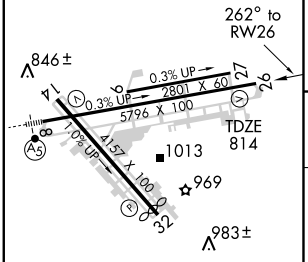
If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

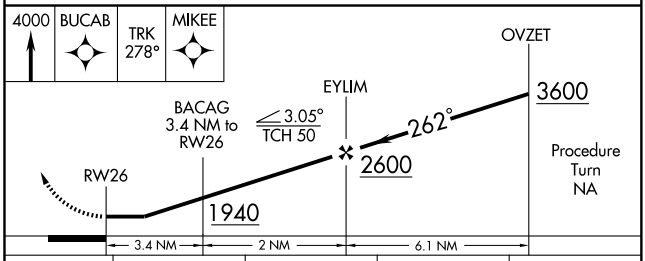
MISSED APPROACH: Climb to 4000 direct BUCAB and via 278° track to MIKEE and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



ELEV 841





CATEGORY	A	B	C	D
LNAV MDA	1480-1	666 (700-1)	1480-1¾ 666 (700-1¾)	1480-2 666 (700-2)
CIRCLING	1480-1	639 (700-1)	1480-1¾ 639 (700-1¾)	1580-2¼ 739 (800-2¼)

REIL Rwys 14 and 26
MIRL Rwy 14-32
HIRL Rwy 8-26

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 65804 W08A	APP CRS 082°	Rwy Idg 5796 TDZE 808 Apt Elev 841

RNAV (GPS) Y RWY 8

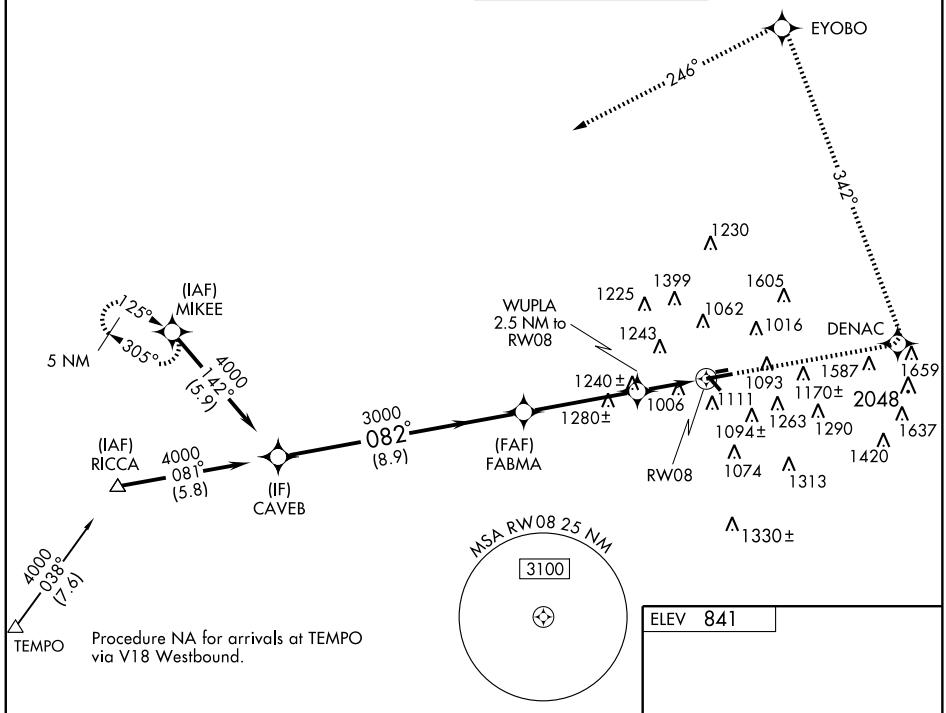
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

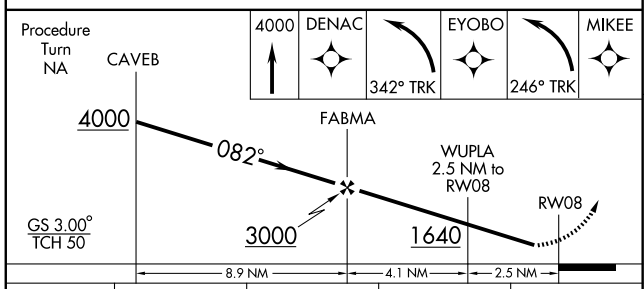
For inoperative MALSR, increase LPV all Cats visibility to ½ . If local altimeter setting not received, use Hartsfield Jackson Atlanta Intl altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LNAV Cats A and B. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

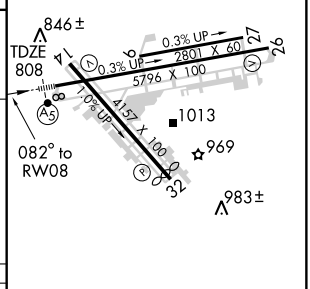
MALSR

MISSED APPROACH: Climb to 4000 direct DENAC and left turn via 342° track to EYOBO and left turn via 246° track to MIKEE and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







CATEGORY	A	B	C	D
LPV DA		1235-1	427 (400-1)	
LNAV MDA	1500-1	692 (700-1)	1500-1½ 692 (700-1½)	1500-1¾ 692 (700-1¾)
CIRCLING	1500-1	659 (700-1)	1500-2 659 (700-2)	1580-2¼ 739 (800-2¼)

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5796
082°	TDZE	808
	Apt Elev	841

RNAV (RNP) Z RWY 8

ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

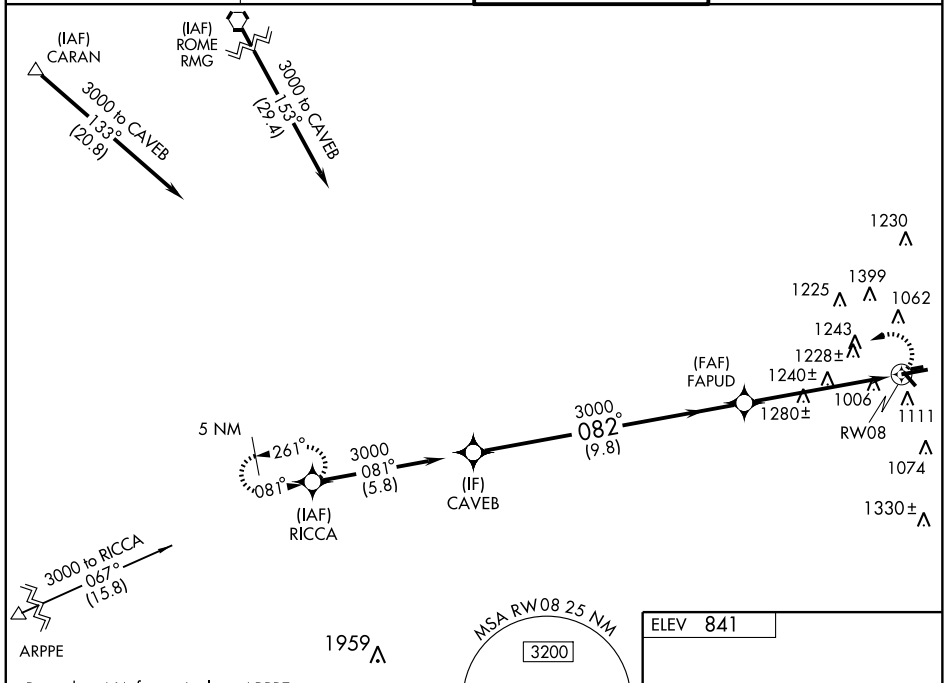
GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 45°C (114°F).
For inoperative MALSR, increase RNP 0.30 visibility to 2¼.
Procedure NA for wingspans greater than 136 feet.

NA

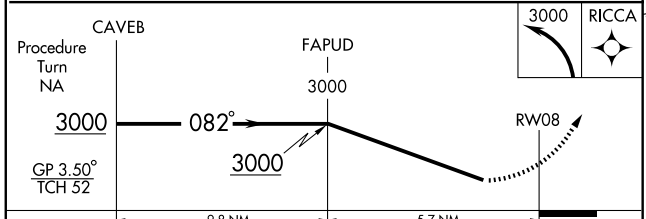
MALSR

MISSED APPROACH:
Climbing left turn to 3000 direct RICCA and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6



Procedure NA for arrivals at ARPPE via V18 Westbound.

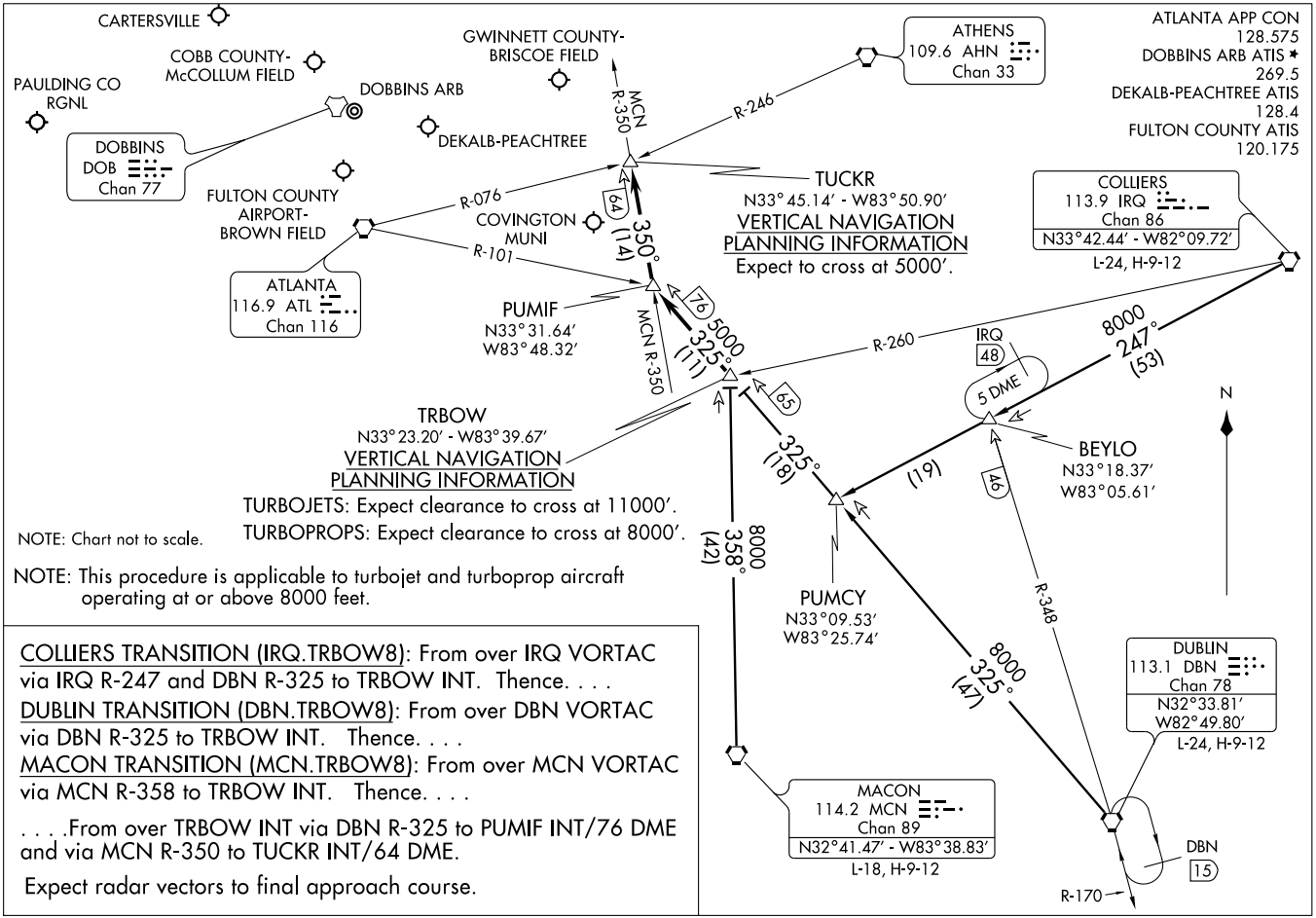


CATEGORY	A	B	C	D
RNP 0.30 DA	1534-1¾ 726 (700-1¾)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

VOR/DME PDK	APP CRS	Rwy Idg	N/A
116.6	245°	TDZE	N/A
Chan 113		Apt Elev	841

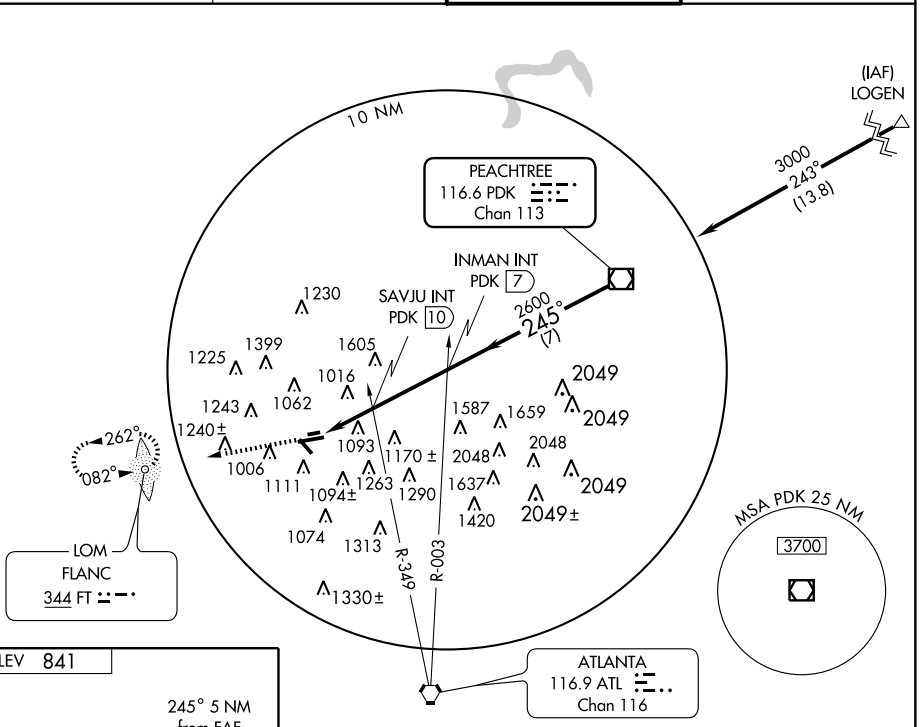
VOR-A

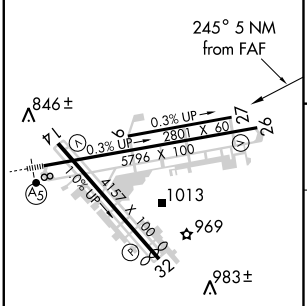
ATLANTA/ FULTON COUNTY AIRPORT-BROWN FIELD (FTY)

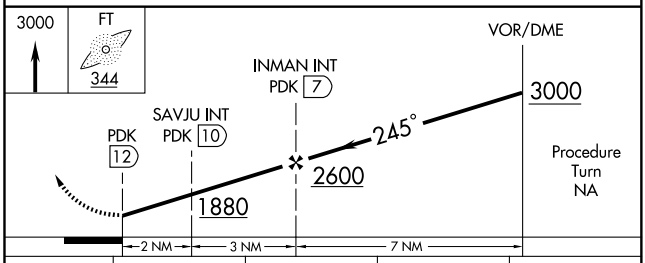
ADF or RADAR REQUIRED

MISSED APPROACH: Climb to 3000 direct FLANC LOM and hold.

ATIS	ATLANTA APP CON	COUNTY TOWER	GND CON
120.175	121.0 268.7	118.45 257.8	121.7 348.6







HIRL Rwy 8-26
MIRL Rwy 14-32
REIL Rwys 14 and 26

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 1039 (1100-1¼)	1880-1½ 1039 (1100-1½)	1880-3 1039 (1100-3)	
SAVJU FIX MINIMUMS				
CIRCLING	1460-1 619 (700-1)		1520-2 679 (700-2)	1580-2¼ 739 (800-2¼)

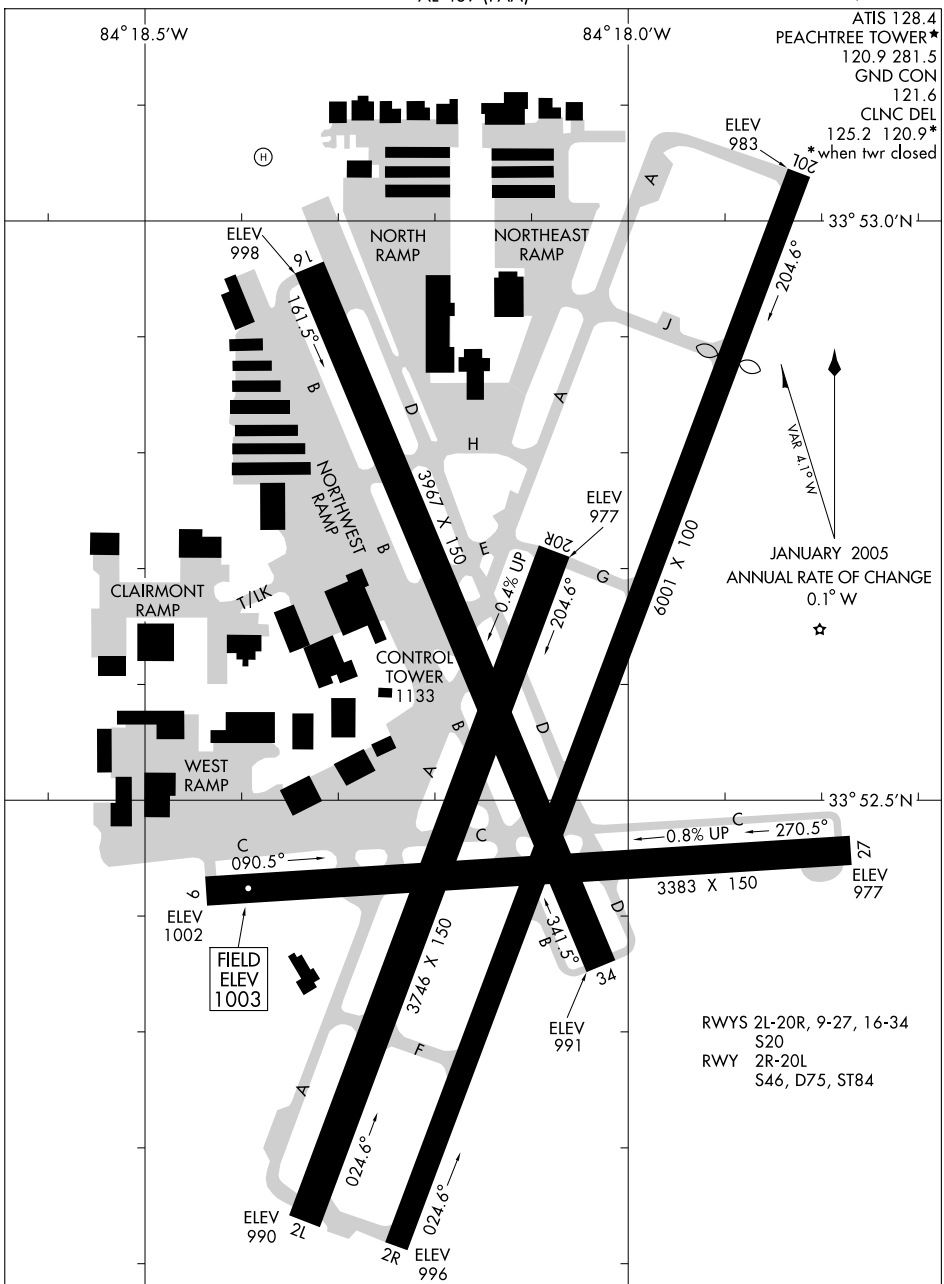
SE-4, 17 DEC 2009 to 14 JAN 2010

09015

AIRPORT DIAGRAM

AL-469 (FAA)

ATLANTA/DEKALB-PEACHTREE (PDK)
ATLANTA, GEORGIA



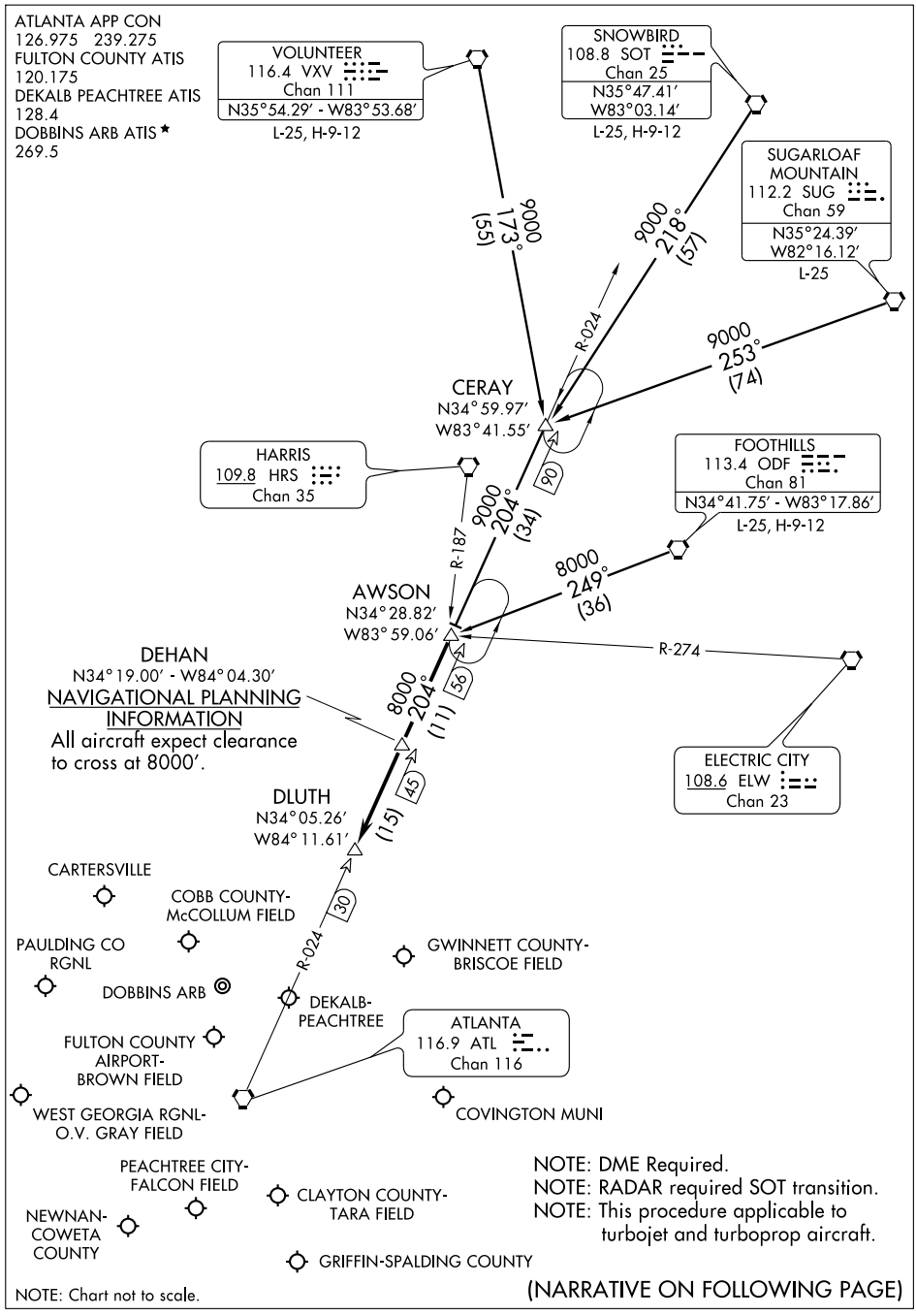
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

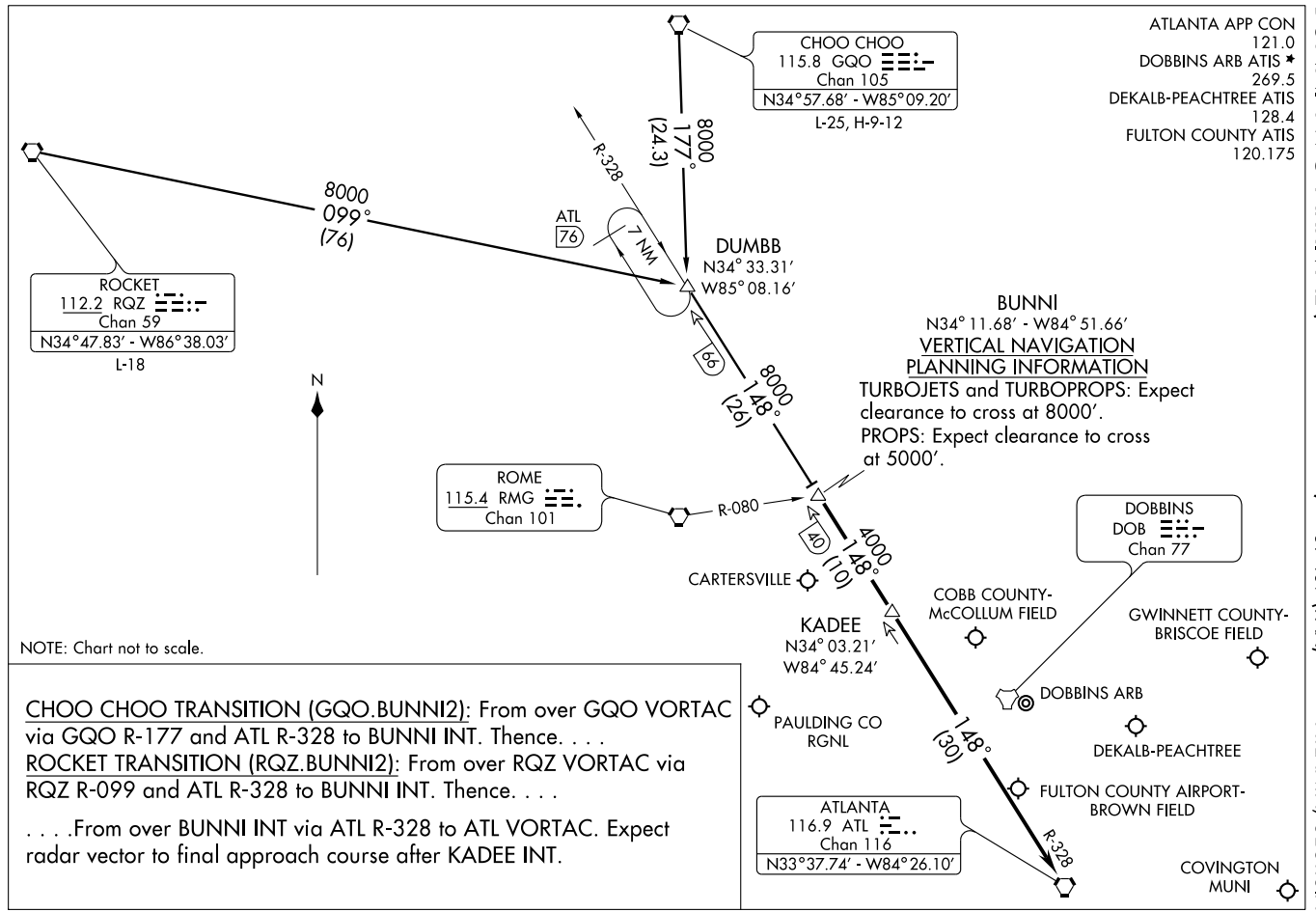
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-PDK	APP CRS	Rwy Idg	5001
111.1	203°	TDZE	991
		Apt Elev	1002

ILS or LOC RWY 20L

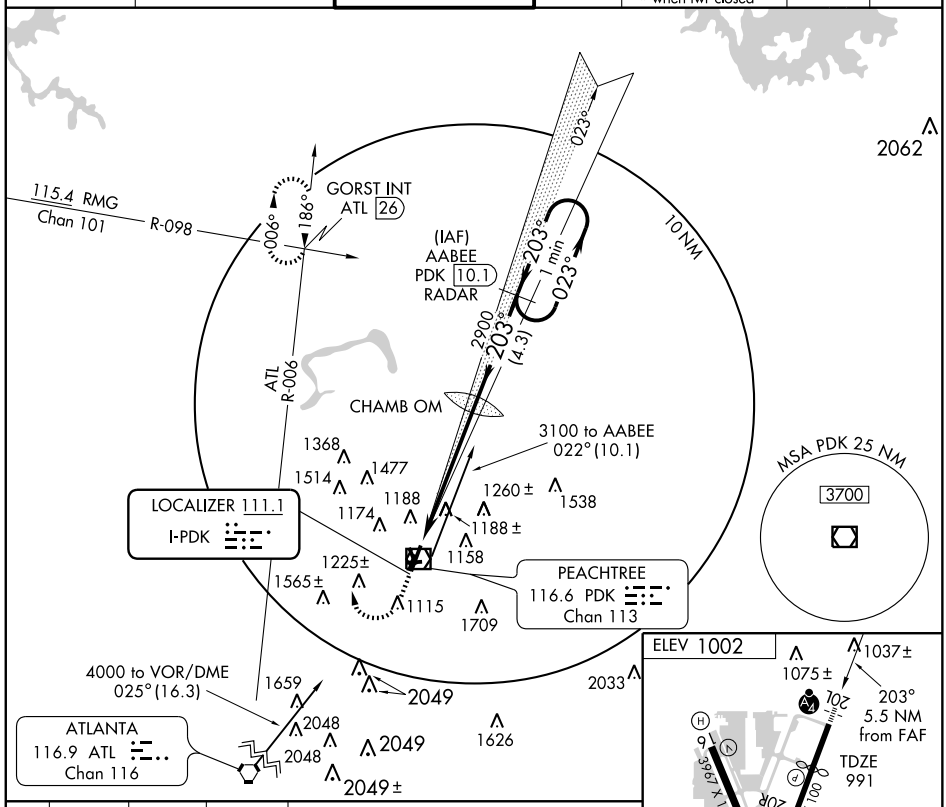
ATLANTA/ DEKALB-PEACHTREE (PDK)

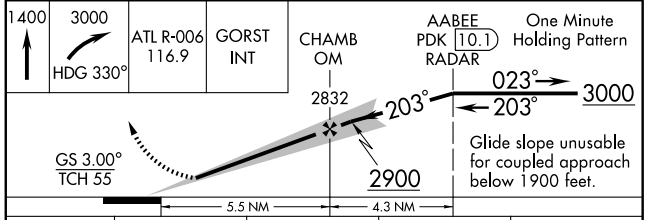
Numerous towers to heights of 2000+ MSL in sector south of airport. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 40 feet.
Inoperative table does not apply to Localizer Cat C.
DME or RADAR REQUIRED.

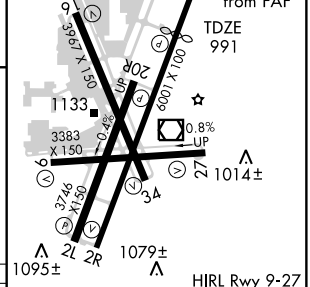
MALSF

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 330° and ATL R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* * when twr closed	122.95	120.0 L







CATEGORY	A	B	C	D
S-ILS 20L	1241-¾ 250 (300-¾)			
S-LOC 20L	1580-¾ 589 (600-¾)		1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1 578 (600-1)		1580-1½ 578 (600-1½)	1580-2 578 (600-2)

FAF to MAP 5.5 NM

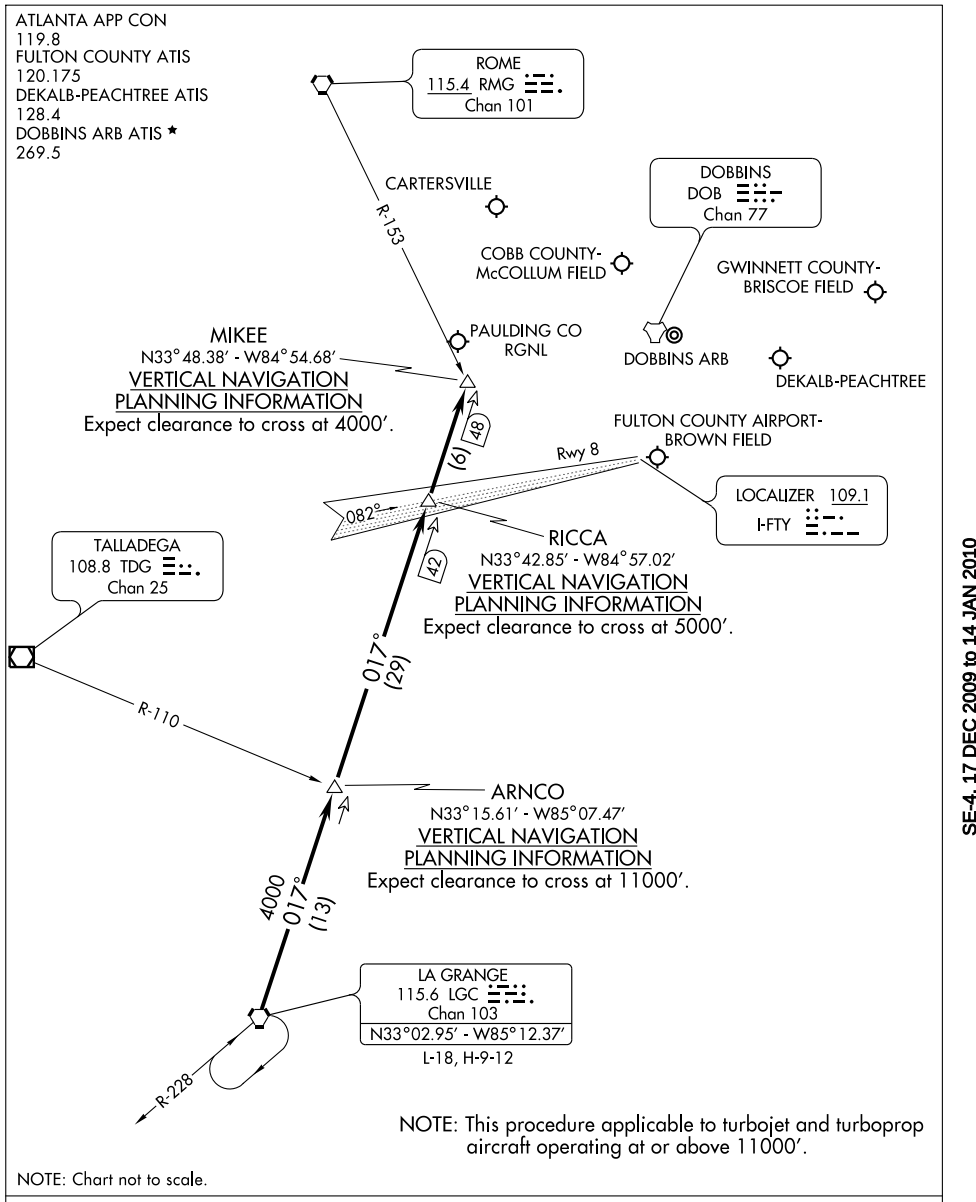
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3383
268°	TDZE	1003
	Apt Elev	1003

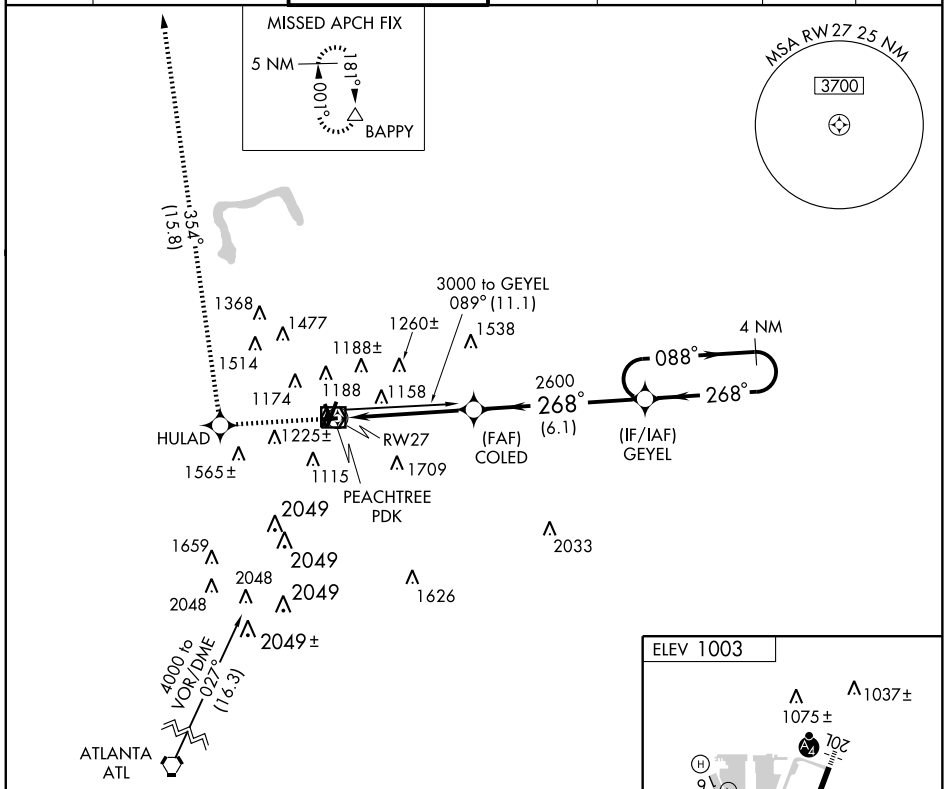
RNAV (GPS) RWY 27

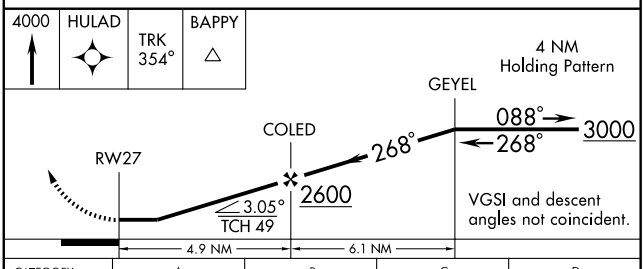
ATLANTA/ DEKALB-PEACHTREE (PDK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. Circling to Rwys 2L, 9, 16, 20R, 27, 34 NA at night.

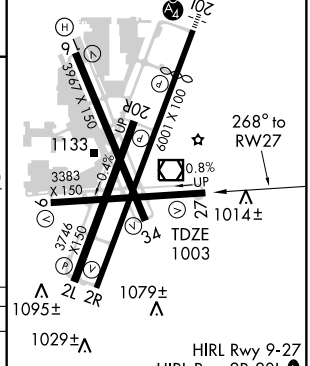
MISSED APPROACH: Climb to 4000 direct HULAD and via 354° track to BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* ★when twr closed	122.95	120.0 (L)





CATEGORY	A	B	C	D
LNAV MDA	1420-1 417 (500-1)		1420-1¼ 417 (500-1¼)	
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)



HIRL Rwy 9-27
HIRL Rwy 2R-20L (L)
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
218°	TDZE	991
	Apt Elev	1003

RNAV (GPS) Y RWY 20L

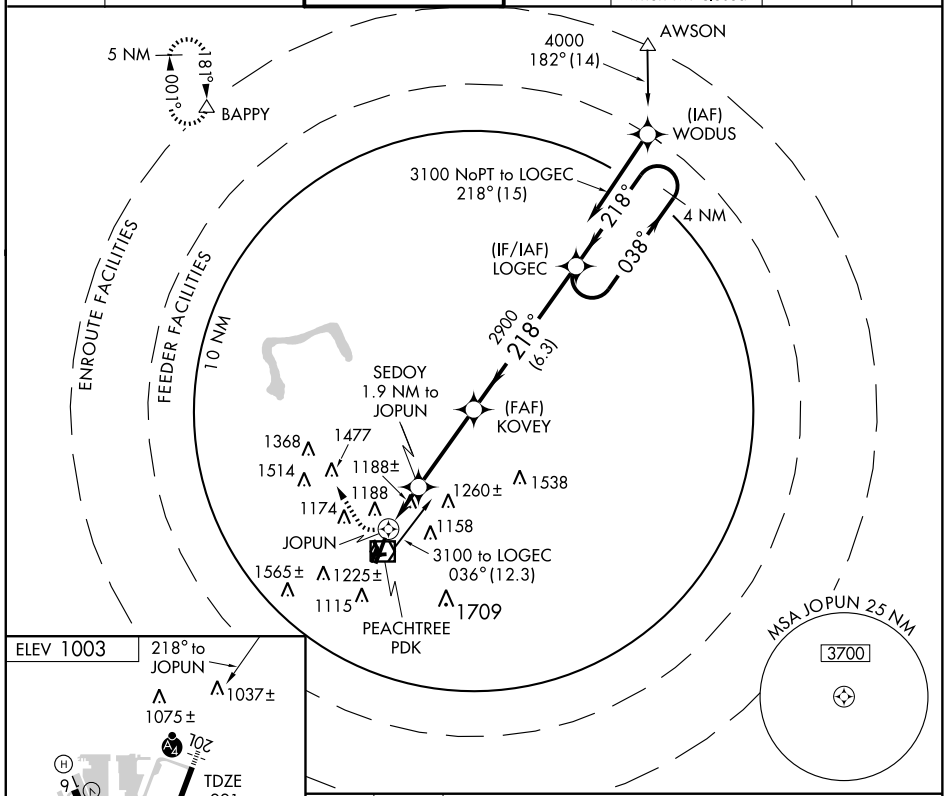
ATLANTA/ DEKALB-PEACHTREE (PDK)

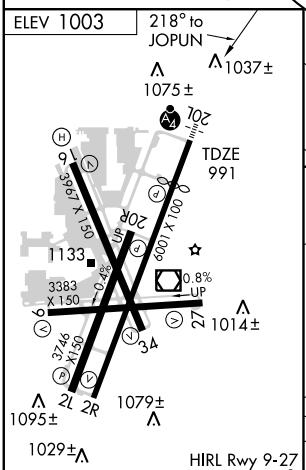
DME/DME RNP-0.3 NA. If local altimeter not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Fulton County-Brown Field altimeter setting. Circling to Rwy's 2L, 9, 16, 20R, 27, 34 NA at night. Inoperative table does not apply to Cat C.

MALSF

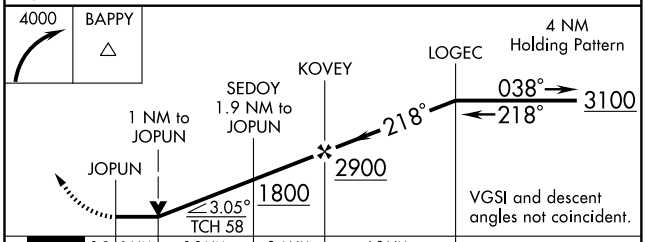
MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0





HIRL Rwy 9-27
HIRL Rwy 2R-20L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R



CATEGORY	A	B	C	D
LNAV MDA	1500-¾ 509 (500-¾)		1500-1½ 509 (500-1½)	
CIRCLING	1500-1 497 (500-1)		1500-1½ 497 (500-1½)	1580-2 577 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
022°	TDZE	996
	Apt Elev	1003

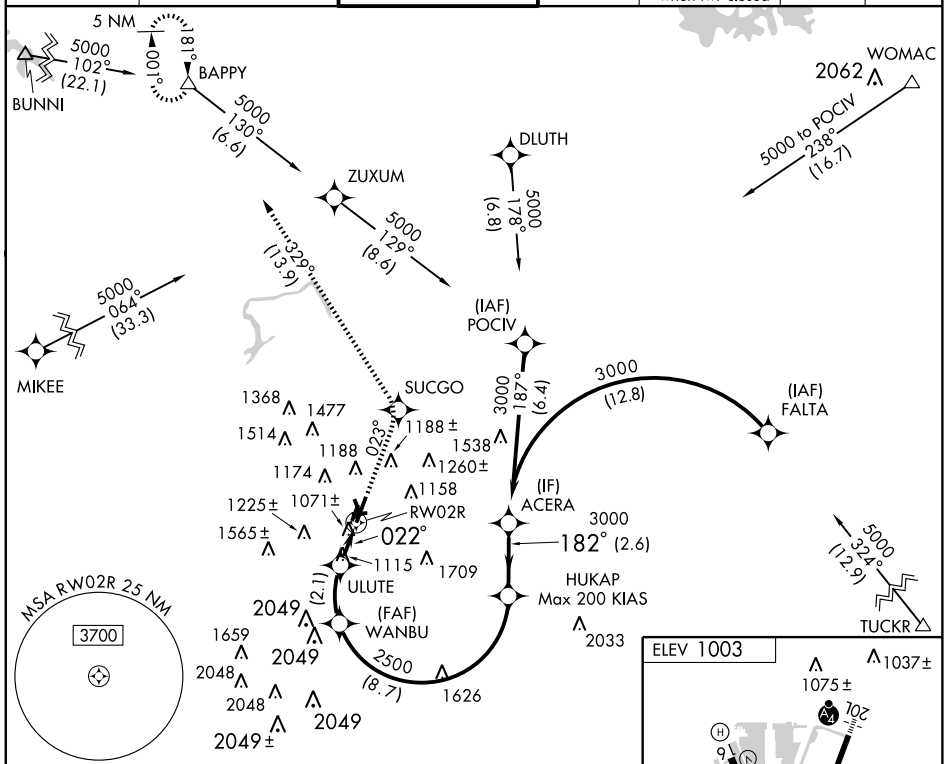
RNAV (RNP) RWY 2R

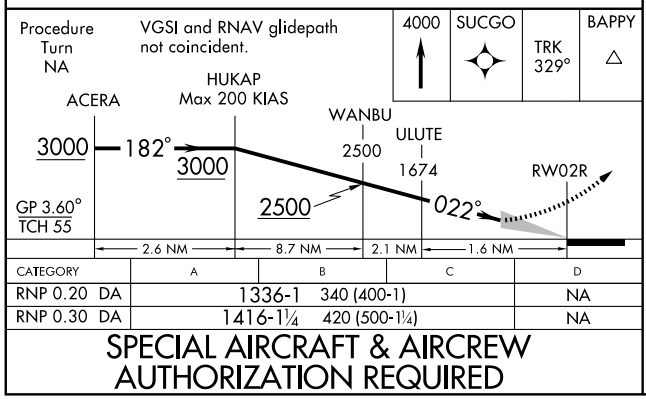
ATLANTA/ DEKALB-PEACHTREE (PDK)

NA — Procedure NA for wingspans greater than 136 ft. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8° C (18° F) or above 36° C (98° F).

MISSED APPROACH: Climb to 4000 direct SUCGO and via 329° track to BAPPY and hold.

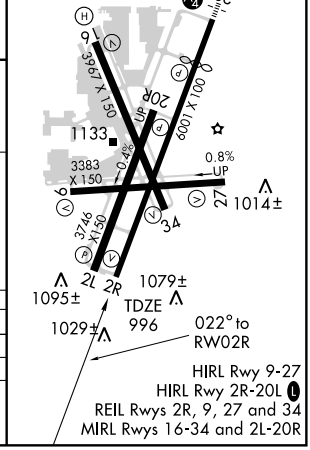
ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9 * * when twr closed	122.95	120.0 L





CATEGORY	A	B	C	D
RNP 0.20 DA	1336-1	340 (400-1)		NA
RNP 0.30 DA	1416-1¼	420 (500-1¼)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
203°	TDZE	991
	Apt Elev	1003

RNAV (RNP) Z RWY 20L

ATLANTA/DEKALB-PEACHTREE (PDK)

NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (116°F). For inoperative MALSF, increase RNP 0.30 visibility to 1¾.

MALSF

MISSED APPROACH: Climbing right turn to 3100 direct DODME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER ★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L

2142

RF Required.

(IAF) BUNNI — 5000 to RUKKO 095° (26) — 5000 (4.7) — RUKKO — 3000 (11.6)

4 NM 232° 052° — (IAF) DODME

5000 to DODME 052° (31.7)

(IAF) MIKEE

RF Required.

(IAF) WOMAC 2049 — 3200 to FELOR 252° (8.6)

(IAF) DLUTH — 3000 211° (3.7) — 3000 (11.6) — FELOR

(IF) AABEE — 3000 252° (8.6) — CALUX

2900 203° (4)

(FAF) TELUY

MSA RW20L 25 NM 3800

1368 1477 1514 1188 1177 1188± 1538 1260± 1174 1158 RW20L

3100 to CALUX 333° (20.1)

(IAF) TUCKR

RF Required.

1225± 1709 2049 2049 1626 2033

ELEV 1003

203° to RW20L 1037± 1075±

TDZE 991

9 20R 1133 3383 X 150 0.8% UP 4001 X 100 0.8% UP 3967 X 150 27 1014± 34 2L 2R 1095± 1079± 1029±

HIRL Rwy 9-27

HIRL Rwy 2R-20L L

REIL Rwys 2R, 9, 27 and 34

MIRL Rwys 16-34 and 2L-20R

3100 DODME

Procedure Turn NA

AABEE 3000

TELUY 2900 203°

RW20L 2900

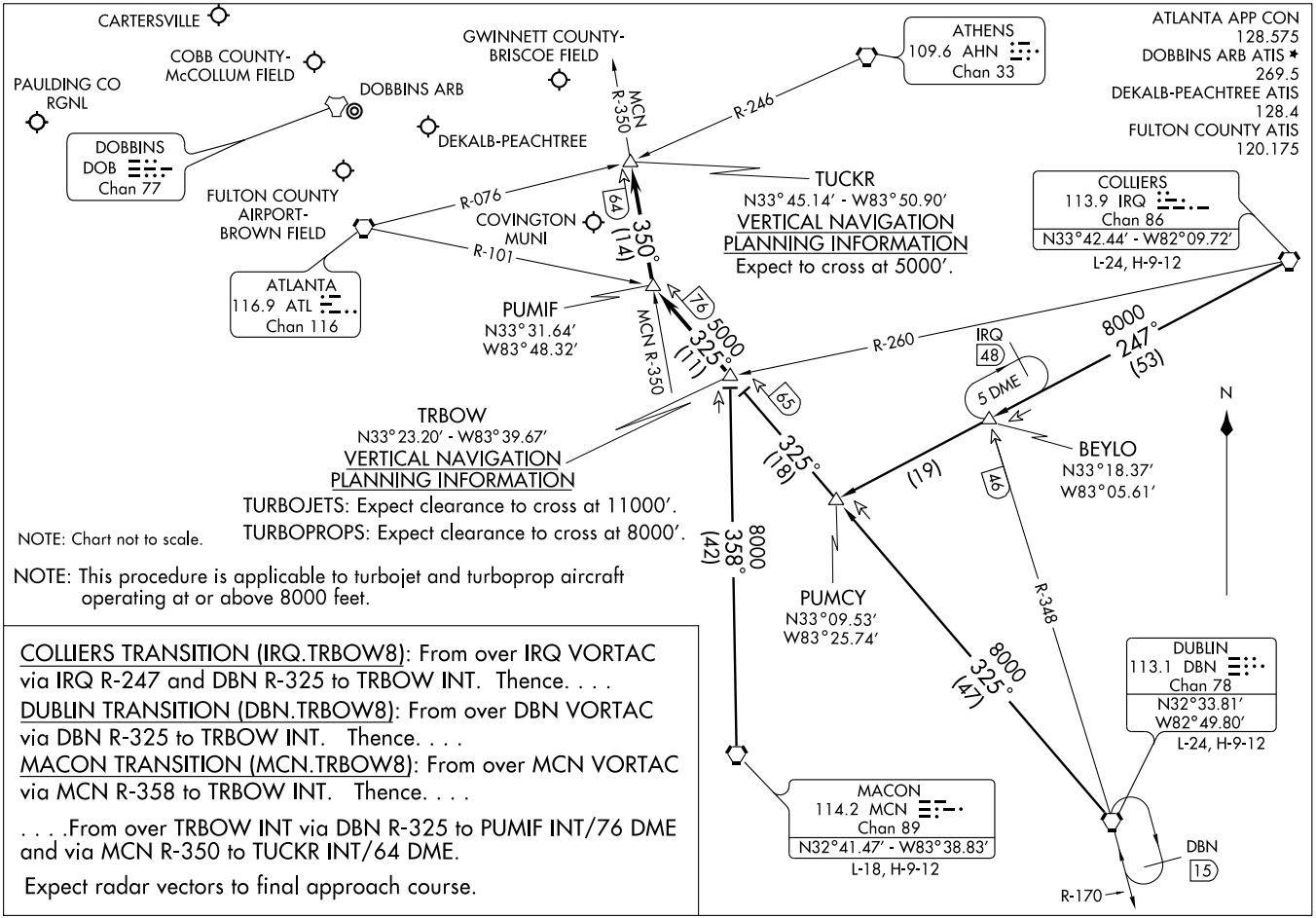
GP 3.00° TCH 58

5.7 NM 4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1490-1½ 499 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

VOR/DME PDK 116.6 Chan 113	APP CRS 196°	Rwy Idg 5001 TDZE 991 Apt Elev 1003

VOR/DME RWY 20L

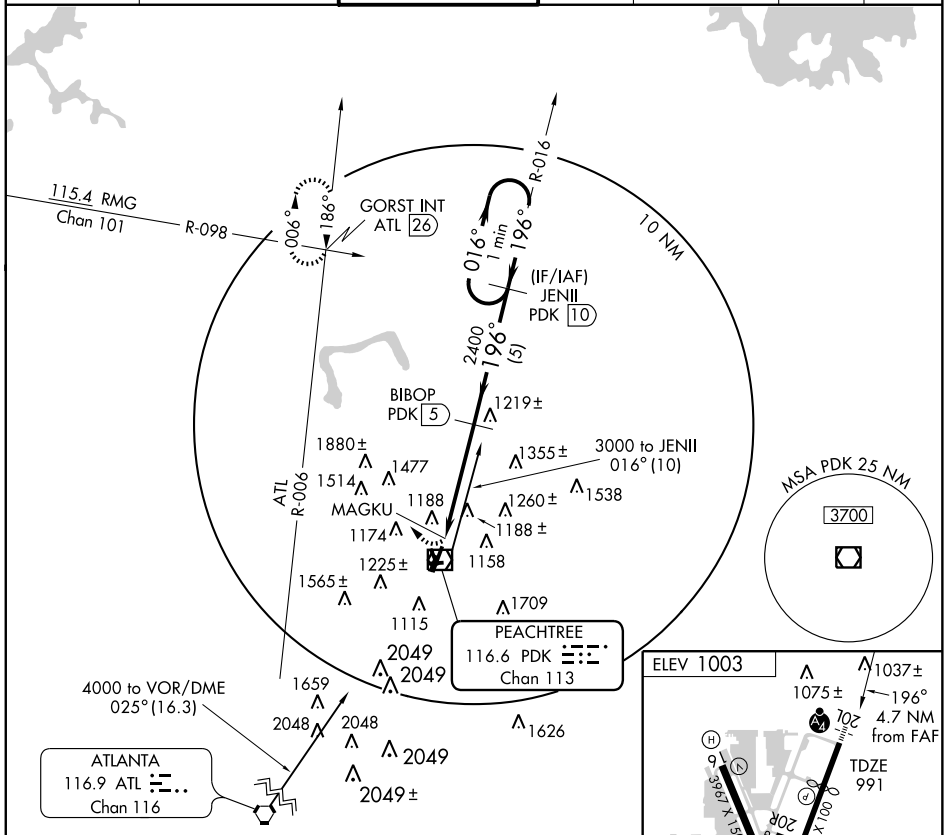
ATLANTA/ DEKALB-PEACHTREE (PDK)

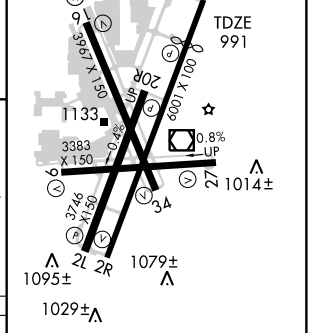
If local altimeter setting not received, use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply.

MALSF

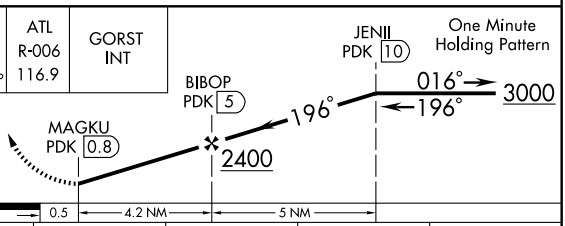
MISSED APPROACH: Climbing right turn to 3000 via heading 330° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L





3000 HDG 330°	ATL R-006 116.9	GORST INT



CATEGORY	A	B	C	D
S-20L	1580-1	589 (600-1)	1580-1½ 589 (600-1½)	1580-1¾ 589 (600-1¾)
CIRCLING	1580-1	577 (600-1)	1580-1½ 577 (600-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME PDK	APP CRS	Rwy Idg	3383
116.6	277°	TDZE	1003
Chan 113		Apt Elev	1003

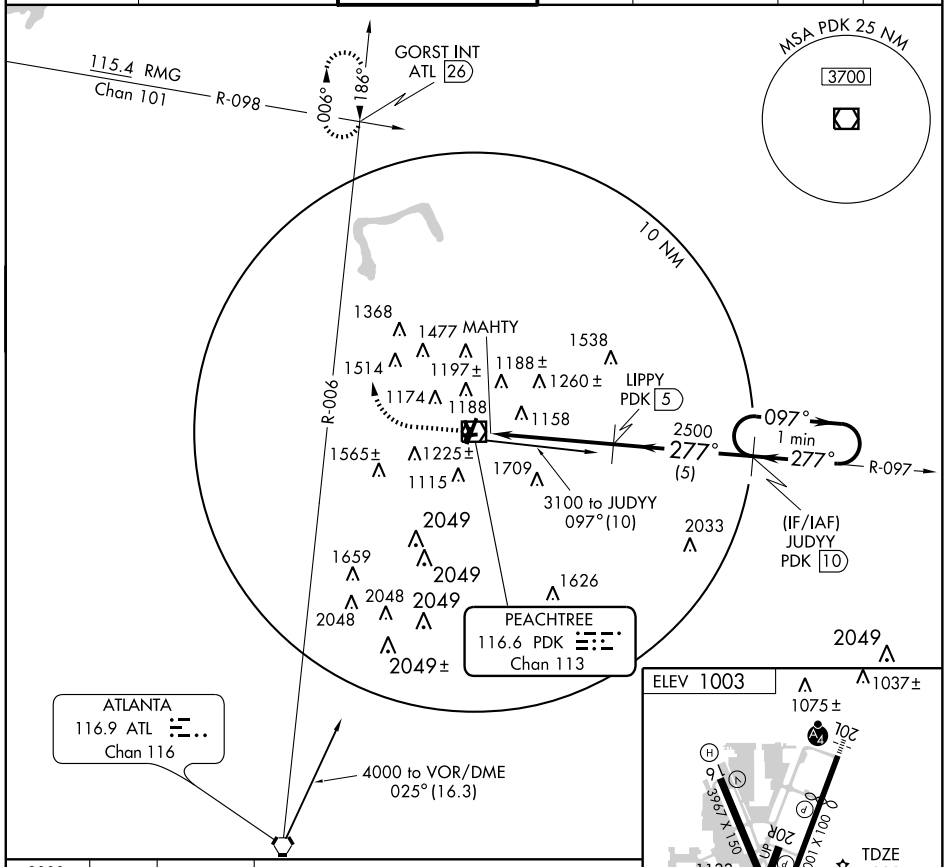
VOR/DME RWY 27

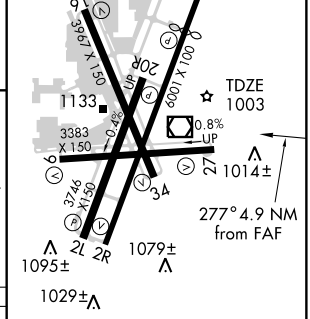
ATLANTA/ DEKALB-PEACHTREE (PDK)

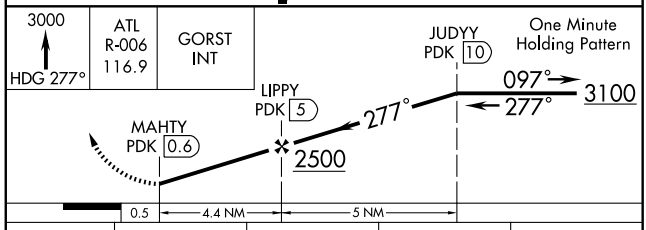
▼ If local altimeter setting not received use Fulton County-Brown Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via heading 277° and ATL VORTAC R-006 to GORST Int/ATL 26 DME and hold.

ATIS	ATLANTA APP CON	PEACHTREE TOWER★	GND CON	CLNC DEL	UNICOM	
128.4	126.975 239.275	120.9 (CTAF) 281.5	121.6	125.2 120.9* *when twr closed	122.95	120.0 L







CATEGORY	A	B	C	D
S-27	1500-1	497 (500-1)	1500-1¼ 497 (500-1¼)	1500-1½ 497 (500-1½)
CIRCLING	1500-1	497 (500-1)	1500-1½ 497 (500-1½)	1580-2 577 (600-2)

HIRL Rwy 9-27
HIRL Rwy 2R-20L L
REIL Rwys 2R, 9, 27 and 34
MIRL Rwys 16-34 and 2L-20R

SE-4, 17 DEC 2009 to 14 JAN 2010

09127

AIRPORT DIAGRAM

ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

AL-6424 (FAA)

ATLANTA, GEORGIA

ATIS
128.125
McCOLLUM TOWER ★
125.9
GND CON
119.0
CLNC DEL
119.0 268.7

D

34°01.5′ N

VAR 3.9° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

34°01.0′ N

CONTROL TOWER
1168

A1 A A2 A A3 A A4 A A5 A A6
0.7% UP
9
B1 092.7° B2 B B3 6305 X 100 B4 B B5 272.7° B6
27
ELEV
998

FIELD
ELEV
1040

34°00.5′ N

RWY 9-27
S30, D44

34°00.0′ N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

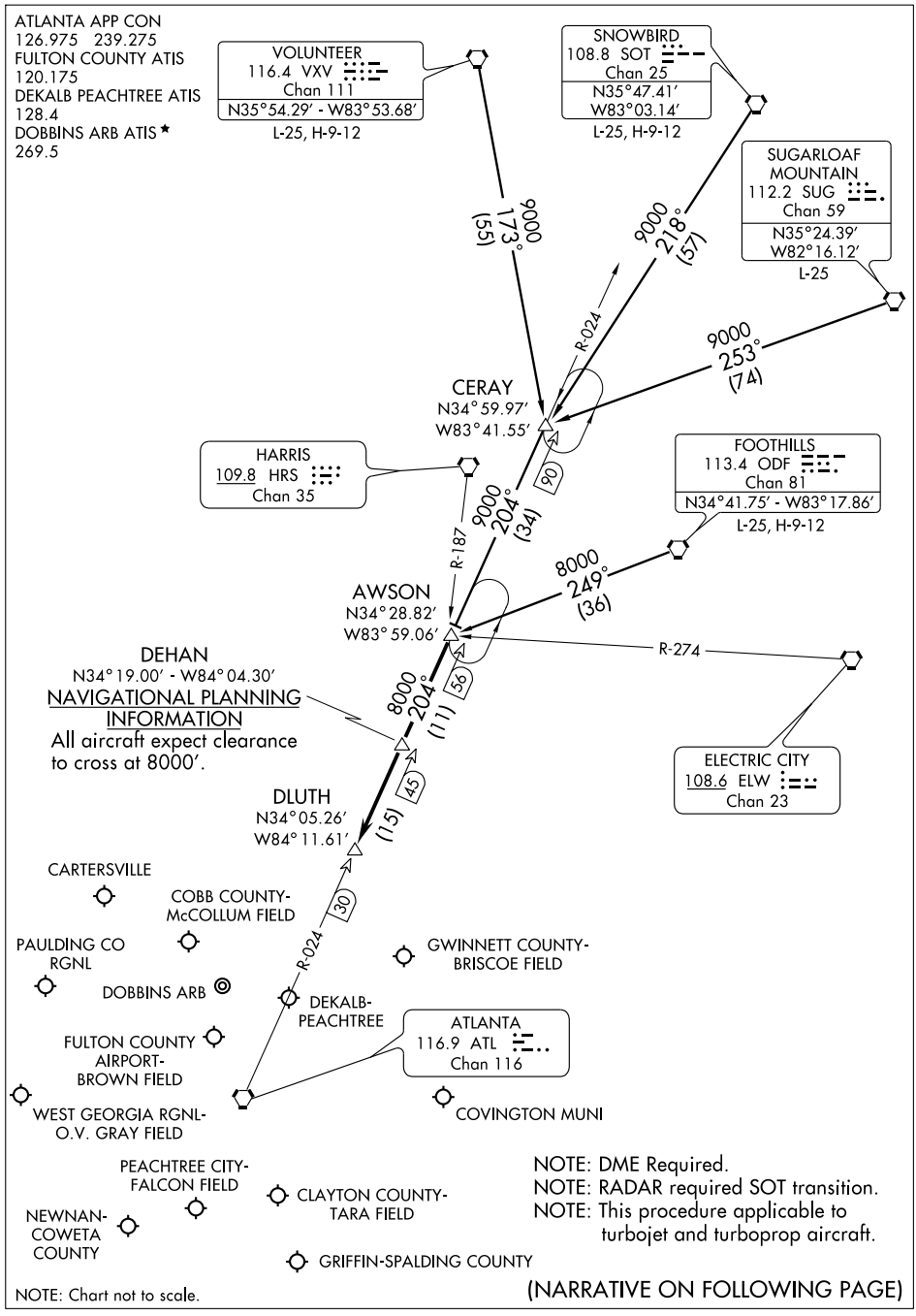
84°36.5′ W 84°36.0′ W 84°35.5′ W

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

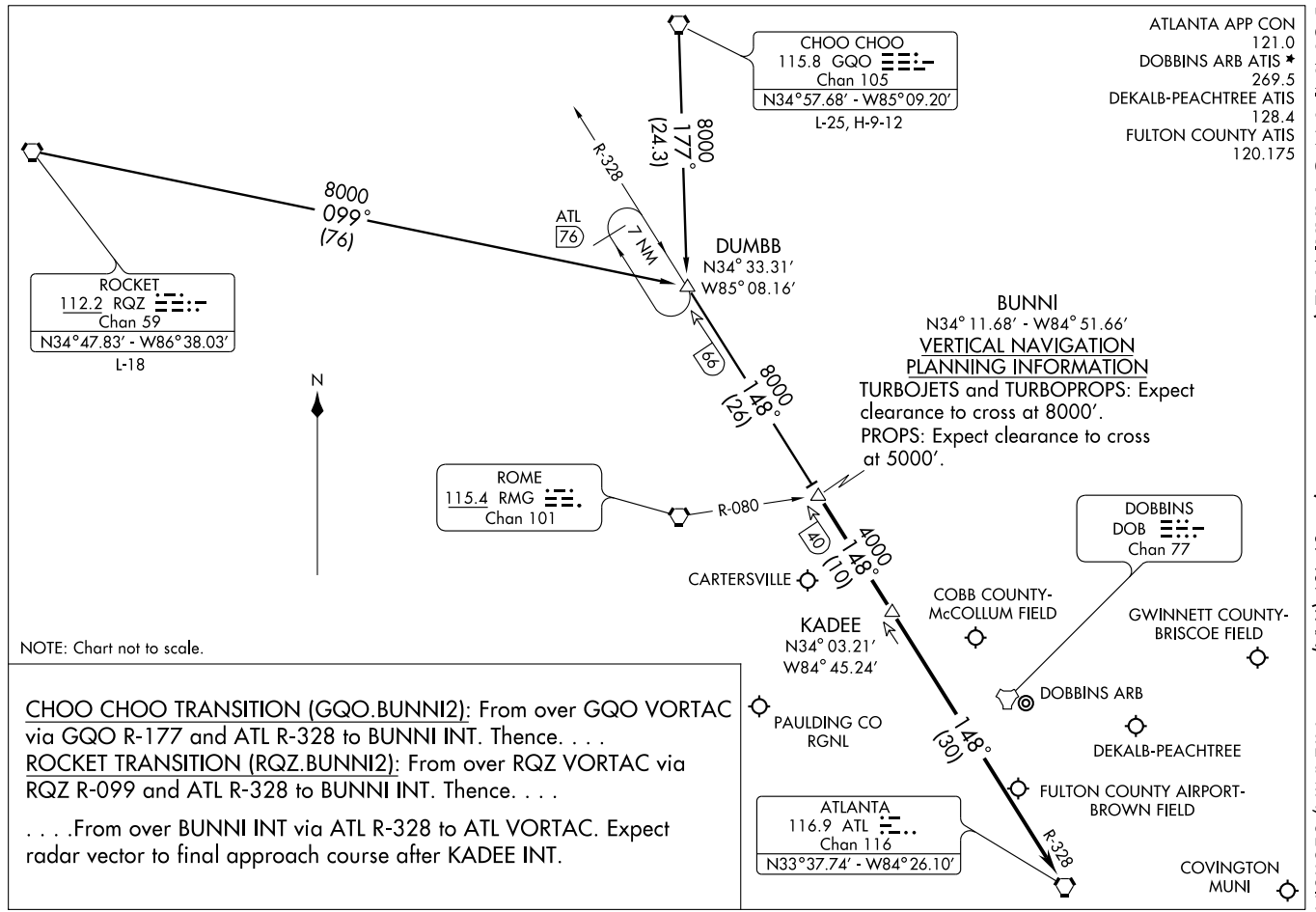
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-RYY	APP CRS	Rwy ldg	5405
111.9	273°	TDZE	1011
		Apt Elev	1040

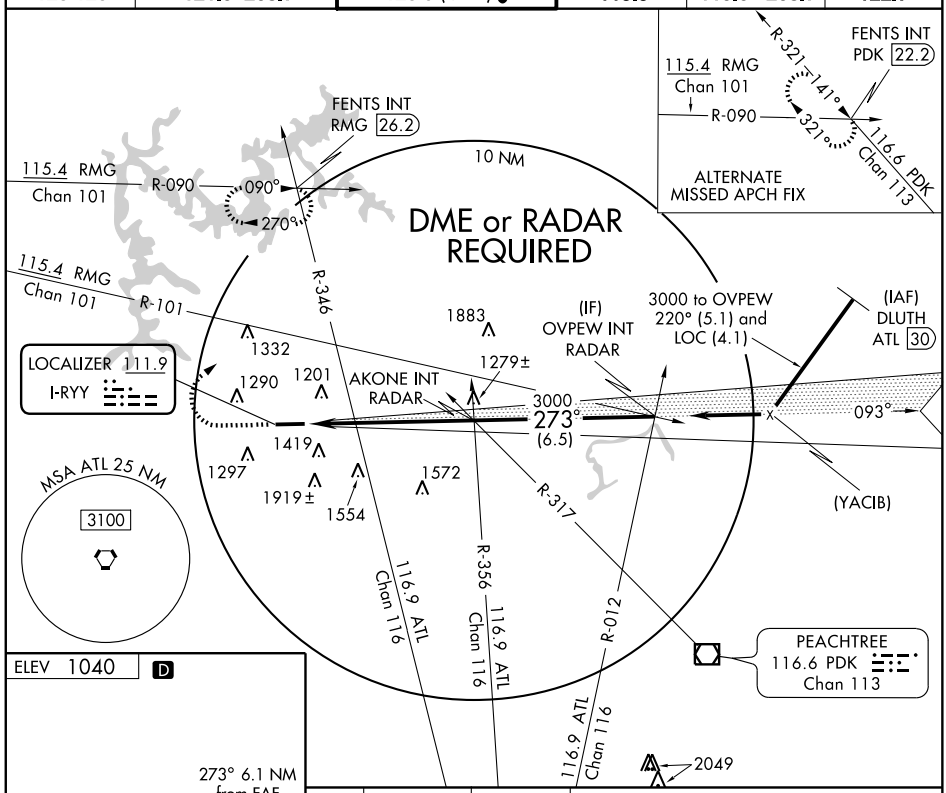
ILS or LOC RWY 27

ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

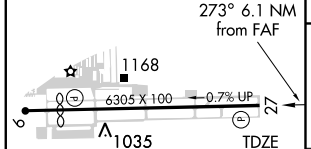
Autopilot coupled approach NA below 2100. When control tower closed GS unusable. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and S-ILS 27 all Cats. and Circling Cat. B and C visibilities ¼ mile.

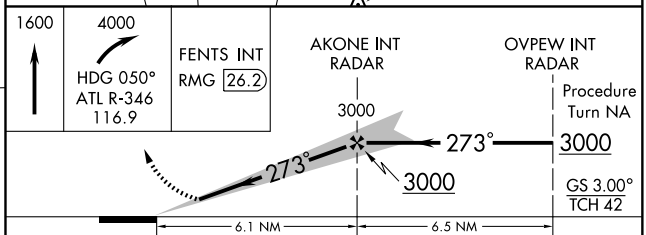
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 050° and ATL R-346 to FENTS Int/RMG 26.2 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7



ELEV 1040 D





REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

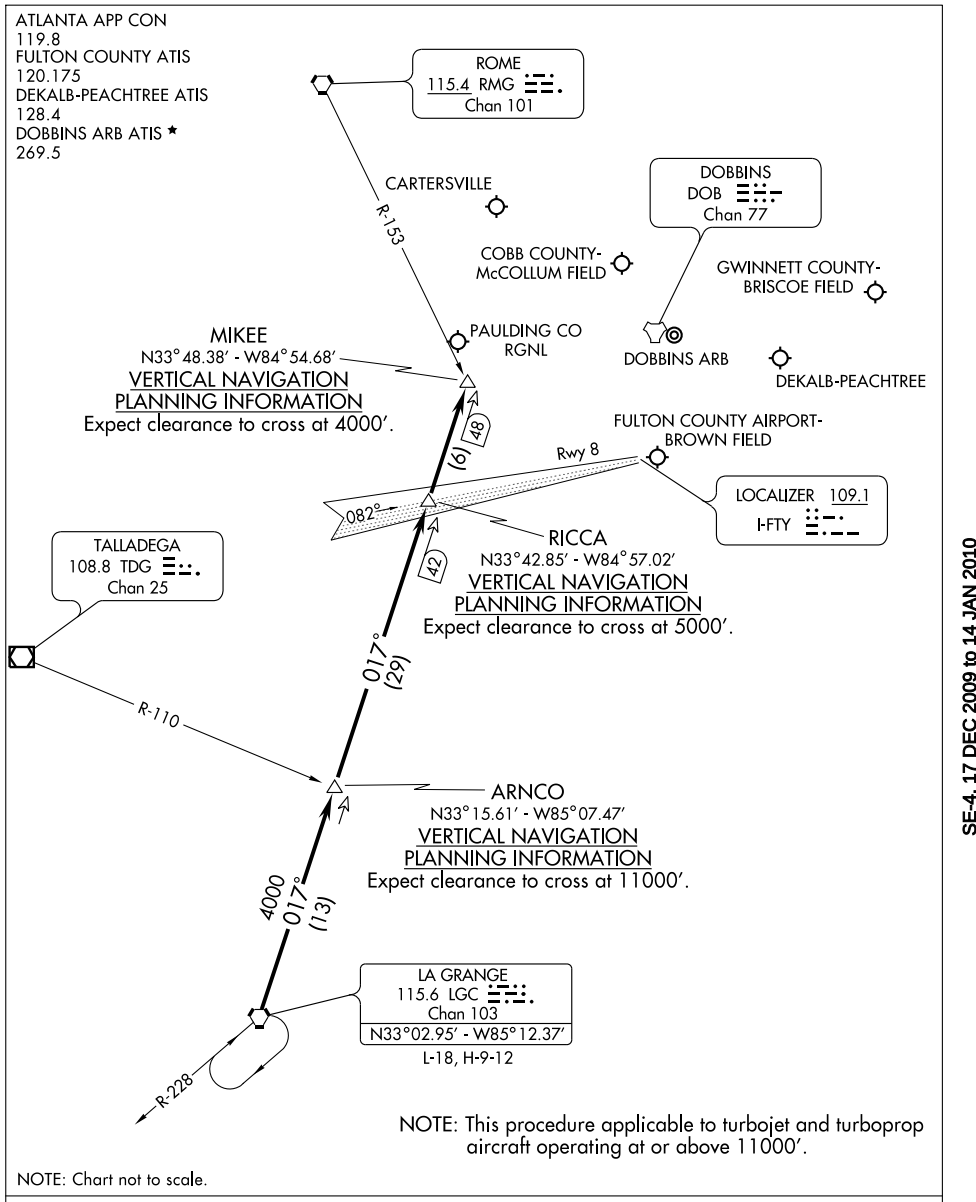
CATEGORY	A	B	C	D
S-ILS 27	1211-¾ 200 (200-¾)			
S-LOC 27	1540-1 529 (500-1)		1540-1½ 529 (500-1½)	1540-1¾ 529 (500-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

ATLANTA, GEORGIA

AL-6424 (FAA)

APP CRS	Rwy Idg	5232
093°	TDZE	1028
	Apt Elev	1040

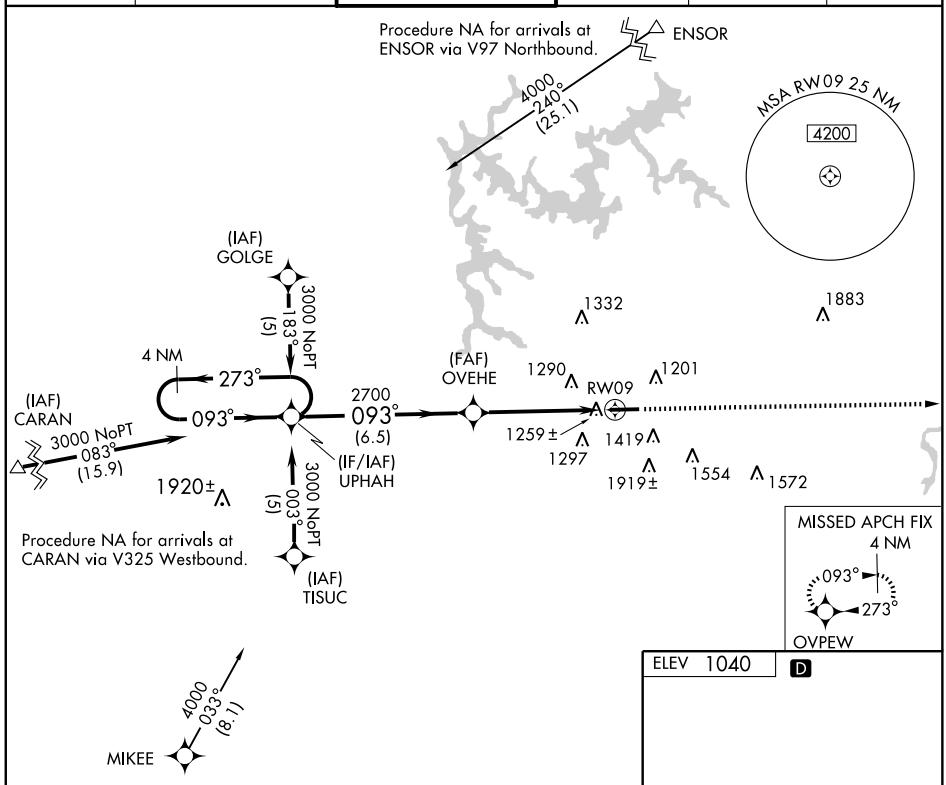
RNAV (GPS) RWY 9

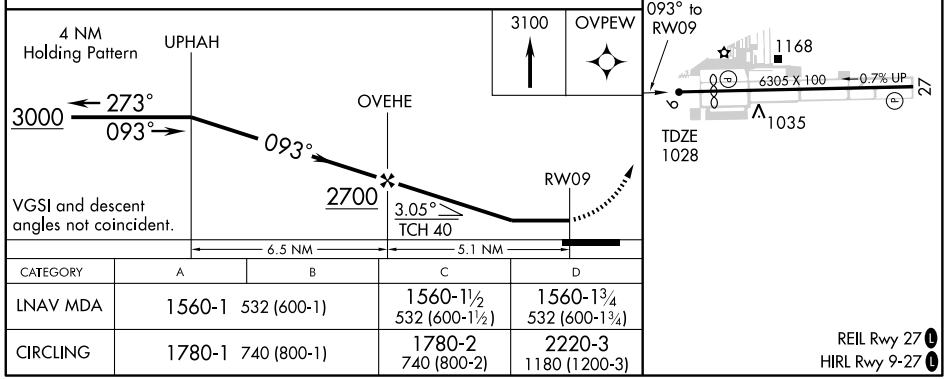
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and Circling Cat. B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct OVPEW and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7





CATEGORY	A	B	C	D
LNAV MDA	1560-1 532 (600-1)		1560-1½ 532 (600-1½)	1560-1¾ 532 (600-1¾)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5405
CH 97308	273°	TDZE	1011
W27A		Apt Elev	1040

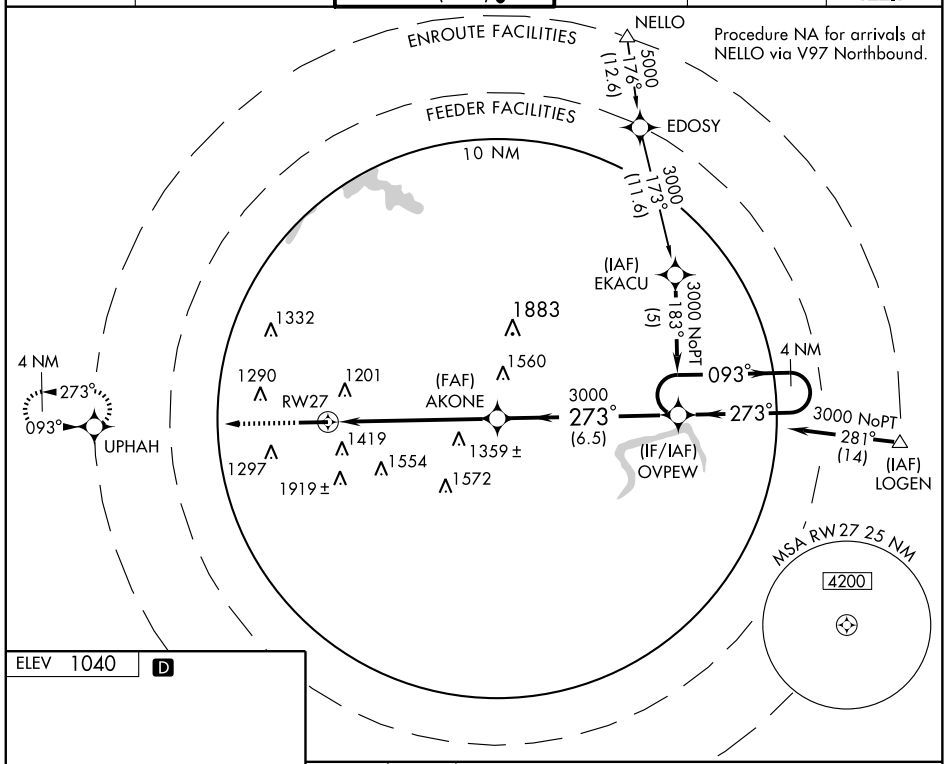
RNAV (GPS) RWY 27

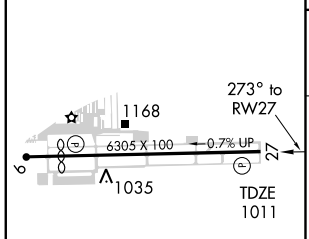
ATLANTA/COBB COUNTY-McCOLLUM FIELD (RYY)

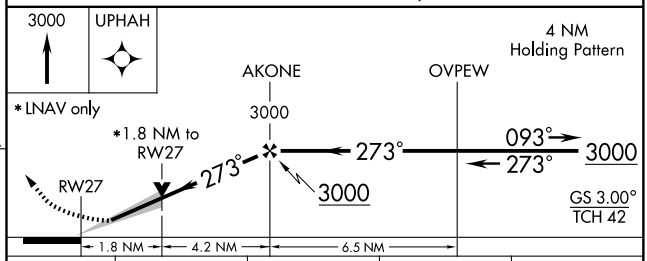
T A NA — DME/DME RNP-0.3 NA. VDP NA when using Hartsfield-Jackson Atlanta Intl altimeter setting. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats. and Circling Cat. B and C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct UPHAH and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7



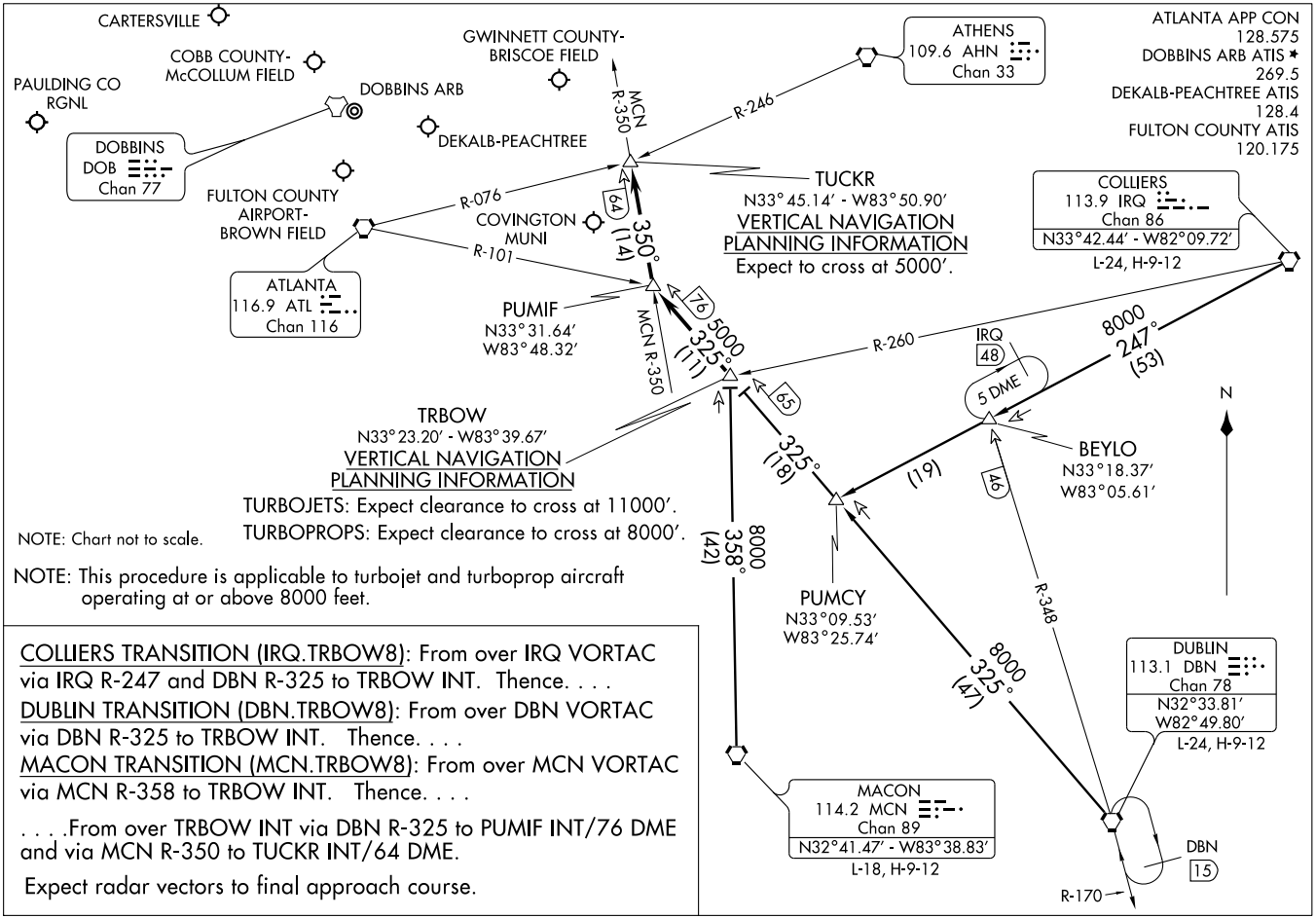




CATEGORY	A	B	C	D
LPV DA	1211-¾ 200 (200-¾)			
LNAV MDA	1620-1 609 (600-1)		1620-1¾ 609 (600-1¾)	1620-2 609 (600-2)
CIRCLING	1780-1 740 (800-1)		1780-2 740 (800-2)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

VORTAC RMG 115.4 Chan 101	APP CRS 108°	Rwy Idg 5232 TDZE 1028 Apt Elev 1040

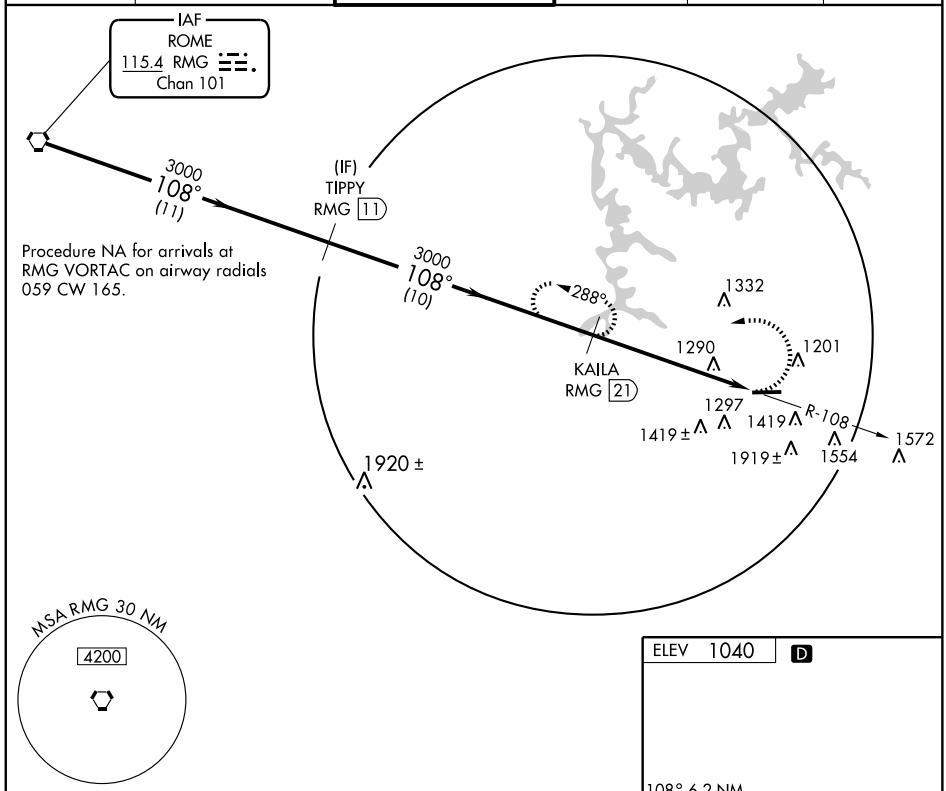
VOR/DME RWY 9

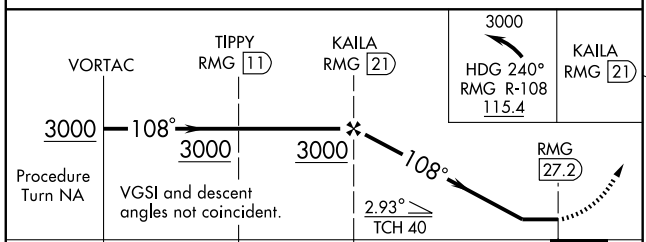
ATLANTA/ COBB COUNTY-McCOLLUM FIELD (RYY)

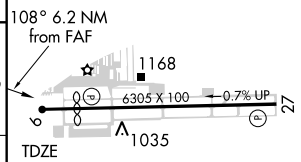
Visibility reduction by helicopters NA. When local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDA 60 feet and S-9 Cat. A/C/D and Circling Cat. A/C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold.

ATIS	ATLANTA APP CON	McCOLLUM TOWER★	GND CON	CLNC DEL	UNICOM
128.125	121.0 268.7	125.9 (CTAF) L	119.0	119.0 268.7	122.7







CATEGORY	A	B	C	D
S-9	1900-1 872 (900-1)	1900-1¼ 872 (900-1¼)	1900-2½ 872 (900-2½)	1900-2¾ 872 (900-2¾)
CIRCLING	1900-1 860 (900-1)	1900-1¼ 860 (900-1¼)	1900-2½ 860 (900-2½)	2220-3 1180 (1200-3)

REIL Rwy 27 L
HIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

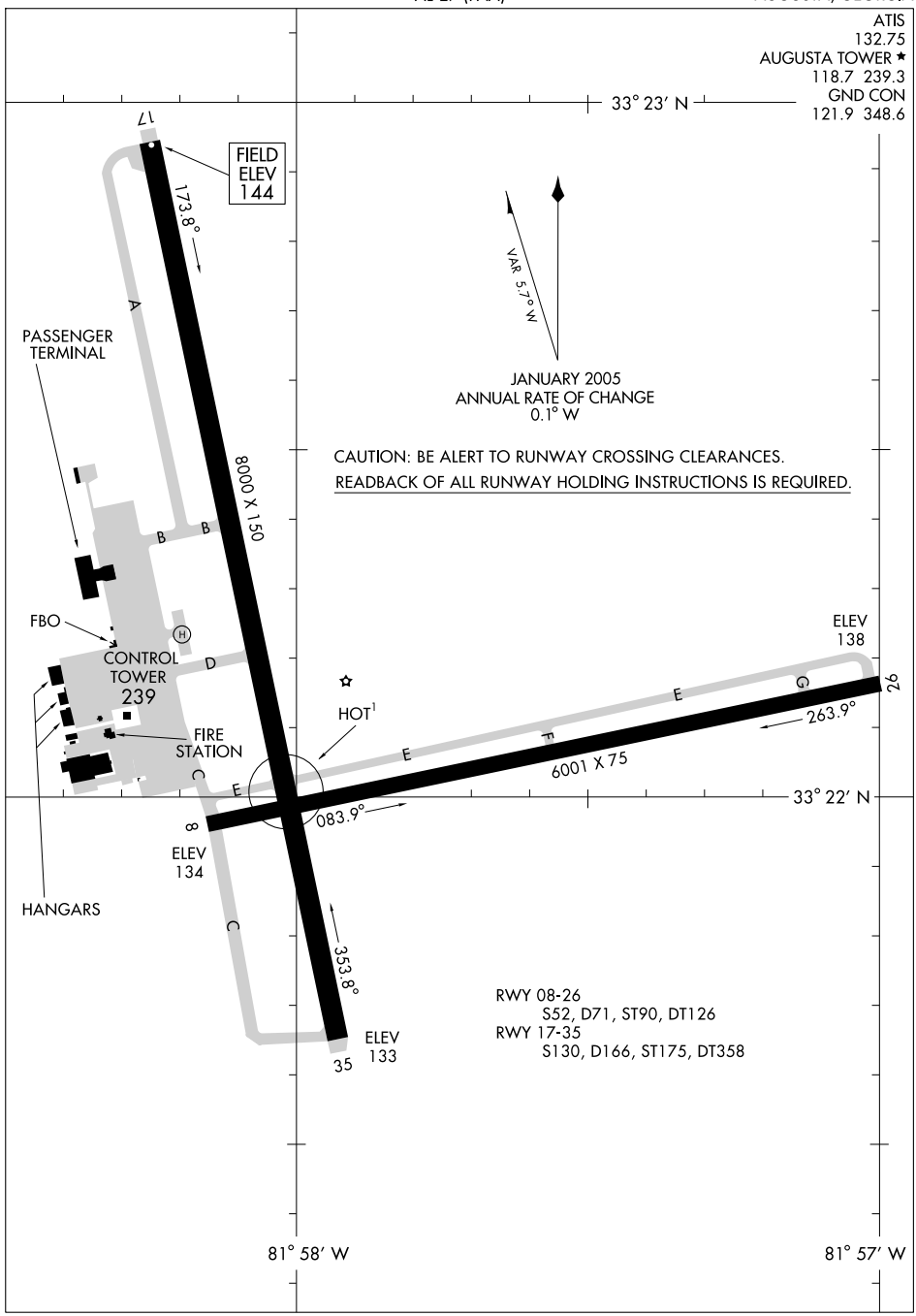
09071

AIRPORT DIAGRAM

AL-27 (FAA)

AUGUSTA RGNL AT BUSH FIELD (AGS)

AUGUSTA, GEORGIA

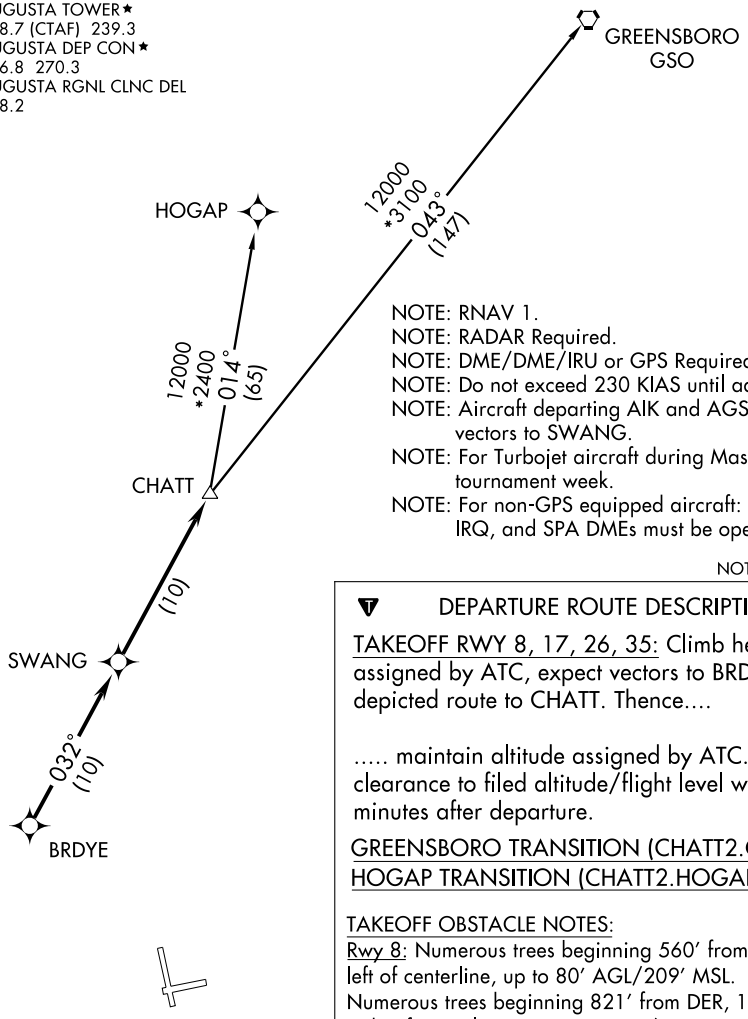


SE-4, 17 DEC 2009 to 14 JAN 2010

CHATT TWO DEPARTURE (RNAV)

SL-27 (FAA)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.
Rwy 17: Numerous trees beginning 746' from DER, 616 ' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.
Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

TAKEOFF MINIMUMS:
Rwy 17, 35: STANDARD
Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

SE-4, 17 DEC 2009 to 14 JAN 2010

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

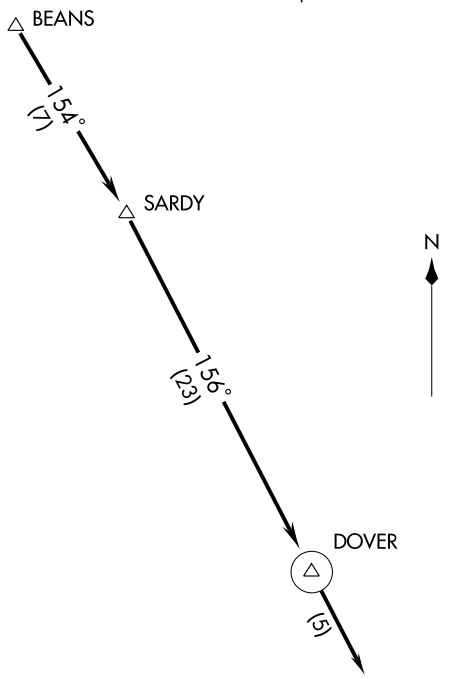
TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.



NOTE: Chart not to scale.

LOC I-MZX	APP CRS	Rwy Idg	8000
111.75	172°	TDZE	145
		Apt Elev	145

ILS or LOC RWY 17
AUGUSTA RGNL AT BUSH FIELD (AGS)

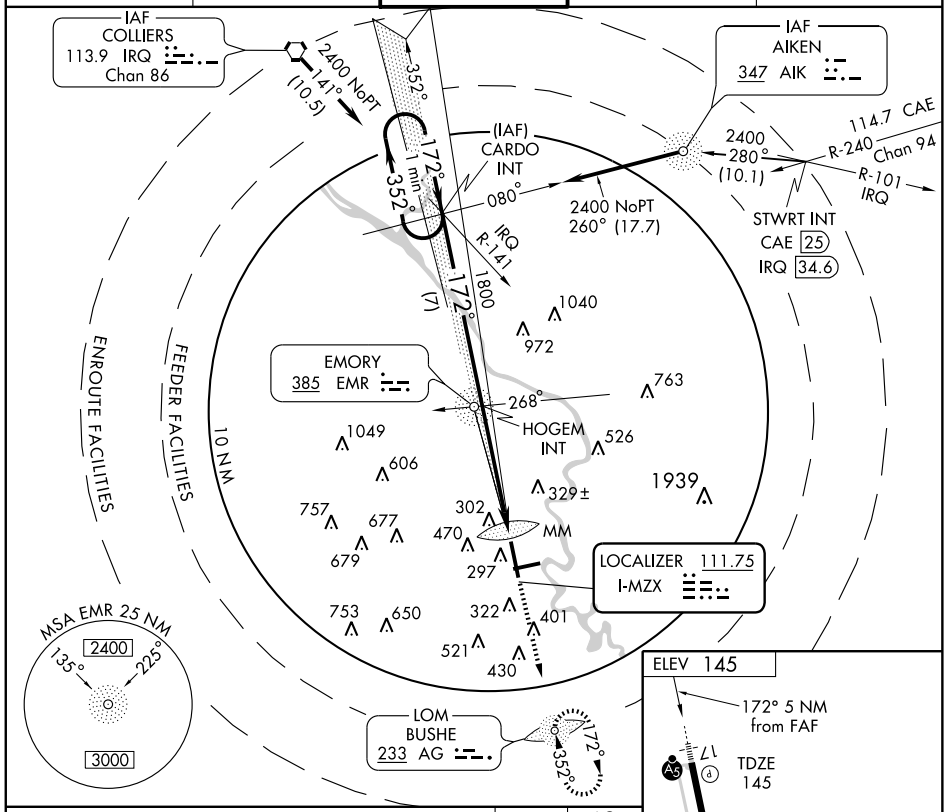
ASR

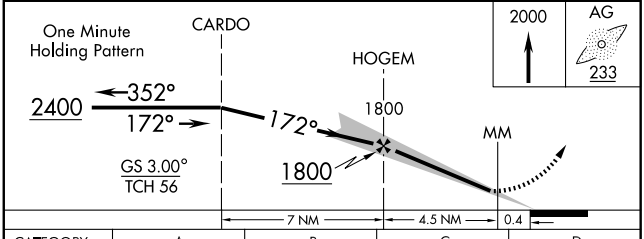
ADF REQUIRED. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

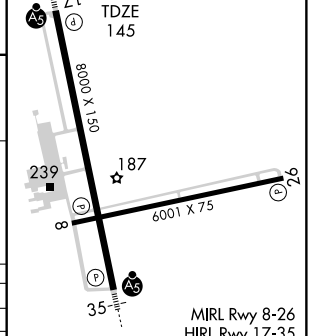
MALSR

MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS	AUGUSTA APP CON *	AUGUSTA TOWER *	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 17	* 345/24 200 (200-½)			
S-LOC 17	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-AGS	APP CRS	Rwy Idg	8000
110.5	352°	TDZE	136
		Apt Elev	145

ILS or LOC RWY 35

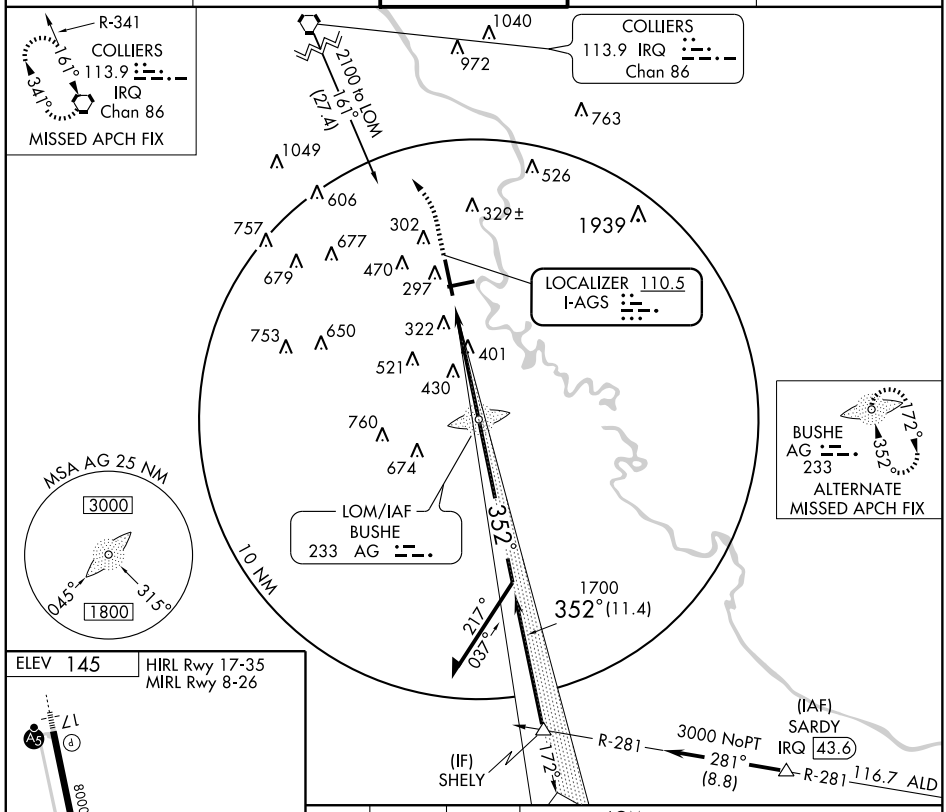
AUGUSTA RGNL AT BUSH FIELD (AGS)

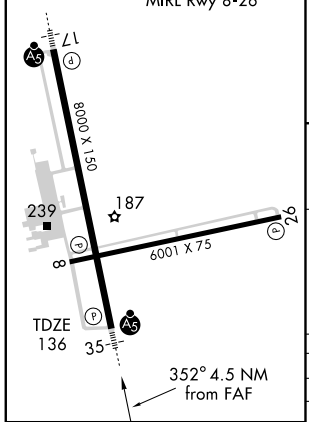
T A ASR — If local altimeter setting not received, use Daniel Field altimeter setting and increase DA to 391 feet; increase all MDAs 60 feet. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

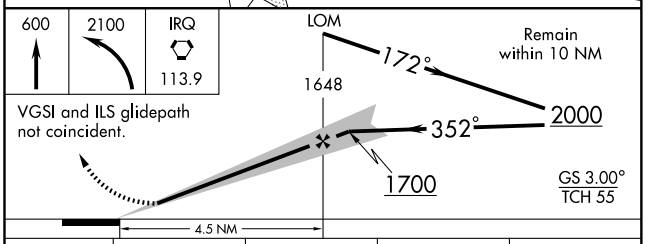
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ATIS	AUGUSTA APP CON*	AUGUSTA TOWER*	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 35	*336/24 200 (200-½)			
S-LOC 35	660/24 524 (600-½)		660/50 524 (600-1)	660/60 524 (600-1¼)
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

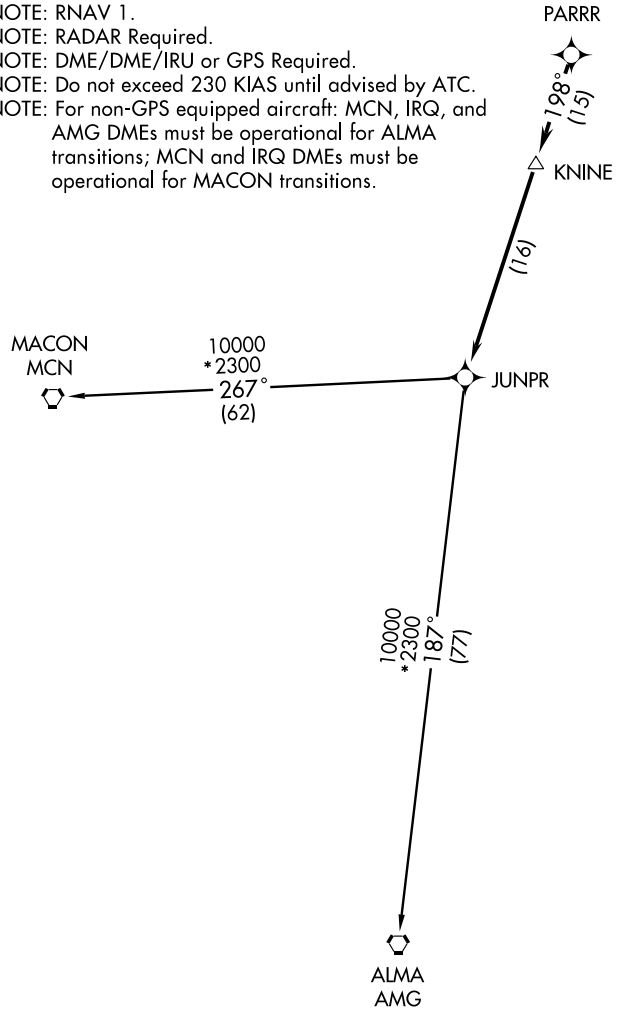
SE-4, 17 DEC 2009 to 14 JAN 2010

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

JUNPR TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560′ from DER, 67′ left of centerline, up to 80′ AGL/209′ MSL. Numerous trees beginning 821′ from DER, 124′ right of centerline, up to 80′ AGL/209′ MSL.
Rwy 17: Numerous trees beginning 746′ from DER, 616′ left of centerline, up to 72′ AGL/203′ MSL. Numerous trees beginning 1,700′ from DER, 759′ right of centerline, up to 82′ AGL/216′ MSL.
Rwy 26: Numerous trees beginning 993′ from DER, 295′ left of centerline, up to 85′ AGL/219′ MSL. Light pole and numerous trees beginning 1,016′ from DER, 286′ right of centerline, up to 71′ AGL/205′ MSL. Trees 4,983′ from DER, 1,396′ left of centerline, 100′ AGL/329′ MSL. Trees 1.4 NM from DER, 169′ right of centerline, 112′ AGL/361′ MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

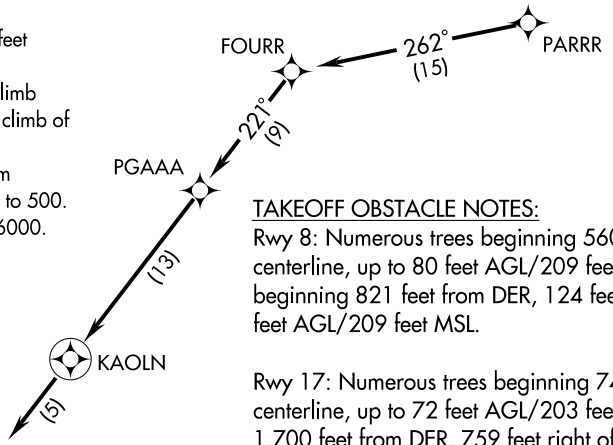
N

TAKEOFF MINIMUMS:

Rwys 17, 35: Standard. ATC climb of 489 feet per NM to 6000.

Rwy 8: Standard with minimum obstacle climb of 392 feet per NM to 2600. ATC climb of 489 feet per NM to 6000.

Rwy 26: 300-1¾ or Standard with minimum obstacle climb of 323 feet per NM to 500. ATC climb of 489 feet per NM to 6000.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.
NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

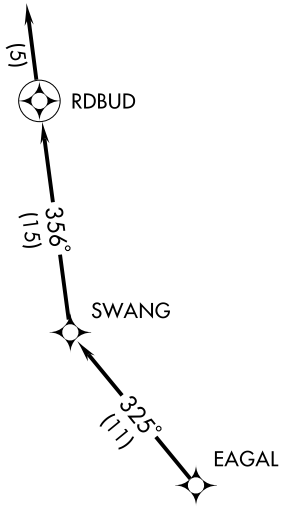
Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Tree 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Tree 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351
SI-27 (FAA)
AUGUSTA RGNL AT BUSH FIELD (AGS)
AUGUSTA, GEORGIA

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:
Rwys 17, 35: STANDARD.
Rwy 8: STANDARD with minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft only during Masters golf tournament week.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560 feet from DER, 67 feet left of centerline, up to 80 feet AGL/209 feet MSL. Numerous trees beginning 821 feet from DER, 124 feet right of centerline, up to 80 feet AGL/209 feet MSL.

Rwy 17: Numerous trees beginning 746 feet from DER, 616 feet left of centerline, up to 72 feet AGL/203 feet MSL. Numerous trees beginning 1,700 feet from DER, 759 feet right of centerline, up to 82 feet AGL/216 feet MSL.

Rwy 26: Numerous trees beginning 993 feet from DER, 295 feet left of centerline, up to 85 feet AGL/219 feet MSL. Light pole and numerous trees beginning 1,016 feet from DER, 286 feet right of centerline, up to 71 feet AGL/205 feet MSL. Trees 4,983 feet from DER, 1,396 feet left of centerline, 100 feet AGL/329 feet MSL. Trees 1.4 NM from DER, 169 feet right of centerline, 112 feet AGL/361 feet MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
082°	TDZE	137
	Apt Elev	145

RNAV (GPS) RWY 8

AUGUSTA RGNL AT BUSH FIELD (AGS)

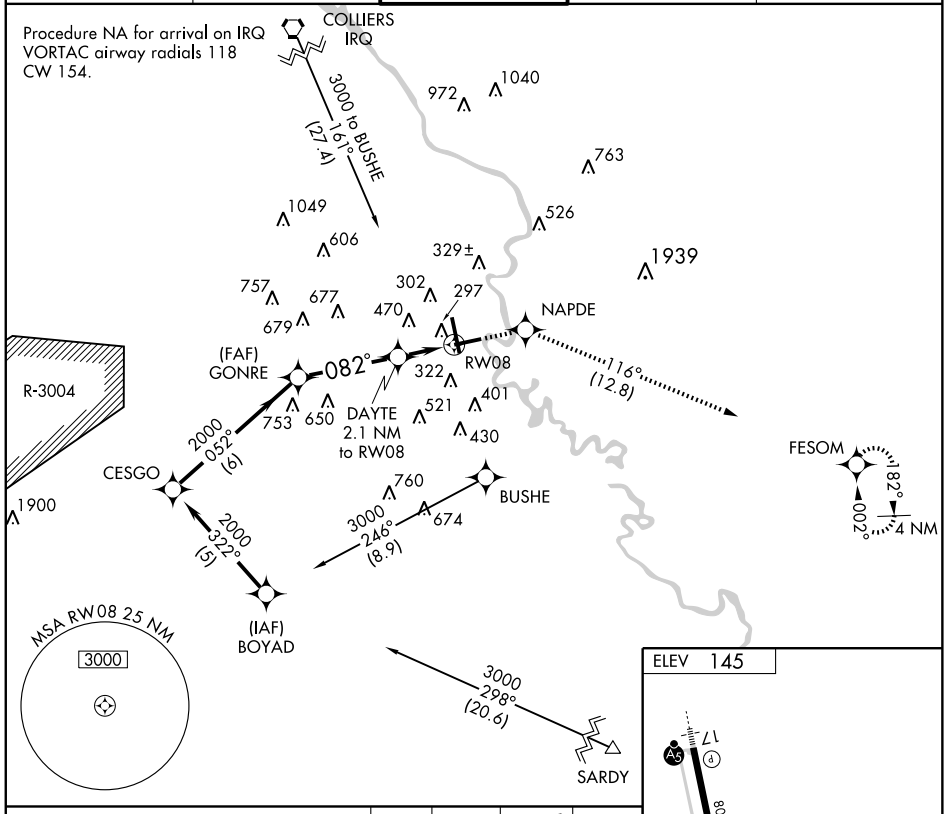
NA ASR

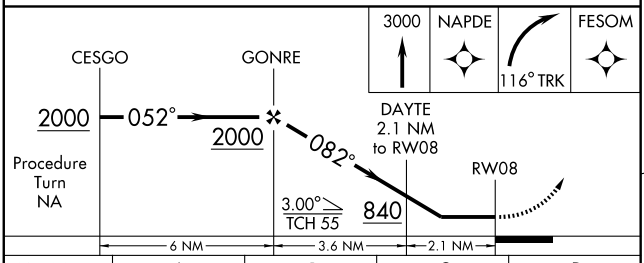
Straight-in minimums NA at night. Circling to Rwy 8 NA at night. When VGSI inoperative, circling Rwy 26 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

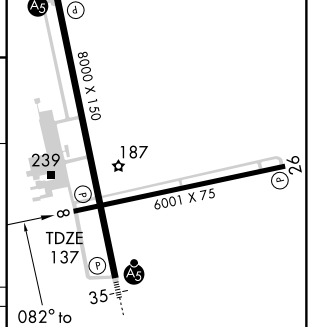
MISSED APPROACH: Climb to 3000 direct NAPDE WP and climbing right turn via 116° track to FESOM WP and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95

Procedure NA for arrival on IRQ VORTAC airway radials 118 CW 154.







CATEGORY	A	B	C	D
LNAV MDA	700-1	563 (600-1)	700-1½ 563 (700-1½)	700-1¾ 563 (700-1¾)
CIRCLING	780-1	635 (700-1)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

MIRL Rwy 8-26
HIRL Rwy 17-35

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 77504	172°	TDZE	145
W17A		Apt Elev	145

RNAV (GPS) RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

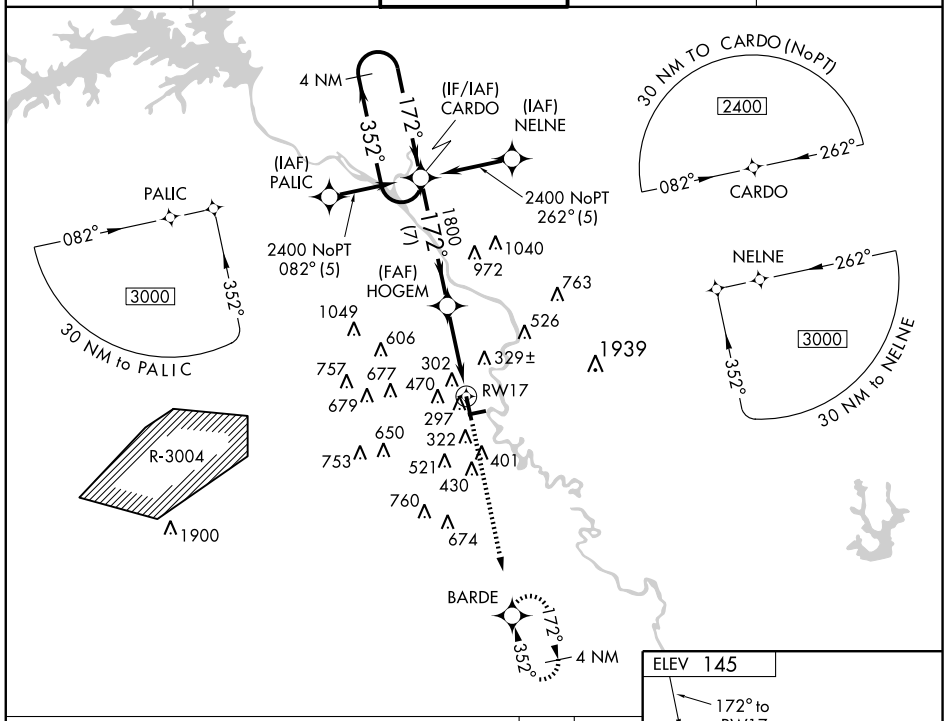
ASR

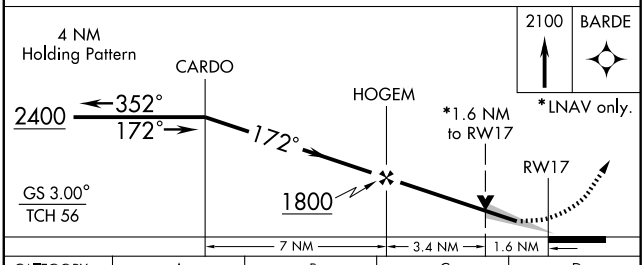
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). When VGSI inoperative, circling Rwy 26 NA at night. Circling to Rwy 8 NA at night.

MALSR

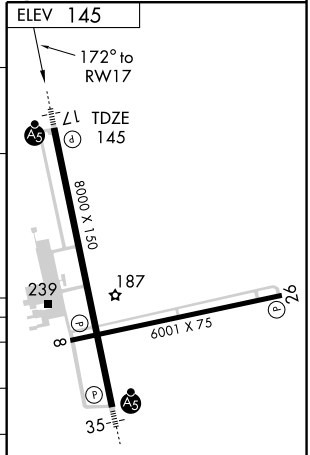
MISSED APPROACH: Climb to 2100 direct BARDE and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	400/24 255 (300-½)			
LNAV/VNAV DA	700-1½ 555 (600-1½)			
LNAV MDA	700/24 555 (600-½)		700/50 555 (600-1)	700/60 555 (600-1¼)
CIRCLING	780-2 635 (700-2)			



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
272°	TDZE	139
	Apt Elev	145

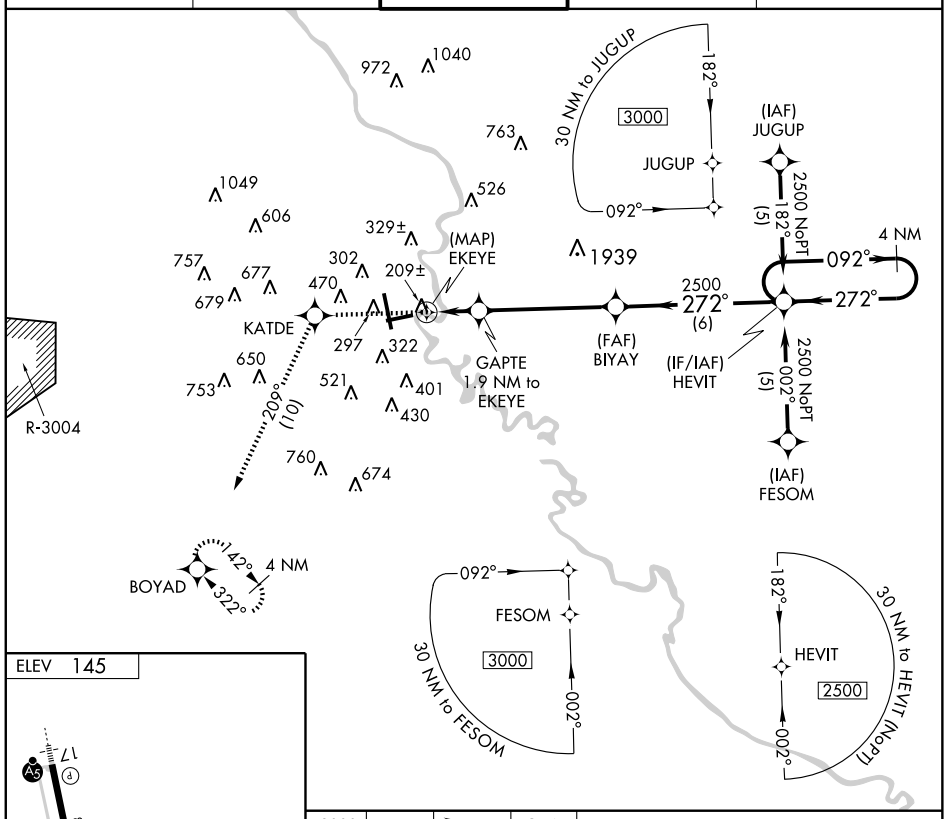
RNAV (GPS) RWY 26

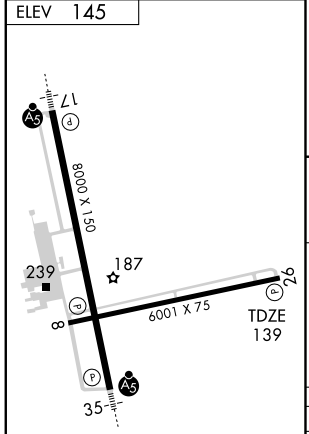
AUGUSTA RGNL AT BUSH FIELD (AGS)

When VGSI inoperative, straight-in/circling Rwy 26 procedure NA at night. Circling to Rwy 8 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

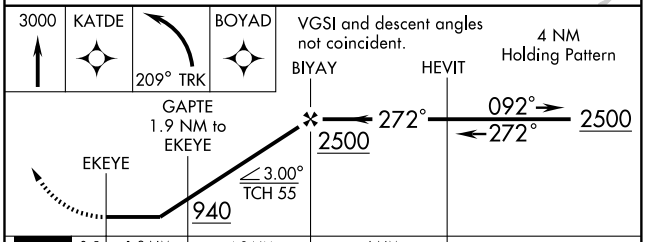
MISSED APPROACH: Climb to 3000 direct KATDE WP and climbing left turn via 209° track to BOYAD WP and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) Ⓛ 239.3	121.9 348.6	122.95





MIRL Rwy 8-26
HIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	540-1 401 (400-1)		540-1¼ 401 (400-1¼)	
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	780-2 635 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 97303	352°	TDZE	136
W35A		Apt Elev	145

RNAV (GPS) RWY 35

AUGUSTA RGNL AT BUSH FIELD (AGS)

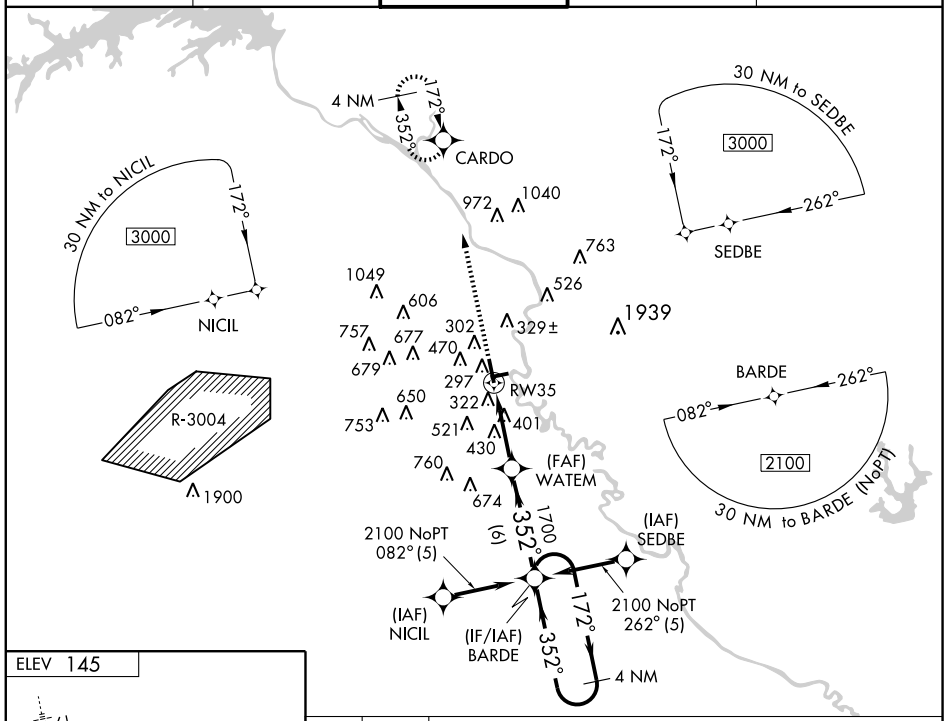
ASR

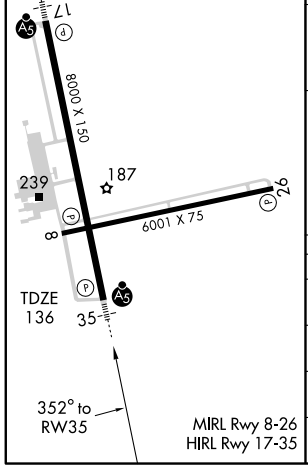
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inoperative, circling Rwy 26 NA at night.
Circling to Rwy 8 NA at night.

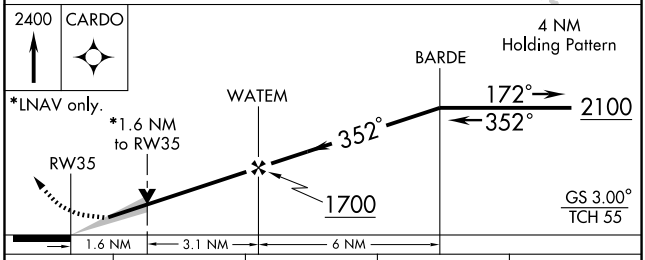
MALSR

MISSED APPROACH: Climb to 2400 direct CARDO and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95





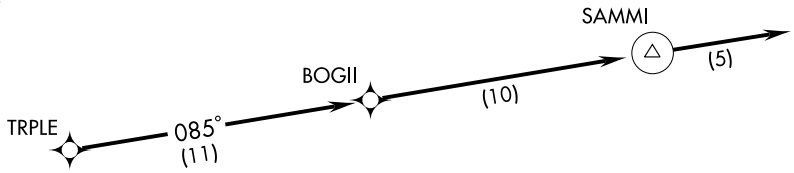


CATEGORY	A	B	C	D
LPV DA	430/24 294 (300-½)			
LNAV/VNAV DA	680-1½ 544 (600-1½)			
LNAV MDA	700/24 564 (600-½)		700/50 564 (600-1)	700/60 564 (600-1¼)
CIRCLING	780-2 635 (700-2)			

SE-4, 17 DEC 2009 to 14 JAN 2010

SAMMI TWO DEPARTURE (RNAV)

AUGUSTA TOWER★
118.7 (CTAF) 239.3
AUGUSTA DEP CON★
126.8 270.3
AUGUSTA RGNL CLNC DEL
118.2



TAKEOFF MINIMUMS:
Rwy 17, 35: STANDARD.
Rwy 8: STANDARD with a minimum climb of 392 feet per NM to 2600.
Rwy 26: 300-1¾ or STANDARD with a minimum climb of 308 feet per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 8, 17, 26, 35: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

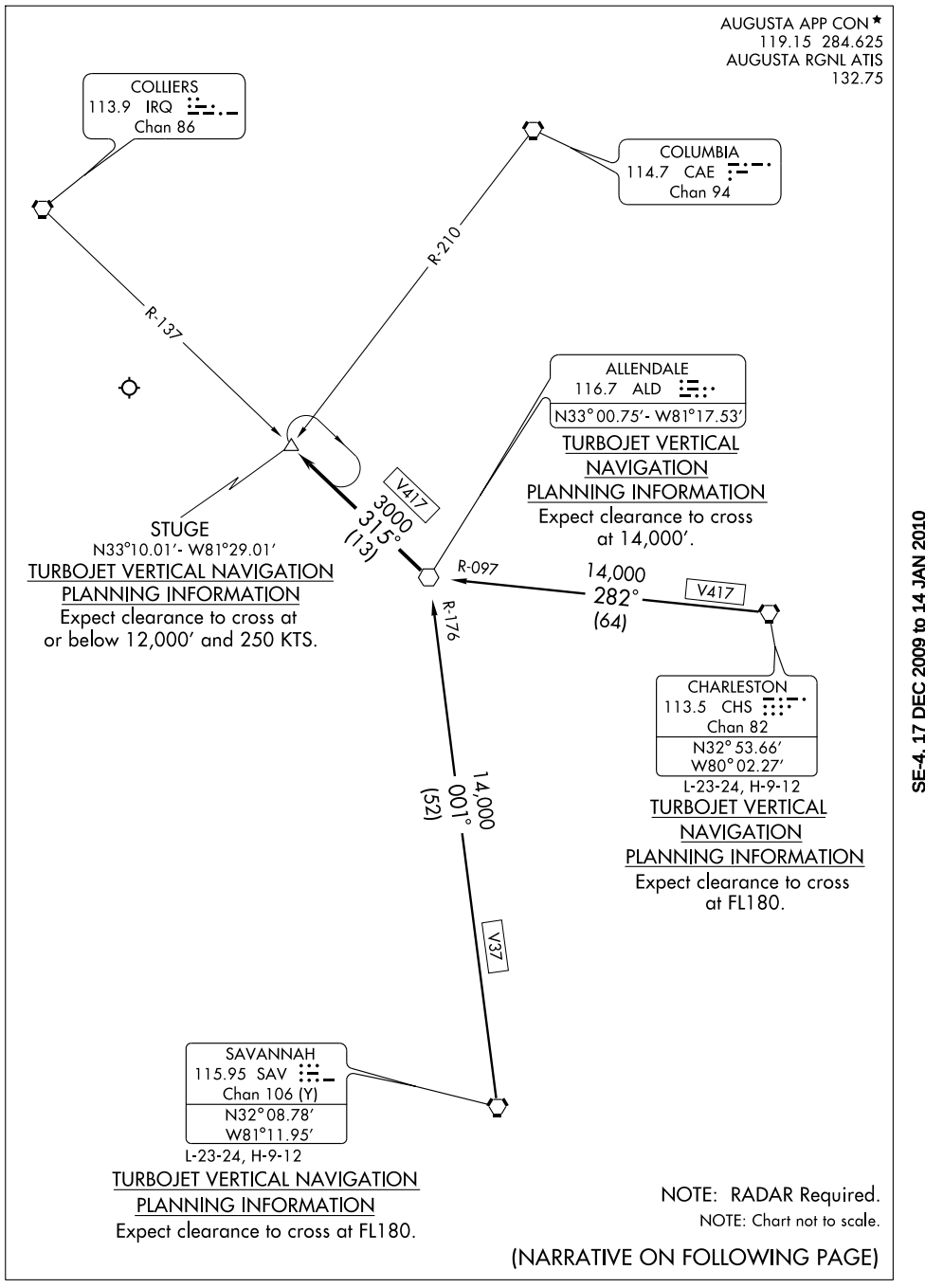
TAKEOFF OBSTACLE NOTES:
Rwy 8: Numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL.
Rwy 17: Numerous trees beginning 746' from DER, 616 left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1,700' from DER, 759' right of centerline, up to 82' AGL/216' MSL.
Rwy 26: Numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1,016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Trees 4,983' from DER, 1,396' left of centerline, 100' AGL/329' MSL. Trees 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

STUGE THREE ARRIVAL

ST-27 (FAA)
(STUGE.STUGE3)

AUGUSTA RGNL AT BUSH FIELD
AUGUSTA, GEORGIA



NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 17 DEC 2009 to 14 JAN 2010

STUGE THREE ARRIVAL (STUGE.STUGE3)

ARRIVAL DESCRIPTION

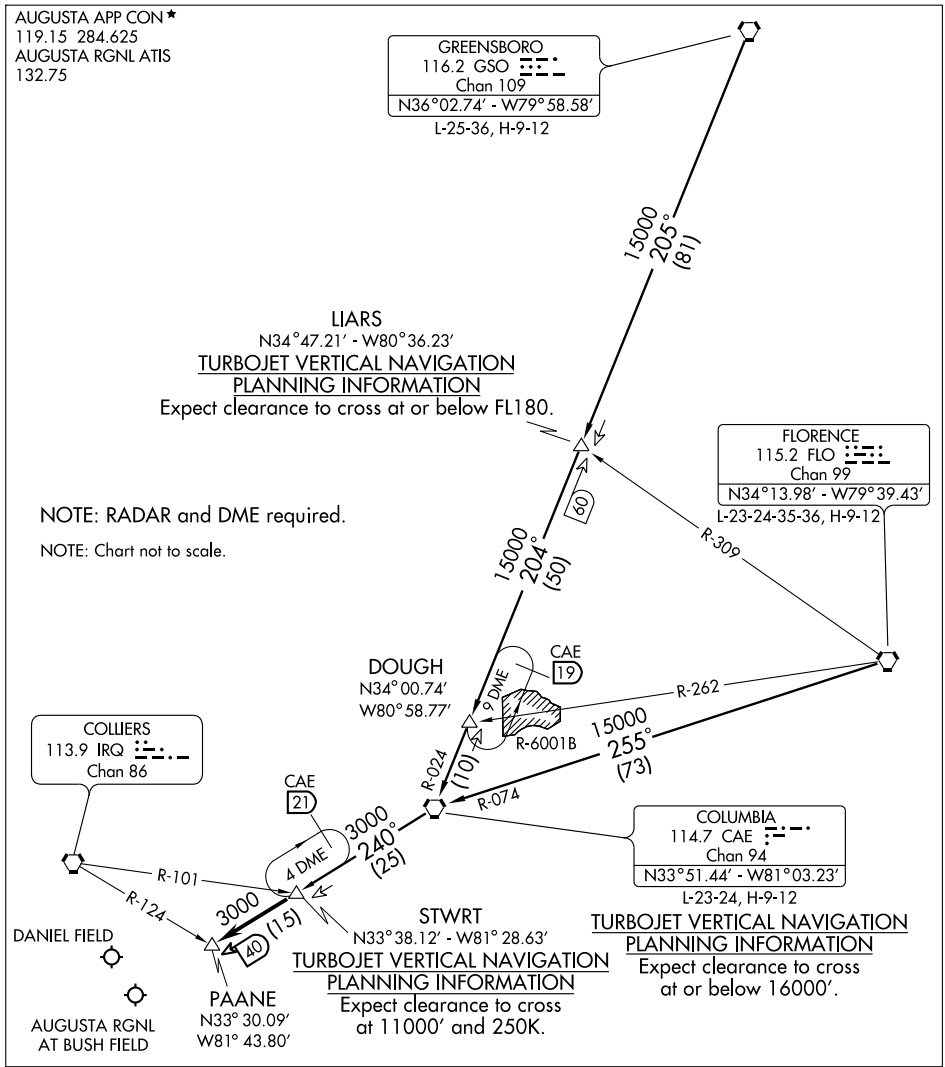
CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . . .

SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . . .

. . . .From over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect radar vectors to final approach course.

SE-4, 17 DEC 2009 to 14 JAN 2010

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA) AUGUSTA, GEORGIA



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC IRQ	APP CRS	Rwy Idg	8000
113.9	157°	TDZE	145
Chan 86		Apt Elev	145

VOR/DME RWY 17

AUGUSTA RGNL AT BUSH FIELD (AGS)

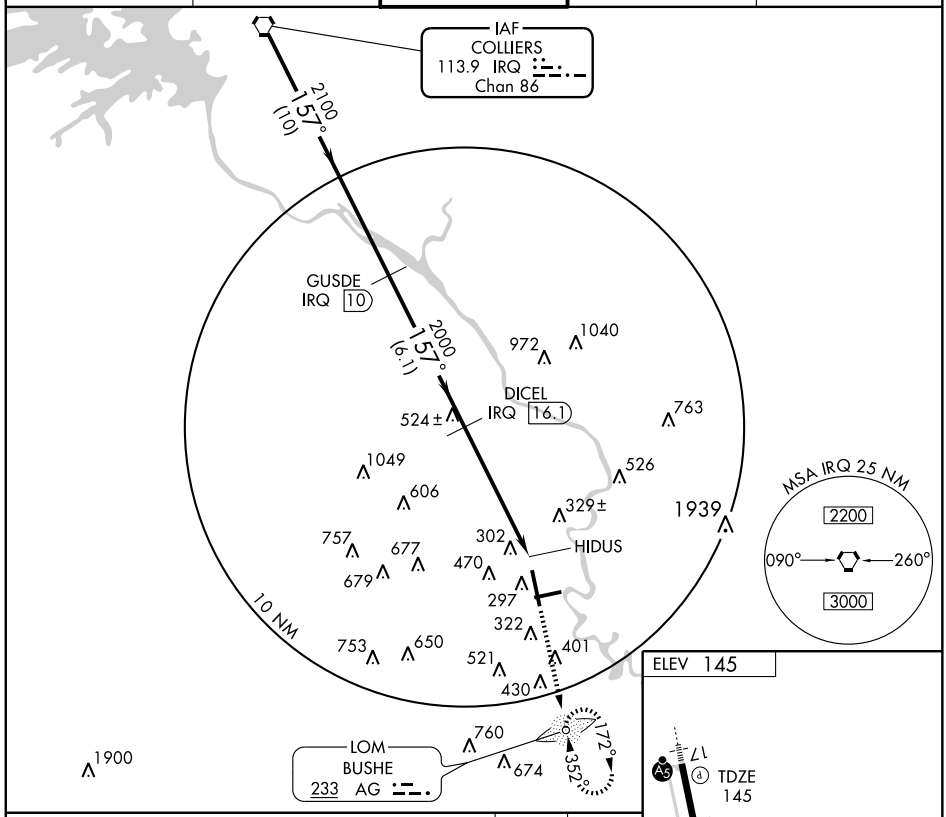
ASR

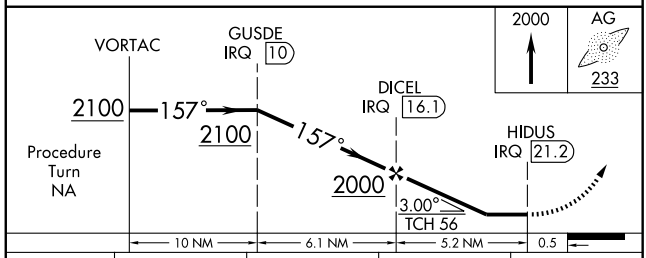
ADF REQUIRED

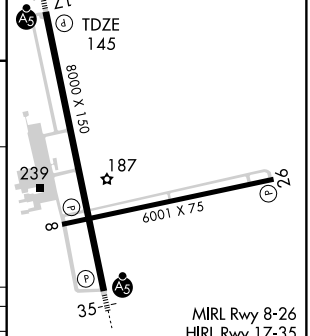
MALSR

MISSED APPROACH: Climb to 2000 direct AG LOM and hold.

ATIS	AUGUSTA APP CON ★	AUGUSTA TOWER ★	GND CON	UNICOM
132.75	126.8 270.3	118.7 (CTAF) L 239.3	121.9 348.6	122.95







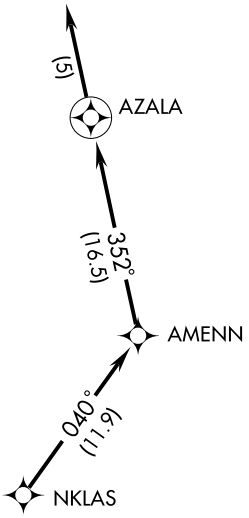
CATEGORY	A	B	C	D
S-17	720/24 575 (600-½)	720/40 575 (600-¾)	720/50 575 (600-1)	720/60 575 (600-1¼)
CIRCLING	780-1 635 (700-1)	780-1¼ 635 (700-1¼)	780-1¾ 635 (700-1¾)	780-2 635 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529′ MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′ AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

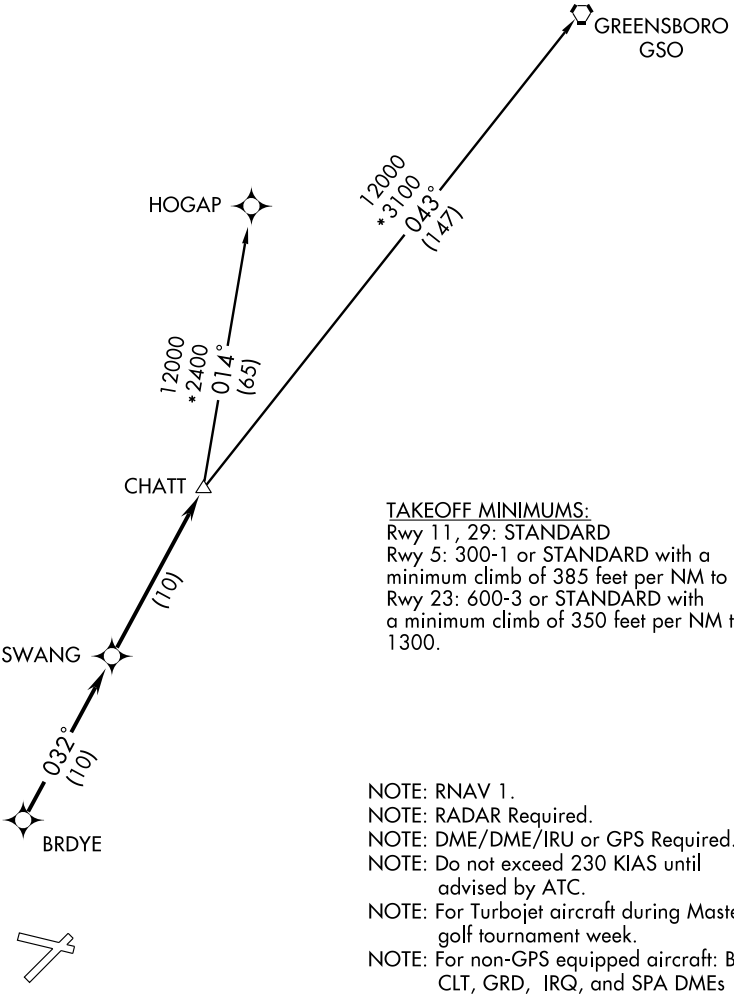
TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

CHATT TWO DEPARTURE (RNAV) SL-28 (FAA)

AUGUSTA/ DANIEL FIELD (DNL)
AUGUSTA, GEORGIA

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05



TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

..... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

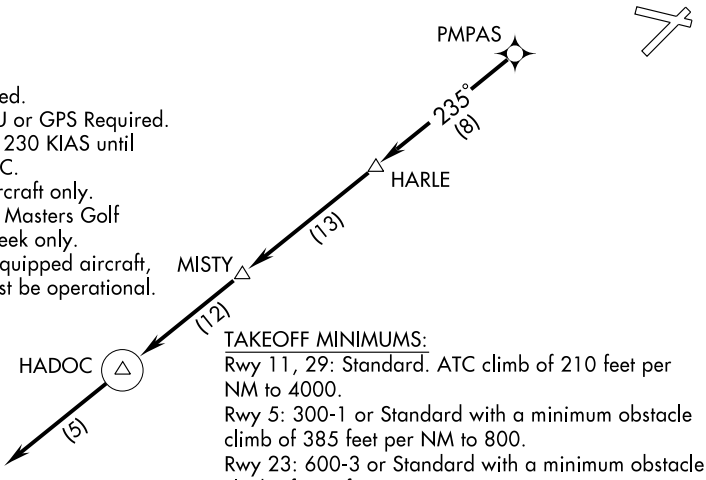
TAKEOFF OBSTACLE NOTES:
Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430 MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.
Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.
Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.
Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline, up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 739' right of centerline, 50' AGL/489' MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

MISTY THREE DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:
Rwy 11, 29: Standard. ATC climb of 210 feet per NM to 4000.
Rwy 5: 300-1 or Standard with a minimum obstacle climb of 385 feet per NM to 800.
Rwy 23: 600-3 or Standard with a minimum obstacle climb of 350 feet per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529 ′MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline, up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC, expect clearance to filed altitude/flight level within 10 minutes after departure.

NDB AG	APP CRS	Rwy Idg	N/A
233	342°	TDZE	N/A
		Apt Elev	423

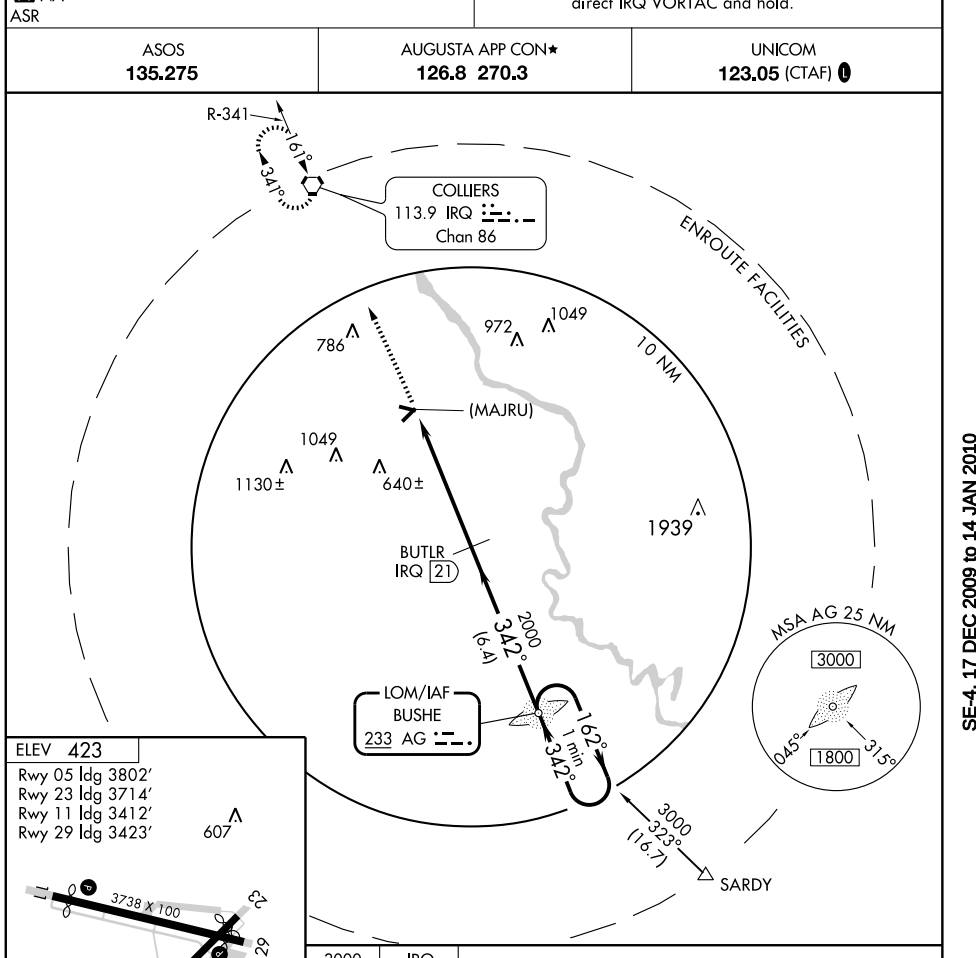
NDB/DME or GPS-C

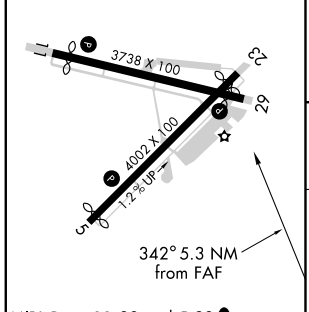
AUGUSTA/ DANIEL FIELD (DNL)

NA
ASR

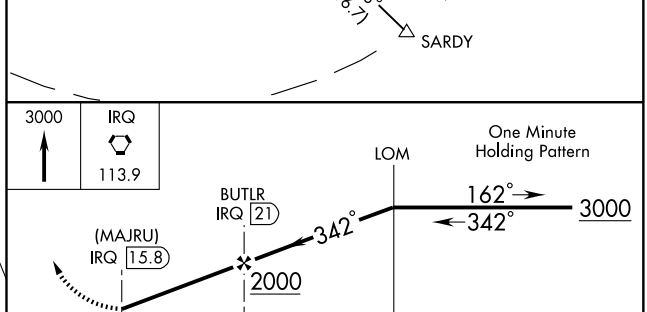
MISSED APPROACH: Climb to 3000 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L





MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	940-1 517 (600-1)	940-1¼ 517 (600-1¼)	940-1½ 517 (600-1½)	1020-2 597 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB EMR	APP CRS	Rwy Idg	3412
385	104°	TDZE	422
		Apt Elev	423

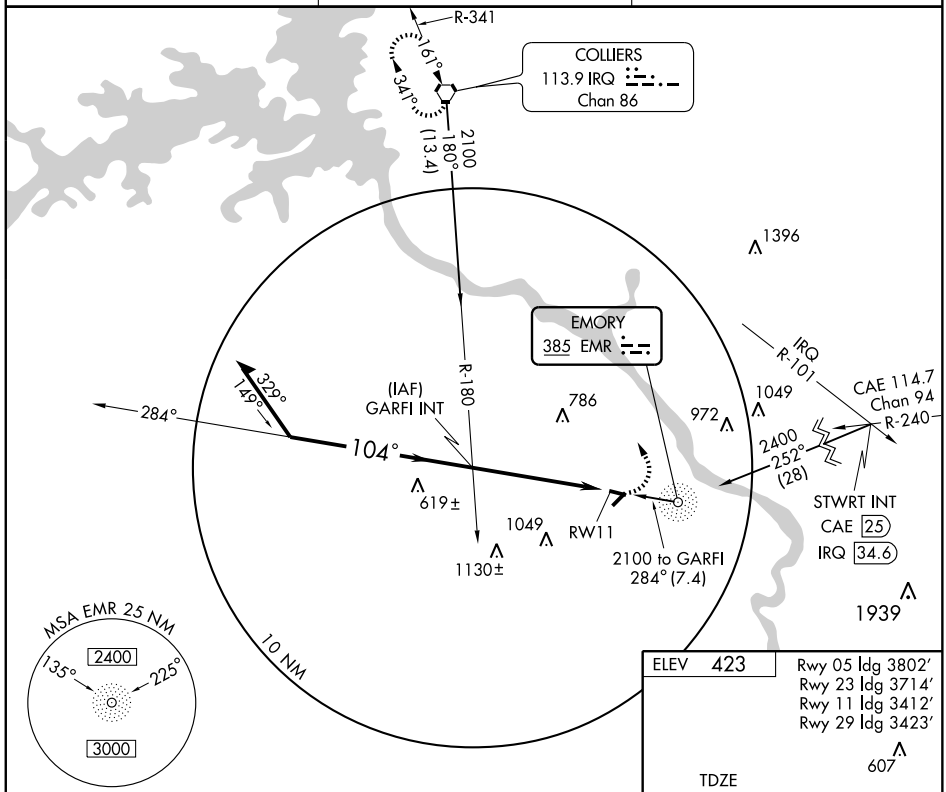
NDB or GPS RWY 11

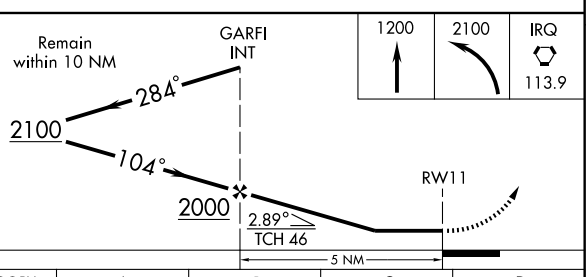
AUGUSTA/ DANIEL FIELD (DNL)

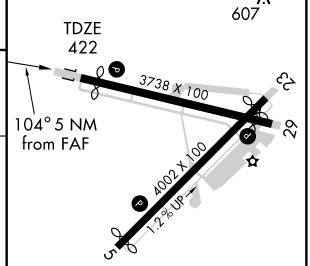
NA
ASR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-11	980-1 558 (600-1)		980-1½ 558 (600-1½)	980-1¾ 558 (600-1¾)
CIRCLING	980-1 557 (600-1)		980-1½ 557 (500-1½)	1020-2 597 (600-2)

MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

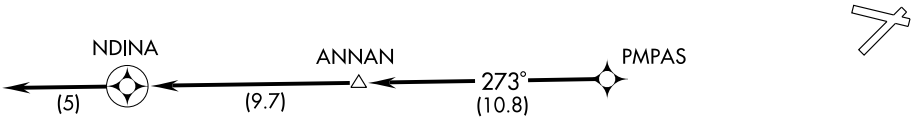
SE-4, 17 DEC 2009 to 14 JAN 2010

NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with minimum climb of 350 feet per NM to 1300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.



TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143' from DER, 260' right of centerline, 430' MSL. Building 315' from DER, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from DER, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from DER, on centerline 17' AGL/446' MSL. Terrain beginning 178' from DER, 134' left of centerline up to 466' MSL. Building 392' from DER, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from DER, 12' left of centerline, up to 100' AGL/579' MSL.

Rwy 11: Hangar 7' from DER, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from DER, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from DER, 138' right of centerline, up to 100' AGL/529' MSL. Building 2,232' from DER, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from DER, 146' left of centerline, up to 430' MSL. Building 251' from DER, 531' left of centerline, 50' AGL/479' MSL. Building 483' from DER, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from DER, 145' left of centerline, up to 100' AGL/529' MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from DER, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from DER, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from DER, 114' right of centerline, 50' AGL/409' MSL.

Rwy 29: Numerous trees beginning 7' from DER, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from DER, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from DER, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from DER, 3' right of centerline, up to 100' AGL/539' MSL. Building 1,480' from DER, 793' right of centerline, 50' AGL/489' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

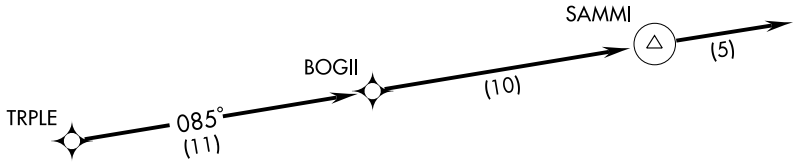
TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SAMMI TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
ATLANTA CENTER CLNC DEL ★
128.1
CTAF
123.05

TAKEOFF MINIMUMS:
Rwy 11, 29: STANDARD.
Rwy 5: 300-1 or STANDARD with a minimum climb of 385 feet per NM to 800.
Rwy 23: 600-3 or STANDARD with a minimum climb of 350 feet per NM to 1300.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5, 11, 23, 29: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

SE-4, 17 DEC 2009 to 14 JAN 2010

TAKEOFF OBSTACLE NOTES:

Rwy 5: Rising terrain beginning 143′ from DER, 260′ right of centerline, 430′ MSL. Building 315′ from DER, 350′ right of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 992′ from DER, 12′ right of centerline, up to 100′ AGL/569′ MSL. Road and vehicle 348′ from DER, on centerline 17′ AGL/446′ MSL. Terrain beginning 178′ from DER, 134′ left of centerline up to 466′ MSL. Building 392′ from DER, 207′ left of centerline, 50′ AGL/489′ MSL. Numerous trees beginning 636′ from DER, 12′ left of centerline, up to 100′ AGL/579′ MSL.

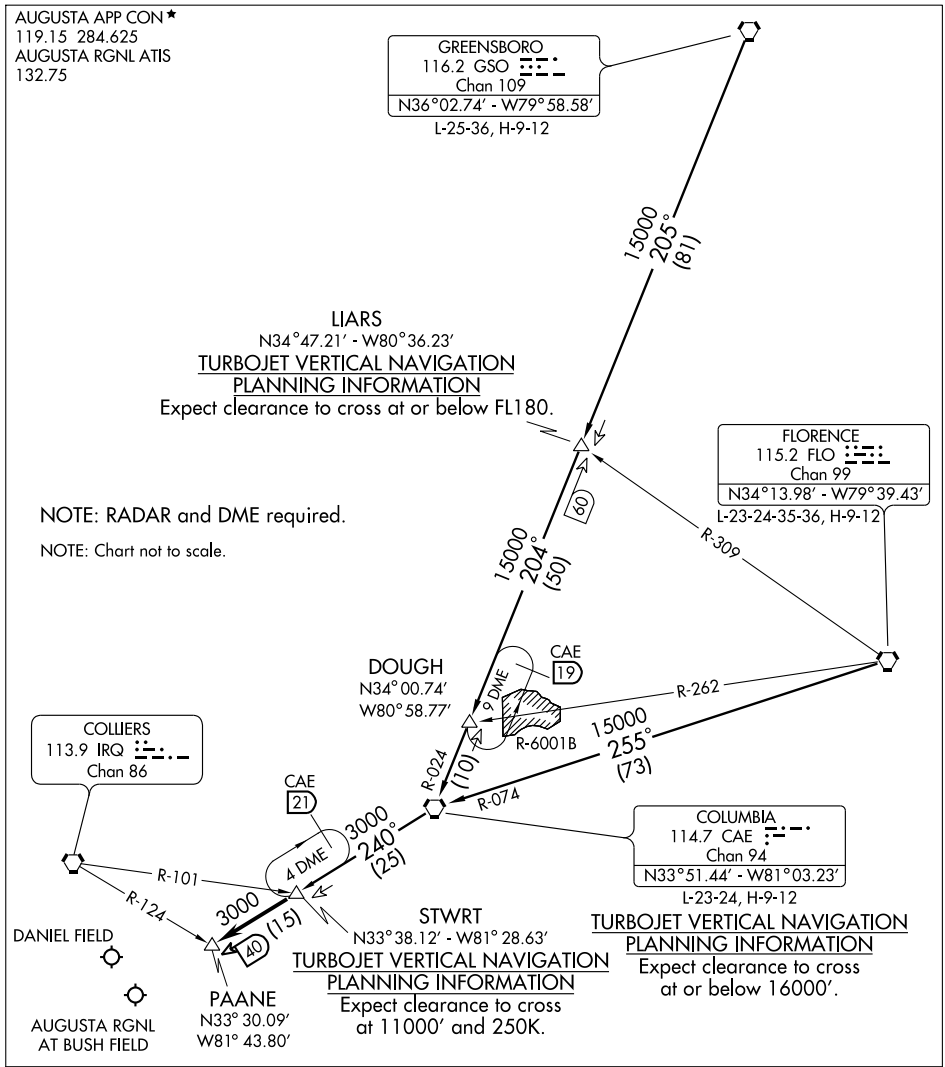
Rwy 11: Hangar 7′ from DER, 493′ right of centerline, 50′ AGL/479′ MSL. Road and vehicle 253′ from DER, on centerline, 17′ AGL/446′ MSL. Numerous trees beginning 449′ from DER, 138′ right of centerline, up to 100′ AGL/529′ MSL. Building 2,232′ from DER, 480′ right of centerline, 106′ AGL/509′ MSL. Terrain beginning 80′ from DER, 146′ left of centerline, up to 430′ MSL. Building 251′ from DER, 531′ left of centerline, 50′ AGL/479′ MSL. Building 483′ from DER, 286′ left of centerline, 50′ AGL/479′ MSL. Numerous trees beginning 564′ from DER, 145′ left of centerline, up to 100′ AGL/529′ MSL.

Rwy 23: Tower 2.4 NM from DER, 3,437′ right of centerline, 600′ AGL/965′ MSL. Numerous trees beginning 164′ from DER, 10′ left of centerline, up to 100′ AGL/459′ MSL. Numerous trees beginning 5′ from DER, 113′ right of centerline, up to 100′ AGL/459′ MSL. Building 279′ from DER, 114′ right of centerline, 50′ AGL/409′ MSL.

Rwy 29: Numerous trees beginning 7′ from DER, 117′ left of centerline up to 100′ AGL/539′ MSL. Building 311′ from DER, 140′ left of centerline, 50′ AGL/459′ MSL. Road and vehicle 4′ from DER, 229′ right of centerline, 17′ AGL/446′ MSL. Numerous trees beginning 31′ from DER, 3′ right of centerline, up to 100′ AGL/539′ MSL. Building 1,480′ from DER, 793′ right of centerline, 50′ AGL/489′ MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

STWRT TWO ARRIVAL (STWRT.STWRT2) ST-27 (FAA) AUGUSTA, GEORGIA



COLUMBIA TRANSITION (CAE.STWRT2): From over CAE VORTAC via CAE R-240 to STWRT INT. Thence. . . .

FLORENCE TRANSITION (FLO.STWRT2): From over FLO VORTAC via FLO R-255 and CAE R-074 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

GREENSBORO TRANSITION (GSO.STWRT2): From over GSO VORTAC via GSO R-205 to LIARS INT, then via CAE R-024 to CAE VORTAC, then via CAE R-240 to STWRT INT. Thence. . . .

. . . . from over STWRT INT, via the CAE R-240 to PAANE INT. Expect radar vectors to airport after PAANE.

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	161°	TDZE	N/A
Chan 86		Apt Elev	423

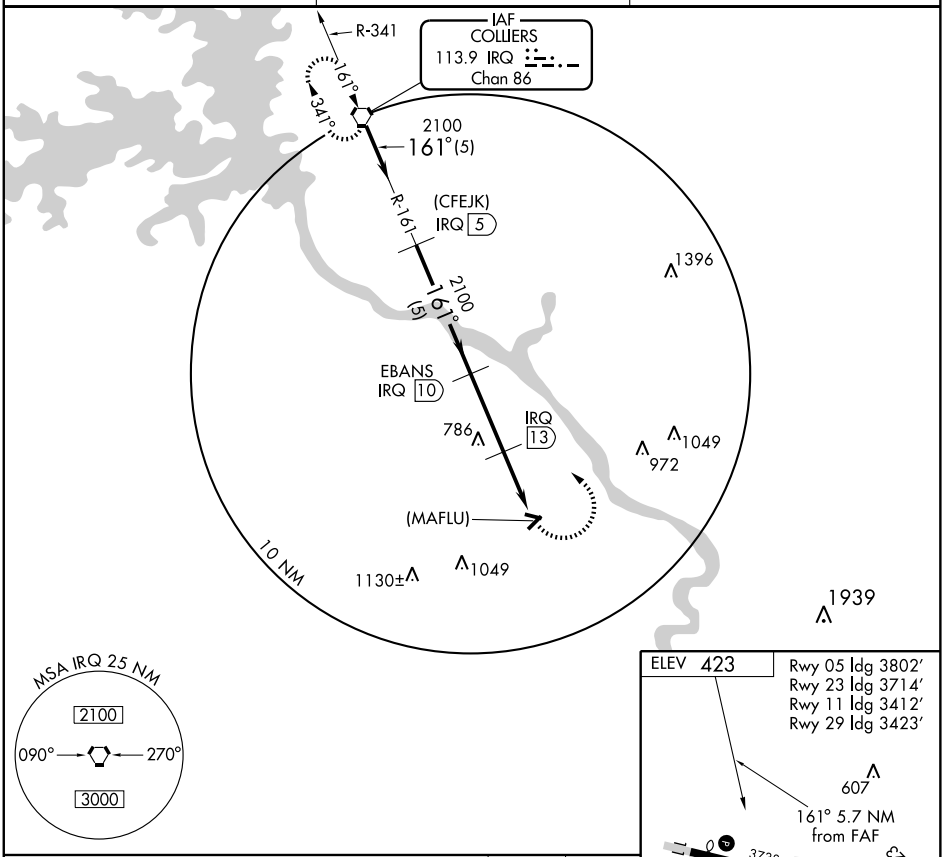
VOR/DME or GPS-B

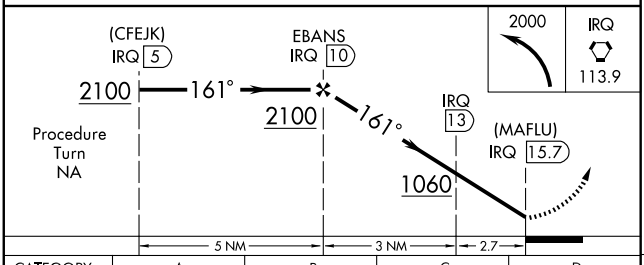
AUGUSTA/ DANIEL FIELD (DNL)

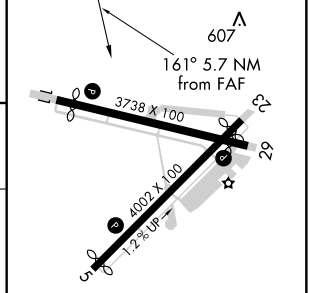
NA
ASR

MISSED APPROACH: Climbing left turn to 2000 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L







MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L

CATEGORY	A	B	C	D
CIRCLING	920-1 496 (500-1)		920-1½ 496 (500-1½)	1020-2 597 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC IRQ	APP CRS	Rwy Idg	3412
113.9	107°	TDZE	422
Chan 86		Apt Elev	423

VOR/DME RNAV RWY 11

AUGUSTA/ DANIEL FIELD (DNL)

NA
ASR

MISSED APPROACH: Climbing left turn to 2500 direct IRQ VORTAC and hold.

ASOS	AUGUSTA APP CON ★	UNICOM
135.275	126.8 270.3	123.05 (CTAF) L

COLON
R-341
2500 to WINCE
190° (19)
161°
341°
COLLIERS
113.9 IRQ
Chan 86
2500
193°
(12.5)
(IAF)
RAFFE
2500 NoPT
117°
(29.1)
1396
IAF
WINCE
N33°30.09′ W82°12.05′
113.9 IRQ 193.0°-12.5
428
(FAF)
5 NM from MAP WP
N33°29.38′ W82°08.57′
3000 to WINCE
265°
(22)
LASHE
786
1049
972
107°
287°
4 NM
2000
107°
(3)
1049
MAP
N33°28.19′ W82°02.76′
113.9 IRQ 161.7°-15.4
428
1130±
(IAF)
MISTY
2500 NoPT
069°
(35.7)

ELEV 423

Rwy 05 ldg 3802′
Rwy 23 ldg 3714′
Rwy 11 ldg 3412′
Rwy 29 ldg 3423′

607
TDZE
422
3738 X 100
4002 X 100
1.2% UP
107° to
MAP WP
23
29
5

4 NM
Holding Pattern
WINCE
WP
2500
287°
107°
107°
5 NM from
MAP WP
2000
MAP
WP
2.88°
3 NM
3 NM
2 NM

2500	IRQ
	113.9

CATEGORY	A	B	C	D
S-11	1140-1	718 (800-1)	1140-2 718 (800-2)	1140-2¼ 718 (800-2¼)
CIRCLING	1140-1	717 (800-1)	1140-2 717 (800-2)	1140-2¼ 717 (800-2¼)

MIRL Rwys 11-29 and 5-23 L
REIL Rwys 11 and 29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-BGE	APP CRS	Rwy Idg	5502
111.35	271°	TDZE	135
		Apt Elev	142

LOC/NDB RWY 27

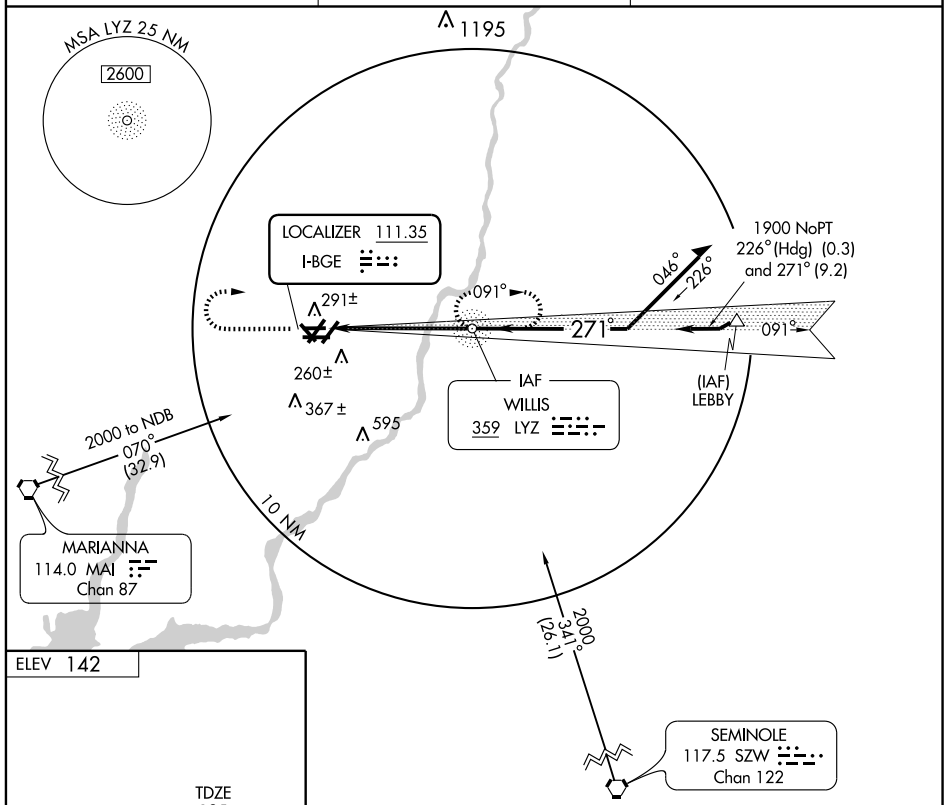
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

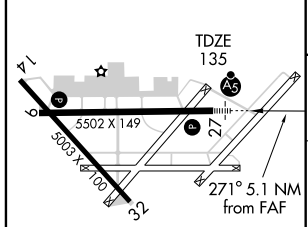
T A NA — If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.

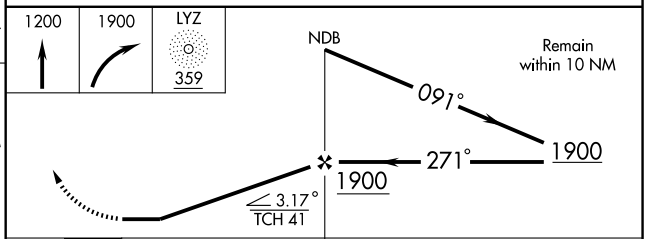
AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L





MIRL Rwy 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-27	540-½ 405 (400-½)		540-¾ 405 (400-¾)	
CIRCLING	660-1 518 (600-1)		660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5502
091°	TDZE	142
	Apt Elev	142

RNAV (GPS) RWY 9

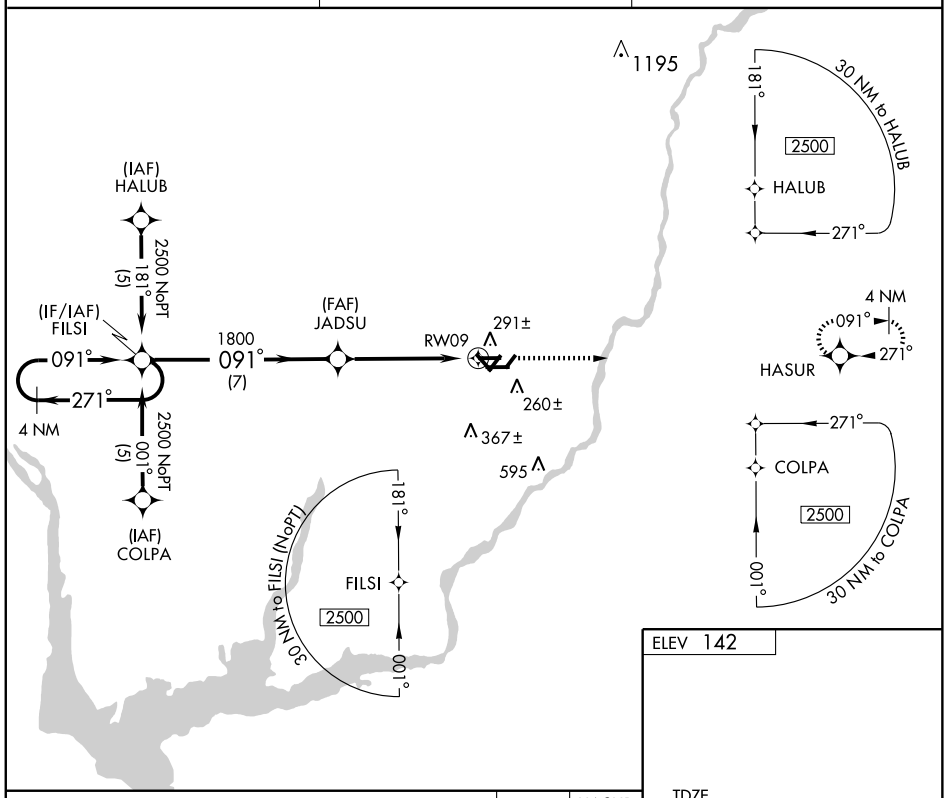
BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

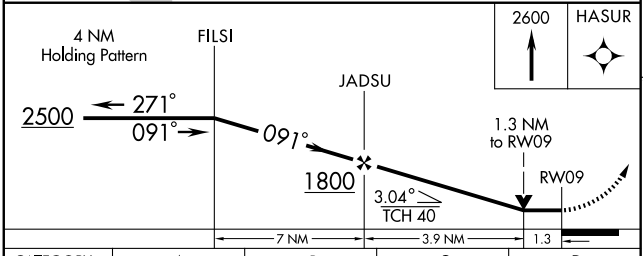
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA with Tallahassee altimeter setting. If local altimeter setting not received, use Tallahassee Rgnl altimeter settng and increase all MDAs 100 feet.

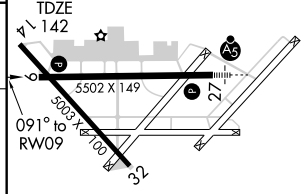
NA

MISSED APPROACH: Climb to 2600 direct HASUR WP and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1	438 (500-1)	580-1¼ 438 (500-1¼)	580-1½ 438 (500-1½)
CIRCLING	660-1	518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5502
271°	TDZE	135
	Apt Elev	142

RNAV (GPS) RWY 27

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK(BGE)

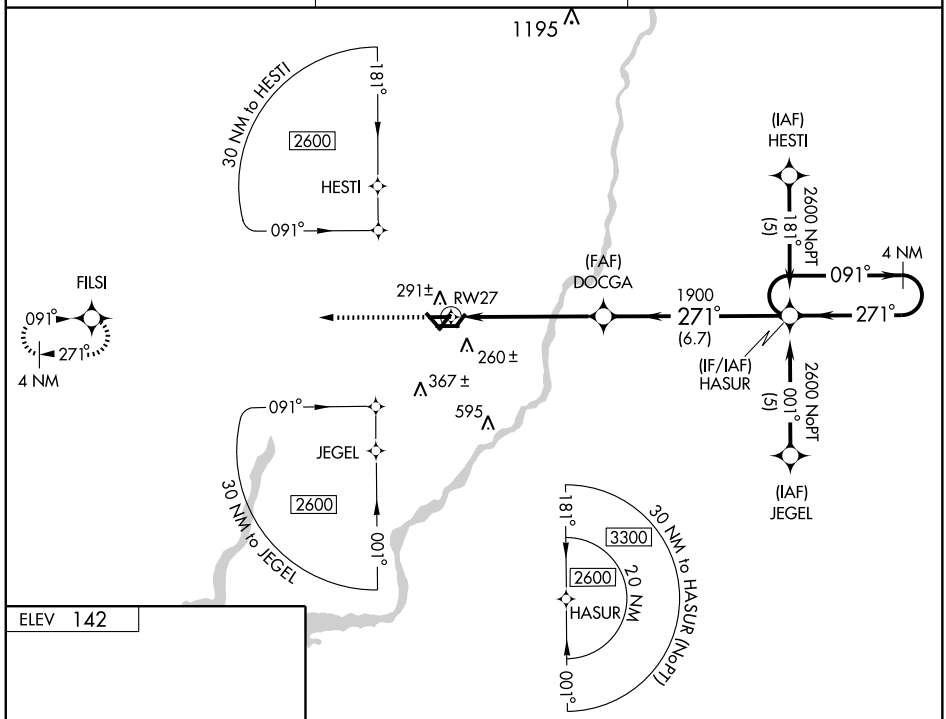
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
For inoperative MALSR increase Cat. D visibility to 1¼.
If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.
VDP NA with Tallahassee altimeter setting.

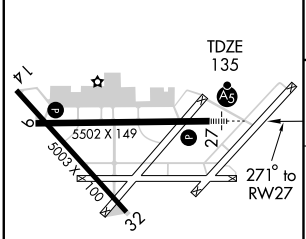
NA

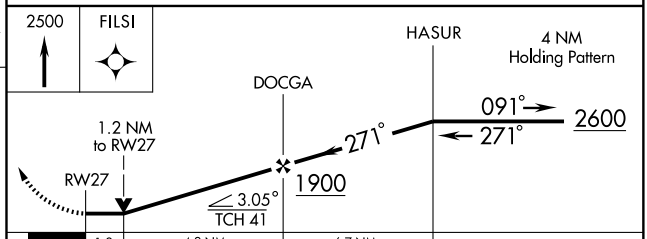
MALSR

MISSED APPROACH: Climb to 2500 direct FILSI WP and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-½ 405 (400-½)		540-¾ 405 (400-¾)	540-1 405 (400-1)
CIRCLING	660-1 518 (600-1)		660-1½ 518 (600-1½)	700-2 558 (600-2)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	066°	TDZE	N/A
Chan 87		Apt Elev	142

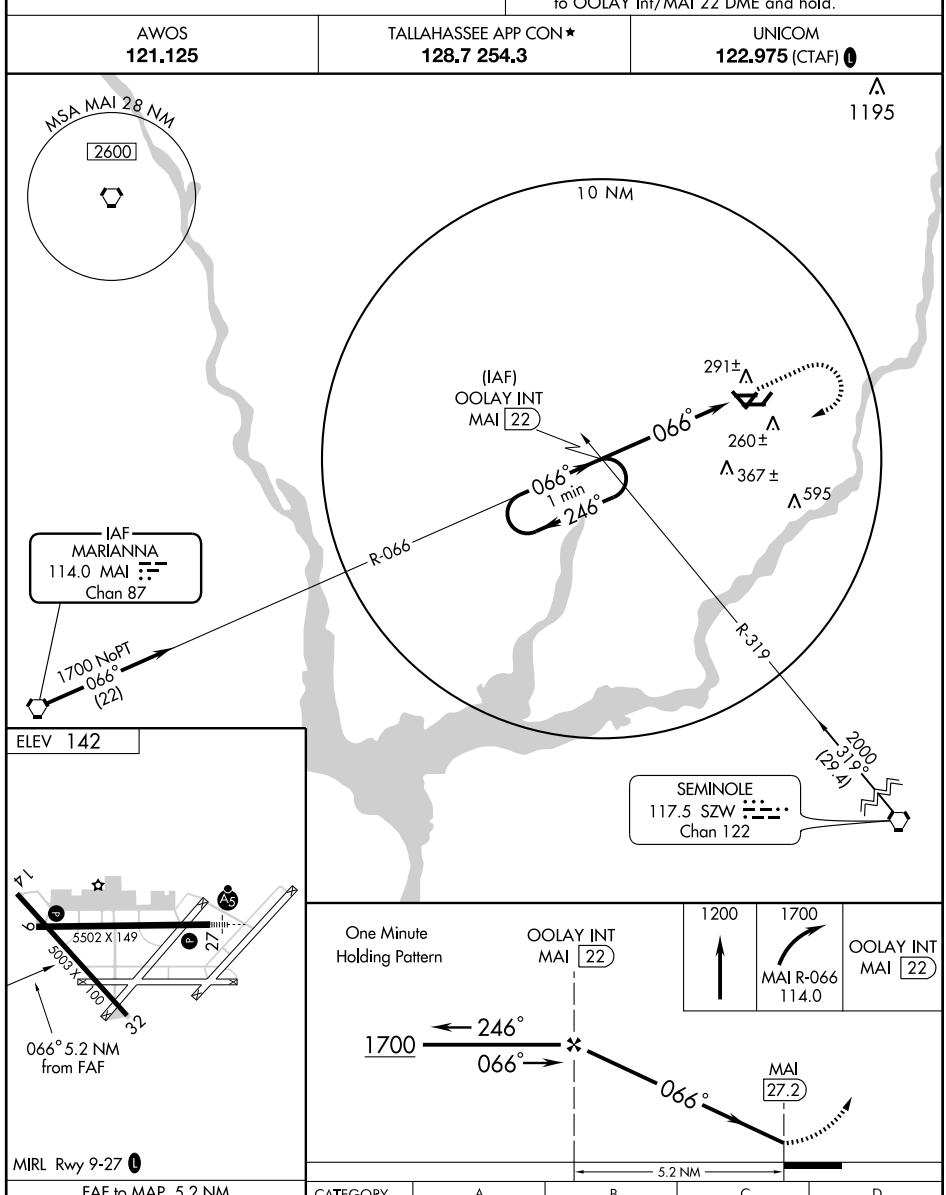
VOR-A

BAINBRIDGE/DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

T A NA If local altimeter setting not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 via MAI R-066 to OOLAY Int/MAI 22 DME and hold.

AWOS	TALLAHASSEE APP CON ★	UNICOM
121.125	128.7 254.3	122.975 (CTAF) L



ELEV 142

MIRL Rwy 9-27 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	660-1 518 (600-1)	660-1¼ 518 (600-1¼)	660-1½ 518 (600-1½)	700-2 558 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB BHC	APP CRS	Rwy Idg	5003
376	087°	TDZE	201
		Apt Elev	201

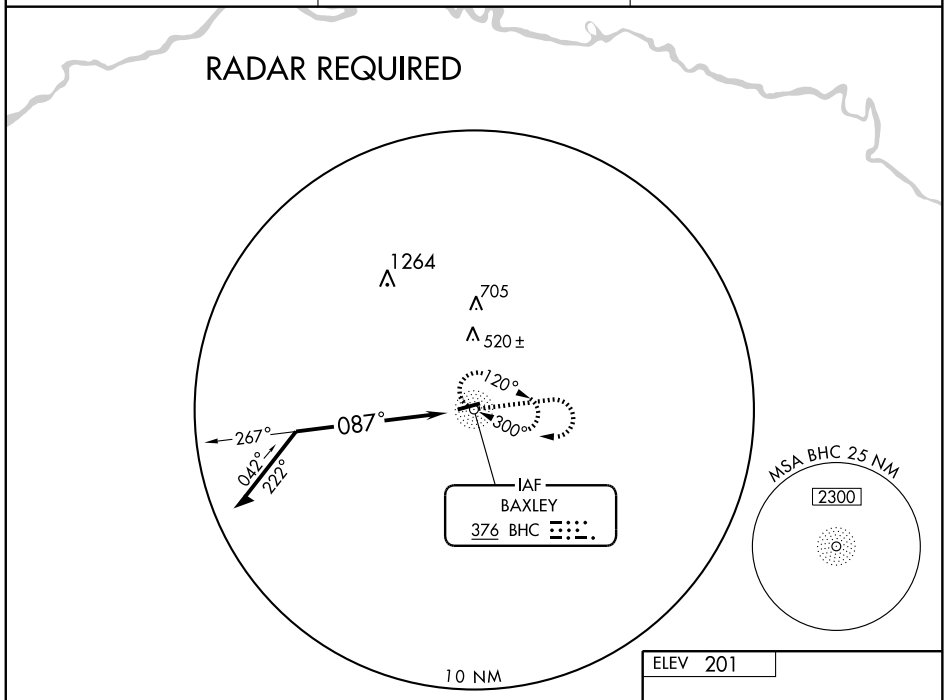
NDB RWY 8
BAXLEY MUNI (BHC)

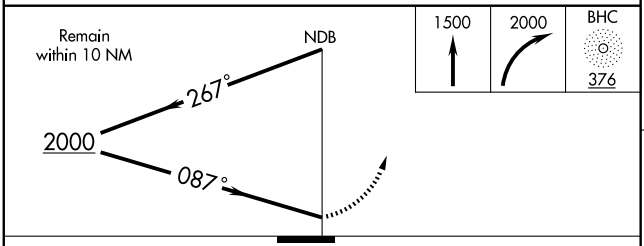
▼ NA

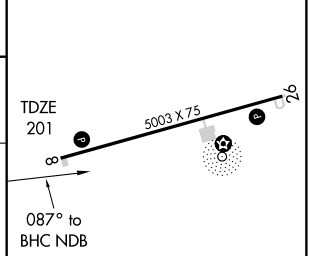
If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet.
Cat. D circling NA North of Rwy 8-26.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct BHC NDB and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	700-1	499 (500-1)	700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	700-1	499 (500-1)	700-1½ 499 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
079°	TDZE	201
	Apt Elev	201

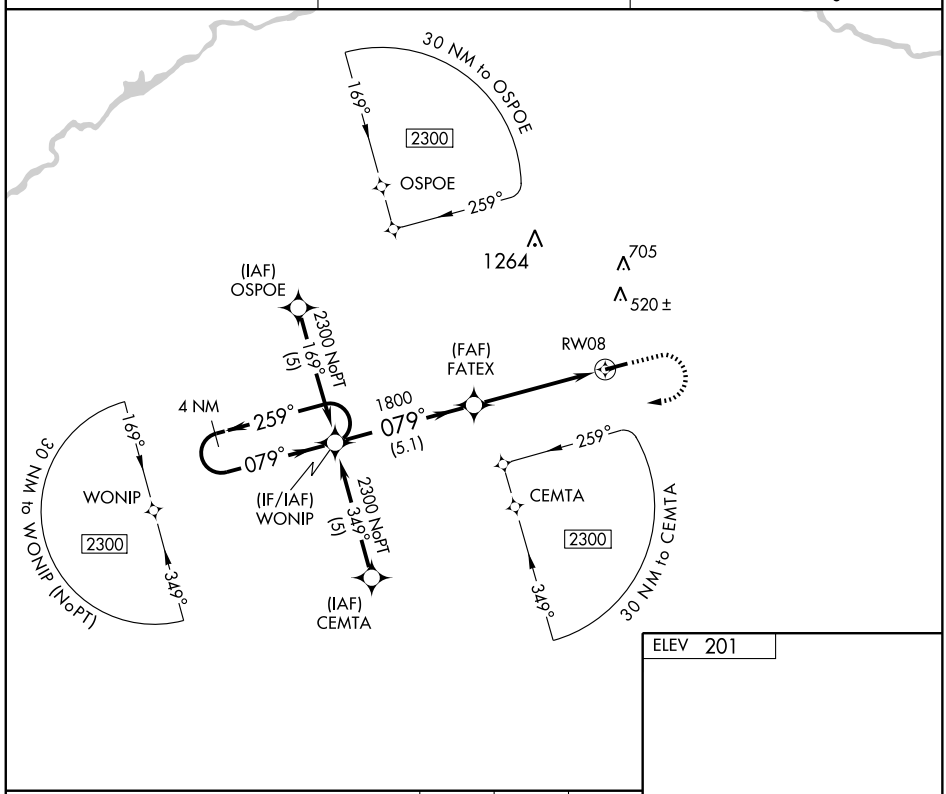
RNAV (GPS) RWY 8
BAXLEY MUNI(BHC)

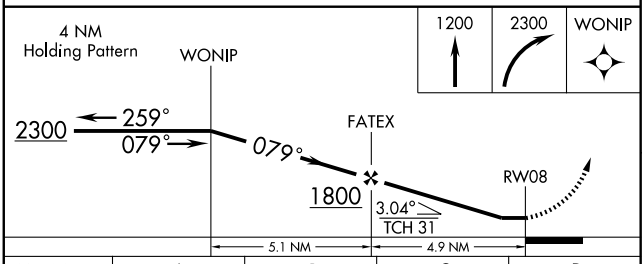
T
A NA

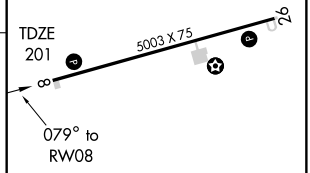
If local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Cat. D circling NA North of Rwy 8-26. DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct WONIP WP and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 379 (400-1)			580-1¼ 379 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
259°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 26

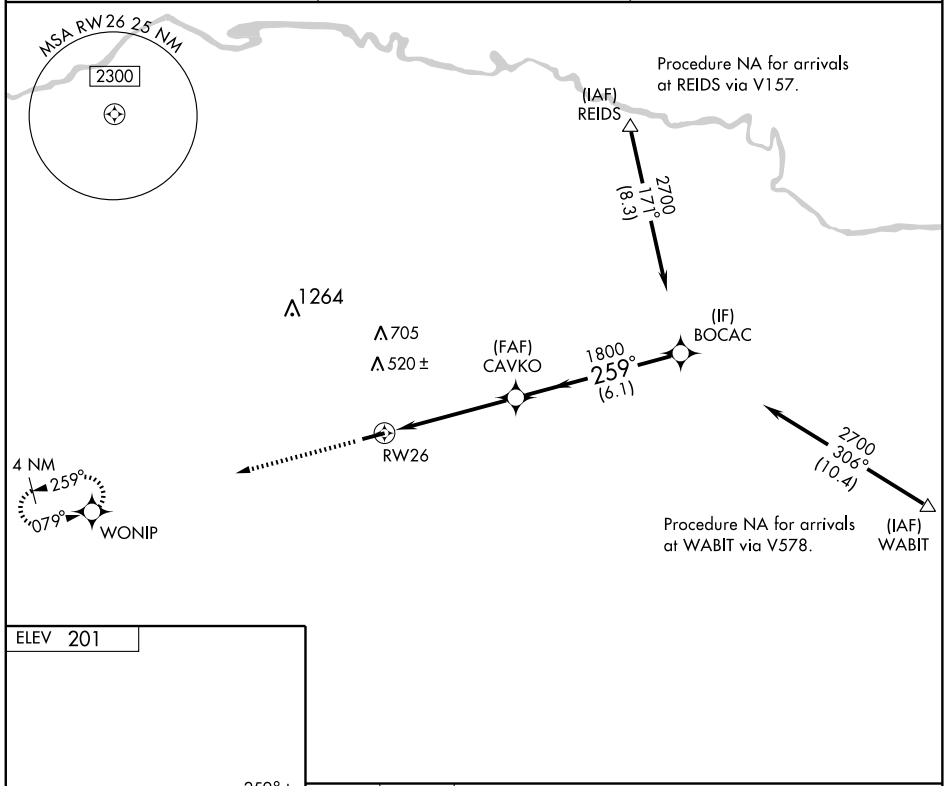
BAXLEY MUNI(BHC)

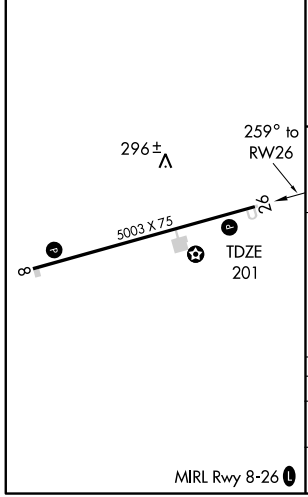
T NA

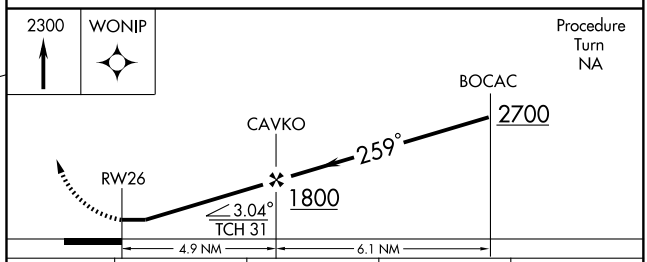
When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet. Circling NA for Cat. D North of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct WONIP and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
376	132.3 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 359 (400-1)			560-1¼ 359 (400-1¼)
CIRCLING	640-1 439 (500-1)	660-1 459 (500-1)	660-1½ 459 (500-1½)	760-2 559 (600-2)

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-BIJ	APP CRS	Rwy Idg	5494
110.35	233°	TDZE	211
		Apt Elev	214

LOC/NDB RWY 23

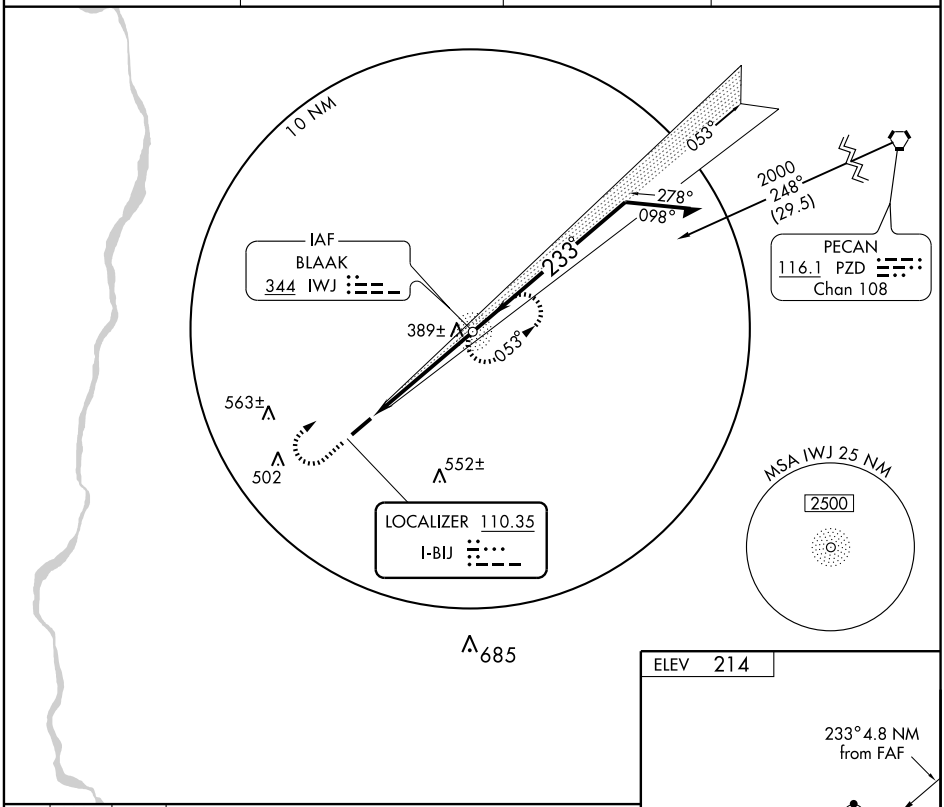
BLAKELY/ EARLY COUNTY (BIJ)

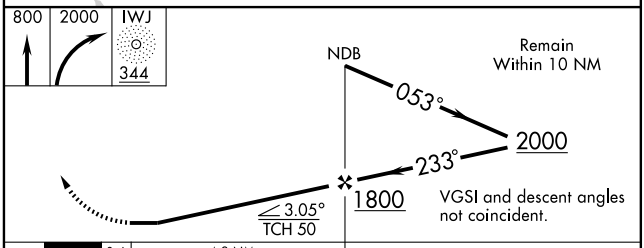
T A NA — When local altimeter setting not received, use Bainbridge altimeter setting and increase all MDAs 80 feet and S-23 Cat C visibility ¼ mile. Inoperative table does not apply to S-23 Cat C. Visibility reduction by helicopters NA.

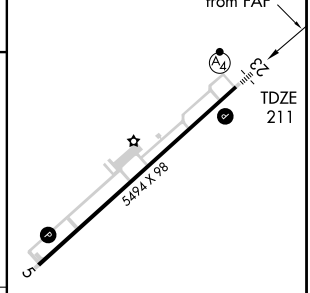
MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct IWJ NDB and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L







CATEGORY	A	B	C	D
S-23	640-¾	429 (500-¾)	640-1¼ 429 (500-1¼)	640-1½ 429 (500-1½)
CIRCLING	720-1	506 (600-1)	720-1½ 506 (600-1½)	780-2 566 (600-2)

MIRL Rwy 5-23 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5494
053°	TDZE	214
	Apt Elev	214

RNAV (GPS) RWY 5

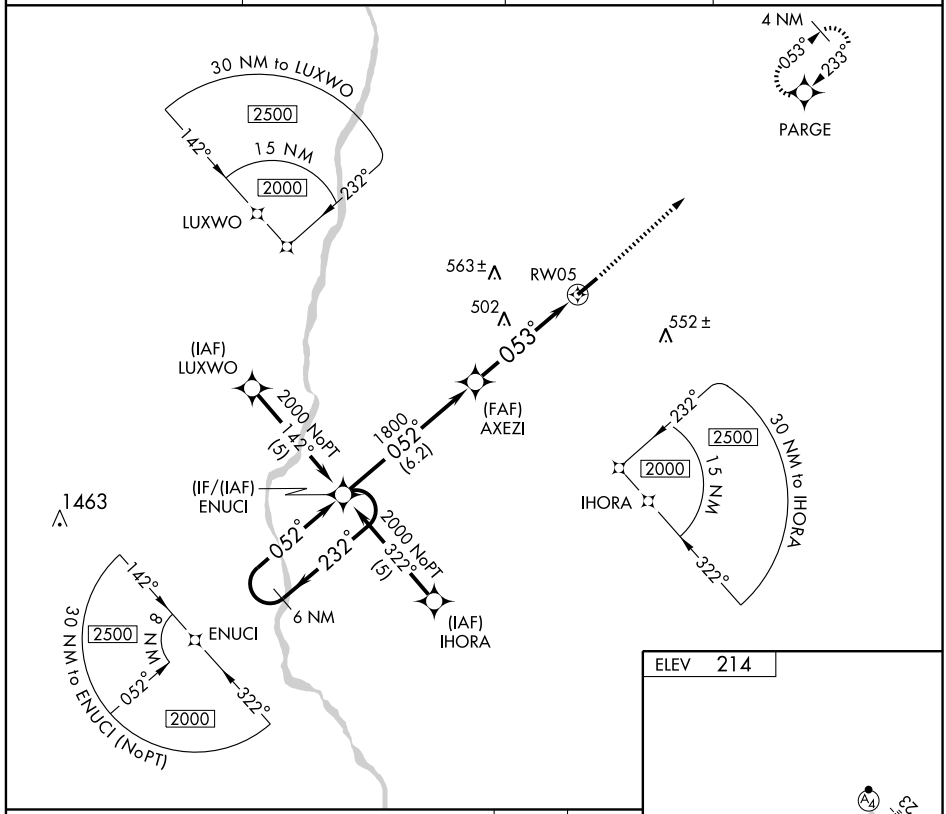
BLAKELY/ EARLY COUNTY (BIJ)

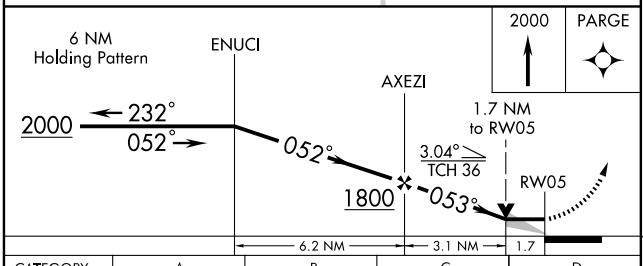
NA

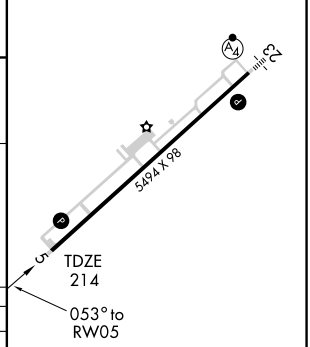
If local altimeter setting not received, use Cairns AAF, AL altimeter setting and increase all MDAs 120 feet. VDP NA when using Cairns AAF altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PARGE WP and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	780-1 566 (600-1)		780-1½ 566 (600-1½)	780-1¾ 566 (600-1¾)
CIRCLING	780-1 566 (600-1)		780-1½ 566 (600-1½)	780-2 566 (600-2)

MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 23

BLAKELY/ EARLY COUNTY (BIJ)

APP CRS	Rwy Idg	5494
233°	TDZE	211
	Apt Elev	214

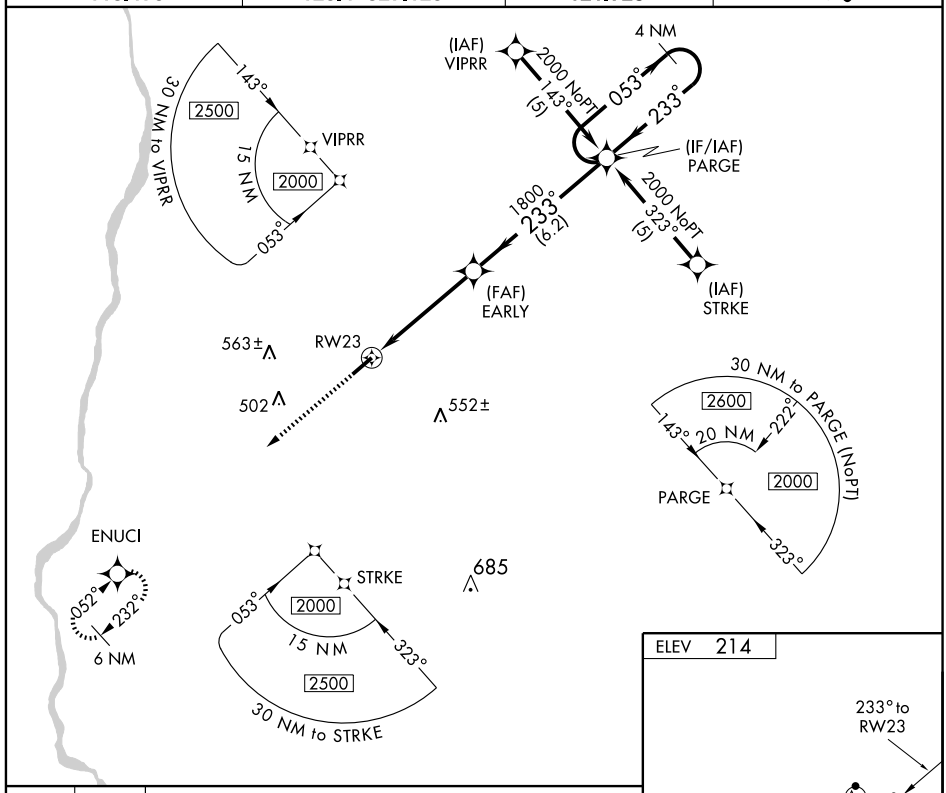
NA

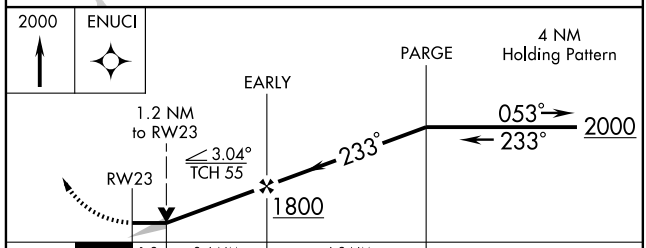
If local altimeter setting not received, use Cairns AAF, AL altimeter setting and increase all MDAs 120 feet.
VDP NA when using Cairns AAF altimeter setting.
Inoperative table does not apply to LNAV Cat C.
DME/DME RNP-0.3 NA.

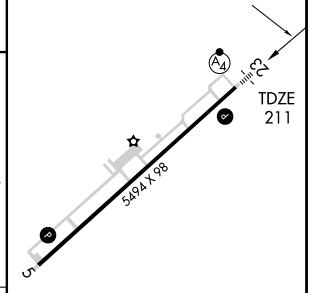
MALSF

MISSED APPROACH: Climb to 2000 direct ENUCI and hold.

AWOS-3	CAIRNS APP CON ★	GCO	CTAF
118.475	125.4 327.125	121.725	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	640-¾ 429 (500-¾)		640-1¼ 429 (500-1¼)	640-1½ 429 (500-1½)
CIRCLING	720-1 506 (600-1)		720-1½ 506 (600-1½)	780-2 566 (600-2)

MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-BQK	APP CRS	Rwy Idg	8001
108.5	069°	TDZE	26
		Apt Elev	26

ILS or LOC RWY 7

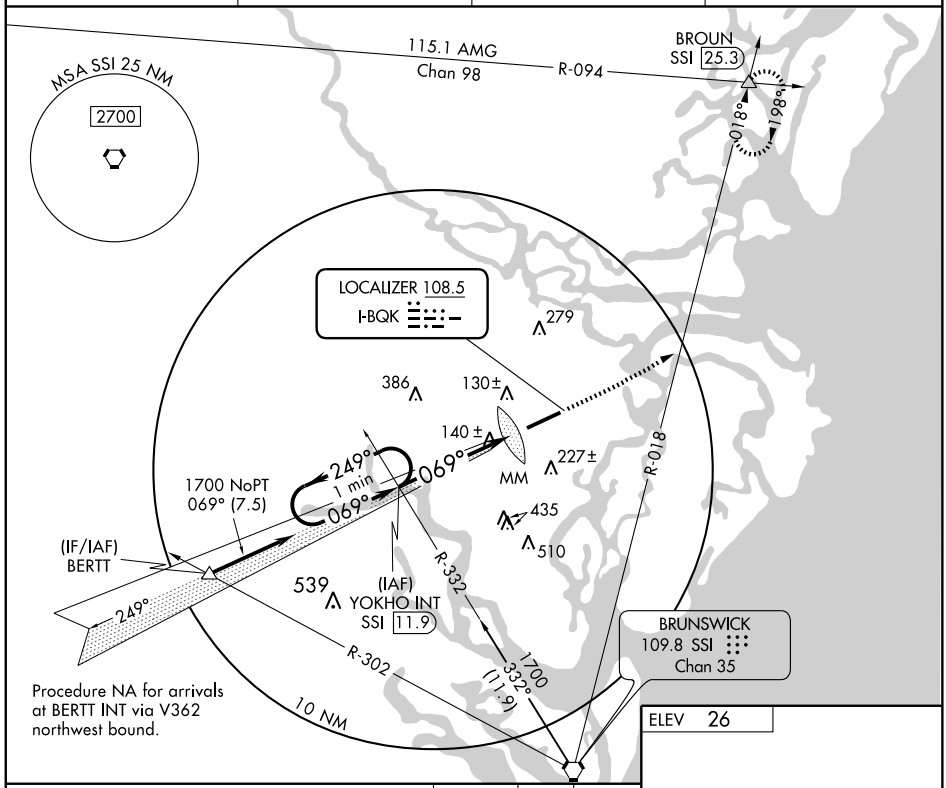
BRUNSWICK GOLDEN ISLES (BQK)

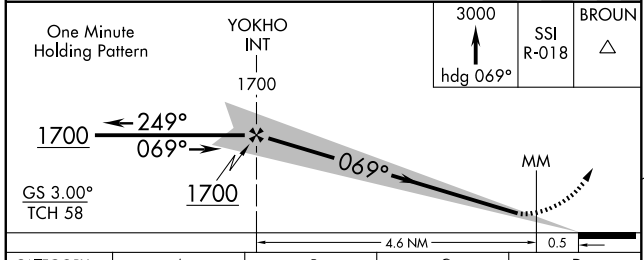
DME Required. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and MDA 20 feet.

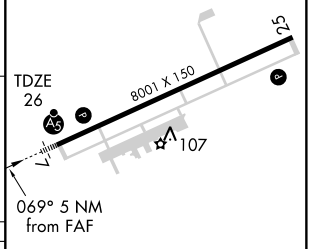
MALSR

MISSED APPROACH: Climb to 3000 via heading 069° and via SSI VORTAC R-018 to BROUN/SSI 25.3 DME and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
120.025	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	226-½ 200 (200-½)			
S-LOC 7	400-½ 374 (400-½)			400-¾ 374 (400-¾)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8001
CH 56501	069°	TDZE	26
W07A		Apt Elev	26

RNAV (GPS) RWY 7

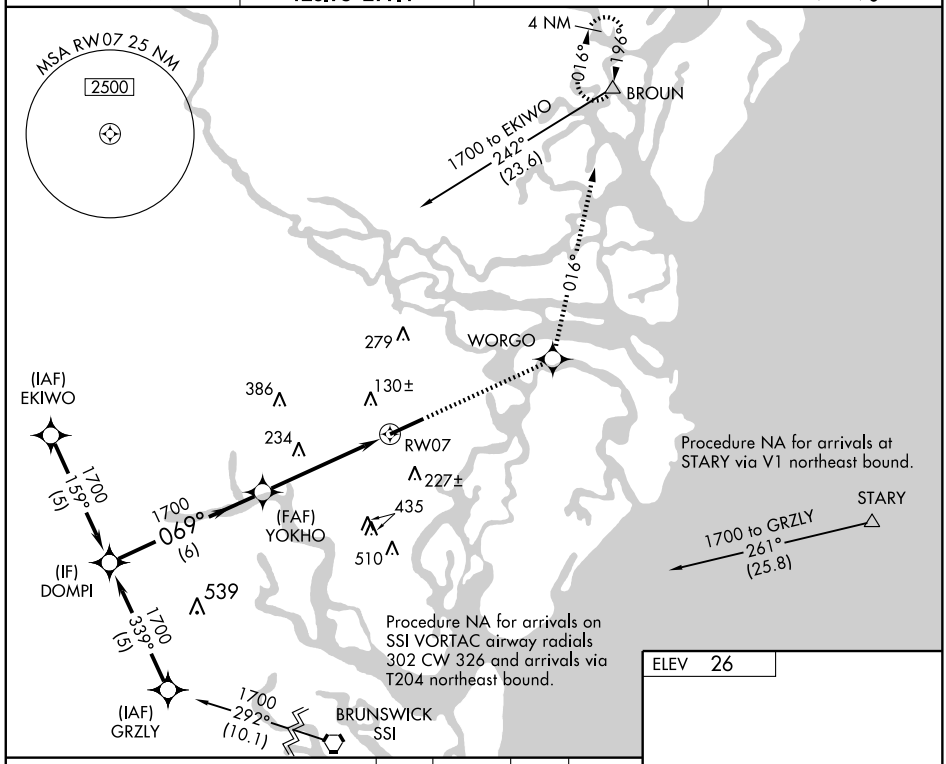
BRUNSWICK GOLDEN ISLES (BQK)

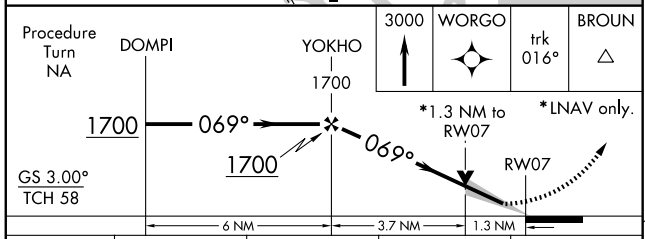
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet.

MALSR

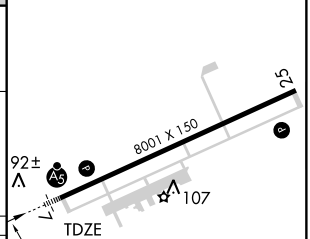
MISSED APPROACH: Climb to 3000 direct WORGO and via track 016° to BROUN and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
120.025	126.75 277.4	126.75 277.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	226-½ 200 (200-½)			
LNAV/ VNAV DA	384-¾ 358 (400-¾)			
LNAV MDA	500-½ 474 (500-½)		500-¾ 474 (500-¾)	500-1 474 (500-1)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)



REIL Rwy 25
HIRL Rwy 7-25 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8001
CH 61201	249°	TDZE	26
W25A		Apt Elev	26

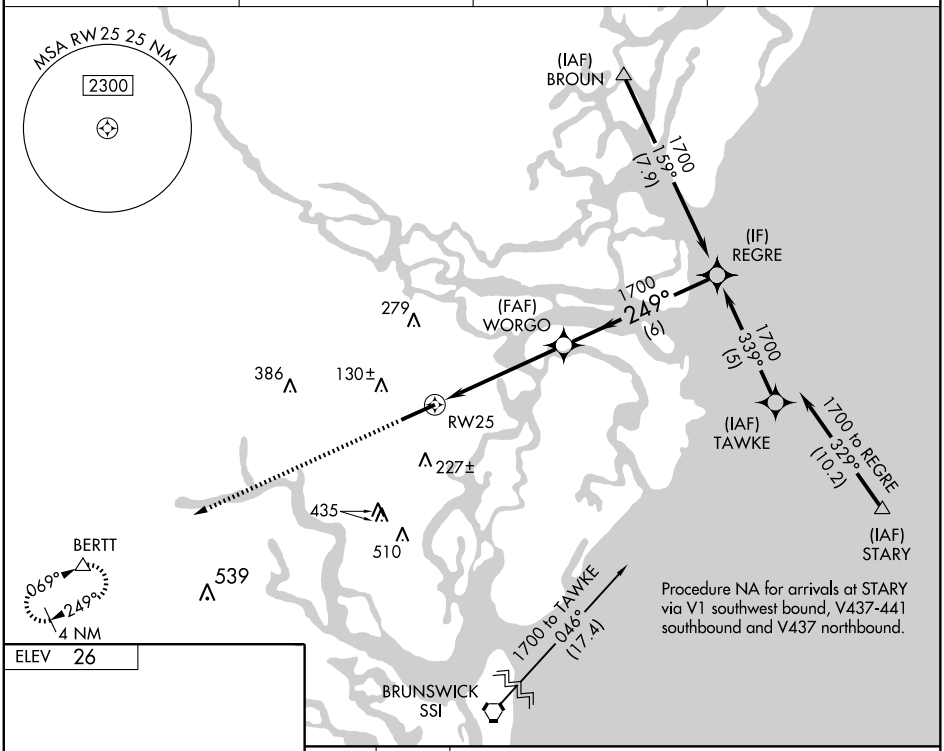
RNAV (GPS) RWY 25

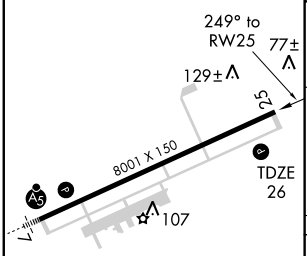
BRUNSWICK GOLDEN ISLES (BQK)

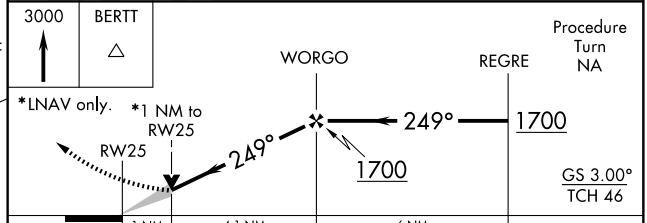
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all DA 19 feet and all MDA 20 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Malcolm McKinnon altimeter setting.

MISSED APPROACH: Climb to 3000 direct BERTT and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
120.025	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	226-¾ 200 (200-¾)			
LNAV/ VNAV DA	327-1 301 (400-1)			
LNAV MDA	380-1 354 (400-1)			380-1¼ 354 (400-1¼)
CIRCLING	540-1 514 (600-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC SSI	APP CRS	Rwy Idg	N/A
109.8	359°	TDZE	N/A
Chan 35		Apt Elev	26

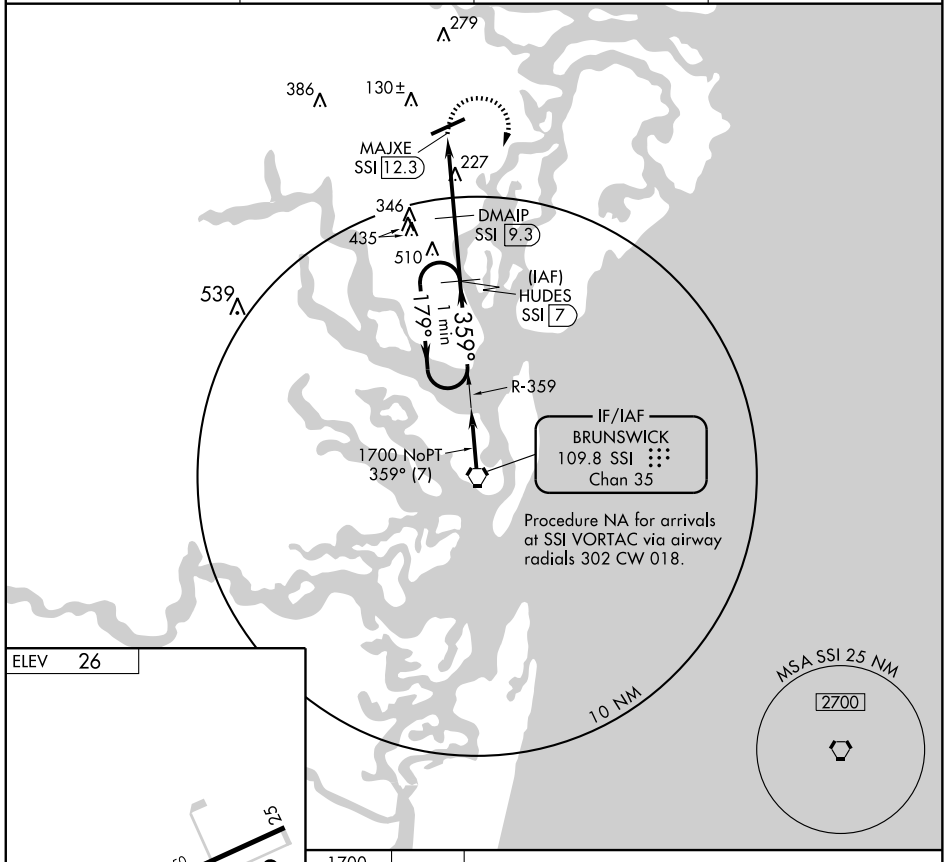
VOR/DME-B

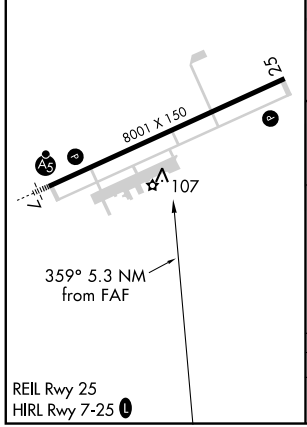
BRUNSWICK GOLDEN ISLES (BQK)

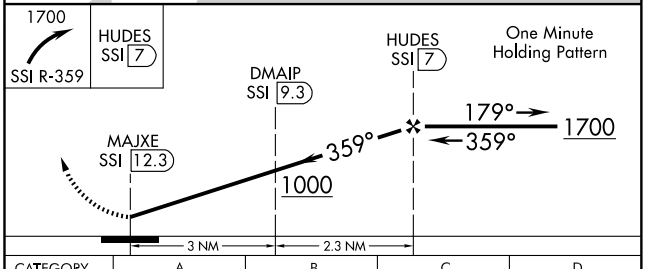
When local altimeter setting not received, use Malcolm McKinnon altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

AWOS-3	JACKSONVILLE CENTER	CLNC DEL	UNICOM
120.025	126.75 277.4	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	540-1	514 (600-1)	540-1½	580-2
			514 (600-1½)	554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4798
041°	TDZE	16
	Apt Elev	19

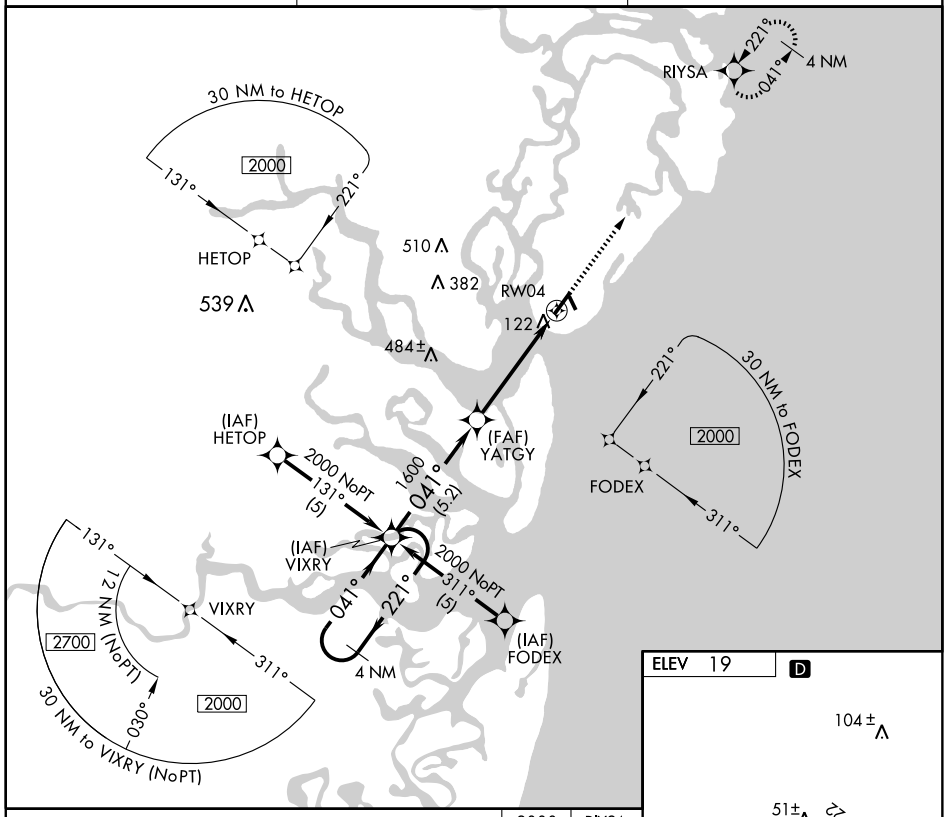
RNAV (GPS) RWY 4

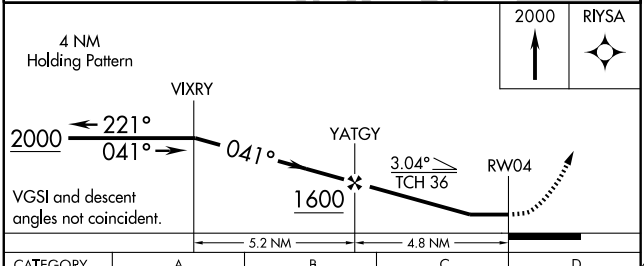
BRUNSWICK / MALCOLM McKINNON (SSI)

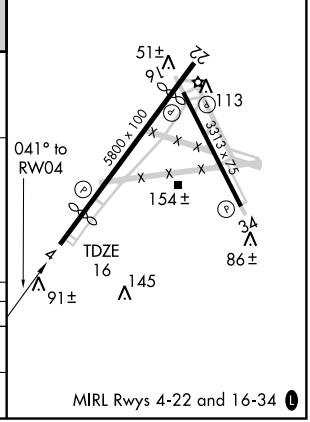
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct RIYSA WP and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
120.025	126.75 277.4	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

MIRL Rwys 4-22 and 16-34 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4671
221°	TDZE	17
	Apt Elev	19

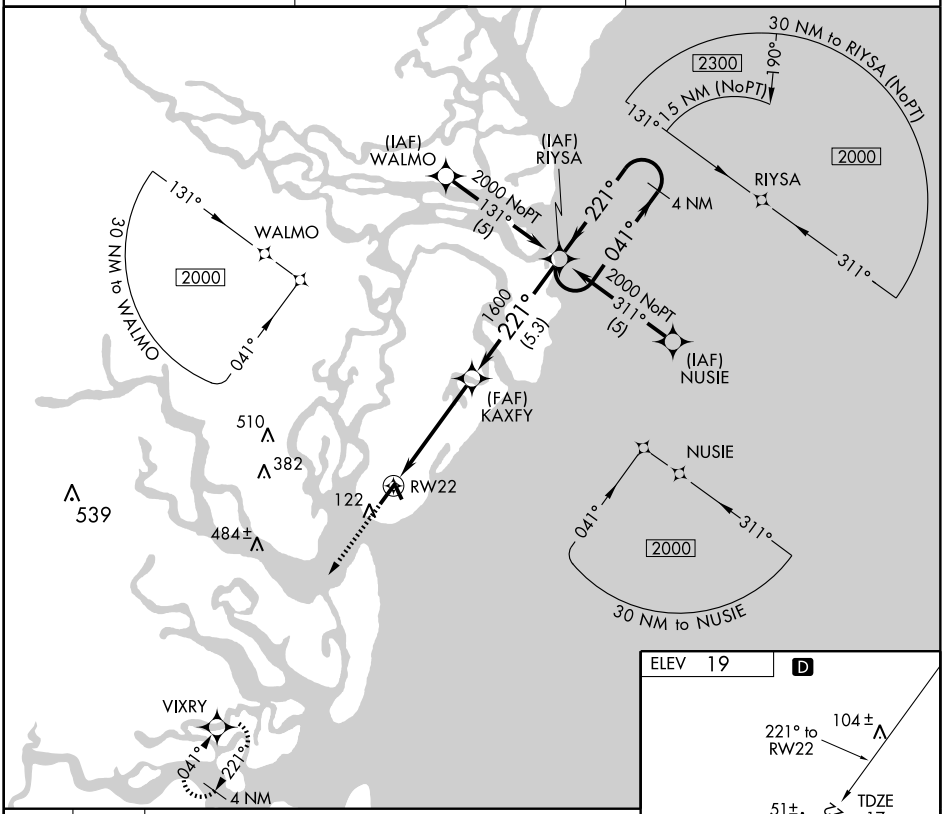
RNAV (GPS) RWY 22

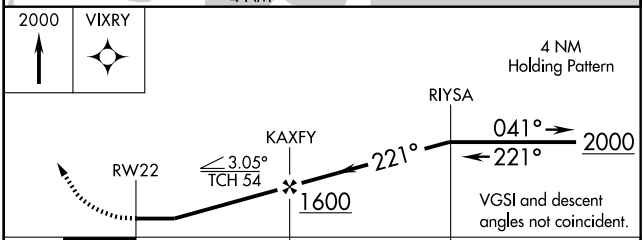
BRUNSWICK / MALCOLM McKINNON (SSI)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDAs 100 feet.

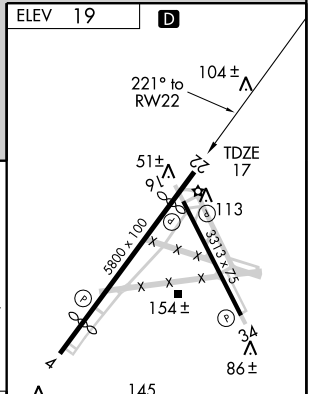
MISSED APPROACH: Climb to 2000 direct VIXRY WP and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
120.025	126.75 277.4	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)



MIRL Rwys 4-22 and 16-34 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC SSI	APP CRS	Rwy Idg	4798
109.8	027°	TDZE	16
Chan 35		Apt Elev	19

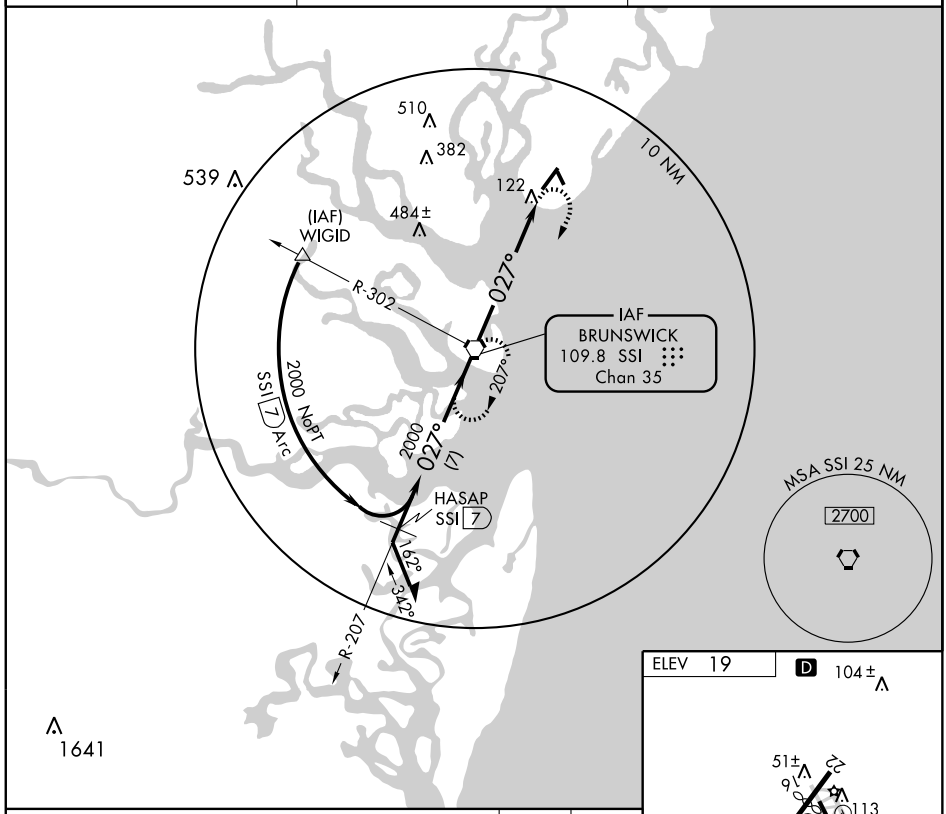
VOR RWY 4

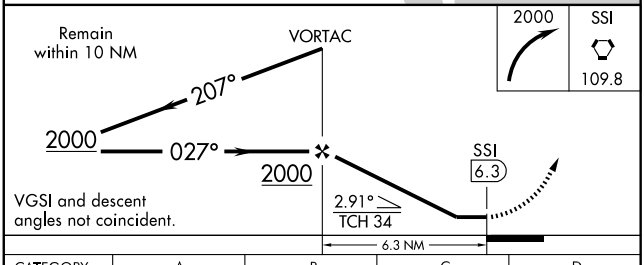
BRUNSWICK / MALCOLM McKINNON (SSI)

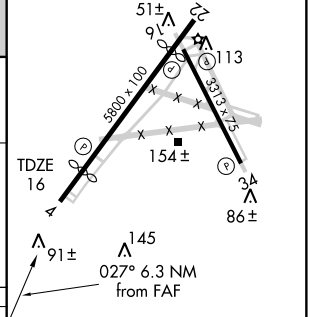
If local altimeter setting not received, use Jacksonville Intl altimeter setting and increaseall MDAs 100 ft.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
120.025	126.75 277.4	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	500-1	484 (500-1)	500-1¼ 484 (500-1¼)	500-1½ 484 (500-1½)
CIRCLING	500-1	481 (500-1)	500-1½ 481 (500-1½)	580-2 561 (600-2)

MIRL Rwys 4-22 and 16-34 L

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
183°	TDZE	653
	Apt Elev	667

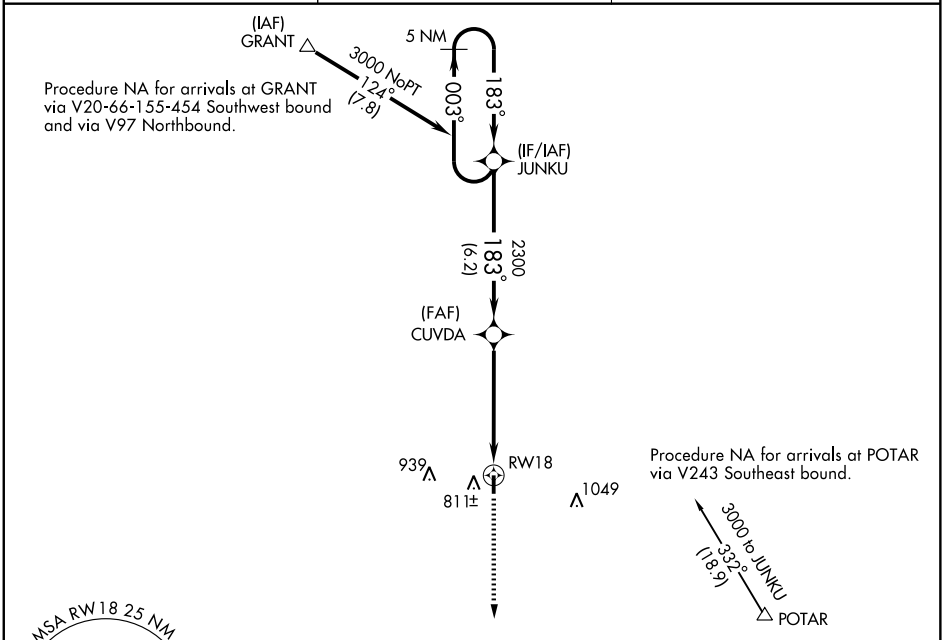
RNAV (GPS) RWY 18

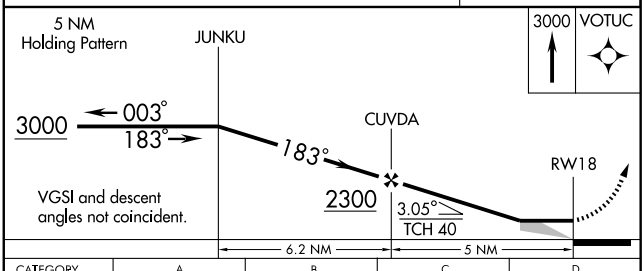
BUTLER MUNI (6A1)

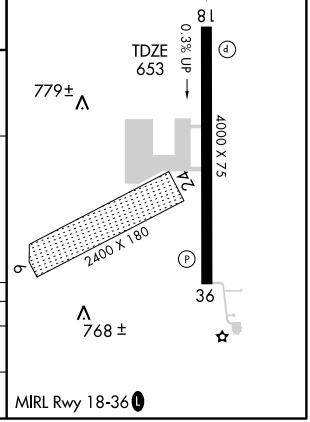
NA Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct VOTUC and hold.

THOMASTON AWOS-3	ATLANTA APP CON	CTAF
133.975	124.2 279.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
003°	TDZE	653
	Apt Elev	667

RNAV (GPS) RWY 36
BUTLER MUNI (6A1)

Procedure NA at night. DME/DME RNP-0.3 NA. Use Thomaston altimeter setting; if not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

THOMASTON AWOS-3	ATLANTA APP CON	CTAF
133.975	124.2 279.6	122.9 L

MISSED APCH FIX
5 NM 003° 183° JUNKU

Procedure NA for arrivals at PRATZ via V243 Northwest bound and via V97 Northbound.

PRATZ
3000 to VOTUC
162° (16.9)
939
811±
RW36
1049
789±
(FAF)
PEYLI
2300
003° (6.1)
1284
(IF/IAF)
VOTUC
183°
003°
5 NM

Procedure NA for arrivals at PHYLL via V243 Southeast bound.
(IAF)
PHYLL
3000 NoPT
272° (20.6)

MSA RW36 25 NM
3500

3000 JUNKU

5 NM Holding Pattern

VOTUC
PEYLI
183°
003°
3000
RW36
003°
3.05°
TCH 40
2300
5 NM
6.1 NM

VGSI and descent angles not coincident.

ELEV 667
18
0.3% up
4000 X 75
24
2400 X 180
9
TDZE 653
36
768 ±
003° to RW36
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	1200-1	547 (600-1)	1200-1½ 547 (600-1½)	1200-1¾ 547 (600-1¾)
CIRCLING	1240-1	573 (600-1)	1240-1½ 573 (600-1½)	1320-2 653 (700-2)

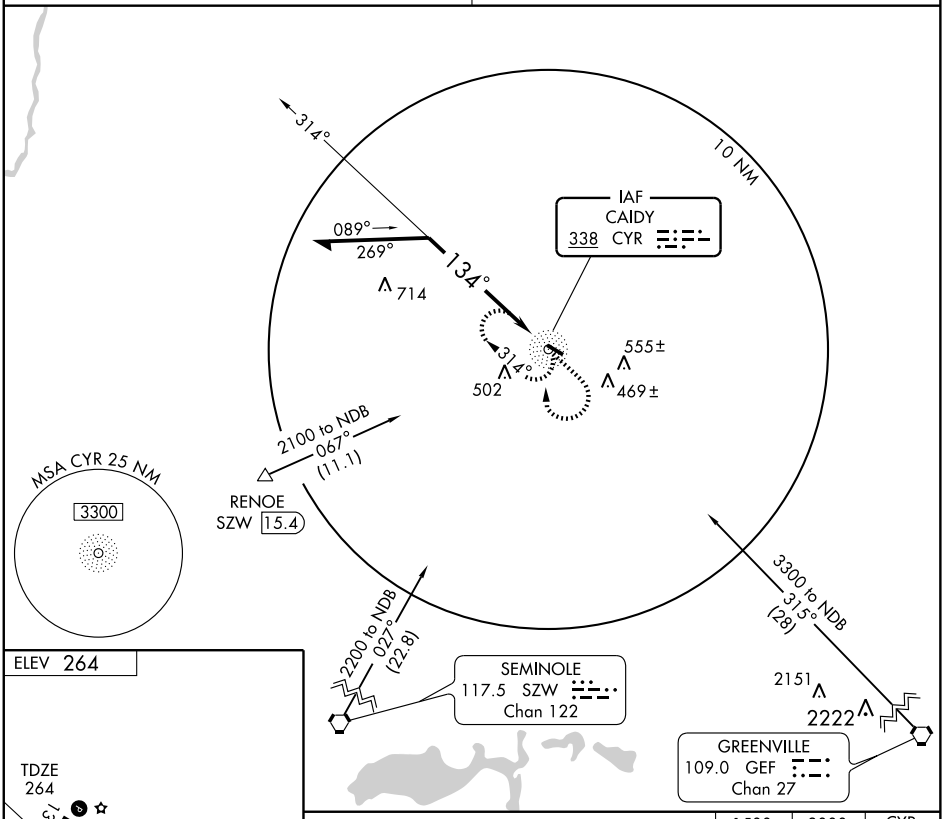
SE-4, 17 DEC 2009 to 14 JAN 2010

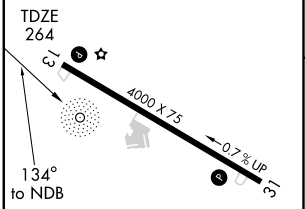
NDB CYR	APP CRS	Rwy Idg	4000
338	134°	TDZE	264
		Apt Elev	264

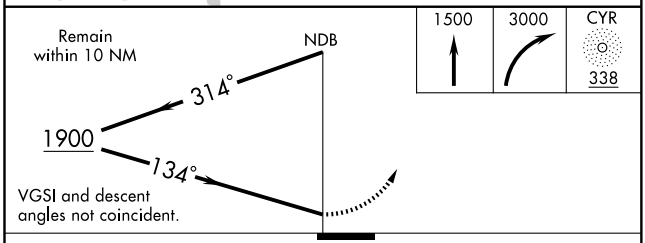
NDB RWY 13

CAIRO-GRADY COUNTY (7ØJ)

⚠ NA — Use Moultrie altimeter setting, when not received use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility ¼ mile Cats. C and D.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.
TALLAHASSEE APP CON ★ **128.7 254.3**	UNICOM **122.7** (CTAF) Ⓛ







CATEGORY	A	B	C	D
S-13	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)
CIRCLING	1040-1 776 (800-1)	1040-1¼ 776 (800-1¼)	1040-2¼ 776 (800-2¼)	1040-2½ 776 (800-2½)

MIRL Rwy 13-31 Ⓛ

SE-4, 17 DEC 2009 to 14 JAN 2010

CAIRO, GEORGIA

AL-6549 (FAA)

APP CRS	Rwy Idg	4000
122°	TDZE	264
	Apt Elev	264

RNAV (GPS) RWY 13

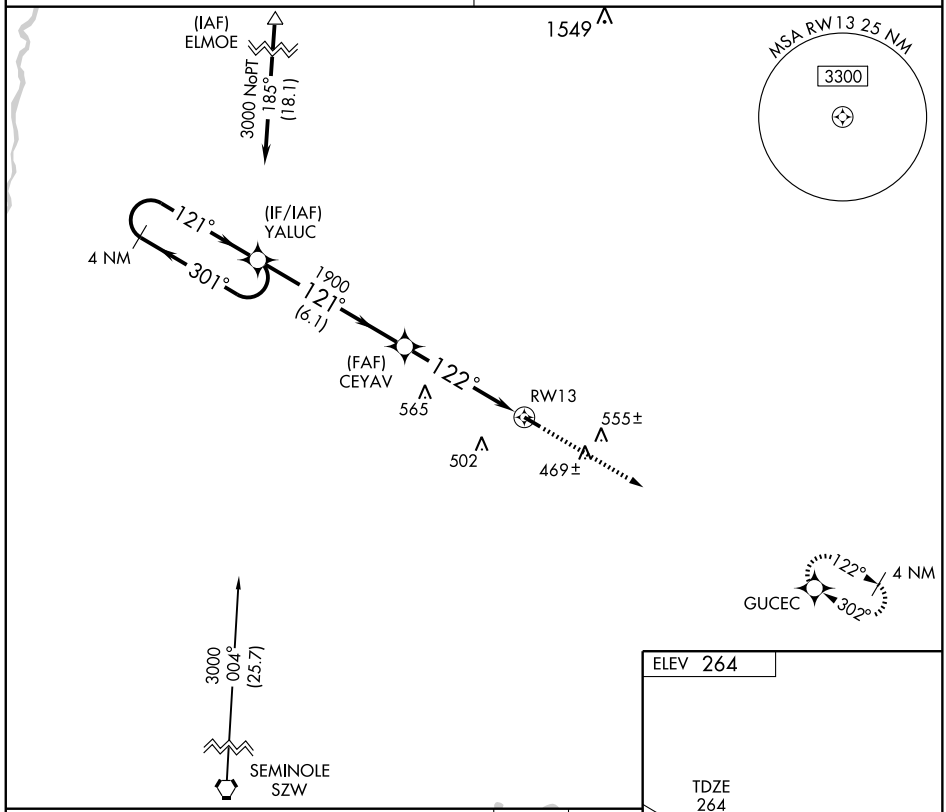
CAIRO-GRADY COUNTY (7ØJ)

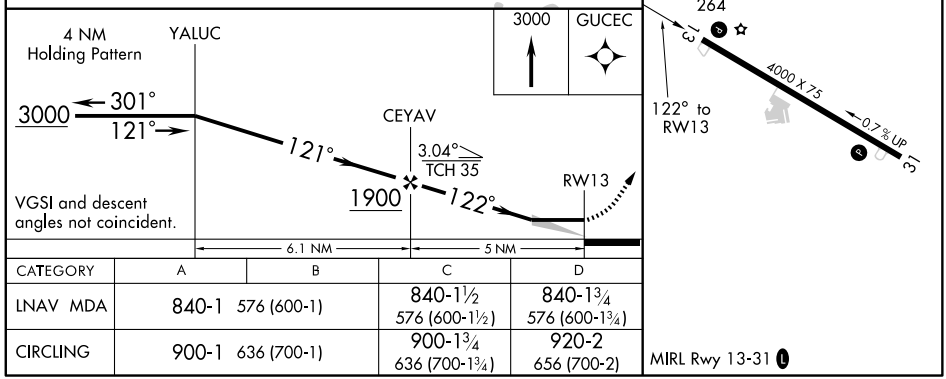
NA — DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GUCEC and hold.

TALLAHASSEE APP CON ★ **128.7 254.3**

UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	840-1 576 (600-1)		840-1½ 576 (600-1½)	840-1¾ 576 (600-1¾)
CIRCLING	900-1 636 (700-1)		900-1¾ 636 (700-1¾)	920-2 656 (700-2)

MIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

CAIRO, GEORGIA

AL-6549 (FAA)

APP CRS	Rwy Idg	4000
302°	TDZE	264
	Apt Elev	264

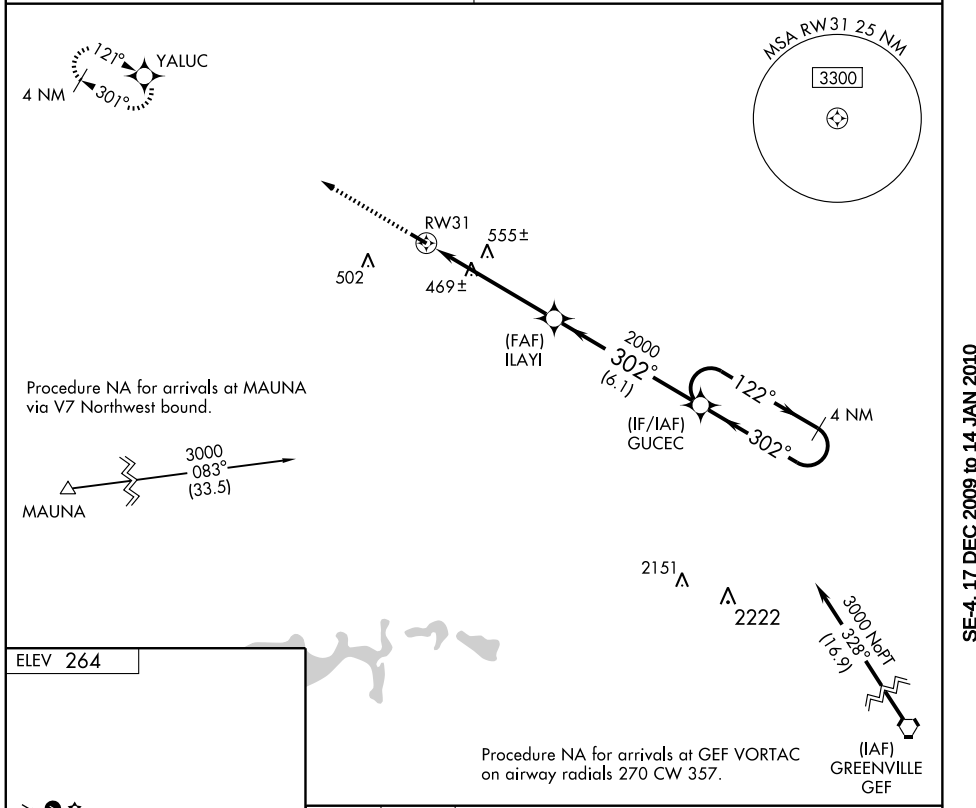
RNAV (GPS) RWY 31

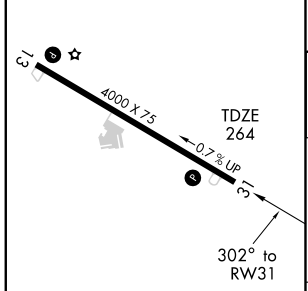
CAIRO-GRADY COUNTY (7Ø J)

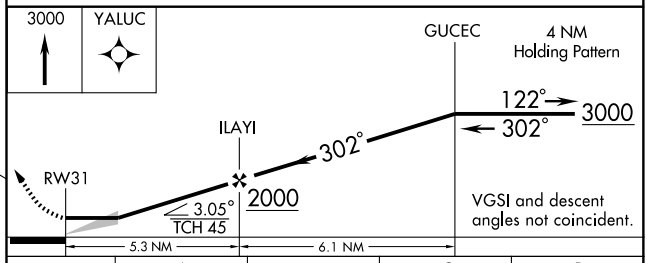
NA — DME/DME RNP-0.3 NA. Use Moultrie altimeter setting, when not received, use Tallahassee Rgnl altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct YALUC and hold.

TALLAHASSEE APP CON ★	UNICOM
128.7 254.3	**122.7** (CTAF) Ⓛ







CATEGORY	A	B	C	D
LNAV MDA	860-1 596 (600-1)		860-1½ 596 (600-1½)	860-1¾ 596 (600-1¾)
CIRCLING	900-1 636 (700-1)		900-1¾ 636 (700-1¾)	920-2 656 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-CZL	APP CRS	Rwy Idg	5000
110.7	350°	TDZE	642
		Apt Elev	642

LOC RWY 35

CALHOUN/TOM B. DAVID FIELD (CZL)

Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2700 direct OUK NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L

ADF REQUIRED

CHOO CHOO 115.8 GQO Chan 105

4000 160° (35.4)

MSA OUK 25 NM 4500

1279 1832 960 988 1039 940± 10 NM

LOCALIZER 110.7 I-CZL

997± 1211 ± 941 979± 1175 ± 1099 1341 1477 3128

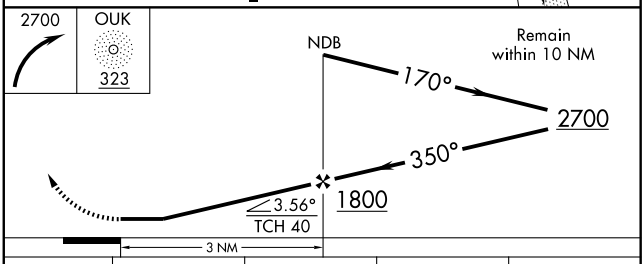
NELLO 5000 259° (25.9)

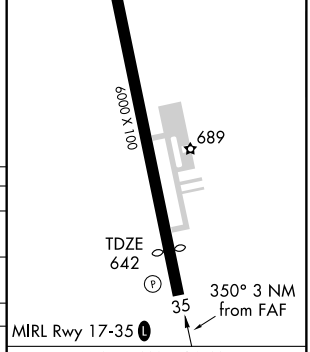
IAF CALHOUN 323 OUK

170° 350° 125° 305° 170°

ROME 115.4 RMG Chan 101

3400 033° (17.3)





CATEGORY	A	B	C	D
S-35	1240-1	598 (600-1)	1240-1½ 598 (600-1½)	1240-1¾ 598 (600-1¾)
CIRCLING	1340-1	698 (700-1)	1340-2 698 (700-2)	1520-2¾ 878 (900-2¾)
ROME ALTIMETER SETTING MINIMUMS				
S-35	1280-1	638 (700-1)	1280-1¾ 638 (700-1¾)	1280-2 638 (700-2)
CIRCLING	1380-1	738 (800-1)	1380-2 738 (800-2)	1560-3 918 (1000-3)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
170°	TDZE	638
	Apt Elev	651

RNAV (GPS) RWY 17

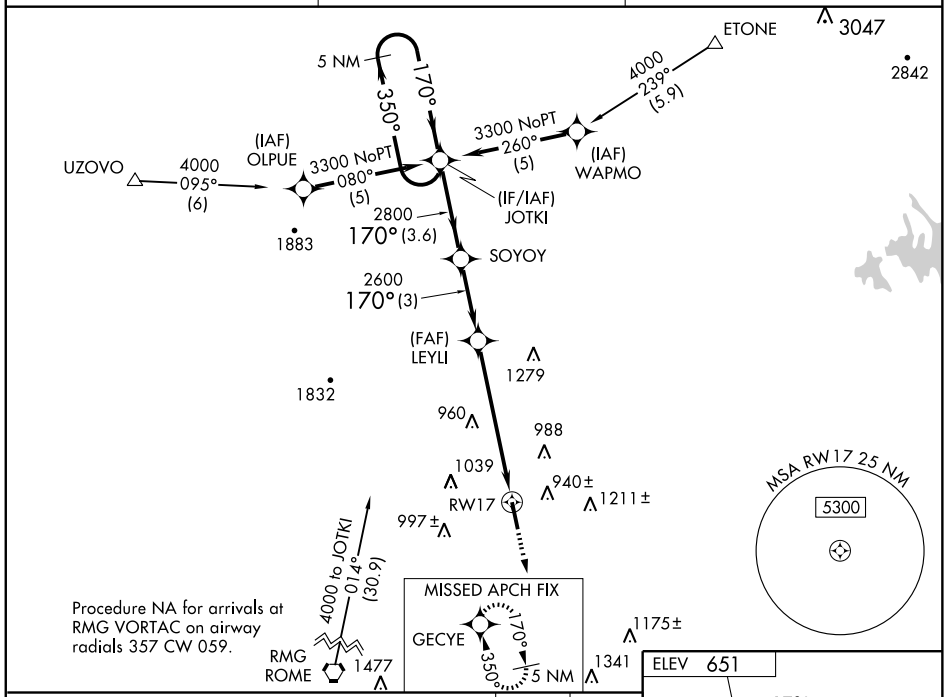
CALHOUN/TOM B. DAVID FIELD (CZL)

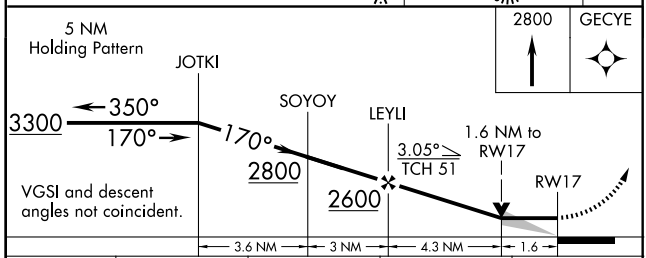
DME/DME RNP-0.3 NA. Obtain local altimeter on CTAF; if not received use Rome altimeter setting. VDP NA with Rome altimeter setting.

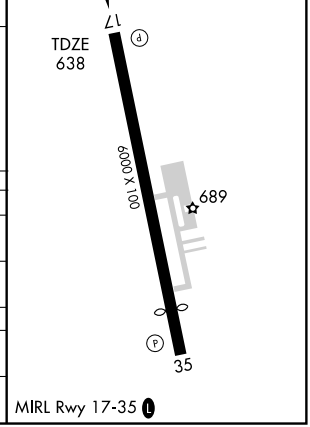
NA

MISSED APPROACH: Climb to 2800 direct GECYE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 742 (800-1)	1380-1¼ 742 (800-1¼)	1380-2¼ 742 (800-2¼)	1380-2½ 742 (800-2½)
CIRCLING	1380-1 729 (800-1)	1380-1¼ 729 (800-1¼)	1380-2¼ 729 (800-2¼)	1420-2½ 769 (800-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 902 (900-1¼)		1540-2¾ 902 (900-2¾)	1540-3 902 (900-3)
CIRCLING	1540-1¼ 889 (900-1¼)		1540-2¾ 889 (900-2¾)	1580-3 929 (1000-3)

MIRL Rwy 17-35 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
350°	TDZE	651
	Apt Elev	651

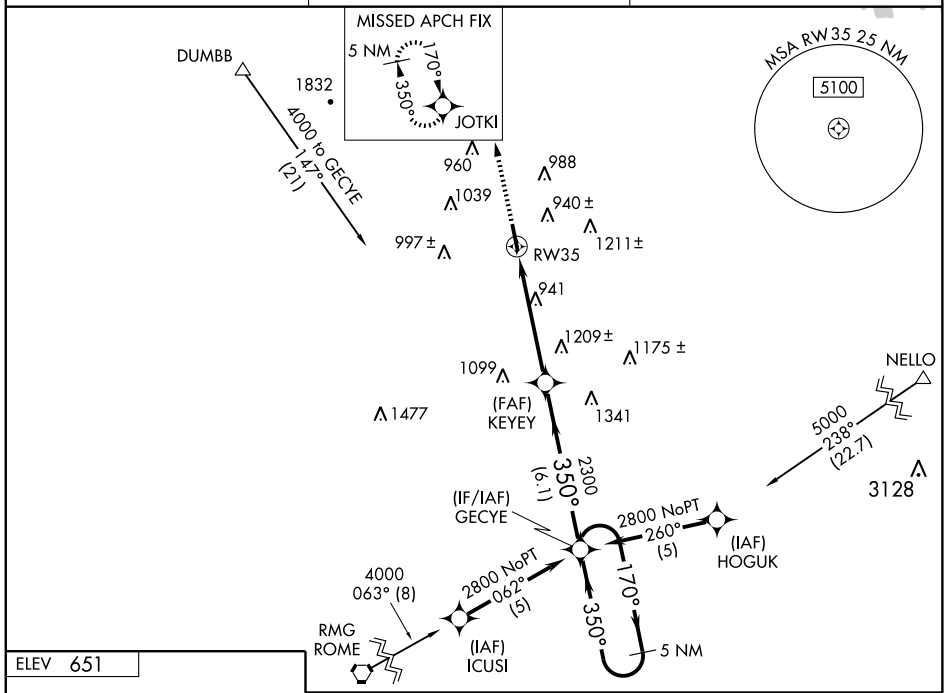
RNAV (GPS) RWY 35

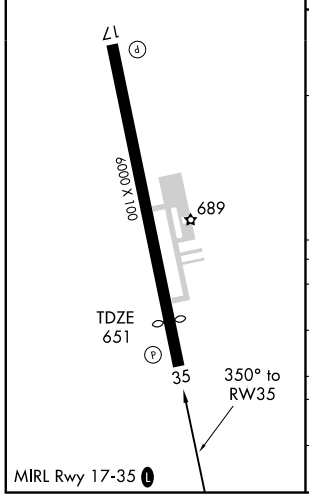
CALHOUN/TOM B. DAVID FIELD (CZL)

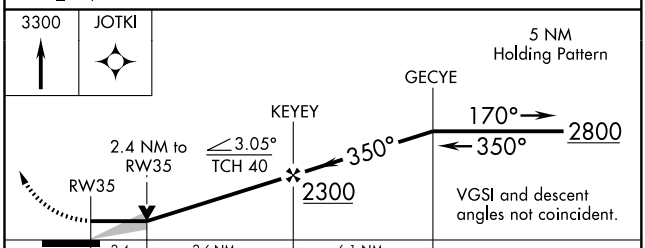
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; if not received, use Rome altimeter setting. VDP NA with Rome altimeter setting.

MISSED APPROACH: Climb to 3300 direct JOTKI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.975	133.8 353.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
CIRCLING	1460-1 809 (900-1)	1460-1¼ 809 (900-1¼)	1460-2¼ 809 (900-2¼)	1460-2½ 809 (900-2½)
ROME ALTIMETER SETTING MINIMUMS				
LNAV MDA	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3 969 (1000-3)	
CIRCLING	1620-1¼ 969 (1000-1¼)	1620-1½ 969 (1000-1½)	1620-3 969 (1000-3)	

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB CXU 369	APP CRS 077°	Rwy Idg 5003 TDZE 170 Apt Elev 176

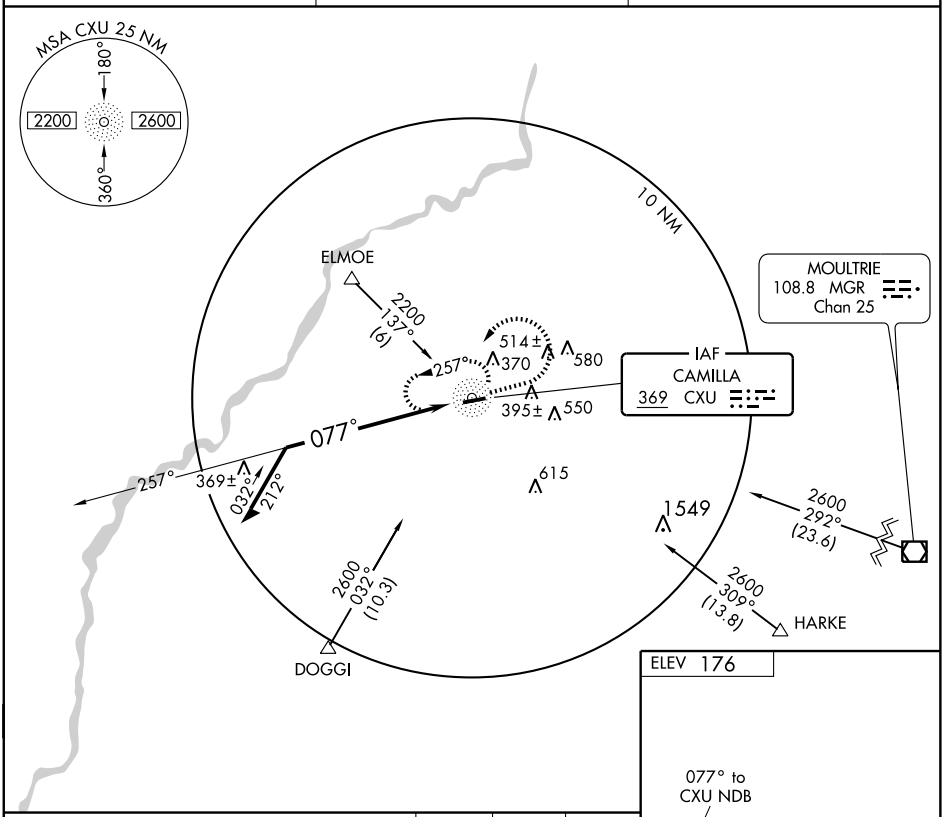
NDB RWY 8

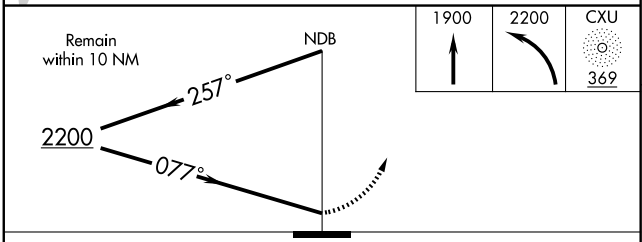
CAMILLA-MITCHELL COUNTY (CXU)

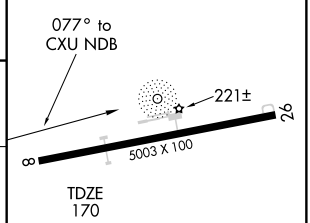
T
NA When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 60 feet, increase S-8 Cats. C and D visibility ¼ mile and Circling Cat. C¼ mile.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2200 direct CXU NDB and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	720-1	550 (600-1)	720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1	544 (600-1)	760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
081°	TDZE	170
	Apt Elev	176

RNAV (GPS) RWY 8

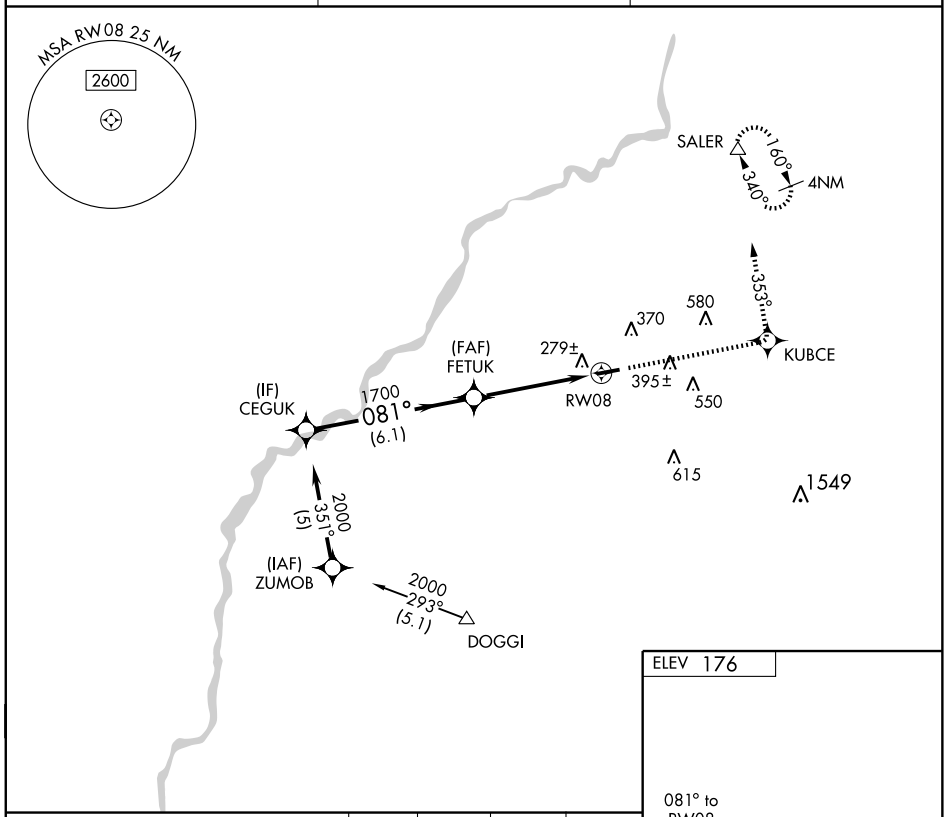
CAMILLA-MITCHELL COUNTY (CXU)

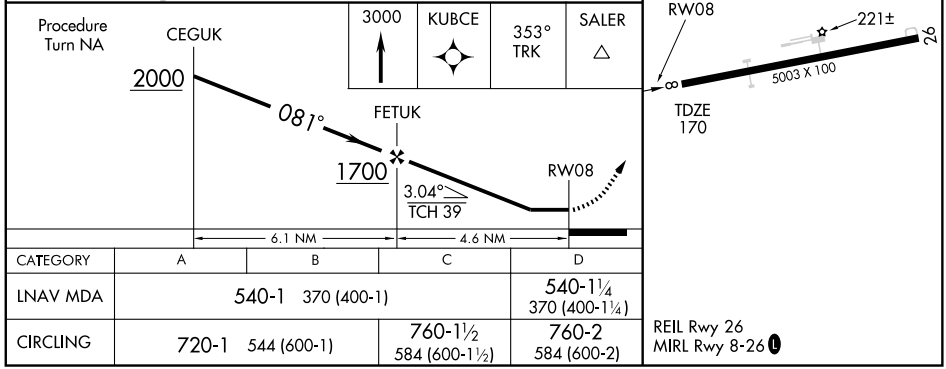
T A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KUBCE and via 353° track to SALER and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1 370 (400-1)			540-1¼ 370 (400-1¼)
CIRCLING	720-1 544 (600-1)		760-1½ 584 (600-1½)	760-2 584 (600-2)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

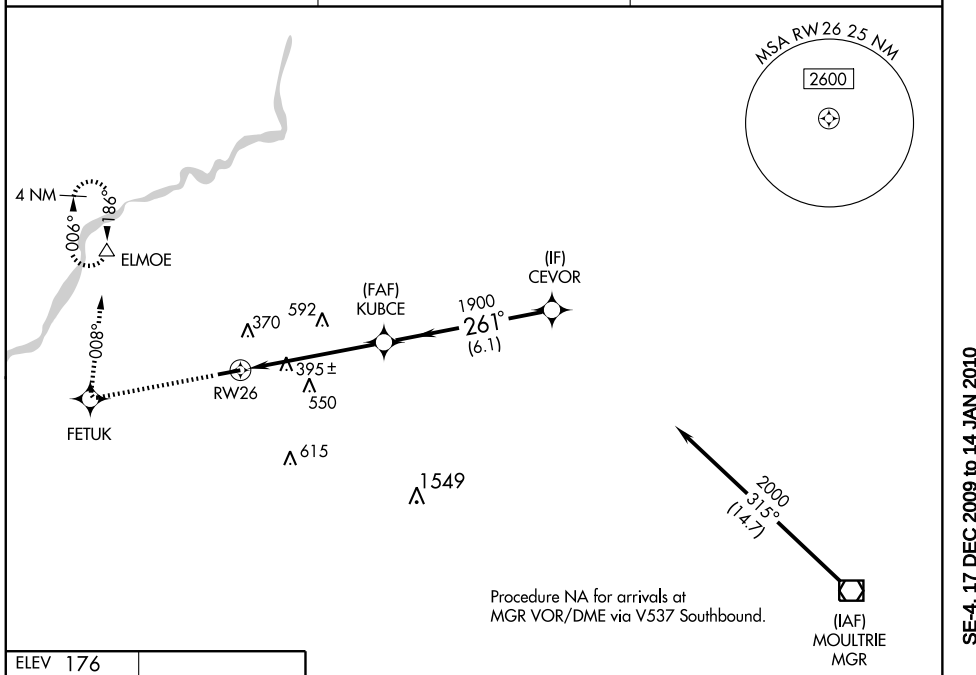
APP CRS	Rwy Idg	5003
261°	TDZE	176
	Apt Elev	176

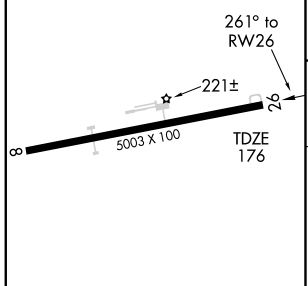
RNAV (GPS) RWY 26
CAMILLA-MITCHELL COUNTY (CXU)

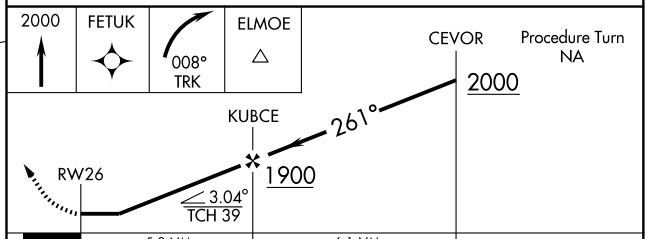
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cats. B/C/D ¼ mile.

MISSED APPROACH: Climb to 2000 direct FETUK and right turn via 008° track to ELMOE and hold.

AWOS-A	JACKSONVILLE CENTER	UNICOM
369	125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)
CIRCLING	860-1	684 (700-1)	860-2 684 (700-2)	860-2¼ 684 (700-2¼)

REIL Rwy 26
MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 69308	077°	TDZE	852
W08A		Apt Elev	890

RNAV (GPS) RWY 8

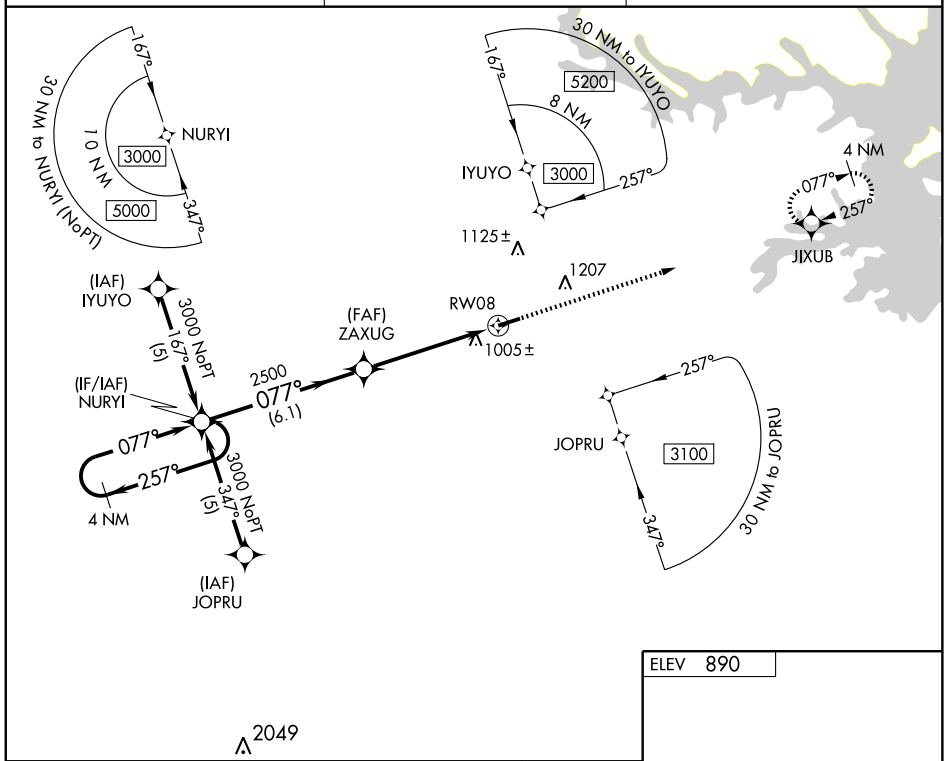
CANON/ FRANKLIN COUNTY (18A)

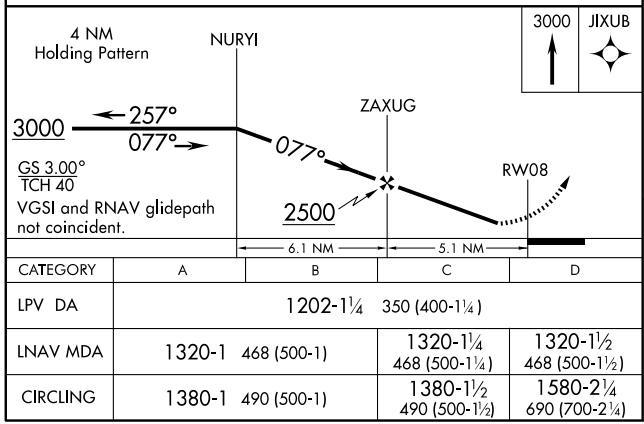
NA

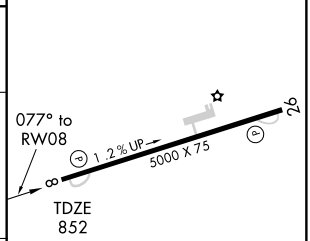
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all DA/MDA 20 feet, increase LPV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JIXUB and hold.

TOCCOA AWOS-3	ATLANTA CENTER★	CTAF
119.625	127.5 316.05	122.9







CATEGORY	A	B	C	D
LPV DA	1202-1¼ 350 (400-1¼)			
LNAV MDA	1320-1 468 (500-1)		1320-1¼ 468 (500-1¼)	1320-1½ 468 (500-1½)
CIRCLING	1380-1 490 (500-1)		1380-1½ 490 (500-1½)	1580-2¼ 690 (700-2¼)

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
257°	TDZE	890
	Apt Elev	890

RNAV (GPS) RWY 26

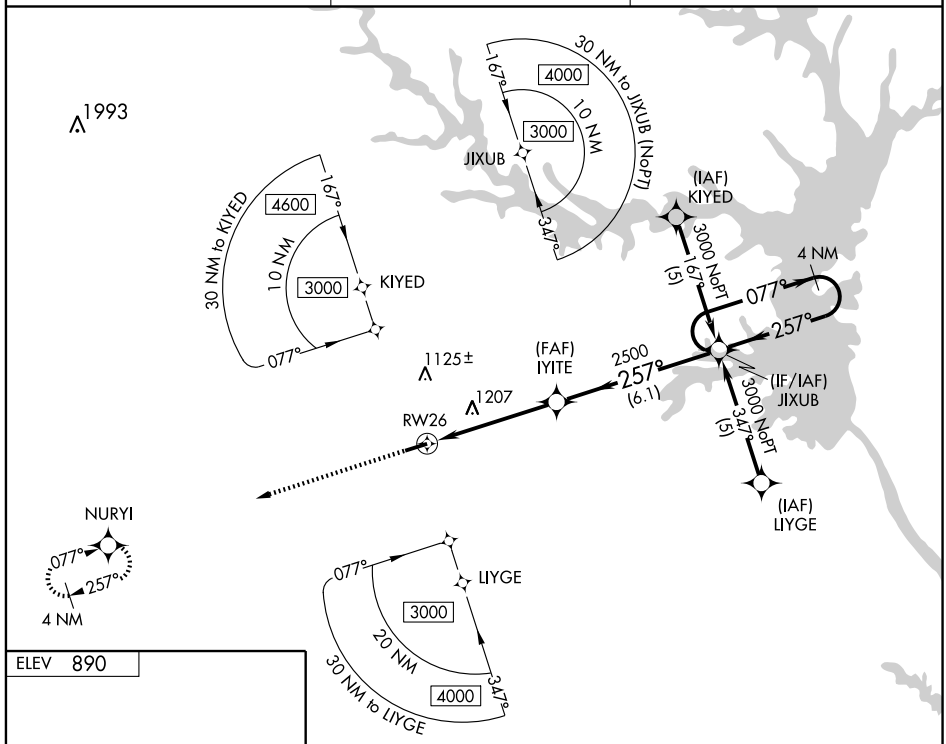
CANON/ FRANKLIN COUNTY (18A)

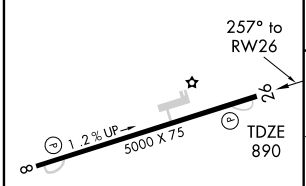
NA

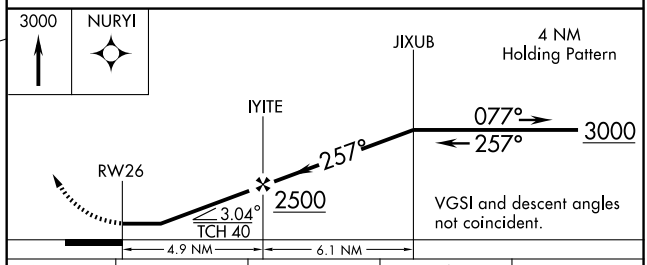
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toccoa altimeter setting; when not received, use Anderson Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct NURYI and hold.

TOCCOA AWOS-3	ATLANTA CENTER ★	CTAF
119.625	127.5 316.05	122.9







CATEGORY	A	B	C	D
LNAV MDA	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1520-2 630 (700-2)
CIRCLING	1520-1	630 (700-1)	1520-1¾ 630 (700-1¾)	1580-2¼ 690 (700-2¼)

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB DJD	APP CRS	Rwy Idg	3414
415	046°	TDZE	1219
		Apt Elev	1219

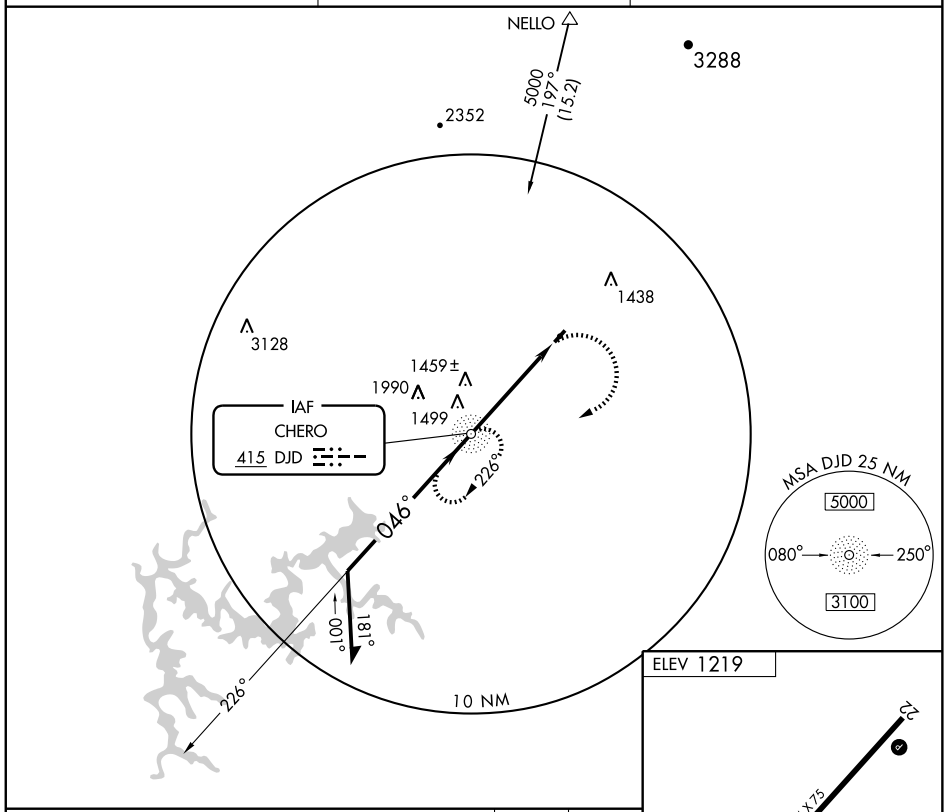
NDB RWY 4

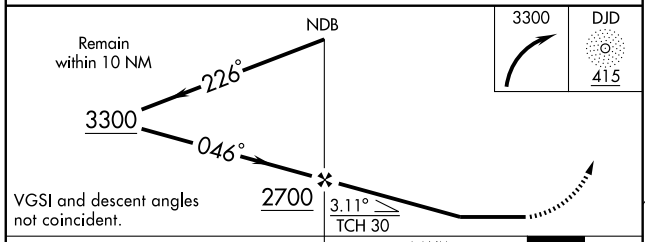
CANTON/ CHEROKEE COUNTY (47A)

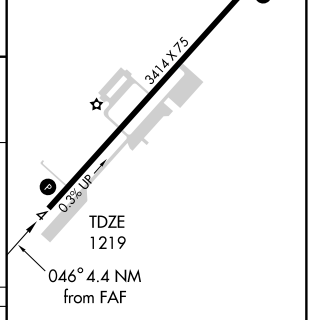
NA When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet, and all Cat. C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3300 direct DJD NDB and hold.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L







MIRL Rwy 4-22 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-4	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA
CIRCLING	1760-1	541 (600-1)	1760-1½ 541 (600-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

CANTON, GEORGIA

AL-6949 (FAA)

WAAS	APP CRS	Rwy Idg	3414
CH 56605	046°	TDZE	1219
W04A		Apt Elev	1219

RNAV (GPS) RWY 4

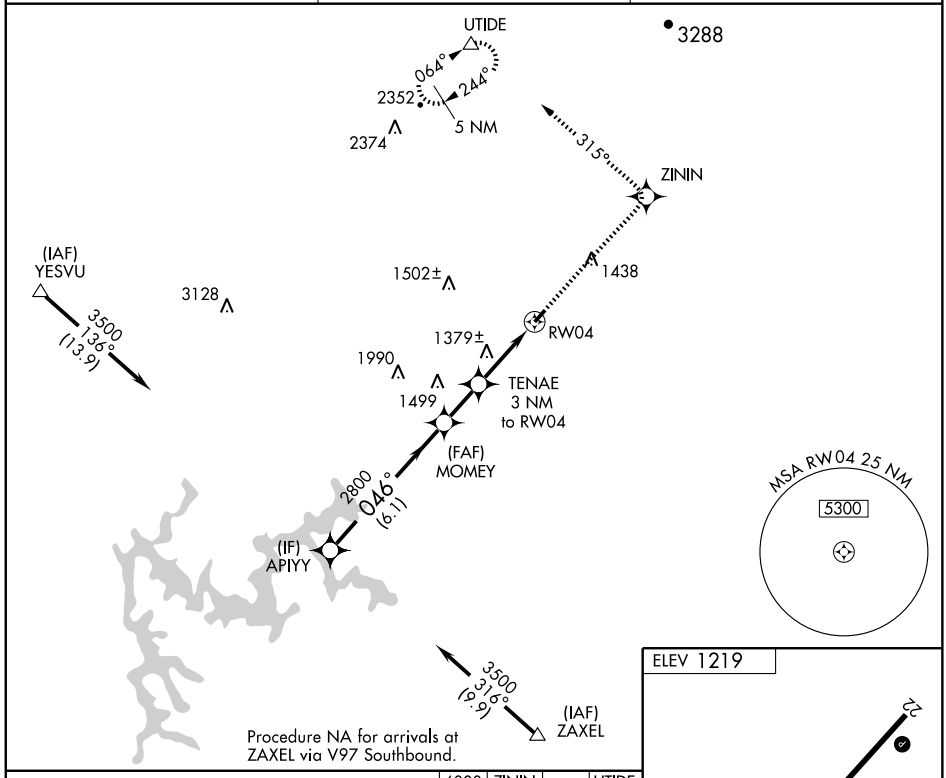
CANTON/ CHEROKEE COUNTY (47A)

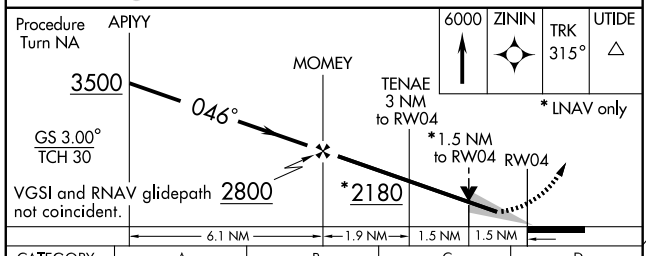
T
A NA

DME/DME RNP-0.3 NA. VDP NA when using Marietta alimeter setting. When local altimeter setting not received, use Marietta altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile and LNAV Cat C ¼ mile.

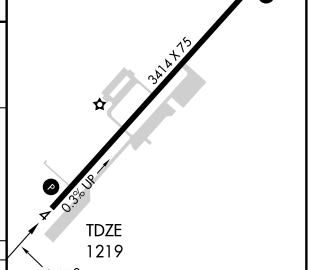
MISSED APPROACH: Climb to 6000 direct ZININ and via 315° track to UTIDE and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1469-1	250 (300-1)		NA
LNAV MDA	1640-1	421 (500-1)	1640-1¼ 421 (500-1¼)	NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3414
226°	TDZE	1219
	Apt Elev	1219

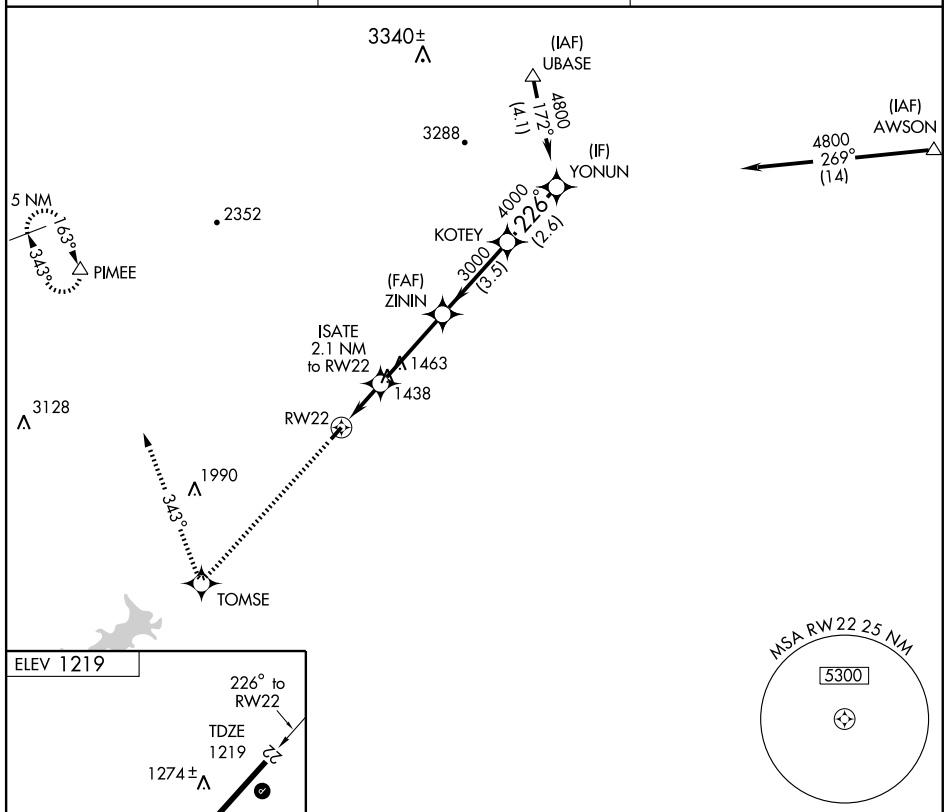
RNAV (GPS) RWY 22

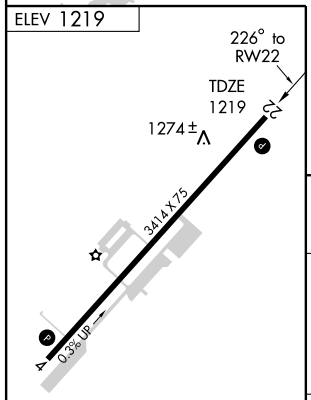
CANTON/ CHEROKEE COUNTY (47A)

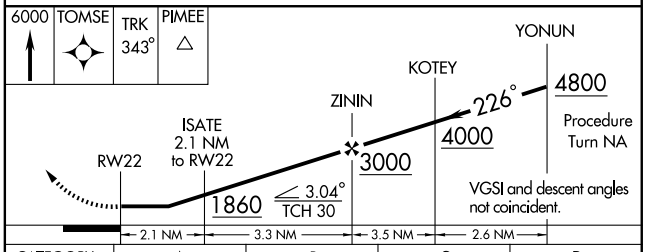
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marietta altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct TOMSE then via 343° track to PIMEE and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA APP CON	UNICOM
119.825	121.0 268.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	321 (400-1)		NA
CIRCLING	1720-1	501 (600-1)	1720-1½ 501 (600-1½)	NA

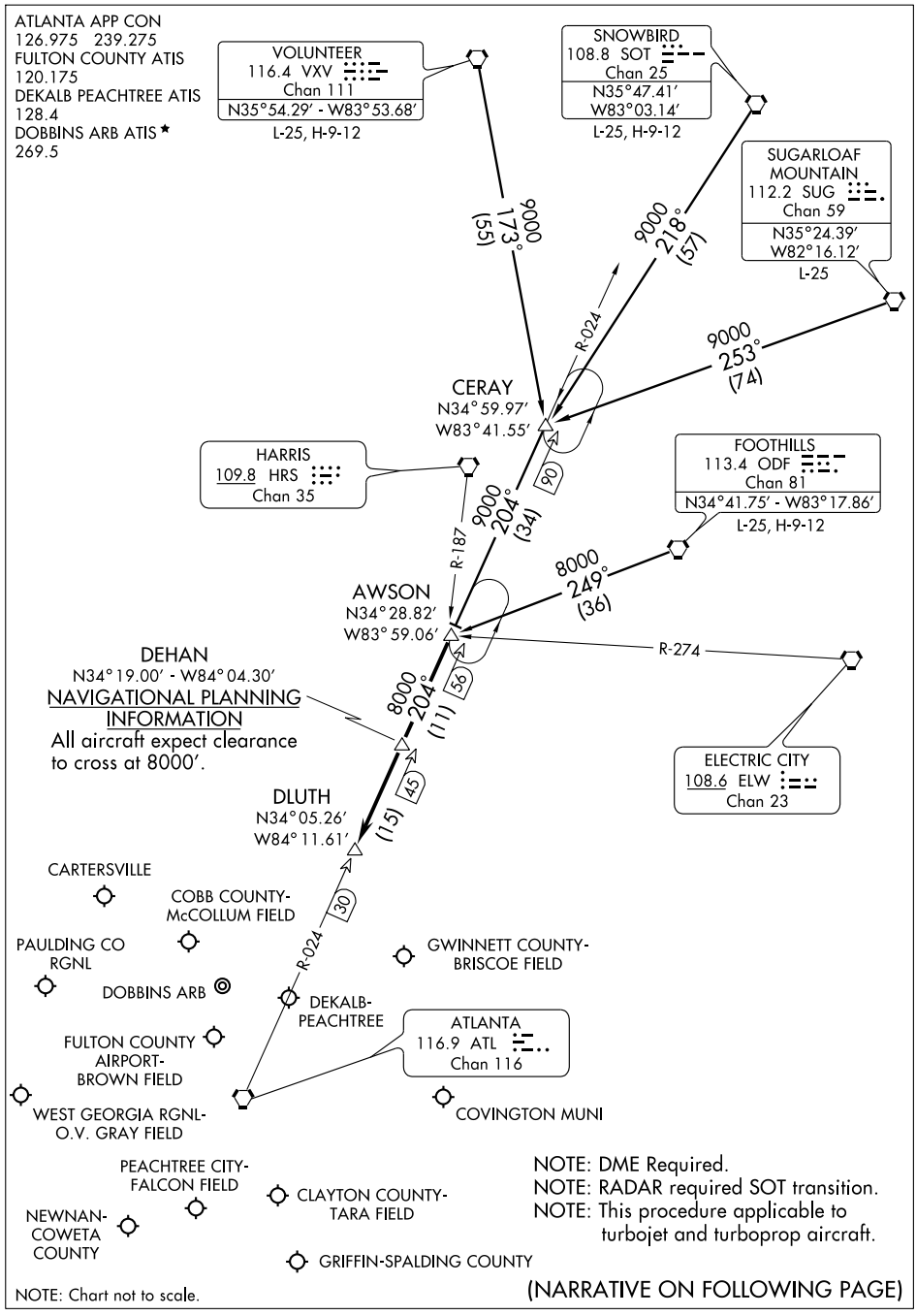
MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-CTJ	APP CRS	Rwy Idg	5503
111.7	348°	TDZE	1140
		Apt Elev	1161

ILS or LOC/NDB RWY 35

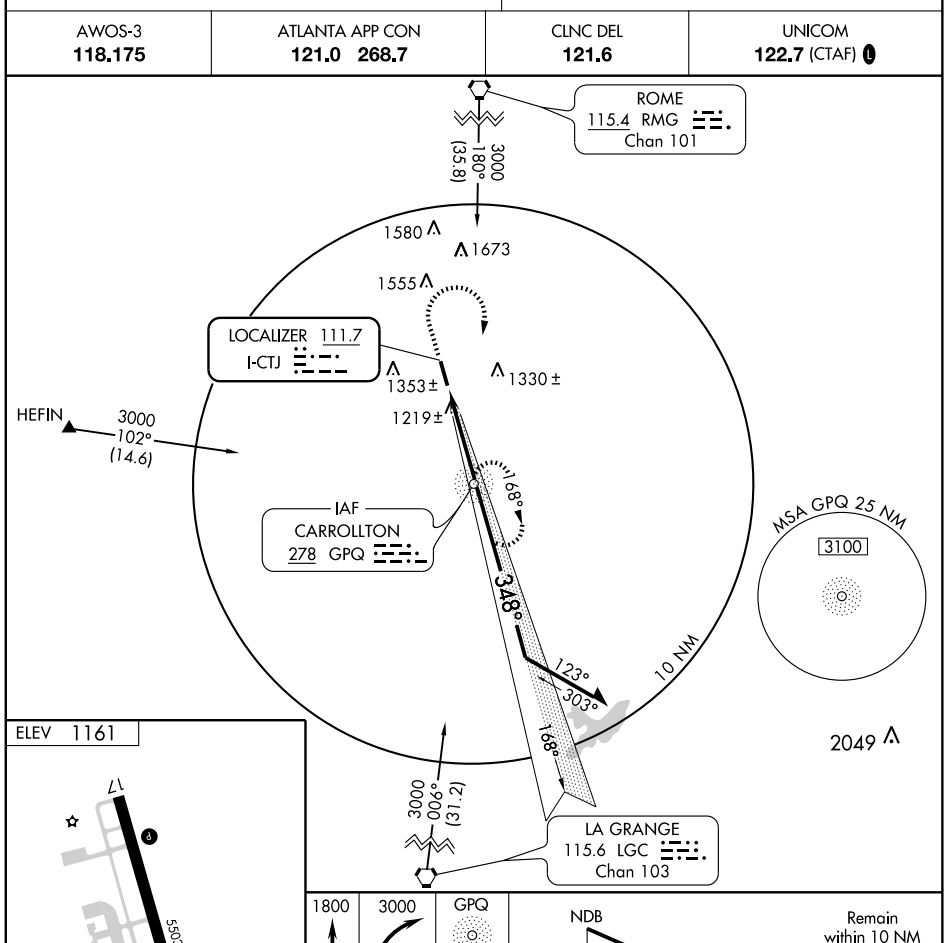
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

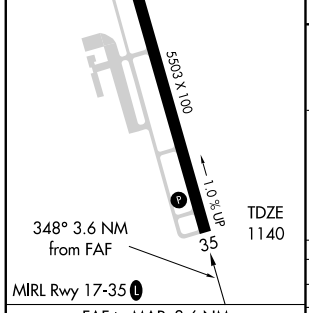
If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1430 feet; increase all MDAs 100 feet.

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

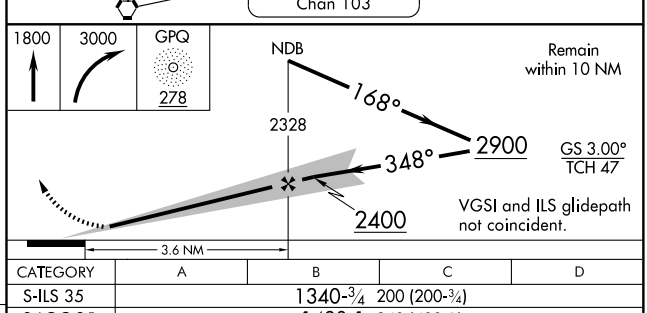
AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L





FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 35	1340-¾ 200 (200-¾)			
S-LOC 35	1480-1 340 (400-1)			
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

CARROLLTON, GEORGIA

AL-6016 (FAA)

APP CRS	Rwy Idg	5503
168°	TDZE	1161
	Apt Elev	1161

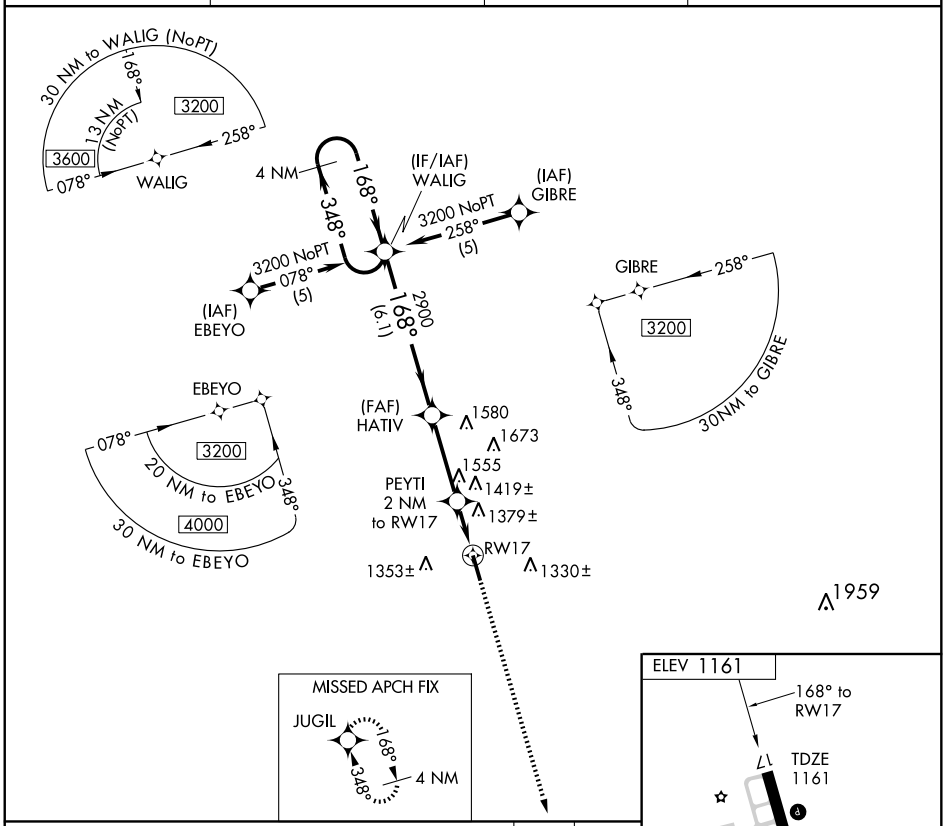
RNAV (GPS) RWY 17

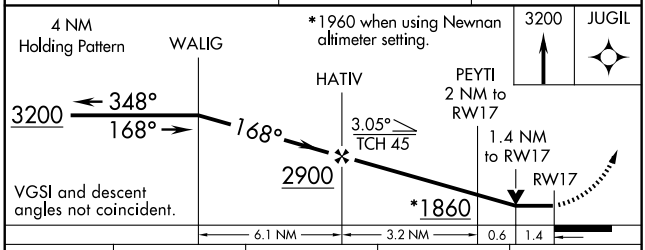
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

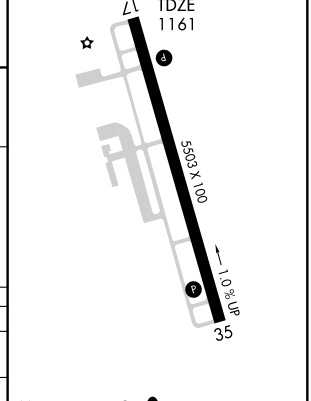
If local altimeter setting not received, use Newnan altimeter setting and increase all MDAs 100 feet. VDP NA when using Newnan altimeter setting.

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	121.0 268.7	121.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1 479 (500-1)		1640-1¼ 479 (500-1¼)	1640-1½ 479 (500-1½)
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS Chan **60907** **W35A**	APP CRS **348°**	Rwy Idg **5503** TDZE **1140** Apt Elev **1161**

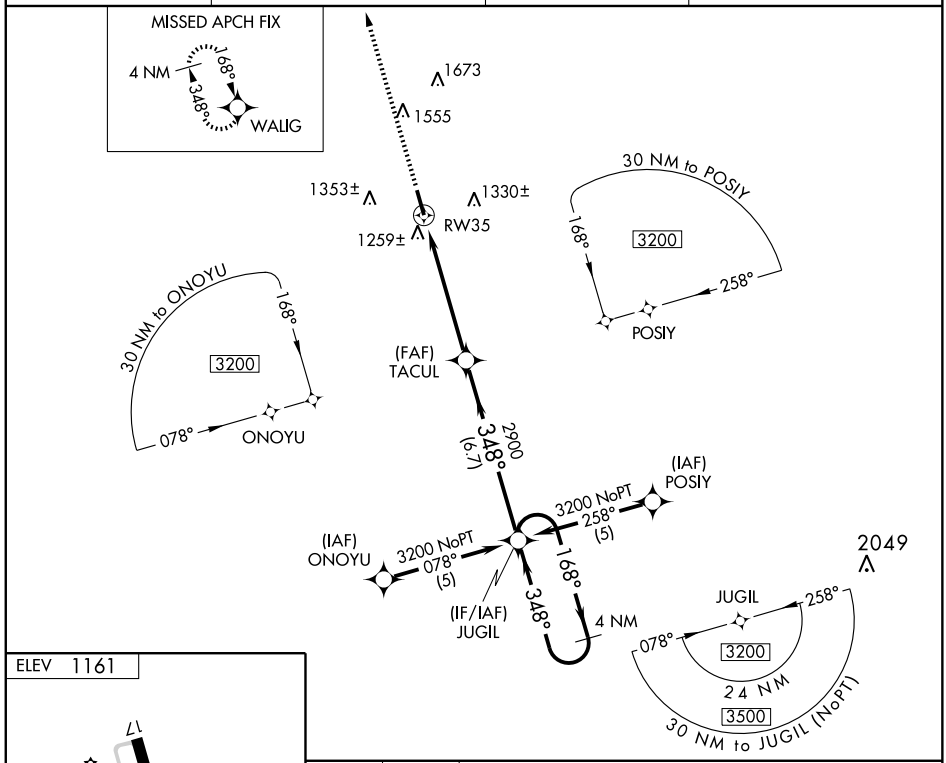
RNAV (GPS) RWY 35

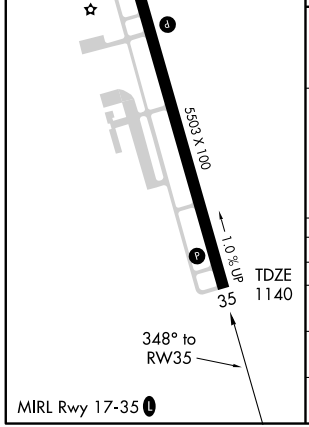
CARROLLTON / WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

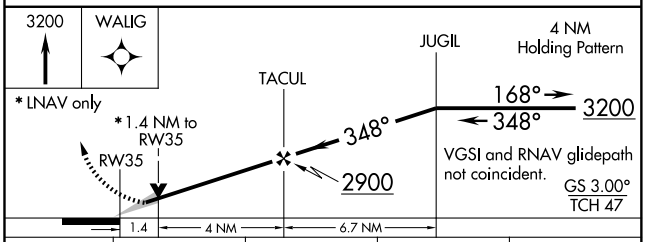
If local altimeter setting not received, use Newnan altimeter setting and increase DA to 1480 feet; increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Newnan altimeter setting.

MISSED APPROACH: Climb to 3200 direct WALIG and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.175	**121.0 268.7**	**121.6**	**122.7** (CTAF) (L)







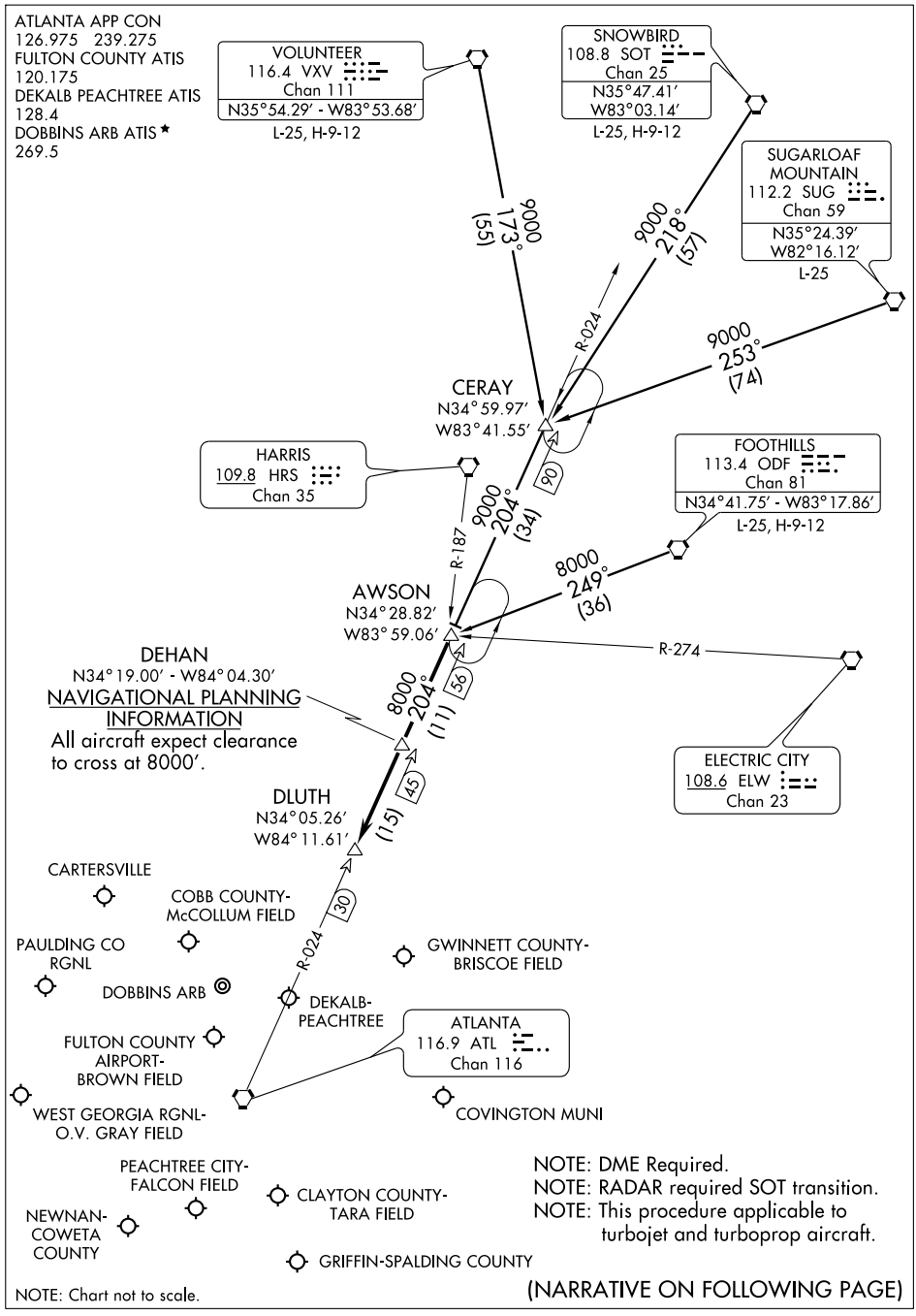
CATEGORY	A	B	C	D
LPV DA	1390-1 250 (300-1)			
LNAV/ VNAV DA	NA			
LNAV MDA	1580-1 440 (500-1)		1580-1¼ 440 (500-1¼)	1580-1½ 440 (500-1½)
CIRCLING	1660-1 499 (500-1)	1680-1 519 (600-1)	1680-1½ 519 (600-1½)	1720-2 559 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

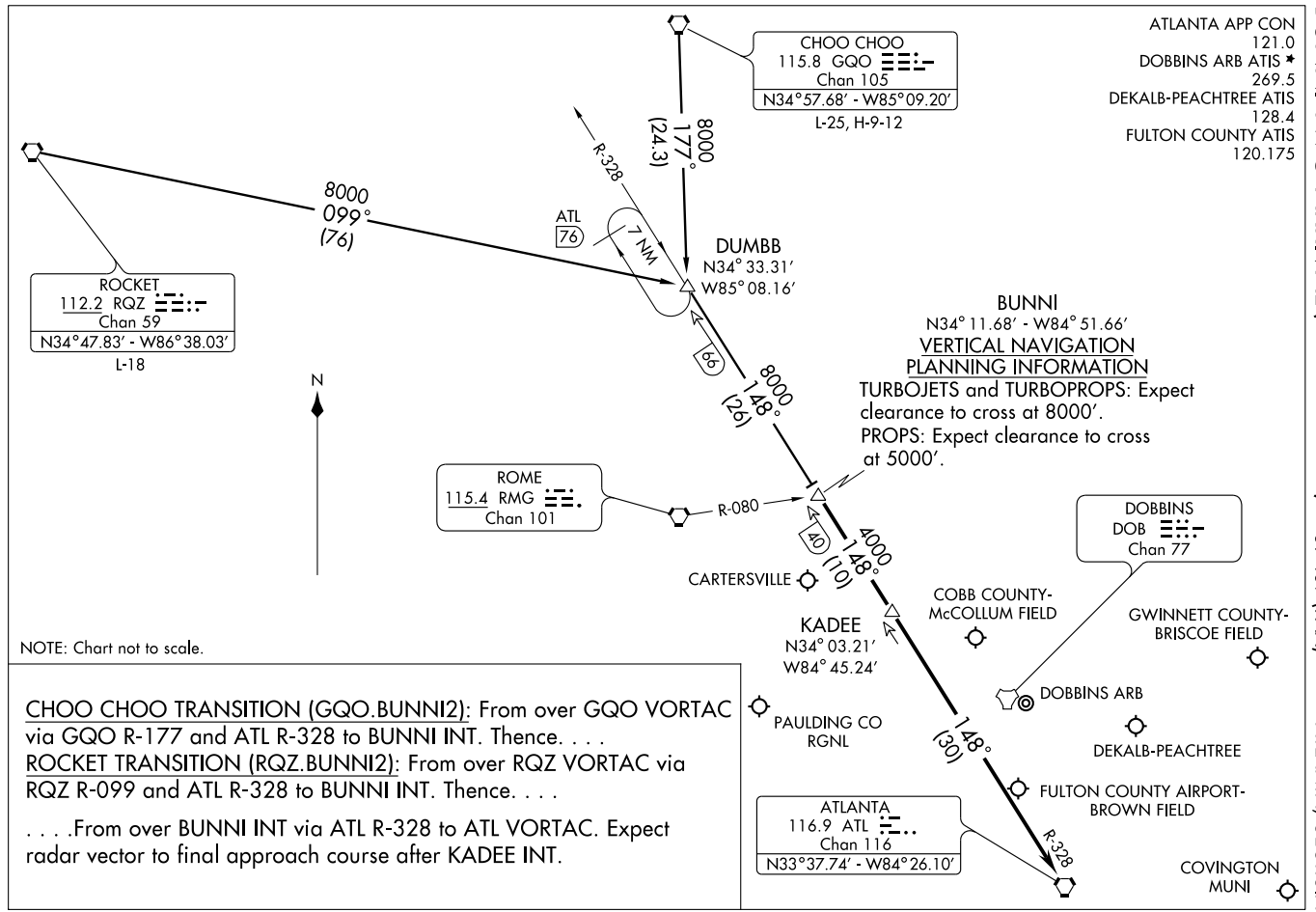
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC/DME I-VPC	APP CRS	Rwy Idg	5760
110.35	187°	TDZE	749
Chan 40 (Y)		Apt Elev	759

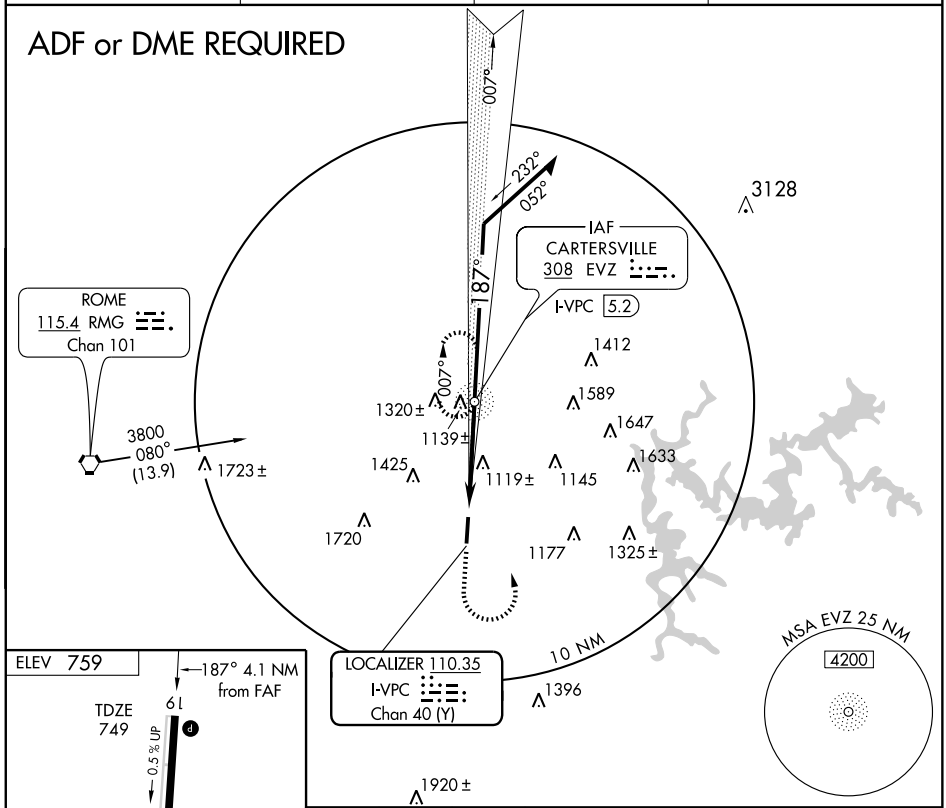
LOC RWY 19
CARTERSVILLE (VPC)

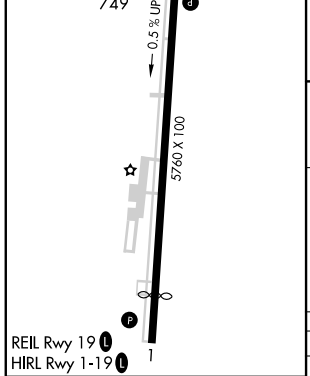
ADF Required.
If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

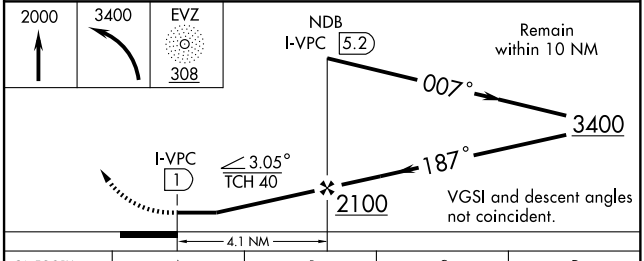
MISSED APPROACH: Climb to 2000 then climbing left turn to 3400 direct EVZ NDB and hold, continue climb-in-hold to 3400.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L

ADF or DME REQUIRED







FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

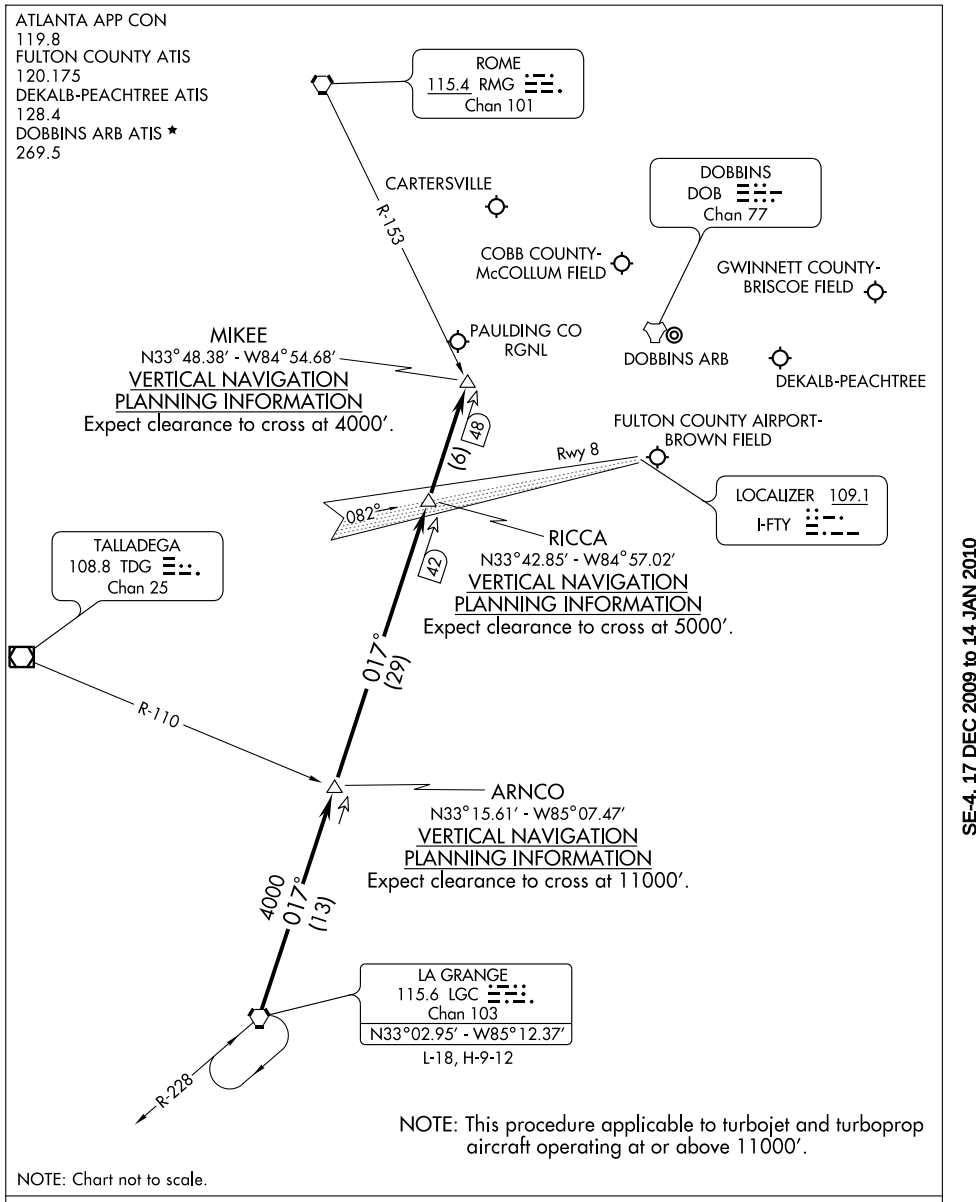
CATEGORY	A	B	C	D
S-19	1280-1 531 (600-1)		1280-1½ 531 (600-1½)	1280-1¾ 531 (600-1¾)
CIRCLING	1340-1 581 (600-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

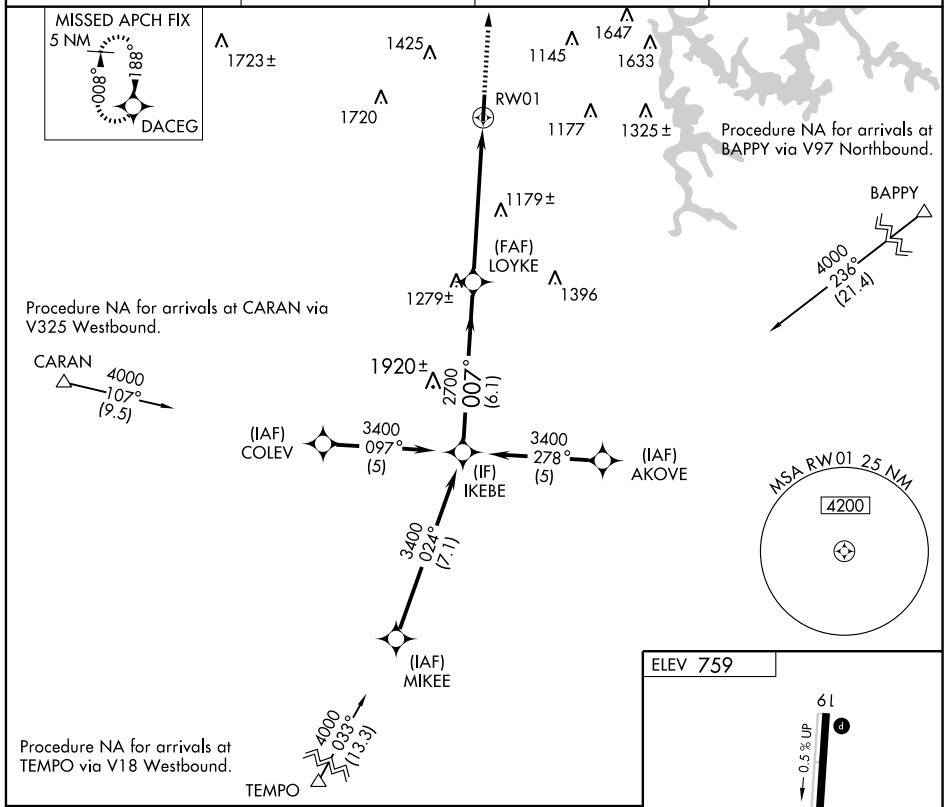
APP CRS		
007°	Rwy Idg	5020
	TDZE	754
	Apt Elev	759

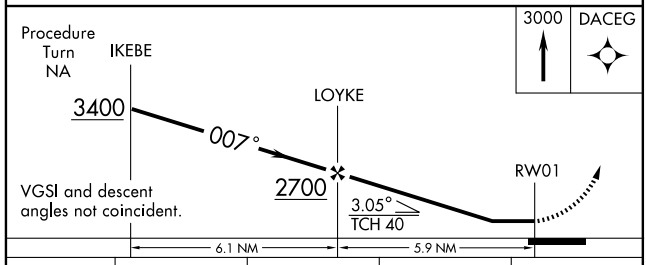
RNAV (GPS) RWY 1
CARTERSVILLE (VPC)

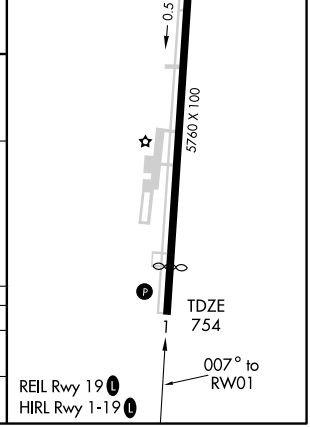
When VGSI inop, straight-in/circling Rwy 1 procedure NA at night. If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct DACEG and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1440-1	686 (700-1)	1440-2 686 (700-2)	1440-2¼ 686 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

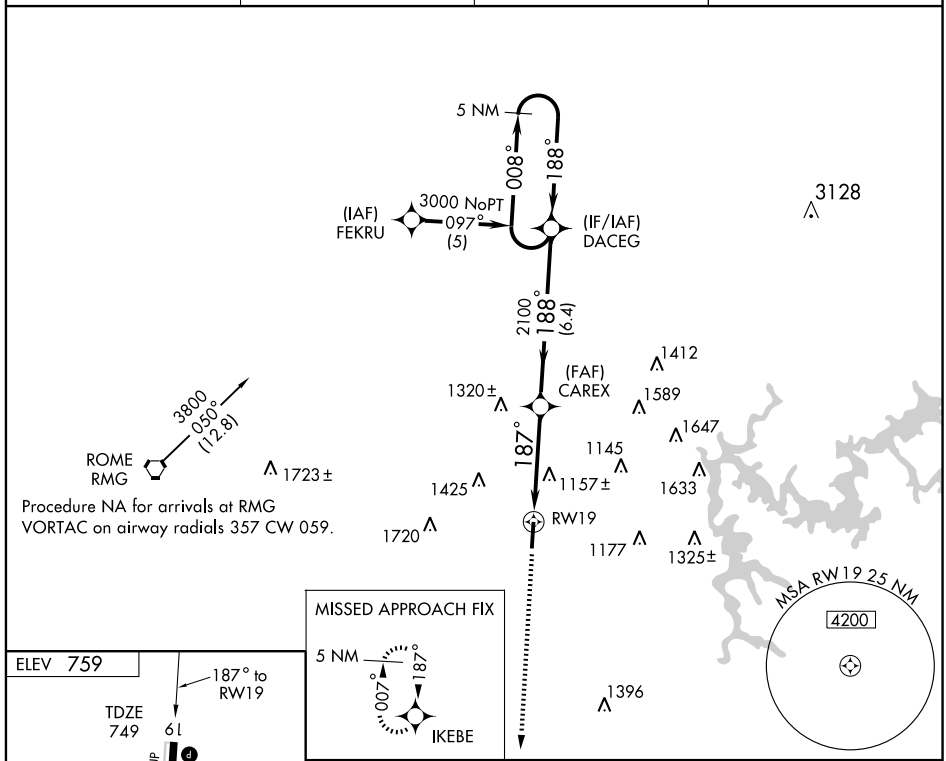
WAAS	APP CRS	Rwy Idg	5760
CH 58005	187°	TDZE	749
W19A		Apt Elev	759

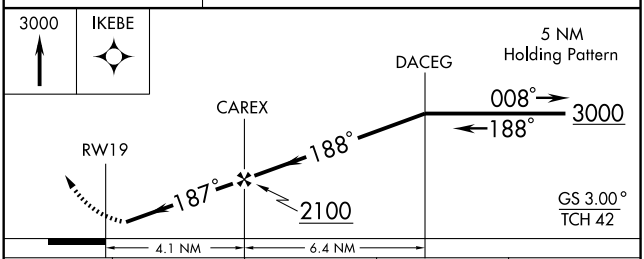
RNAV (GPS) RWY 19
CARTERSVILLE (VPC)

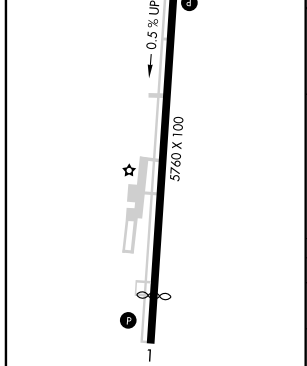
If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all DAs/MDAs 80 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct IKEBE and hold.

ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L



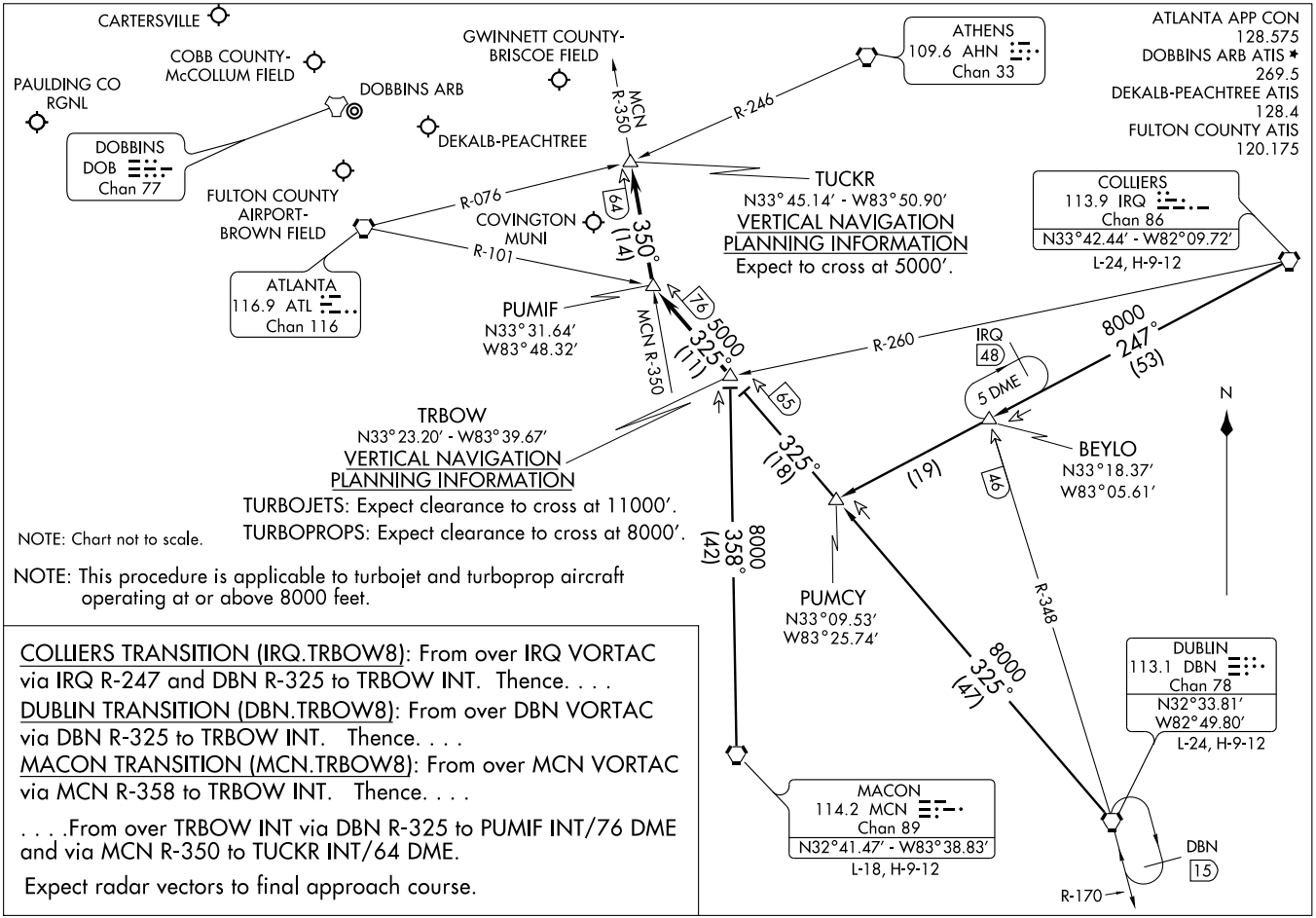




REIL Rwy 19 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
LPV DA	1008-1 259 (300-1)			
LNAV MDA	1420-1 671 (700-1)		1420-2 671 (700-2)	1420-2¼ 671 (700-2¼)
CIRCLING	1420-1 661 (700-1)	1440-1 681 (700-1)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

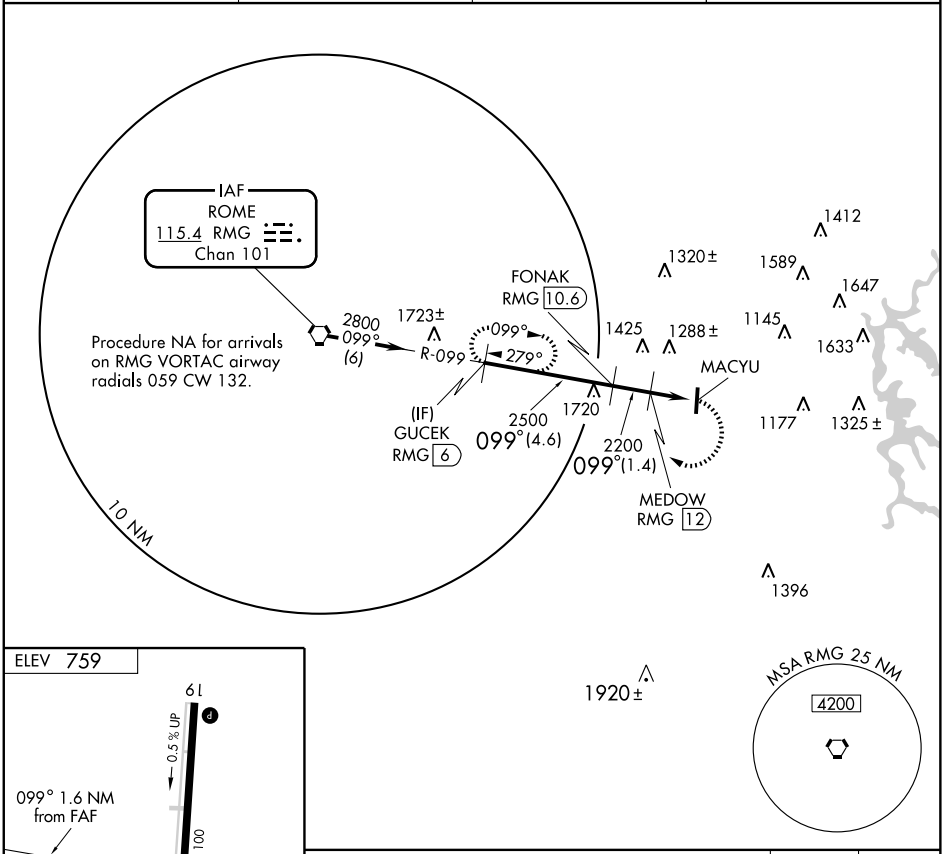
VORTAC RMG 115.4 Chan 101	APP CRS 099°	Rwy Idg N/A TDZE N/A Apt Elev 759

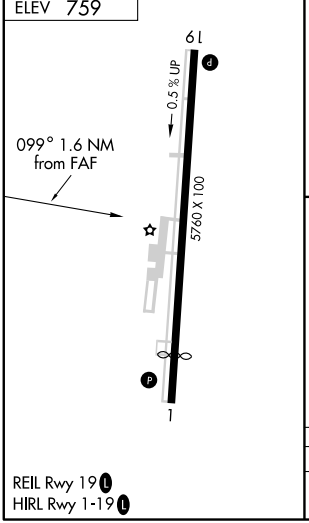
VOR/DME-A
CARTERSVILLE (VPC)

If local altimeter setting not received, use Richard B. Russell altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via RMG R-099 to GUCEK/6 DME and hold.

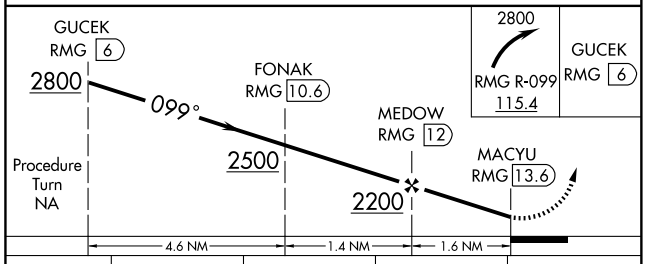
ASOS	ATLANTA APP CON	GCO	UNICOM
120.525	121.0 268.7	121.725	123.05 (CTAF) L





REIL Rwy 19 L
HIRL Rwy 1-19 L

1920±



CATEGORY	A	B	C	D
CIRCLING	1560-1 801 (900-1)	1560-1¼ 801 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

SE-4, 17 DEC 2009 to 14 JAN 2010

CEDARTOWN, GEORGIA

AL-5501 (FAA)

VOR/DME RNAV or GPS RWY 9

CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

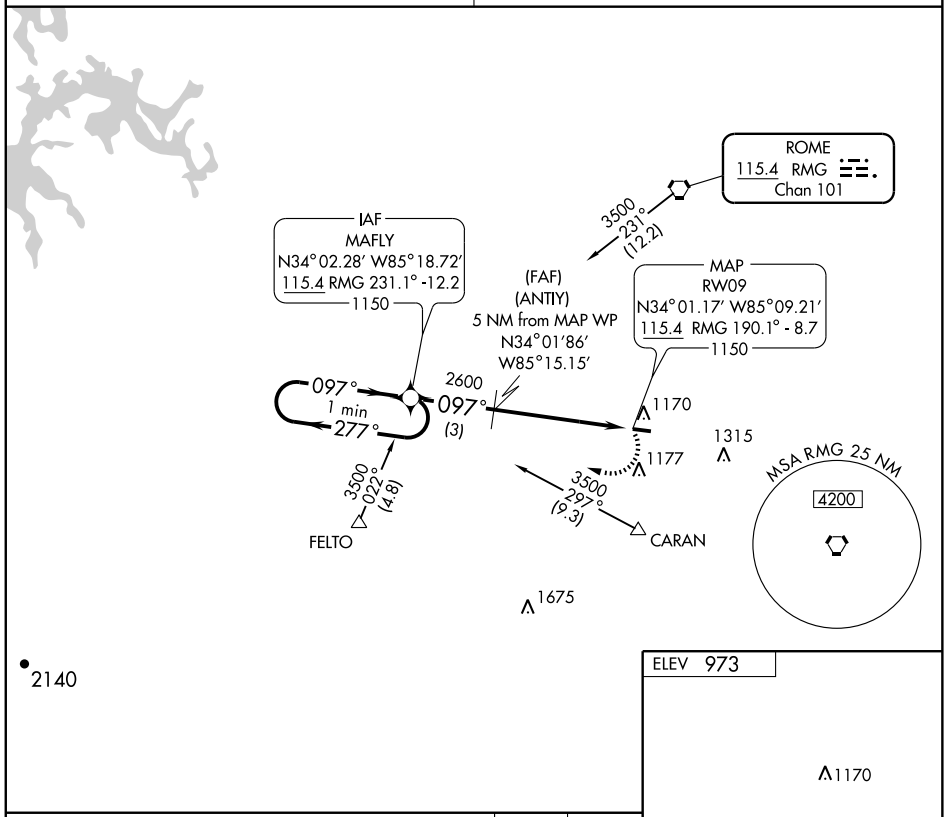
VORTAC RMG 115.4 Chan 101	APP CRS 097°	Rwy Idg 4004 TDZE 973 Apt Elev 973

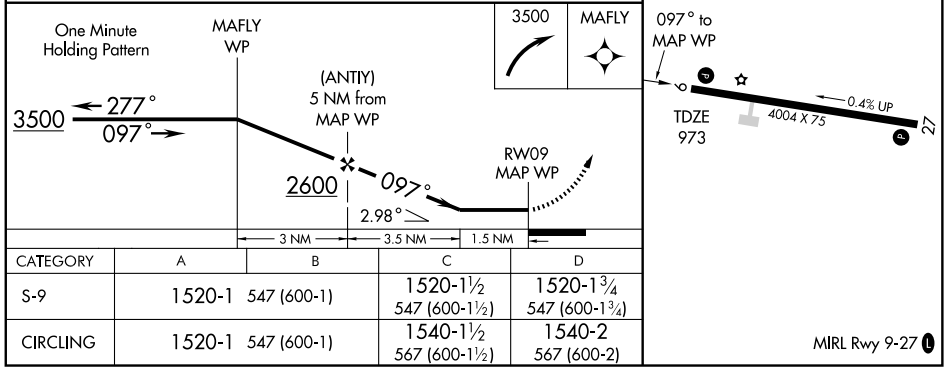
▼ NA

Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3500 direct MAFLY WP and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1520-1 547 (600-1)		1520-1½ 547 (600-1½)	1520-1¾ 547 (600-1¾)
CIRCLING	1520-1 547 (600-1)		1540-1½ 567 (600-1½)	1540-2 567 (600-2)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

CEDARTOWN, GEORGIA

AL-5501 (FAA)

VOR/DME RNAV or GPS RWY 27

CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

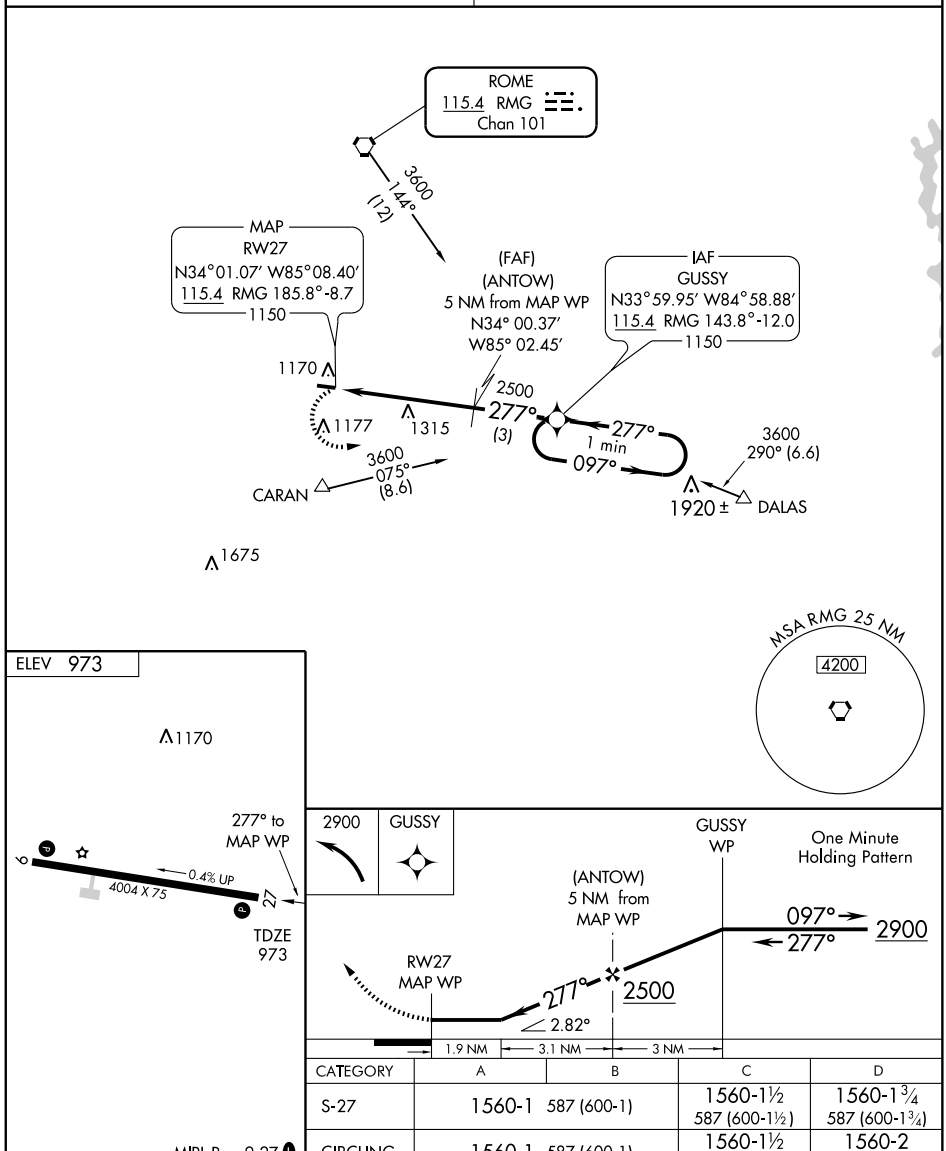
VORTAC RMG	APP CRS	Rwy Idg	4004
115.4	277°	TDZE	973
Chan 101		Apt Elev	973

Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

NA

MISSED APPROACH: Climbing left turn to 2900 direct GUSSY WP and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-27	1560-1	587 (600-1)	1560-1½ 587 (600-1½)	1560-1¾ 587 (600-1¾)
CIRCLING	1560-1	587 (600-1)	1560-1½ 587 (600-1½)	1560-2 587 (600-2)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RMG 115.4 Chan 101	APP CRS 188°	Rwy Idg N/A TDZE N/A Apt Elev 973

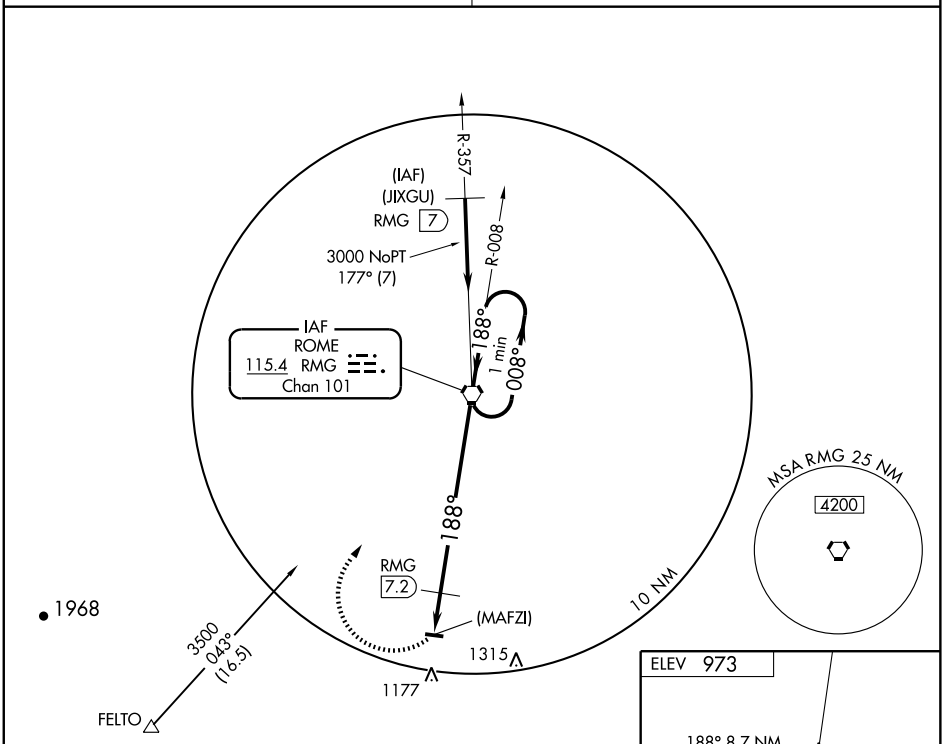
CEDARTOWN/
POLK COUNTY AIRPORT- CORNELIUS MOORE FIELD (4A4)

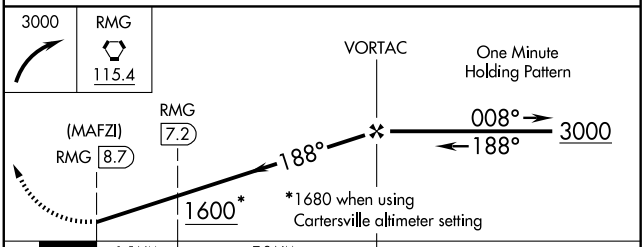
VOR or GPS-A

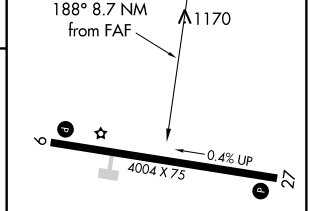
Obtain local altimeter setting on CTAF; if not received, use Cartersville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct RMG VORTAC and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1600-1 627 (700-1)		1600-1¾ 627 (700-1¾)	1600-2 627 (700-2)
DME MINIMUMS				
CIRCLING	1520-1 547 (600-1)		1540-1½ 567 (600-1½)	1540-2 567 (600-2)

MIRL Rwy 9-27 L

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

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NDB CWV 395	APP CRS 108°	Rwy Idg 5012 TDZE 112 Apt Elev 112

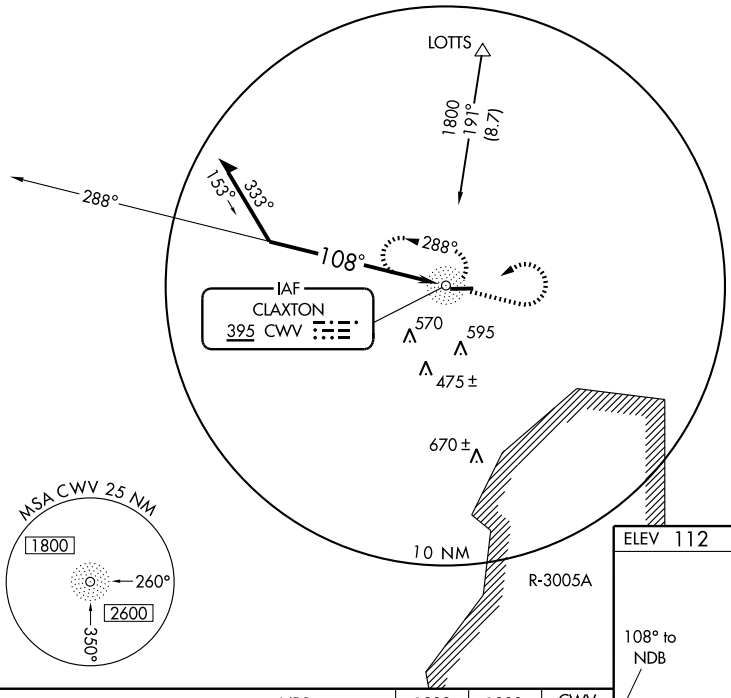
NDB RWY 9
CLAXTON-EVANS COUNTY (CWV)

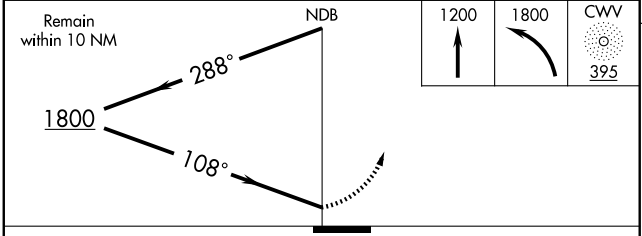
If local altimeter setting not received, use Savannah Intl altimeter setting and increase all MDAs 100 feet.

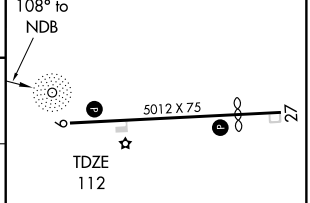
NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct CWV NDB and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	720-2 608 (700-2)
CIRCLING	720-1	608 (700-1)	720-1¾ 608 (700-1¾)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5012
CH 45914	093°	TDZE	112
W09A		Apt Elev	112

RNAV (GPS) RWY 9

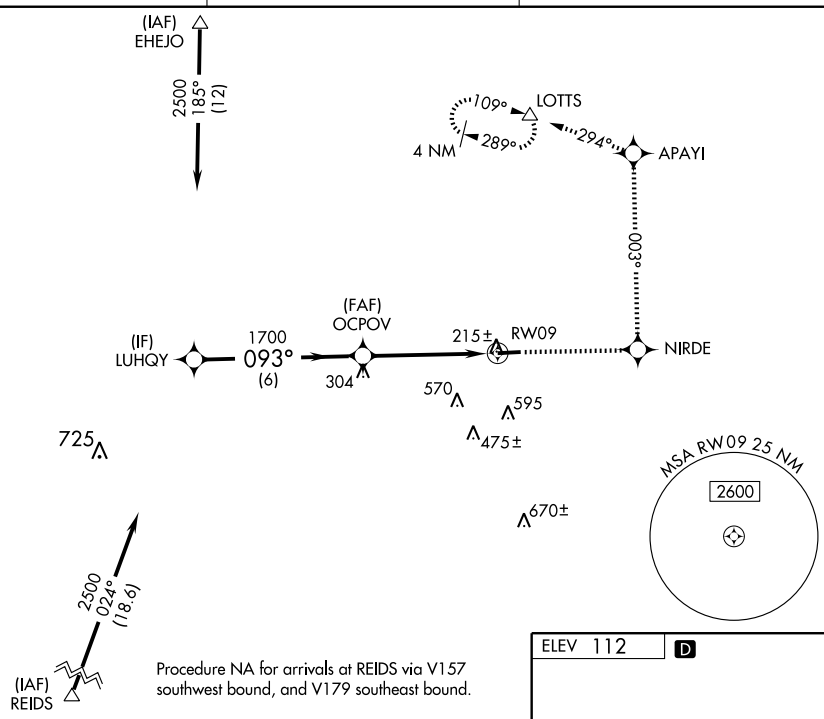
CLAXTON-EVANS COUNTY (CWV)

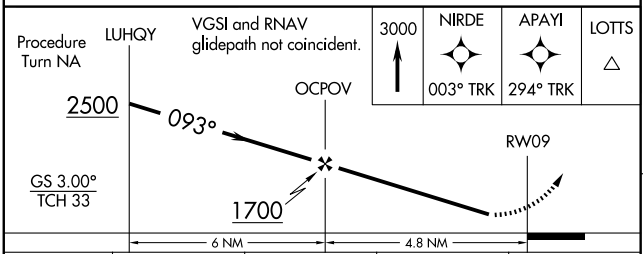
Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

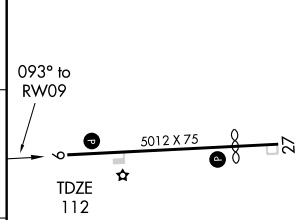
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NIRDE and via track 003° to APAYI and via track 294° to LOTTS and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		472-1¼	360 (400-1¼)	
LNAV/VNAV DA		824-2½	712 (800-2½)	
LNAV MDA	560-1	448 (500-1)	560-1¼ 448 (500-1¼)	560-1½ 448 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4012
CH 87114	273°	TDZE	111
W27A		Apt Elev	112

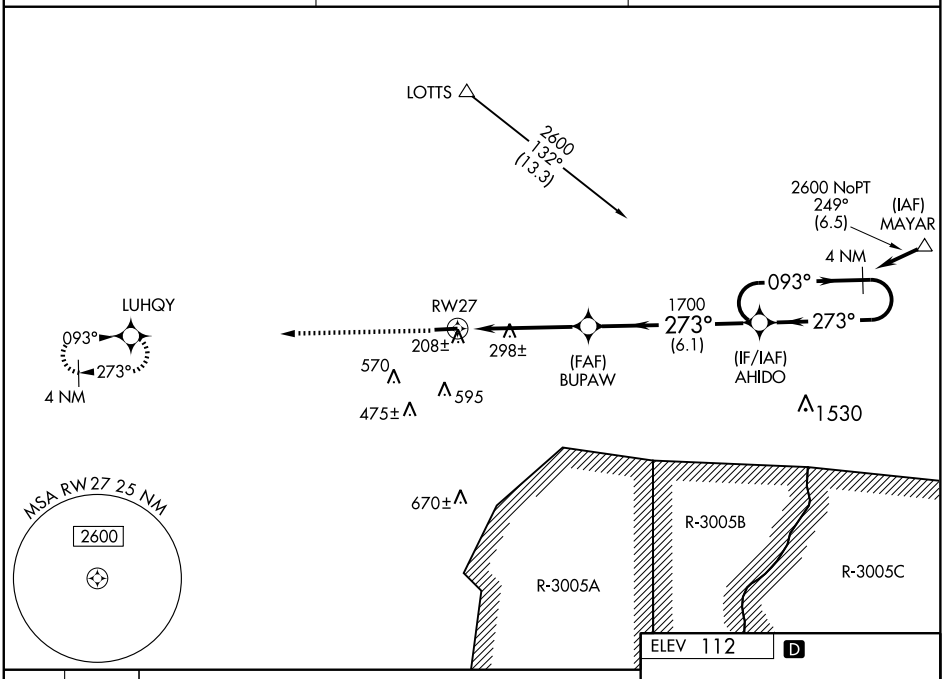
RNAV (GPS) RWY 27

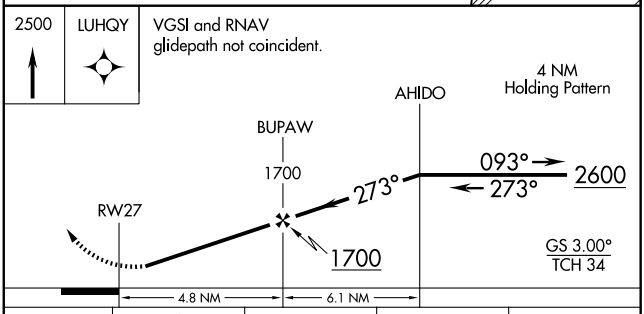
CLAXTON-EVANS COUNTY (CWV)

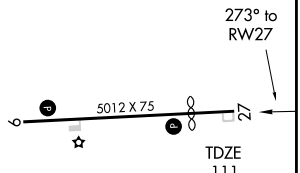
Baro-VNAV NA when using Savannah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV all Cats and LNAV Cats C/D visibilities ¼ mile and LNAV/VNAV all Cats and Circling Cat D visibilities ½ mile.

MISSED APPROACH: Climb to 2500 direct LUHQY and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
120.075	120.85 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		424-1¼	313 (400-1¼)	
LNAV/VNAV DA		478-1¼	367 (400-1¼)	
LNAV MDA	540-1	429 (500-1)	540-1¼ 429 (500-1¼)	540-1½ 429 (500-1½)
CIRCLING	600-1	488 (500-1)	600-1½ 488 (500-1½)	840-2¼ 728 (800-2¼)

MIRL Rwy 9-27 L

RNAV (GPS) RWY 11

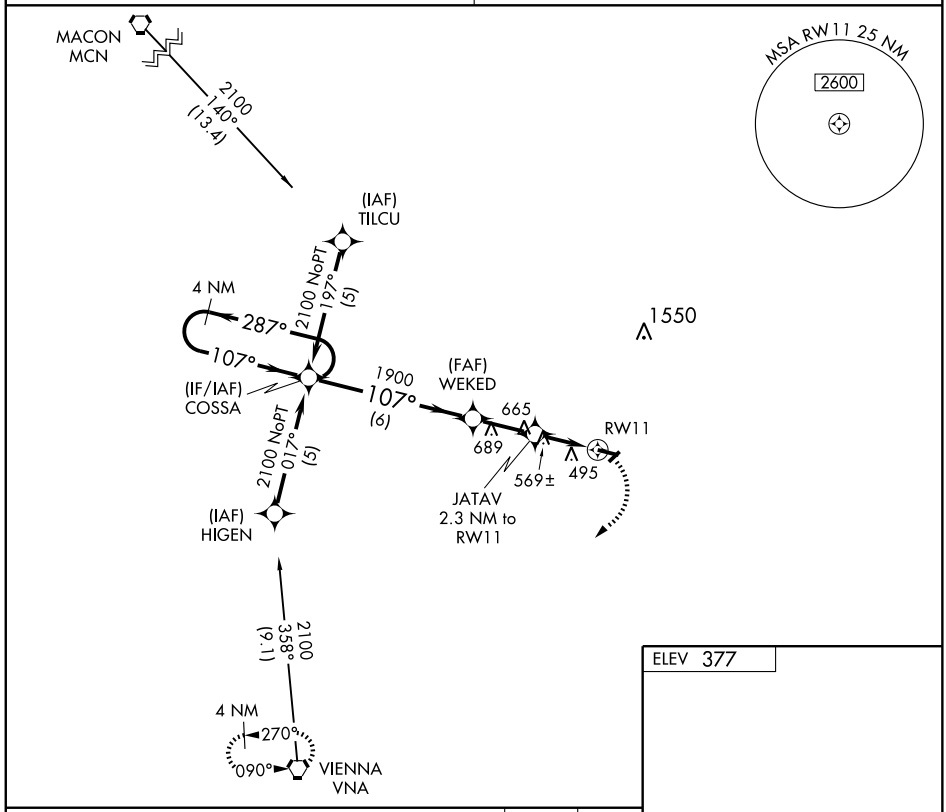
COCHRAN (48A)

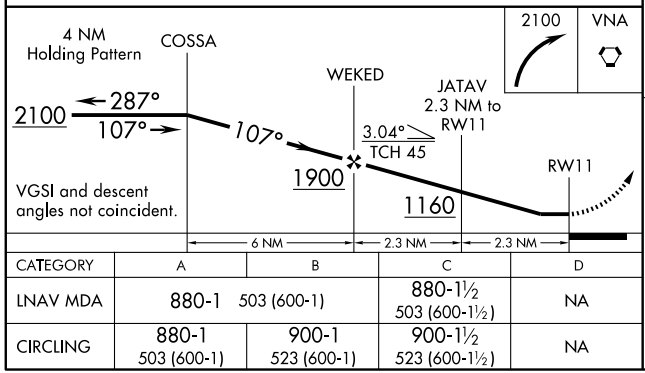
APP CRS	Rwy Idg	4401
107°	TDZE	377
	Apt Elev	377

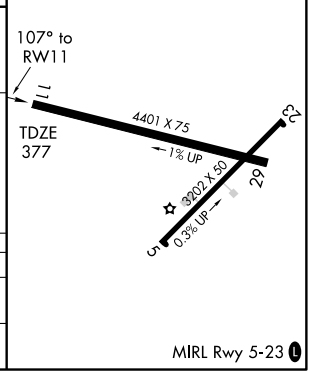
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON★	UNICOM
124.2 279.6	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	880-1 503 (600-1)		880-1½ 503 (600-1½)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA

MIRL Rwy 5-23

SE-4, 17 DEC 2009 to 14 JAN 2010

COCHRAN, GEORGIA AL-5657 (FAA) 09323

RNAV (GPS) RWY 29

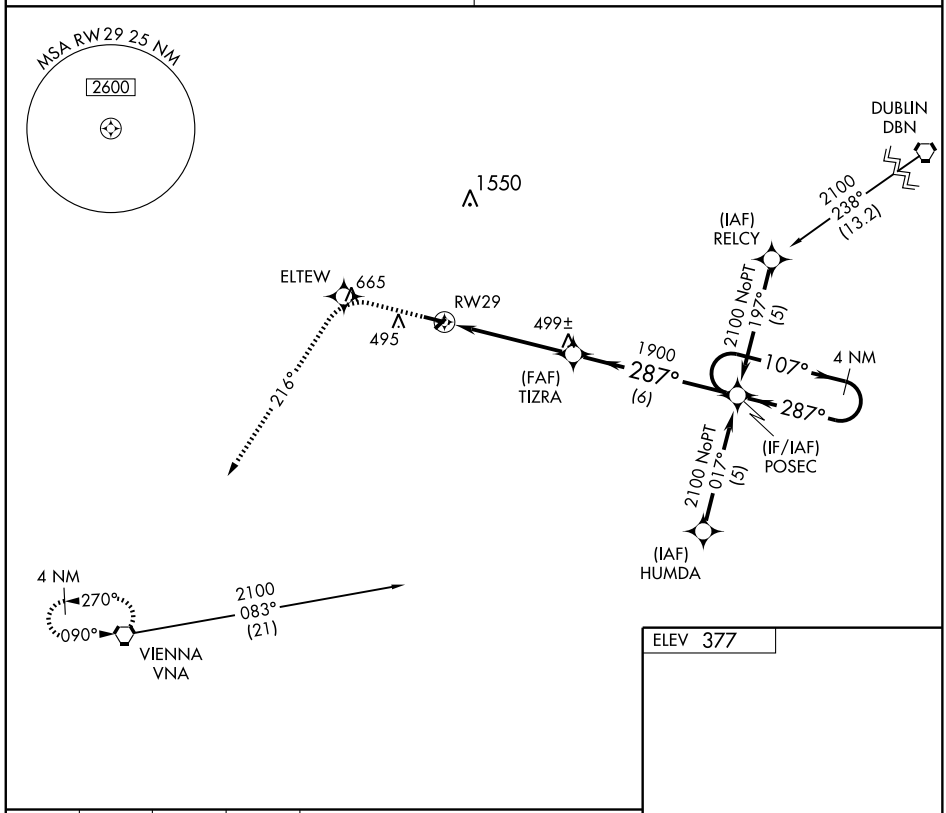
COCHRAN (48A)

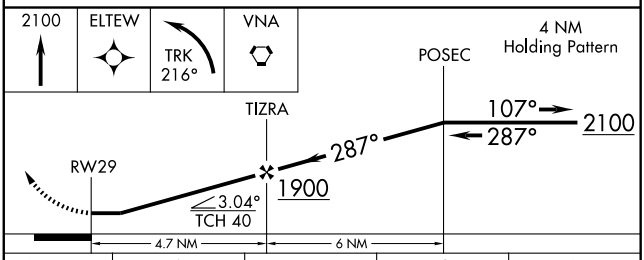
APP CRS	Rwy Idg	4401
287°	TDZE	358
	Apt Elev	377

▼ NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

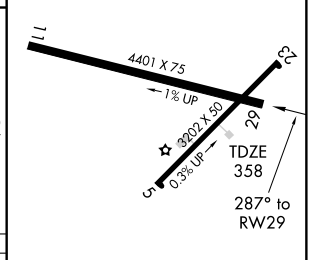
MISSED APPROACH: Climb to 2100 direct ELTEW and left turn via track 216° to VNA VORTAC and hold.

ATLANTA APP CON★	UNICOM
124.2 279.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	800-1 442 (500-1)		800-1¼ 442 (500-1¼)	NA
CIRCLING	880-1 503 (600-1)	900-1 523 (600-1)	900-1½ 523 (600-1½)	NA



MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC VNA	APP CRS	Rwy Idg	3202
116.5	044°	TDZE	336
Chan 112		Apt Elev	377

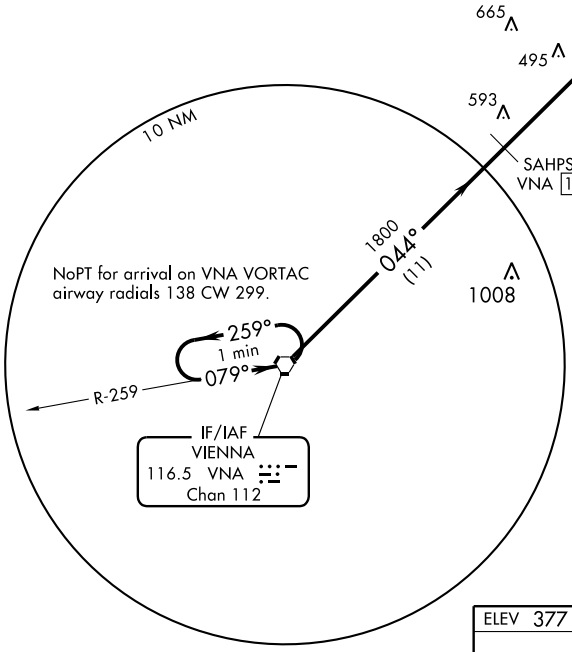
VOR/DME RWY 5
COCHRAN (48A)

Use Dublin altimeter setting; when not received, use Middle Georgia Rgnl altimeter setting and increase all MDA 20 feet.

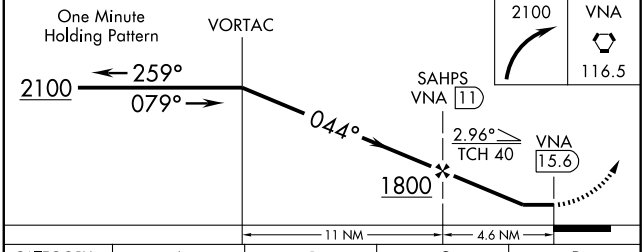
NA

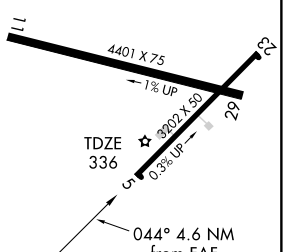
MISSED APPROACH: Climbing right turn to 2100 direct VNA VORTAC and hold.

ATLANTA APP CON★	UNICOM
124.2 279.6	122.8 (CTAF) L



ELEV 377

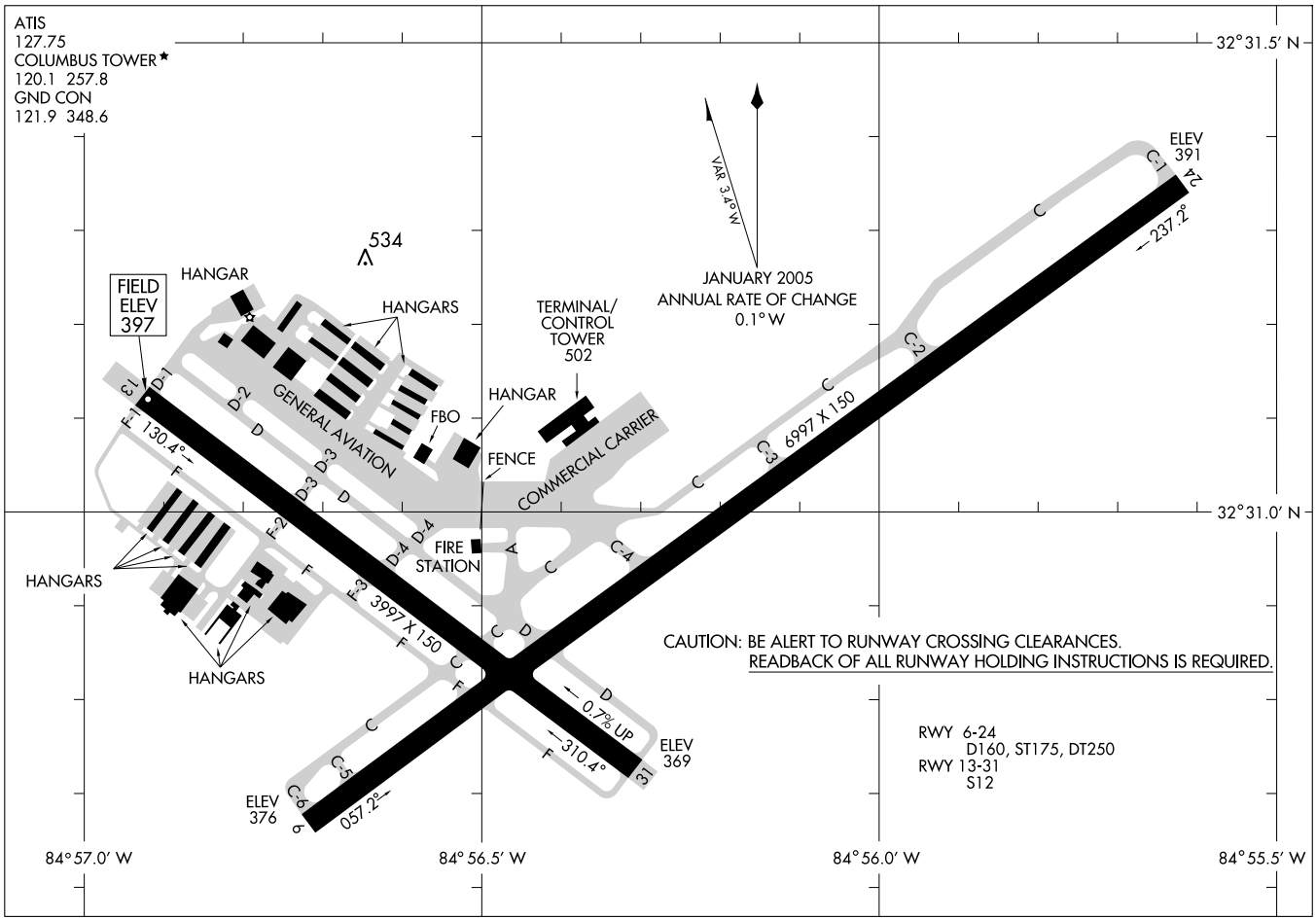




CATEGORY	A	B	C	D
S-5	900-1	564 (600-1)	900-1½ 564 (600-1½)	NA
CIRCLING	900-1	523 (600-1)	900-1½ 523 (600-1½)	NA

MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010



AIRPORT DIAGRAM

AL-636 (FAA)

COLUMBUS METROPOLITAN (CSG)
COLUMBUS, GEORGIA

LOC I-CSG	APP CRS	Rwy Idg	6997
110.3	056°	TDZE	380
		Apt Elev	397

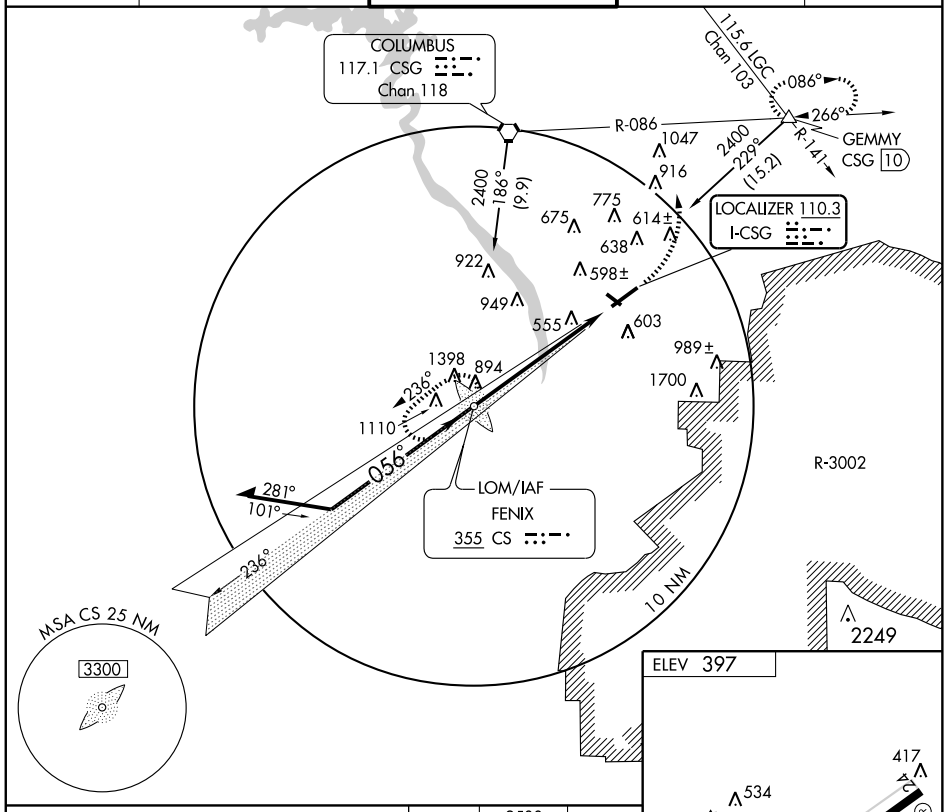
ILS or LOC RWY 6
COLUMBUS METROPOLITAN (CSG)

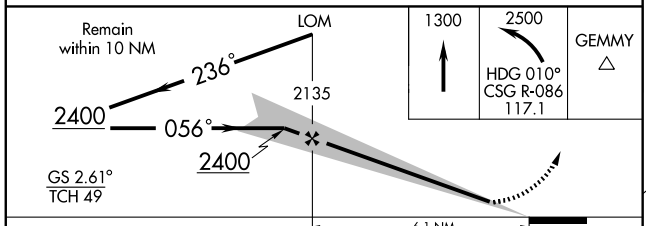
ADF or RADAR REQUIRED
Glide slope unuseable for coupled approaches below 780 MSL.

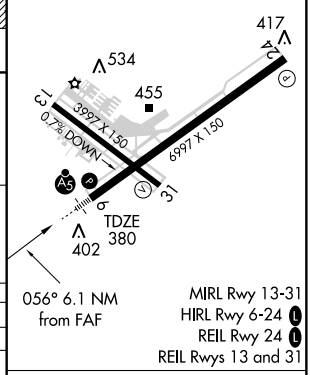
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2500 via heading 010° and CSG R-086 to GEMMY Int/CSG 10 DME and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







MIRL Rwy 13-31
HIRL Rwy 6-24 L
REIL Rwy 24 L
REIL Rwys 13 and 31

CATEGORY	A	B	C	D
S-ILS 6	580/24 200 (200-½)			
S-LOC 6	980/24 600 (600-½)		980/50 600 (600-1)	980/60 600 (600-1¼)
CIRCLING	980-1 583 (600-1)		980-1½ 583 (600-1½)	980-2 583 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 40001 W06A	APP CRS 056°	Rwy Idg 6997 TDZE 380 Apt Elev 397

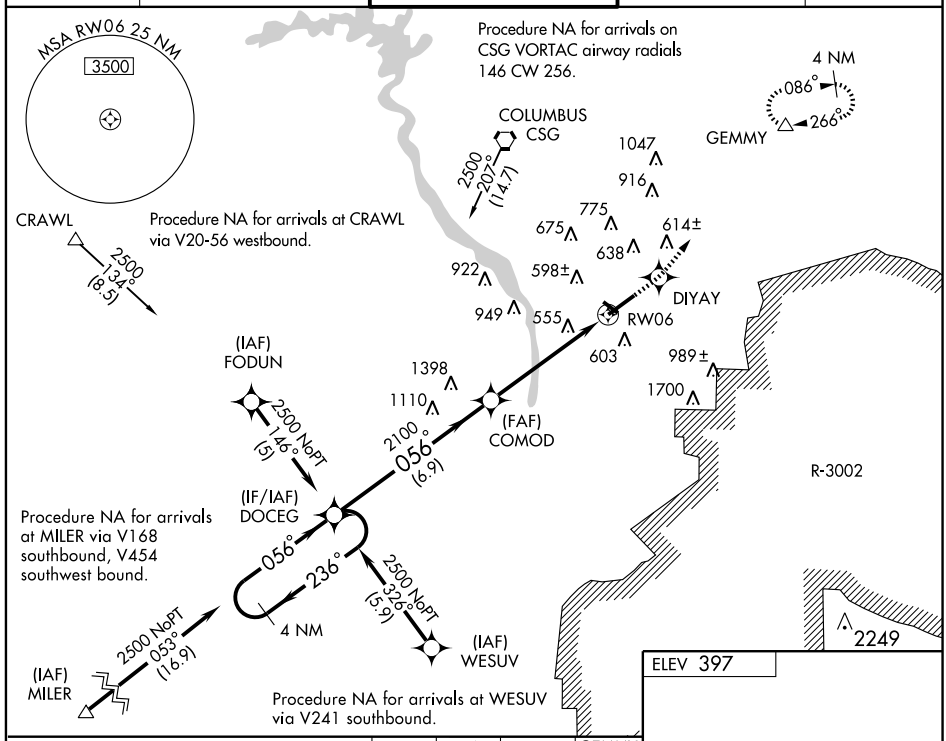
RNAV (GPS) RWY 6
COLUMBUS METROPOLITAN (CSG)

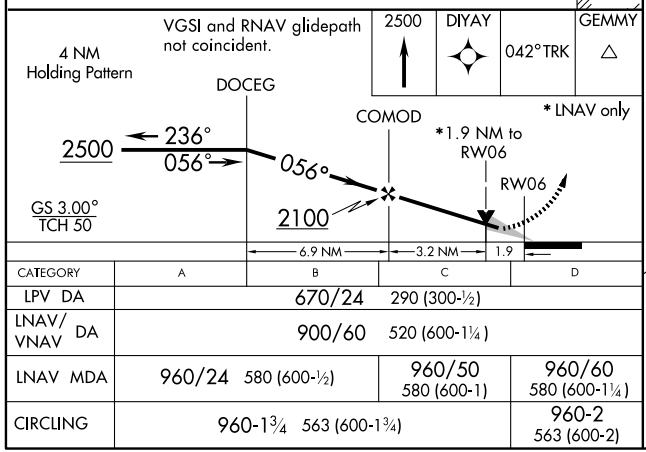
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 13 NA at night. When VGSI inop, Circling Rwy 24, 31 NA at night.

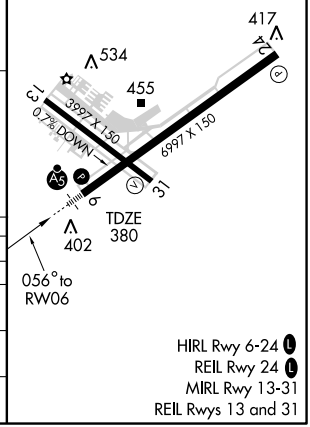
MALSR

MISSED APPROACH: Climb to 2500 direct DIYAY and via 042° track to GEMMY WP and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA		670/24 290 (300-½)		
LNAV/VNAV DA		900/60 520 (600-1¼)		
LNAV MDA	960/24 580 (600-½)		960/50 580 (600-1)	960/60 580 (600-1¼)
CIRCLING		960-1¾ 563 (600-1¾)		960-2 563 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L
MIRL Rwy 13-31
REIL Rwys 13 and 31

SE-4, 17 DEC 2009 to 14 JAN 2010

COLUMBUS, GEORGIA AL-636 (FAA)

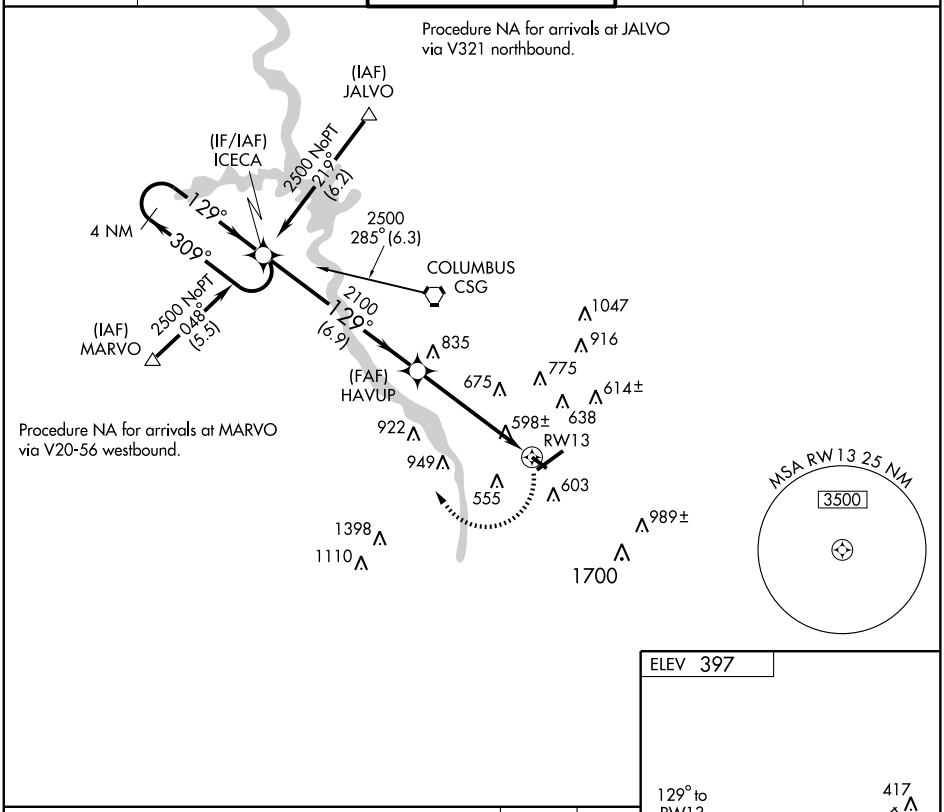
APP CRS	Rwy Idg	3997
129°	TDZE	397
	Apt Elev	397

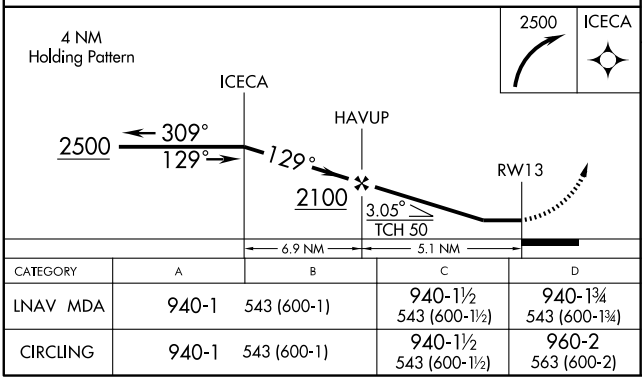
RNAV (GPS) RWY 13
COLUMBUS METROPOLITAN (CSG)

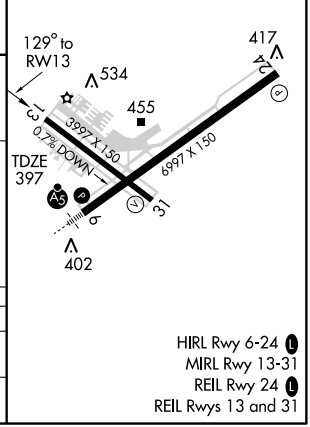
DME/DME RNP-0.3 NA. Procedure NA at night.
When VGSI inop, Circling Rwy 24, 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct ICECA and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	940-1	543 (600-1)	940-1½ 543 (600-1½)	940-1¾ 543 (600-1¾)
CIRCLING	940-1	543 (600-1)	940-1½ 543 (600-1½)	960-2 563 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 13-31
REIL Rwy 24 L
REIL Rwys 13 and 31

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45501 W24A	APP CRS 236°	Rwy Idg 6997 TDZE 391 Apt Elev 397

RNAV (GPS) RWY 24
COLUMBUS METROPOLITAN (CSG)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. When VGSI inop, Circling Rwy 31 NA at night. Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2500 direct DOCEG and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95

Procedure NA for arrivals at LANGA via V66-243 northwest bound, V241 northbound.

LANGA

3000 151° (11.3)

Procedure NA for arrivals at CANER via V166-243 southeast bound, V20-155-454 northeast bound.

(IAF) CANER

3000 NoPT 227° (9.8)

(IAF) DODTA

3000 NoPT 146° (5)

4 NM

056° 236°

Procedure NA for arrivals on CSG VORTAC airway radials 009 CW 146.

3000 NoPT 281° (4)

(IAF) TALBO

COLUMBUS CSG

3000 086° (14.4)

2300 236° (6.3)

(IF/IAF) SHEER

(FAF) HODOE

MSA RW24 25 NM 3500

1047 916 675 775 614± 638 922 598± 532± 949 555 603 989± 1398 1110 1700

RW24

Procedure NA for arrivals at TALBO via V56 eastbound.

R-3002

DOCEG 056° 236° 4 NM

ELEV 397

236° to RW24

417 534 455 24 13 TDZE 391 3997 X 150 0.7% DOWN 6997 X 150 A5 31 6 402

2500 DOCEG

4 NM Holding Pattern

SHEER

HODOE

056° 3000

236° 236°

RW24

2300

GS 3.00° TCH 50

5.7 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	740-1¼ 349 (400-1¼)			
LNAV/ VNAV DA	920-1¾ 529 (600-1¾)			
LNAV MDA	940-1 549 (600-1)		940-1½ 549 (600-1½)	940-1¾ 549 (600-1¾)
CIRCLING	940-1¾ 543 (600-1¾)			960-2 563 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L
MIRL Rwy 13-31
REIL Rwys 13 and 31

SE-4, 17 DEC 2009 to 14 JAN 2010

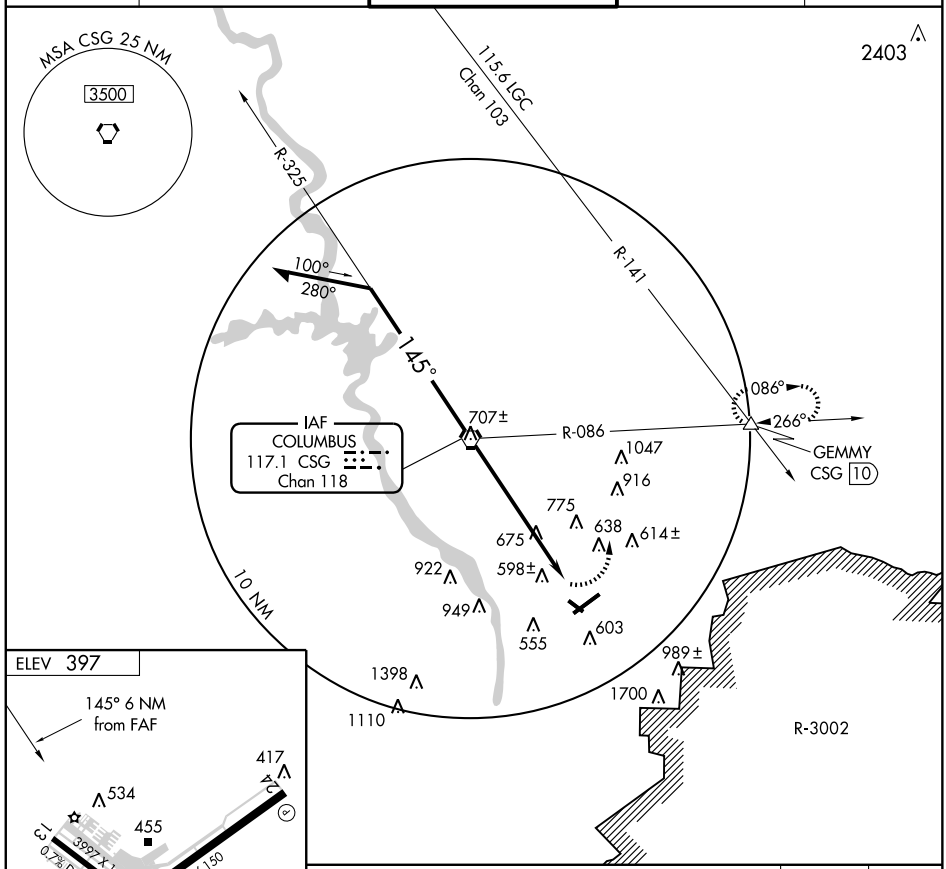
VORTAC CSG 117.1 Chan 118	APP CRS 145°	Rwy Idg N/A TDZE N/A Apt Elev 397

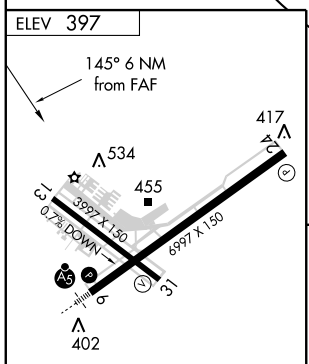
VOR-A

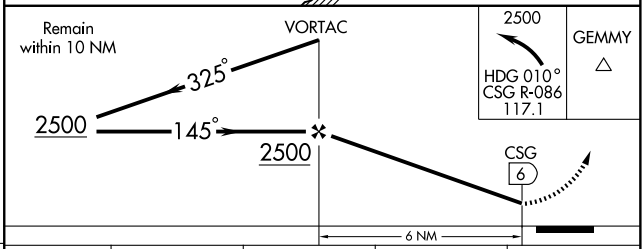
COLUMBUS METROPOLITAN (CSG)

MISSED APPROACH: Climbing left turn to 2500 via heading 010° and CSG VORTAC R-086 to GEMMY Int and hold.

ATIS	ATLANTA APP CON ★	COLUMBUS TOWER ★	GND CON	UNICOM
127.75	125.5 323.1	120.1 (CTAF) L 257.8	121.9 348.6	122.95







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	980-1	583 (600-1)	980-1½ 583 (600-1½)	980-2 583 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-CKF	APP CRS	Rwy Idg	5001
108.9	099°	TDZE	305
		Apt Elev	310

LOC RWY 10

CORDELE/CRISP COUNTY-CORDELE (CKF)

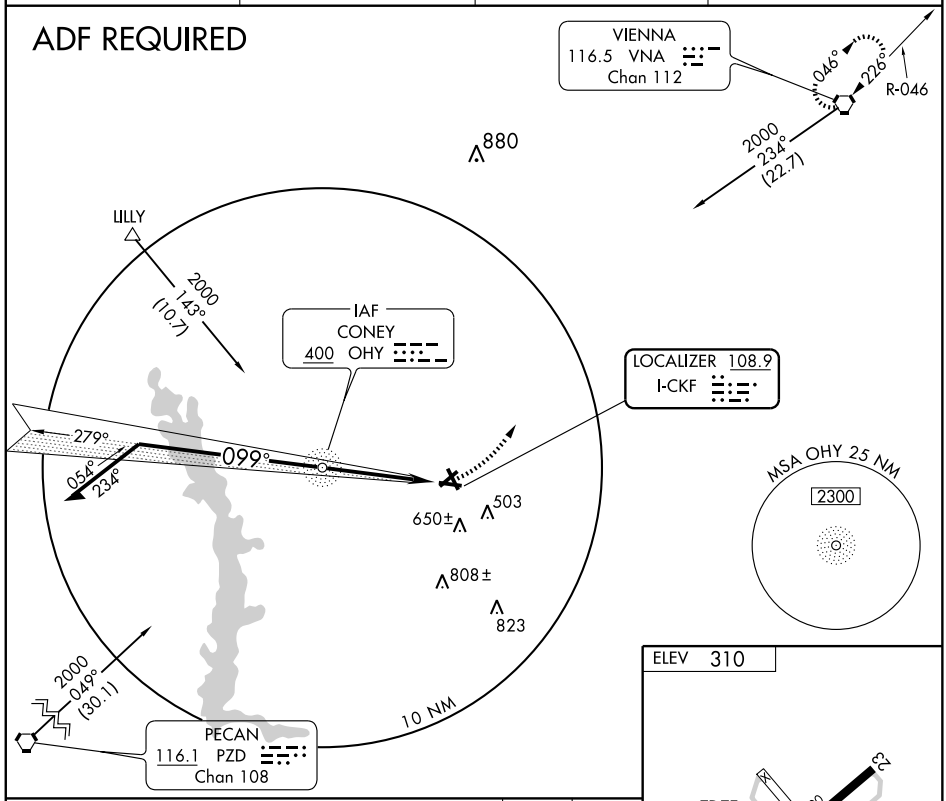
NA

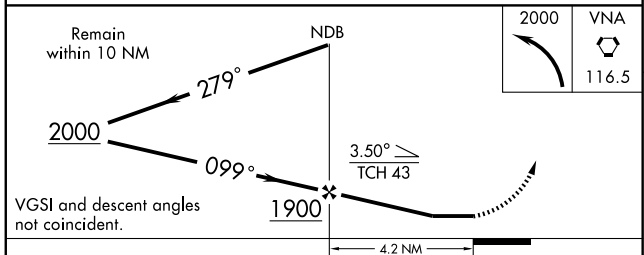
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

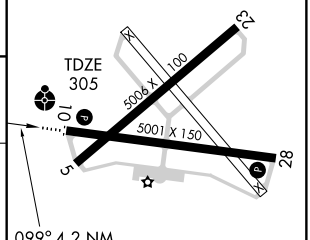
AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L

ADF REQUIRED





2000	VNA
	116.5



REIL Rwy 10 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	680-1 375 (400-1)			680-1¼ 375 (400-1¼)
CIRCLING	820-1 510 (600-1)		960-1¾ 650 (700-1¾)	960-2 650 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB OHY	APP CRS	Rwy Idg	5001
400	100°	TDZE	308
		Apt Elev	310

NDB RWY 10

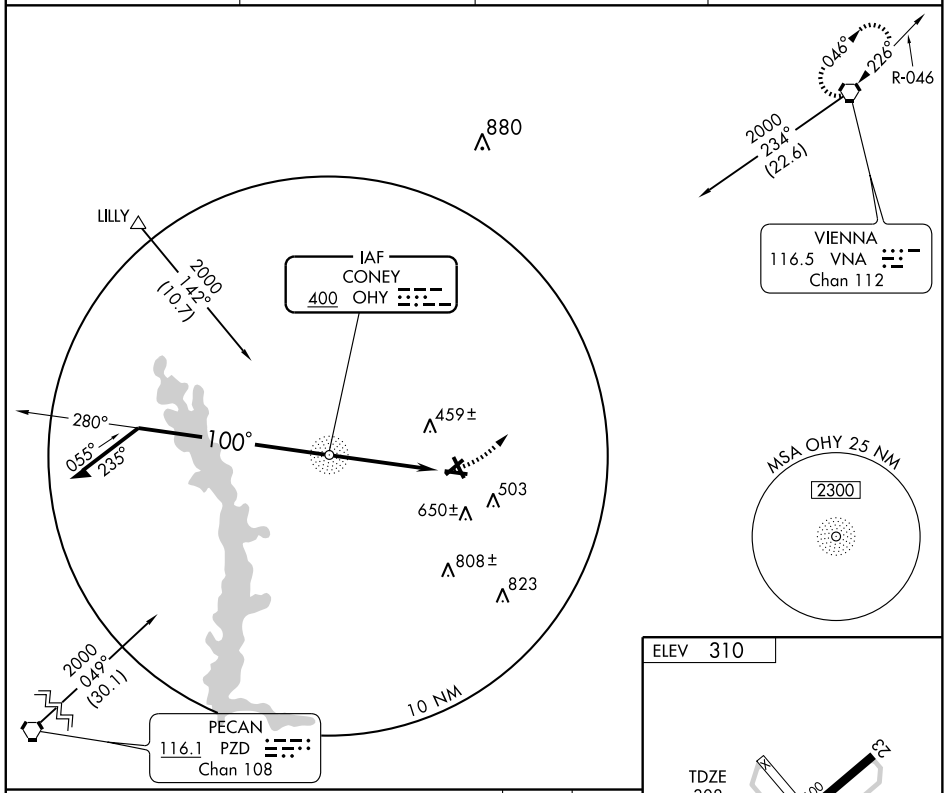
CORDELE/CRISP COUNTY-CORDELE (CKF)

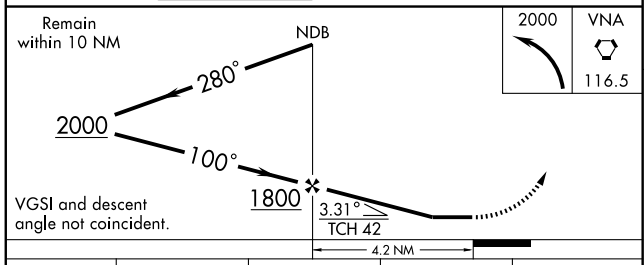
When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-10 Cats C and D visibility ¼ mile, circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA. Inoperative table does not apply.

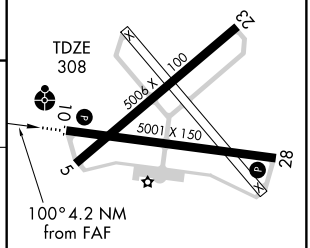
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
S-10	760-1 452 (500-1)		760-1¼ 452 (500-1¼)	760-1½ 452 (500-1½)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 L

MIRL Rwy 10-28 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 40106 W05A	APP CRS 052°	Rwy Idg 5006 / TDZE 310 / Apt Elev 310

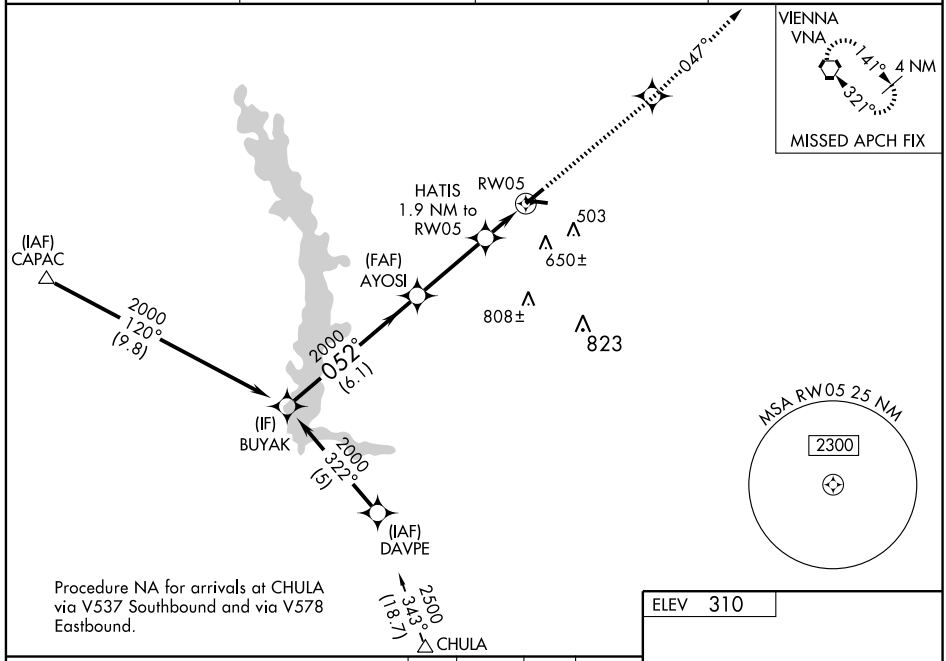
RNAV (GPS) RWY 5

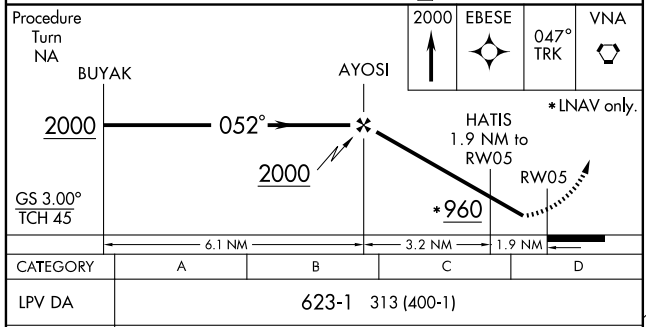
CORDELE / CRISP COUNTY-CORDELE (CKF)

When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet, all MDAs 100 feet, and LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile, Circling visibility Cat. C ¼ mile, Cat. D ½ mile. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Albany altimeter setting. Straight-in minimums NA at night.

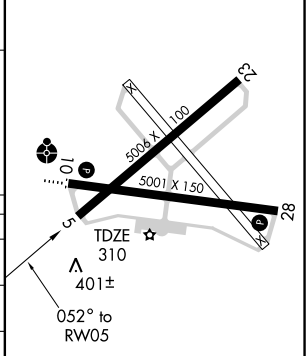
MISSED APPROACH: Climb to 2000 direct EBESE and via 047° track to VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	623-1 313 (400-1)			
LNAV/VNAV DA	661-1¼ 351 (400-1¼)			
LNAV MDA	660-1 350 (400-1)			660-1¼ 350 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)



REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 57905 W10A	APP CRS 099°	Rwy Idg 5001 TDZE 308 Apt Elev 310

RNAV (GPS) RWY 10

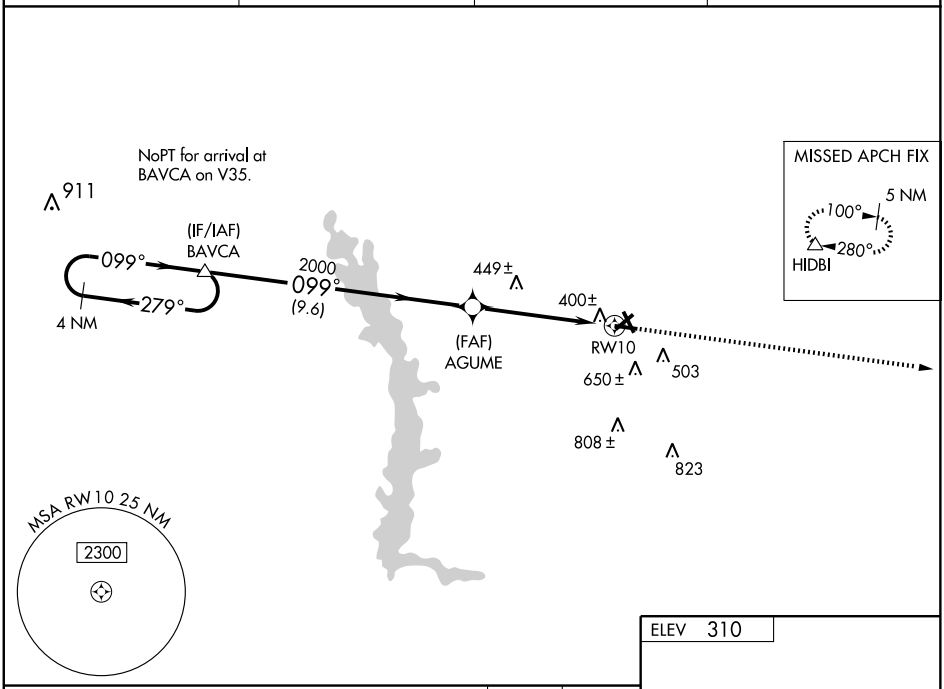
CORDELE / CRISP COUNTY-CORDELE (CKF)

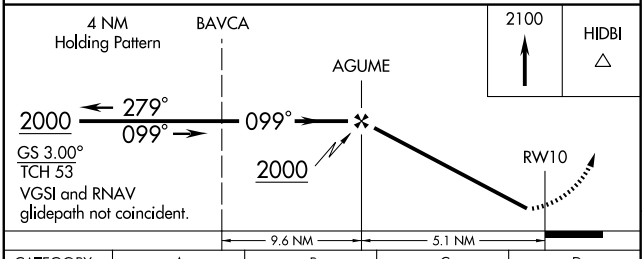
Inoperative table does not apply. Baro-VNAV NA when using Albany altimeter setting. If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

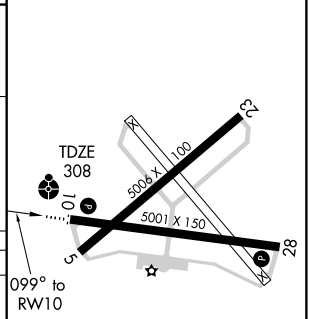
ODALS

MISSED APPROACH: Climb to 2100 direct HIDBI and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	635-1¼ 327 (400-1¼)			
LNAV/VNAV DA	688-1¼ 380 (400-1¼)			
LNAV MDA	700-1 392 (400-1)			700-1¼ 392 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 90206 W23A	APP CRS 232°	Rwy Idg 5006 TDZE 308 Apt Elev 310

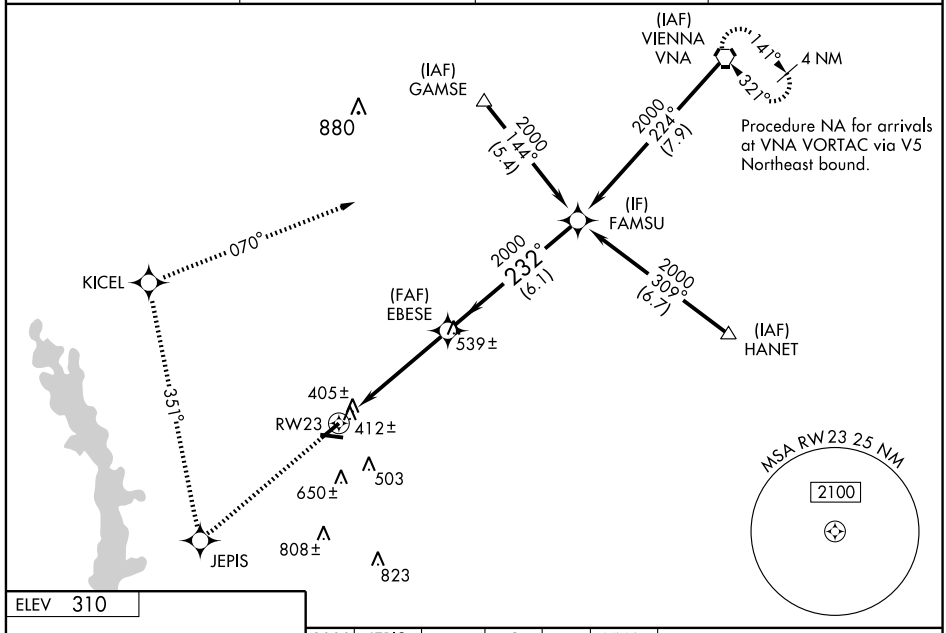
RNAV (GPS) RWY 23

CORDELE / CRISP COUNTY-CORDELE (CKF)

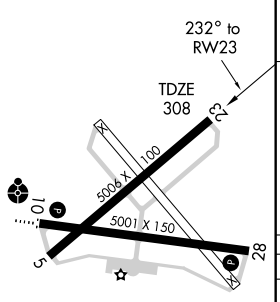
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 96 feet and all MDAs 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat. C visibilities ¼ mile, Circling Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct JEPIS and right turn via 351° track to to KICEL and via 070° track to VNA VORTAC and hold.

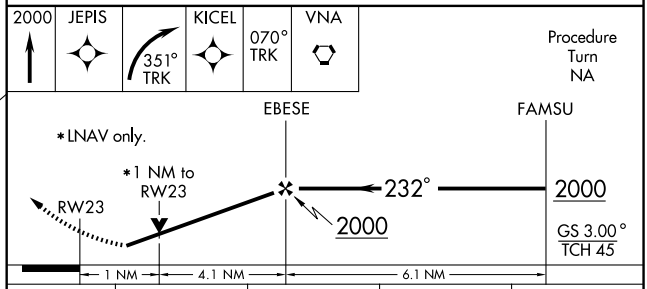
AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L



ELEV 310



REIL Rwy 10 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	646-1¼ 338 (400-1¼)			
LNAV/VNAV DA	690-1¼ 382 (400-1¼)			
LNAV MDA	680-1 372 (400-1)			680-1¼ 372 (400-1¼)
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5001
Ch 99305	280°	TDZE	309
W28A		Apt Elev	310

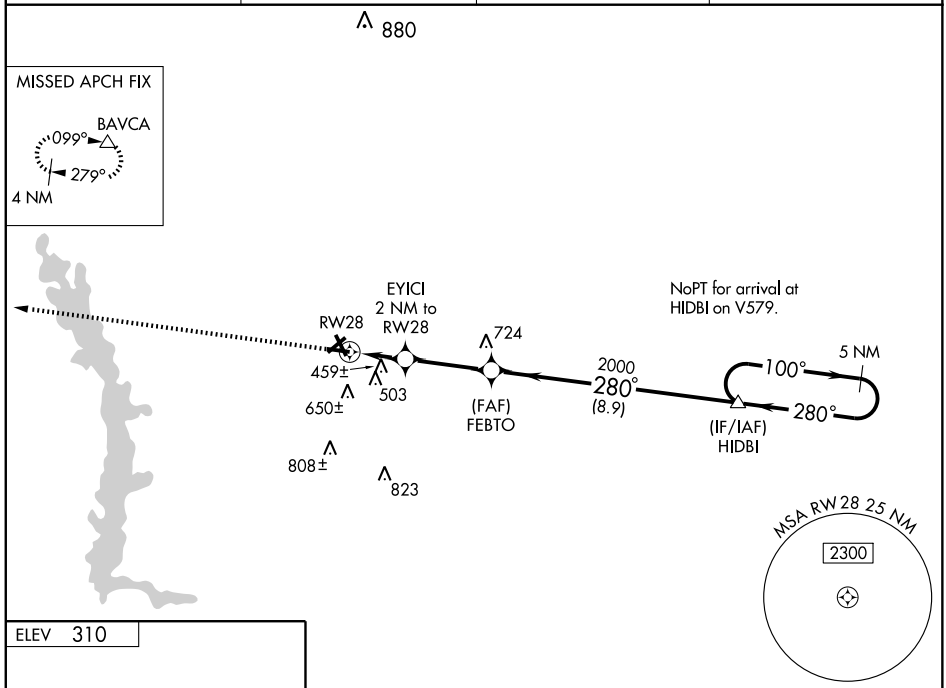
RNAV (GPS) RWY 28

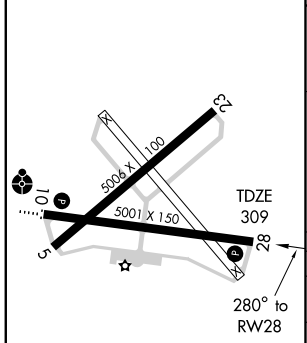
CORDELE / CRISP COUNTY-CORDELE (CKF)

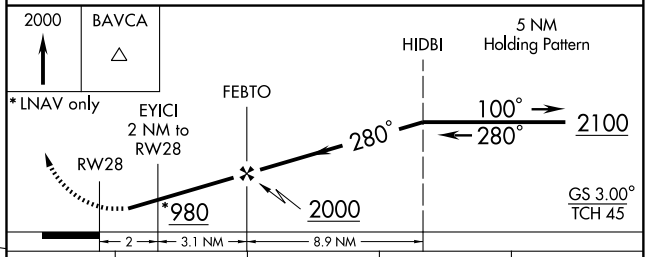
If local altimeter setting not received, use Albany altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 2000 direct BAVCA and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	679-1¼ 370 (400-1¼)			
LNAV/VNAV DA	851-2 542 (600-2)			
LNAV MDA	720-1 411 (500-1)		720-1¼ 411 (500-1¼)	
CIRCLING	760-1 450 (500-1)	820-1 510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-1)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC VNA	APP CRS	Rwy Idg	5006
116.5	226°	TDZE	308
Chan 112		Apt Elev	310

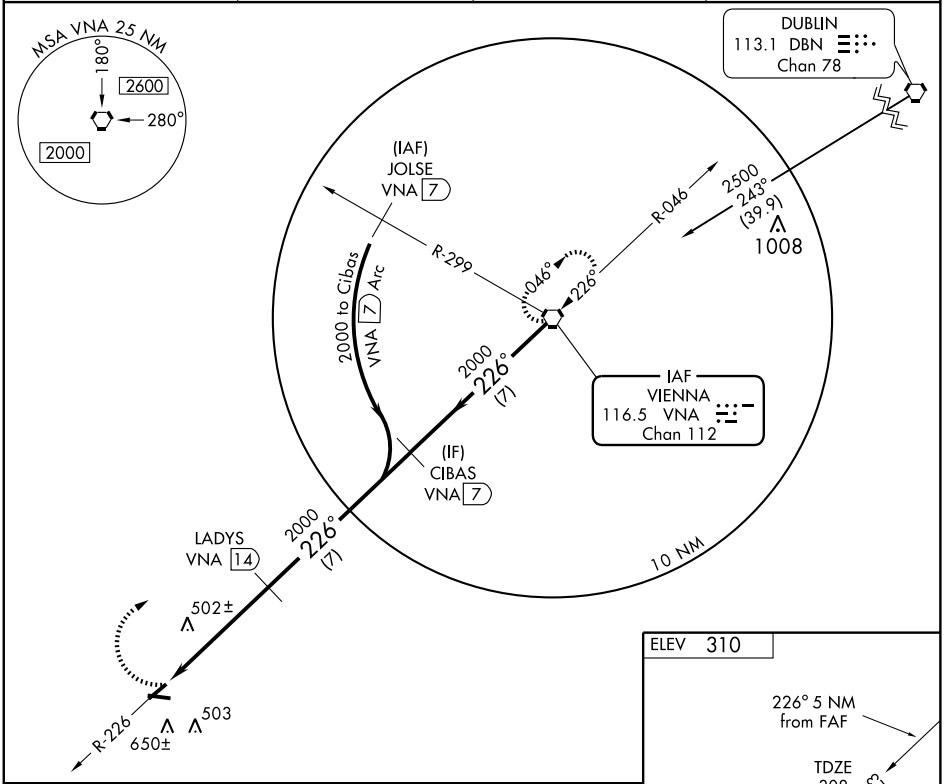
VOR/DME RWY 23

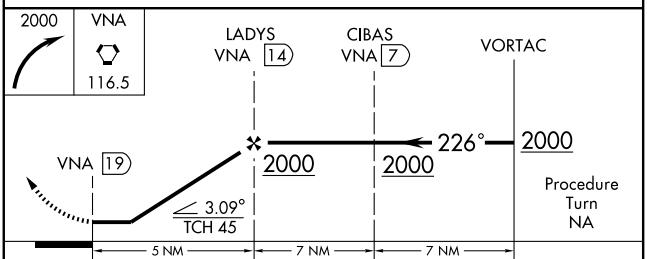
CORDELE/ CRISP COUNTY-CORDELE (CKF)

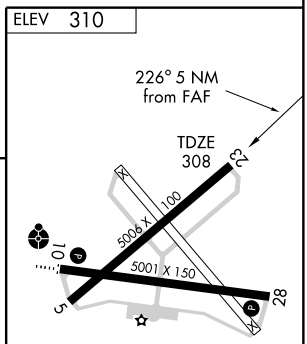
Straight-in minimums NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 100 feet, and S-23 Cats. C and D visibility ¼ mile Circling visibility Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing right turn to 2000 direct VNA VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.325	125.75 226.8	121.725	123.050 (CTAF) L







CATEGORY	A	B	C	D
S-23	820-1	512 (600-1)	820-1½ 512 (600-1½)	820-1¾ 512 (600-1¾)
CIRCLING	820-1	510 (600-1)	820-1½ 510 (600-1½)	960-2 650 (700-2)

REIL Rwy 10 L
MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB AJR 347	APP CRS 066°	Rwy Idg 4111 TDZE 1447 Apt Elev 1448

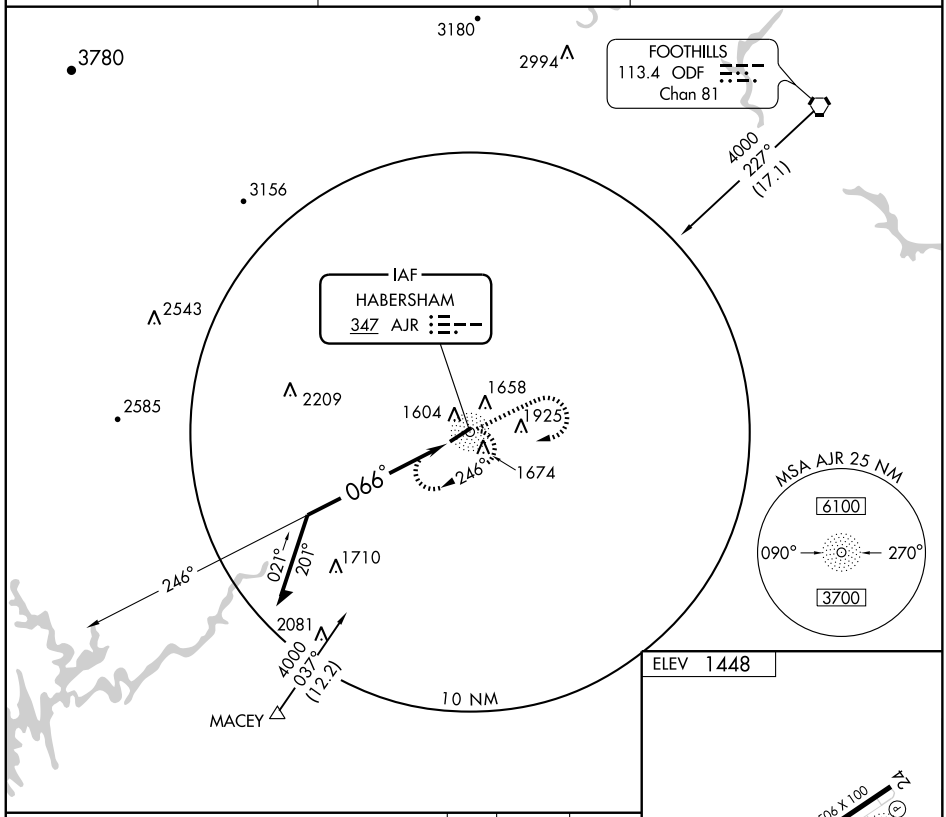
NDB RWY 6

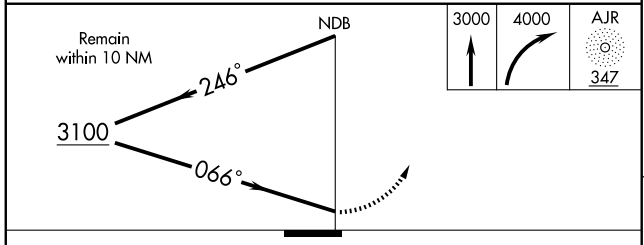
CORNELIA/HABERSHAM COUNTY (AJR)

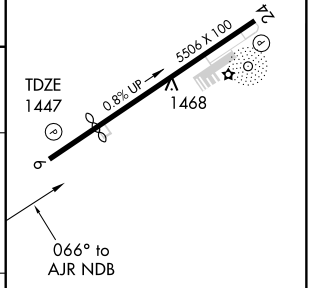
NA — If local altimeter setting not received, use Gainesville, GA altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AJR NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	2060-1	613 (700-1)	2060-1¾ 613 (700-1¾)	NA
CIRCLING	2060-1	612 (700-1)	2100-1¾ 652 (700-1¾)	NA

MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4111
059°	TDZE	1446
	Apt Elev	1448

RNAV (GPS) RWY 6

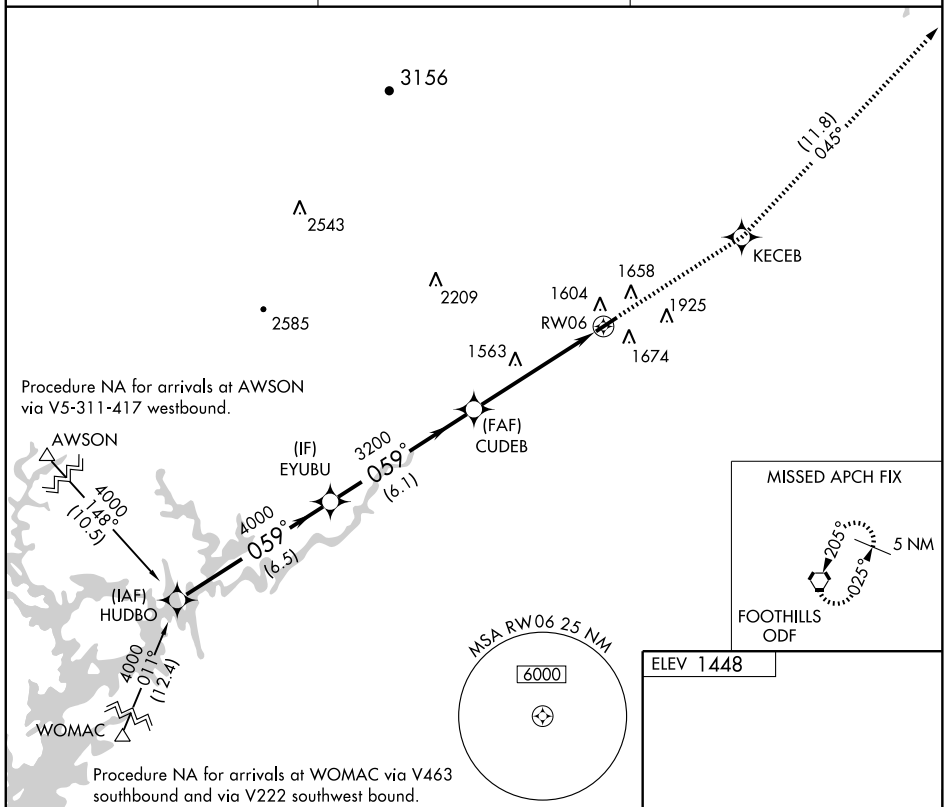
CORNELIA/ HABERSHAM COUNTY (AJR)

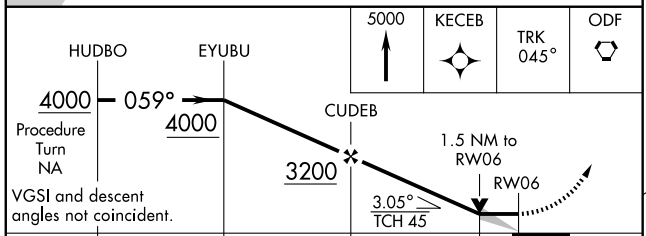
NA

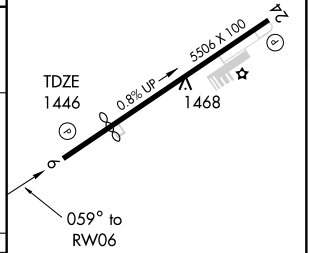
If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Lee Gilmer Memorial altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct KECEB and via 045° track to ODF VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1960-1	514 (600-1)	1960-1½ 514 (600-1½)	1960-1¾ 514 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5506
239°	TDZE	1448
	Apt Elev	1448

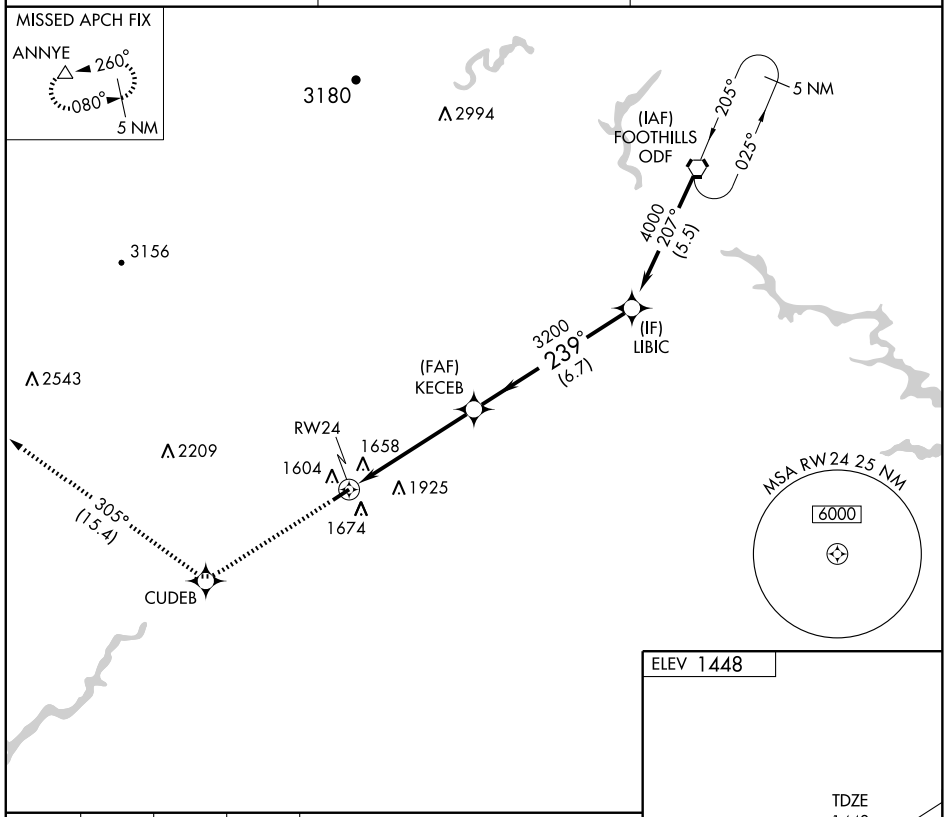
RNAV (GPS) RWY 24

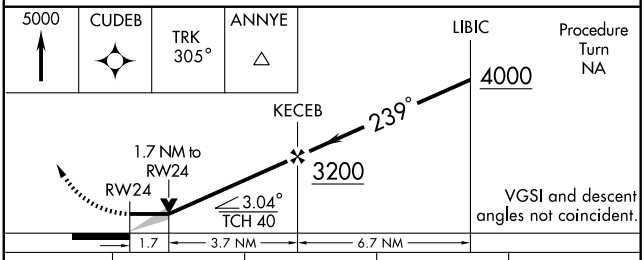
CORNELIA/ HABERSHAM COUNTY (AJR)

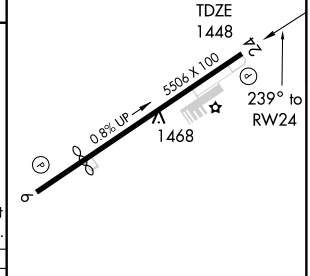
NA — If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Lee Gilmer Memorial altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct CUDEB and via 305° track to ANNYE and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2100-2 652 (700-2)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

CORNELIA, GEORGIA AL-6074 (FAA)

VORTAC ODF	APP CRS	Rwy Idg	4111
113.4	048°	TDZE	1446
Chan 81		Apt Elev	1448

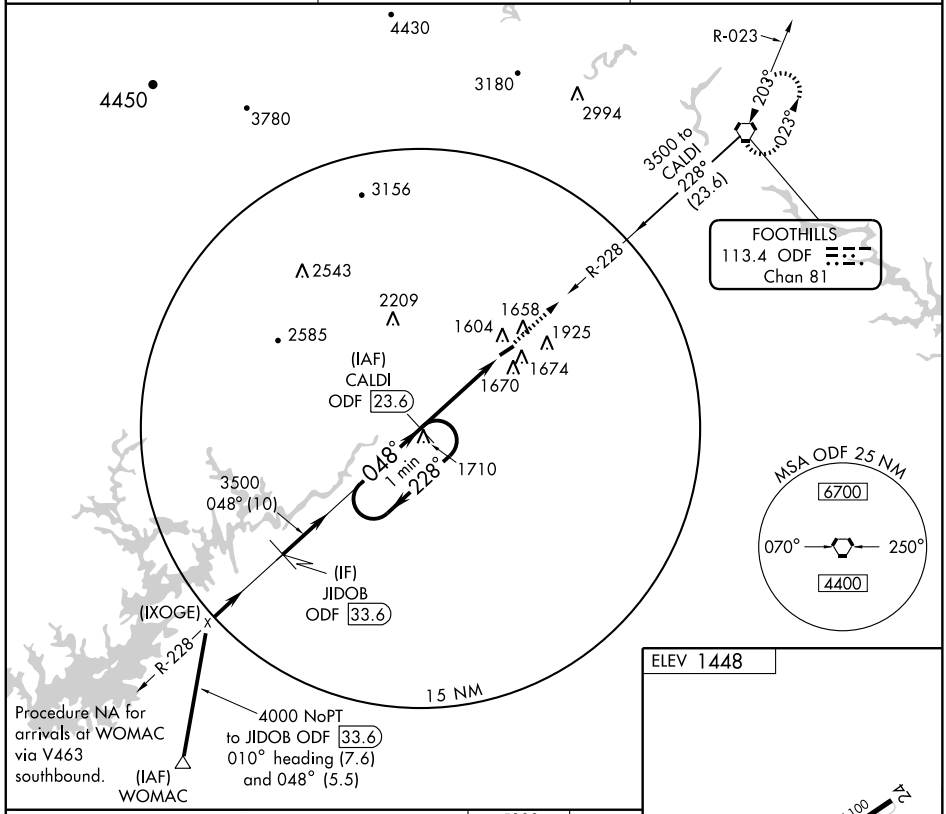
VOR/DME RWY 6

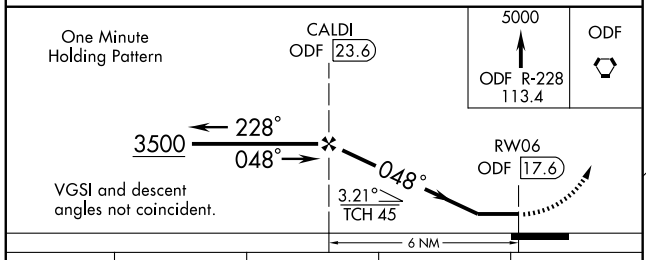
CORNELIA/ HABERSHAM COUNTY (AJR)

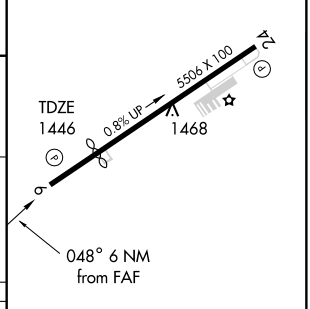
V NA — If local altimeter setting not received, use Lee Gilmer Memorial altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 via ODF R-228 to ODF VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.175	134.8 307.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	1980-1	534 (600-1)	1980-1½ 534 (600-1½)	1980-1¾ 534 (600-1¾)
CIRCLING	2100-1	652 (700-1)	2100-1¾ 652 (700-1¾)	2280-2¾ 832 (900-2¾)

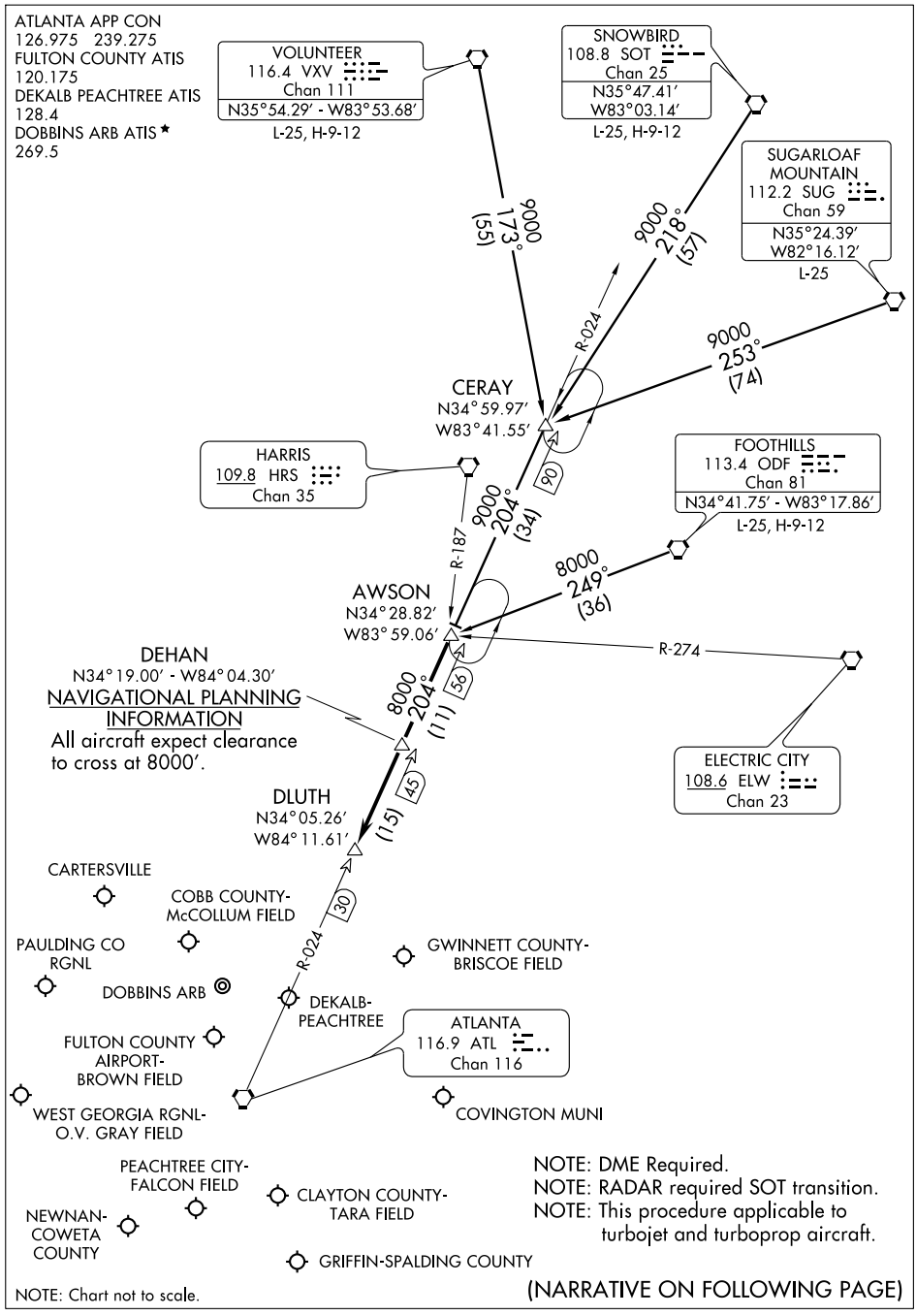
MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

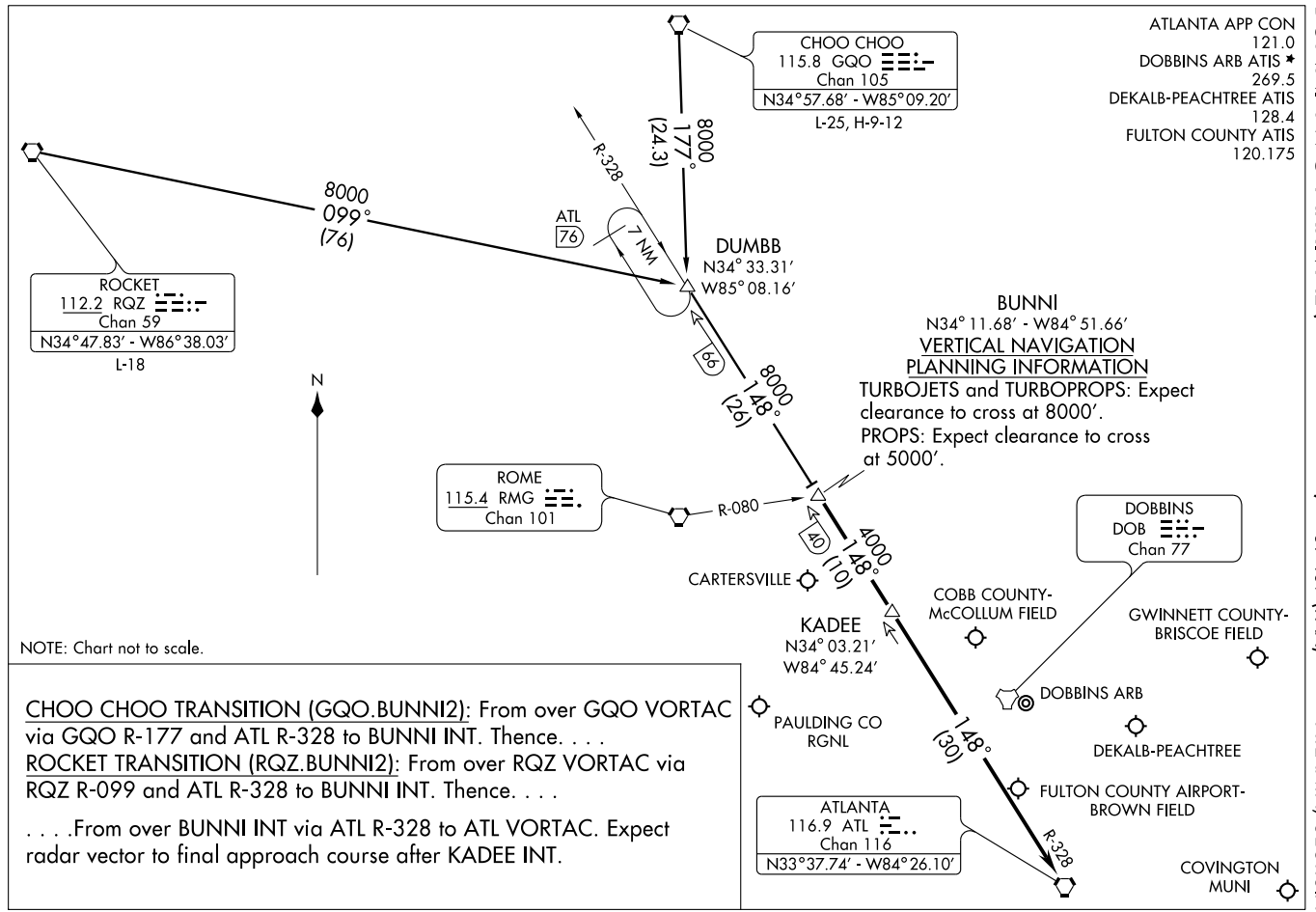
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

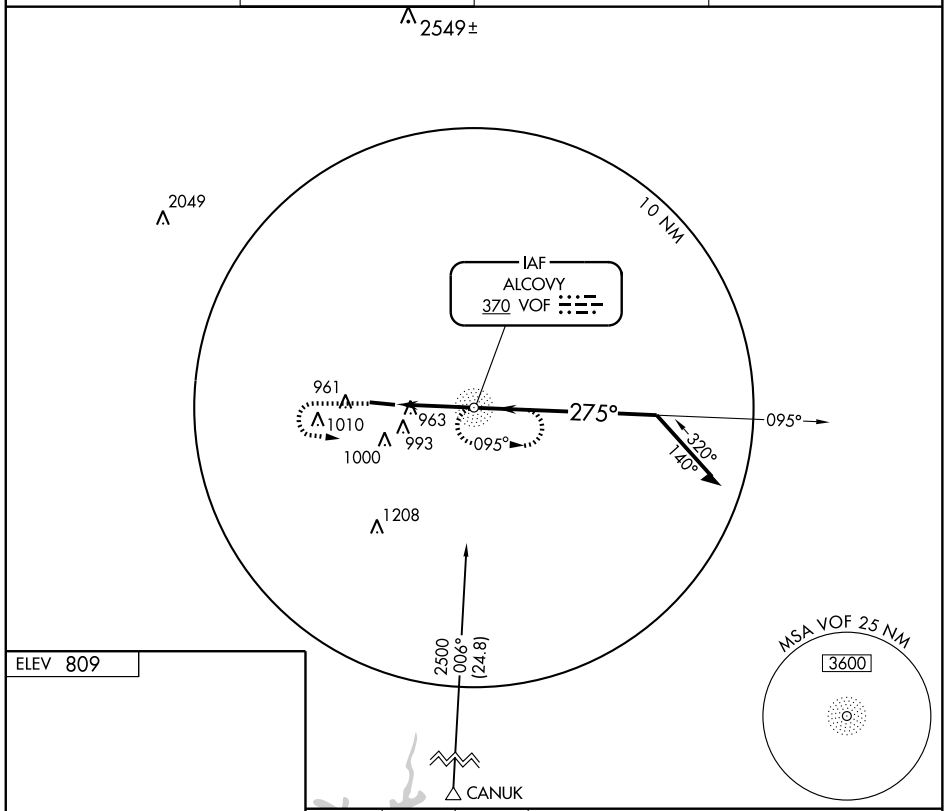
NDB VOF	APP CRS		
370	275°	Rwy Idg	5500
		TDZE	809
		Apt Elev	809

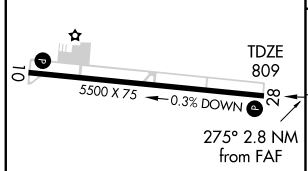
NDB RWY 28
COVINGTON MUNI (9A1)

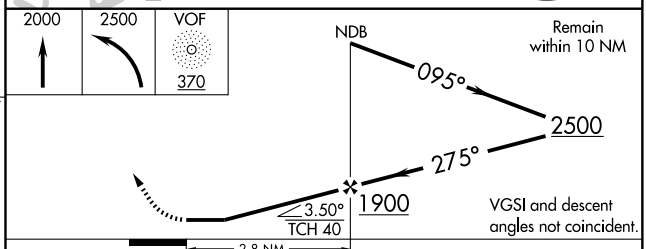
NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and S-28 Cats. C and D and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct VOF NDB and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

CATEGORY	A	B	C	D
S-28	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-1¾ 551 (600-1¾)
CIRCLING	1360-1	551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

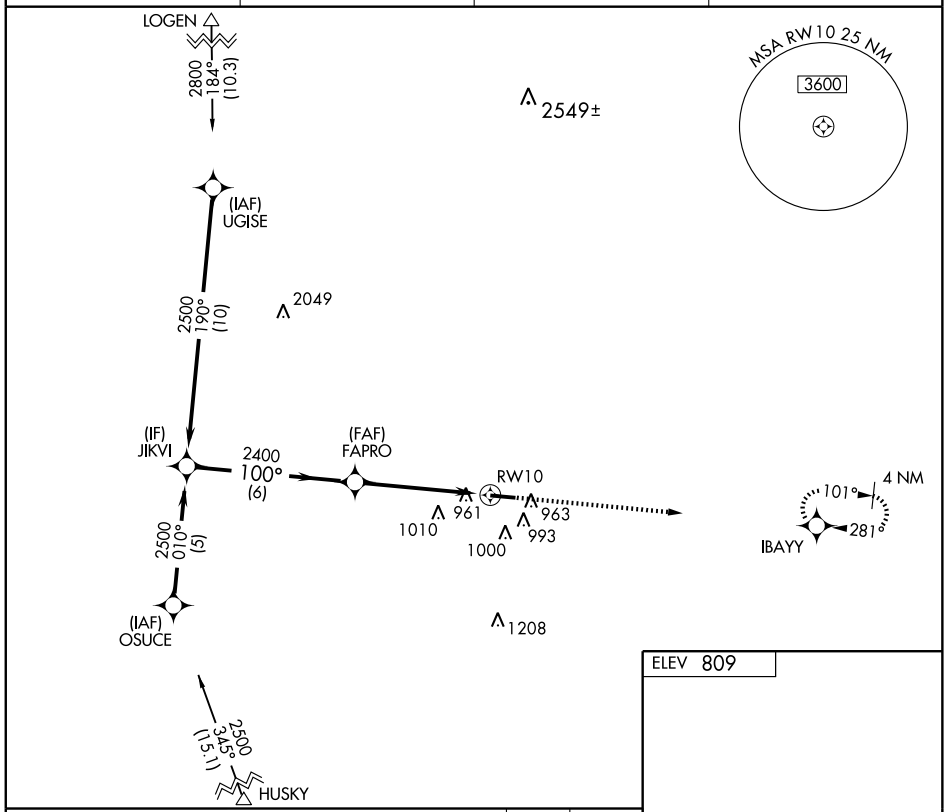
APP CRS	Rwy Idg	5500
100°	TDZE	795
	Apt Elev	809

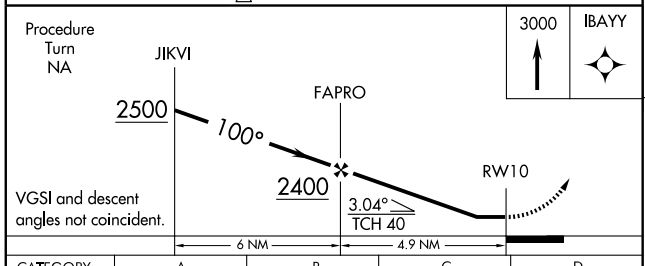
RNAV (GPS) RWY 10
COVINGTON MUNI (9A1)

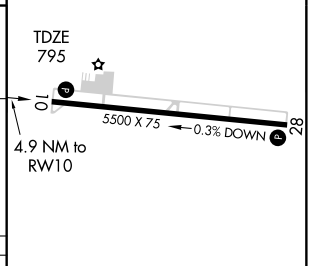
T A NA — When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 ft and LNAV Cat. C visibility ¼ mile, Cat. D visibility ½ mile, and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct IBAYY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L







ELEV 809

CATEGORY	A	B	C	D
LNAV MDA	1220-1 425 (500-1)		1220-1¼ 425 (500-1¼)	
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 72710	281°	TDZE	809
W28A		Apt Elev	809

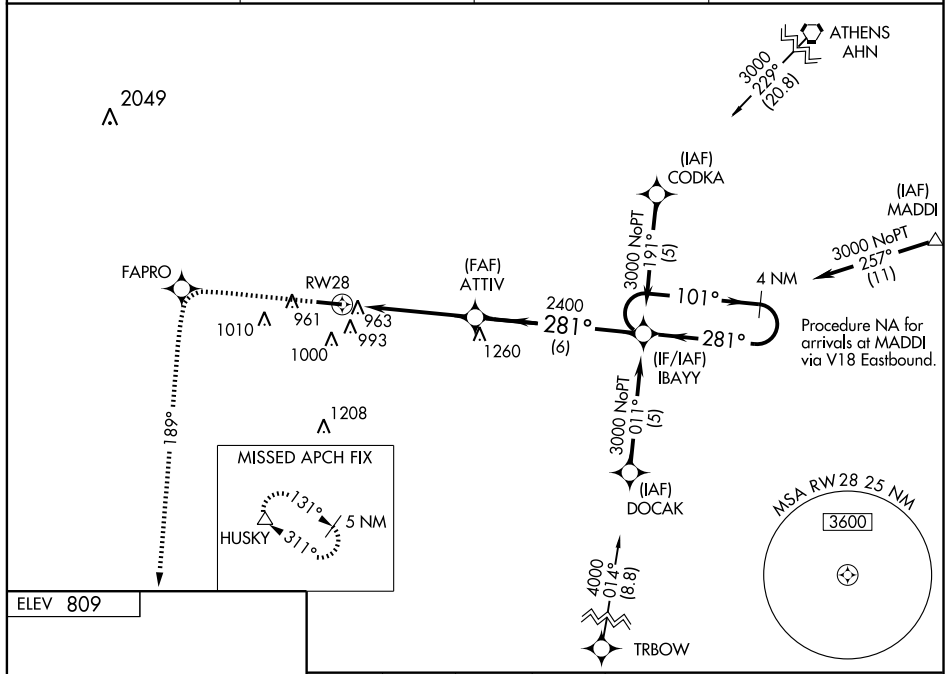
RNAV (GPS) RWY 28
COVINGTON MUNI (9A1)

T NA

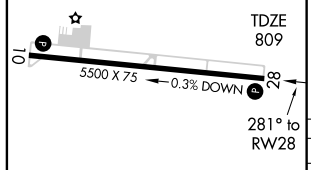
Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 85 ft, all MDA 100 ft, LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA when using Lawrenceville altimeter setting.

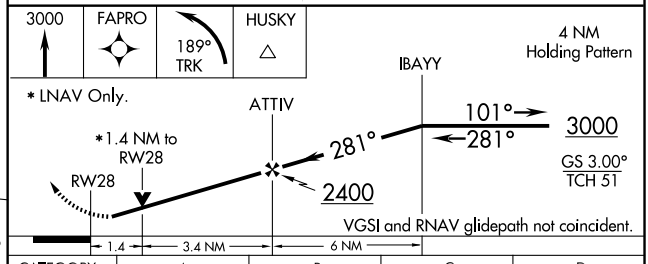
MISSED APPROACH: Climb to 3000 direct FAPRO and left turn via 189° track to HUSKY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L



ELEV 809

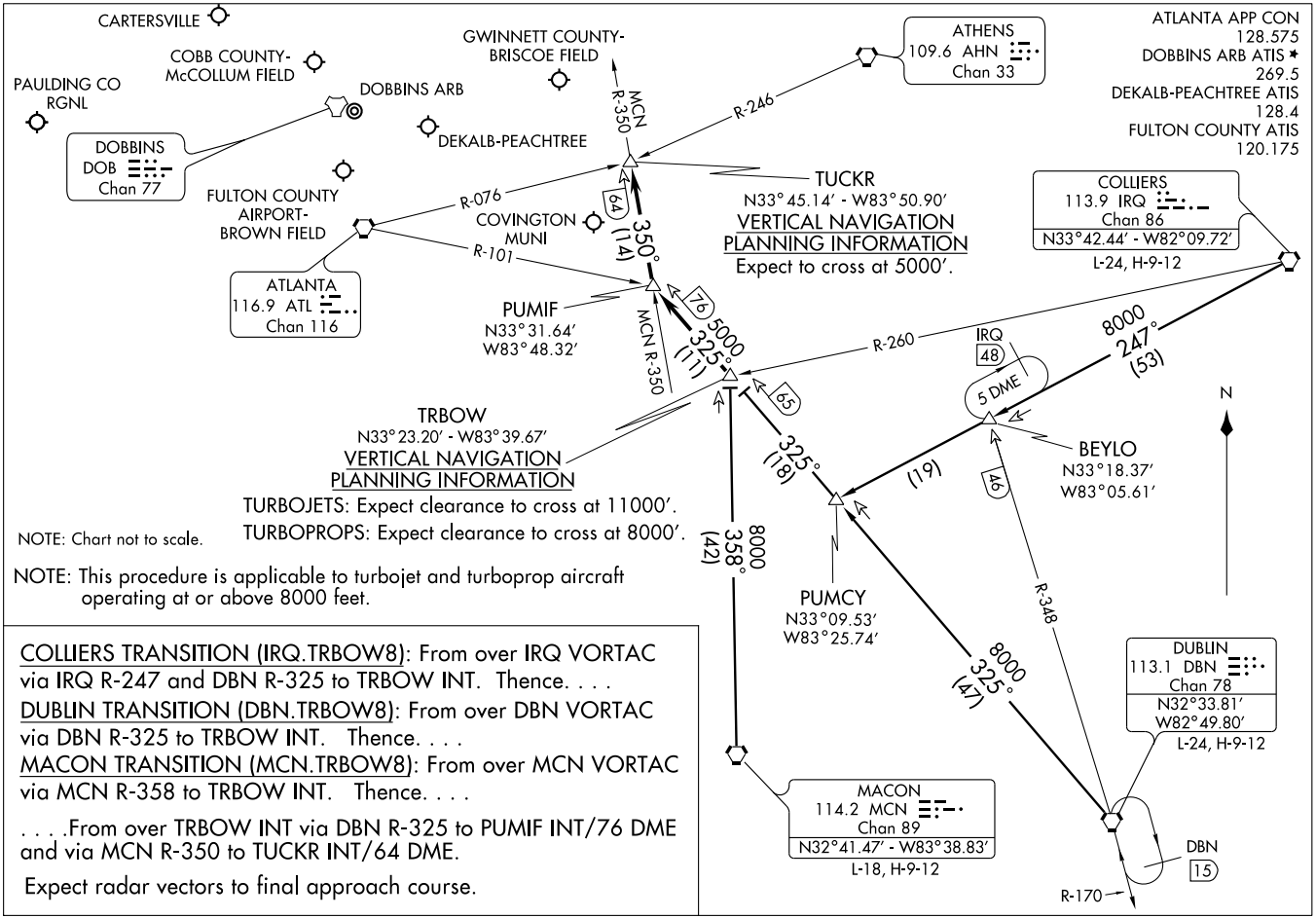




CATEGORY	A	B	C	D
LPV DA	1118-1 309 (400-1)			
LNAV/VNAV DA	1263-1½ 454 (500-1½)			
LNAV MDA	1280-1 471 (500-1)		1280-1¼ 471 (500-1¼)	1280-1½ 471 (500-1½)
CIRCLING	1300-1 491 (500-1)	1360-1 551 (600-1)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

VORTAC ATL	APP CRS	Rwy Idg	5500
116.9	089°	TDZE	795
Chan 116		Apt Elev	809

VOR/DME RWY 10

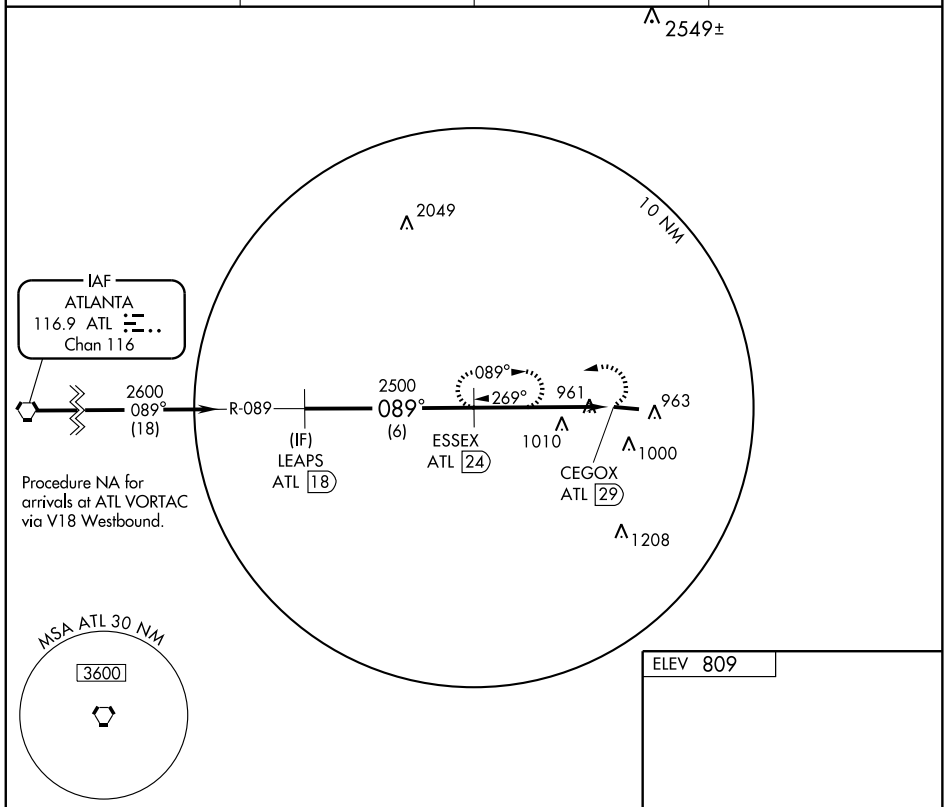
COVINGTON MUNI (9A1)

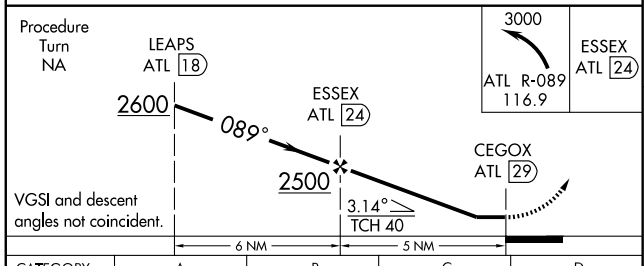
When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 100 feet and Cat. C visibilities ¼ mile. Visibility reduction by helicopters NA.

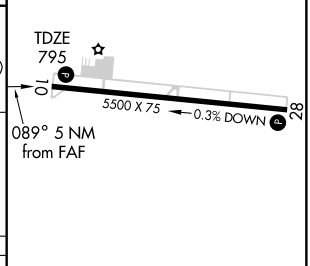
NA

MISSED APPROACH: Climbing left turn to 3000 via ATL R-089 to ESSEX/ATL 24 DME and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
118.725	128.575 381.65	119.875	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	1320-1 525 (600-1)	1320-1¼ 525 (600-1¼)	1320-1½ 525 (600-1½)	1320-2 525 (600-2)
CIRCLING	1320-1 511 (600-1)	1360-1¼ 551 (600-1¼)	1360-1½ 551 (600-1½)	1360-2 551 (600-2)

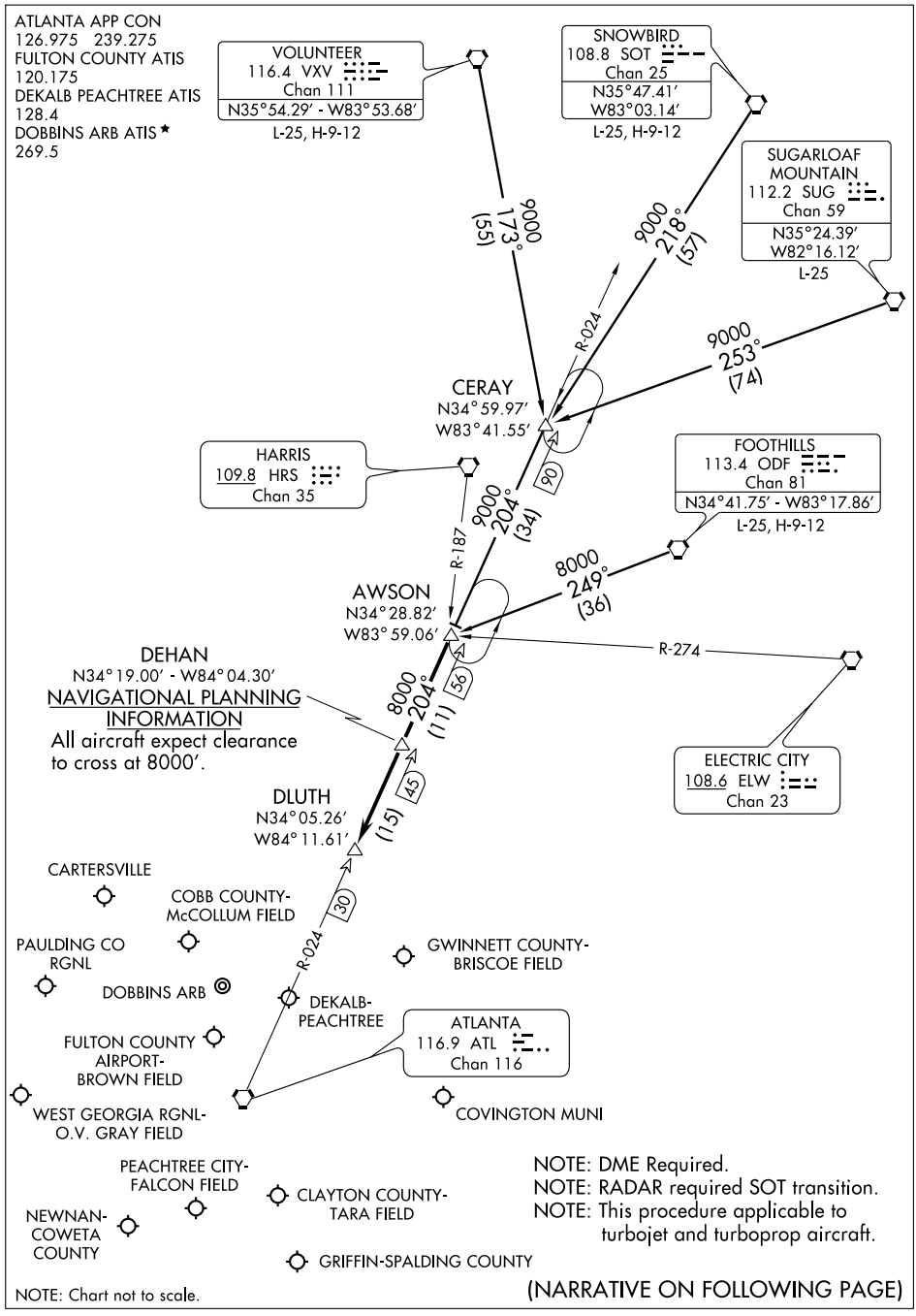
MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

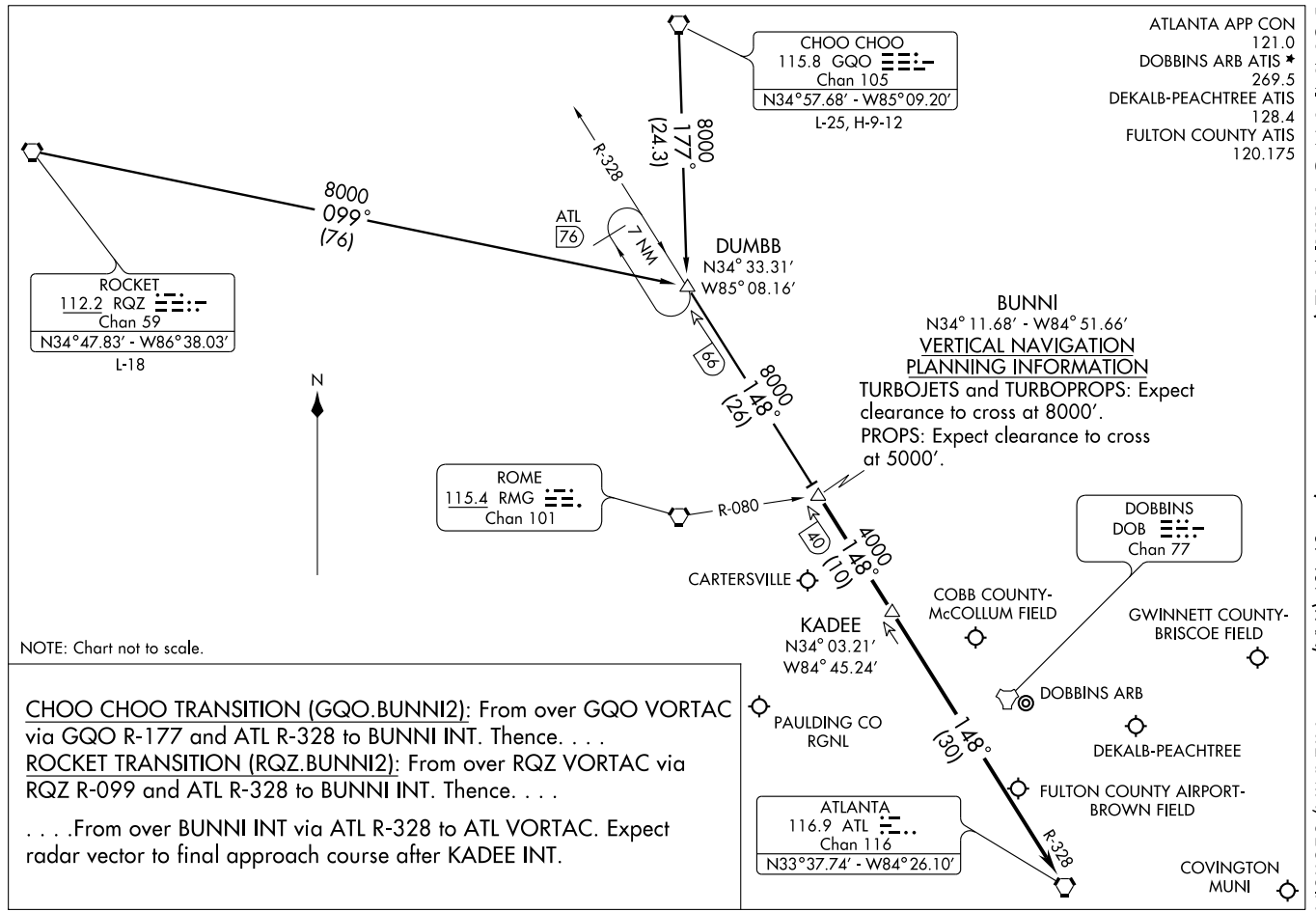
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

DALLAS, GEORGIA

AL-10368 (FAA)

LOC/DME I-PUJ	APP CRS	Rwy Idg	5505
109.15	311°	TDZE	1283
Chan 28Y		Apt Elev	1289

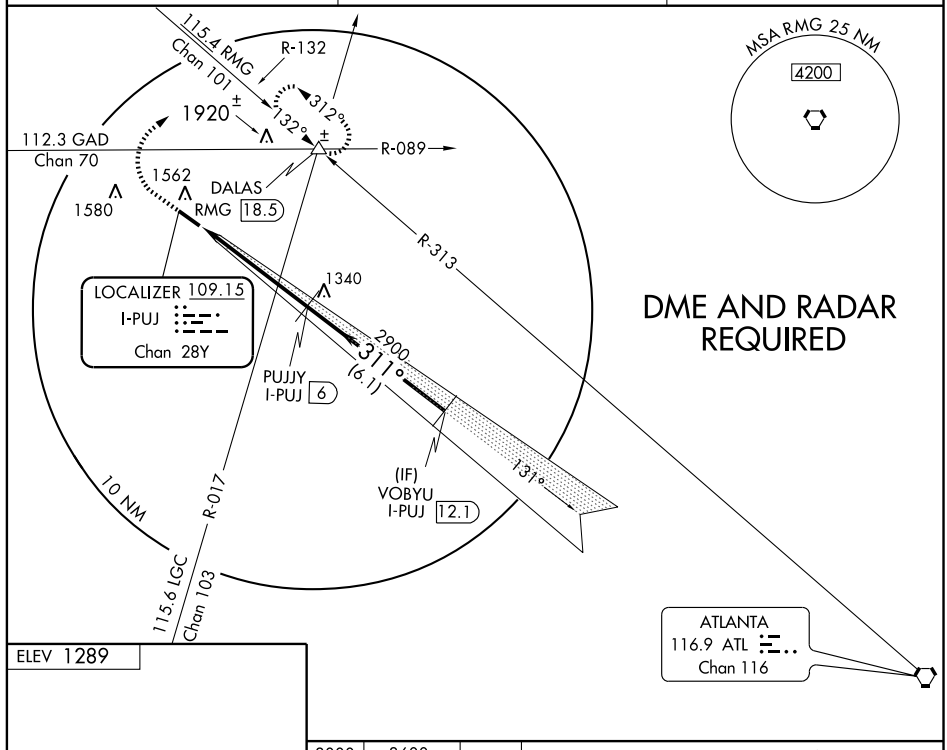
ILS or LOC/DME RWY 31

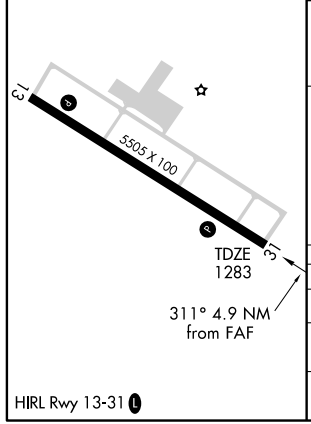
DALLAS/ PAULDING COUNTY RGNL (PUJ)

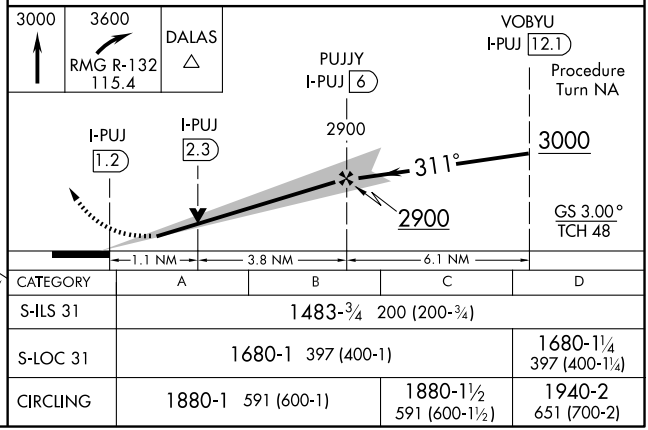
T
A NA — When local altimeter setting not received, use Cartersville altimeter setting and increase all DA/MDAs 120 feet and increase S-ILS visibility all Cats. ¼ mile, increase S-LOC visibility Cat. C and D ½ mile, and Circling Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3600 via RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L







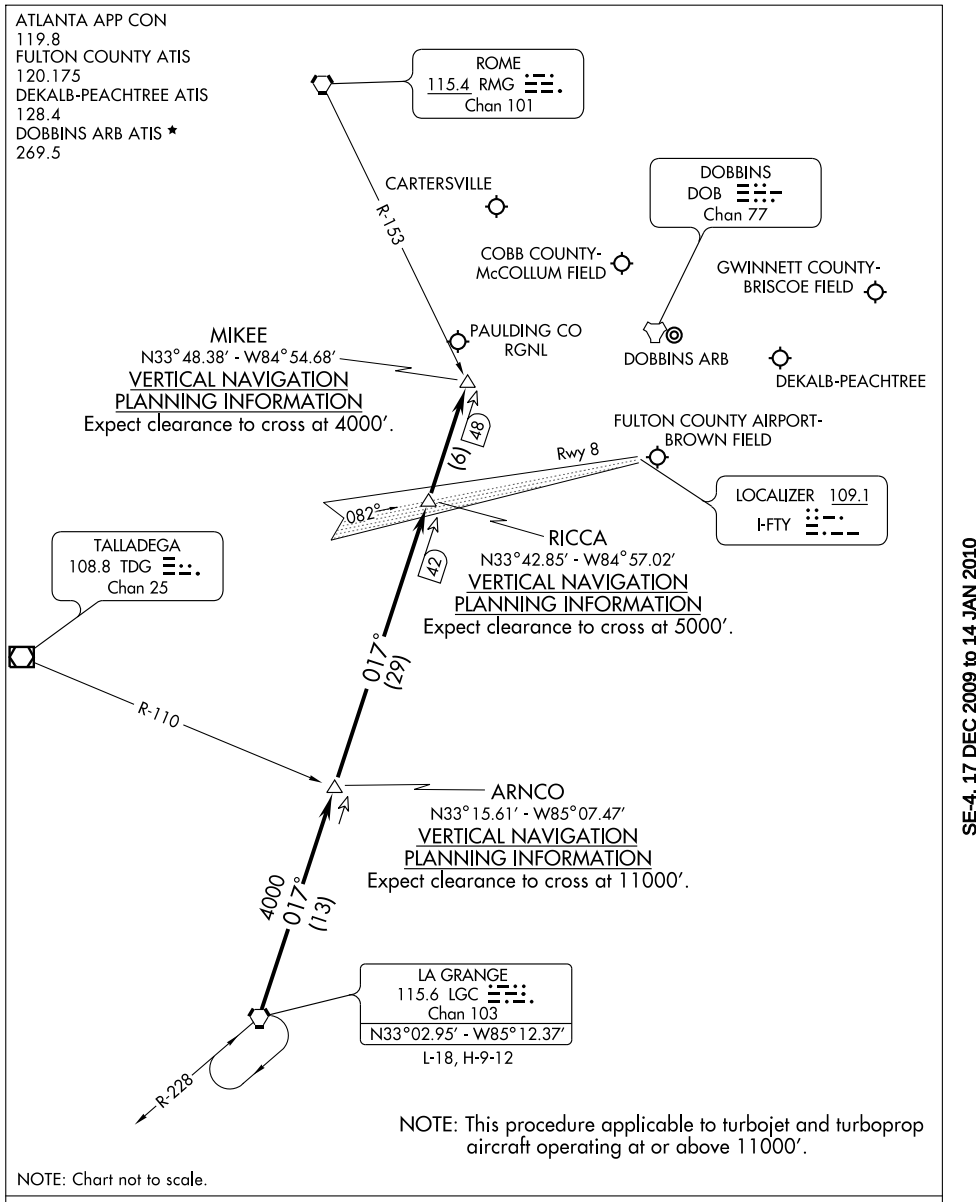
CATEGORY	A	B	C	D
S-ILS 31	1483-¾ 200 (200-¾)			
S-LOC 31	1680-1 397 (400-1)			1680-1¼ 397 (400-1¼)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

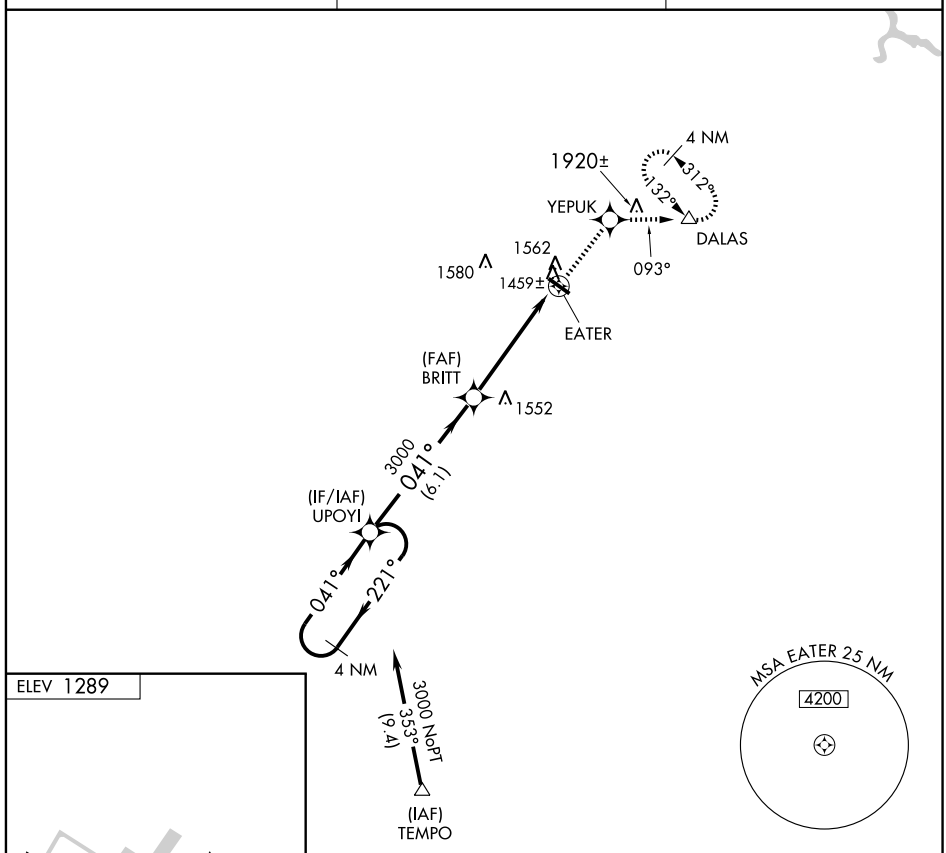
SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	N/A
041°	TDZE	N/A
	Apt Elev	1289

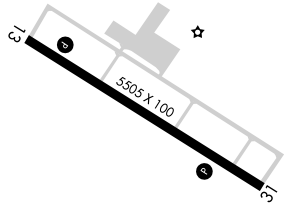
RNAV (GPS)-A

DALLAS/ PAULDING COUNTY RGNL (PUJ)

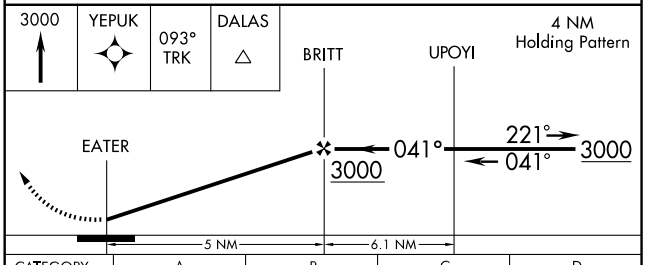
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet, increase Cat. C and D visibility ½ mile.		MISSED APPROACH: Climb to 3000 direct YEPUK and via 093° track to DALAS and hold.
AWOS-3 **126.225**	ATLANTA APP CON **121.0 268.7**	UNICOM **123.075** (CTAF)



ELEV 1289



HIRL Rwy 13-31 (L)



CATEGORY	A	B	C	D
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

APP CRS	Rwy Idg	5505
131°	TDZE	1289
	Apt Elev	1289

RNAV (GPS) RWY 13

DALLAS/PAULDING COUNTY RGNL (PUJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 120 feet. Increase LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile.

NA

MISSED APPROACH: Climbing left turn to 3000 direct YOBUY and hold.

AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF)

Procedure NA for arrivals on RMG VORTAC airway radials 132 CW 165.

(IAF) ROME RMG

3000 NoPT 187° (7.9)

MSA RW13 25 NM 4200

131° 311° 4 NM

(IF/IAF) YOBUY

3000 131° (6.1)

3000 NoPT 074° (11.8)

(IAF) FELTO

Procedure NA for arrivals at FELTO via V325 Westbound.

(FAF) WUDPO

1920 ±

1580 1562

RW13

SE-4, 17 DEC 2009 to 14 JAN 2010

ELEV 1289

131° to RW13

TDZE 1289

5505 X 100

HIRL Rwy 13-31

4 NM Holding Pattern

YOBUY WUDPO

3000 311° 131° 131° 3000

3000 YOBUY

3.04° TCH 50

RW13

6.1 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1820-1¾ 531 (600-1¾)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

WAAS	APP CRS	Rwy Idg	5505
CH 99511	311°	TDZE	1283
W31A		Apt Elev	1289

RNAV (GPS) RWY 31

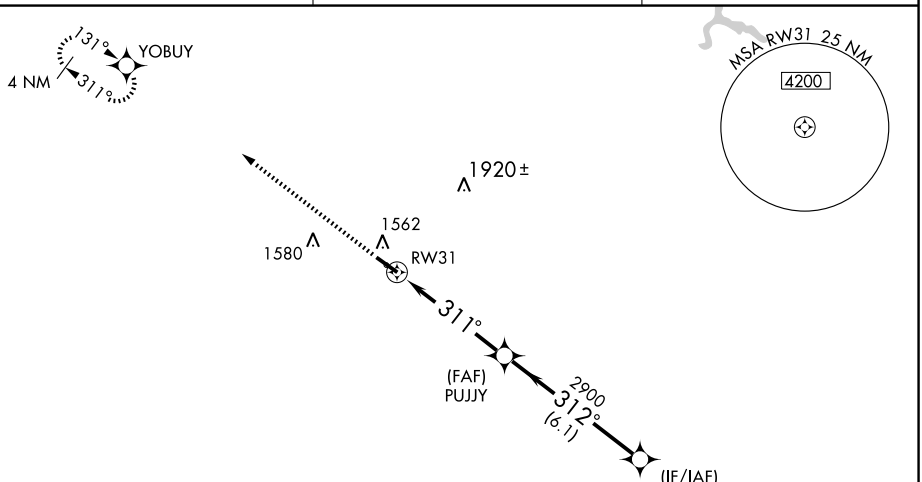
DALLAS/PAULDING COUNTY RGNL (PUJ)

▼ ▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Cartersville altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C and D visibility ½ mile. Baro-VNAV and VDP NA when using Cartersville altimeter setting. DME/DME RNP-0.3 NA.

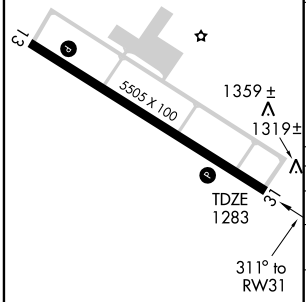
MISSED APPROACH: Climb to 3000 direct YOBUY and hold.

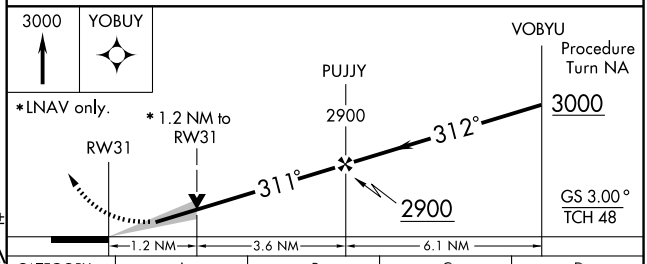
AWOS-3	ATLANTA APP CON	UNICOM
126.225	121.0 268.7	123.075 (CTAF) L



RADAR REQUIRED

ELEV 1289

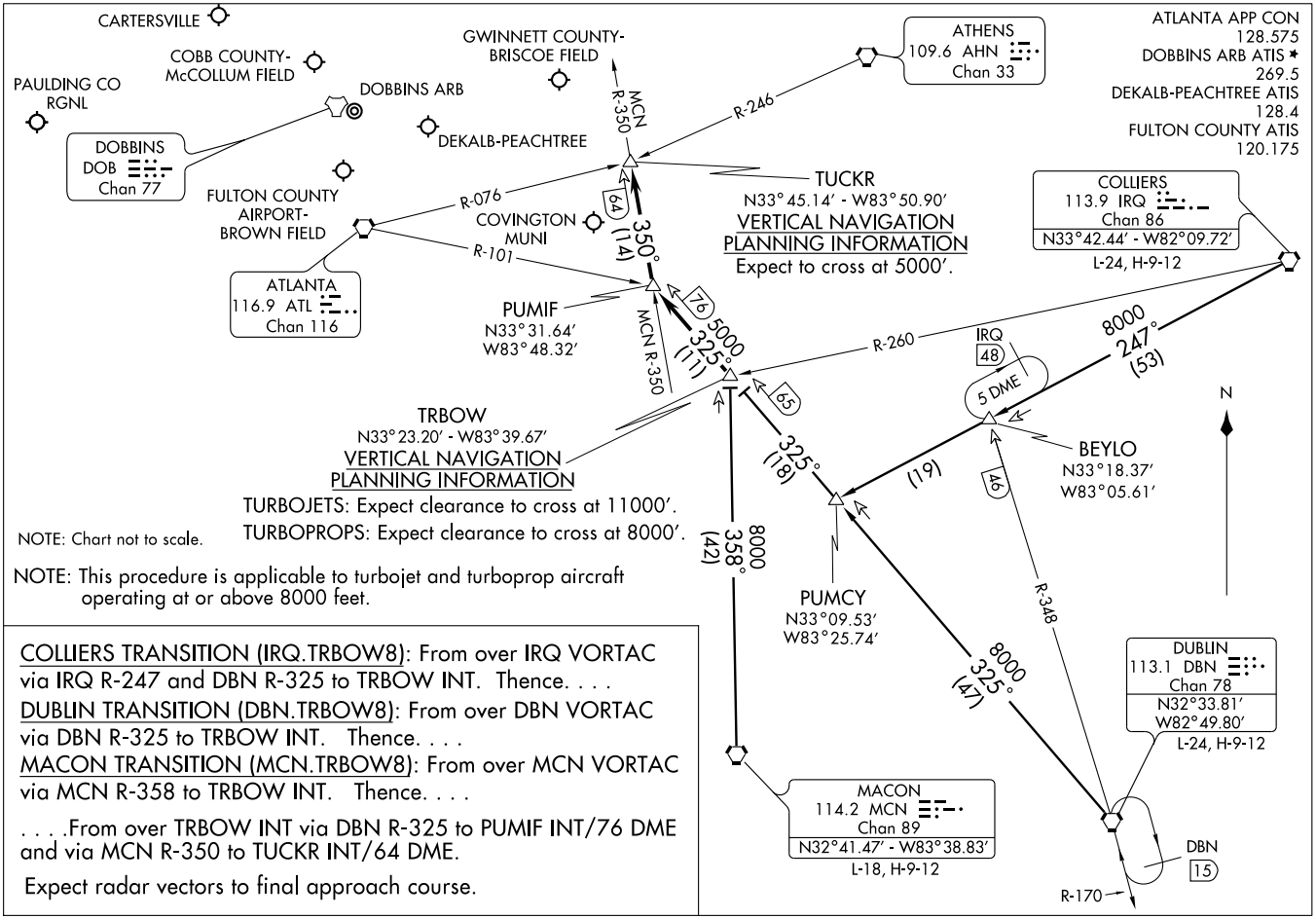




CATEGORY	A	B	C	D
LPV DA	1483-¾ 200 (200-¾)			
LNAV/VNAV DA	1635-1¼ 352 (400-1¼)			
LNAV MDA	1720-1 437 (500-1)		1720-1¼ 437 (500-1¼)	1720-1½ 437 (500-1½)
CIRCLING	1880-1 591 (600-1)		1880-1½ 591 (600-1½)	1940-2 651 (700-2)

HIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

LOC I-DNN	APP CRS	Rwy Idg	5495
110.9	140°	TDZE	708
		Apt Elev	710

ILS or LOC RWY 14

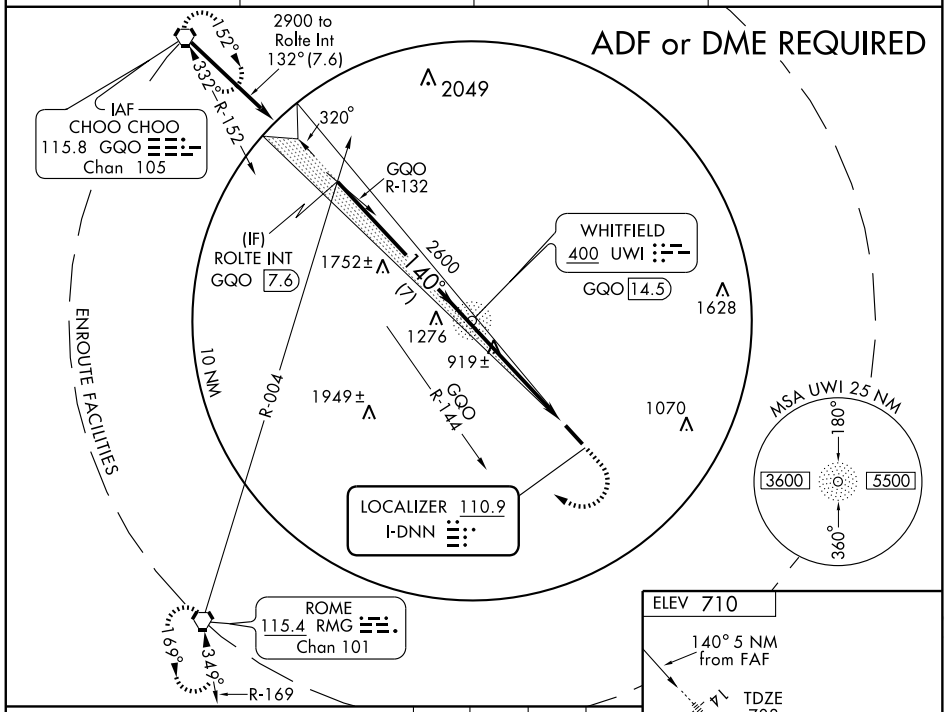
DALTON MUNI (DNN)

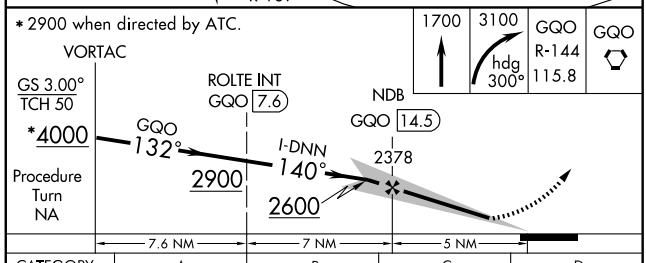
When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet and S-LOC 14 Cats. C/D and Circling Cat. C visibilities ¼ mile. Inoperative table does not apply to S-ILS 14. For inoperative MALSR when using Lovell Field, Chattanooga, TN altimeter setting; increase S-LOC 14 Cats. A/B ¼ mile. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 14 Cats. A/B visibility to 1 mile.

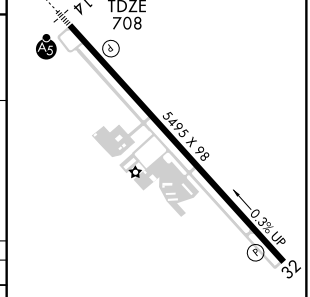
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 300° and GQO R-144 to GQO VORTAC and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 14	959-¾ 251 (300-¾)			
S-LOC 14	1240-¾ 532 (600-¾)		1240-1 532 (600-1)	1240-1¼ 532 (600-1¼)
CIRCLING	1240-1 530 (600-1)		1240-1½ 530 (600-1½)	1260-2 550 (600-2)

HIRL Rwy 14-32 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 65801 W14A	APP CRS 140°	Rwy Idg 5495 TDZE 708 Apt Elev 710

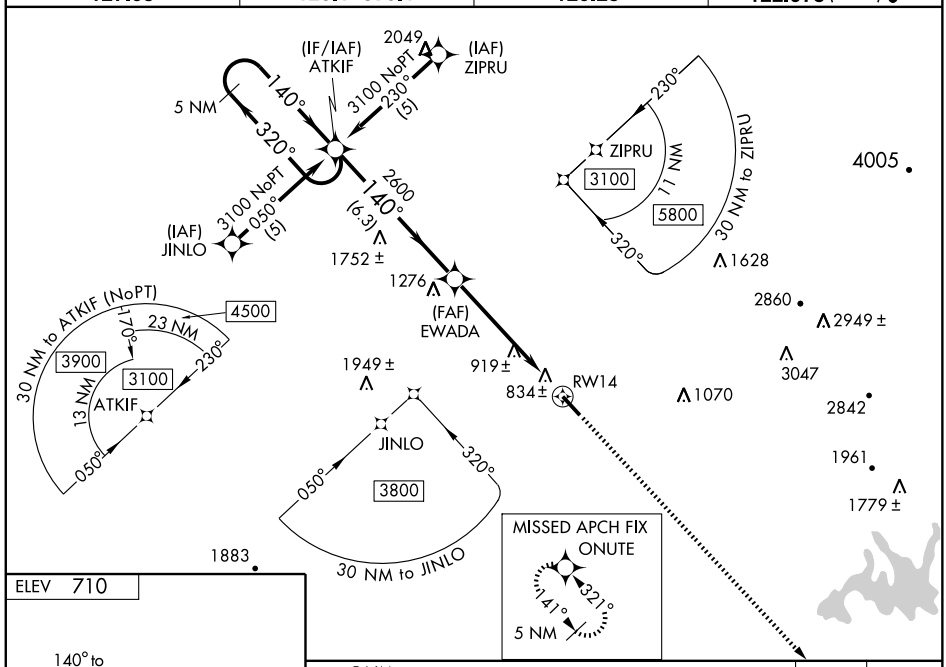
RNAV (GPS) RWY 14
DALTON MUNI (DNN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.VDP and Baro-VNAV NA when using Lovell Field, Chattanooga, TN altimeter setting. For inoperative MALSR, increase LPV all Cats. visibility to 1¼, LNAV Cats. A/B visibility to 1. When local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase visibility LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C/D and Circling Cat. C ¼ mile. For inoperative MALSR when using Lovell Field, Chattanooga, TN altimeter setting; increase LPV all Cats. visibility ½ mile and LNAV Cats. A/B visibility ¼ mile.

MALSR (A5)

MISSED APPROACH: Climb to 4200 direct ONUTE and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1100-¾ 392 (400-¾)			
LNAV/VNAV DA	1137-1 429 (500-1)			
LNAV MDA	1240-¾ 532 (600-¾)		1240-1 532 (600-1)	1240-1¼ 532 (600-1¼)
CIRCLING	1240-1 530 (600-1)		1240-1½ 530 (600-1½)	1260-2 550 (600-2)

HIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5495
321°	TDZE	704
	Apt Elev	710

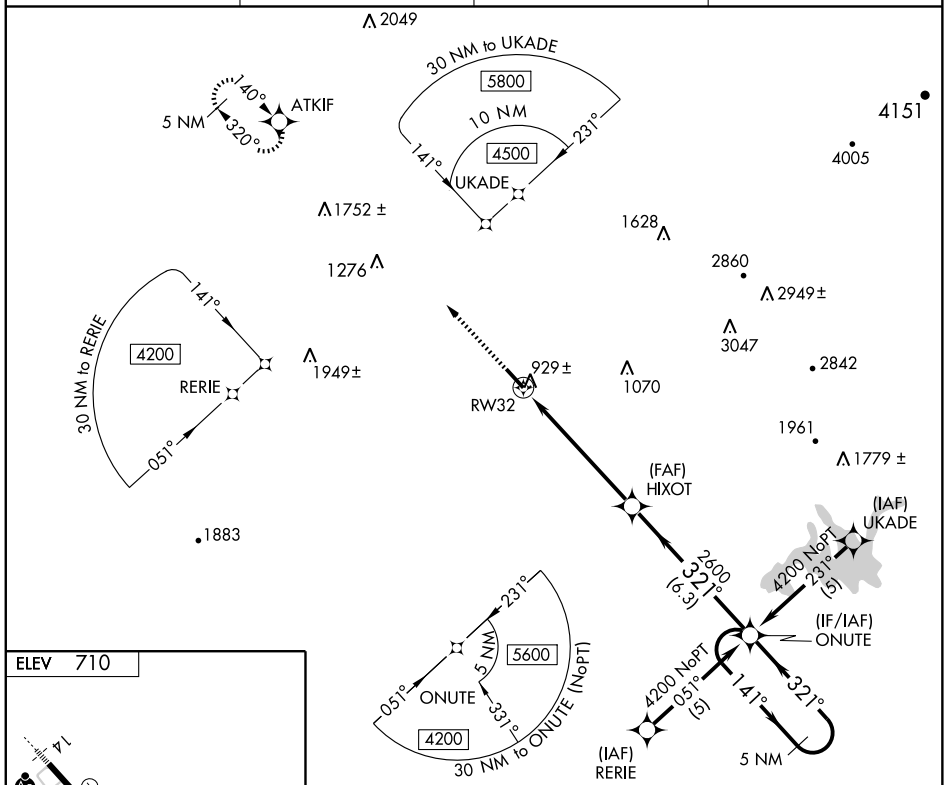
RNAV (GPS) RWY 32

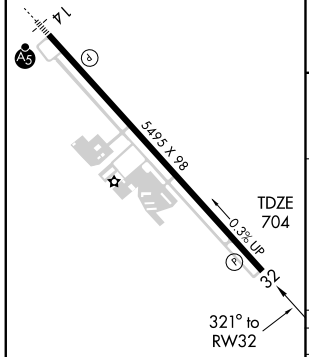
DALTON MUNI (DNN)

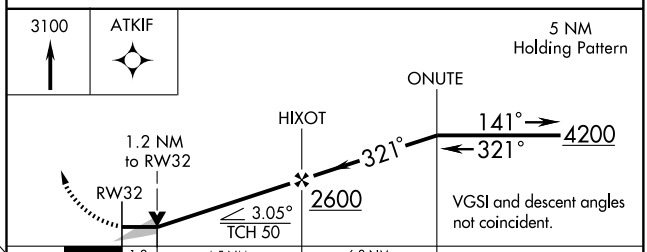
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lovell Field, Chattanooga, TN altimeter setting and increase all MDAs 80 feet.
VDP NA when using Lovell Field, Chattanooga, TN altimeter setting.

MISSED APPROACH: Climb to 3100 direct ATKIF and hold.

AWOS-3	CHATTANOOGA APP CON	CLNC DEL	UNICOM
127.65	125.1 379.1	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 476 (500-1)		1180-1¼ 476 (500-1¼)	1180-1½ 476 (500-1½)
CIRCLING	1240-1 530 (600-1)		1240-1½ 530 (600-1½)	1260-2 550 (600-2)

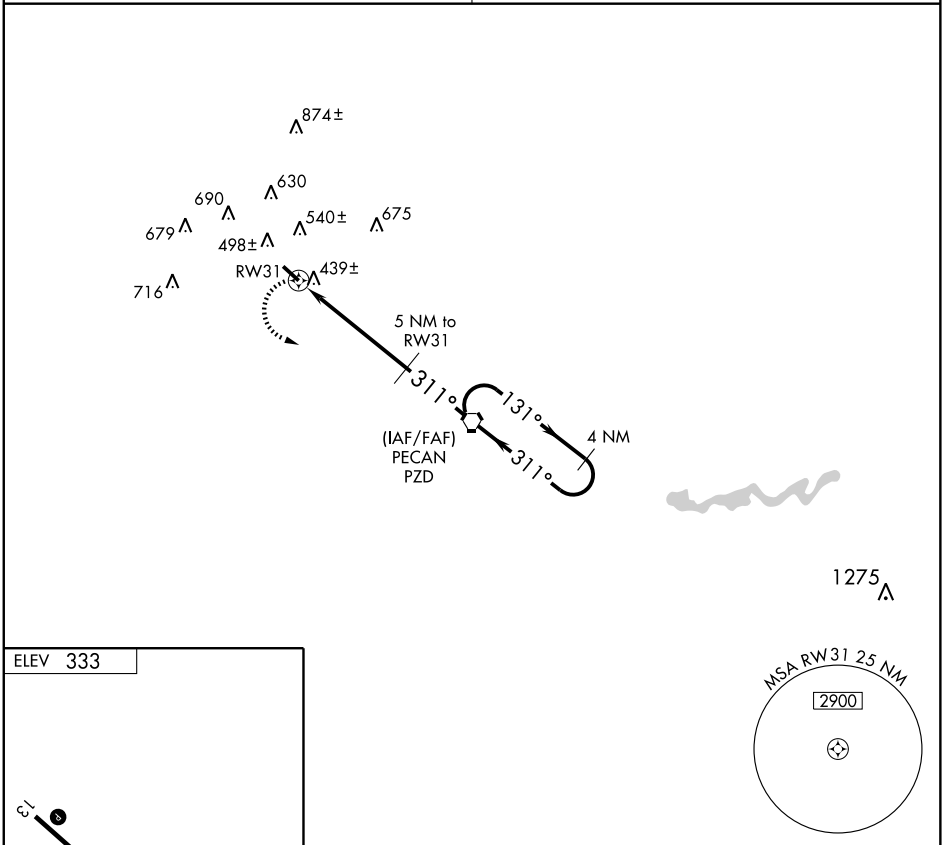
HIRL Rwy 14-32 L

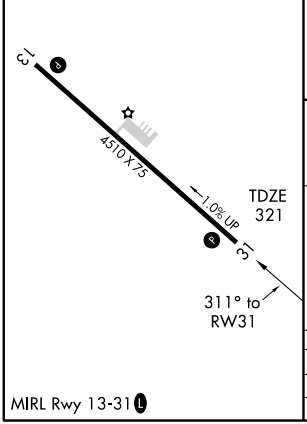
SE-4, 17 DEC 2009 to 14 JAN 2010

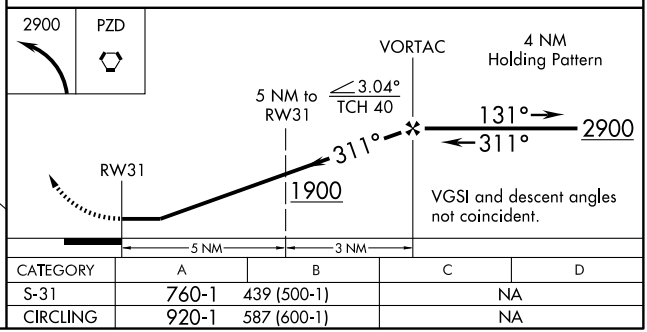
APP CRS	Rwy ldg	4510
311°	TDZE	321
	Apt Elev	333

GPS RWY 31
DAWSON MUNI (16J)

NA Use Albany altimeter setting.	MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.
JACKSONVILLE CENTER **125.75 226.8**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-31	760-1	439 (500-1)	NA	
CIRCLING	920-1	587 (600-1)	NA	

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC PZD	APP CRS	Rwy Idg	4510
116.1	311°	TDZE	321
Chan 108		Apt Elev	333

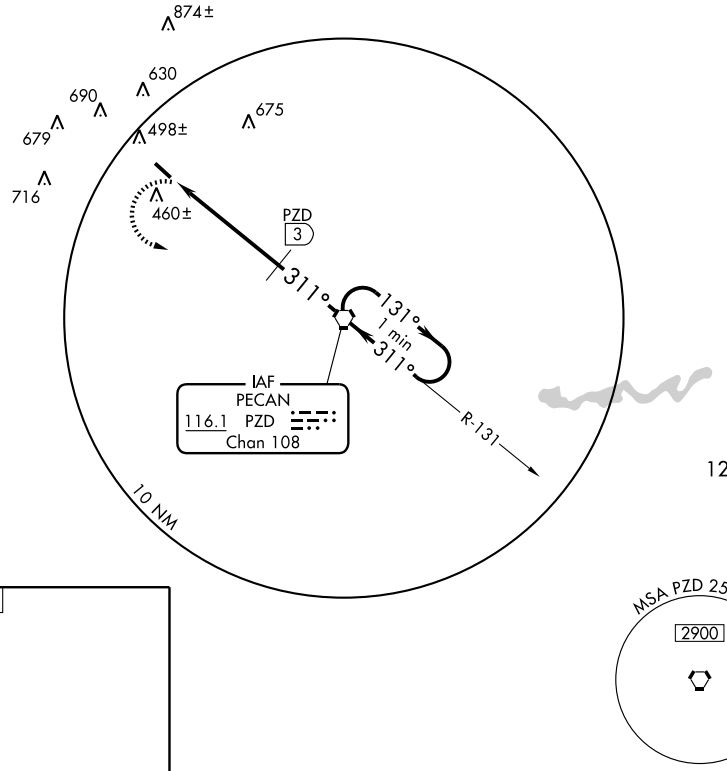
VOR/DME RWY 31
DAWSON MUNI (16J)

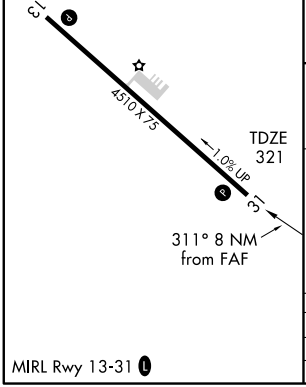
T
NA

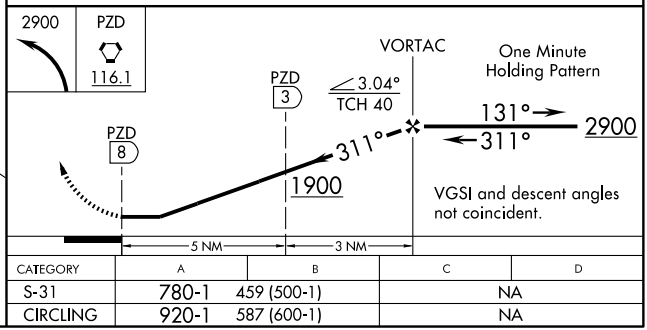
Use Albany altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct PZD VORTAC and hold.

JACKSONVILLE CENTER	UNICOM
125.75 226.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	780-1	459 (500-1)	NA	
CIRCLING	920-1	587 (600-1)	NA	

MIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 18

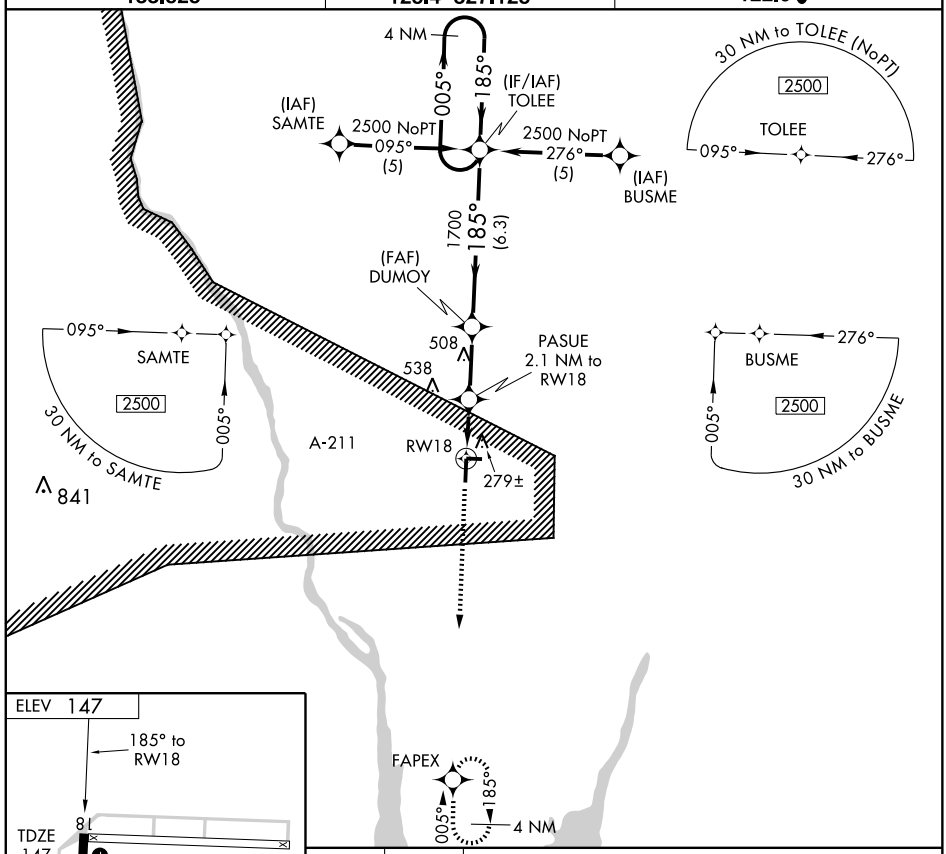
DONALSONVILLE MUNI (17J)

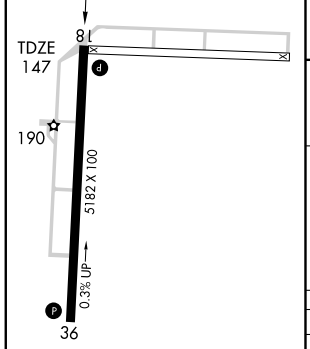
APP CRS	Rwy Idg	5182
185°	TDZE	147
	Apt Elev	147

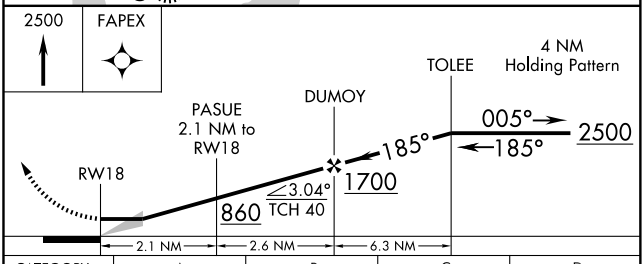
Use Marianna Muni altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct FAPEX WP and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	580-1 433 (500-1)		580-1¼ 433 (500-1¼)	580-1½ 433 (500-1½)
CIRCLING	660-1 513 (600-1)		660-1½ 513 (600-1½)	700-2 553 (600-2)

MIRL Rwy 18-36 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

DONALSONVILLE, GEORGIA AL-6121 (FAA)

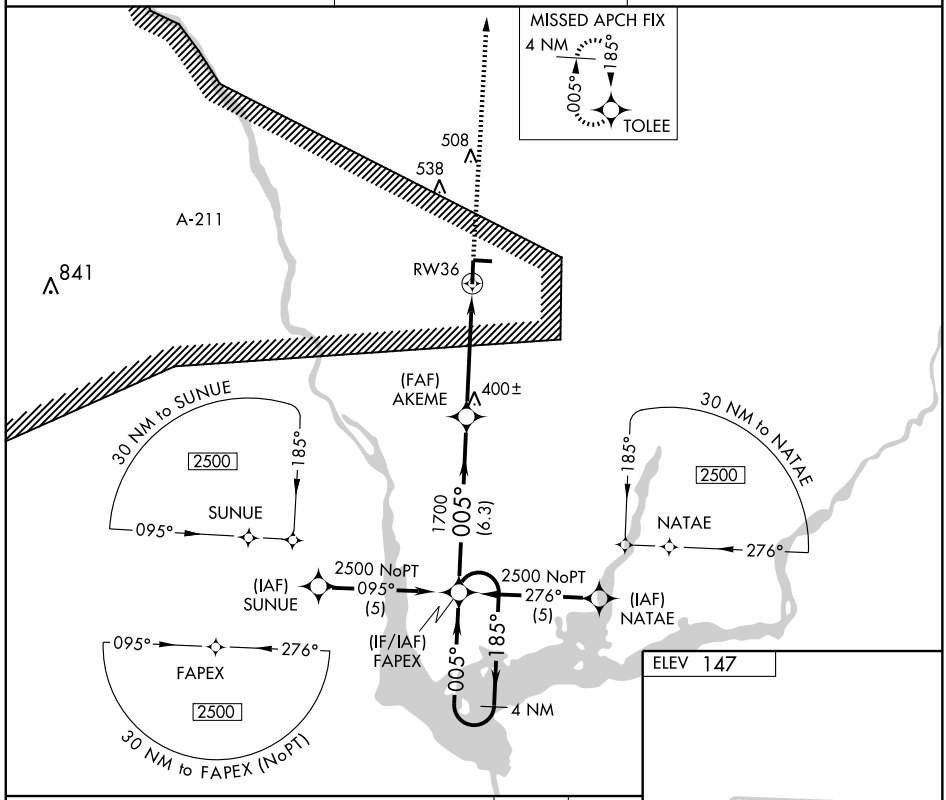
APP CRS	Rwy Idg	5182
005°	TDZE	141
	Apt Elev	147

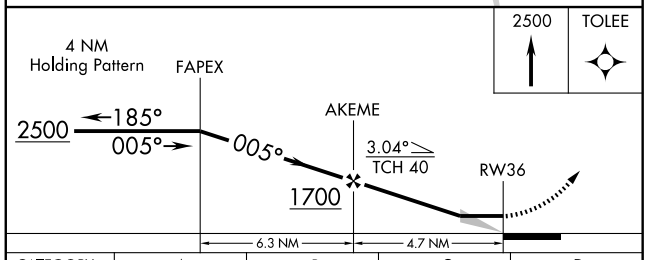
RNAV (GPS) RWY 36
DONALSONVILLE MUNI (17J)

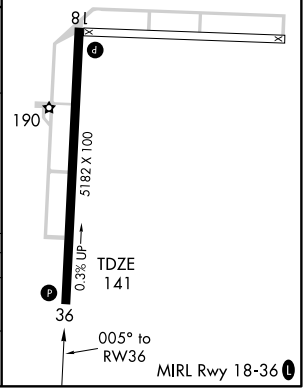
Use Marianna Muni altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct TOLEE WP and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	580-1	439 (500-1)	580-1¼ 439 (500-1¼)	580-1½ 439 (500-1½)
CIRCLING	660-1	513 (600-1)	660-1½ 513 (600-1½)	700-2 553 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MAI	APP CRS	Rwy Idg	N/A
114.0	044°	TDZE	N/A
Chan 87		Apt Elev	147

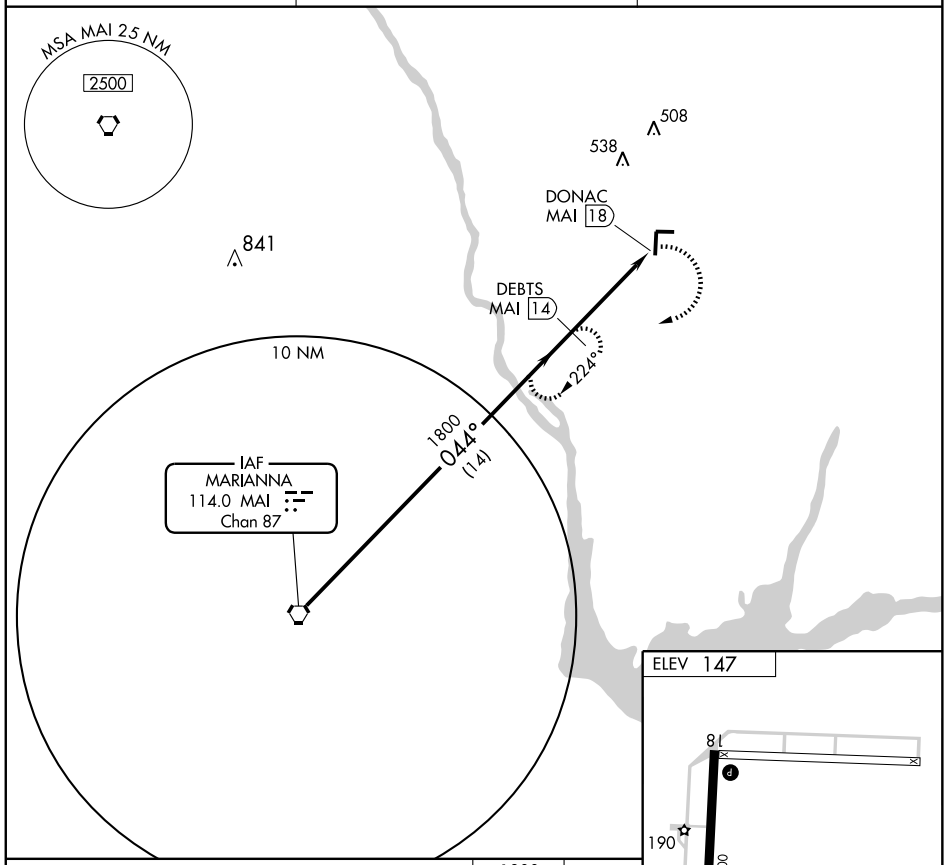
VOR/DME-A
DONALSONVILLE MUNI (17J)

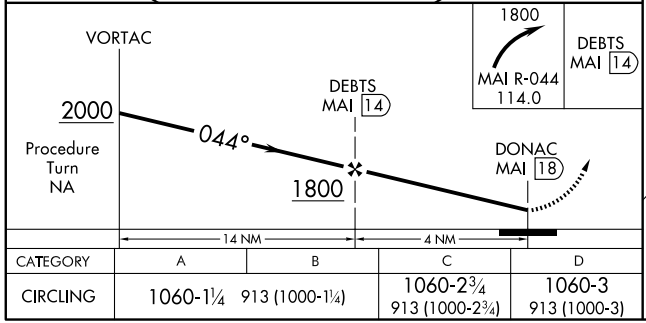
Use Marianna, FL altimeter setting.

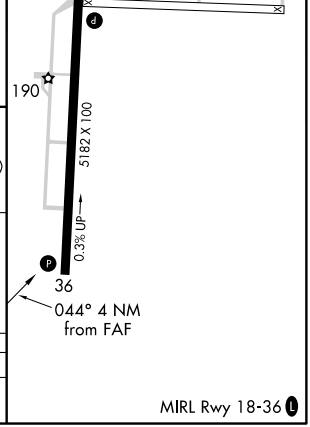
NA

MISSED APPROACH: Climbing right turn to 1800 via MAI R-044 to DEBTS 14 DME and hold.

MARIANNA ASOS	CAIRNS APP CON ★	CTAF
133.525	125.4 327.125	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1060-1¼	913 (1000-1¼)	1060-2¾ 913 (1000-2¾)	1060-3 913 (1000-3)

MIRL Rwy 18-36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-DQH	APP CRS	Rwy Idg	6000
108.7	040°	TDZE	255
		Apt Elev	257

ILS or LOC RWY 4
DOUGLAS MUNI (DQH)

ADF required. When local altimeter setting not received, use Alma altimeter setting and increase all DA/MDAS 60 feet and increase S-LOC 4 and circling Cat. C visibility ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS 4 all Cats visibility 1 mile.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OWC NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF)

ADF REQUIRED

ALTERNATE MISSED APCH
R-296 296° 116°
WAYCROSS
110.2 AYS
Chan 39

665 741 608 601 792 500± 436 492± 359± 818

LOCALIZER 108.7
I-DQH

IAF
COFFEE COUNTY
390 OWC

040° 1 min 220° 220°

WAYCROSS
110.2 AYS
Chan 39
2300
293°
(20.5)

MSA OWC 25 NM
2300

10 NM

ELEV 257
22
355±
6000 X 100
369±
TDZE
255
040° 4.9 NM
from FAF
MIRL Rwy 4-22

One Minute
Holding Pattern
NDB
1883
2000
220°
040°
2000
GS 3.00°
TCH 51
4.9 NM

900	2000	OWC
		390

CATEGORY	A	B	C	D
S-ILS 4	455-½ 200 (200-½)			
S-LOC 4	620-½ 365 (400-½)			620-¾ 365 (400-¾)
CIRCLING	720-1 463 (500-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
040°	TDZE	255
	Apt Elev	257

RNAV (GPS) RWY 4

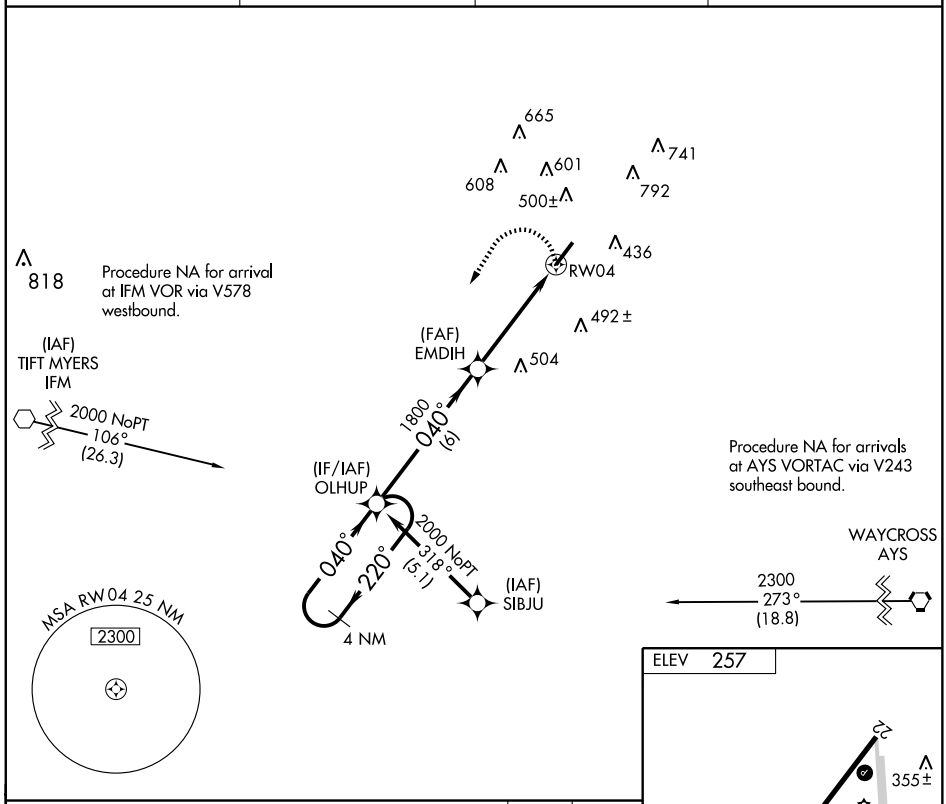
DOUGLAS MUNI (DQH)

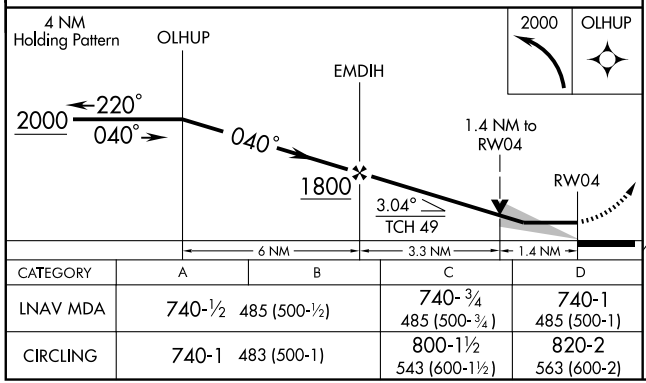
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cats C and D and circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting.

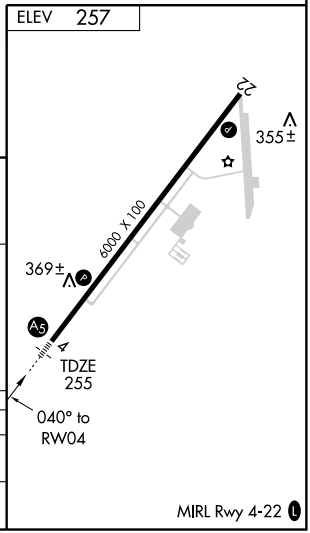
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct OLHUP and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-½ 485 (500-½)		740-¾ 485 (500-¾)	740-1 485 (500-1)
CIRCLING	740-1 483 (500-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
220°	TDZE	257
	Apt Elev	257

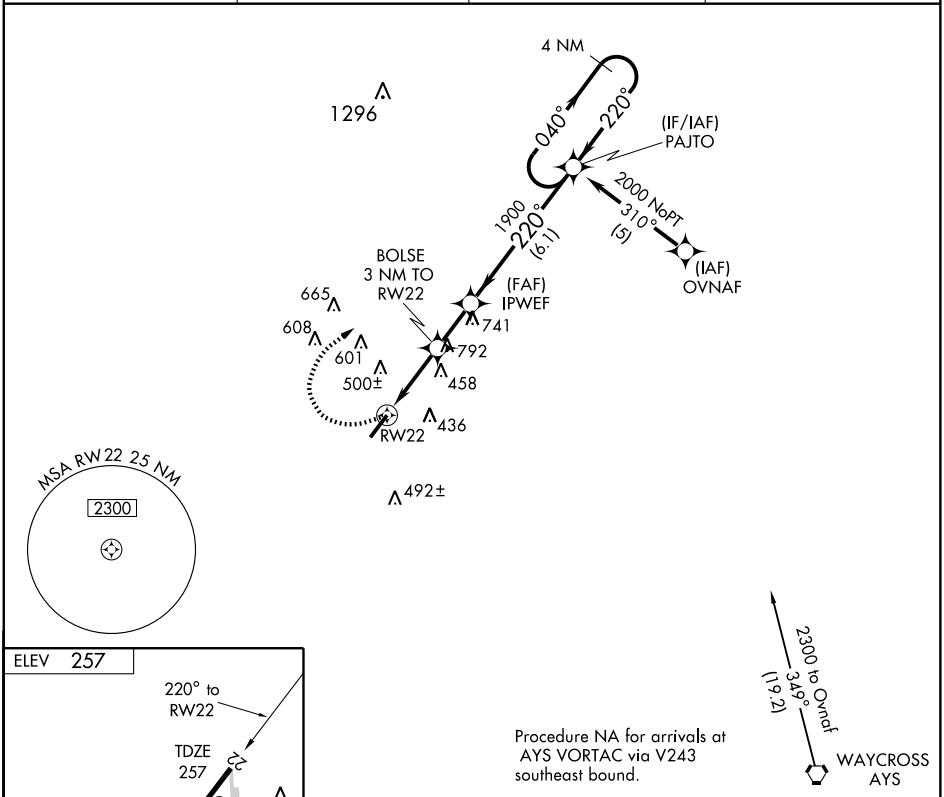
RNAV (GPS) RWY 22

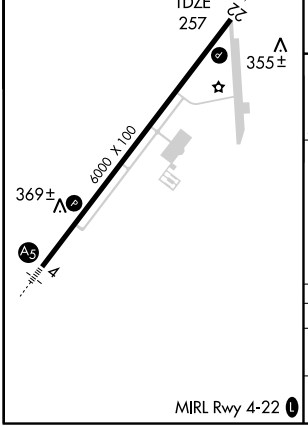
DOUGLAS MUNI (DQH)

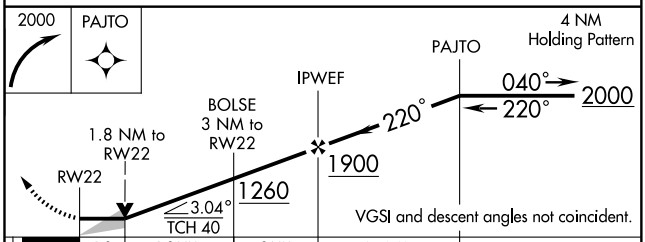
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAS 60 feet, and increase LNAV Cat. D and circling Cat. C visibility ¼ mile. VDP NA when using Alma altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct PAJTO and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.075	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (600-1)		760-1½ 503 (600-1½)	
CIRCLING	760-1 503 (600-1)		800-1½ 543 (600-1½)	820-2 563 (600-2)

MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DBN	APP CRS	Rwy Idg	6002
109.1	020°	TDZE	298
Chan 28		Apt Elev	309

ILS or LOC RWY 2

DUBLIN/ W.H. "BUD" BARRON (DBN)

When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs/MDAs 100 feet, S-LOC 2 Cats C and D visibility ¼ mile and circling Cat. D visiblility ½ mile. For inoperative MALSR when using Vidalia altimeter setting increase S-ILS 2 all Cats visibility ½ mile. VDP NA when using Vidalia altimeter setting. ADF or DME Required.

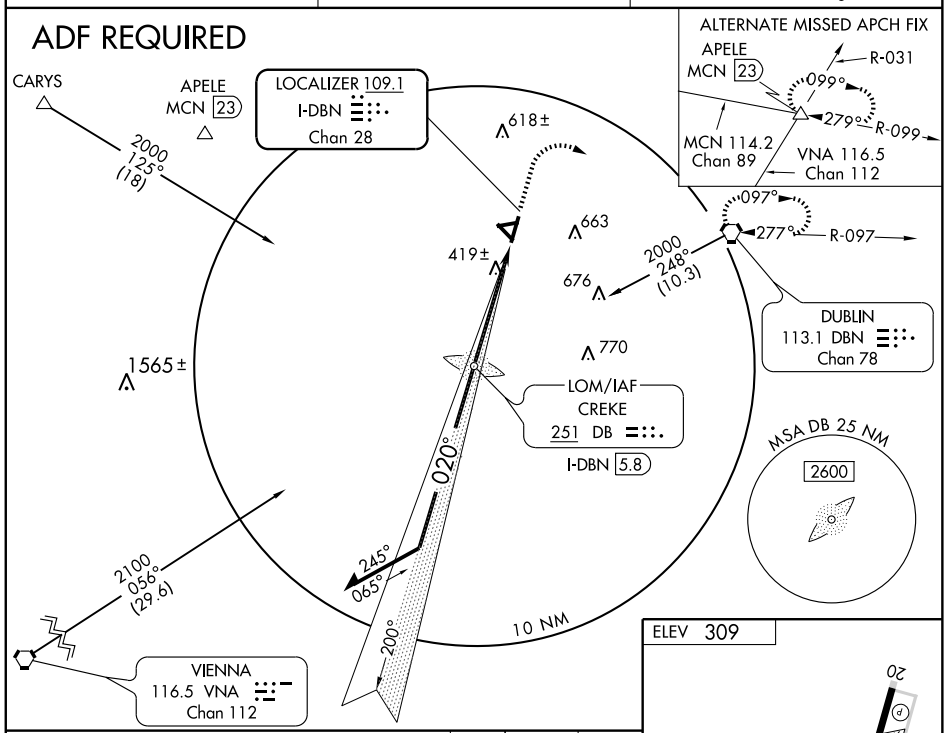
NA

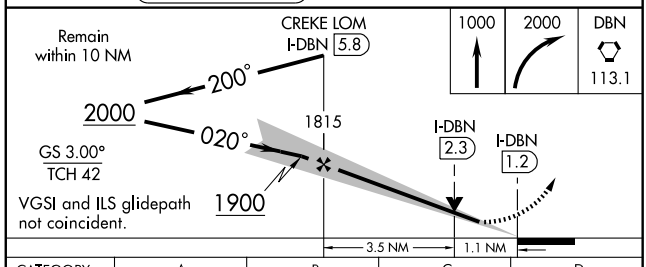
MALSR

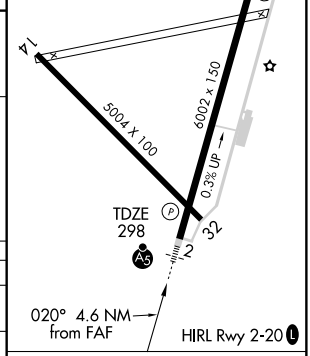
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 2	498-½ 200 (200-½)			
S-LOC 2	680-½ 382 (400-½)			680-¾ 382 (400-¾)
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6002
020°	TDZE	298
	Apt Elev	309

RNAV (GPS) RWY 2

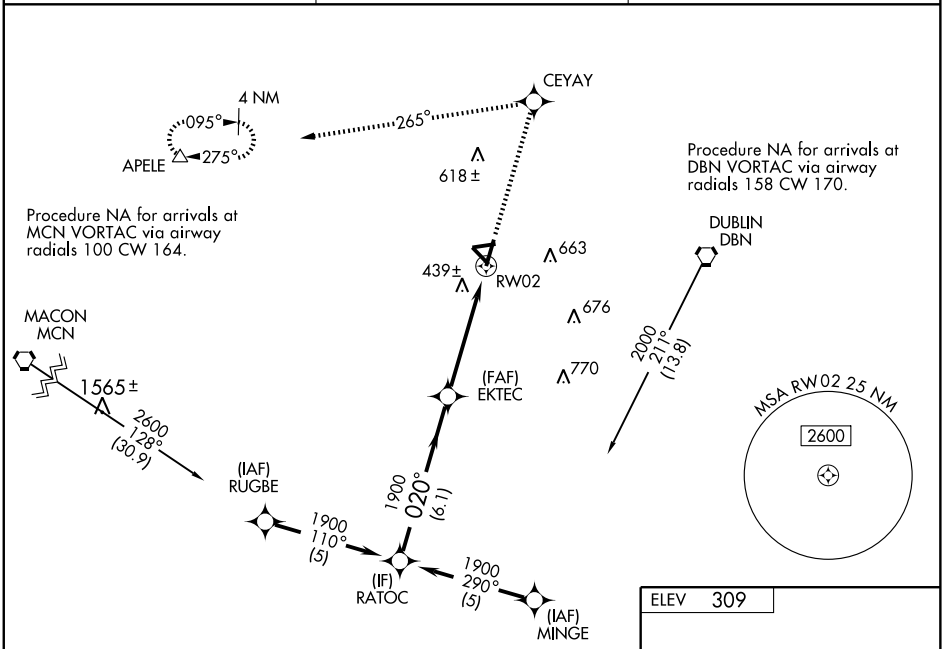
DUBLIN/ W.H. "BUD" BARRON (DBN)

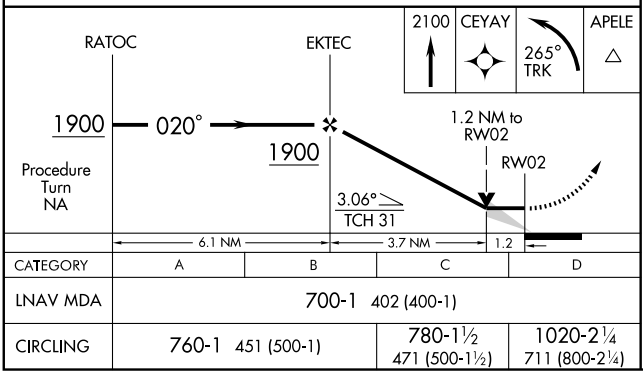
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and circling Cat. D visibility ½ mile. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D ¼ mile. When using Vidalia altimeter setting: inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV visibility Cats C and D½ mile. VDP NA when using Vidalia altimeter setting.

MALSR

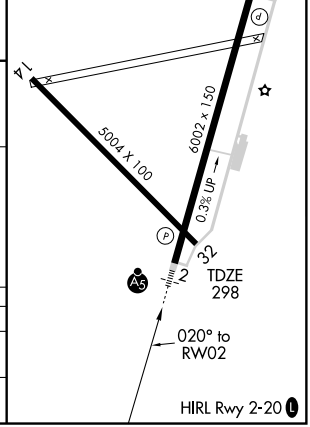
MISSED APPROACH: Climb to 2100 direct CEYAY and left turn via 265° track to APELE and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 402 (400-1)			
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6002
200°	TDZE	309
	Apt Elev	309

RNAV (GPS) RWY 20

DUBLIN/ W.H. "BUD" BARRON (DBN)

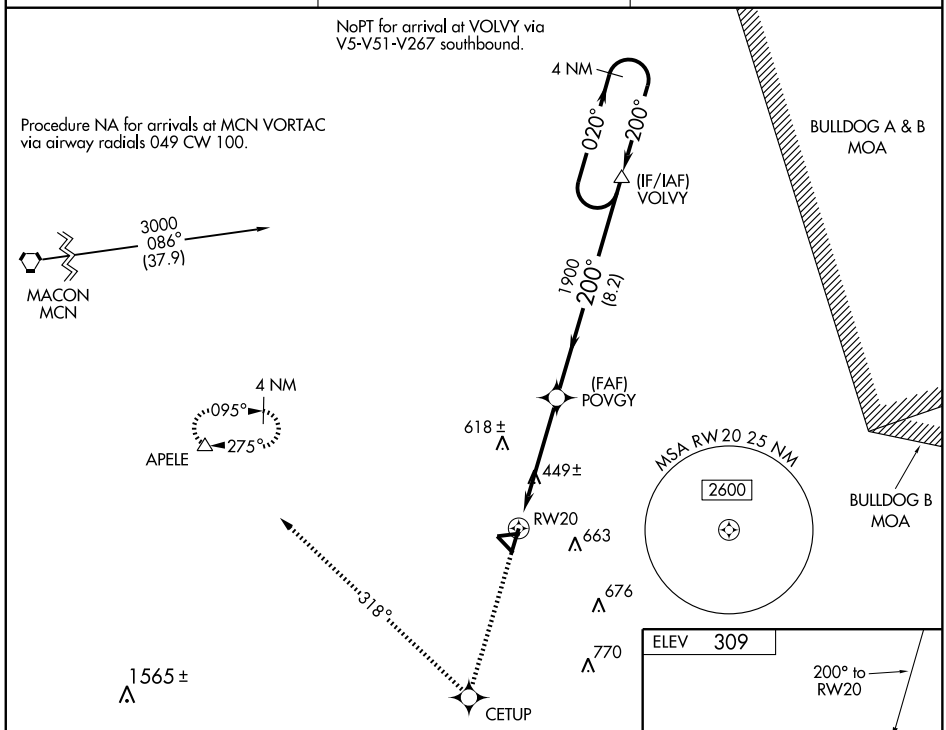
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼ mile, and circling Cat. D visibility ½ mile. Visiblity reduction by helicopters NA. VDP NA with Vidalia altimeter setting. DME/DME RNP-0.3 NA.

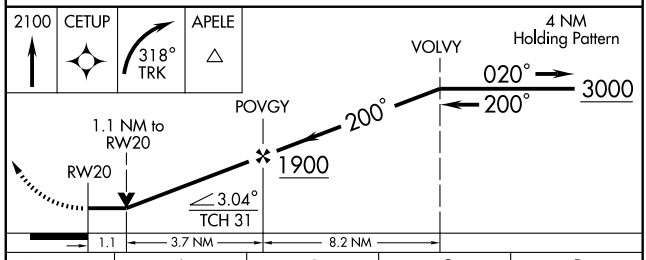
MISSED APPROACH: Climb to 2100 direct CETUP and right turn via 318° track to APELE and hold.

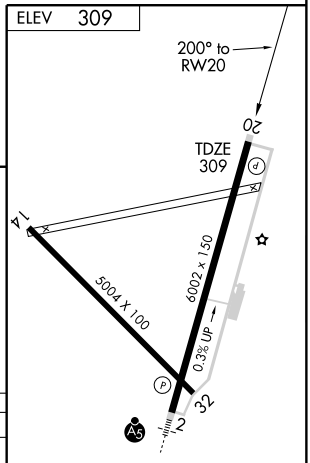
AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

NoPT for arrival at VOLVY via V5-V51-V267 southbound.

Procedure NA for arrivals at MCN VORTAC via airway radials 049 CW 100.







CATEGORY	A	B	C	D
LNAV MDA	700-1 391 (400-1)			700-1¼ 391 (400-1¼)
CIRCLING	760-1 451 (500-1)		780-1½ 471 (500-1½)	1020-2¼ 711 (800-2¼)

HIRL Rwy 2-20 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC DBN	APP CRS	Rwy Idg	N/A
113.1	275°	TDZE	N/A
Chan 78		Apt Elev	309

VOR-A

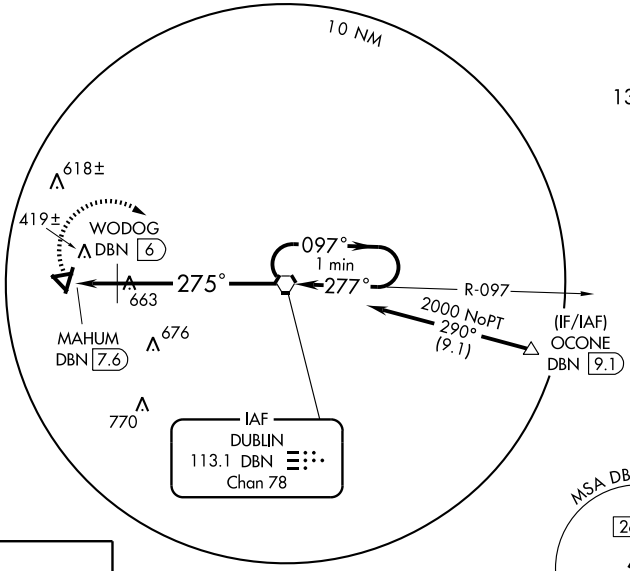
DUBLIN/ W.H. "BUD" BARRON (DBN)

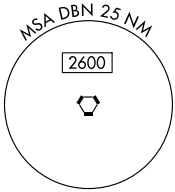
When local altimeter setting not received, use Vidalia altimeter setting and increase all MDAs 100 feet and Cat. C and D visibility ¼ mile. WODOG fix minima increase Cat. D visibility ½ mile.

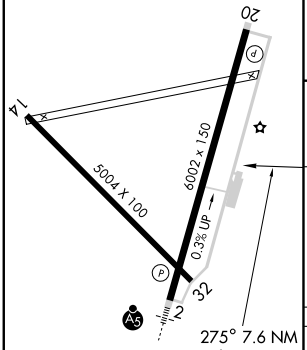
MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.425	124.2 279.6	122.7 (CTAF) L

Procedure NA for arrivals at OCONE via V70 northeast bound.

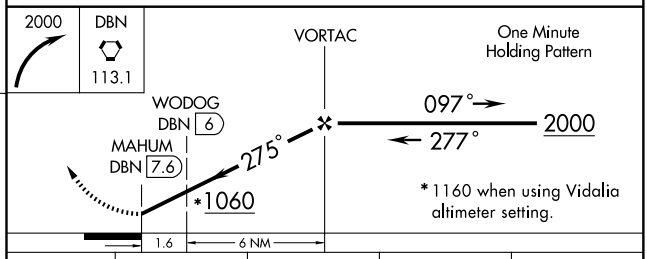






HIRL Rwy 2-20 L

FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
CIRCLING	1060-1 751 (800-1)	1060-1¼ 751 (800-1¼)	1060-2¼ 751 (800-2¼)	1060-2½ 751 (800-2½)
WODOG FIX MINIMA				
CIRCLING	760-1 451 (500-1)		780-1½ 471 (800-1½)	1020-2¼ 711 (800-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HUV	APP CRS	Rwy Idg	6506
109.55	019°	TDZE	300
		Apt Elev	304

ILS or LOC RWY 2

EASTMAN/ HEART OF GEORGIA REGIONAL (EZM)

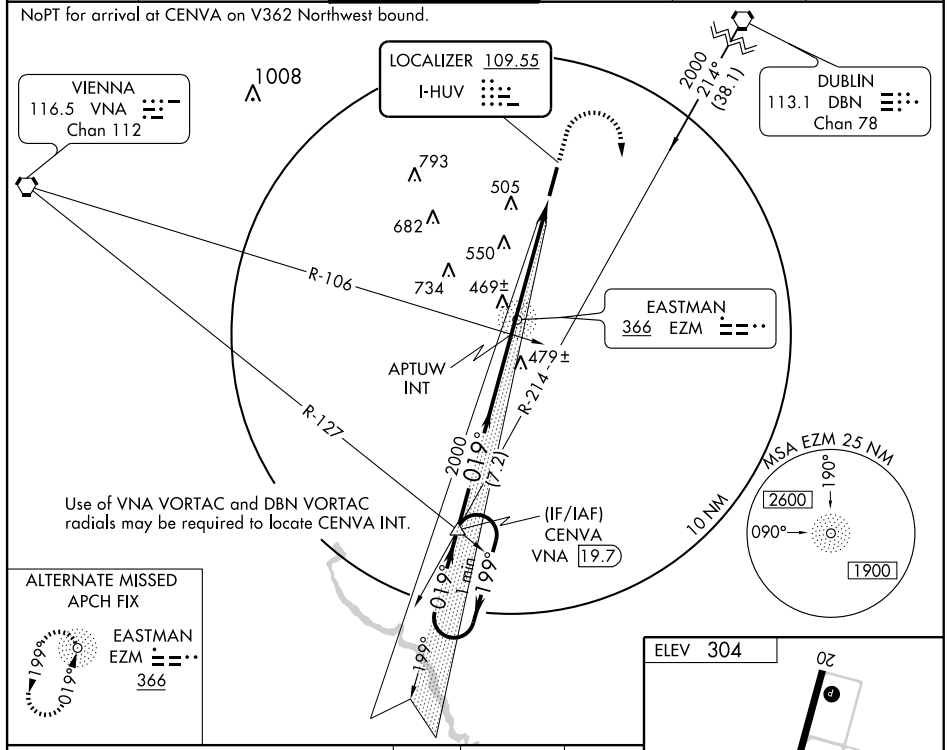
When local altimeter setting not received, use Dublin altimeter setting and increase DA to 552 feet and all MDAs 60 feet and S-LOC 2 Cat. D visibility ¼ mile.

MALSR

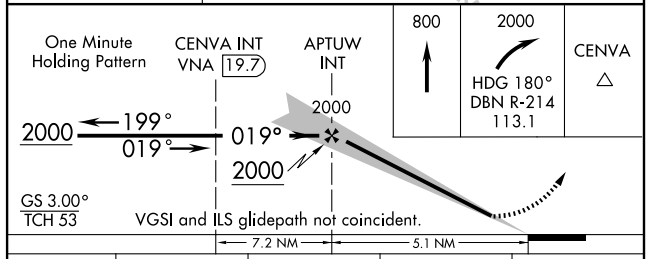
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 180° and DBN VORTAC R-214 to CENVA Int/19.7 DME and hold.

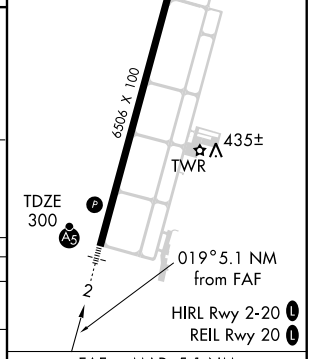
ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0

NoPT for arrival at CENVA on V362 Northwest bound.



ALTERNATE MISSED APCH FIX





CATEGORY	A	B	C	D
S-ILS 2	500-½ 200 (200-½)			
S-LOC 2	720-½ 420 (500-½)		720-¾ 420 (500-¾)	
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB EZM 366	APP CRS 019°	Rwy Idg 6506 TDZE 300 Apt Elev 304

NDB RWY 2

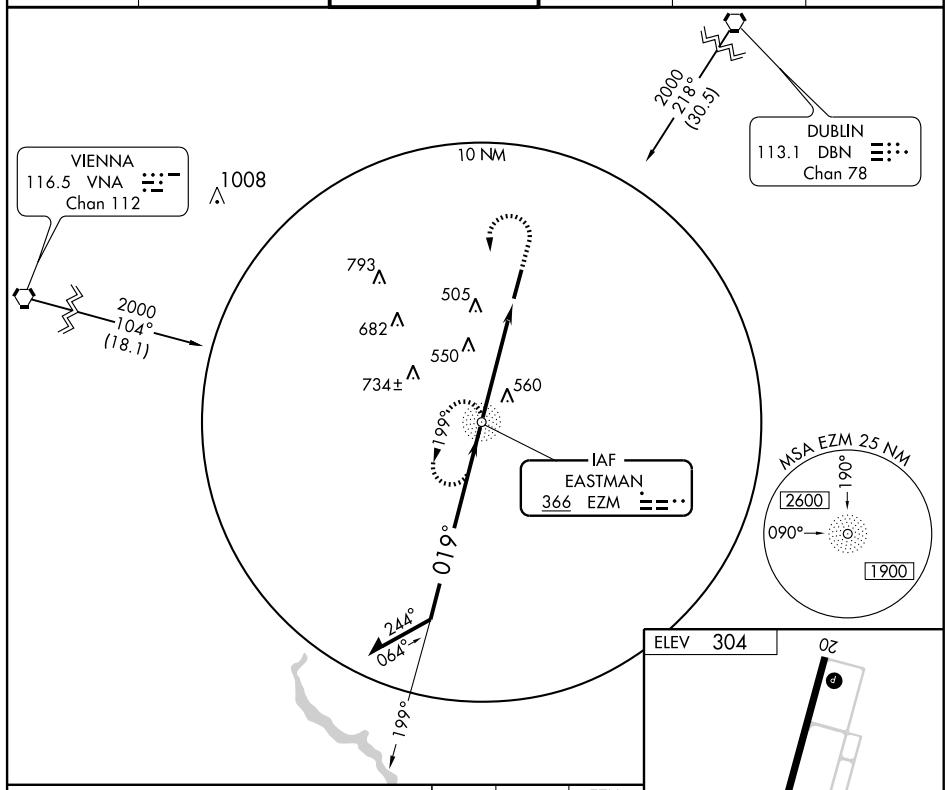
EASTMAN/HEART OF GEORGIA RGNL (EZM)

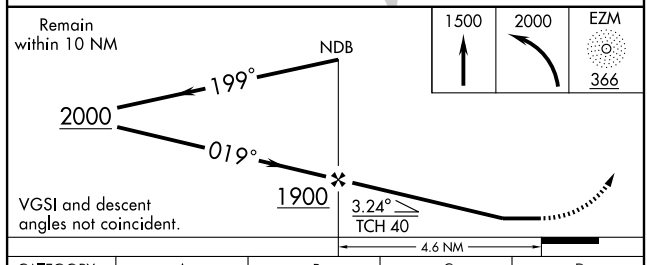
When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet and S-2 Cats C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile.

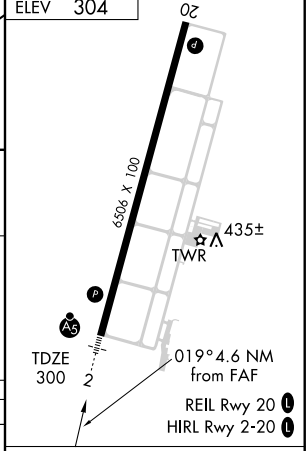
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct EZM NDB and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
S-2	900-¾ 600 (600-¾)		900-1 600 (600-1)	900-1½ 600 (600-1½)
CIRCLING	900-1 596 (600-1)		900-1½ 596 (600-1½)	900-2 596 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6506
CH 82104	019°	TDZE	300
W02A		Apt Elev	304

RNAV (GPS) RWY 2

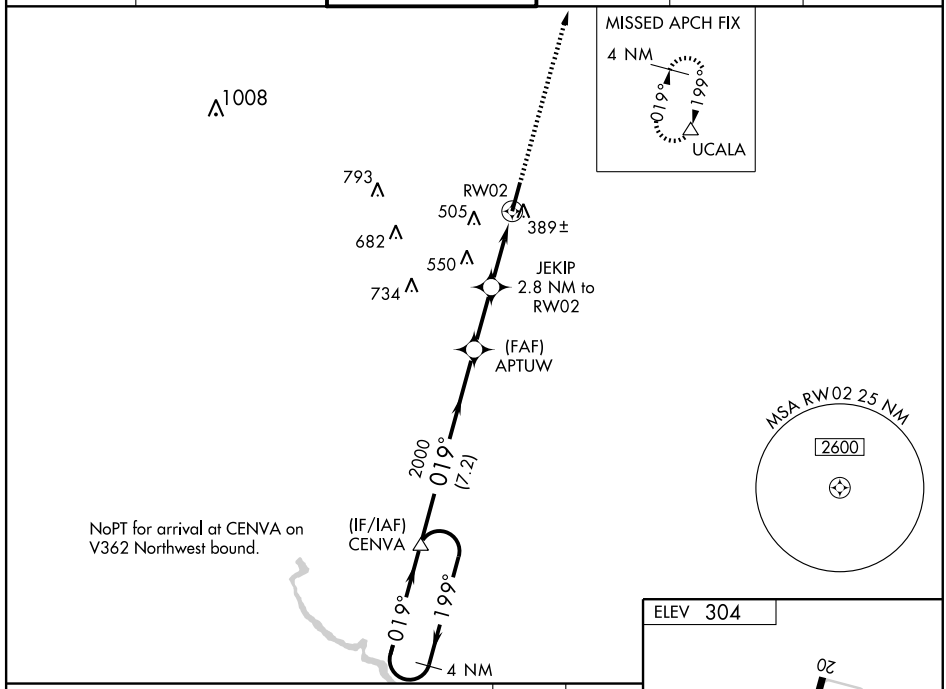
EASTMAN/ HEART OF GEORGIA RGNL (EZM)

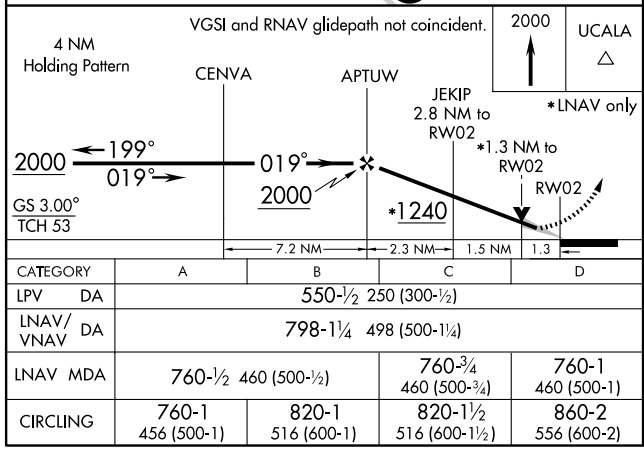
T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Dublin altimeter setting. For inoperative MALSR, increase LPV all Cats visibility ½ mile when using Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all DAs/MDAs 60 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat. C and D visibilities ¼ mile.

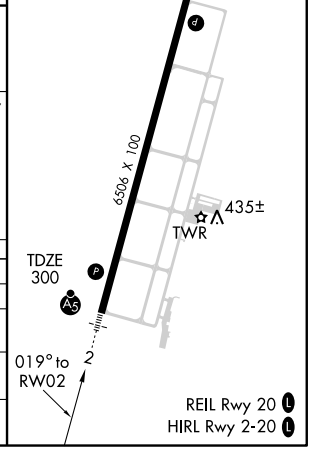
MALSR

MISSED APPROACH: Climb to 2000 direct UCALA and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
LPV DA	550-½ 250 (300-½)			
LNAV/ VNAV DA	798-1¼ 498 (500-1¼)			
LNAV MDA	760-½ 460 (500-½)		760-¾ 460 (500-¾)	760-1 460 (500-1)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6506
199°	TDZE	304
	Apt Elev	304

RNAV (GPS) RWY 20

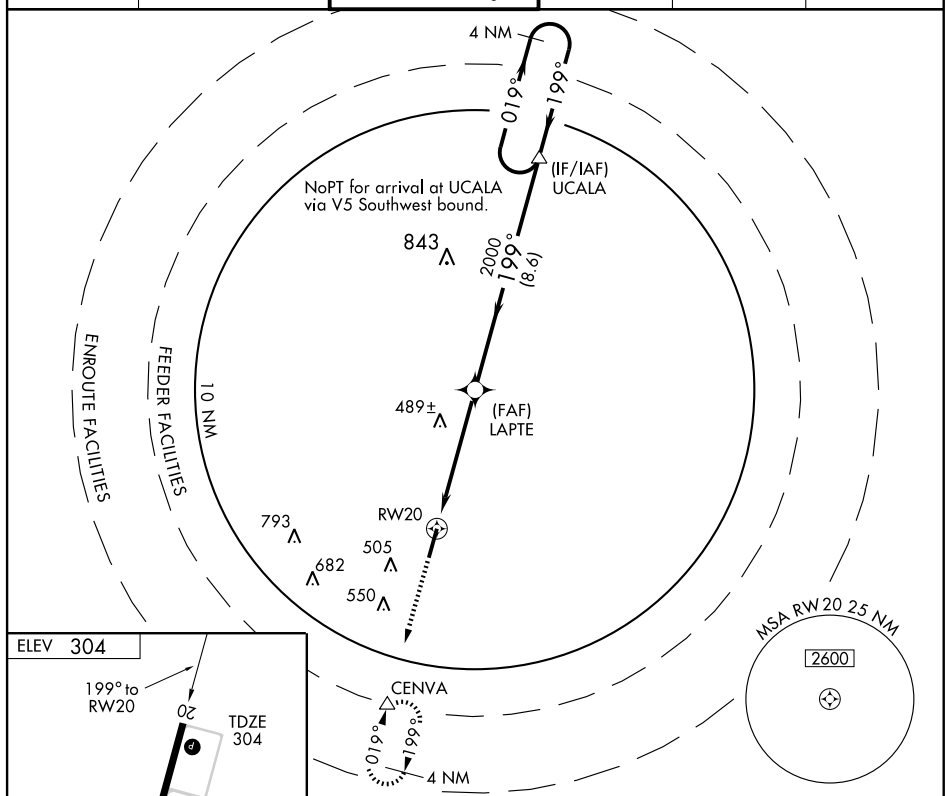
EASTMAN/HEART OF GEORGIA RGNL (EZM)

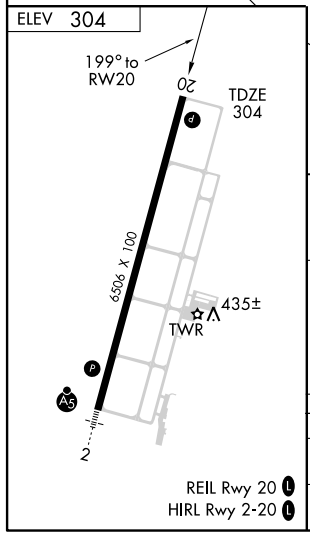
When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.
VDP NA when using Dublin altimeter setting.
DME/DME RNP-0.3 NA.

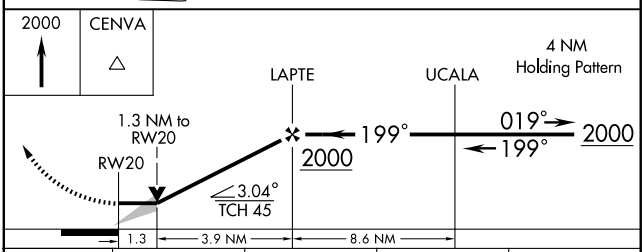
NA

MISSED APPROACH: Climb to 2000 direct CENVA and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
LNAV MDA	740-1 436 (500-1)		740-1¼ 436 (500-1¼)	740-1½ 436 (500-1½)
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

REIL Rwy 20 L
HIRL Rwy 2-20 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC VNA	APP CRS	Rwy Idg	N/A
116.5	088°	TDZE	N/A
Chan 112		Apt Elev	304

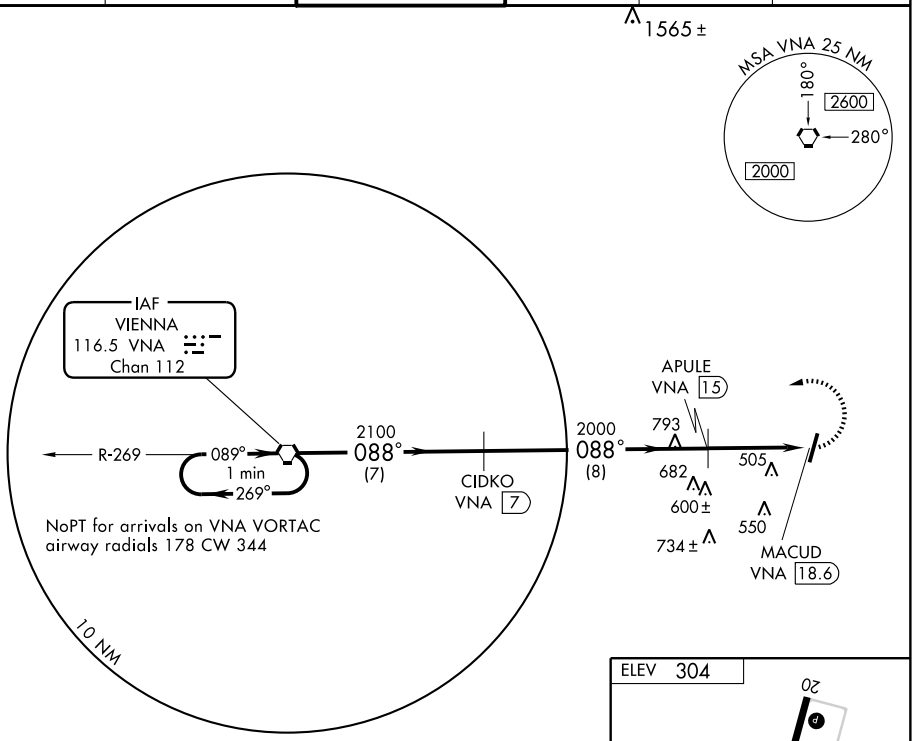
VOR/DME-A

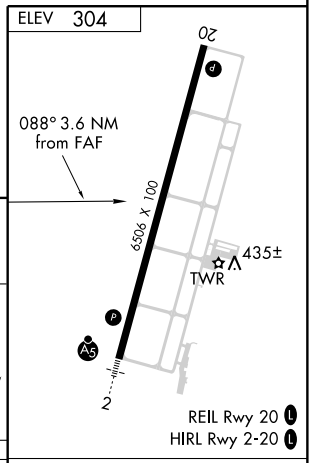
EASTMAN/ HEART OF GEORGIA RGNL (EZM)

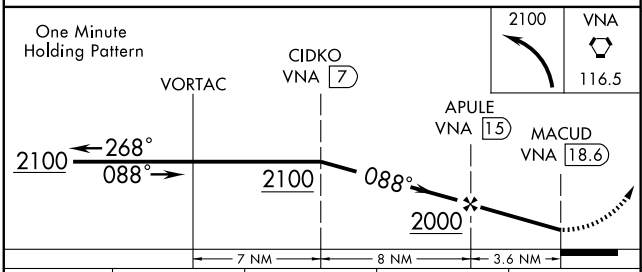
T
A NA — When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct VNA VORTAC and hold.

ATIS	ATLANTA APP CON ★	EASTMAN TOWER ★	GND CON	GCO	UNICOM
119.425	124.2 279.6	124.55 (CTAF) L	121.175	121.725	123.0







CATEGORY	A	B	C	D
CIRCLING	760-1 456 (500-1)	820-1 516 (600-1)	820-1½ 516 (600-1½)	860-2 556 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
104°	TDZE	600
	Apt Elev	603

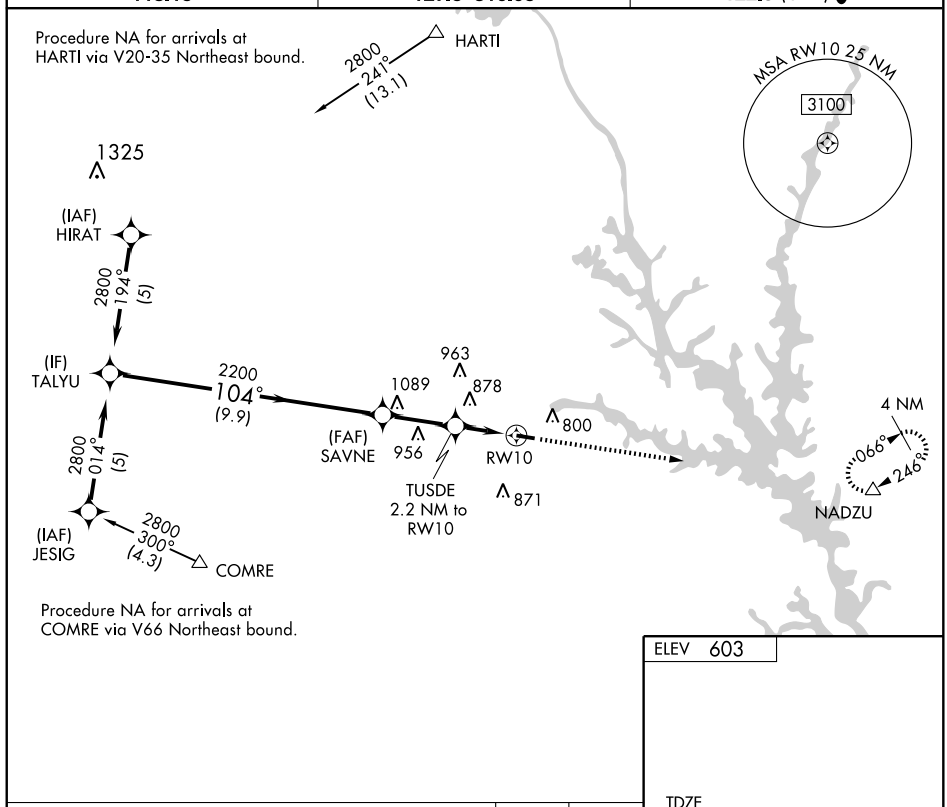
RNAV (GPS) RWY 10

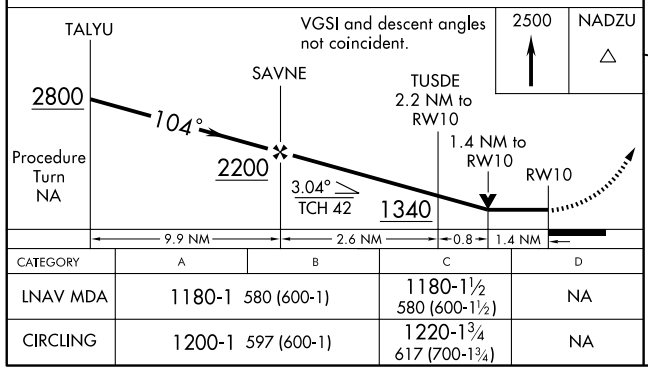
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

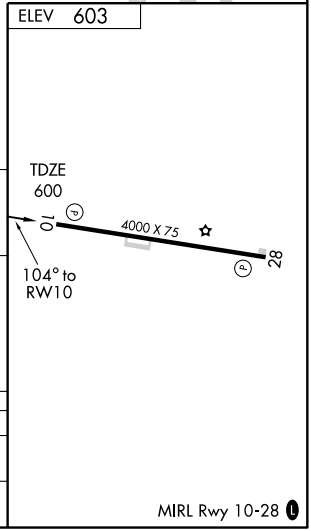
When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet, LNAV Cat. C visibility ½ mile and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct NADZU and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 580 (600-1)		1180-1½ 580 (600-1½)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
284°	TDZE	603
	Apt Elev	603

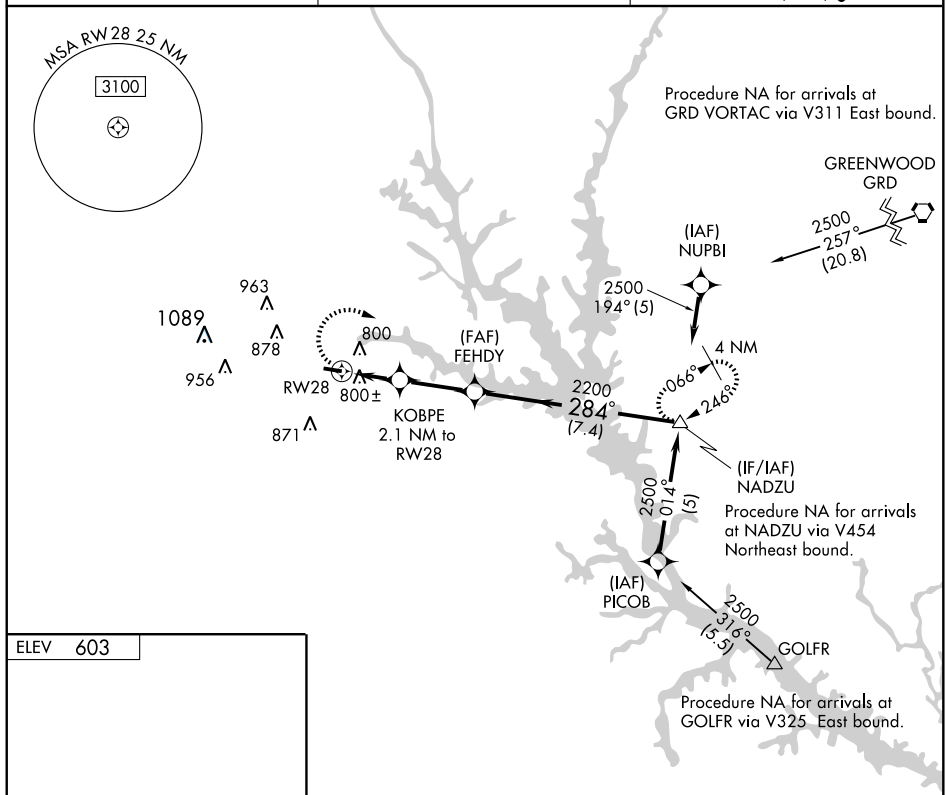
RNAV (GPS) RWY 28

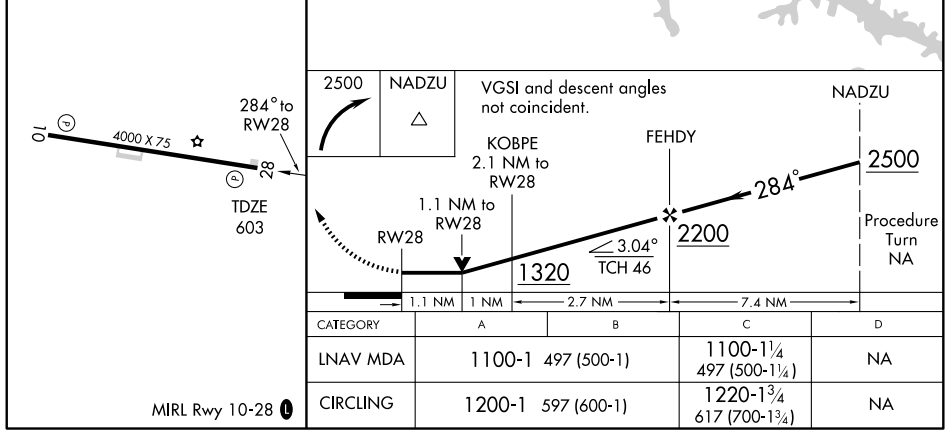
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

When local altimeter not received, use Anderson altimeter setting and increase all MDA 100 feet and LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Anderson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct NADZU and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 497 (500-1)		1100-1¼ 497 (500-1¼)	NA
CIRCLING	1200-1 597 (600-1)		1220-1¾ 617 (700-1¾)	NA

MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

ELBERTON, GEORGIA

AL-6567 (FAA)

VORTAC AHN	APP CRS	Rwy Idg	4000
109.6	070°	TDZE	600
Chan 33		Apt Elev	603

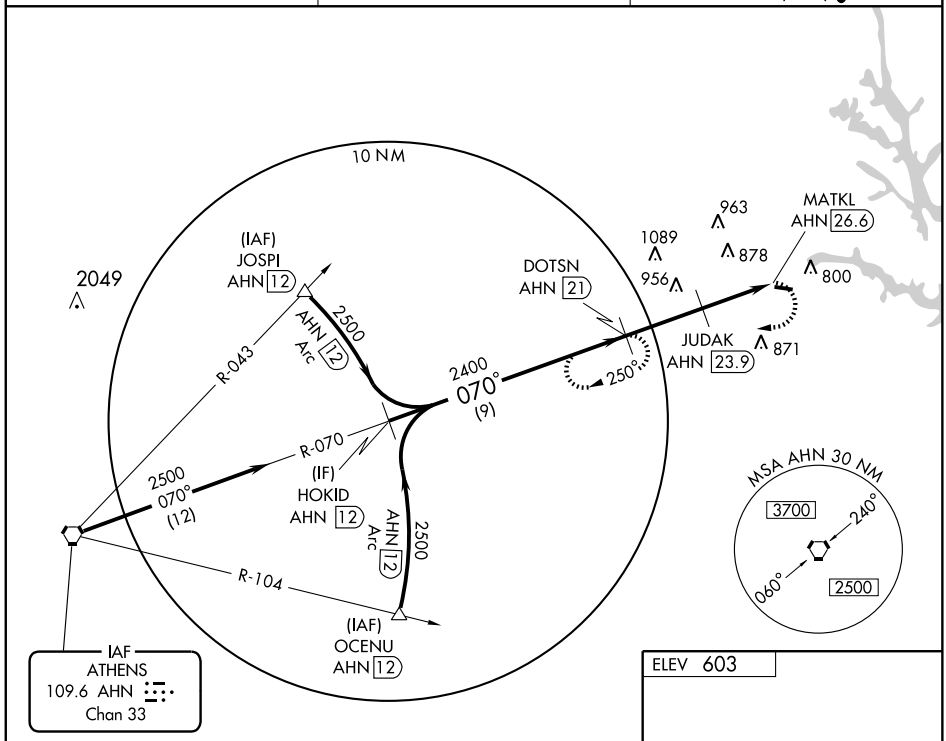
VOR/DME RWY 10

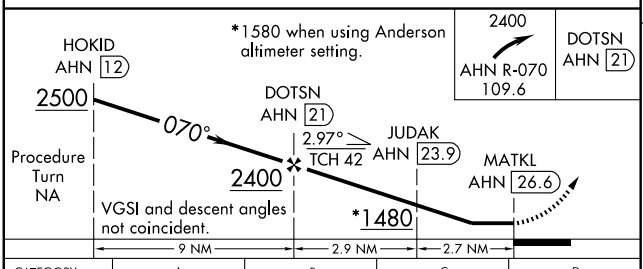
ELBERTON/ ELBERT COUNTY-PATZ FIELD (27A)

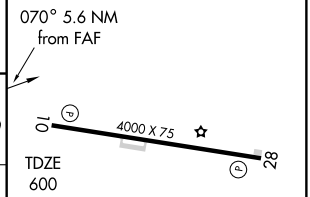
When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet, S-10 and Circling Cat. C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2400 via AHN R-070 to DOTSN/AHN 21 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.15	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-10	1300-1 700 (700-1)	1300-1¼ 700 (700-1¼)	1300-2 700 (700-2)	NA
CIRCLING	1300-1 697 (700-1)	1300-1¼ 697 (700-1¼)	1300-2 697 (700-2)	NA

MIRL Rwy 10-28 L

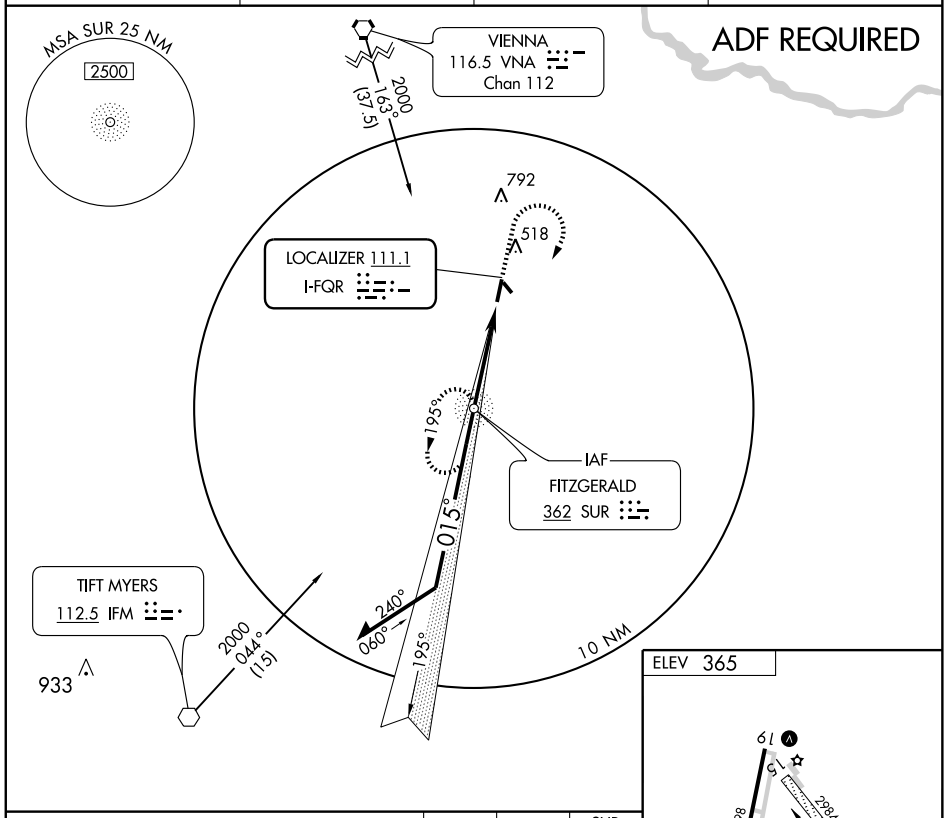
SE-4, 17 DEC 2009 to 14 JAN 2010

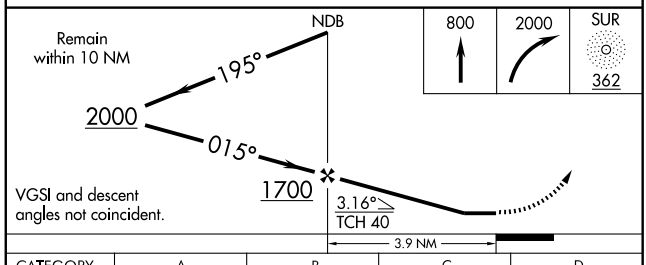
LOC I-FQR	APP CRS	Rwy Idg	5002
111.1	015°	TDZE	365
		Apt Elev	365

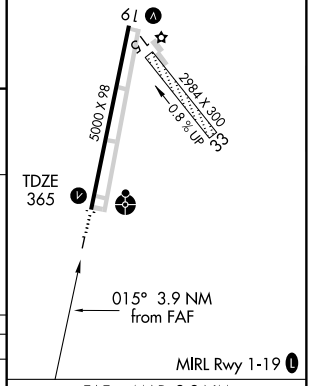
LOC RWY 1
FITZGERALD MUNI (FZG)

V NA	Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.	ODALS	MISSED APPROACH: Climb to 800, then climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.625	132.3 290.4	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-1	740-1	375 (400-1)		740-1¼ 375 (400-1¼)
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB SUR	APP CRS	Rwy Idg	5002
362	015°	TDZE	365
		Apt Elev	365

NDB or GPS RWY 1

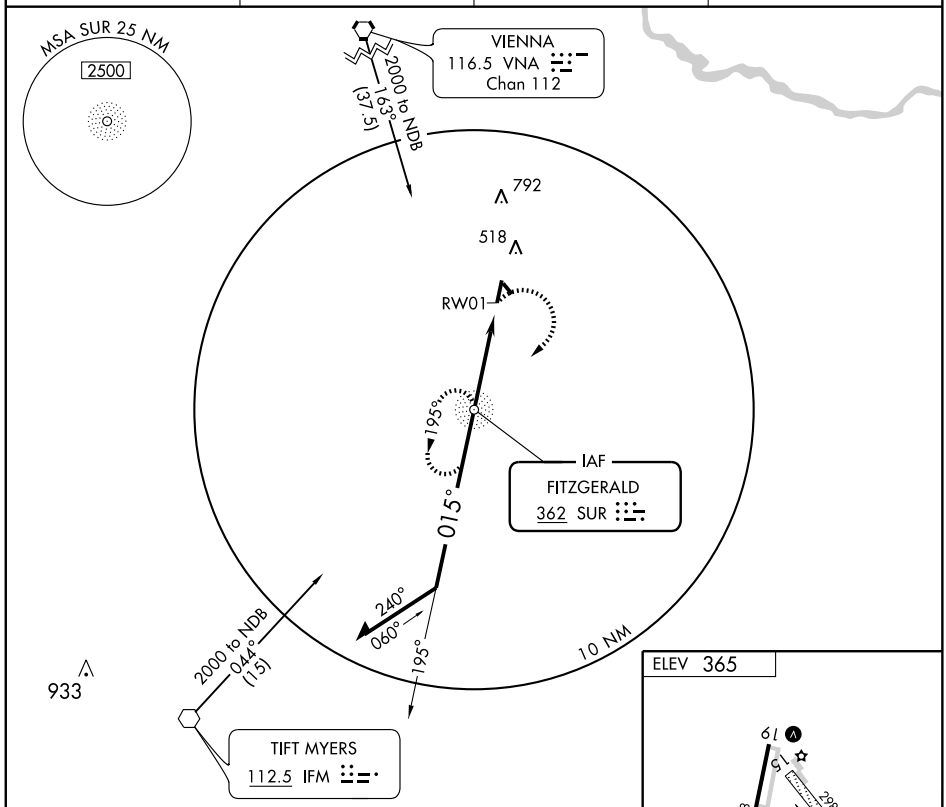
FITZGERALD MUNI (FZG)

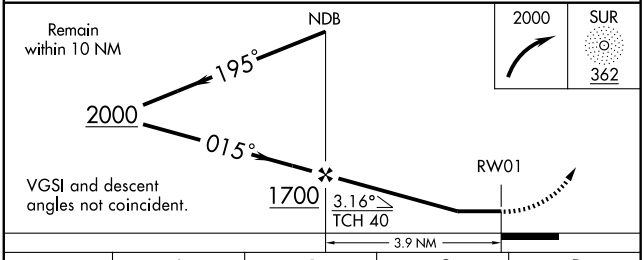
NA — Obtain local altimeter setting on AWOS. Visibility reduction by helicopters NA. Inoperative table does not apply.

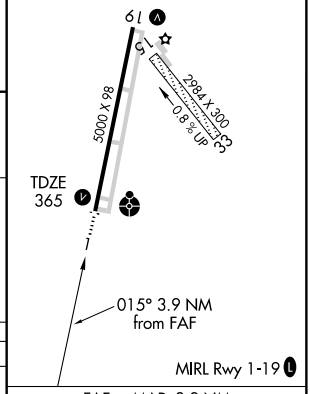
ODALS

MISSED APPROACH: Climbing right turn to 2000 direct SUR NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.625	132.3 290.4	121.725	123.0 (CTAF) L





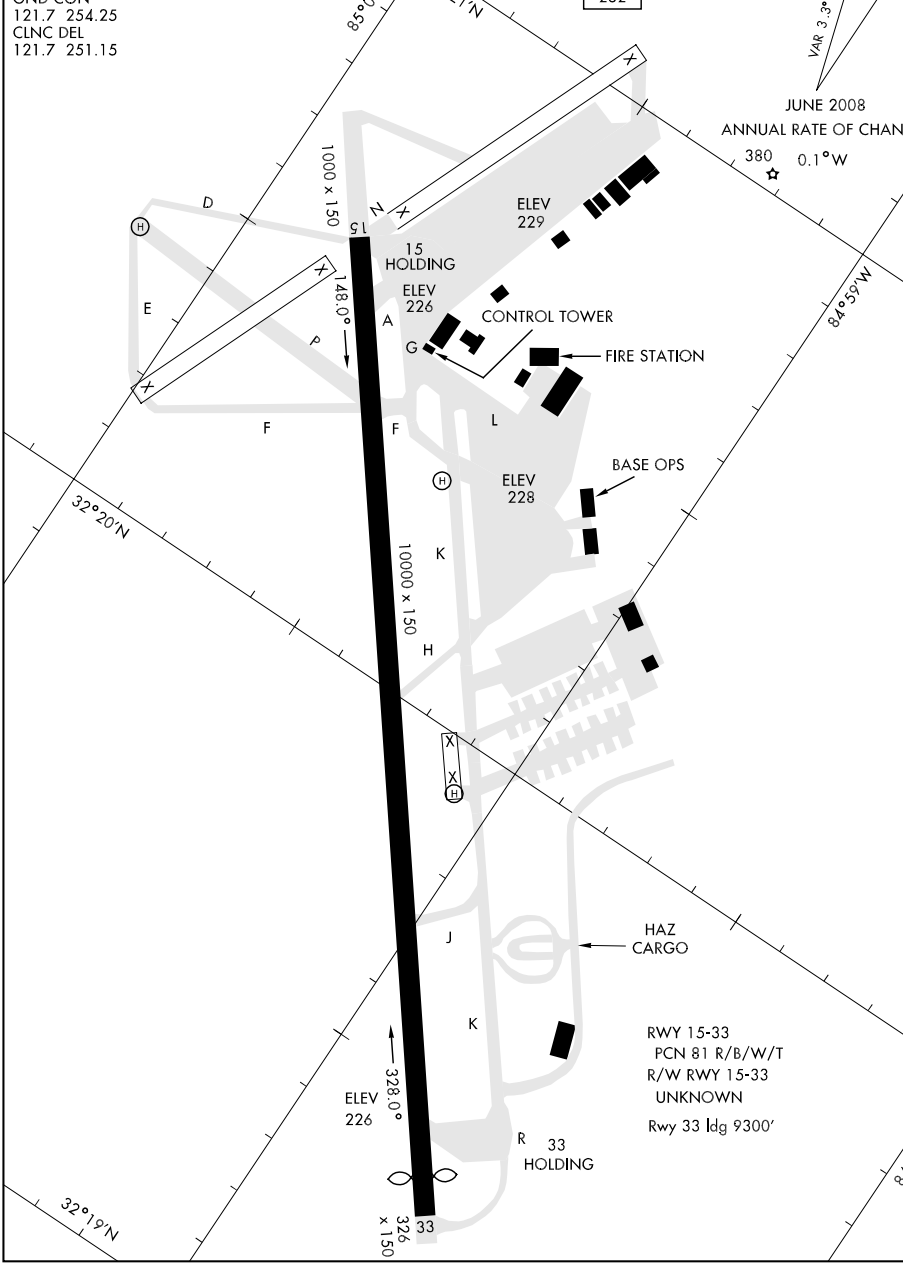


CATEGORY	A	B	C	D
S-1	780-1 415 (500-1)		780-1¼ 415 (500-1¼)	
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 17 DEC 2009 to 14 JAN 2010



SE-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

FT. BENNING (COLUMBUS), GEO

LAWSON AAF (KL

ILS or LOC RWY 33

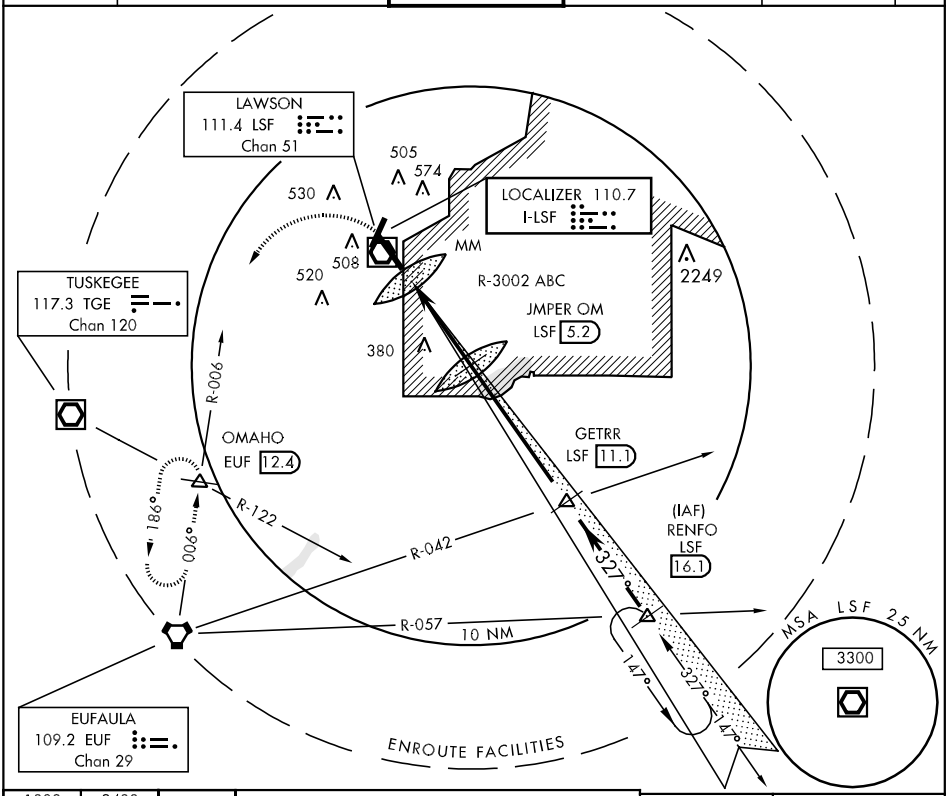
LOC I-LSF	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-146 [USA]	LAWSON AAF (KLSF)
110.7	327°	9300 / 226 / 232		

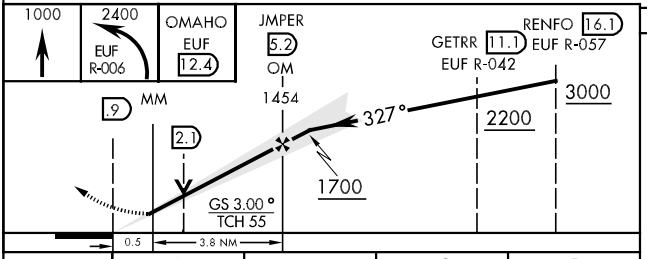
▼ ★ Circling not authorized E of Rwy 15-33 and SE of clsd rwy.
▲ NA when twr clsd.

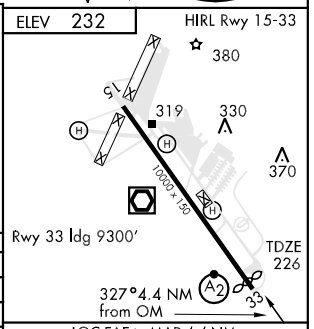
SALSF (A2)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ★	ATLANTA APP CON		LAWSON TOWER ★	GND CON	CLNC DEL	ASR/PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A	B	C	D
S-ILS 33	426/24 200 (200-½)		426/40 200 (200-¾)	
S-LOC 33	640/40 414 (500-¾)		640/50 414 (500-1)	
CIRCLING ★	820-1 588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 33	426/24 200 (200-½)		426/40 200 (200-¾) GS 3.0°	

LOC FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	10,000
147°	TDZE	226
	Arpt Elev	232

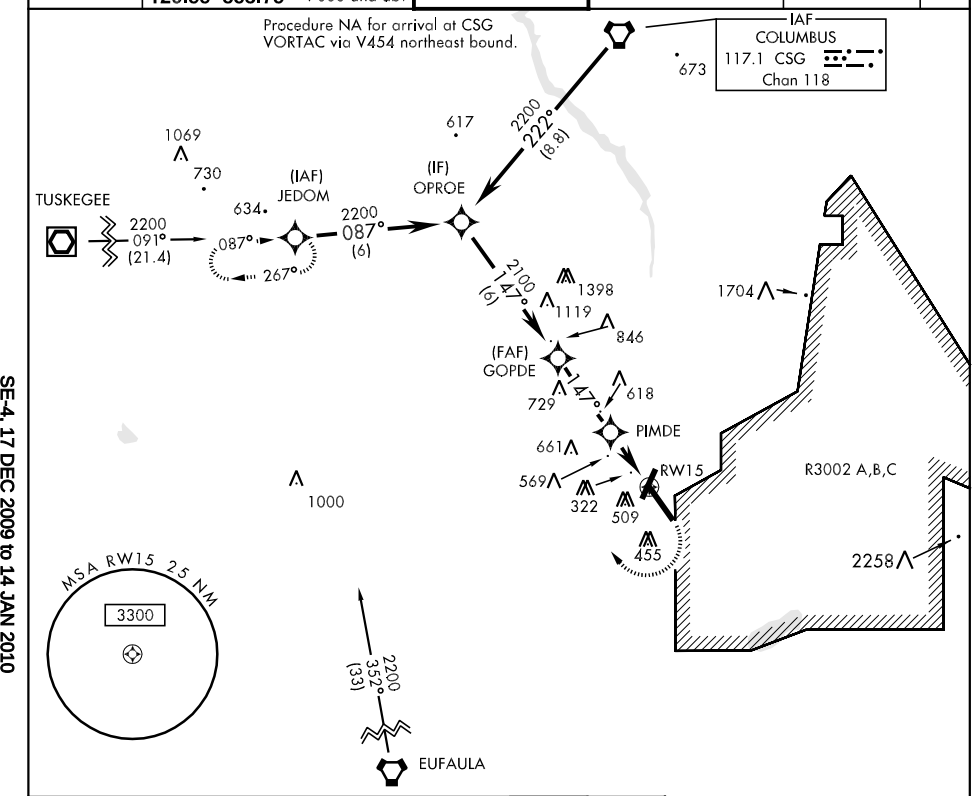
AL-146 [USA]

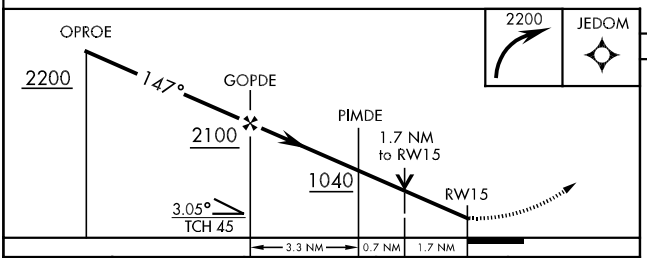
LAWSON AAF (KLSF)

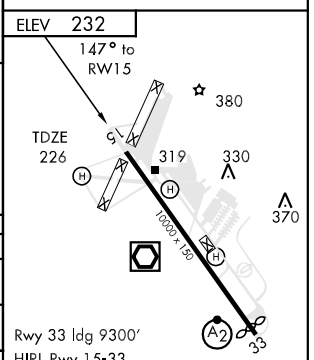
▼ ▲ * Circling not authorized E of Rwy 15-33. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JEDOM and hold.

ATIS ★	ATLANTA APP CON		LAWSON TOWER ★	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A	B	C	D
LNAV MDA	820/50 594 (600-1)		820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)
CIRCLING*	820-1 588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 15	426/40 200 (200-¾) GS 3.0°			

RNAV (GPS) RWY 33

APCH CRS	Rwy ldg 9300
327°	TDZE 226
	Arpt Elev 232

AL-146 [USA]

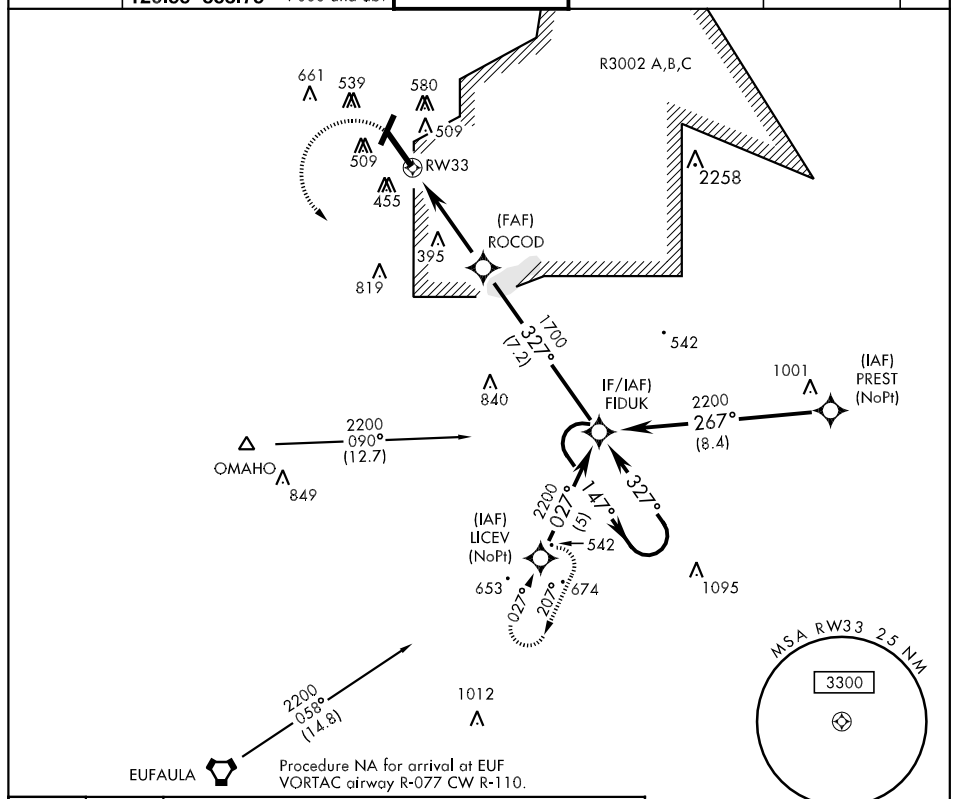
LAWSON AAF (KLSF)

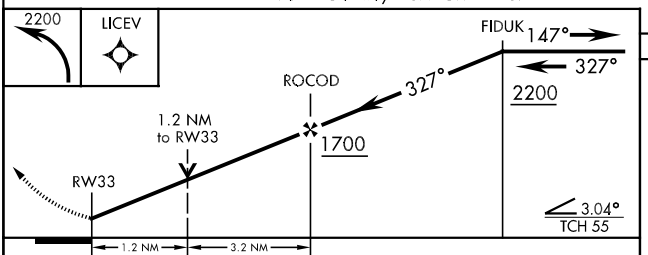
* When ALS inop, increase CAT D vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.
DME/DME RNP-0.3 NA.

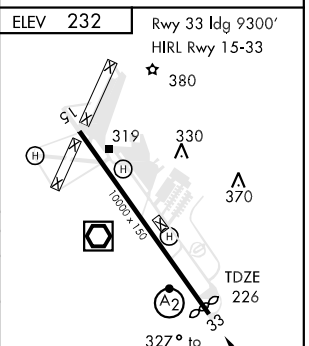
SALSF

MISSED APPROACH: Climbing left turn to 2200 direct LICEV and hold.

ATIS ★	ATLANTA APP CON		LAWSON TOWER ★	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A		B	C	D
LNAV MDA*	660/40	434	(500-¾)	660/50 434 (500-1)	660/60 434 (500-1¼)
CIRCLING**	820-1	588	(600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 33	426/24	200	(200-½)	426/40 200	(200-¾) GS 3.0°

SE-4, 17 DEC 2009 to 14 JAN 2010

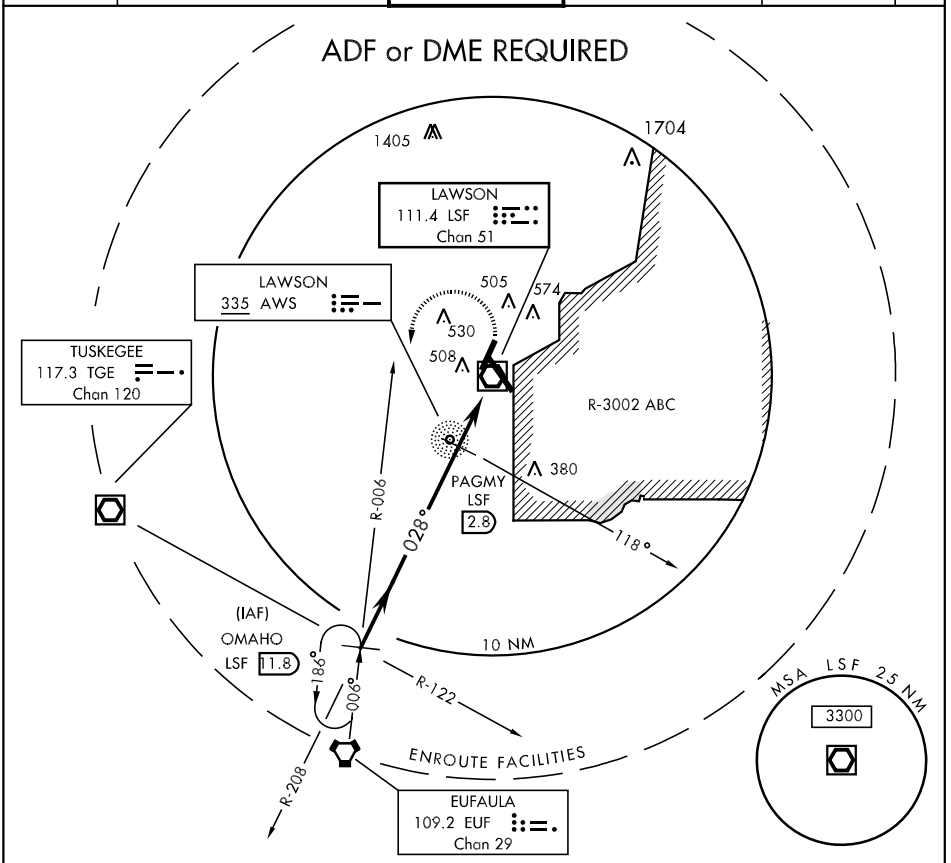
VOR-A

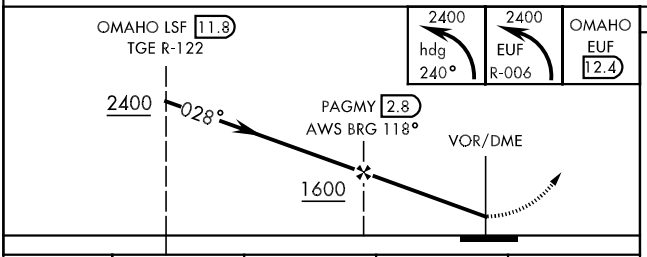
VOR/DME LSF 111.4 Chan 51	APCH CRS 028°	Rwy ldg N/A TDZE N/A Arpt Elev 232	AL-146 [USA]	LAWSON AAF (KLSF)

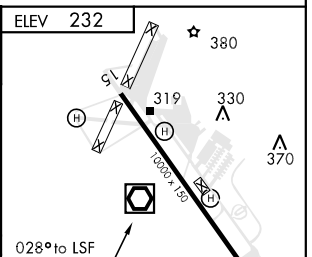
▼ * Circling not authorized E of Rwy 15-33.
▲ NA when tower closed.

MISSED APPROACH: Climbing left turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 and hold.

ATIS * 134.375	ATLANTA APP CON 125.5 323.1 blw 7000; 126.55 353.75 7000 and abv	LAWSON TOWER * 119.05 269.525	GND CON 121.7 254.25	CLNC DEL 121.7 251.15	ASR/PAR







CATEGORY	A	B	C	D
CIRCLING *	820-1 588 (600-1)		840-1¾ 608 (700-1¾)	880-2 648 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME RWY 15

VOR/DME LSF	APCH CRS	Rwy ldg	10000
111.4	158°	TDZE	226
Chan 51		Arpt Elev	232

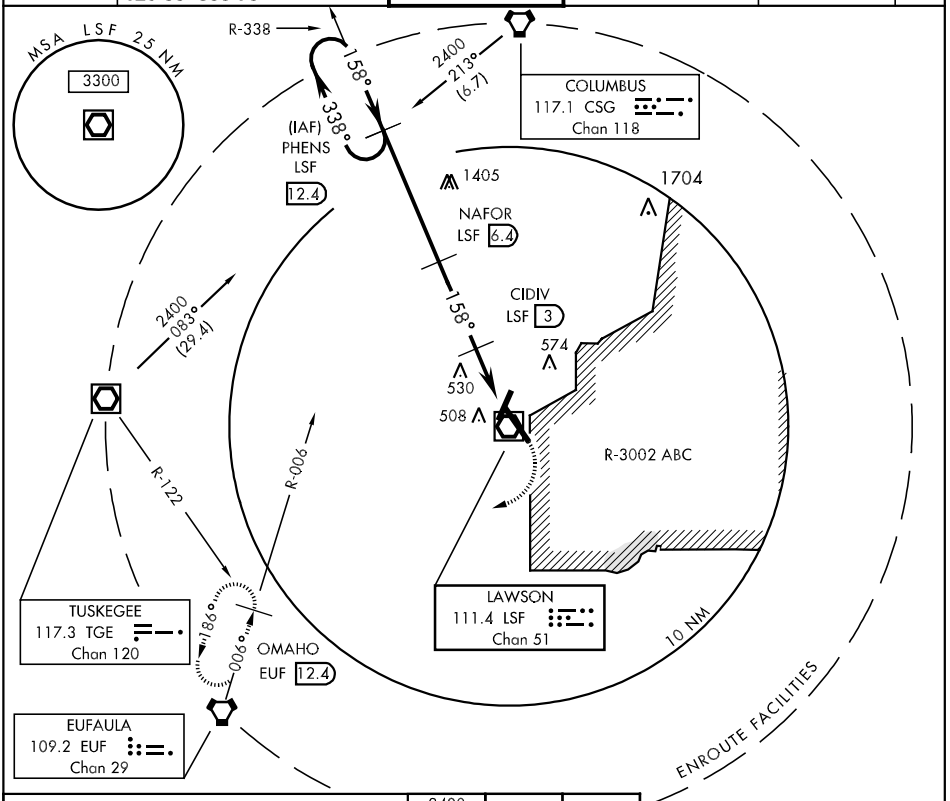
AL-146 [USA]

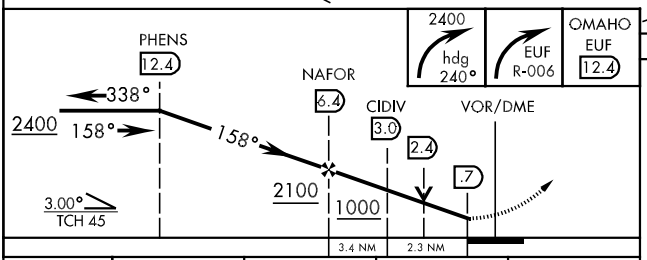
LAWSON AAF (KLSF)

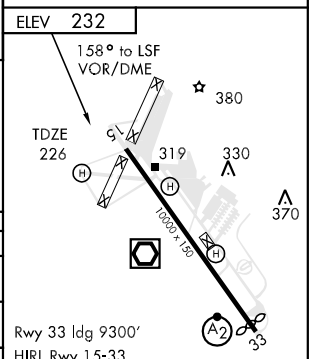
▼ ✱ Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF R-006 to OMAHO INT/EUF 12.4 DME and hold.

ATIS ✱	ATLANTA APP CON		LAWSON TOWER ✱	GND CON	CLNC DEL	ASR/ PAR
134.375	125.5 323.1	blw 7000	119.05 269.525	121.7 254.25	121.7 251.15	
	126.55 353.75	7000 and abv				







CATEGORY	A	B	C	D
S-15	820/50	594 (600-1)	820-1½ 594 (600-1½)	820-1¾ 594 (600-1¾)
CIRCLING ✱	820-1	588 (600-1)	840-1¾ 608 (700-1¾)	880-2 648 (700-2)
S-PAR 15	426/40	200 (200-¾)	GS 3.0°	

AIRPORT DIAGRAM

AL-5170 (FAA)

FORT STEWART(HINESVILLE), GEORGIA

WRIGHT TOWER★
126.25 269.275
GND CON
121.7 273.575

FIELD ELEV 45

31°54′N

VAR 5.7° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.4° W

ELEV 37
7L
146.2°
ELEV 33
24R
236.3°
7R
236.2°
24L
146.2°
5007 X 100
2610 X 100
5002 X 150
2520 X 100
ELEV 38
ELEV 38
TRANSIENT RAMP
0.3% UP
ELEV 42
056.3°
6L
ELEV 41
056.2°
6R
ELEV 31
326.2°
33L
326.2°
ELEV 33
33R
HANGAR
FIRE STATION
TWR 176
BASE OPS
FBO

31°53′N

RWY 6L-24R
PCN 33 F/A/W/T
RWY 6R-24L
PCN 12 F/A/W/T
RWY 15L-33R
PCN 15 F/A/W/T
RWY 15R-33L
PCN 18 F/A/W/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°34′N

81°33′N

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB MOQ 263	APP CRS 329°	Rwy Idg 5002 / TDZE 40 / Apt Elev 46

NDB RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

Inoperative table does not apply to ODALS Rwy 33R.
Circling NA east of Rwy 15L/33R.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Savannah ASR altimeter setting and increase all MDA 60 feet, S-33R Cat. C/D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. NA when R3005C/D or R3007C is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 2100 direct MOQ NDB and hold, continue climb in hold to 2100.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) (L) 269.275	121.7 273.575

RADAR REQUIRED

R-3005C R-3005D R-3005B R-3005E

MSA MOQ 25 NM 2600

198 204 300 149± 247± 319

IAF MC INTOSH 263 MOQ 515

329° 149° 194° 014°

10 NM

JANIE 3000 265° (11.1)

3000 074° (27.2) WABIT

3000 307° (15.5) HARPS SSI 39.6

R-3007C R-3007D 1228

ELEV 46

15L 24R 15R 24L 5007 X 100 5002 X 150 2510 X 100 2520 X 100 0.3% UP 33L 33R 19 6R TWR 176 TDZE 40

329° 3.9 NM from FAF

HIRL Rwys 6L-24R and 15L-33R (L)

2100 MOQ

NDB Remain within 10 NM 149° 329° 2300 1500 3.43° TCH 65 VGSI and descent angles not coincident.

3.9 NM

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-33R	500-1 460 (500-1)		500-1¼ 460 (500-1¼)	500-1½ 460 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5007
055°	TDZE	45
	Apt Elev	46

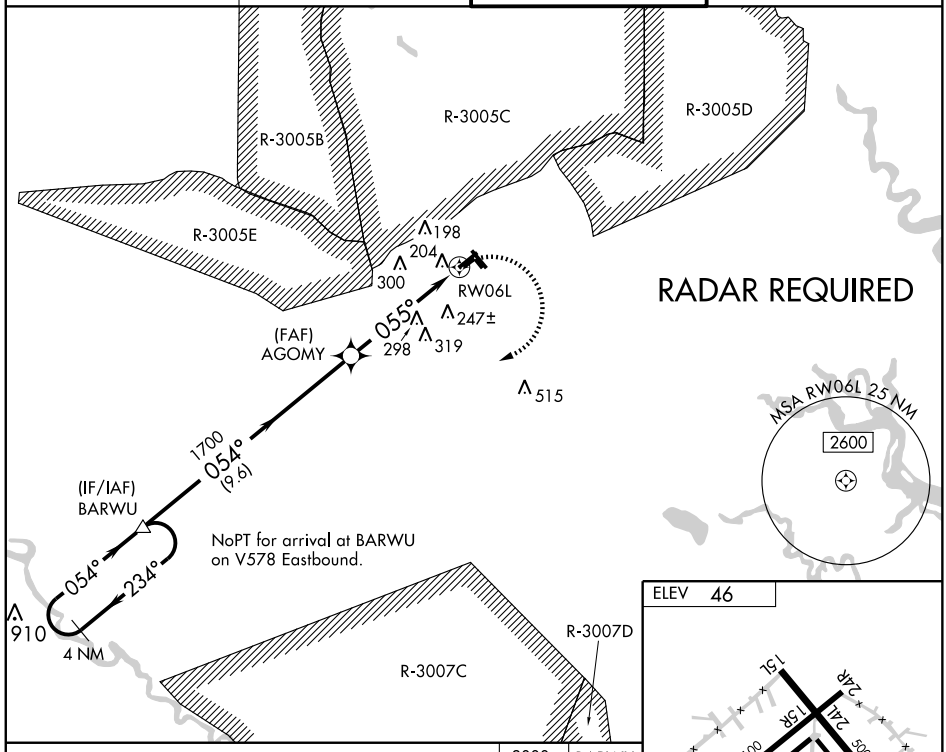
RNAV (GPS) RWY 6L

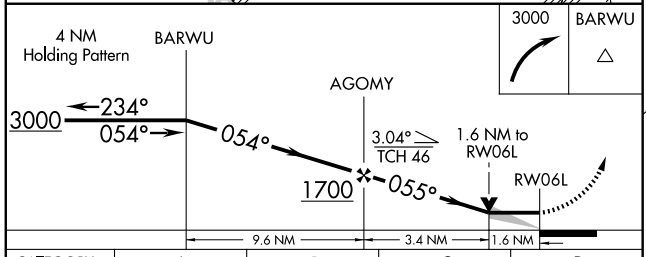
WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

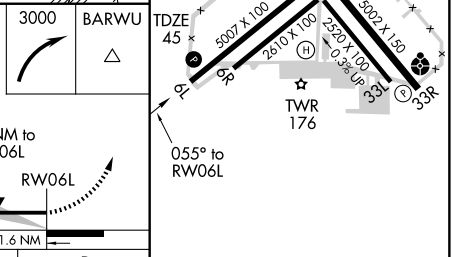
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile.
ASR
Circling NA northeast of Rwy 15L/33R.
VDP NA using Savannah altimeter setting.
NA when R3005C/D or R3007C is active and LHW tower is closed.

MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) Ⓛ 269.275	121.7 273.575







CATEGORY	A	B	C	D
LNAV MDA	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 554 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwys 6L-24R and 15L-33R Ⓛ

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
325°	TDZE	40
	Apt Elev	46

RNAV (GPS) RWY 33R

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

ASR

Inoperative table does not apply to ODALS Rwy 33R.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Savannah altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.
Circling NA northeast of Rwy 15L/33R.
NA when R3005C/D is active and LHW tower is closed.

ODALS

MISSED APPROACH: Climbing right turn to 4000 direct HARPS and hold.

ATIS ★	SAVANNAH APP CON ★	WRIGHT TOWER ★	GND CON
118.475 239.025	120.4 353.775	126.25 (CTAF) (L) 269.275	121.7 273.575

R-3005B R-3005C R-3005D R-3005E

198 300 204 RW33R

247± 319 515

RADAR REQUIRED

(FAF) BAARD

1600 325° (6.1)

(IF) RICBO

2000 295° (9)

(IAF) HARPS

198° 018° 4 NM

MSA RW33R 25 NM 2600

R-3007C R-3007D 1228

ELEV 46

15L 2AR 15R 2AL 5002 X 150 5007 X 100 2610 X 100 2520 X 100 0.3% UP 15L 33R 6L 24R TWR 176 TDZE 40 325° to RW33R

4000 HARPS

RICBO 2000 325° BAARD 1600 RW33R 3.04° TCH 65 4.7 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	560-1 514 (600-1)		600-1½ 554 (600-1½)	600-2 554 (600-2)

HIRL Rwys 6L-24R and 15L-33R (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

GAINESVILLE, GEORGIA AL-5516 (FAA)

LOC/DME I-GVL	APP CRS	Rwy Idg	5500
110.55	044°	TDZE	1276
Chan 42 (Y)		Apt Elev	1276

ILS or LOC/DME RWY 5

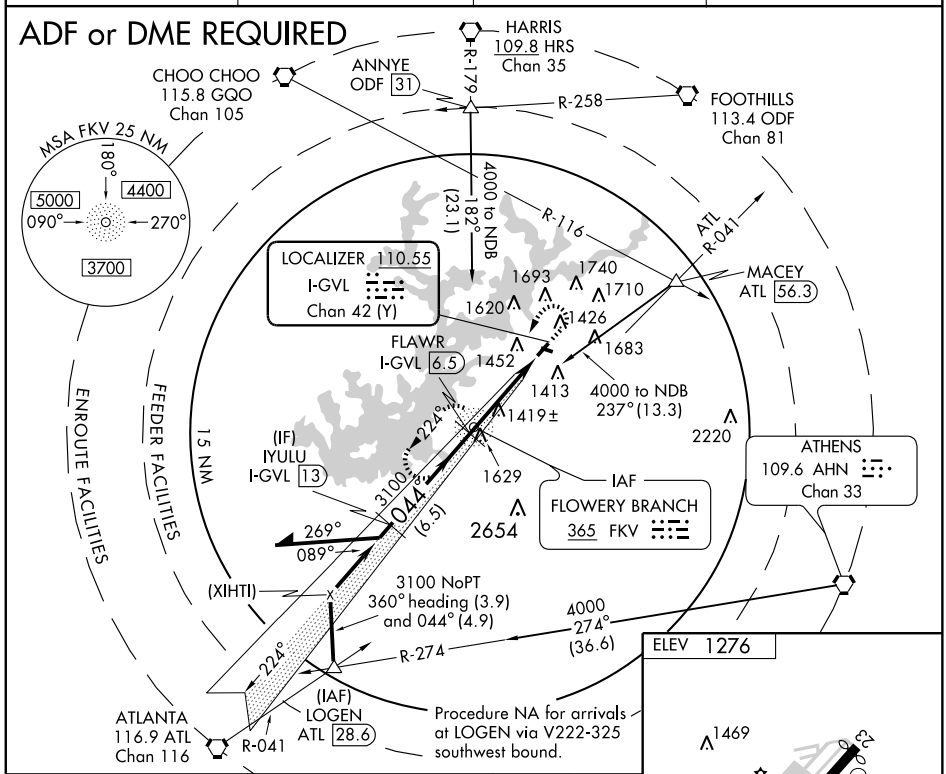
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

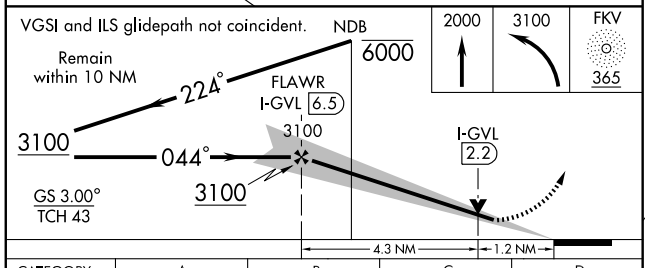
T A ADF Required. VDP NA when using Jefferson altimeter setting. When local altimeter setting not received use Jefferson altimeter setting; increase all DA to 1556 feet and all visibilities ¼ mile; increase all MDA 80 feet and S-LOC 5 Cat. D visibility ¼ mile and Circling Cats. C and D visibility ¼ mile.

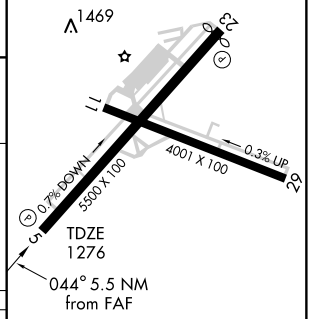
MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct FKV NDB and hold.

ASOS	ATLANTA APP CON★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	1476-¾ 200 (200-¾)			
S-LOC 5	1680-1 404 (500-1)		1680-1¼ 404 (500-1¼)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)

REIL Rwy 5 L
HIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB FKV 365	APP CRS 045°	Rwy Idg 5500 TDZE 1276 Apt Elev 1276

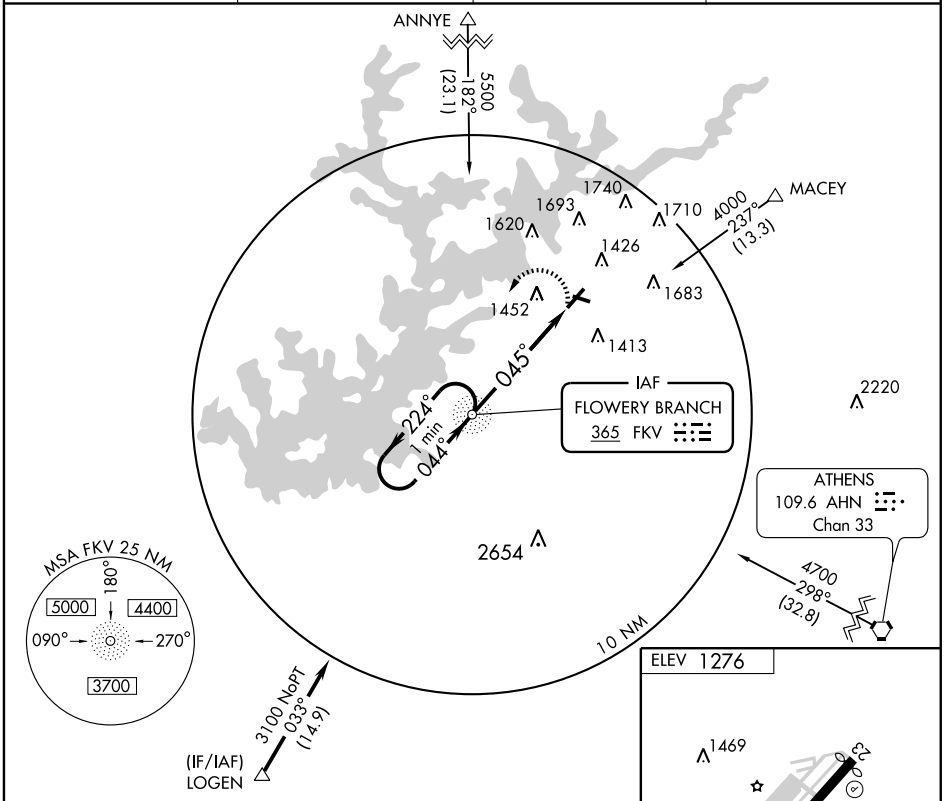
NDB RWY 5

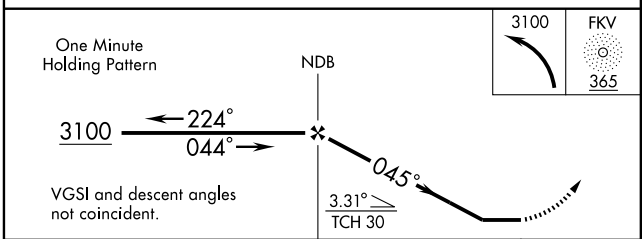
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

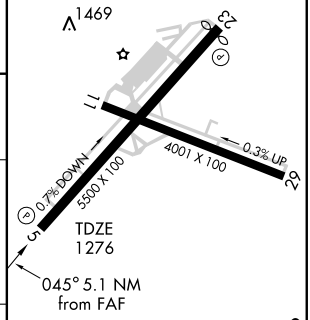
If local altimeter setting not received, use Jefferson altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 direct FKV NDB and hold.

ASOS	ATLANTA APP CON★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-5	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	1820-1¾ 544 (600-1¾)
CIRCLING	1820-1	544 (600-1)	1820-1½ 544 (600-1½)	2040-2½ 764 (800-2½)

REIL Rwy 5 L
HIRL Rwy 5-23 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH **42605** W05A	APP CRS **044°**	Rwy Idg **5500** TDZE **1276** Apt Elev **1276**

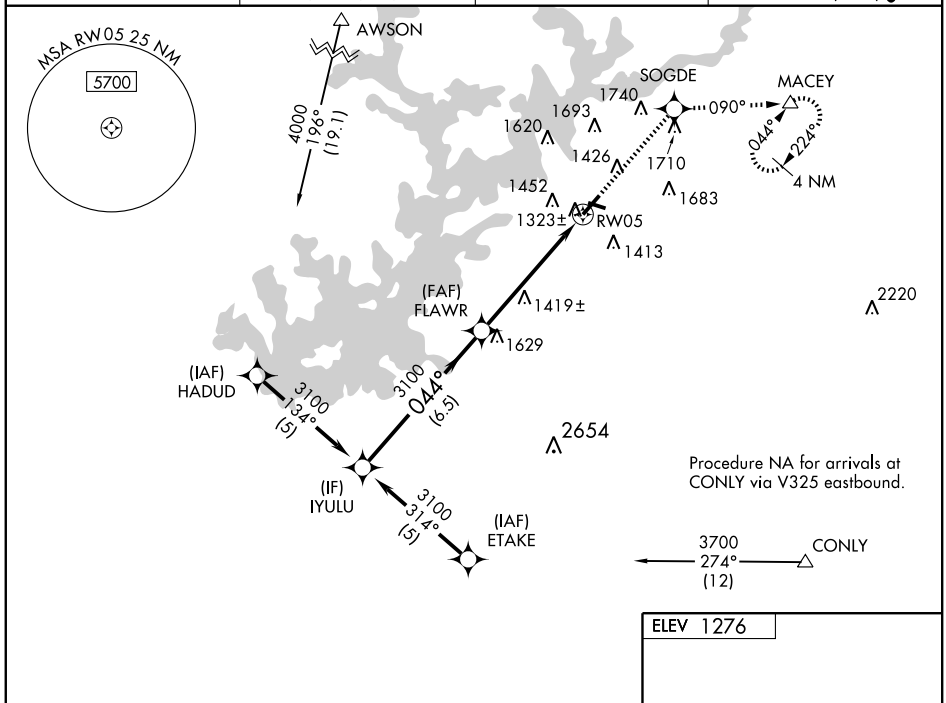
RNAV (GPS) RWY 5

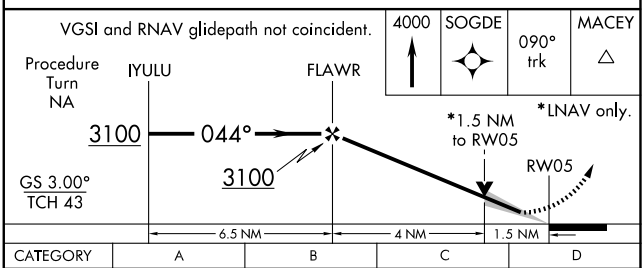
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibilities ¼ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Jefferson altimeter setting.

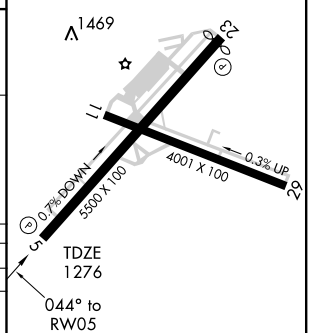
MISSED APPROACH: Climb to 4000 direct SOGDE and via 090° track to MACEY and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	**132.475 291.1**	**121.725**	**123.075** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1526-1 250 (300-1)			
LNAV/ VNAV DA	1761-1¾ 485 (500-1¾)			
LNAV MDA	1780-1 504 (600-1)		1780-1½ 504 (600-1½)	
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)



REIL Rwy 5 L
HIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 77605 W23A	APP CRS 224°	Rwy Idg 5370 TDZE 1272 Apt Elev 1276

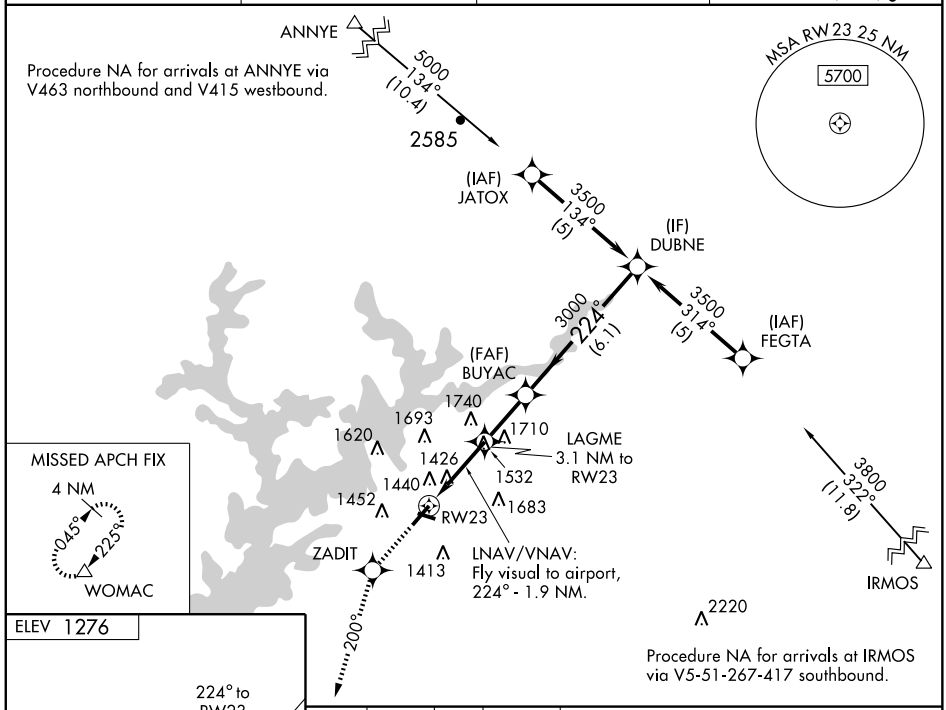
RNAV (GPS) RWY 23

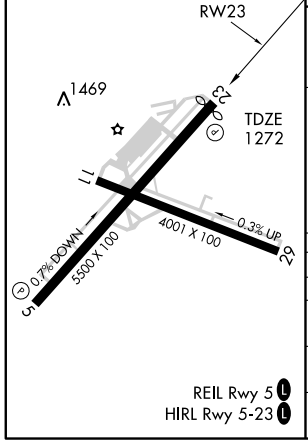
GAINESVILLE/ LEE GILMER MEMORIAL (GVL)

LNAV/VNAV NA when using Jefferson altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Jefferson altimeter setting and increase all DAs/MDAs 80 feet, LPV all Cats visibility ¼ mile, LNAV Cats C and D ¼ mile and Circling Cats C and D ¼ mile.

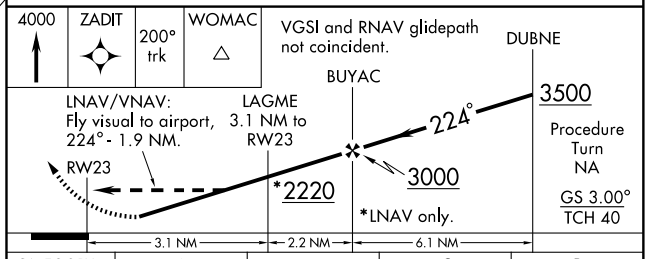
MISSED APPROACH: Climb to 4000 direct ZADIT and via 200° track to WOMAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA APP CON ★	GCO	UNICOM
126.475	132.475 291.1	121.725	123.075 (CTAF) L





REIL Rwy 5 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	1720-1¾ 448 (500-1¾)			
LNAV/VNAV DA	1882-2 610 (700-2)			
LNAV MDA	1840-1 568 (600-1)		1840-1½ 568 (600-1½)	1840-1¾ 568 (600-1¾)
CIRCLING	1880-1 604 (700-1)		1880-1¾ 604 (700-1¾)	2060-2½ 784 (800-2½)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-VVM	APP CRS	Rwy Idg	5004
110.9	249°	TDZE	677
Chan 46		Apt Elev	677

LOC RWY 24

GREENSBORO/ GREENE COUNTY RGNL (3J7)

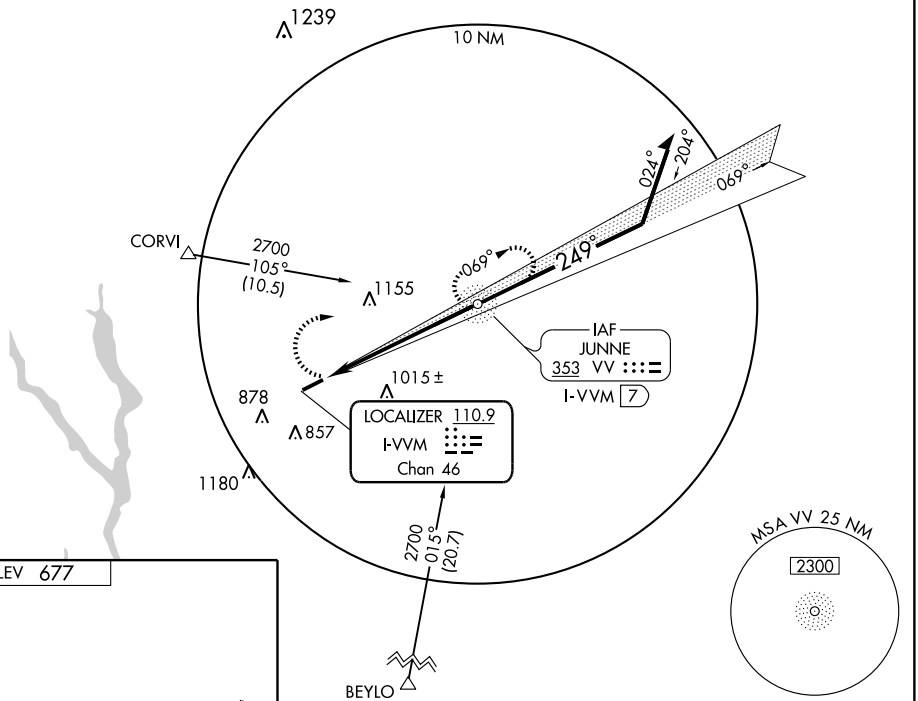
NA

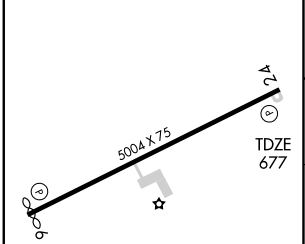
When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet, S-24 Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. Localizer unuseable ½ mile inbound.

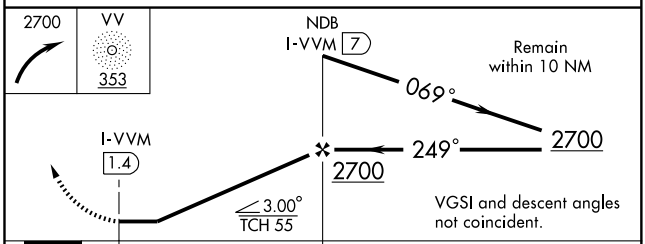
MISSED APPROACH: Climbing right turn to 2700 direct JUNNE NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L

ADF REQUIRED







MIRL Rwy 6-24 L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-24	1100-1 423 (500-1)		1100-1¼ 423 (500-1¼)	
CIRCLING	1220-1 543 (600-1)		1220-1½ 543 (600-1½)	1240-2 563 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4904
069°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 6

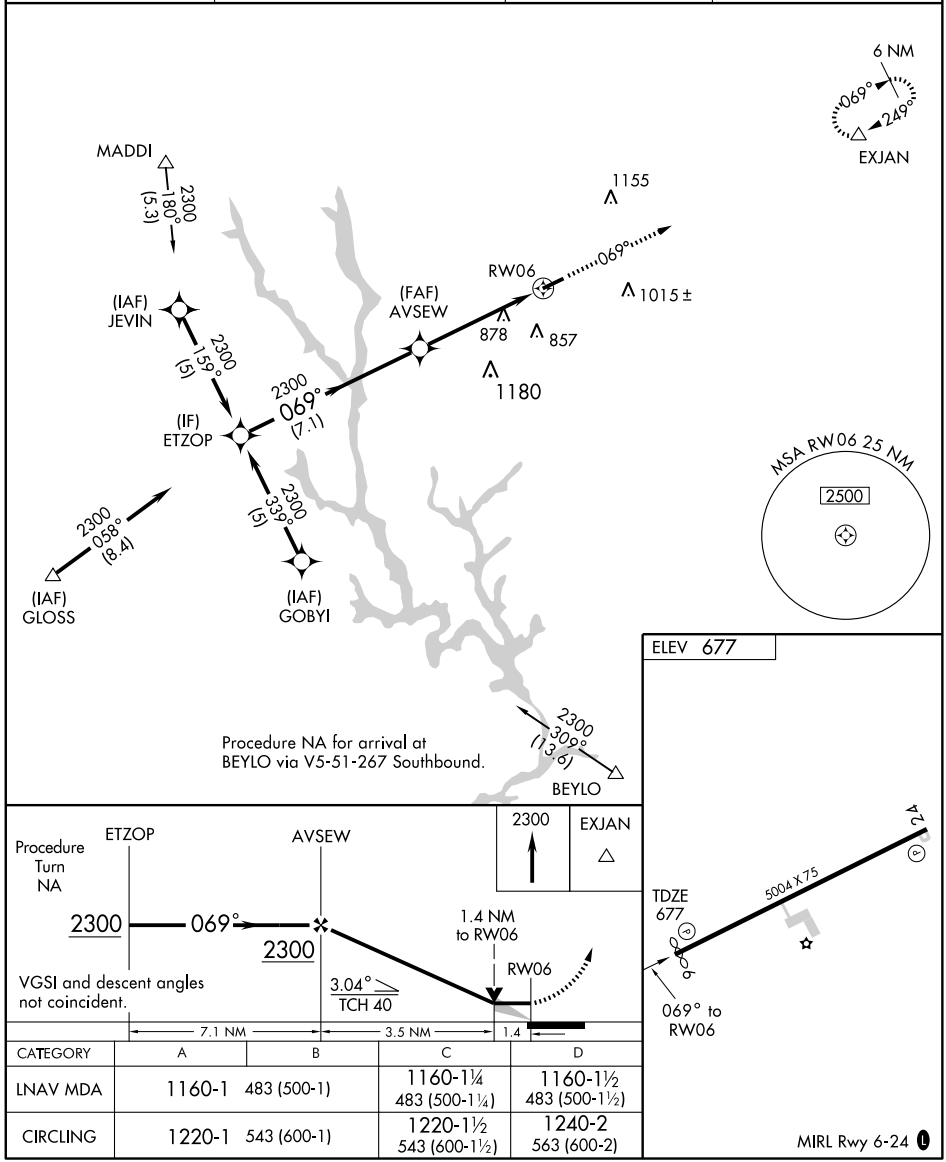
GREENSBORO/ GREENE COUNTY RGNL (3J7)

T
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 80 feet, LNAV Cat. C and D visibility ¼ mile, and Circling Cat. C visibility ¼ mile. VDP NA with Athens altimeter setting.

MISSED APPROACH: Climb to 2300 to EXJAN WP and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1160-1	483 (500-1)	1160-1¼ 483 (500-1¼)	1160-1½ 483 (500-1½)
CIRCLING	1220-1	543 (600-1)	1220-1½ 543 (600-1½)	1240-2 563 (600-2)

MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5004
249°	TDZE	677
	Apt Elev	677

RNAV (GPS) RWY 24

GREENSBORO/ GREENE COUNTY RGNL (3J7)

NA — GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 80 feet. VDP NA with Athens altimeter setting.

MISSED APPROACH: Climb to 2300 to ETZOP WP and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L

Procedure NA for arrival at AHN VORTAC on airway radials 072 CW 163.

1239

ATHENS AHN 2300 128° (21)

(IAF) UVONE 2300 155° (5)

Procedure NA for arrival at RAFFE via V18 Eastbound.

(IAF) RAFFE 2300 273° (9.3)

(IF) EXJAN 2300 249° (6.8)

2300 343° (5)

(IAF) OCCOV

(FAF) AYEPI 1155

RW24 1015±

249° 878 857 1180

ETZOP 069° 249° 6 NM

2300 327° (11.4) ANNAN

MSA RW24 25 NM 2500

ELEV 677

249° to RW24

5004 X 75

TDZE 677

2300 ETZOP

AYEPI EXJAN INT

Procedure Turn NA

1.2 NM to RW24

249° 2300 2300

RW24 3.01° TCH 55

VGSI and descent angles not coincident.

1.2 3.7 NM 6.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1 423 (500-1)		1100-1¼ 423 (500-1¼)	
CIRCLING	1220-1 543 (600-1)		1220-1½ 543 (600-1½)	1240-2 563 (600-2)

MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	156°	TDZE	N/A
Chan 33		Apt Elev	677

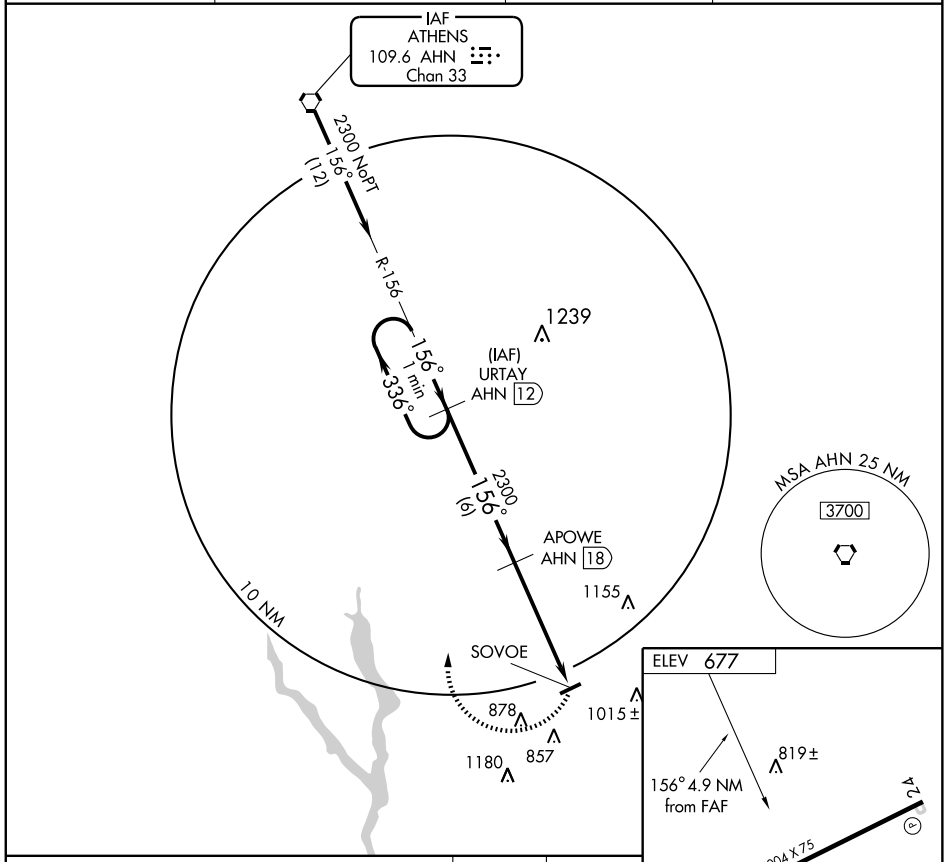
VOR/DME-B

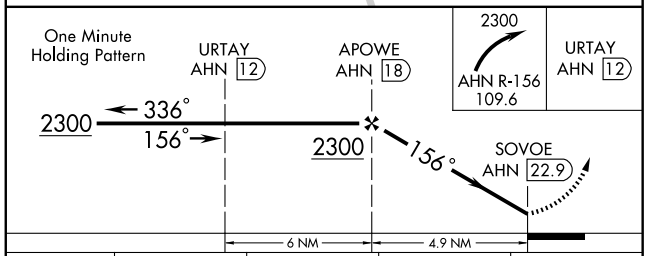
GREENSBORO/GREENE COUNTY RGNL (3J7)

V A NA — If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2300 via AHN R-156 to URTAY/AHN 12 DME and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
124.525	127.5 316.05	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1220-1 543 (600-1)	1220-1¼ 543 (600-1¼)	1220-1½ 543 (600-1½)	1240-2 563 (600-2)

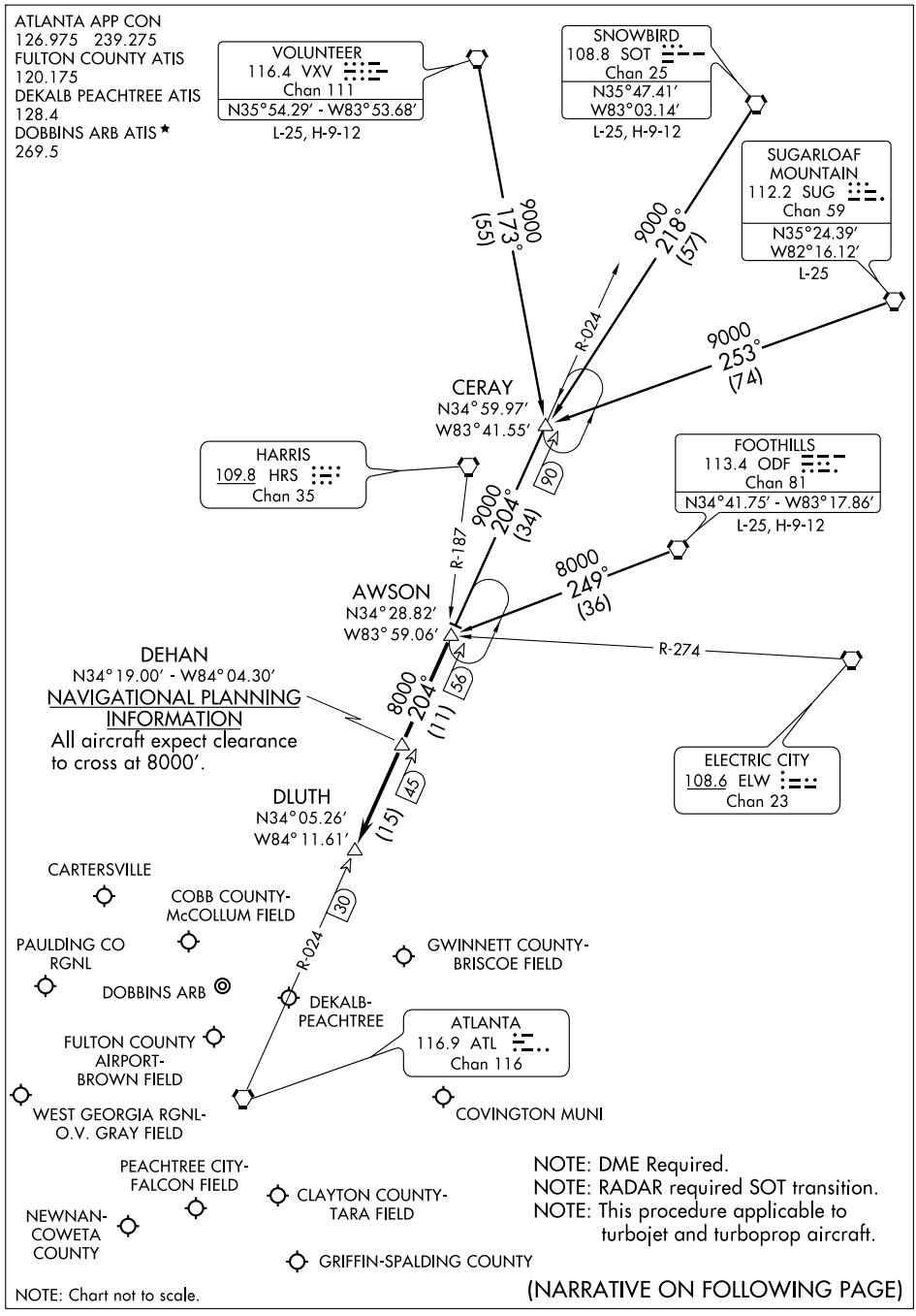
MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3501
141°	TDZE	958
	Apt Elev	958

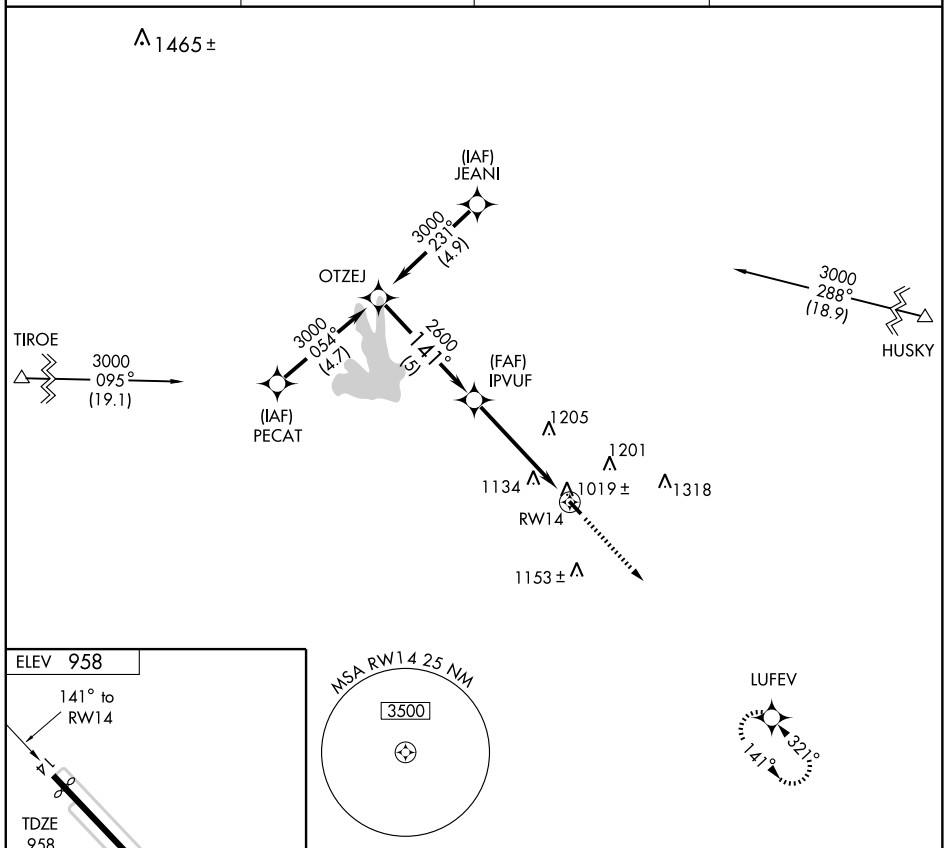
GPS RWY 14

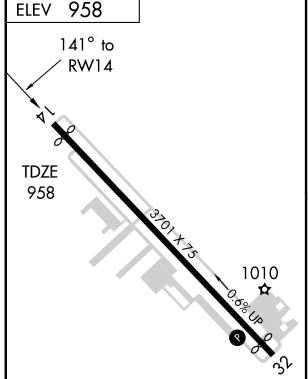
GRIFFIN-SPALDING COUNTY (6A2)

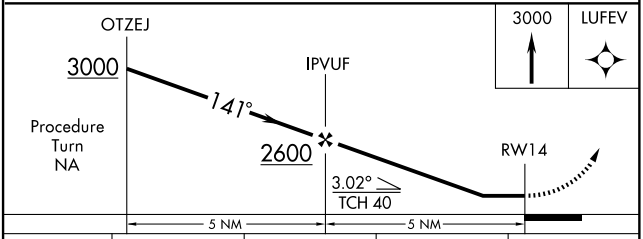
NA

MISSED APPROACH: Climb to 3000 direct LUFEV WP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-14	1440-1	482 (500-1)	NA	
CIRCLING	1440-1 482 (500-1)	1560-1 602 (700-1)	NA	

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3501
321°	TDZE	956
	Apt Elev	958

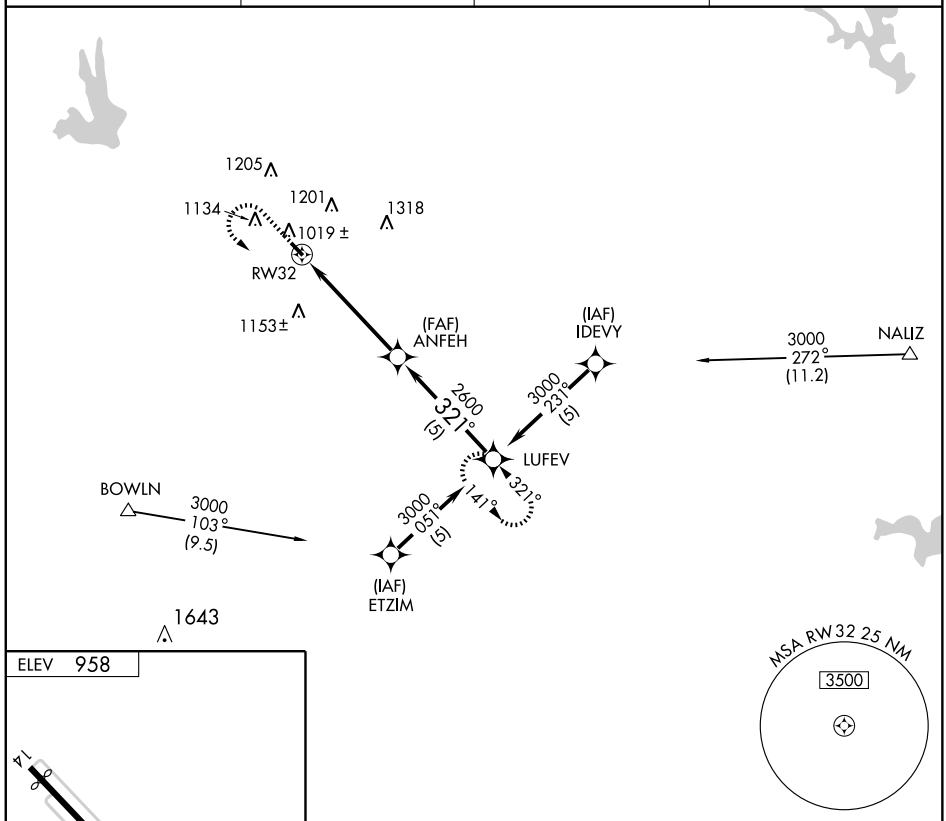
GPS RWY 32

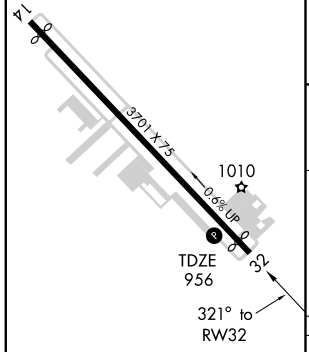
GRIFFIN-SPALDING COUNTY (6A2)

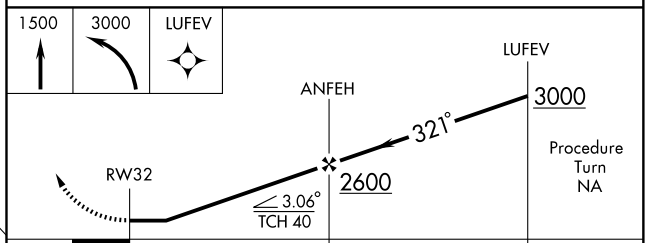
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct LUFEV WP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-32	1260-1	304 (400-1)	NA	
CIRCLING	1400-1 442 (500-1)	1560-1 602 (700-1)	NA	

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB JHH	APP CRS	Rwy Idg	3501
412	321°	TDZE	956
		Apt Elev	958

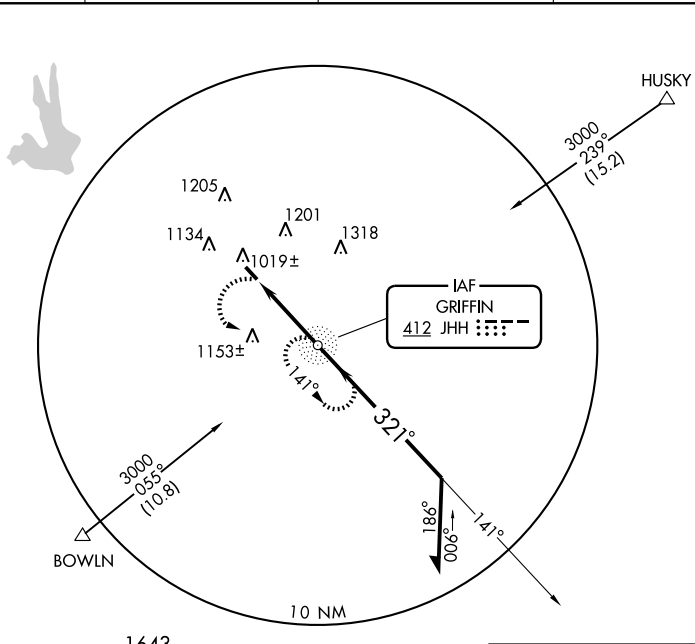
NDB RWY 32

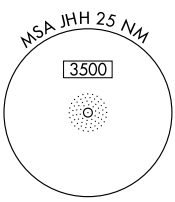
GRIFFIN-SPALDING COUNTY (6A2)

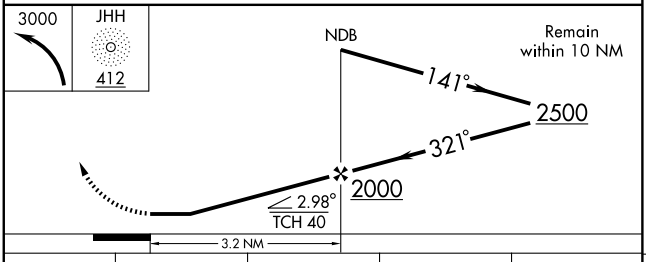
NA

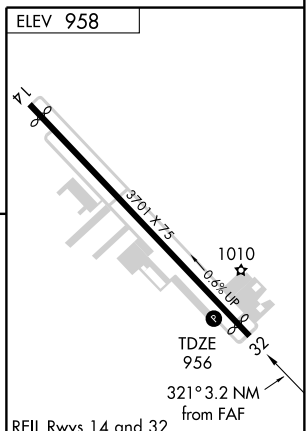
MISSED APPROACH: Climbing left turn to 3000 direct JHH NDB and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	UNICOM
119.750	128.575	128.575 381.65	123.075 (CTAF) L









REIL Rwys 14 and 32
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32	1560-1	604 (700-1)	NA	
CIRCLING	1560-1	602 (700-1)	NA	

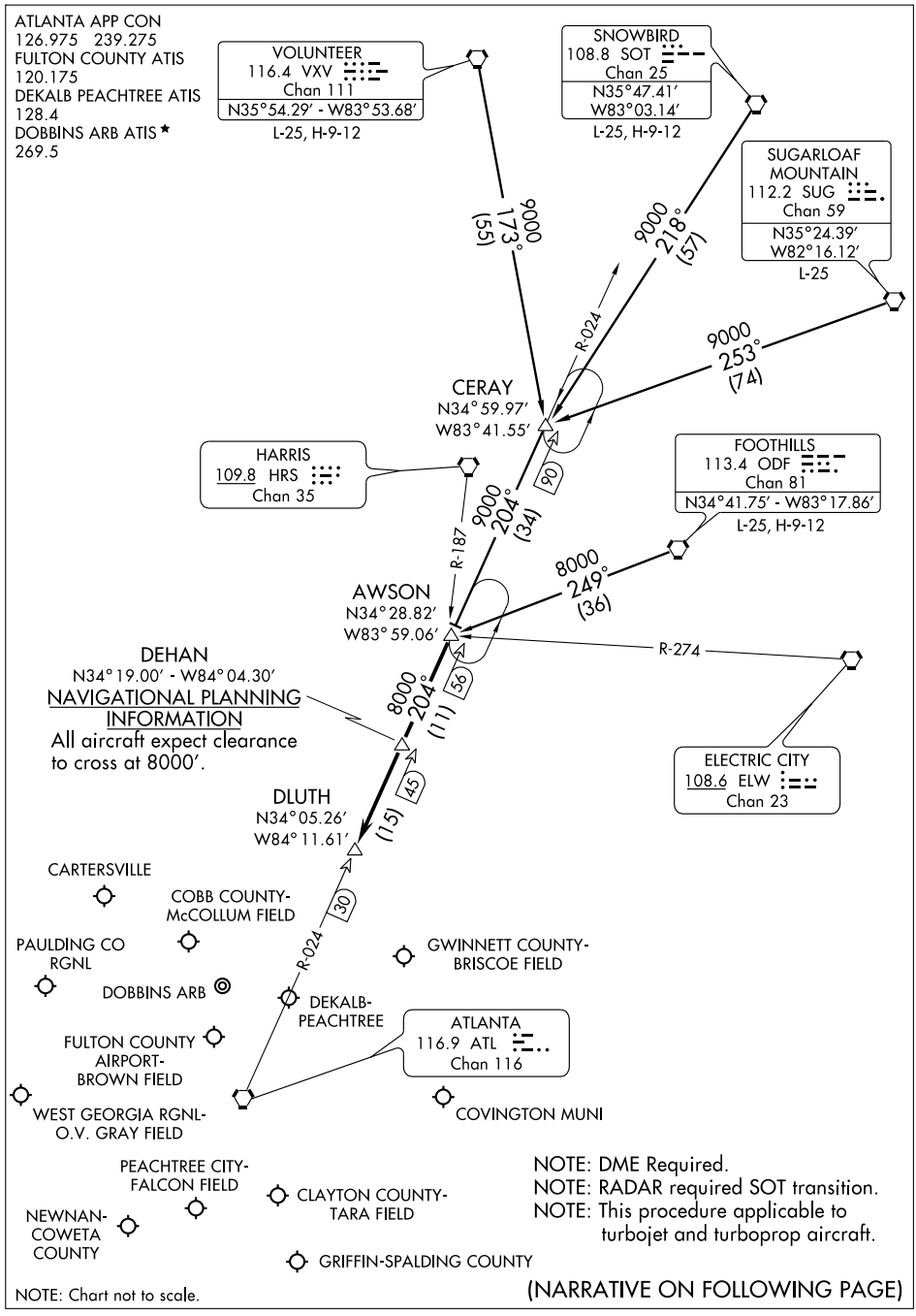
FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4503
057°	TDZE	861
	Apt Elev	874

RNAV (GPS) RWY 6

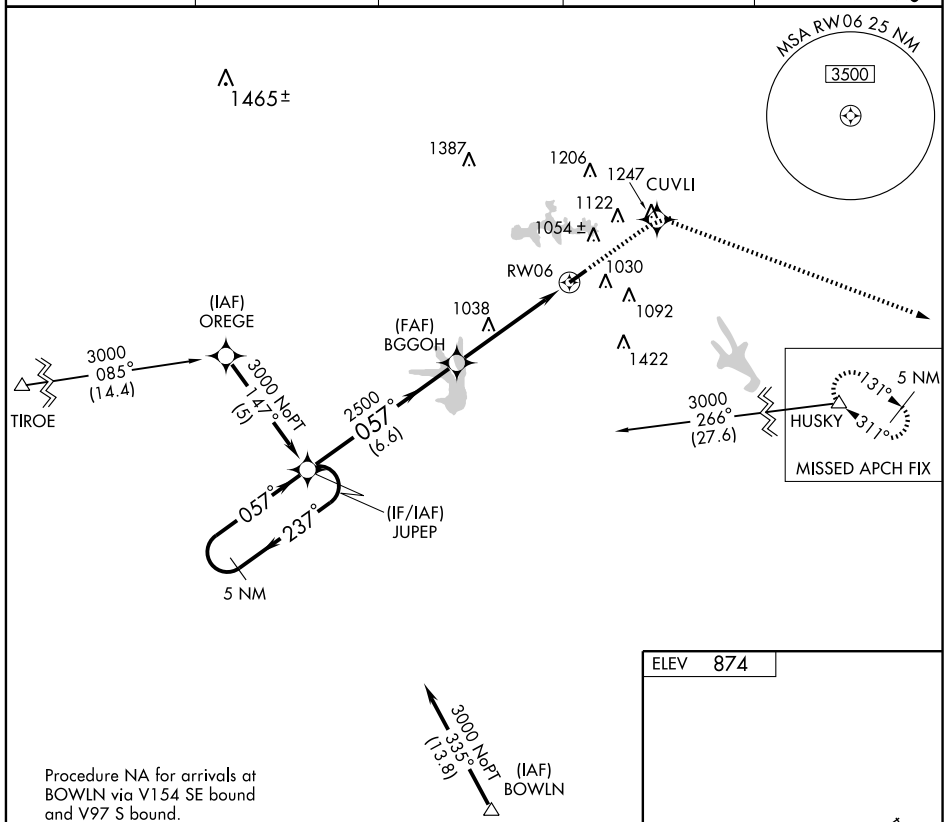
HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.

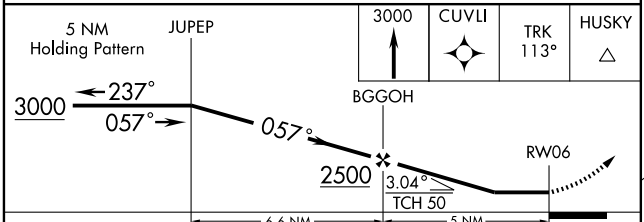
NA

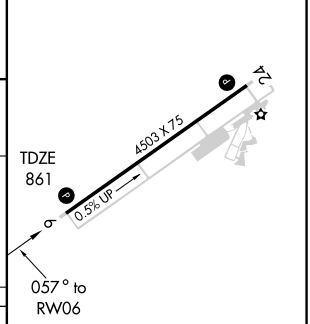
MISSED APPROACH: Climb to 3000 direct CUVLI and via 113°Track to HUSKY and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	GCO	UNICOM
124.825	128.575	128.575 381.65	121.725	122.725 (CTAF) L



Procedure NA for arrivals at BOWLN via V154 SE bound and V97 S bound.





CATEGORY	A	B	C	D
LNAV MDA	1300-1 439 (500-1)		1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1360-1 486 (500-1)		1360-1½ 486 (500-1½)	1480-2 606 (700-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4503
237°	TDZE	874
	Apt Elev	874

RNAV (GPS) RWY 24

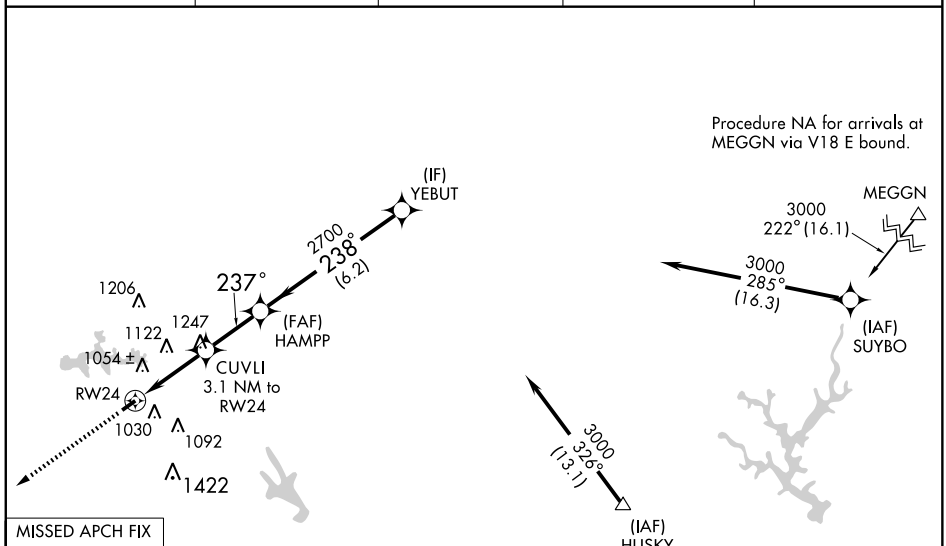
HAMPTON/ CLAYTON COUNTY-TARA FIELD (4A7)

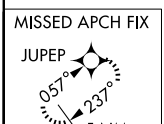
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 60 feet.

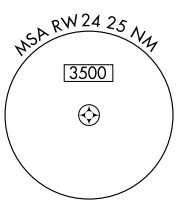
MISSED APPROACH: Climb to 3000 direct JUPEP and hold.

AWOS-3	ATLANTA APP CON	CLNC DEL	GCO	UNICOM
124.825	128.575	128.575 381.65	121.725	122.725 (CTAF)

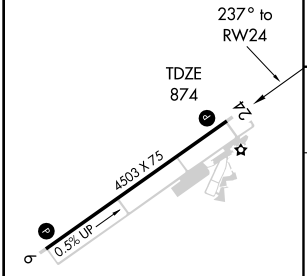
Procedure NA for arrivals at MEGGN via V18 E bound.

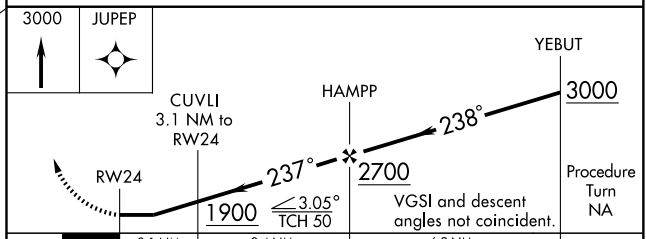






ELEV 874





CATEGORY	A	B	C	D
LNAV MDA	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	1420-1¾ 546 (600-1¾)
CIRCLING	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	1480-2 606 (700-2)

REIL Rwy 6 (L)
MIRL Rwy 6-24 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

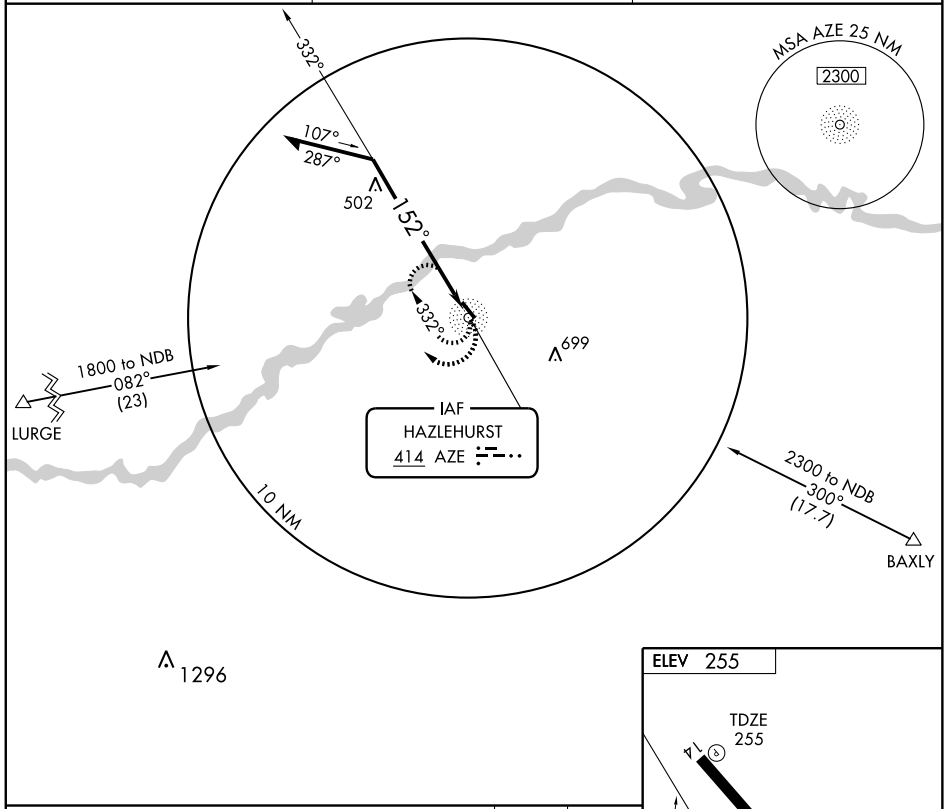
NDB AZE 414	APP CRS 152°	Rwy Idg 4508 TDZE 255 Apt Elev 255

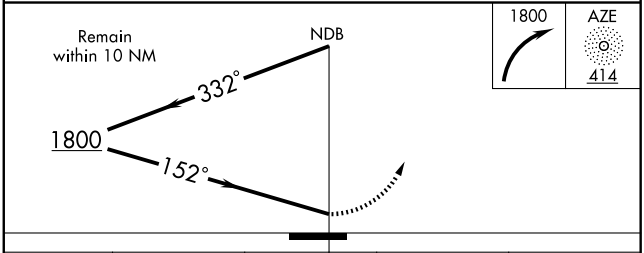
NDB RWY 14
HAZLEHURST (AZE)

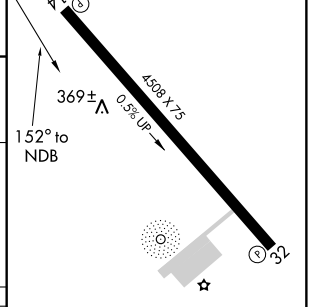
V A NA — Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 1800 in AZE NDB holding pattern.

VIDALIA AWOS-3	JACKSONVILLE CENTER	UNICOM
119.925	132.3 290.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-14	960-1	705 (800-1)	960-2 705 (800-2)	960-2¼ 705 (800-2¼)
CIRCLING	960-1	705 (800-1)	960-2 705 (800-2)	960-2¼ 705 (800-2¼)

REIL Rwys 14 and 32
MIRL Rwy 14-32

SE-4, 17 DEC 2009 to 14 JAN 2010

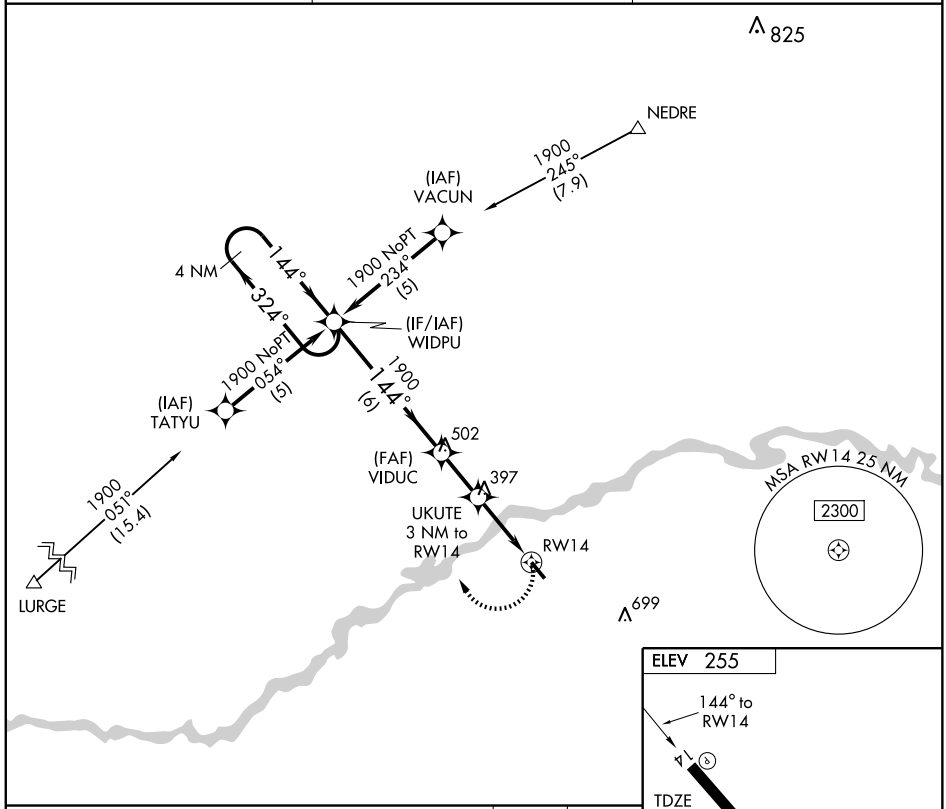
APP CRS	Rwy Idg	4508
144°	TDZE	255
	Apt Elev	255

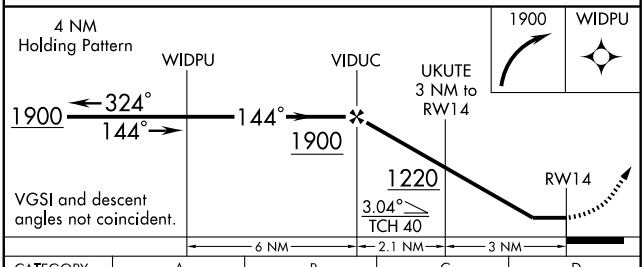
RNAV (GPS) RWY 14
HAZLEHURST (AZE)

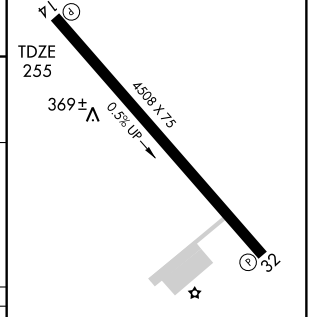
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Vidalia altimeter setting, when not received, use Alma altimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct WIDPU and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	UNICOM
119.925	**132.3 290.4**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	680-1 425 (500-1)		680-1¼ 425 (500-1¼)	
CIRCLING	740-1 485 (500-1)		740-1½ 485 (500-1½)	820-2 565 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32

SE-4, 17 DEC 2009 to 14 JAN 2010

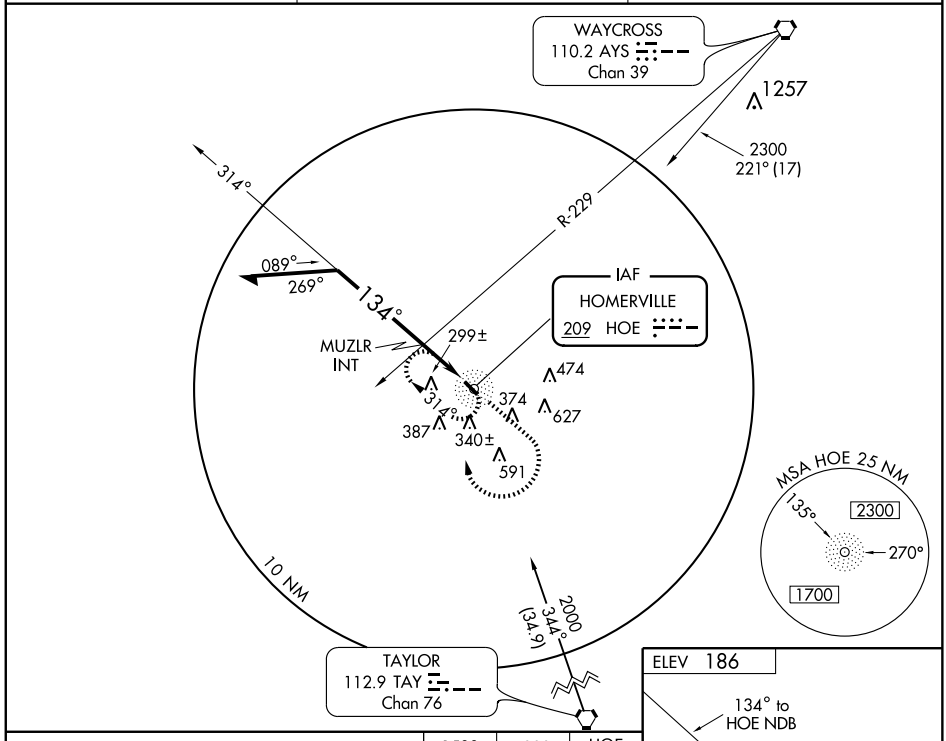
NDB HOE	APP CRS	Rwy Idg	4000
209	134°	TDZE	186
		Apt Elev	186

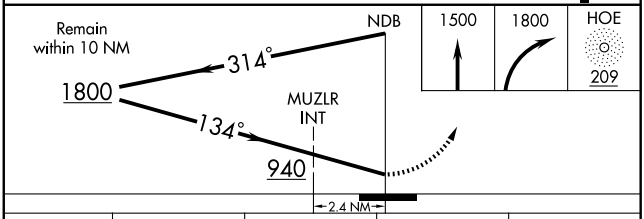
NDB or GPS RWY 14
HOMERVILLE (HOE)

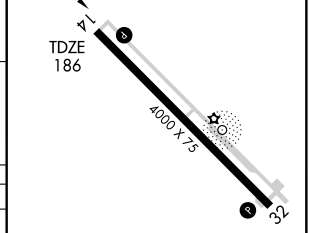
NA Use Valdosta altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 1800 direct HOE NDB and hold.

AWOS-3	VALDOSTA APP CON★	CTAF
118.725	126.6 285.6	122.9 (L)







CATEGORY	A	B	C	D
S-14	940-1 754 (800-1)	940-1¼ 754 (800-1¼)	940-2¼ 754 (800-2¼)	940-2½ 754 (800-2½)
CIRCLING	940-1 754 (800-1)	940-1¼ 754 (800-1¼)	940-2¼ 754 (800-2¼)	940-2½ 754 (800-2½)
VOR MINIMUMS				
S-14	740-1 554 (600-1)		740-1½ 554 (600-1½)	740-1¾ 554 (600-1¾)
CIRCLING	800-1 614 (700-1)		820-1¾ 634 (700-1¾)	820-2 634 (700-2)

MIRL Rwy 14-32 (L)

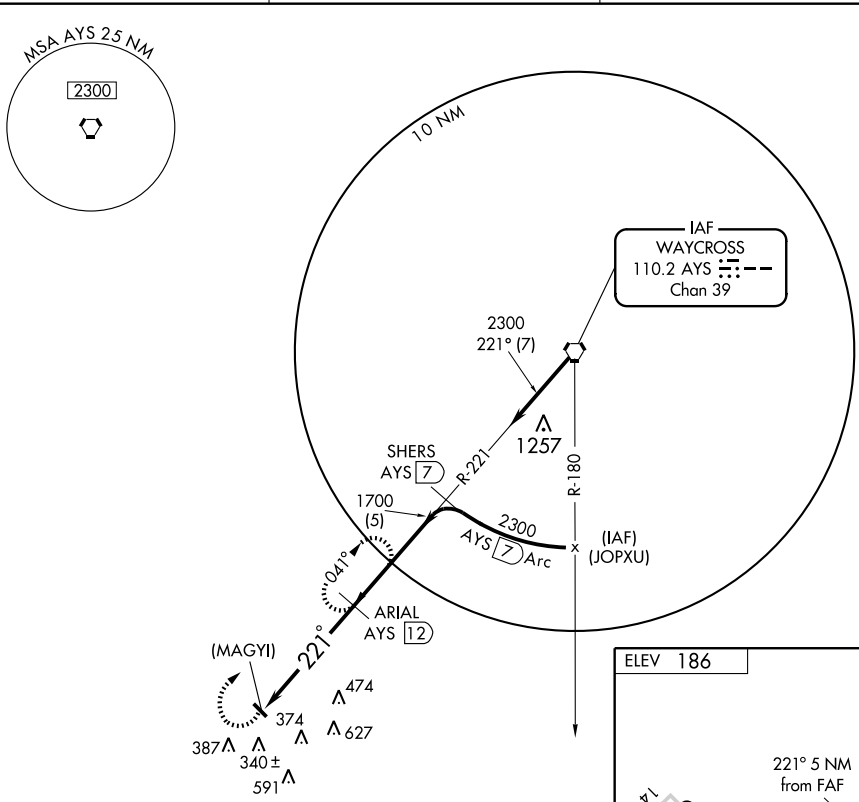
VORTAC AYS	APP CRS	Rwy Idg	N/A
110.2	221°	TDZE	N/A
Chan 39		Apt Elev	186

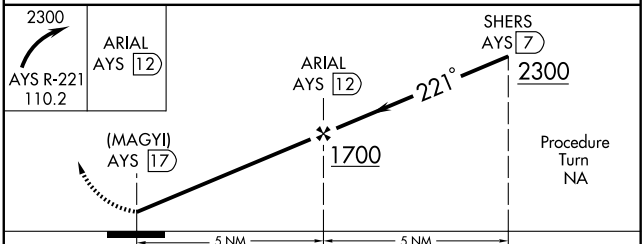
VOR/DME or GPS-A
HOMERVILLE (HOE)

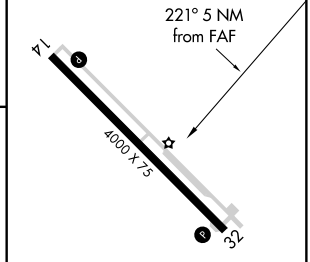
NA — Use Valdosta altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via AYS R-221 to ARIAL 12 DME and hold.

AWOS-3	VALDOSTA APP CON★	CTAF
118.725	126.6 285.6	122.9 (L)







CATEGORY	A	B	C	D
CIRCLING	800-1 614 (700-1)		820-1¾ 634 (700-1¾)	820-2 634 (700-2)

MIRL Rwy 14-32 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82005	163°	TDZE	1515
W16A		Apt Elev	1535

RNAV (GPS) RWY 16

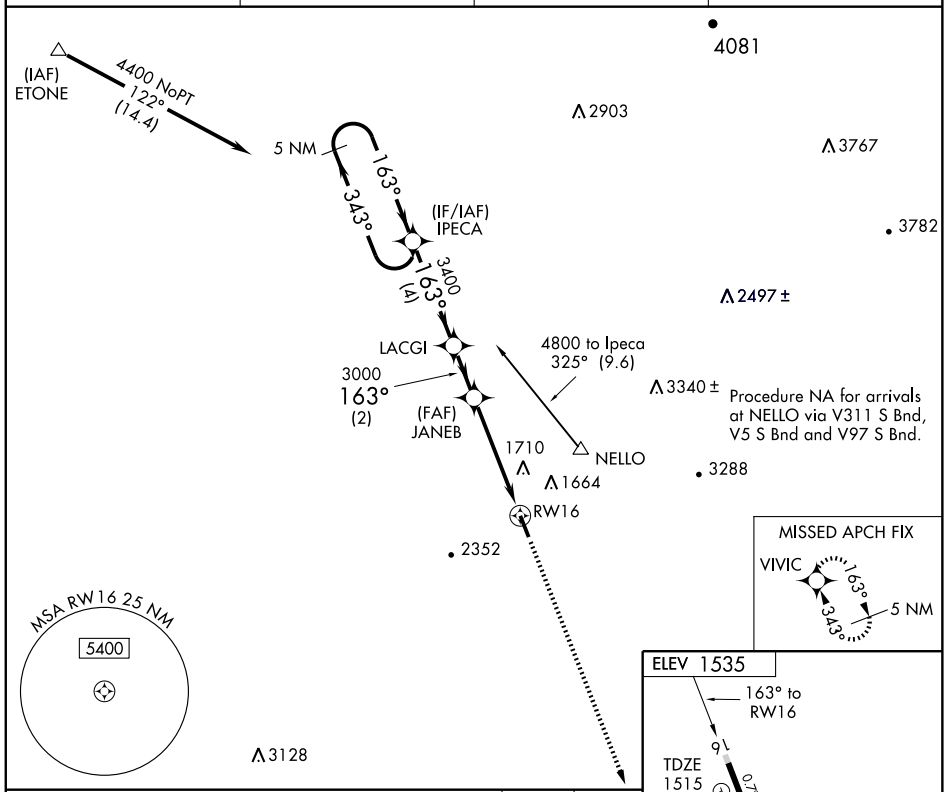
JASPER/PICKENS COUNTY (JZP)

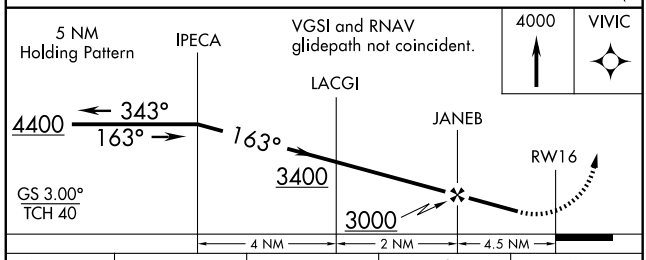
▼ NA

If local altimeter setting not received, use Cobb County-Mc Collum Field altimeter setting and increase all DAs/MDAs 140 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

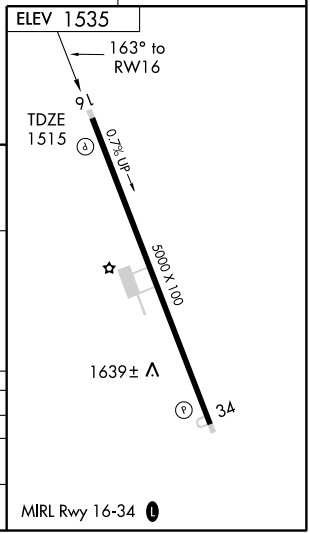
MISSED APPROACH: Climb to 4000 direct VIVIC and hold.

AWOS-A	ATLANTA CENTER	GCO	UNICOM
285	133.1 290.8	121.725	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1929-1½ 414 (400-1½)			NA
LNAV MDA	1960-1 445 (500-1)		1960-1¼ 445 (500-1¼)	NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA



SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77705	343°	TDZE	1535
W34A		Apt Elev	1535

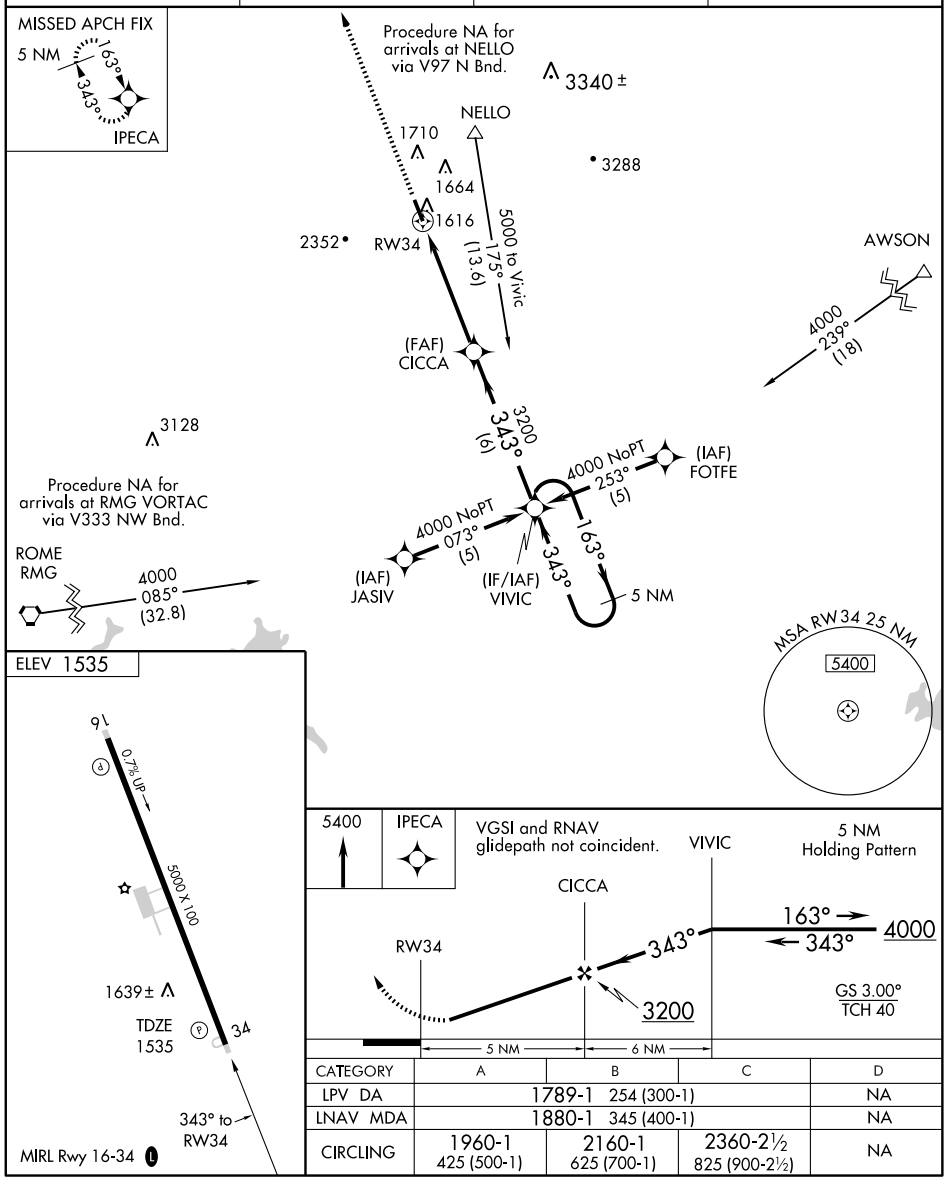
RNAV (GPS) RWY 34

JASPER/PICKENS COUNTY (JZP)

T A NA — If local altimeter setting not received, use Cobb County-McCollum Field altimeter setting and increase all LPV DAs to 1922/MDAs 140 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 direct IPECA and hold, continue climb-in-hold to 5400.

AWOS-A	ATLANTA CENTER	GCO	UNICOM
285	133.1 290.8	121.725	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1789-1 254 (300-1)			NA
LNAV MDA	1880-1 345 (400-1)			NA
CIRCLING	1960-1 425 (500-1)	2160-1 625 (700-1)	2360-2½ 825 (900-2½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5009
CH 78404	168°	TDZE	943
W17A		Apt Elev	951

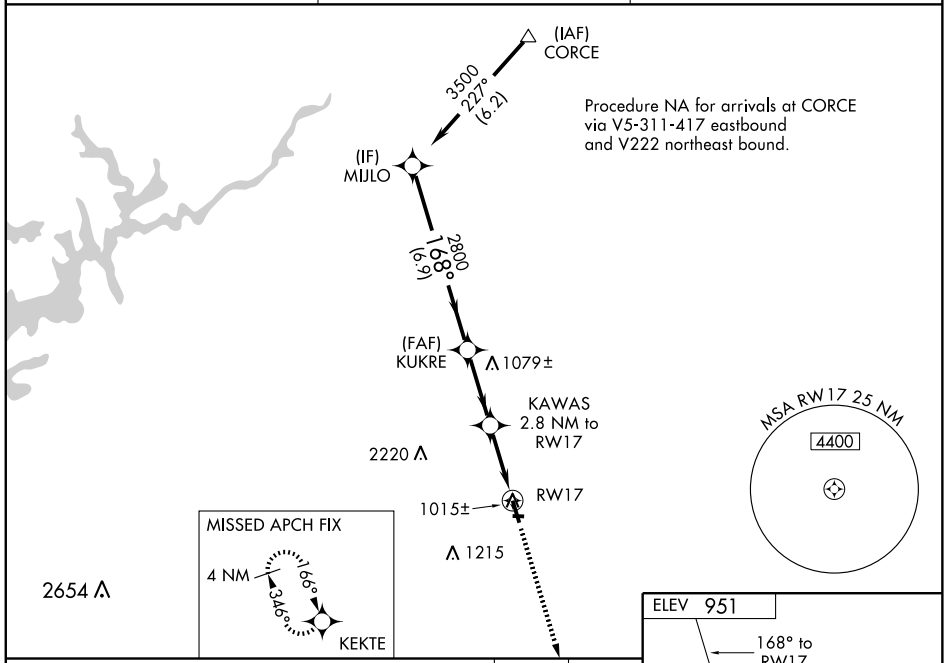
RNAV (GPS) RWY 17

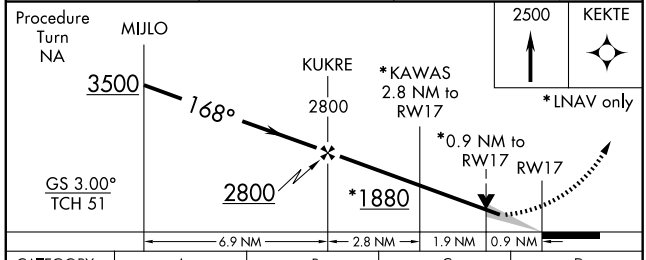
JEFFERSON/ JACKSON COUNTY (19A)

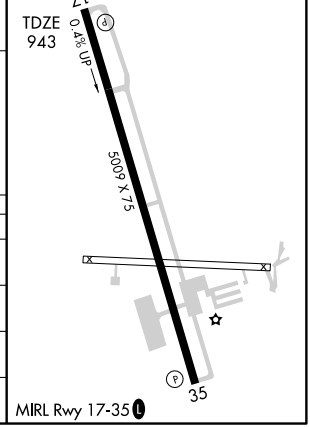
Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Athens/Ben Epps altimeter setting. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct KEKTE and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1193-1 250 (300-1)			
LNAV/VNAV DA	1228-1 285 (300-1)			
LNAV MDA	1280-1 337 (400-1)			
CIRCLING	1360-1 409 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 35

JEFFERSON/JACKSON COUNTY (19A)

WAAS	APP CRS	Rwy Idg	5009
CH 82704	348°	TDZE	950
W35A		Apt Elev	951

Baro-VNAV NA when using Athens/Ben Epps altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct MIJLO and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	127.5 316.05	122.8 (CTAF) L

MISSED APCH FIX

MIJLO 166° 346° 4 NM

MSA RW35 25 NM 4400

2220

1059±

RW35

1215

2654

1071

(FAF) JIRWI

2500 348° (6.1)

(IF) KEKTE

Procedure NA for arrivals at AHN VORTAC on airway radials 291 CW 340.

2500 294° (9.1)

(IAF) ATHENS AHN

ELEV 951

17

0.4% UP

5009 X 75

TDZE 950

35

348° to RW35

MIRL Rwy 17-35 L

3500 MIJLO

JIRWI 2500

KEKTE

Procedure Turn NA

RW35 348° 2500 2500

GS 3.00° TCH 50

4.7 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1233-1 283 (300-1)			
LNAV/VNAV DA	1329-1¼ 379 (400-1¼)			
LNAV MDA	1380-1 430 (500-1)		1380-1¼ 430 (500-1¼)	1380-1½ 430 (500-1½)
CIRCLING	1380-1 429 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	5009
109.6	319°	TDZE	950
Chan 33		Apt Elev	951

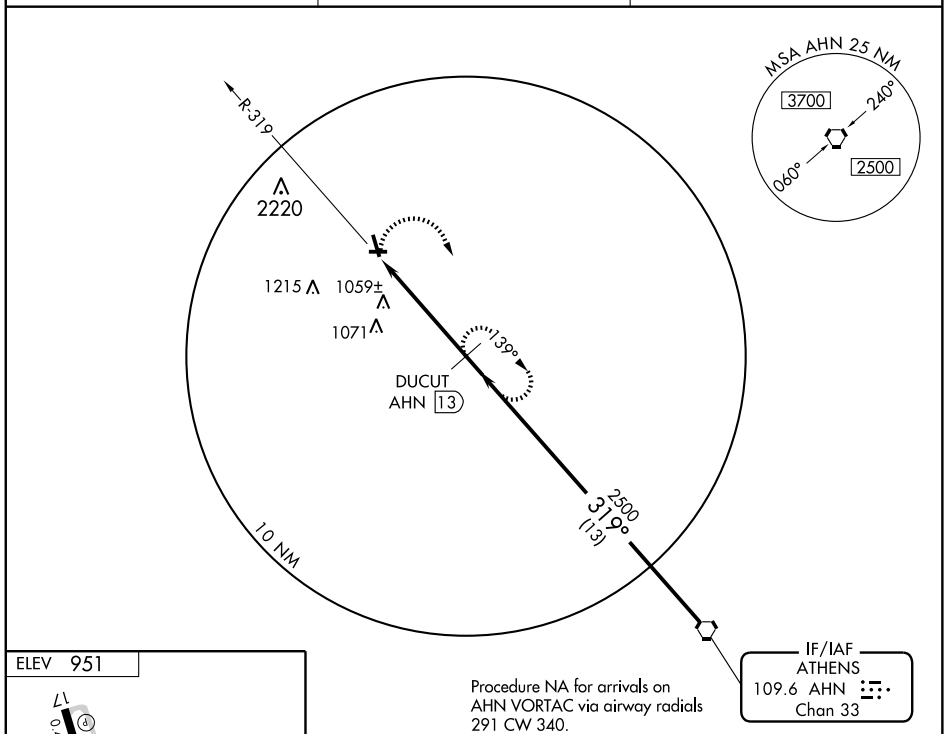
VOR/DME RWY 35

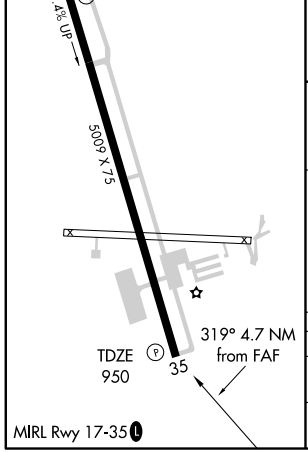
JEFFERSON/JACKSON COUNTY (19A)

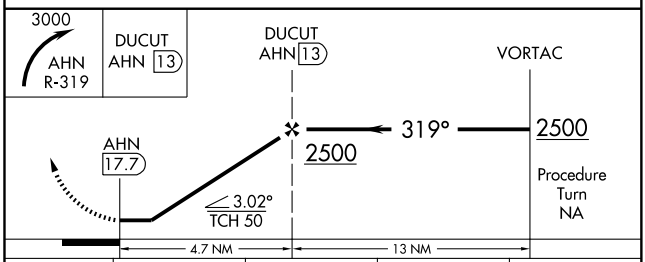
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Athens/Ben Epps altimeter setting and increase all MDA 80 feet and S-35 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via AHN VORTAC R-319 to DUCUT/ AHN 13 DME and hold.

ASOS	ATLANTA APP CON ★	UNICOM
118.125	127.5 316.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1380-1	430 (500-1)	1380-1¼ 430 (500-1¼)	1380-1½ 430 (500-1½)
CIRCLING	1380-1 429 (500-1)	1420-1 469 (500-1)	1420-1½ 469 (500-1½)	1520-2 569 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3715
359°	TDZE	11
	Apt Elev	12

RNAV (GPS) RWY 36

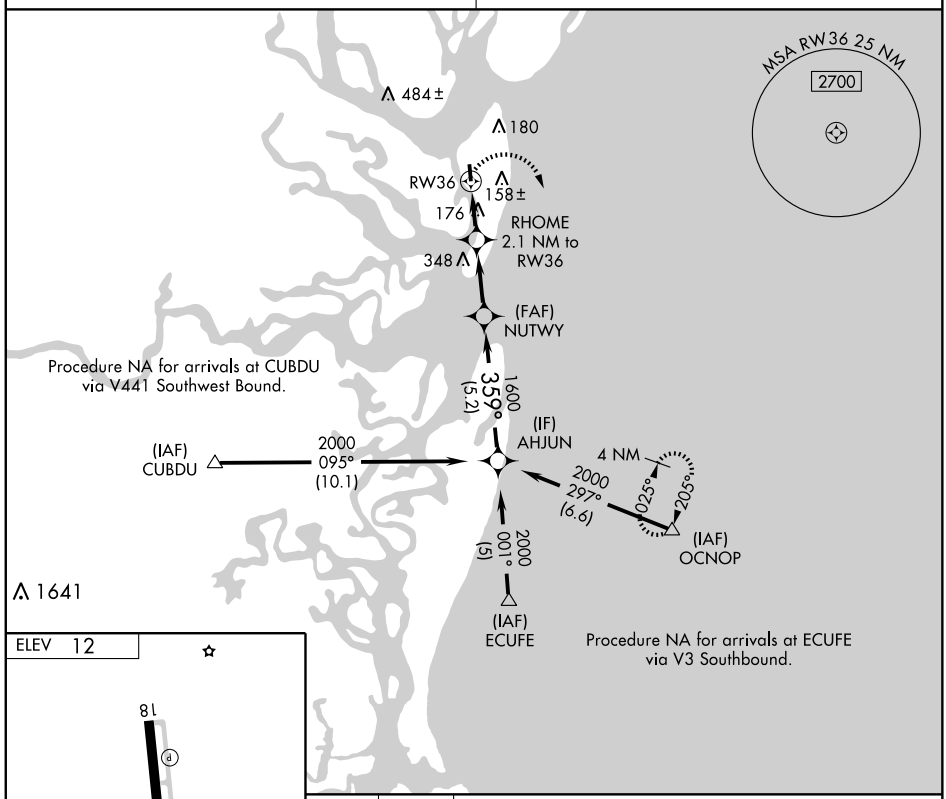
JEKYLL ISLAND (09J)

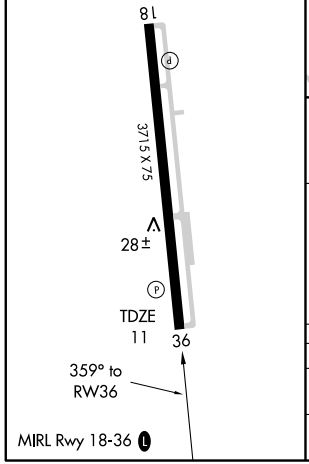
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase all MDA 100 feet. VDP NA when using Jacksonville Intl altimeter setting.

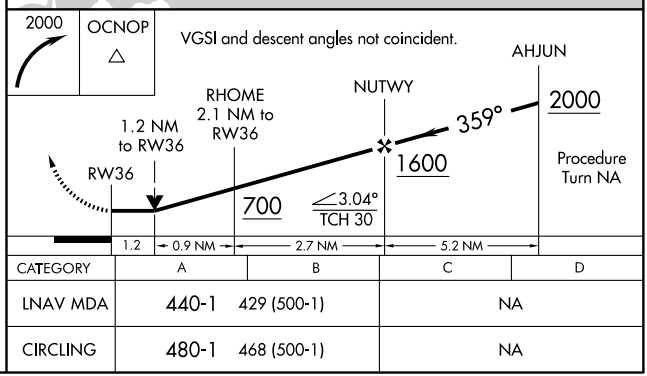
NA

MISSED APPROACH: Climbing right turn to 2000 direct OCNOP and hold. When authorized by ATC, climb-in-hold to 4000.

JACKSONVILLE CENTER	UNICOM
126.75 277.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1	429 (500-1)	NA	
CIRCLING	480-1	468 (500-1)	NA	

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC SSI 109.8 Chan 35	APP CRS 037°	Rwy Idg N/A TDZE N/A Apt Elev 12

VOR-A

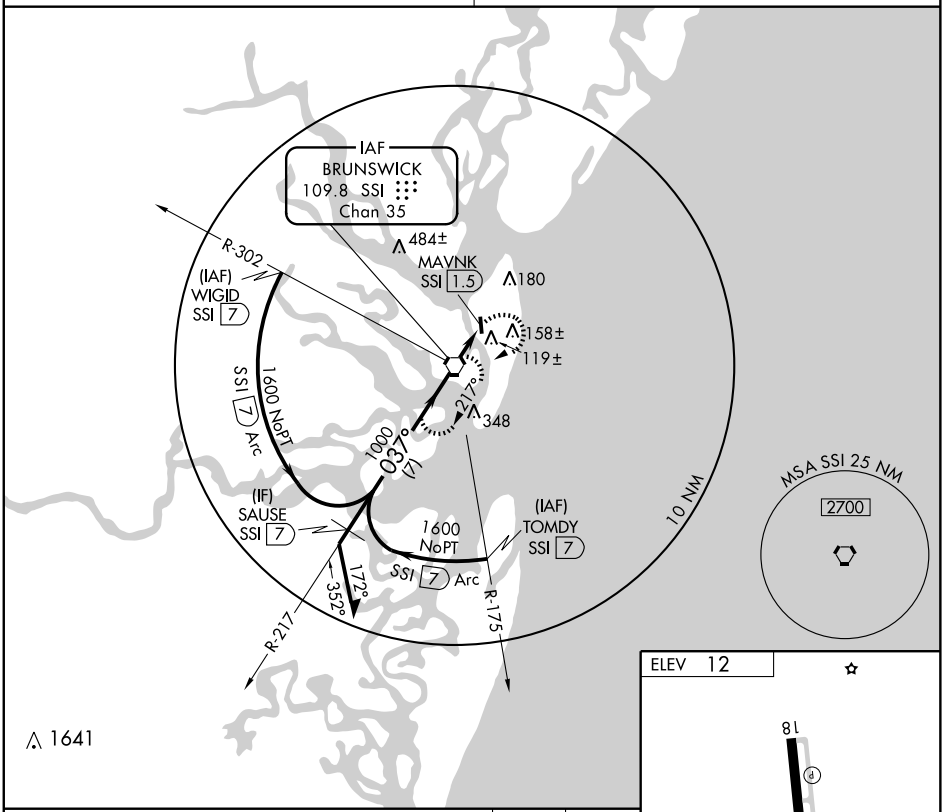
JEKYLL ISLAND (09J)

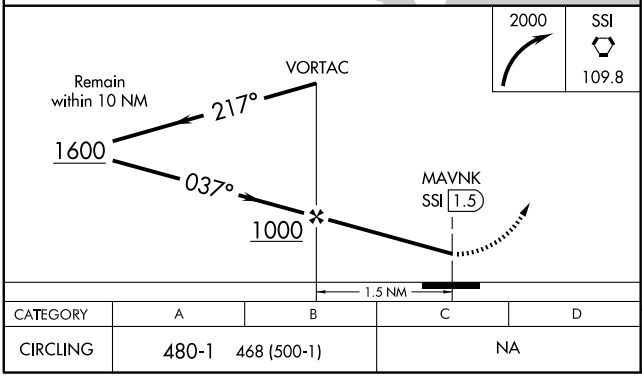
NA

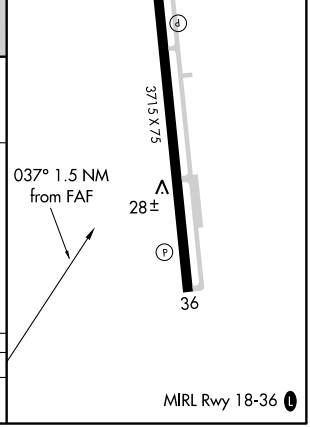
Use Brunswick/Malcolm McKinnon altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.

JACKSONVILLE CENTER	UNICOM
126.75 277.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	480-1	468 (500-1)	NA	

MIRL Rwy 18-36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB RWY 11

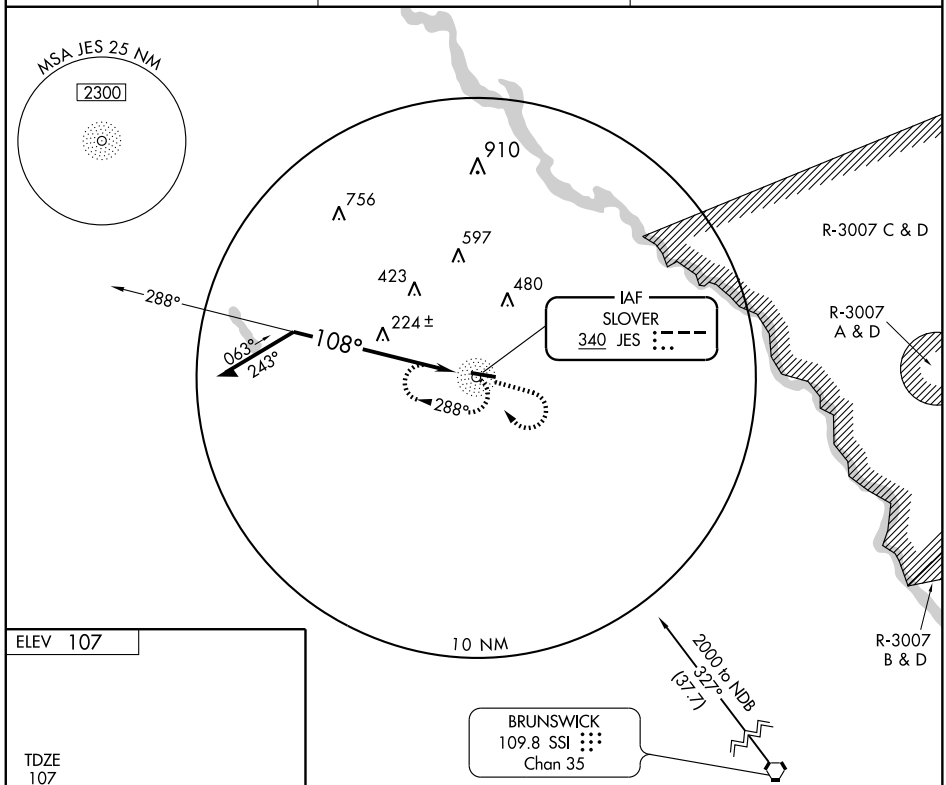
JESUP-WAYNE COUNTY (JES)

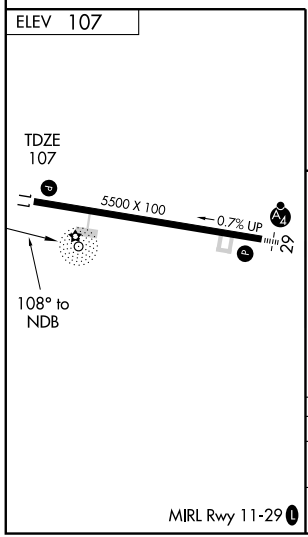
NDB JES	APP CRS	Rwy Idg	5500
340	108°	TDZE	107
		Apt Elev	107

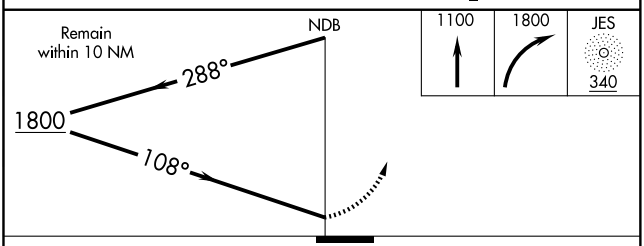
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-11 Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	580-1	473 (500-1)	580-1½ 473 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB JES	APP CRS	Rwy Idg	5500
340	276°	TDZE	96
		Apt Elev	107

NDB RWY 29

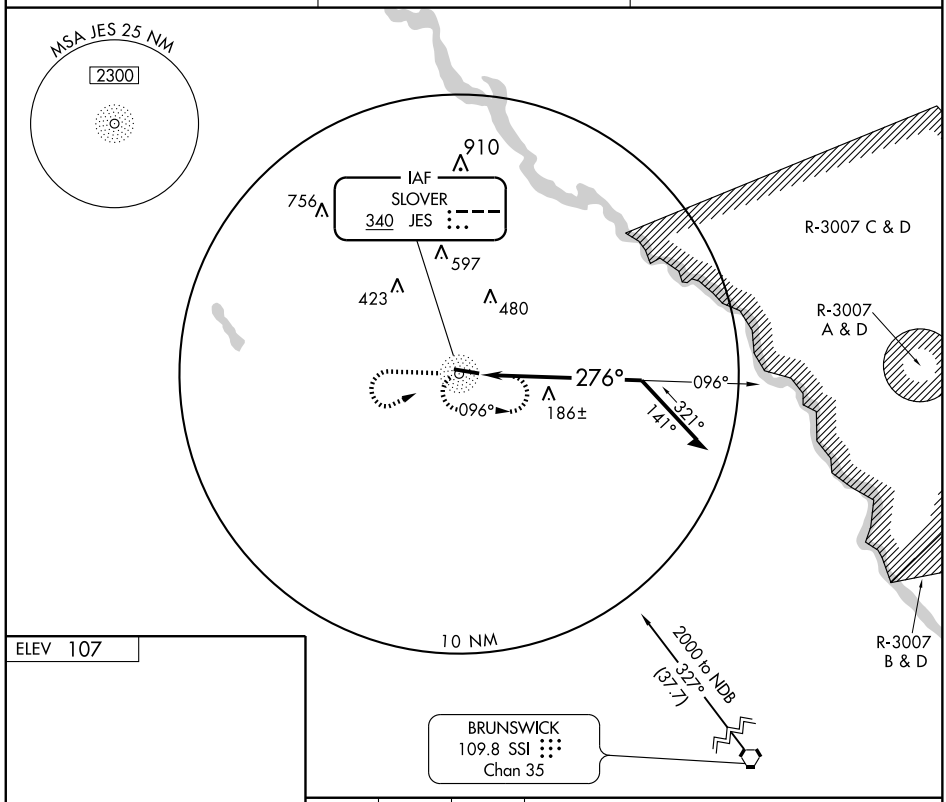
JESUP-WAYNE COUNTY (JES)

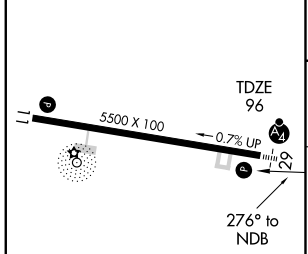
Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase all MDA 140 feet, S-29 Cat C and D visibility ¼ mile, and Circling Cat D visibility ½ mile. Inoperative table does not apply to S-29 Cat C.

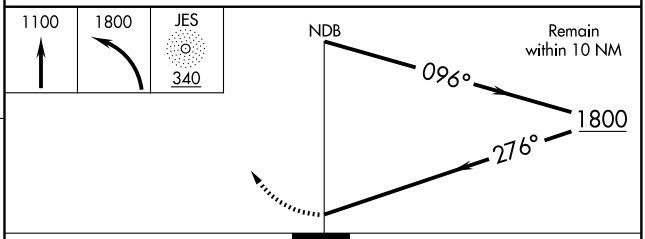
MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 direct JES NDB and hold, continue climb-in-hold to 1800.

AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	540-¾ 444 (500-¾)		540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	540-1 433 (500-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 11

JESUP-WAYNE COUNTY (JES)

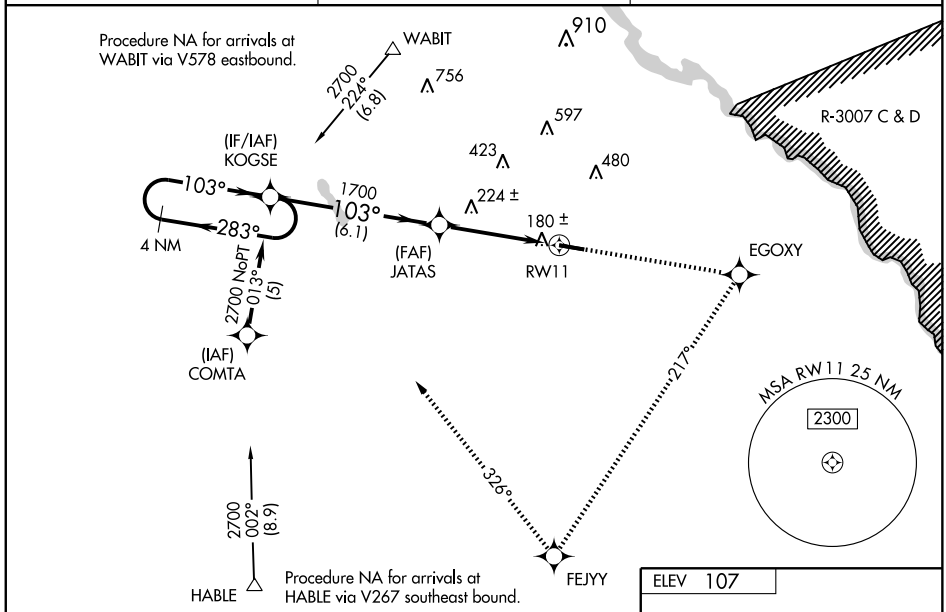
WAAS	APP CRS		
CH 77815	103°	Rwy Idg	5500
W11A		TDZE	107
		Apt Elev	107

Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting.

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 583, LNAV/VNAV DA to 594, and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile and LNAV/VNAV Cats visibility ¼ mile. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

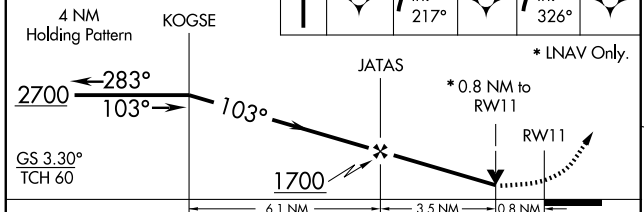
AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L



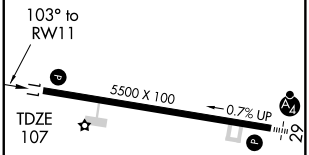
VGSI and RNAV glidepath not coincident.

2700	EGOXY	trk 217°	FEJYY	trk 326°	KOGSE

* LNAV Only.



ELEV 107



CATEGORY	A	B	C	D
LPV DA	462-1 355 (400-1)			NA
LNAV/VNAV DA	473-1¼ 366 (400-1¼)			NA
LNAV MDA	480-1 373 (400-1)			NA
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	NA

MIRL Rwy 11-29 L

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 29

JESUP-WAYNE COUNTY (JES)

WAAS	APP CRS	Rwy Idg	5500
CH 53615	284°	TDZE	96
W29A		Apt Elev	107

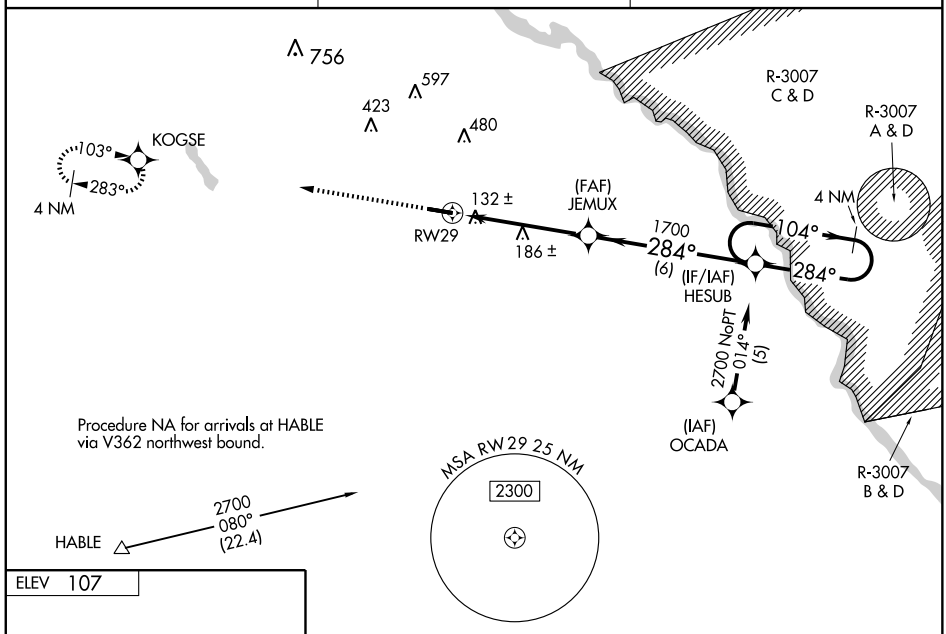
Baro-VNAV NA when using Savannah/Hilton Head Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting and increase LPV DA to 485, LNAV/VNAV DA to 542, and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply.

NA

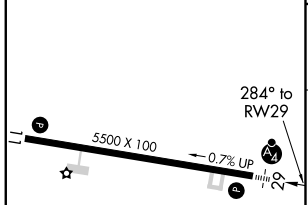
MALSF

MISSED APPROACH: Climb to 2700 direct KOGSE and hold.

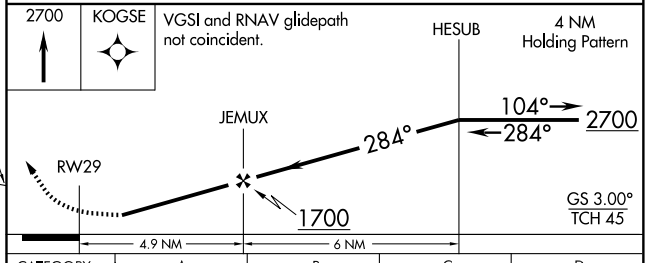
AWOS-A	JACKSONVILLE CENTER	UNICOM
340.0	126.75 277.4	122.8 (CTAF) L



ELEV 107



MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LPV DA	364-1 268 (300-1)			
LNAV/VNAV DA	421-1¼ 325 (400-1¼)			
LNAV MDA	440-1 344 (400-1)			440-1¼ 344 (400-1¼)
CIRCLING	500-1 393 (400-1)	560-1 453 (500-1)	560-1½ 453 (500-1½)	780-2¼ 673 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS		
022°	Rwy Idg	5350
	TDZE	773
	Apt Elev	777

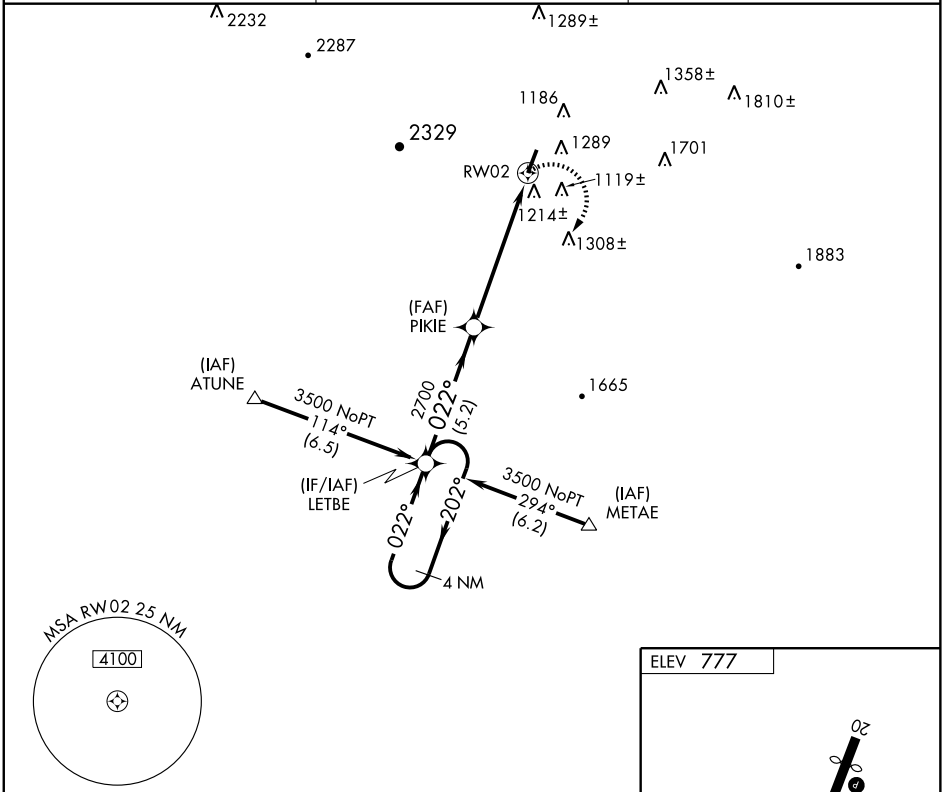
RNAV (GPS) RWY 2

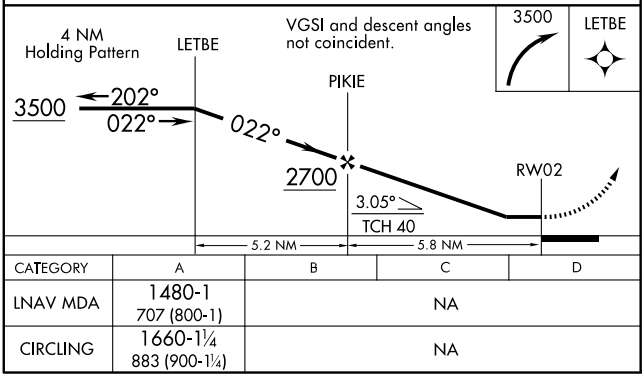
LAFAYETTE/BARWICK LAFAYETTE (9A5)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN. Lovell Field altimeter setting and increase all MDA 80 feet.

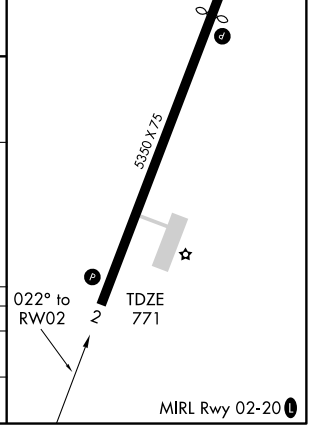
MISSED APPROACH: Climbing right turn to 3500 direct LETBE and hold.

ASOS	CHATTANOOGA APP CON ★	UNICOM
119.775	125.1 379.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 707 (800-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4900
203°	TDZE	777
	Apt Elev	777

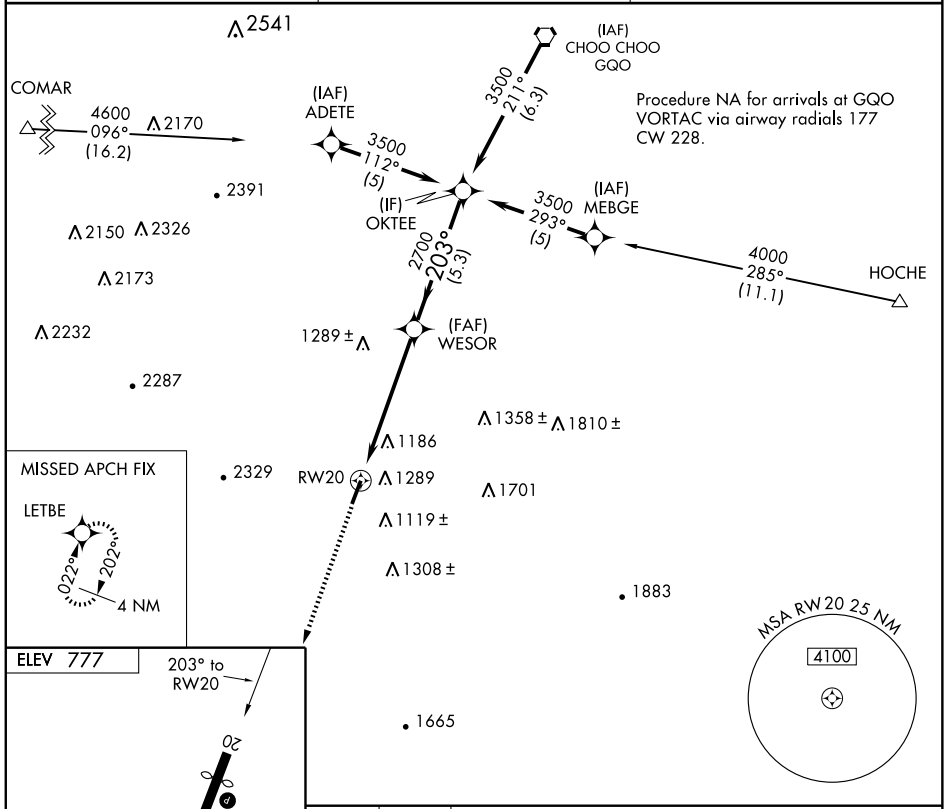
RNAV (GPS) RWY 20

LAFAYETTE/BARWICK LAFAYETTE (9A5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga, TN, Lovell Field altimeter setting and increase all MDA 80 feet, and LNAV visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct LETBE and hold.

ASOS	CHATTANOOGA APP CON ★	UNICOM
119.775	125.1 379.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1600-1 823 (900-1)	NA		
CIRCLING	1660-1¼ 883 (900-1¼)	NA		

MIRL Rwy 2-20 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-GNK	APP CRS	Rwy Idg	5600
110.9	308°	TDZE	680
		Apt Elev	693

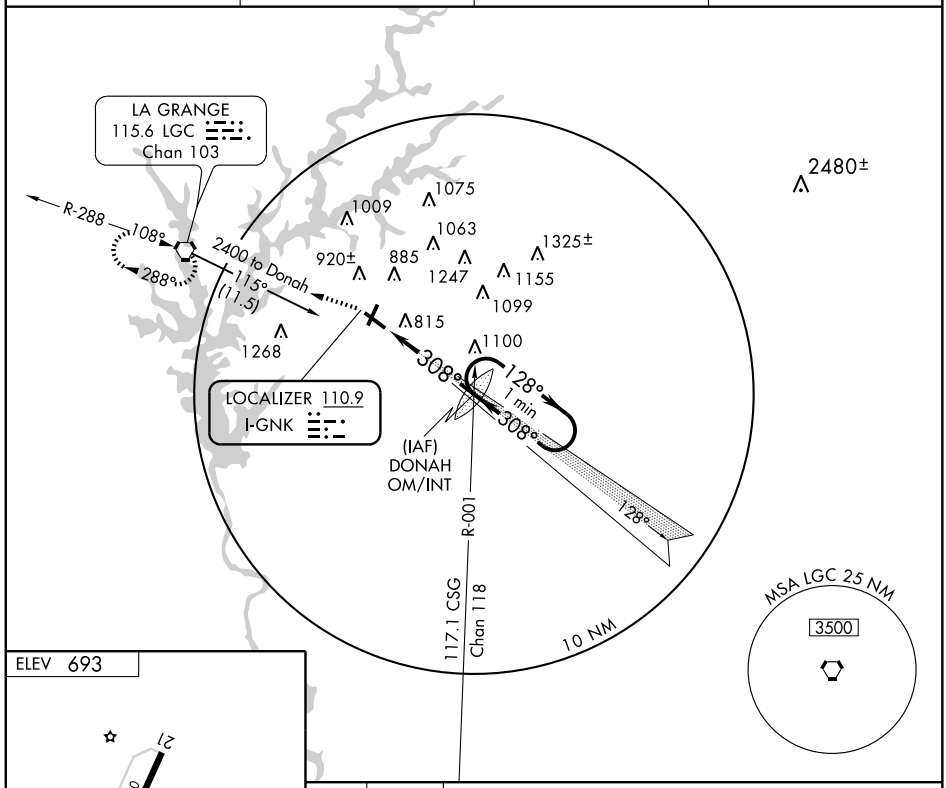
ILS or LOC RWY 31
LAGRANGE-CALLAWAY (LGC)

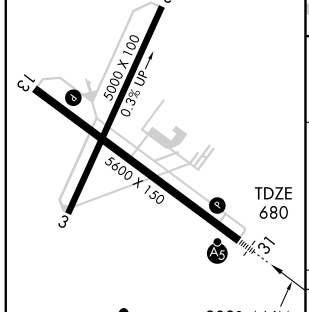
If local altimeter not received use Columbus altimeter setting and increase all DH/MDAs 140 feet. NA

MALSR

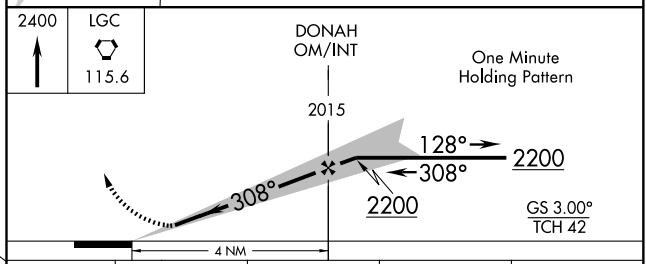
MISSED APPROACH: Climb to 2400 direct LGC VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF)





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 31	880-½ 200 (200-½)			
S-LOC 31	1180-½ 500 (500-½)		1180-1 500 (500-1)	
CIRCLING	1220-1 527 (600-1)		1240-1½ 547 (600-1½)	1300-2 607 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LAGRANGE, GEORGIA

AL-913 (FAA)

VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	306°	TDZE	680
Chan 103		Apt Elev	693

VOR/DME RNAV or GPS RWY 31

LAGRANGE-CALLAWAY (LGC)

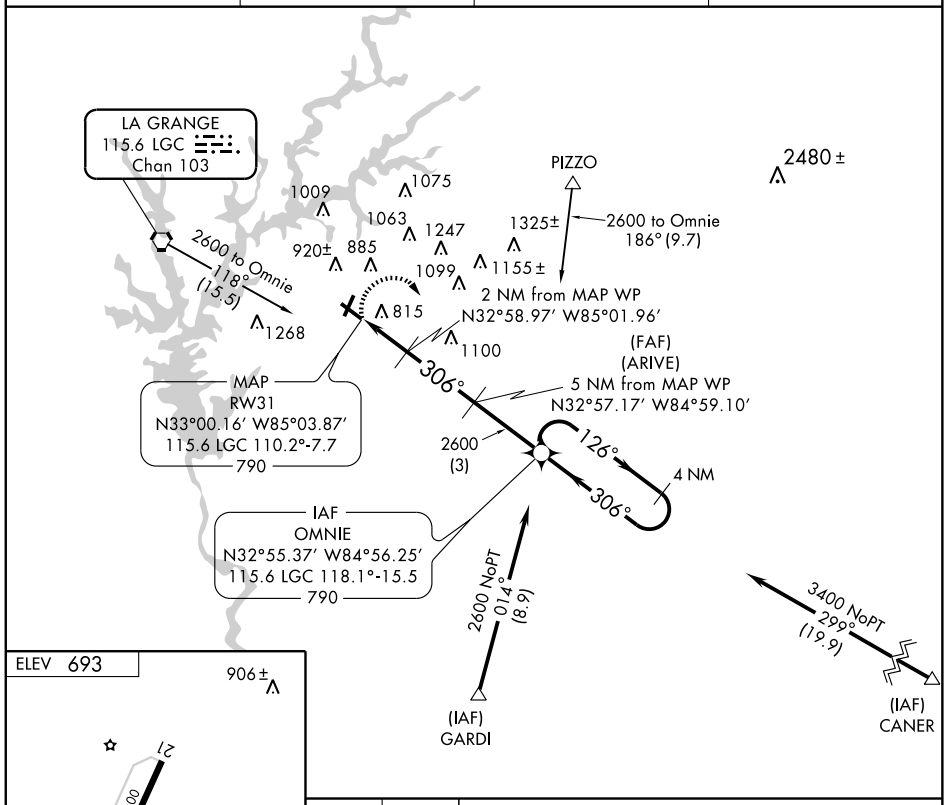
If local altimeter not received, use Columbus altimeter setting and increase all MDAs 140 feet.

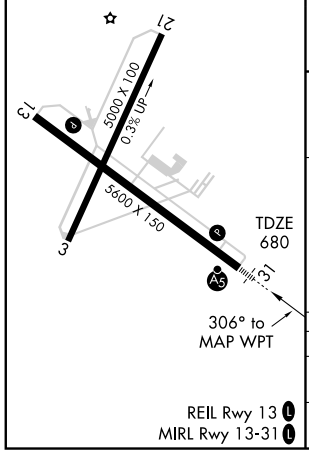
NA

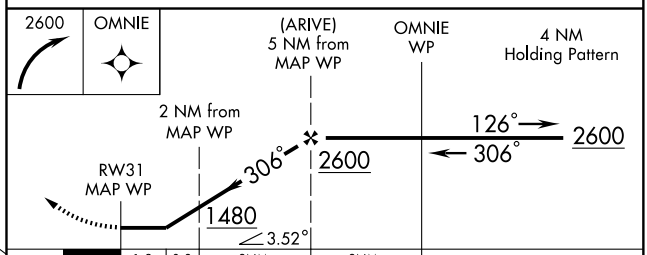
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct OMNIE WP and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 480 (500-1)		1160-1¼ 480 (500-1¼)	1160-1½ 480 (500-1½)
CIRCLING	1220-1 527 (600-1)		1240-1½ 547 (600-1½)	1300-2 607 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LGC	APP CRS	Rwy Idg	5600
115.6	108°	TDZE	680
Chan 103		Apt Elev	693

VOR or GPS RWY 13

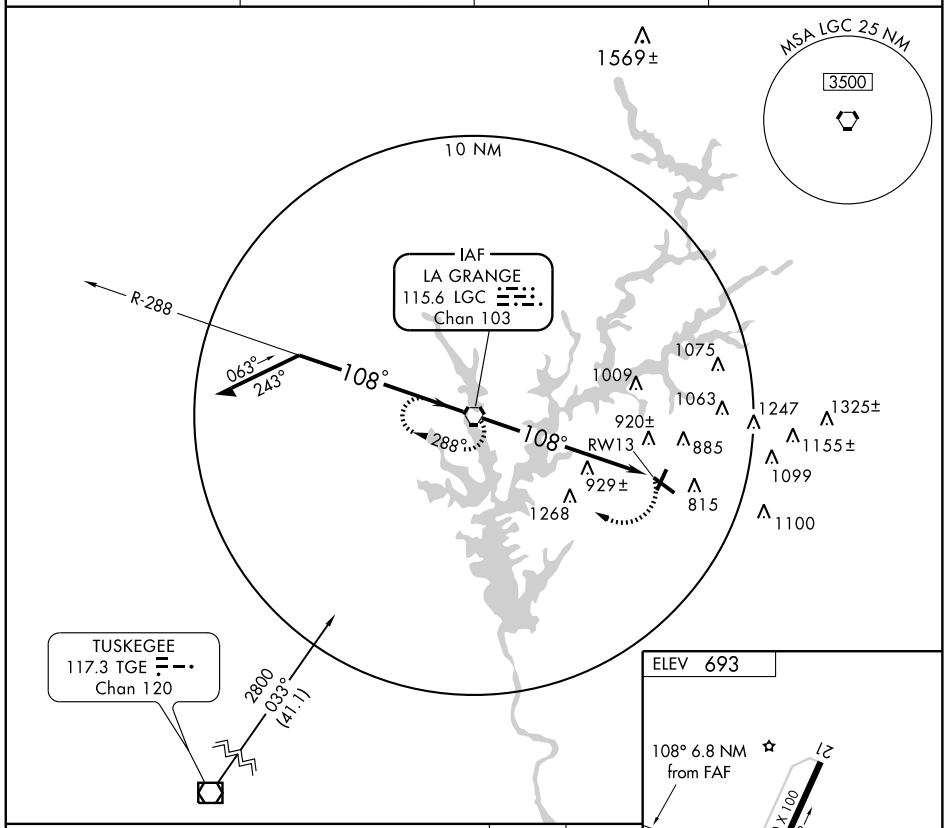
LAGRANGE-CALLAWAY (LGC)

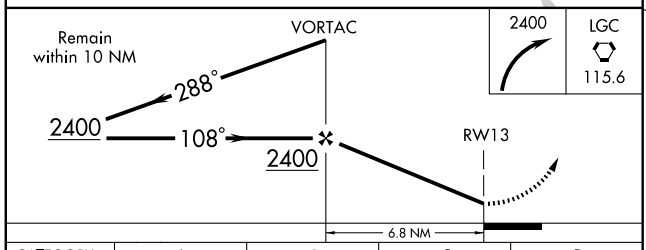
If local altimeter not received, use Columbus altimeter setting and increase all MDAs 140 feet.

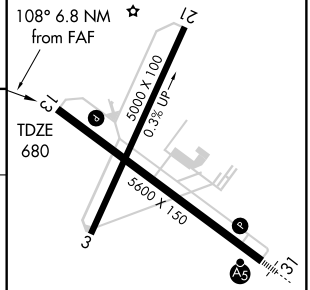
NA

MISSED APPROACH: Climbing right turn to 2400 direct LGC VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
126.325	125.5 323.1	119.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-13	1220-1	540 (600-1)	1220-1½ 540 (600-1½)	1220-1¾ 540 (600-1¾)
CIRCLING	1220-1	527 (600-1)	1240-1½ 547 (600-1½)	1300-2 607 (700-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-4, 17 DEC 2009 to 14 JAN 2010

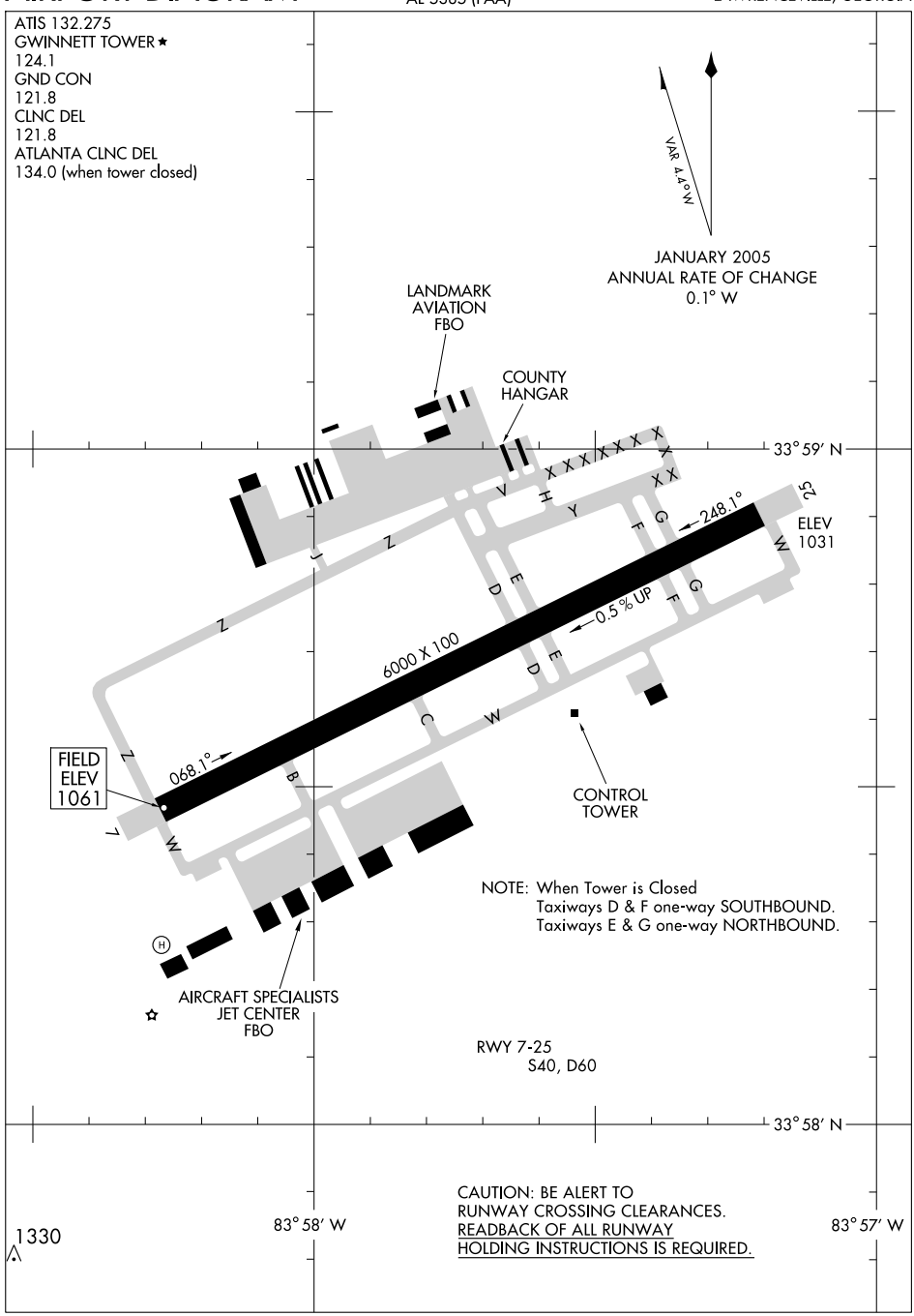
07130

AIRPORT DIAGRAM

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

AL-5385 (FAA)

LAWRENCEVILLE, GEORGIA

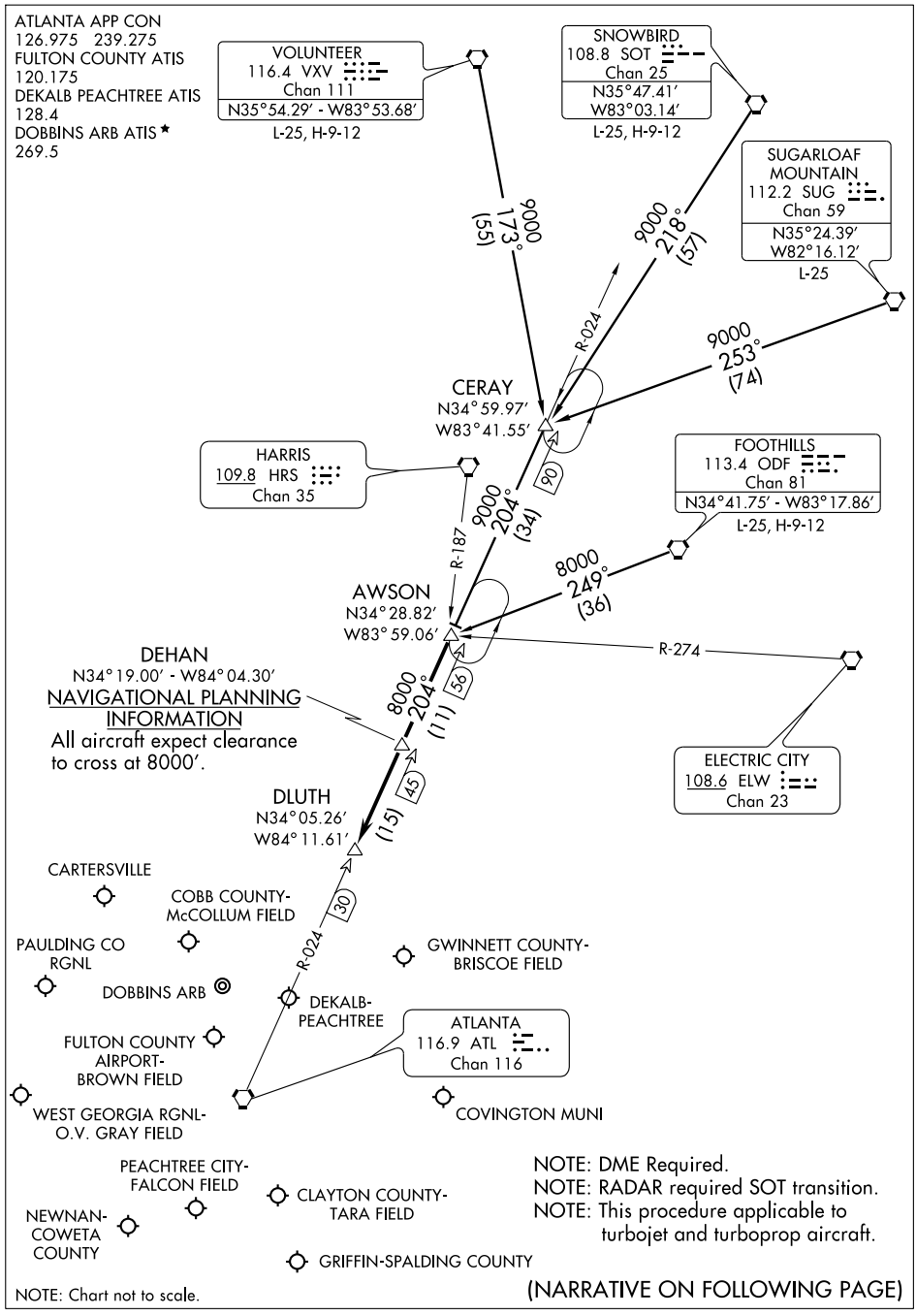


SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

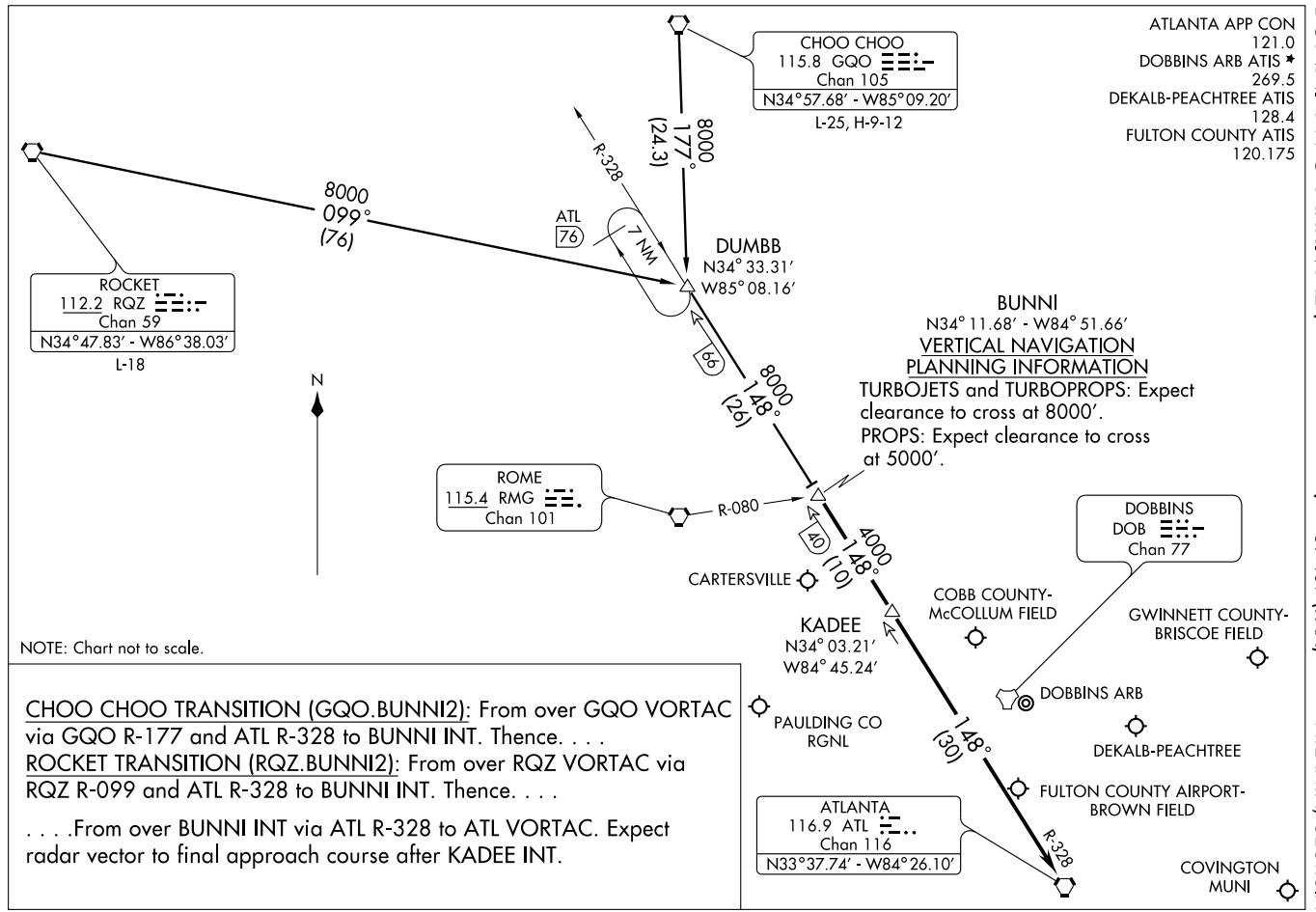
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

LOC I-TXP	APP CRS	Rwy Idg	6000
109.95	246°	TDZE	1038
		Apt Elev	1061

ILS RWY 25

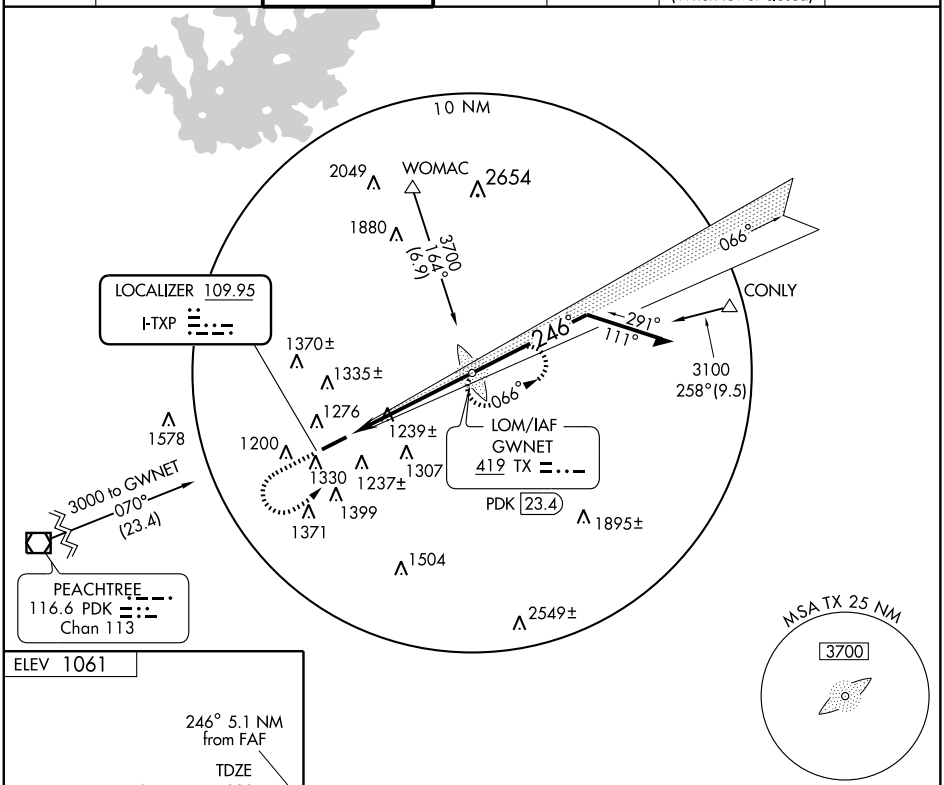
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

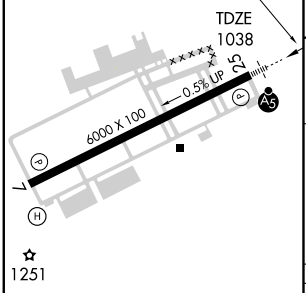
T NA — If local altimeter setting not received, use Atlanta altimeter setting and increase all DH/MDAs 200 feet. ADF REQUIRED. DME from PDK VOR/DME.

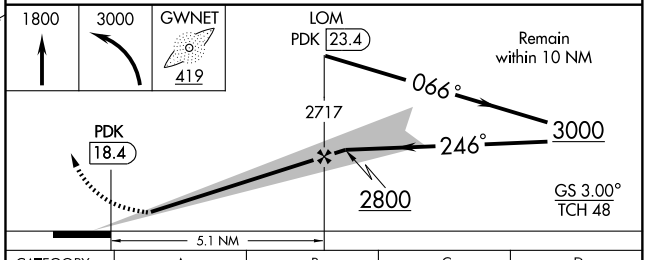
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct to GWNET LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







HIRL Rwy 7-25 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

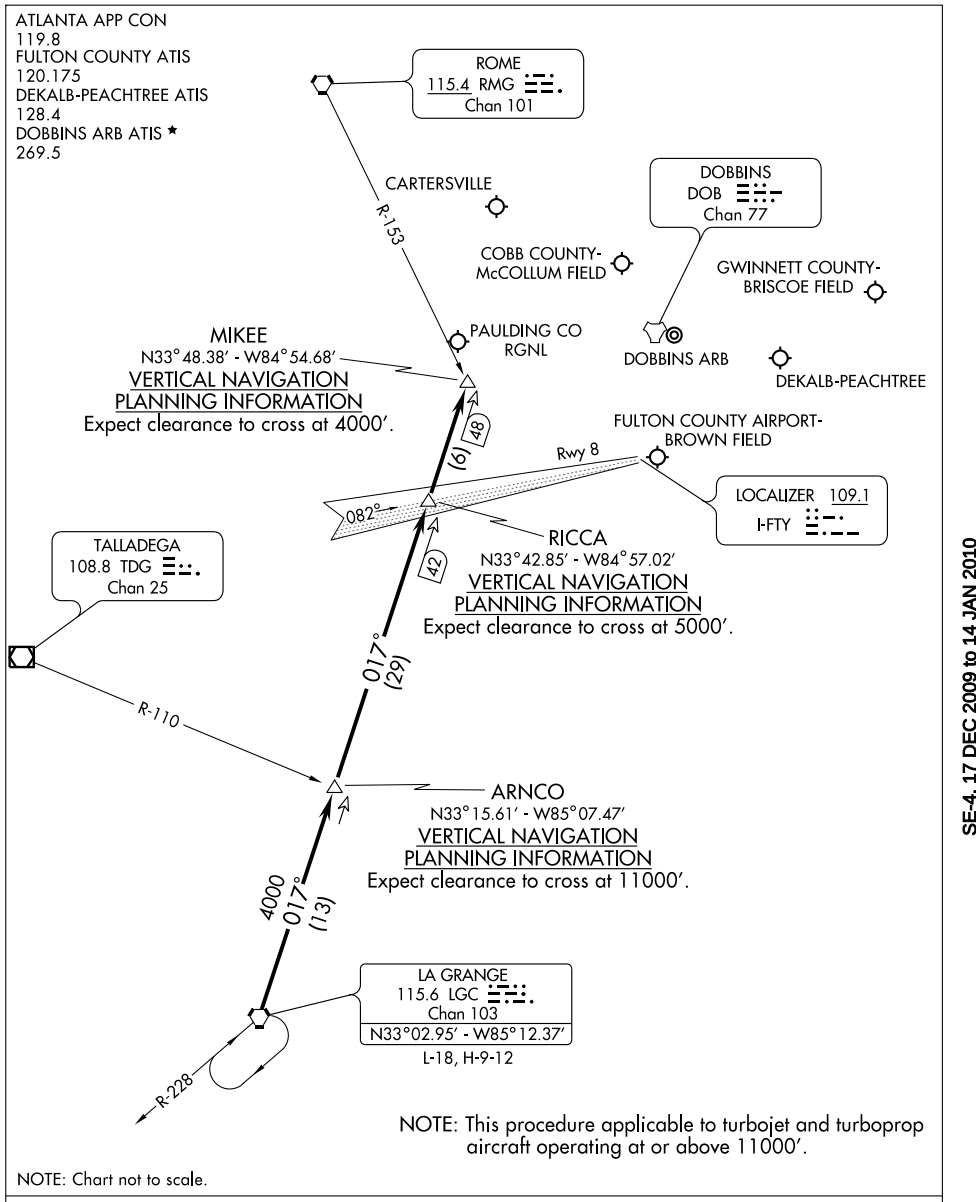
CATEGORY	A	B	C	D
S-ILS 25	1238-½ 200 (200-½)			
S-LOC 25	1500-½ 462 (500-½)		1500-¾ 462 (500-¾)	1500-1 462 (500-1)
CIRCLING	1640-1 579 (600-1)		1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

LOM TX	APP CRS	Rwy Idg	6000
419	245°	TDZE	1038
		Apt Elev	1061

NDB or GPS RWY 25

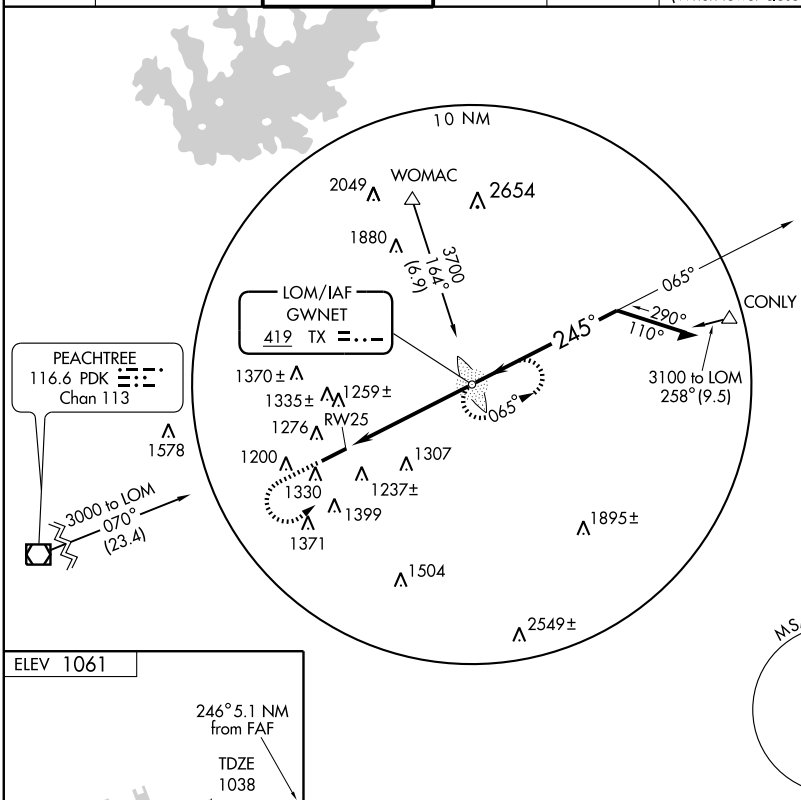
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

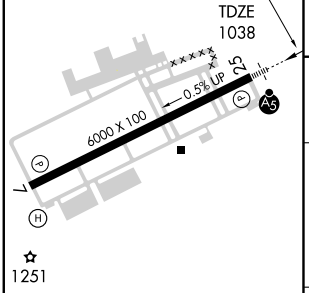
T A NA — If local altimeter setting not received, use Atlanta altimeter setting and increase all MDAs 200 feet.

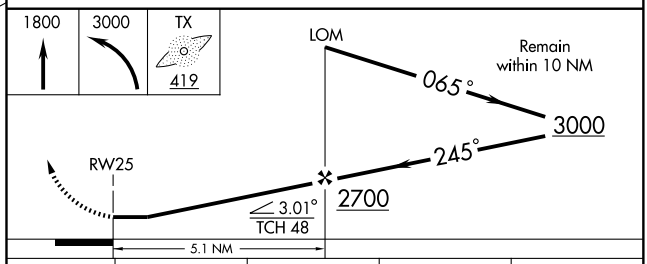
MALSR

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TX LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







HIRL Rwy 7-25 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-25	1600-¾ 562 (600-¾)		1600-1 562 (600-1)	1600-1½ 562 (600-1½)
CIRCLING	1640-1 579 (600-1)		1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LAWRENCEVILLE, GEORGIA AL-5385 (FAA)

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	1061

RNAV (GPS)-A

LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

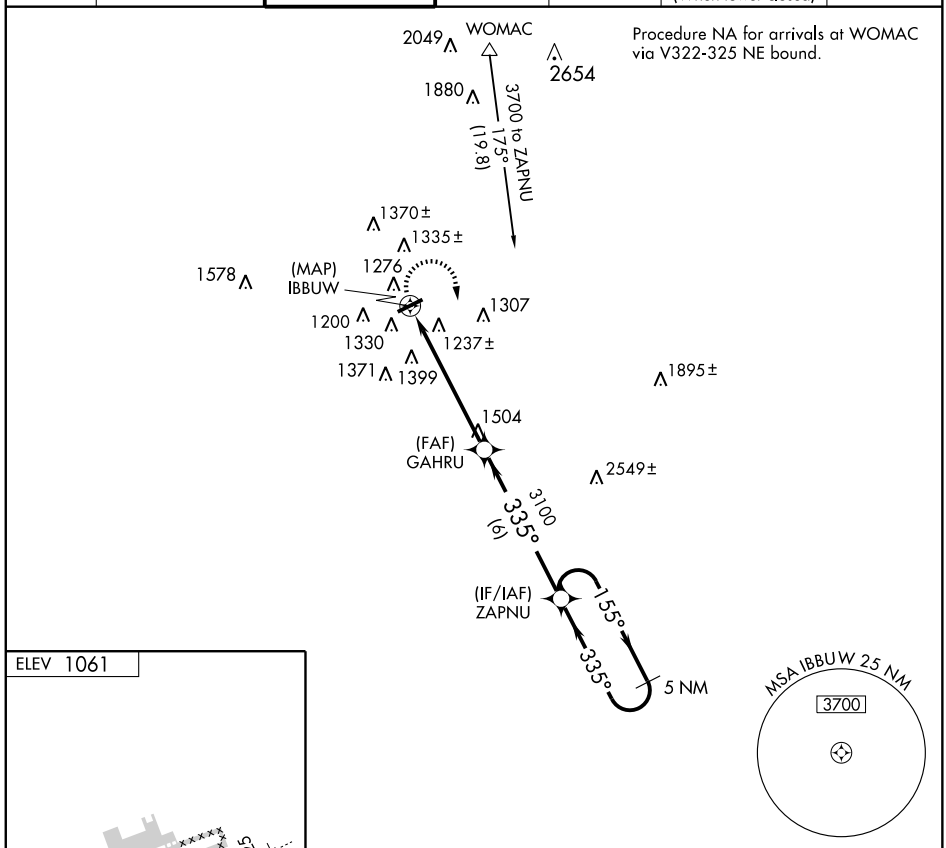
NA

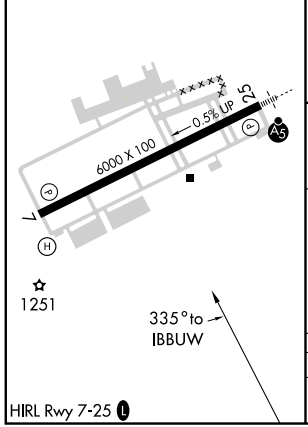
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hartsfield-Jackson Atlanta Intl altimeter setting and increase all MDAs 80 feet.

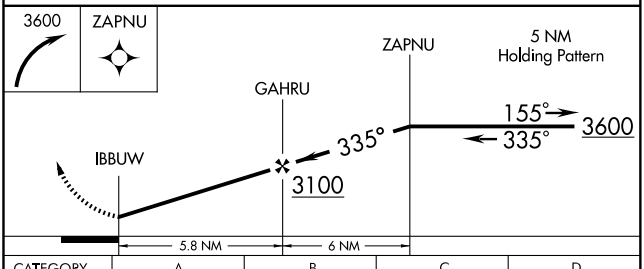
MISSED APPROACH: Climbing right turn to 3600 direct ZAPNU and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05

Procedure NA for arrivals at WOMAC via V322-325 NE bound.

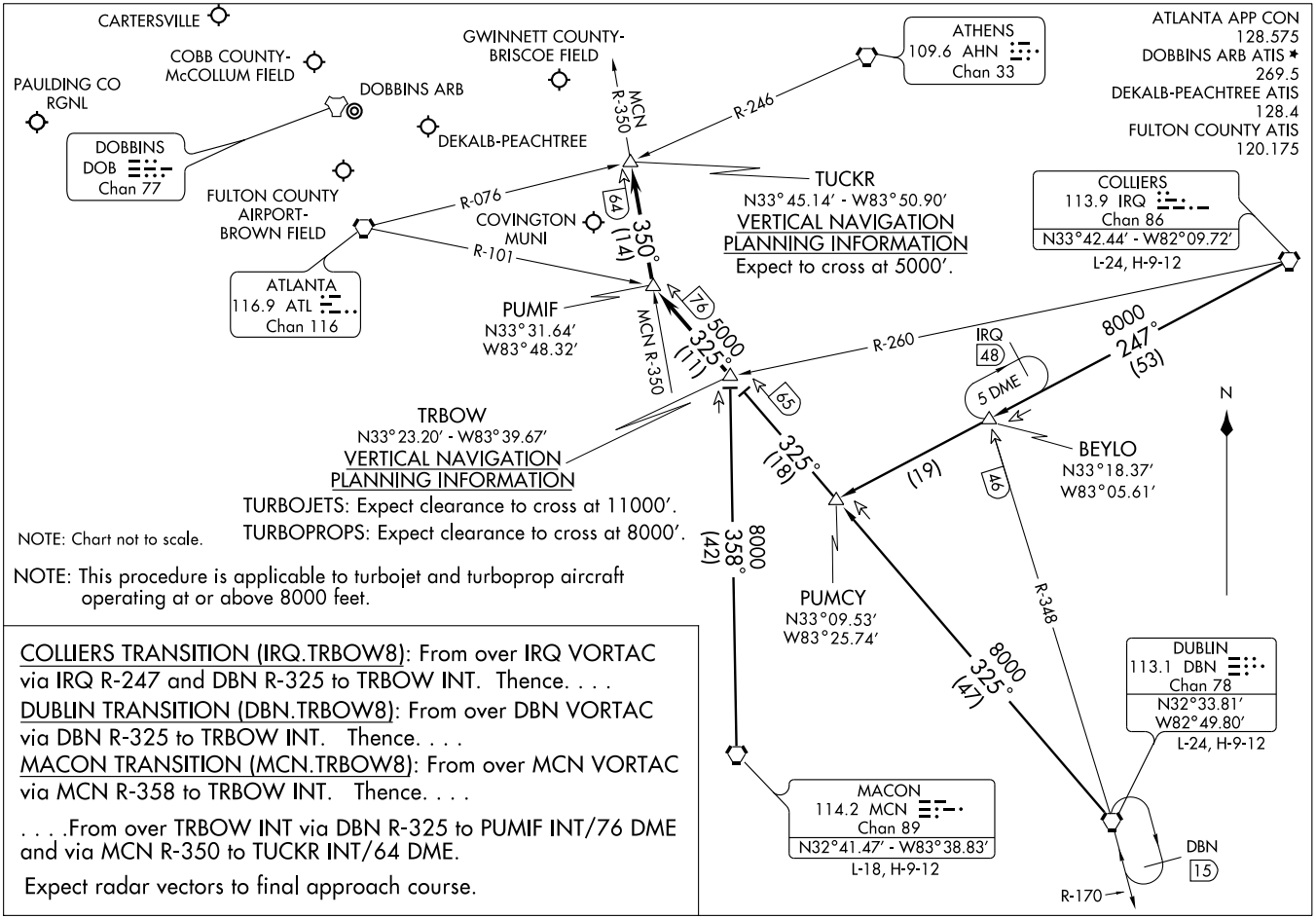






CATEGORY	A	B	C	D
CIRCLING	1640-1	579 (600-1)	1640-1½ 579 (600-1½)	1700-2 639 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

VOR/DME PDK 116.6 Chan 113	APP CRS 072°	Rwy Idg 6000 TDZE 1061 Apt Elev 1061

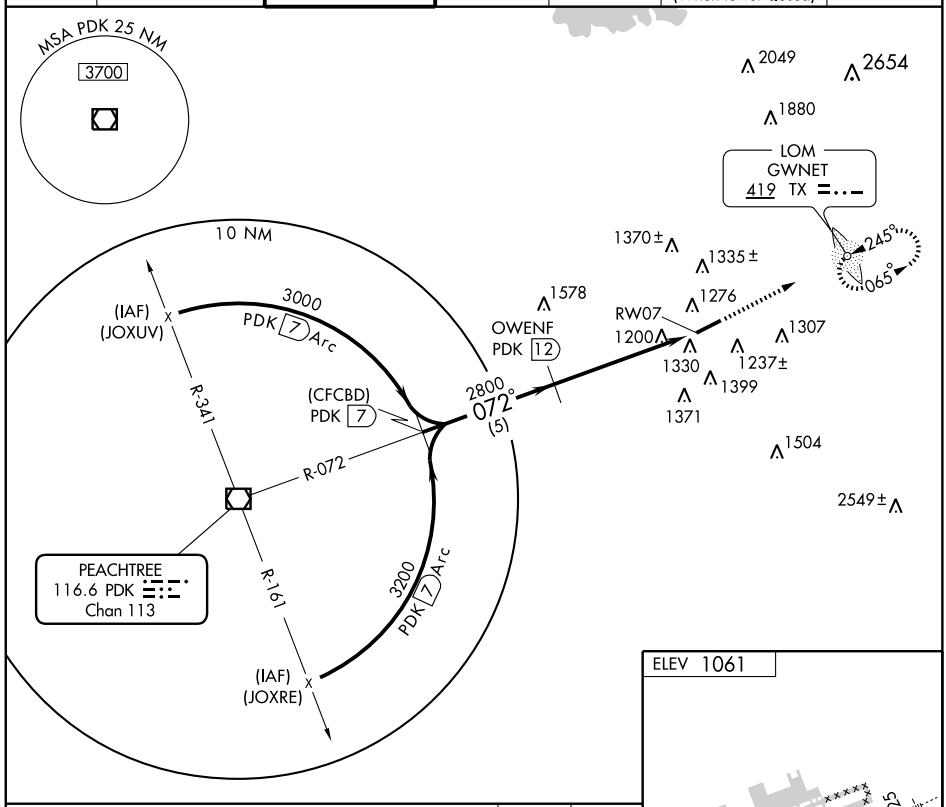
VOR/DME or GPS RWY 7

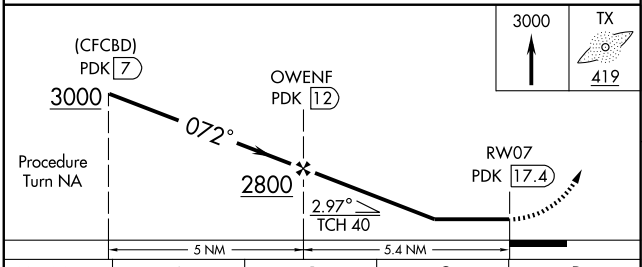
LAWRENCEVILLE/GWINNETT COUNTY-BRISCOE FIELD (LZU)

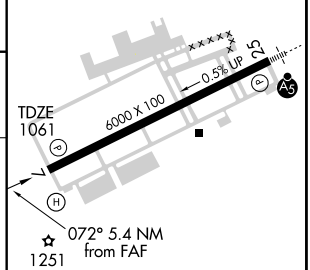
T NA — ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct TX LOM and hold.

ATIS	ATLANTA APP CON	GWINNETT TOWER ★	GND CON	CLNC DEL	ATLANTA CLNC DEL	UNICOM
132.275	126.975 239.275	124.1 (CTAF) L	121.8	121.8	134.0 (When tower closed)	123.05







CATEGORY	A	B	C	D
S-7	1660-1	599 (600-1)	1660-1½ 599 (600-1½)	1660-1¾ 599 (600-1¾)
CIRCLING	1660-1	599 (600-1)	1660-1½ 599 (600-1½)	1700-2 638 (700-2)

HIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-MAC	APP CRS	Rwy Idg	4696
111.9	102°	TDZE	430
		Apt Elev	437

LOC RWY 10

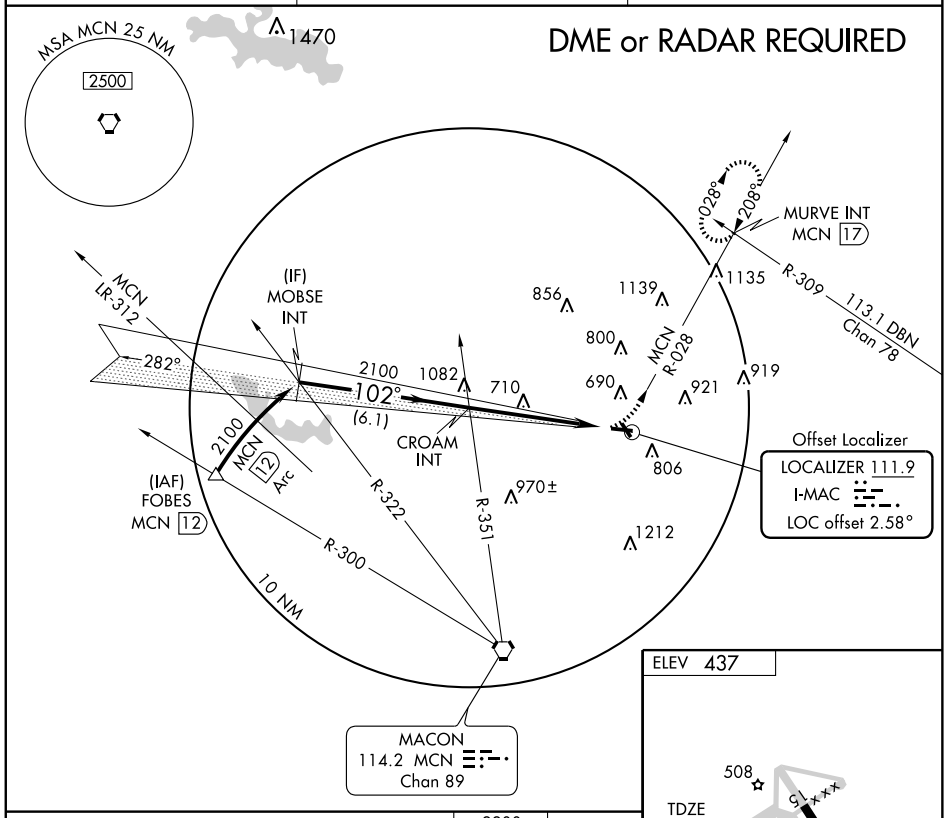
MACON DOWNTOWN (MAC)

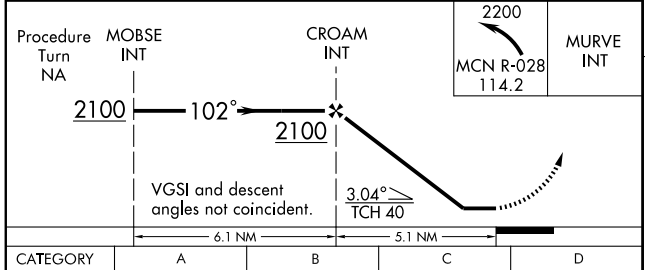
NA Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

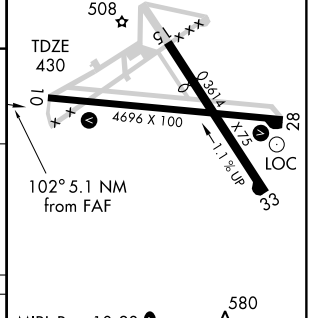
MISSED APPROACH: Climbing left turn to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF)

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-10	1060-1 630 (700-1)		1060-1¾ 630 (700-1¾)	1060-2 630 (700-2)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4696
099°	TDZE	430
	Apt Elev	437

RNAV (GPS) RWY 10

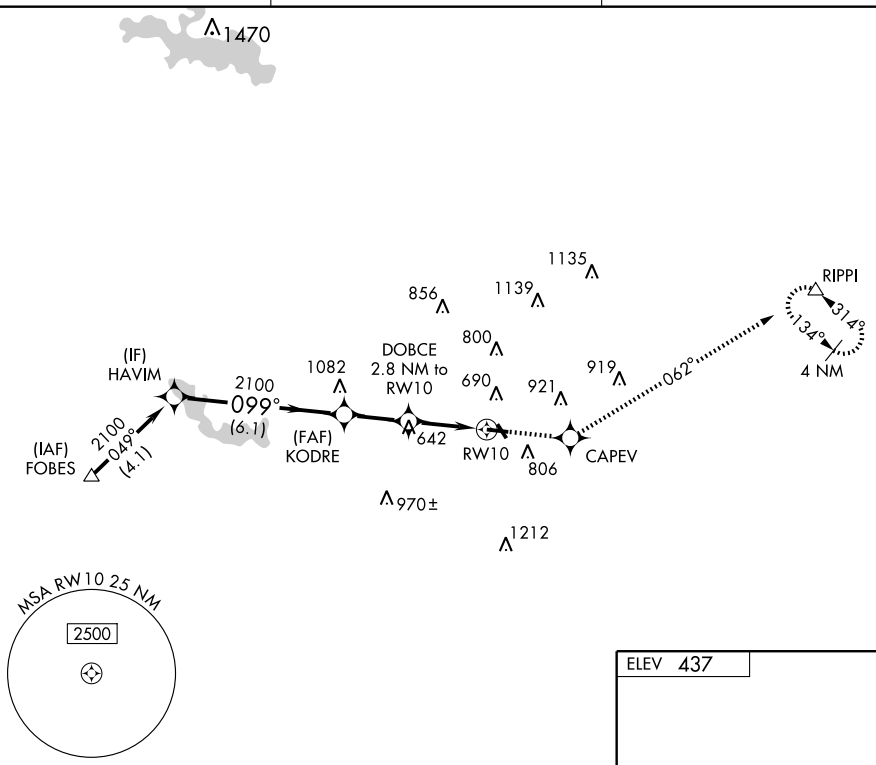
MACON DOWNTOWN (MAC)

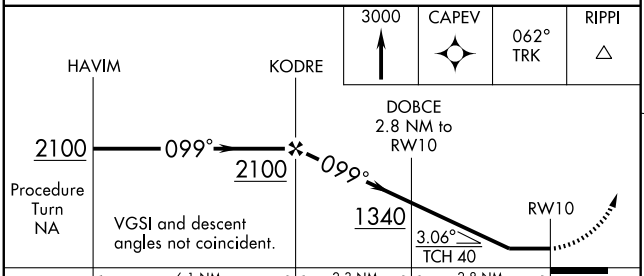
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

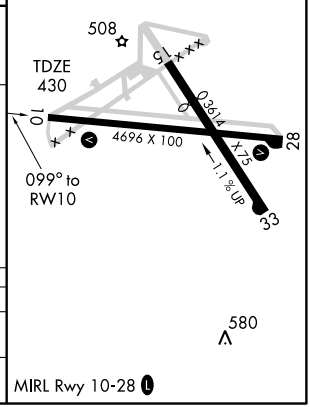
MISSED APPROACH: Climb to 3000 direct CAPEV then via 062° track to RIPPI and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	980-1 550 (600-1)		980-1½ 550 (600-1½)	980-1¾ 550 (600-1¾)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4696
279°	TDZE	430
	Apt Elev	437

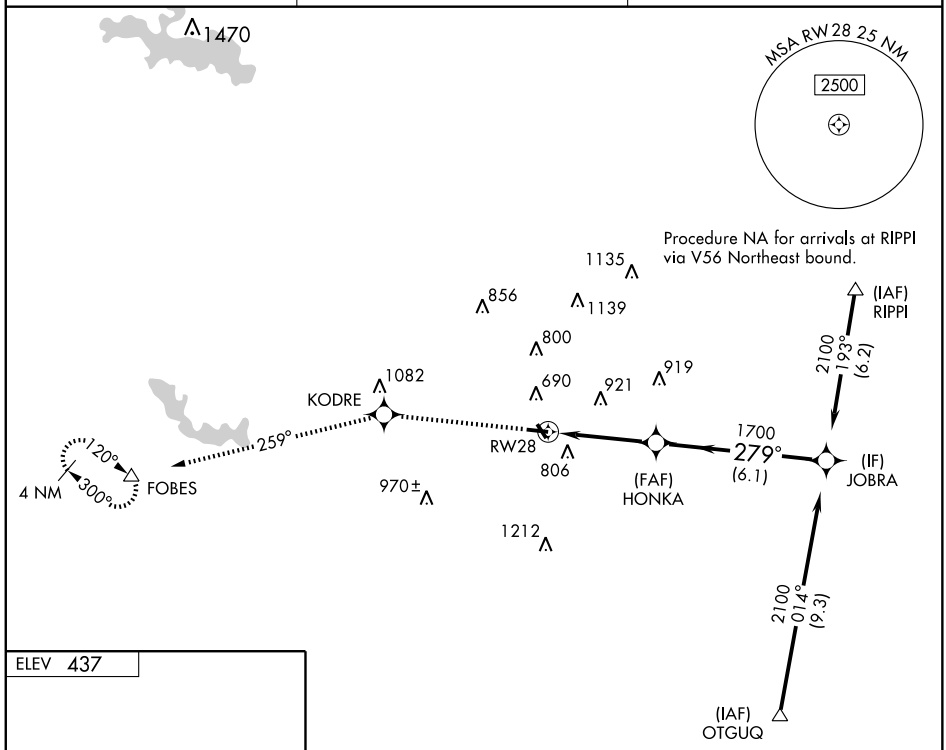
RNAV (GPS) RWY 28
MACON DOWNTOWN (MAC)

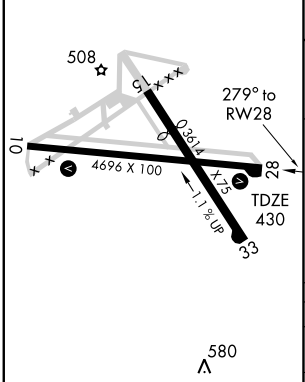
NA

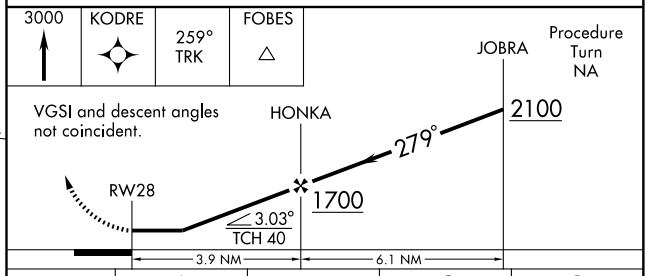
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct KODRE then via 259° track to FOBES and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)

MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MCN 114.2 Chan 89	APP CRS 028°	Rwy Idg N/A TDZE N/A Apt Elev 437

VOR-A

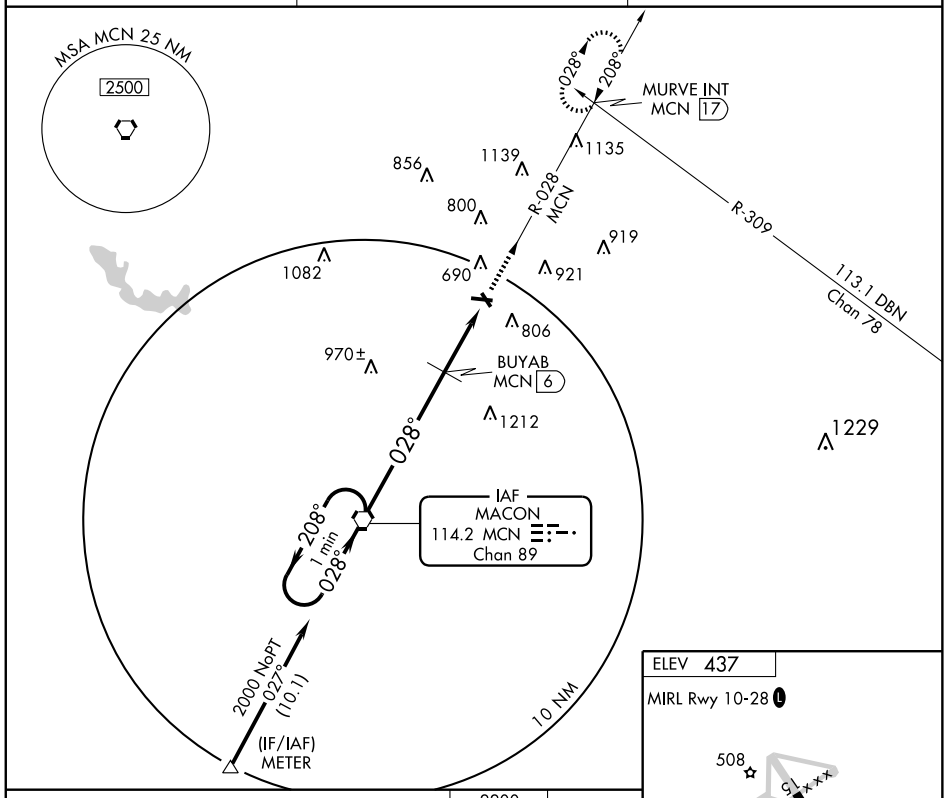
MACON DOWNTOWN (MAC)

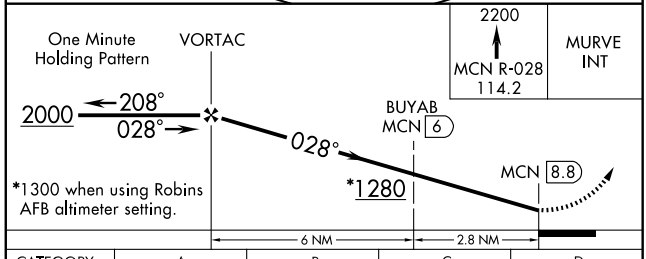
Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

NA

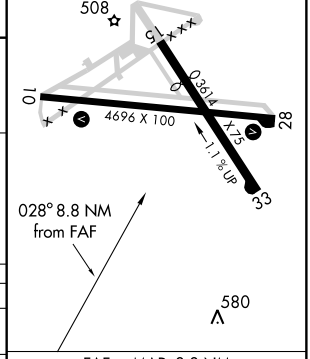
MISSED APPROACH: Climb to 2200 via MCN VORTAC R-028 to MURVE Int/MCN 17 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1280-1 843 (900-1)	1280-1¼ 843 (900-1¼)	1280-2½ 843 (900-2½)	1320-3 883 (900-3)
BUYAB FIX MINIMUMS				
CIRCLING	1200-1 763 (800-1)	1200-1¼ 763 (800-1¼)	1200-2¼ 763 (800-2¼)	1320-3 883 (900-3)



FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MCN	APP CRS	Rwy Idg	N/A
114.2	208°	TDZE	N/A
Chan 89		Apt Elev	437

VOR/DME-B

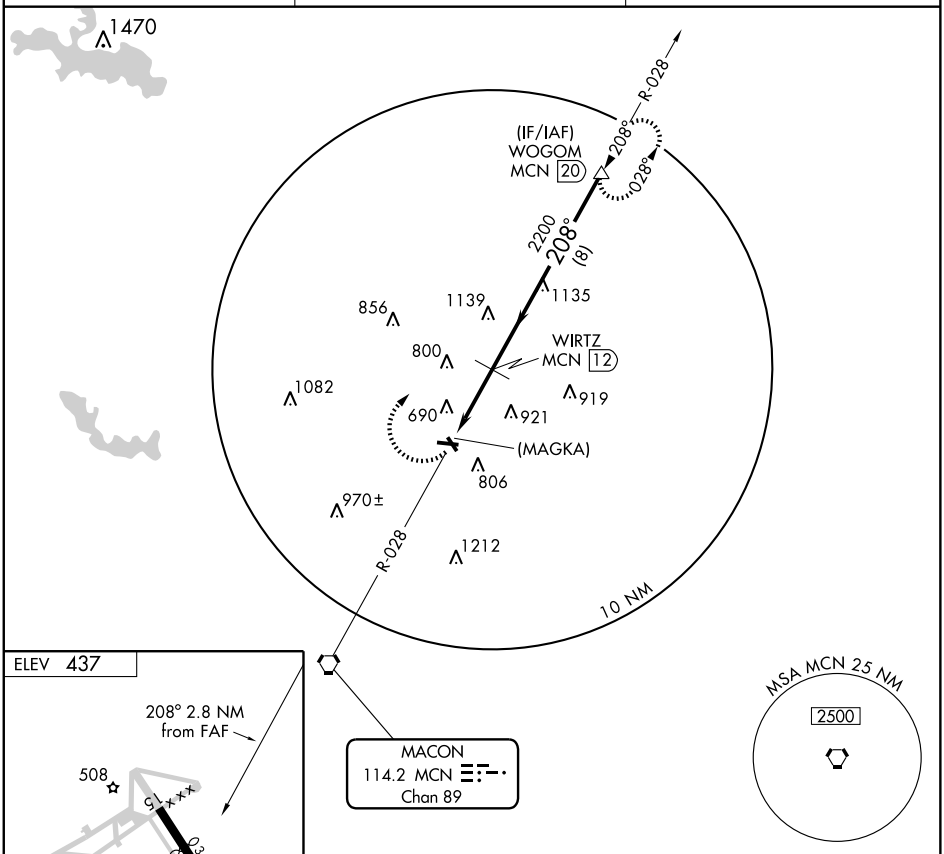
MACON DOWNTOWN (MAC)

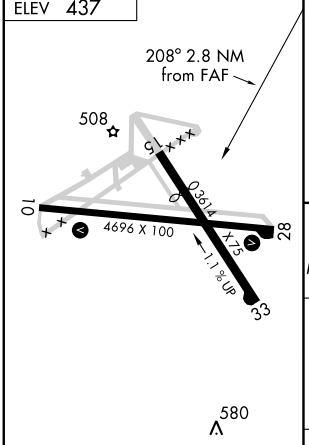
Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDAs 20 feet.

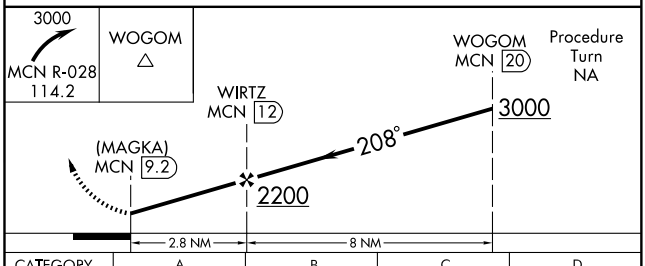
NA

MISSED APPROACH: Climbing right turn to 3000 via MCN VORTAC R-028 to WOGOM/MCN 20 DME and hold.

MIDDLE GEORGIA RGNL ASOS ★	ATLANTA APP CON ★	UNICOM
120.775	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1260-1 823 (900-1)	1260-1¼ 823 (900-1¼)	1260-2½ 823 (900-2½)	1320-3 883 (900-3)

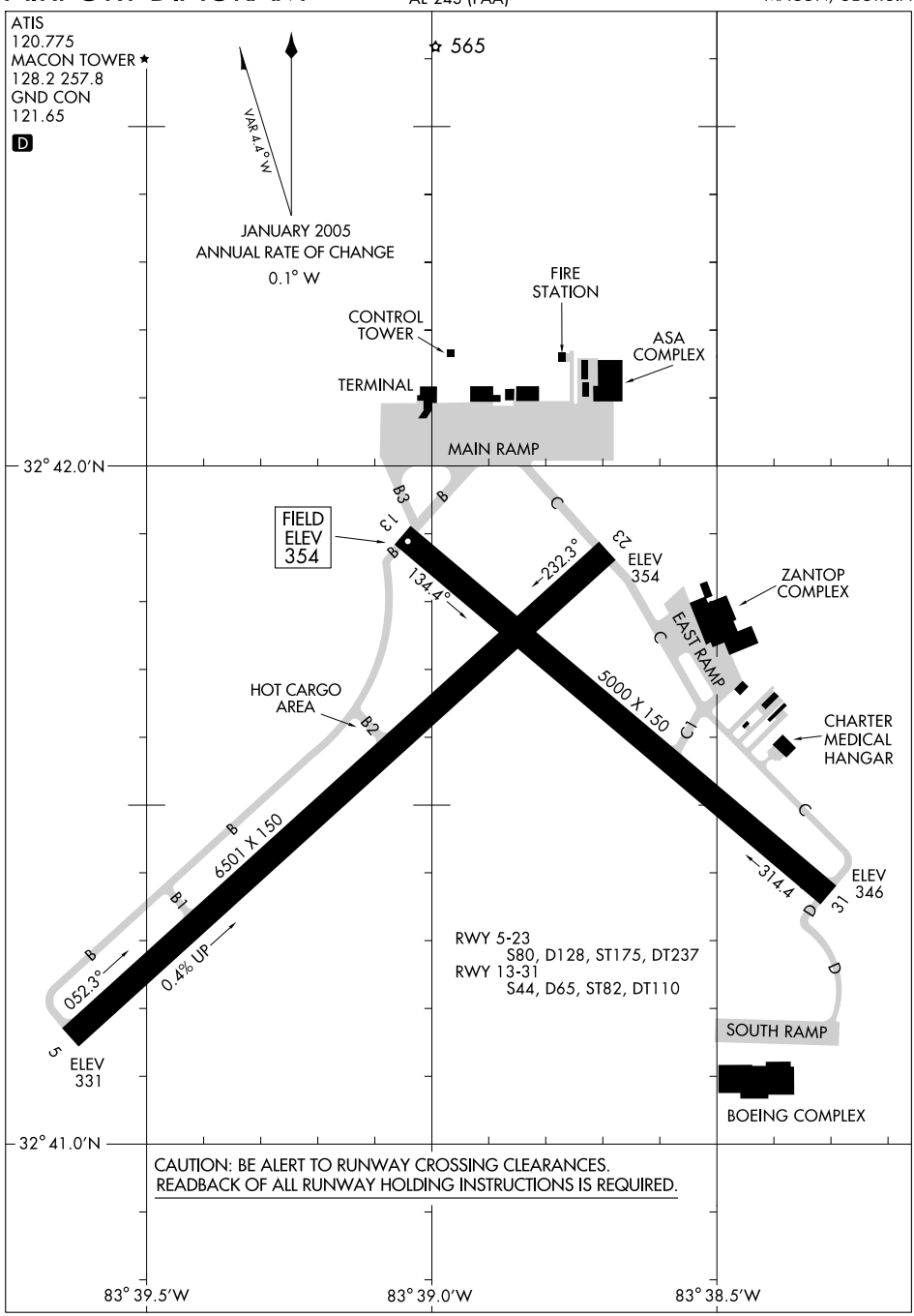
MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

MACON/ MIDDLE GEORGIA RGNL (MCN)
MACON, GEORGIA
AL-243 (FAA)



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-MCN	APP CRS	Rwy Idg	6221
109.5	051°	TDZE	345
		Apt Elev	354

ILS or LOC/DME RWY 5

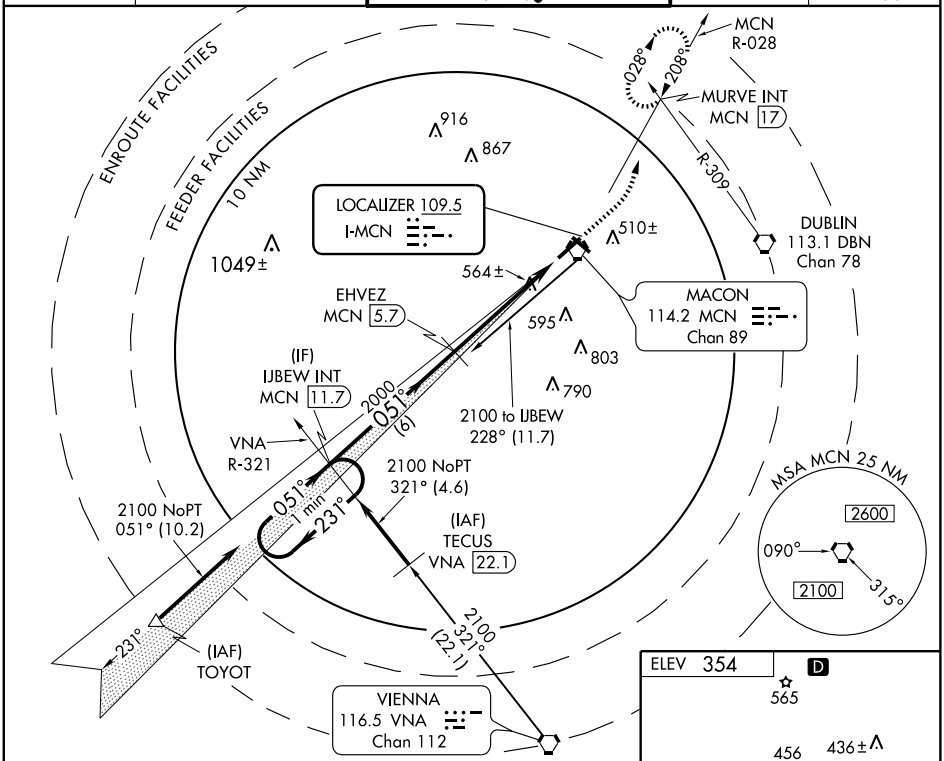
MACON/MIDDLE GEORGIA RGNL (MCN)

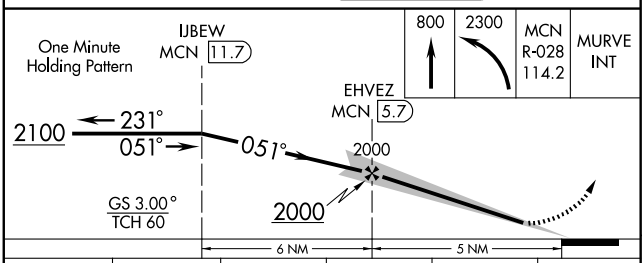
When VGSI inop, circling to Rwy 13-31 NA at night. DME from MCN VORTAC.
Simultaneous reception of I-MCN and MCN DME required. For inoperative MALSR increase S-ILS Cat. E visibility to RVR 4000 and S-LOC Cat.E visibility to 2 ¼.
* Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

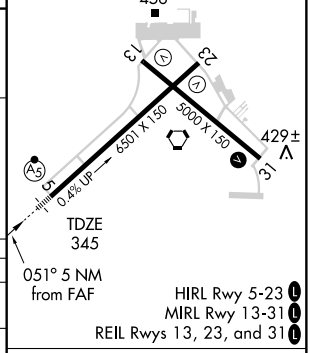
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2300 via MCN R-028 and MURVE Int/MCN 17 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2(CTAF) L 257.8	121.65	122.95







HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

CATEGORY	A	B	C	D	E
S-ILS 5	* 545/24 200 (200-½)				
S-LOC 5	960/50 615 (700-1)		960/60 615 (700-1¼)	960-1½ 615 (700-1½)	960-1¾ 615 (700-1¾)
CIRCLING	960-1 606 (700-1)		960-1¾ 606 (700-1¾)	960-2 606 (700-2)	1160-2¾ 806 (900-2¾)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6221
CH 97315	051°	TDZE	345
W05A		Apt Elev	354

RNAV (GPS) RWY 5

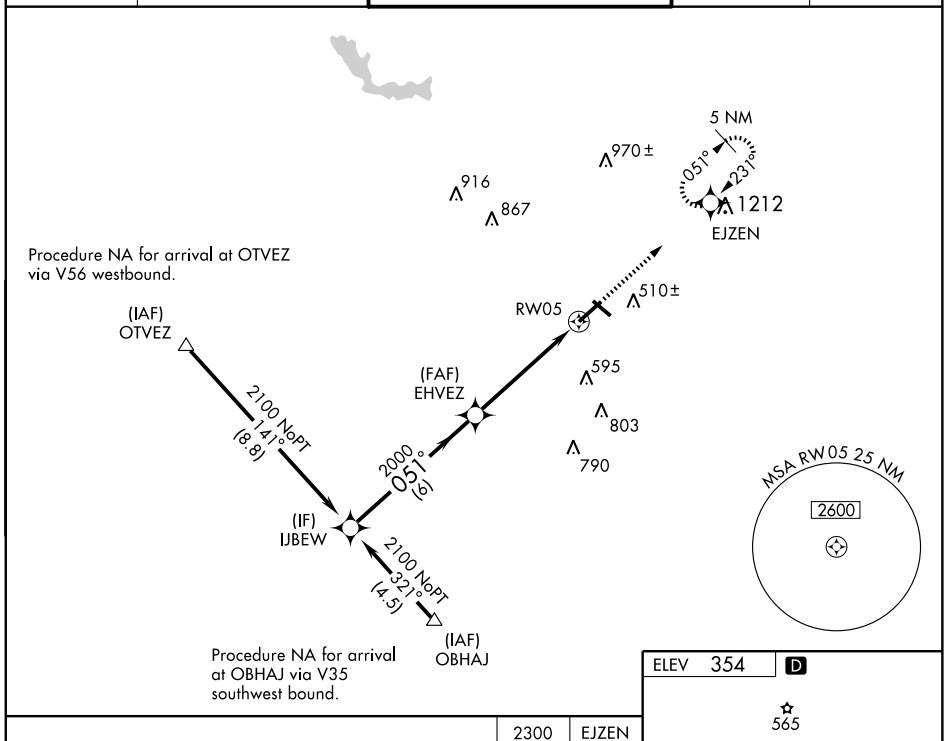
MACON/MIDDLE GEORGIA RGNL (MCN)

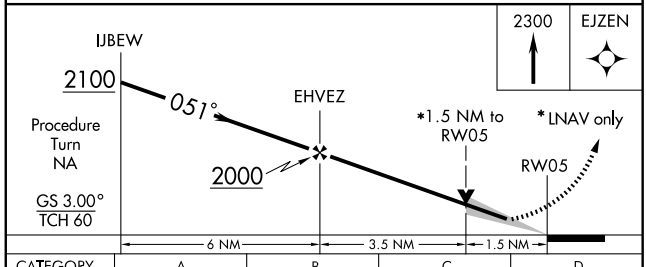
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inop, circling Rwy 13, 31 NA at night.
For inoperative MALSR, increase LPV visibility to RVR 4000, all Cats.

MALSR

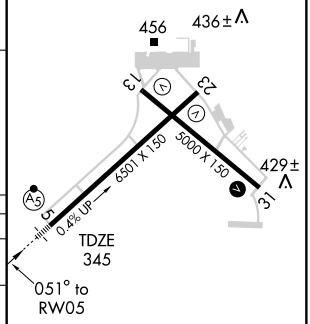
MISSED APPROACH: Climb to 2300 direct EJZEN and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	595/24 250 (300-½)			
LNAV/VNAV DA	883-1½ 538 (600-1½)			
LNAV MDA	860/24 515 (600-½)		860/50 515 (600-1)	860/60 515 (600-1¼)
CIRCLING	900-2 546 (600-2)			920-2 566 (600-2)



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
133°	TDZE	354
	Apt Elev	354

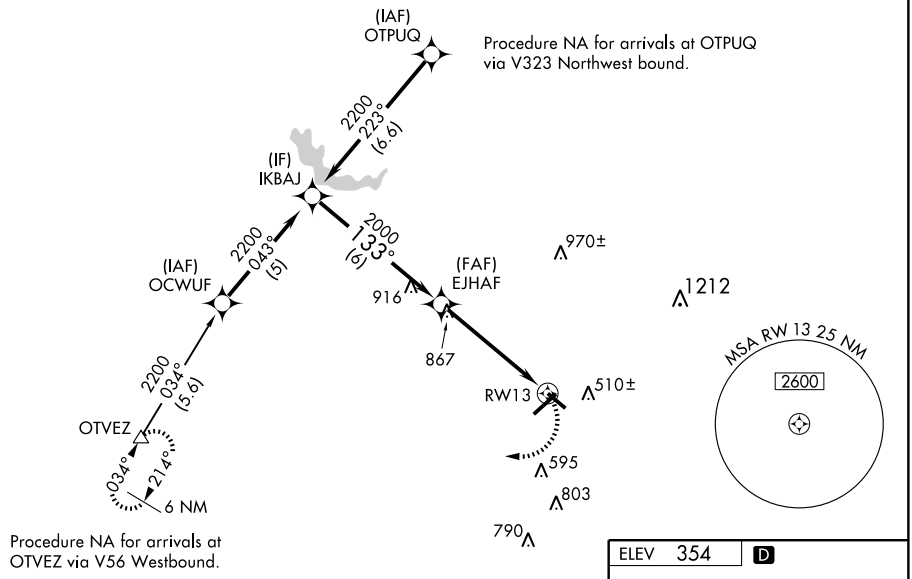
RNAV (GPS) RWY 13

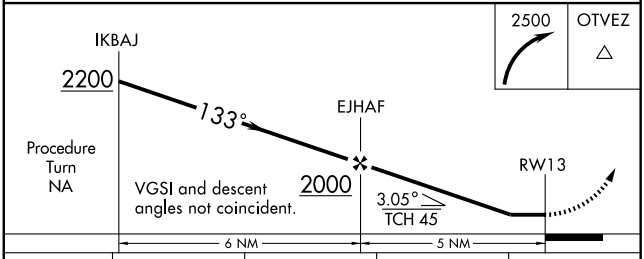
MACON/MIDDLE GEORGIA RGNL (MCN)

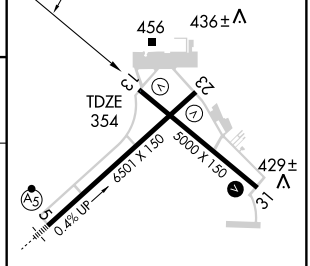
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.
When VGSI inoperative, circling Rwy 31 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct OTVEZ and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6426
231°	TDZE	354
	Apt Elev	354

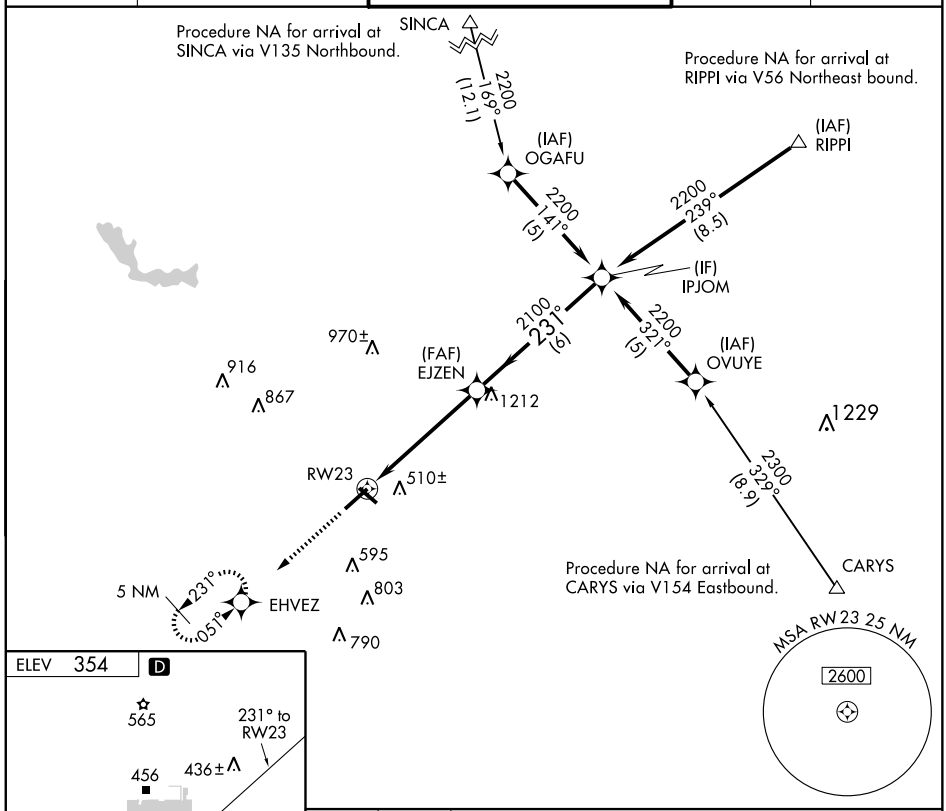
RNAV (GPS) RWY 23

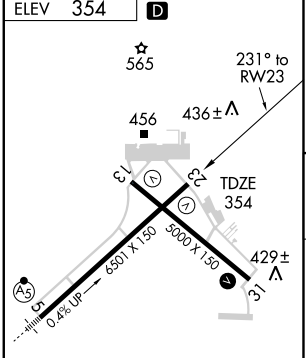
MACON/MIDDLE GEORGIA RGNL (MCN)

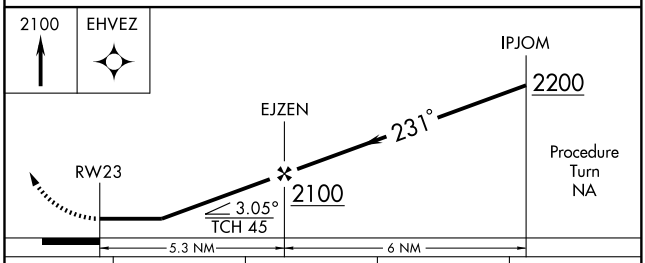
DME/DME RNP-0.3 NA.
When VGSI inop, procedure NA at night.
When VGSI inop, circling Rwy 13, 31 NA at night.

MISSED APPROACH: Climb to 2100 direct EHVEZ and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	800-1½ 446 (500-1½)
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
313°	TDZE	352
	Apt Elev	354

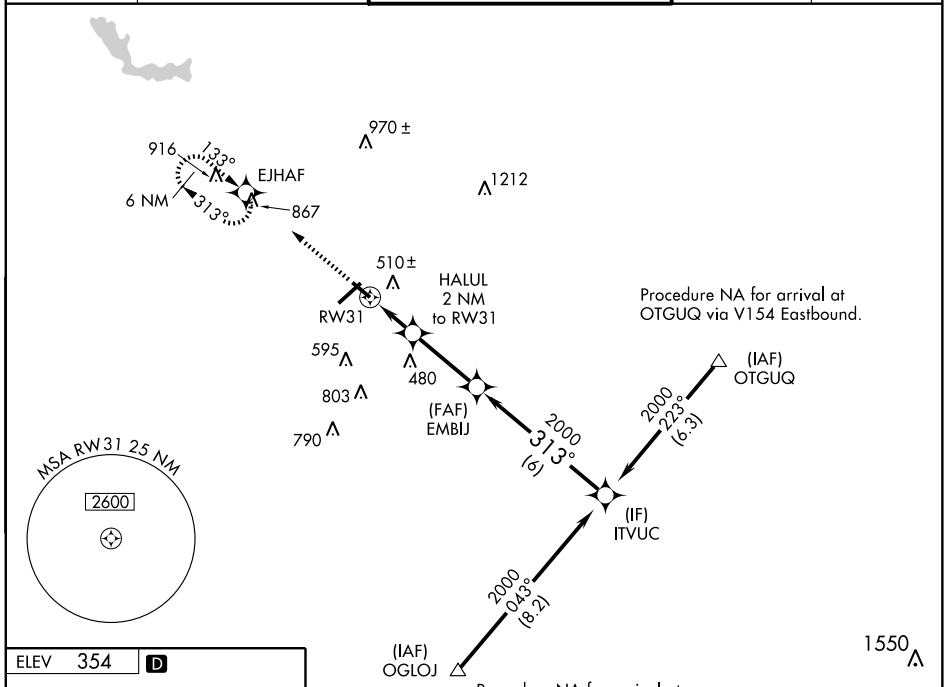
RNAV (GPS) RWY 31

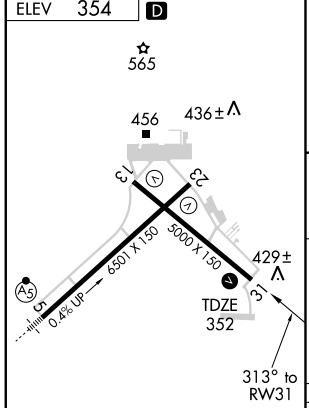
MACON/MIDDLE GEORGIA RGNL (MCN)

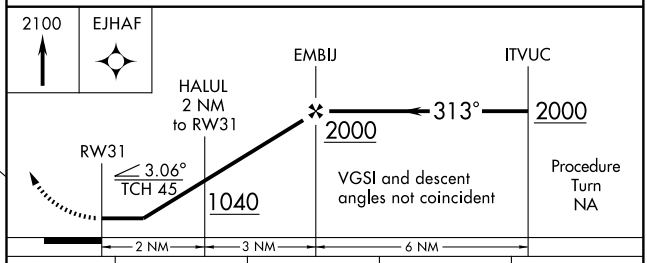
DME/DME RNP-0.3 NA.
When VGSI inop, circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 2100 direct EJHAF and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
LNAV MDA	680-1 328 (400-1)			
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

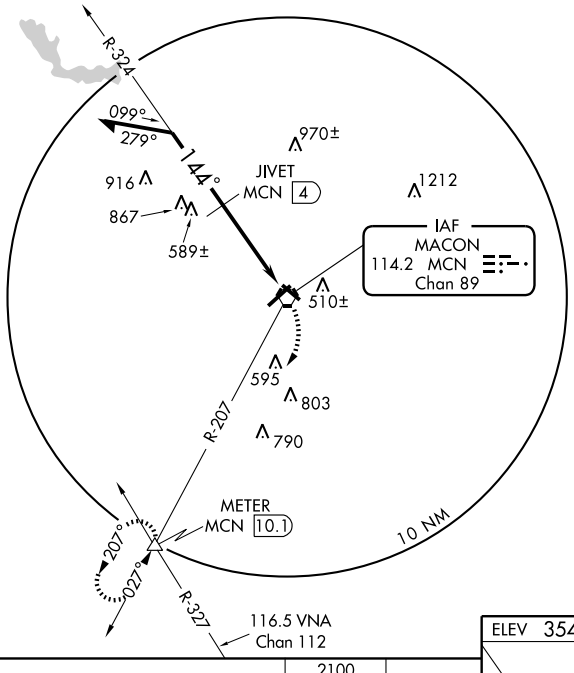
VORTAC MCN	APP CRS	Rwy Idg	5000
114.2	144°	TDZE	354
Chan 89		Apt Elev	354

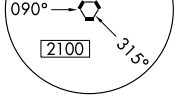
VOR RWY 13

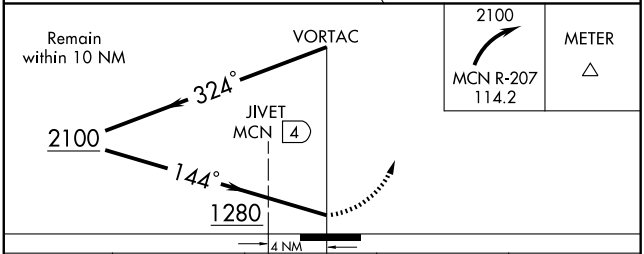
MACON/ MIDDLE GEORGIA RGNL (MCN)

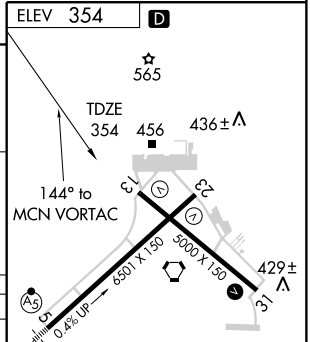
MISSED APPROACH: Climbing right turn to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95









CATEGORY	A	B	C	D
S-13	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
CIRCLING	1280-1¼	926 (1000-1¼)	1280-2¾ 926 (1000-2¾)	1280-3 926 (1000-3)
JIVET FIX MINIMUMS				
S-13	820-1	466 (500-1)	820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1	526 (600-1)	900-1½ 546 (600-1½)	920-2 566 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

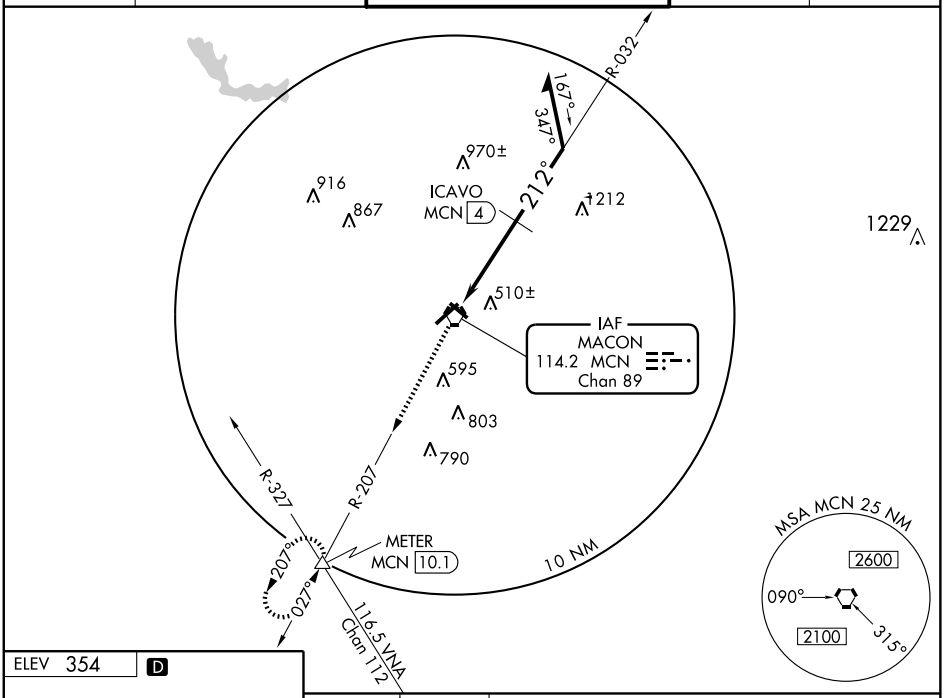
VORTAC MCN	APP CRS	Rwy Idg	6426
114.2	212°	TDZE	354
Chan 89		Apt Elev	354

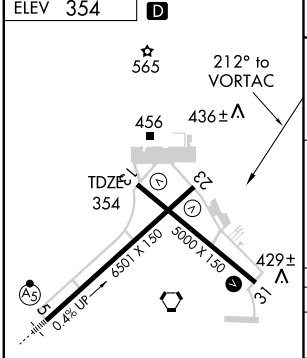
VOR RWY 23

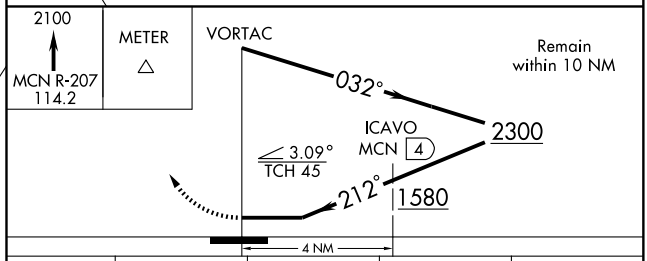
MACON/MIDDLE GEORGIA RGNL (MCN)

MISSED APPROACH: Climb to 2100 via MCN R-207 to METER Int/10.1 DME and hold.

ATIS	ATLANTA APP CON ★	MACON TOWER ★	GND CON	UNICOM
120.775	124.2 279.6	128.2 (CTAF) L 257.8	121.65	122.95







CATEGORY	A	B	C	D
S-23	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3 1226 (1300-3)	
CIRCLING	1580-1¼ 1226 (1300-1¼)	1580-1½ 1226 (1300-1½)	1580-3 1226 (1300-3)	
ICAVO FIX MINIMUMS				
S-23	820-1 466 (500-1)		820-1¼ 466 (500-1¼)	820-1½ 466 (500-1½)
CIRCLING	880-1 526 (600-1)		900-1½ 546 (600-1½)	920-2 566 (600-2)

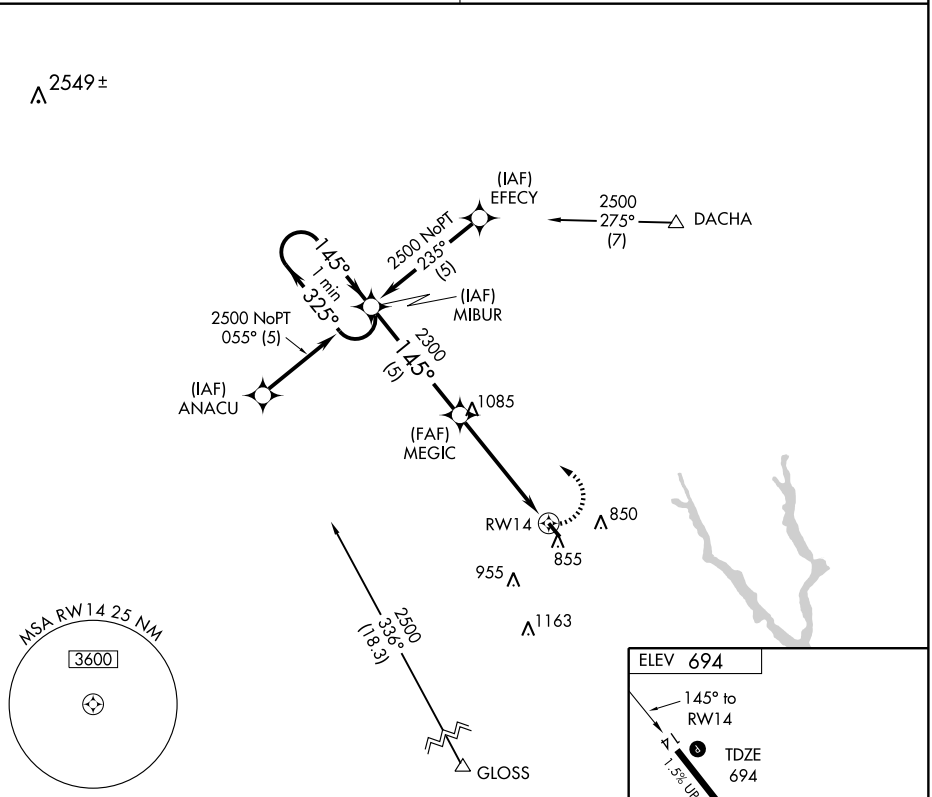
HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 13, 23, and 31 L

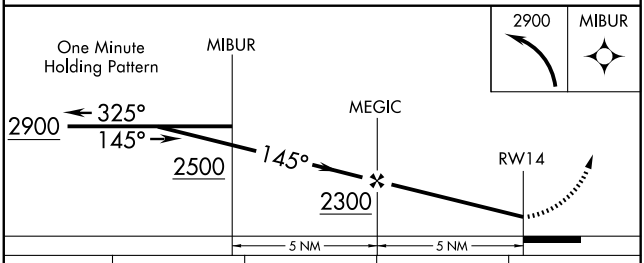
SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3806
145°	TDZE	694
	Apt Elev	694

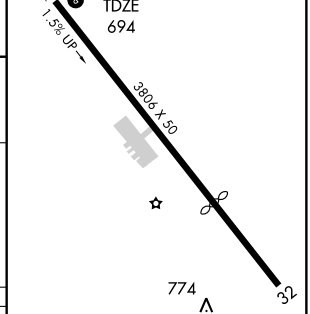
GPS RWY 14
MADISON MUNI (52A)

NA Use Athens altimeter setting.	MISSED APPROACH: Climbing left turn to 2900 direct MIBUR WP and hold.
ATLANTA APP CON ★ **127.5 316.05**	UNICOM **122.8** (CTAF) L





CATEGORY	A	B	C	D
S-14	1160-1	466 (500-1)	1160-1¼ 466 (500-1¼)	NA
CIRCLING	1220-1	526 (600-1)	1220-1½ 526 (600-1½)	NA



MIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	199°	TDZE	N/A
Chan 33		Apt Elev	694

VOR/DME or GPS-A

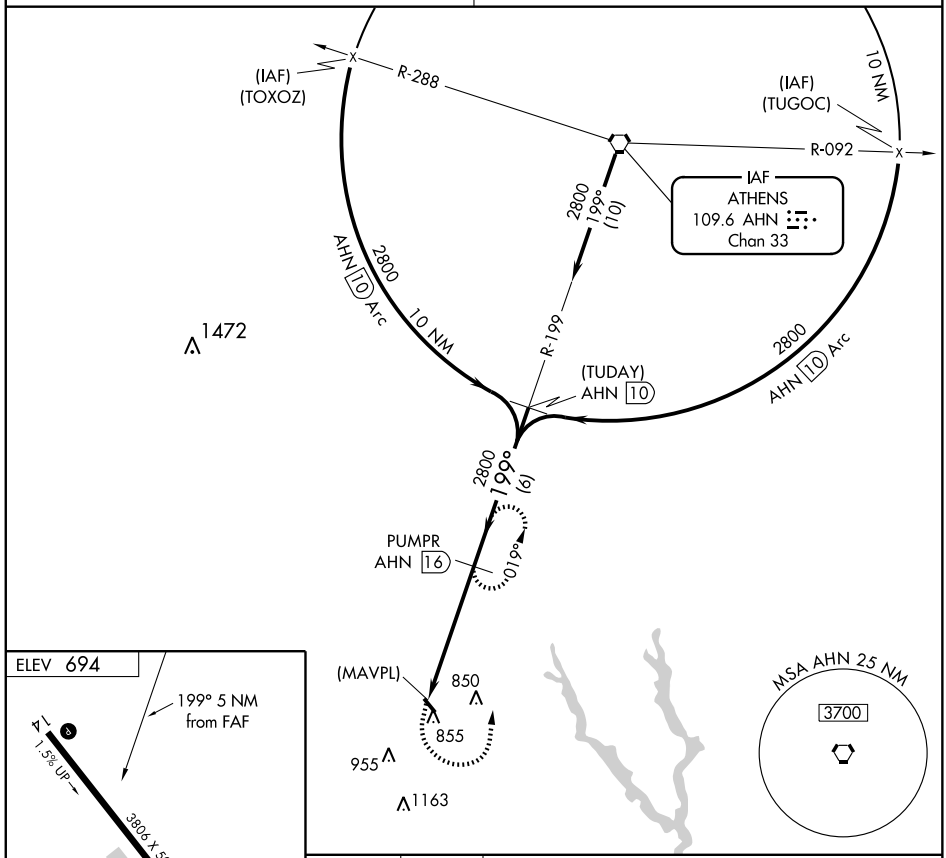
MADISON MUNI (52A)

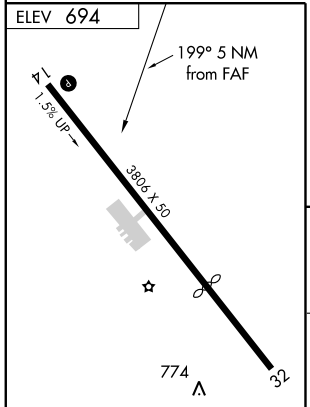
NA

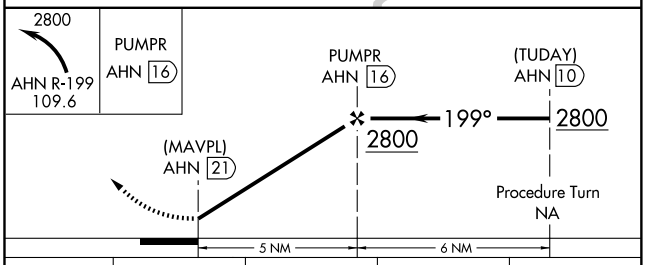
Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via AHN R-199 to PUMPR/AHN 16 DME and hold.

ATLANTA APP CON ★	UNICOM
127.5 316.05	122.8 (CTAF) L



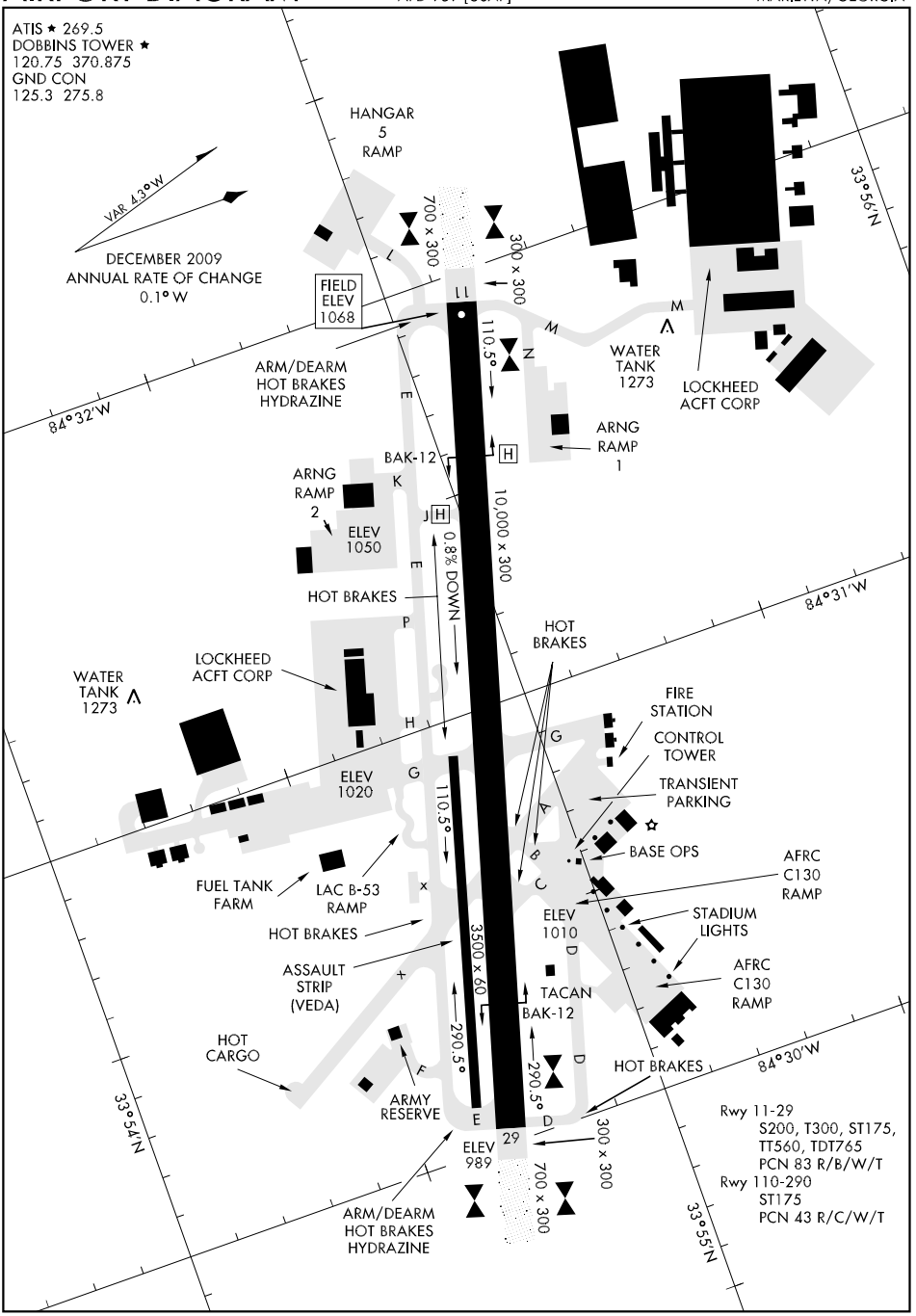




CATEGORY	A	B	C	D
CIRCLING	1220-1 526 (600-1)	1220-1¼ 526 (600-1¼)	1220-1½ 526 (600-1½)	NA

MIRL Rwy 14-32 L

SE-4, 17 DEC 2009 to 14 JAN 2010

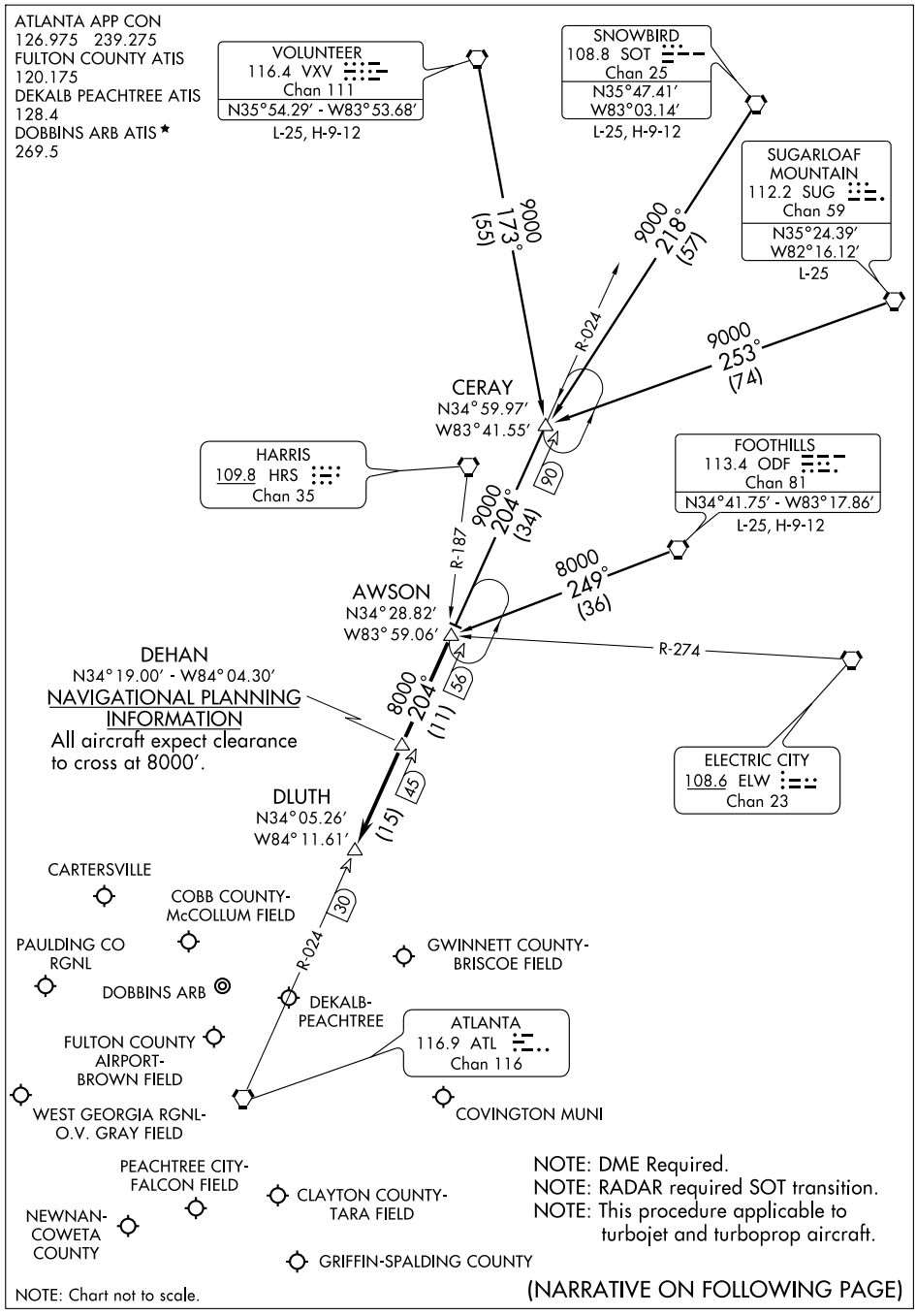


SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL

ST-469 (FAA)

ATLANTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

AWSON ONE ARRIVAL (AWSON.AWSON1) ST-469 (FAA) ATLANTA, GEORGIA

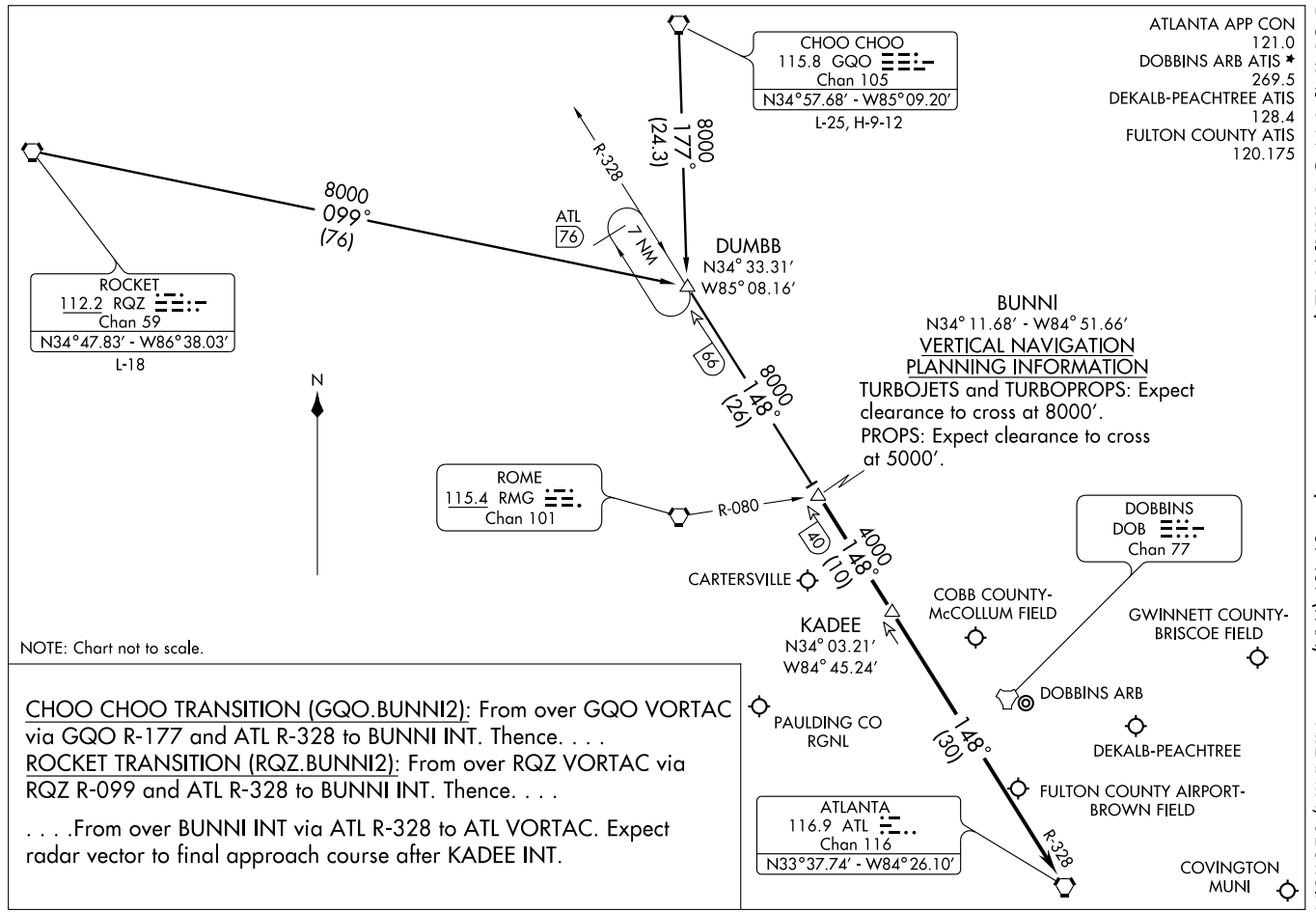
ARRIVAL DESCRIPTION

CERAY TRANSITION (CERAY.AWSON1): From over CERAY INT via ATL R-024 to AWSON INT. Thence. . . .
FOOTHILLS TRANSITION (ODF.AWSON1): From over ODF VORTAC via ODF R-249 to AWSON INT. Thence. . . .
SNOWBIRD TRANSITION (SOT.AWSON1): From over SOT VORTAC via SOT R-218 and ATL R-024 to AWSON INT. Thence. . . .
SUGARLOAF MOUNTAIN TRANSITION (SUG.AWSON1): From over SUG VORTAC via SUG R-253 and ATL R-024 to AWSON INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.AWSON1): From over VXV VORTAC via VXV R-173 and ATL R-024 to AWSON INT. Thence. . . .

. . . .From over AWSON INT via ATL R-024 to DLUTH INT. Expect radar vectors to final approach course after DEHAN INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

BUNNI TWO ARRIVAL (BUNNI.BUNNI2) ST-469 (FAA) ATLANTA, GEORGIA



NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.BUNNI2): From over GQO VORTAC via GQO R-177 and ATL R-328 to BUNNI INT. Thence. . . .

ROCKET TRANSITION (RQZ.BUNNI2): From over RQZ VORTAC via RQZ R-099 and ATL R-328 to BUNNI INT. Thence. . . .

. . . .From over BUNNI INT via ATL R-328 to ATL VORTAC. Expect radar vector to final approach course after KADEE INT.

COPTER VOR 284°

VOR/DME PDK	APCH CRS	Rwy ldg 10,000
116.6	284°	TDZE 1015
Chan 113		Arpt Elev 1068

AL-959 [USAF]

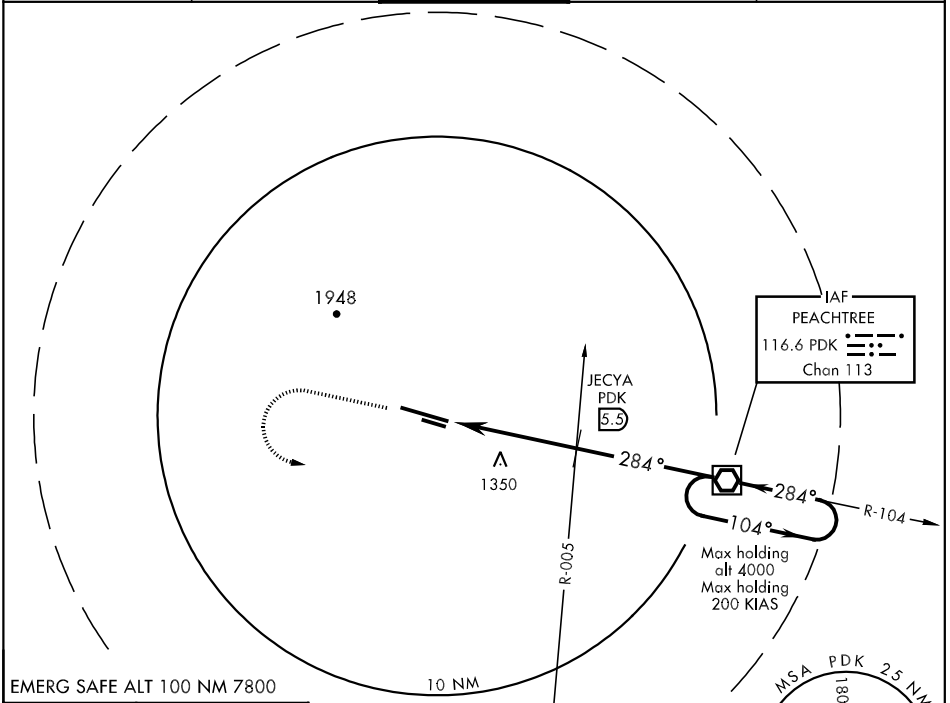
DOBBINS ARB (KMGE)

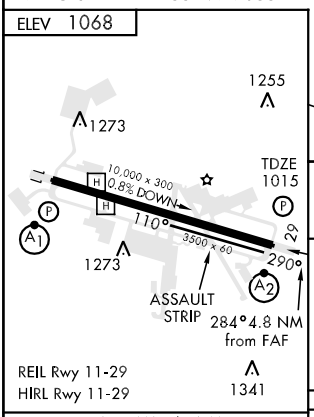
T * When ALS inop, increase RVR to 50 and vis to 1 mile.

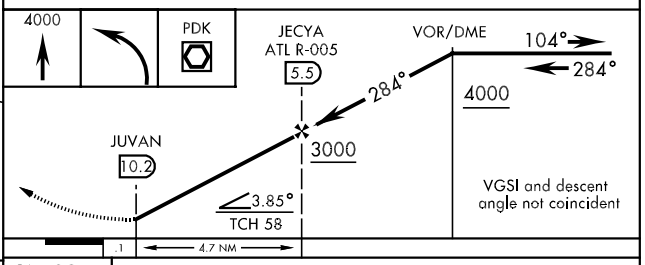
SALS A2

MISSED APPROACH: Climb to 4000 turn left direct PDK VOR/DME and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	







FAF to MAP 4.7 NM					
Knots	45	60	75	90	105
Min:Sec	6:16	4:42	3:46	3:08	2:41

CATEGORY	COPTER		
H-284° *	1600/50	532	(600-1)

SE-4, 17 DEC 2009 to 14 JAN 2010

ILS or LOC/DME RWY 11

LOC I-DJR	APCH CRS	Rwy ldg 10,000 TDZE 1068 Arpt Elev 1068
109.7	109°	

AL-959 [USAF]

DOBBINS ARB (KMGE)

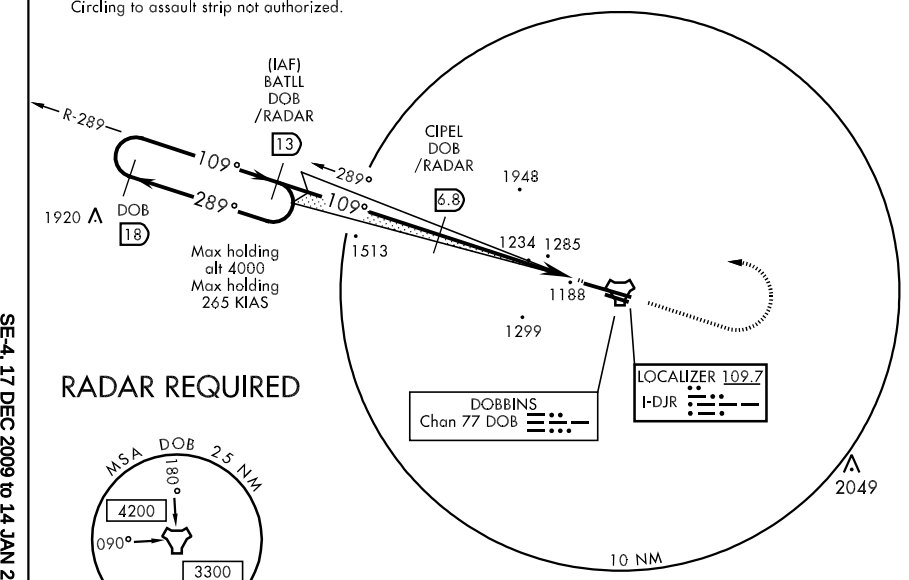
* When ALS inop, increase RVR to 60 and vis to 1¼.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2.

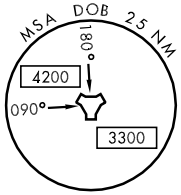
ALSF-1

MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, direct BATLL and hold.

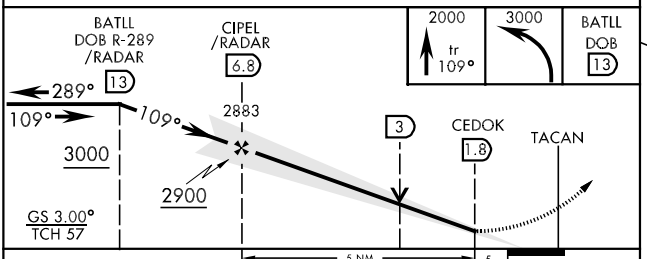
ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

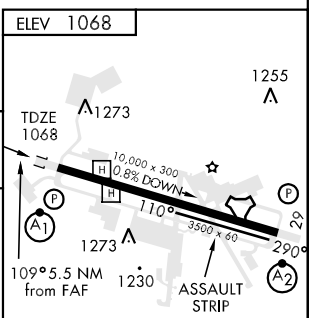
*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.





EMERG SAFE ALT 100 NM 7800





CATEGORY	A	B	C	D	E
S-ILS 11*	1423/40		355	(400-¾)	
S-LOC 11**	1640/40 572 (600-¾)		1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)
CIRCLING ***	1680-1 612 (700-1)		1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 11*	1461/40	393	(400-¾)	GS 3.0°	

REIL Rwy 11-29
HIRL Rwy 11-29

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ILS or LOC/DME RWY 29

LOC I-VRW	APCH CRS	Rwy ldg 10,000 / TDZE 1015 / Arpt Elev 1068
111.35	289°	

AL-959 [USAF]

DOBBINS ARB (KMGE)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

SALS (A2)

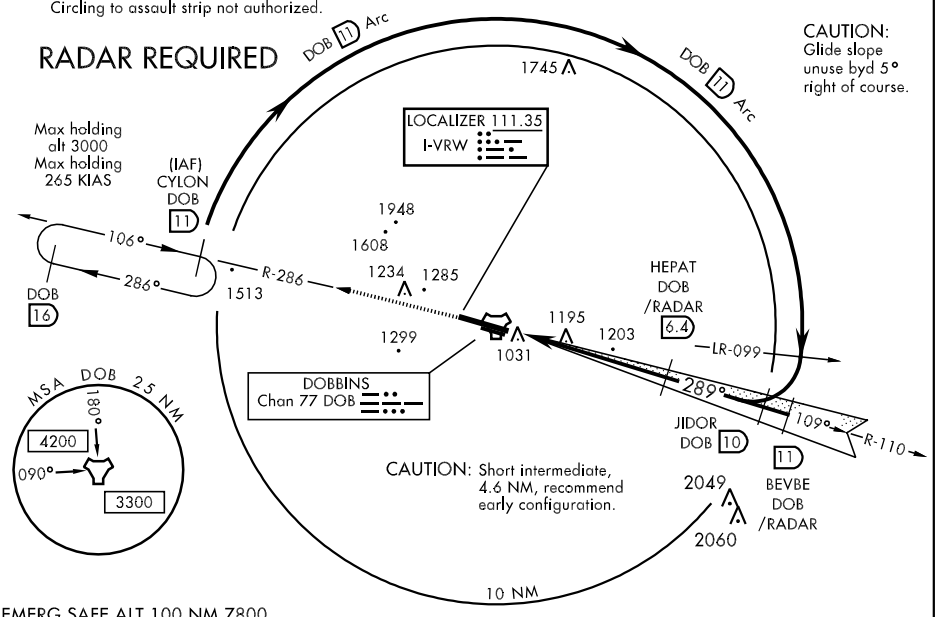
MISSED APPROACH: Climb to 3000 via DOB R-286 to CYLON and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

*** Circling not authorized N of Rwy 11-29 for CAT DE aircraft.
Circling to assault strip not authorized.

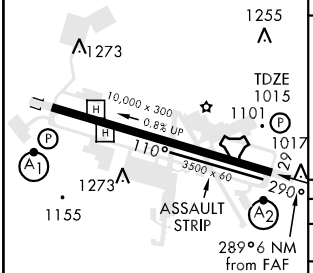
RADAR REQUIRED

CAUTION: Glide slope unuse byd 5° right of course.

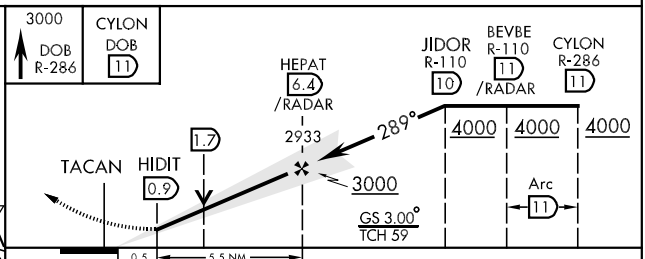


EMERG SAFE ALT 100 NM 7800

ELEV 1068



REIL Rwy 11-29
HIRL Rwy 11-29



CATEGORY	A	B	C	D	E
S-ILS 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	
S-LOC 29 **	1500/40	485 (500-¾)	1500/50 485 (500-1)	1500/60 485 (500-1¼)	1500-1½ 485 (500-1½)
*** CIRCLING	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 *	1215/24	200 (200-½)	1215/40	200 (200-¾)	GS 3.0°

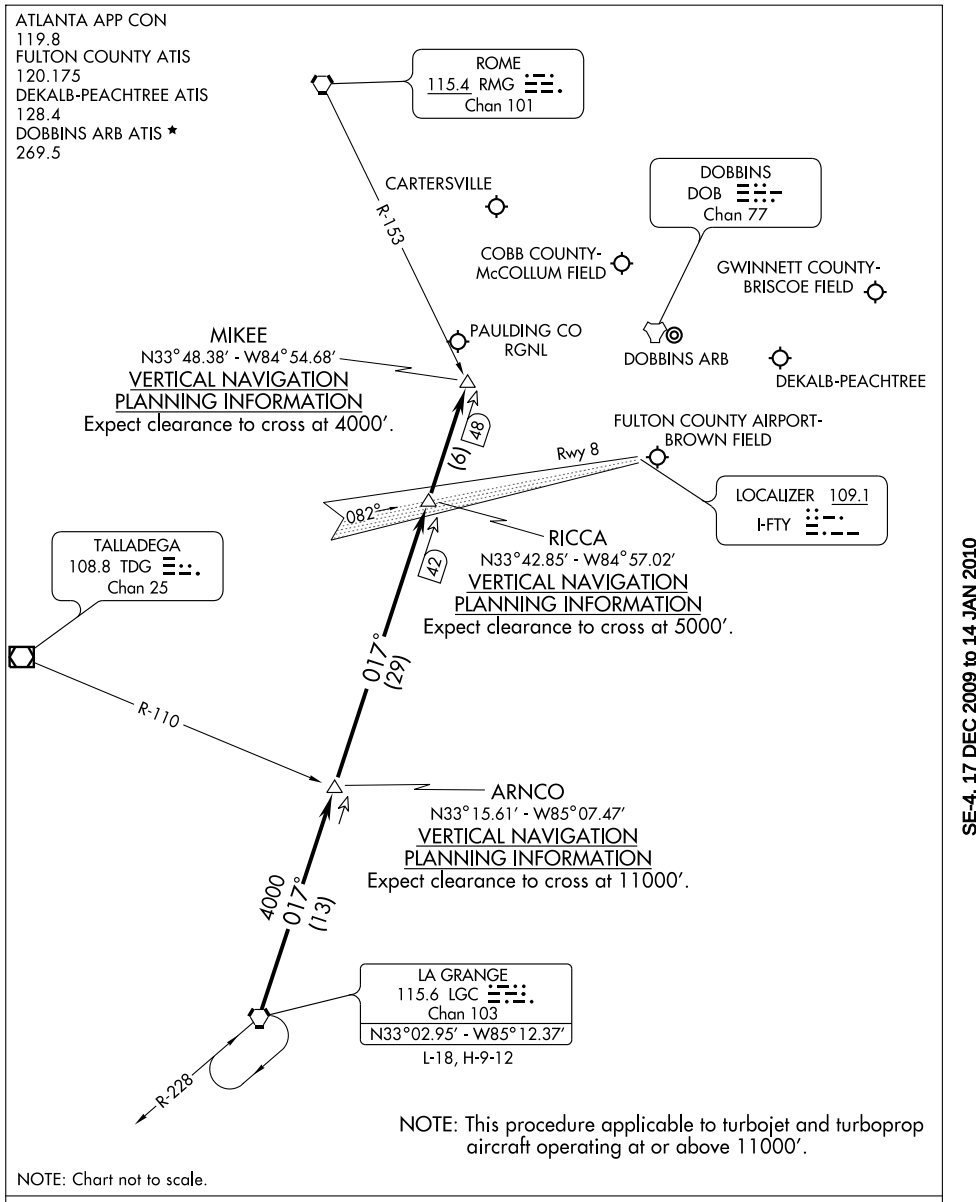
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 17 DEC 2009 to 14 JAN 2010

MIKEE FOUR ARRIVAL (LGC.MIKEE4)

ST-469 (FAA)

ATLANTA, GEORGIA



From over LGC VORTAC via the LGC R-017 to MIKEE INT. Expect radar vectors to final approach course after MIKEE INT.

SE-4, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 11

TACAN DOB Chan 77	APCH CRS 106°	Rwy ldg 10,000 TDZE 1068 Arpt Elev 1068

AL-959 [USAF]

DOBBINS ARB (KMGE)

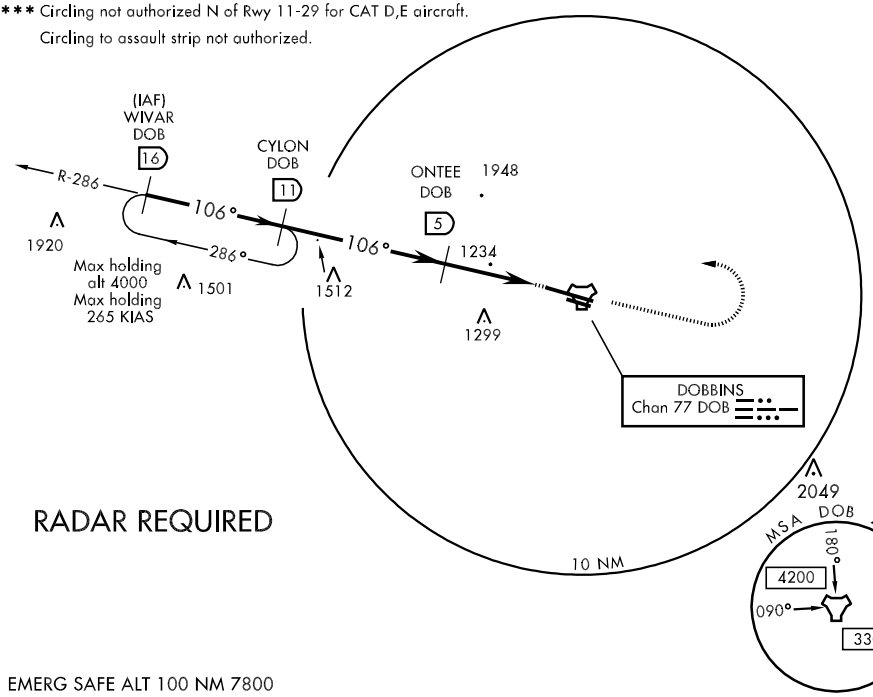
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** When ALS inop, increase RVR to 60 and vis to 1¼ mile.

ALSF-1

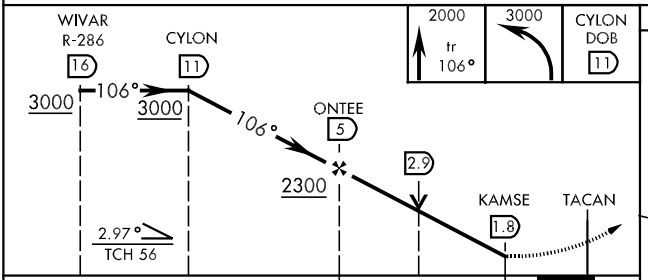
MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000 direct CYLON and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

*** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.

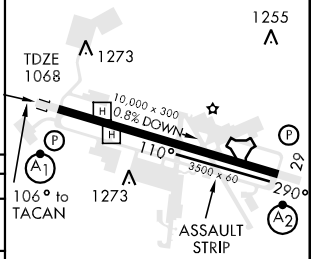


EMERG SAFE ALT 100 NM 7800



ELEV 1068

REIL Rwy 11-29
HIRL Rwy 11-29



CATEGORY	A	B	C	D	E
S-11*	1640/40	572 (600-¾)	1640/50 572 (600-1)	1640/60 572 (600-1¼)	1640-1½ 572 (600-1½)
CIRCLING ***	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 11**	1461/40	393 (400-¾)	GS 3.0°		

TACAN RWY 29

TACAN DOB Chan 77	APCH CRS 291°	Rwy ldg 10,000 TDZE 1015 Arpt Elev 1068	AL-959 [USAF]	DOBBINS ARB (KMGE)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2 ¼ miles.
** When ALS inop, CAT AB increase RVR to 40 and vis to ¾ mile.

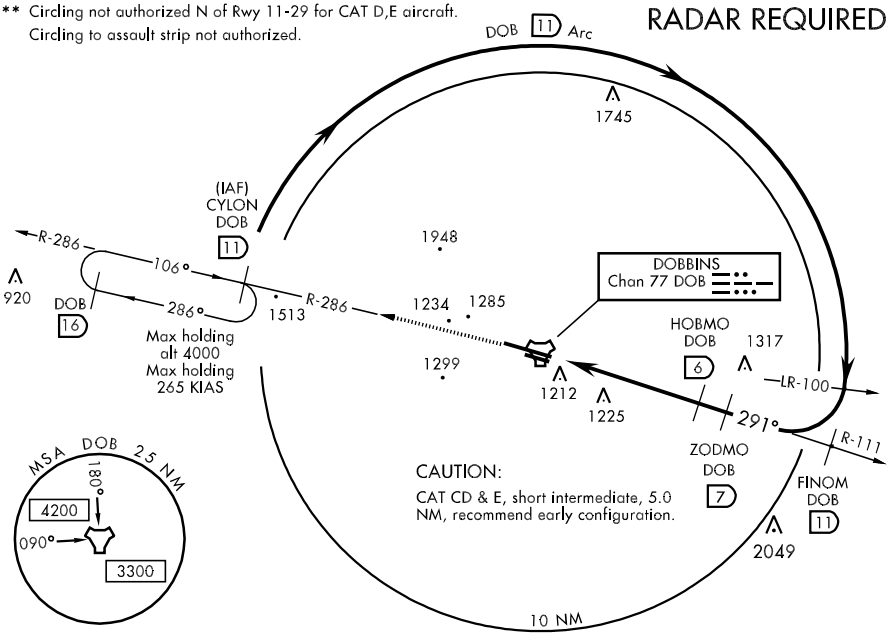
SALS (A2)

MISSED APPROACH: Climb to 3000 via DOB R-286 and hold.

ATIS ★	ATLANTA APP CON	DOBBINS TOWER ★	GND CON	ASR/PAR
269.5	121.0 268.7	120.75 370.875	125.3 275.8	

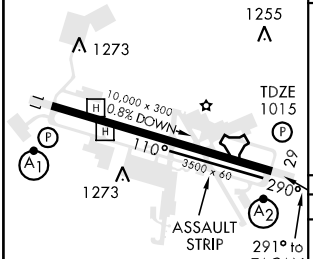
*** Circling not authorized N of Rwy 11-29 for CAT D,E aircraft.
Circling to assault strip not authorized.

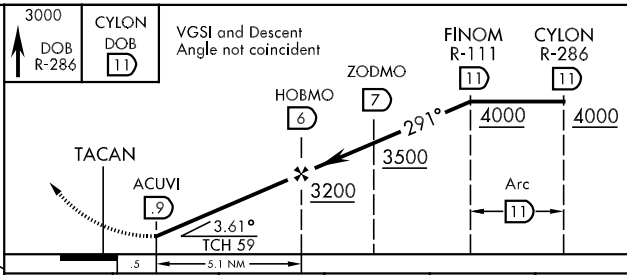
RADAR REQUIRED



EMERG SAFE ALT 100 NM 7800

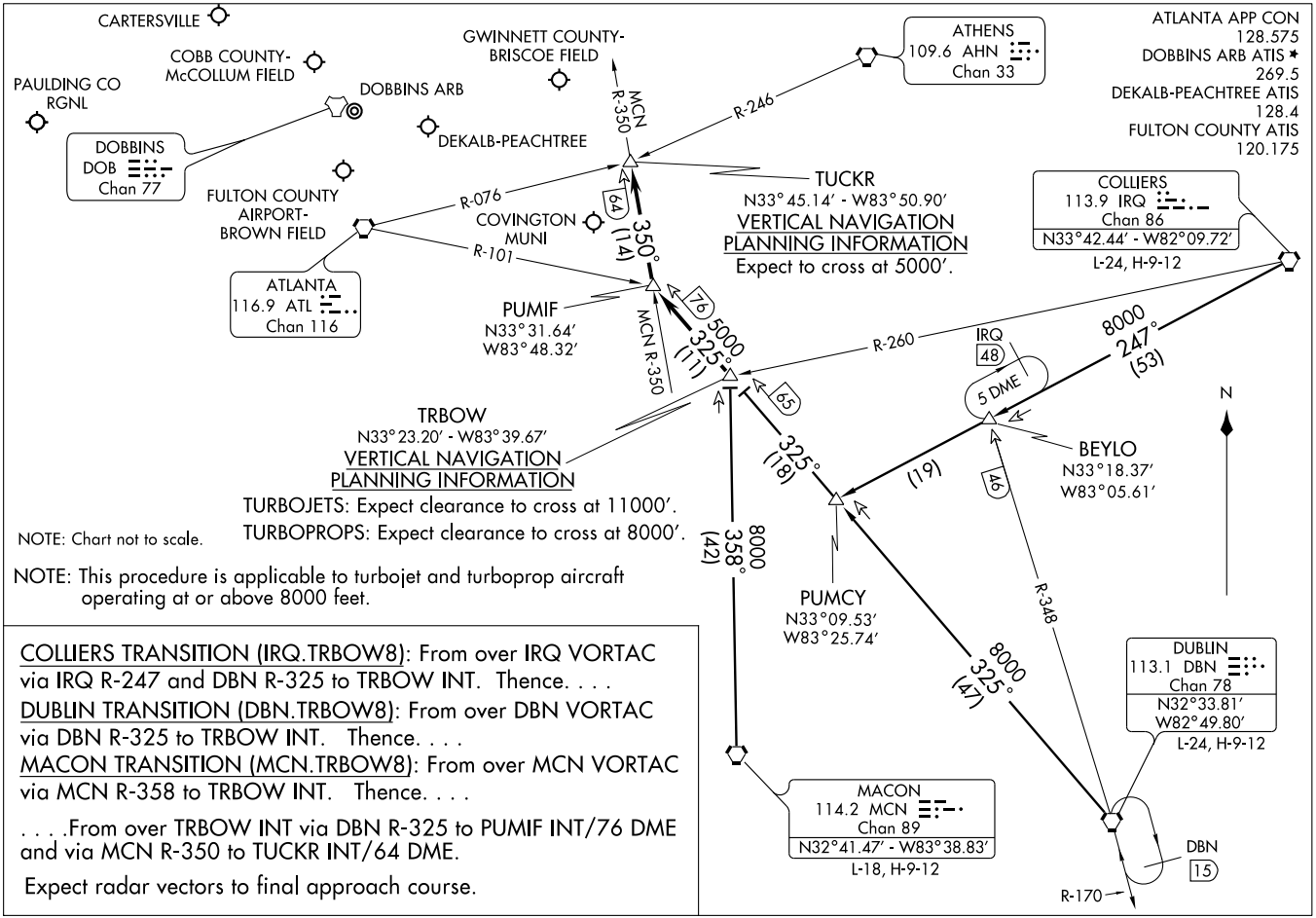
ELEV 1068





CATEGORY	A	B	C	D	E
S-29 *	1620/40	605 (600-¾)	1620-1½ 605 (600-1½)	1620-1¾ 605 (600-1¾)	1620-2 605 (600-2)
CIRCLING ***	1680-1	612 (700-1)	1680-1¾ 612 (700-1¾)	1700-2 632 (700-2)	1740-2½ 672 (700-2½)
S-PAR 29 **	1215/24	200 (200-½)	1215/40	200 (200-¾)	GS 3.0°

REIL Rwy 11-29
HIRL Rwy 11-29



COLLIERS TRANSITION (IRQ.TRBOW8): From over IRQ VORTAC via IRQ R-247 and DBN R-325 to TRBOW INT. Thence. . . .

DUBLIN TRANSITION (DBN.TRBOW8): From over DBN VORTAC via DBN R-325 to TRBOW INT. Thence. . . .

MACON TRANSITION (MCN.TRBOW8): From over MCN VORTAC via MCN R-358 to TRBOW INT. Thence. . . .

. . . .From over TRBOW INT via DBN R-325 to PUMIF INT/76 DME and via MCN R-350 to TUCKR INT/64 DME.

Expect radar vectors to final approach course.

NDB MQW 280	APP CRS 211°	Rwy Idg 4030 TDZE 202 Apt Elev 202

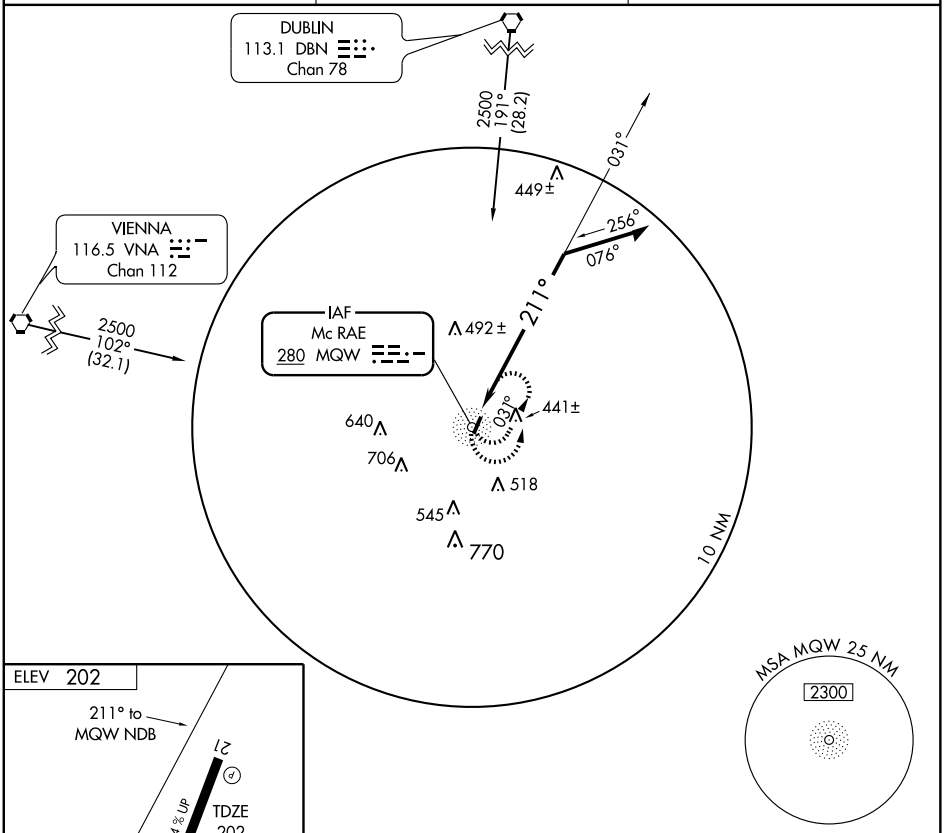
NDB RWY 21

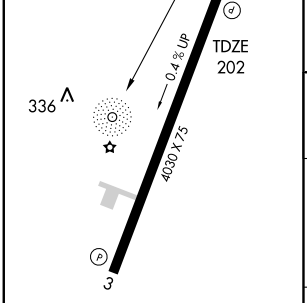
MCRAE/ TELFAIR-WHEELER (MQW)

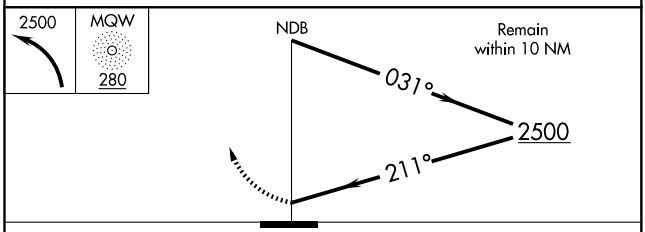
Visibility reduction by helicopters NA.
Use Vidalia altimeter setting; when not received, use Alma altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 in MQW NDB holding pattern, continue climb-in-hold to 2500.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 (L)







CATEGORY	A	B	C	D
S-21	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)
CIRCLING	1000-1 798 (800-1)	1000-1¼ 798 (800-1¼)	1000-2¼ 798 (800-2¼)	1000-2½ 798 (800-2½)

MIRL Rwy 3-21 (L)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4030
CH 70508	026°	TDZE	202
W03A		Apt Elev	202

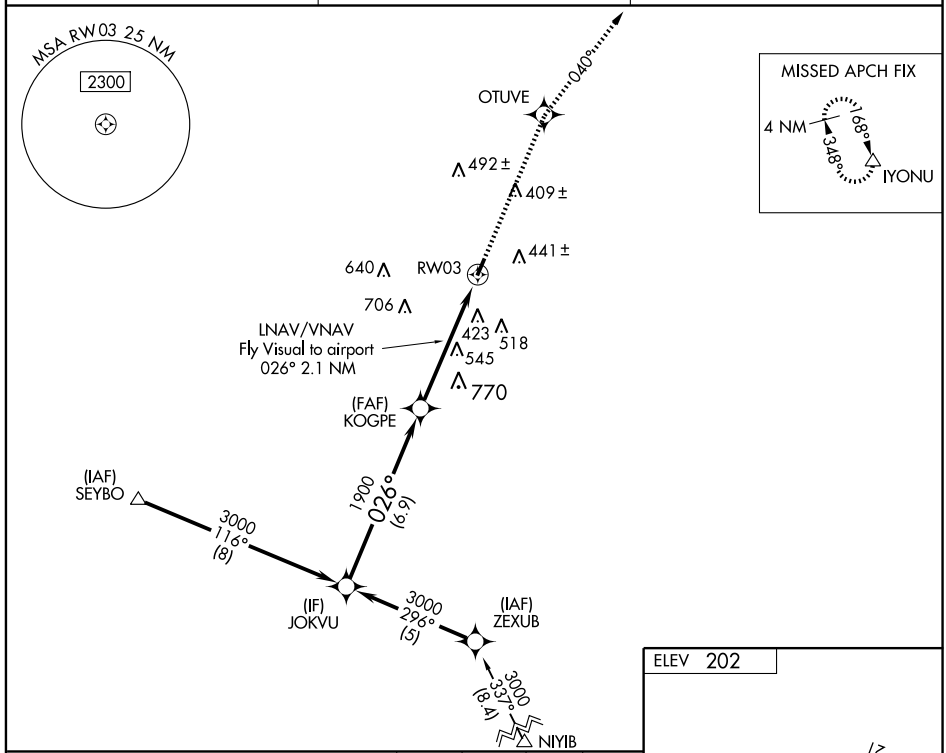
RNAV (GPS) RWY 3

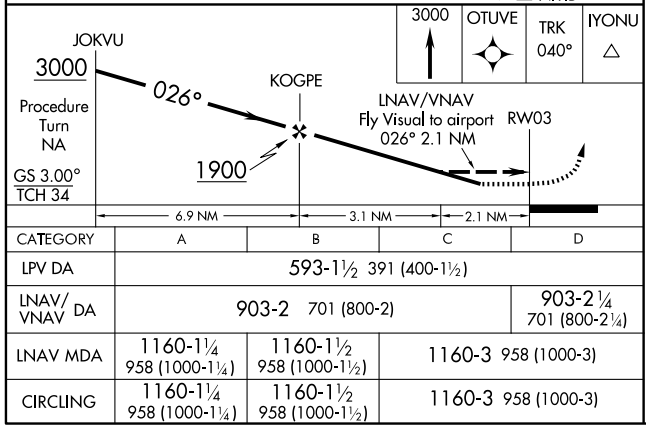
MCRAE/ TELFAIR-WHEELER (MQW)

T NA — Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all DA/MDA 20 feet. Baro-VNAV NA. LNAV/VNAV NA when using Alma altimeter setting.

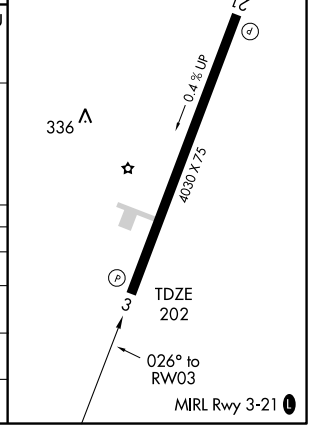
MISSED APPROACH: Climb to 3000 direct OTUVE and via 040° track to IYONU and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L





CATEGORY	A	B	C	D
LPV DA	593-1½ 391 (400-1½)			
LNAV/ VNAV DA	903-2 701 (800-2)			903-2¼ 701 (800-2¼)
LNAV MDA	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	
CIRCLING	1160-1¼ 958 (1000-1¼)	1160-1½ 958 (1000-1½)	1160-3 958 (1000-3)	



APP CRS	Rwy Idg	4030
206°	TDZE	202
	Apt Elev	202

RNAV (GPS) RWY 21

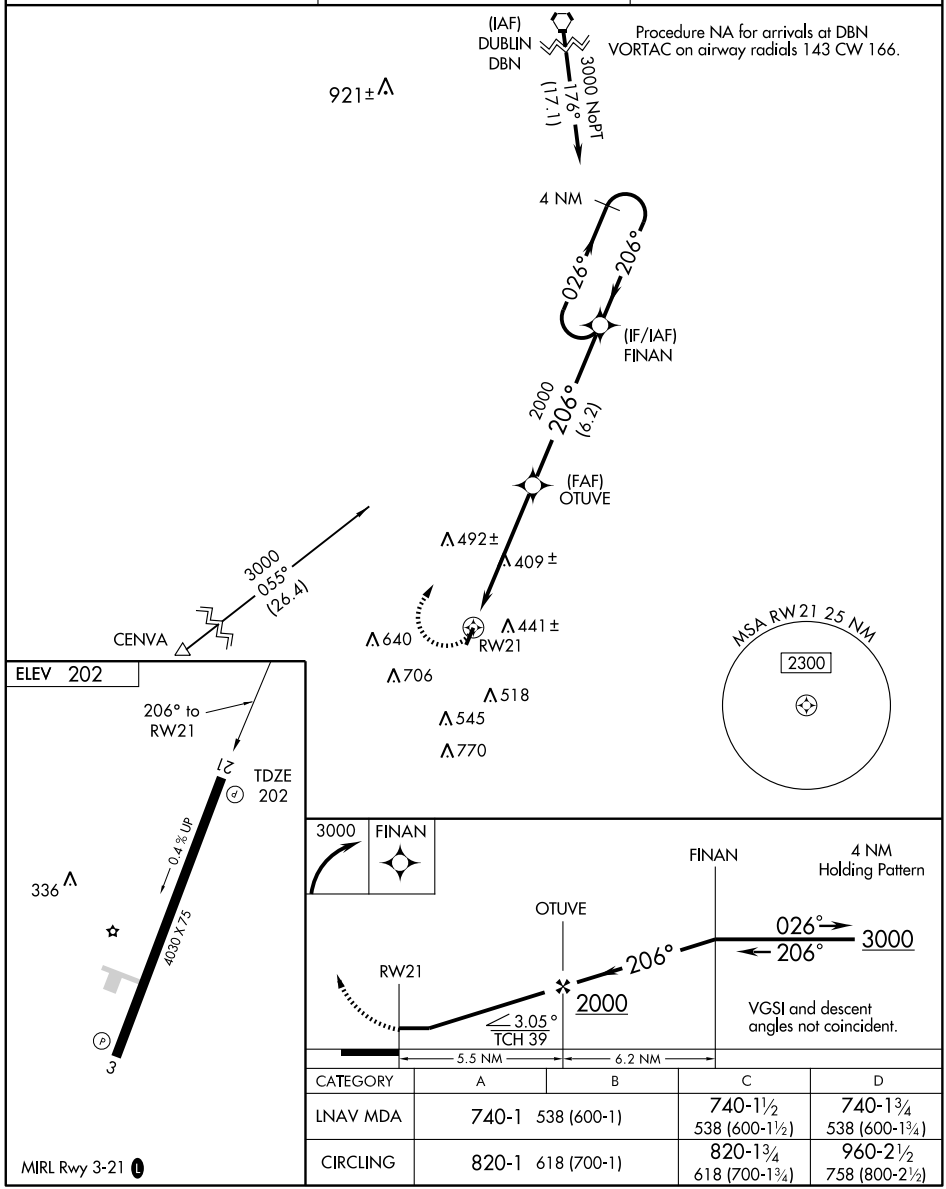
MCRAE/ TELFAIR-WHEELER (MQW)

Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct FINAN and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	740-1 538 (600-1)		740-1½ 538 (600-1½)	740-1¾ 538 (600-1¾)
CIRCLING	820-1 618 (700-1)		820-1¾ 618 (700-1¾)	960-2½ 758 (800-2½)

MIRL Rwy 3-21 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
096°	TDZE	197
	Apt Elev	197

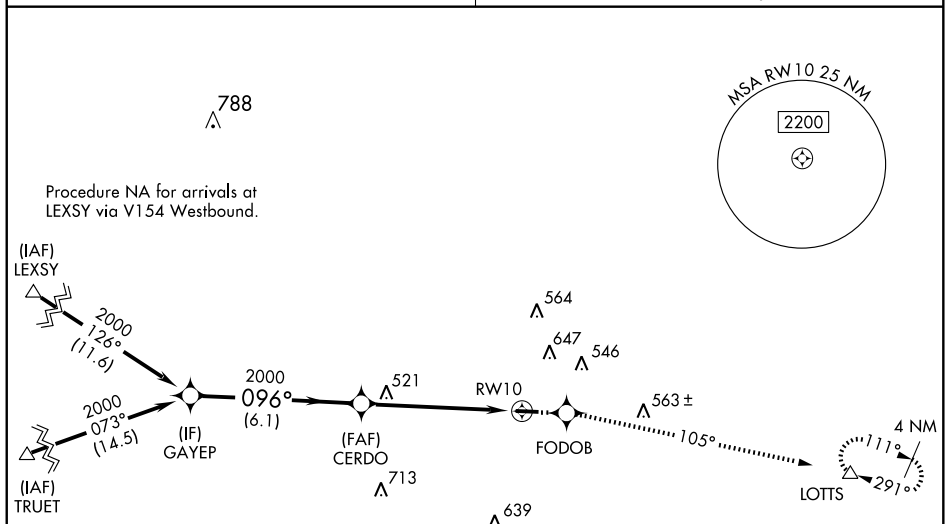
RNAV (GPS) RWY 10

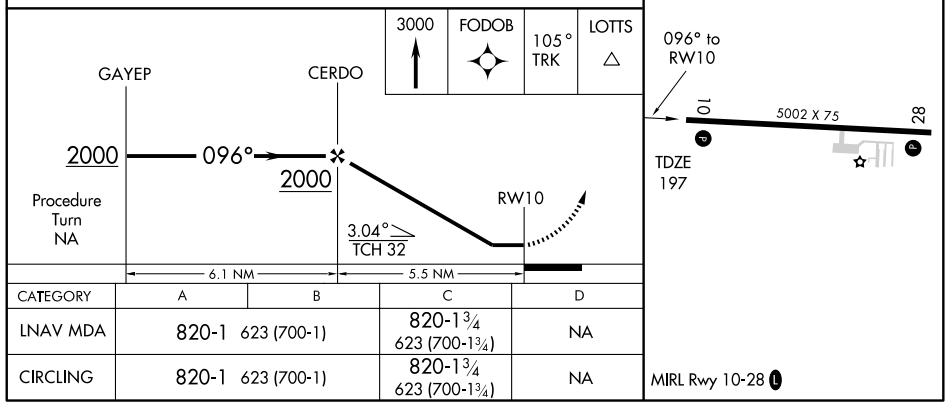
METTER MUNI (MHP)

Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet.
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FODOB and via 105° track to LOTTS and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1	623 (700-1)	820-1 3/4 623 (700-1 3/4)	NA
CIRCLING	820-1	623 (700-1)	820-1 3/4 623 (700-1 3/4)	NA

MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
276°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 28

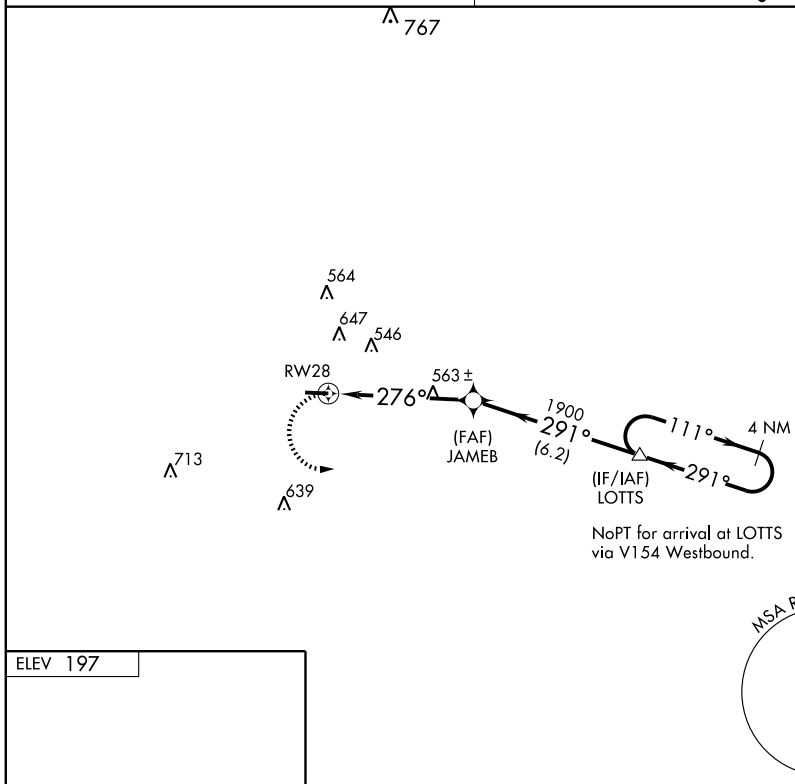
METTER MUNI (MHP)

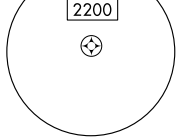
Use Claxton altimeter setting: when not received, use Vidalia altimeter setting and increase all MDAs 20 feet, and LNAV and Circling Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

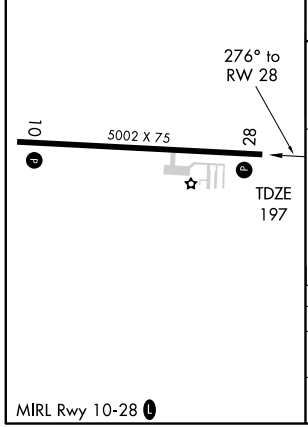
NA

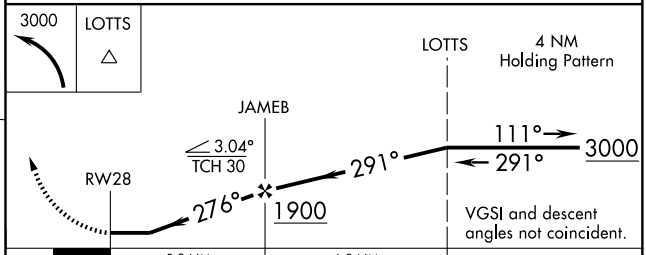
MISSED APPROACH: Climbing left turn to 3000 direct LOTTS and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	860-1 663 (700-1)		860-1¾ 663 (700-1¾)	NA
CIRCLING	860-1 663 (700-1)		860-1¾ 663 (700-1¾)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB UMB 380	APP CRS 276°	Rwy Idg 5509 TDZE 380 Apt Elev 384

NDB RWY 28

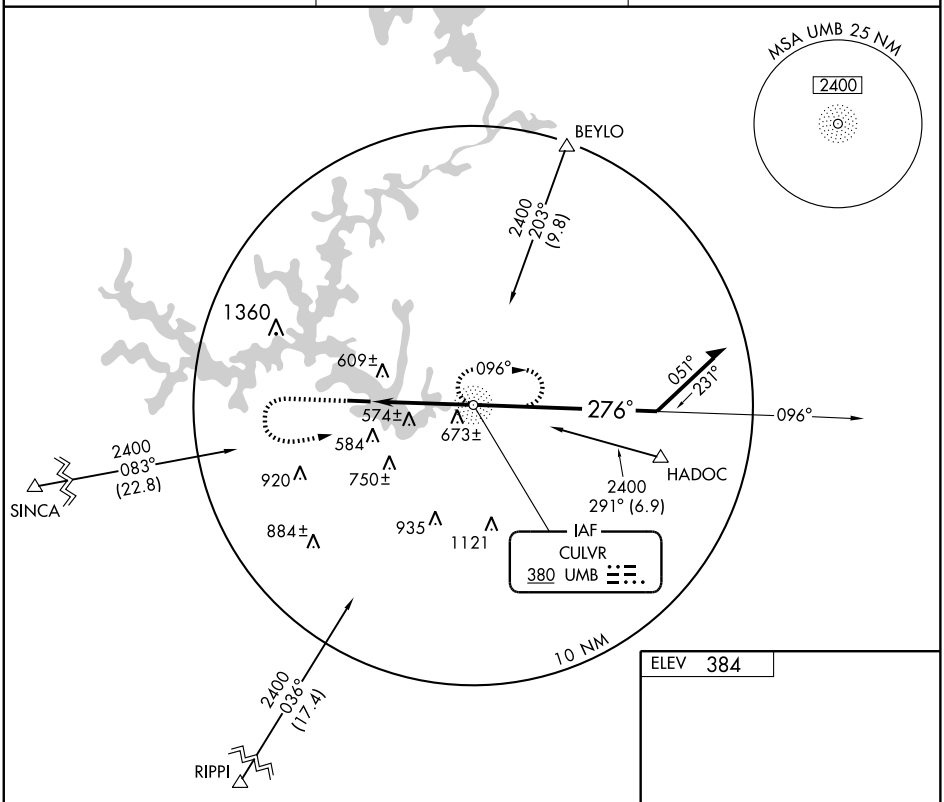
MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

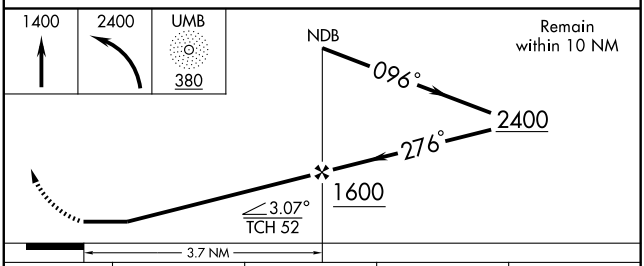
T
A NA

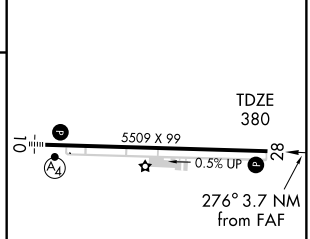
When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	960-1	580 (600-1)	NA	
CIRCLING	960-1	576 (600-1)	NA	

MIRL Rwy 10-28 L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 17 DEC 2009 to 14 JAN 2010

MILLEDGEVILLE, GEORGIA AL-5729 (FAA)

APP CRS	Rwy Idg	5509
095°	TDZE	386
	Apt Elev	384

RNAV (GPS) RWY 10

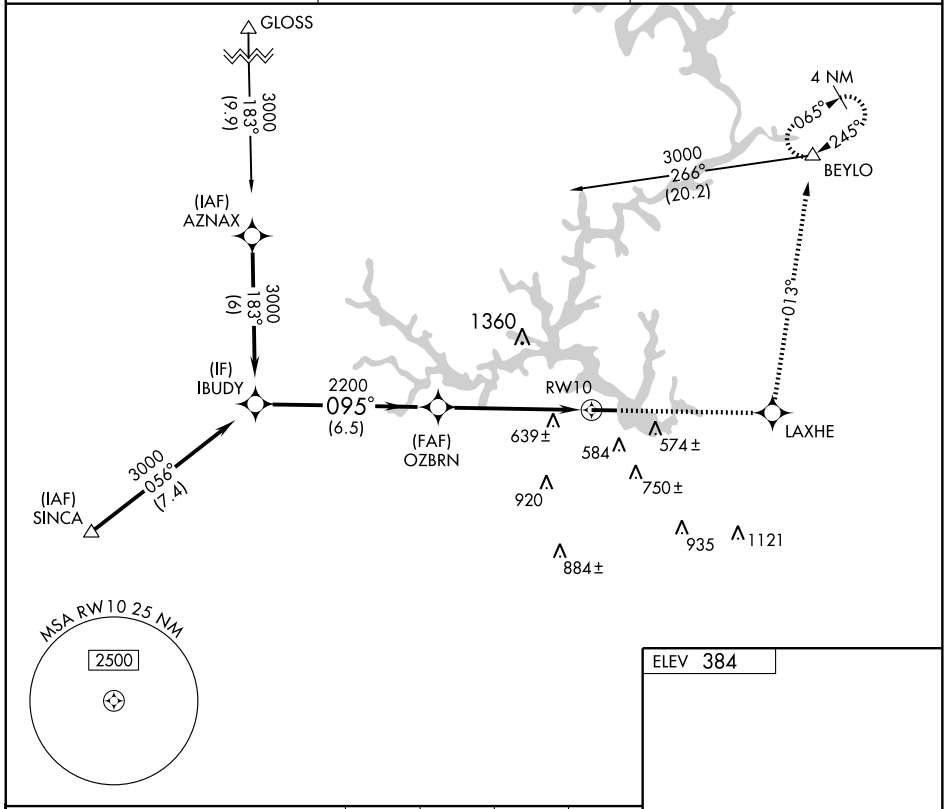
MILLEDGEVILLE/ BALDWIN COUNTY (MLJ)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Middle Georgia Rgnl alimeter setting and increase all MDAs 100 feet. Inoperative table does not apply.

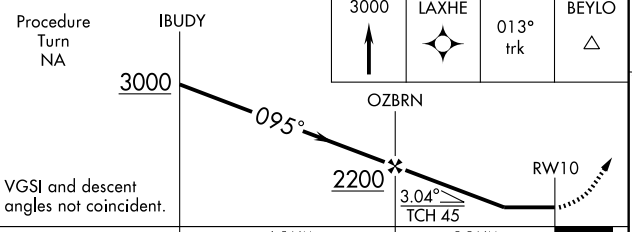
MALSF

MISSED APPROACH: Climb to 3000 direct LAXHE and via 013° track to BEYLO and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L

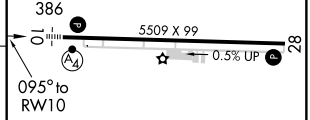


Procedure Turn NA	3000	LAXHE	013° trk	BEYLO



CATEGORY	A	B	C	D
LNAV MDA	900-1 514 (600-1)		NA	
CIRCLING	920-1 536 (600-1)	940-1 556 (600-1)	NA	

ELEV 384



MIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5509
275°	TDZE	380
	Apt Elev	384

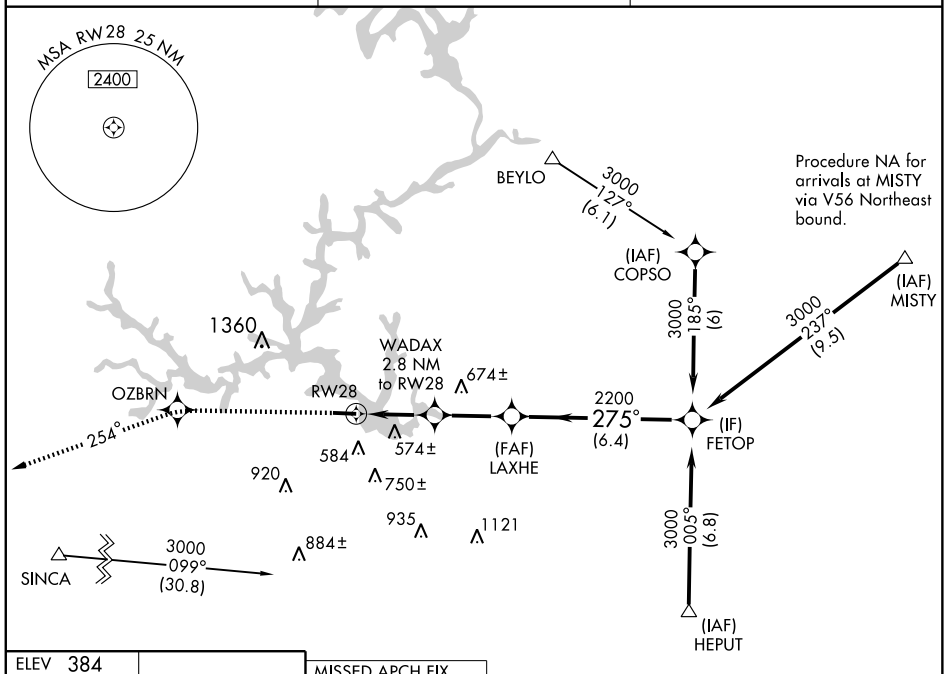
RNAV (GPS) RWY 28

MILLEDGEVILLE/BALDWIN COUNTY (MLJ)

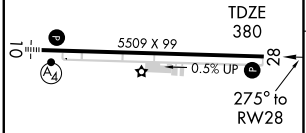
T A NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Middle Georgia Rgnl alimeter setting and increase all MDAs 100 feet. VDP NA when using Middle Georgia Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct OZBRN and via 254° track to SINCA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.925	124.2 279.6	122.8 (CTAF) L

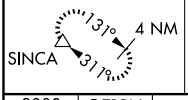


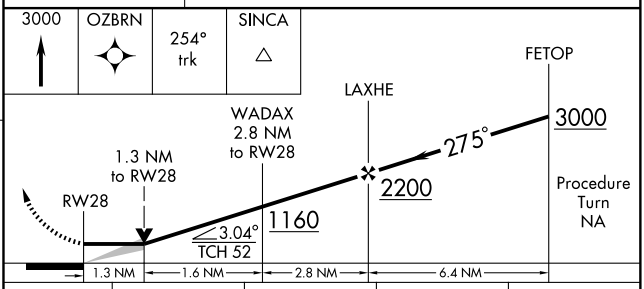
ELEV 384



MIRL Rwy 10-28 L

MISSED APCH FIX





CATEGORY	A	B	C	D
LNAV MDA	800-1 420 (500-1)		NA	
CIRCLING	920-1 536 (600-1)	940-1 556 (600-1)	NA	

SE-4, 17 DEC 2009 to 14 JAN 2010

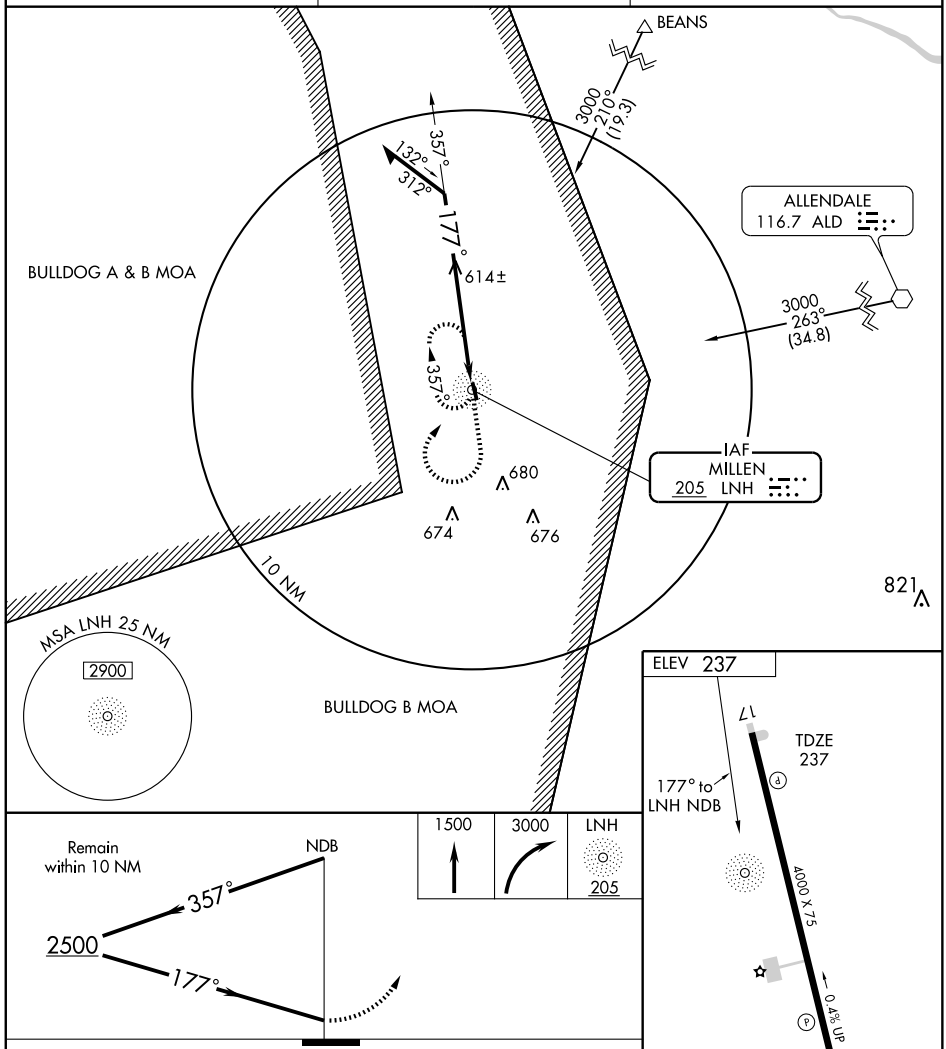
NDB LNH	APP CRS	Rwy Idg	4000
205	177°	TDZE	237
		Apt Elev	237

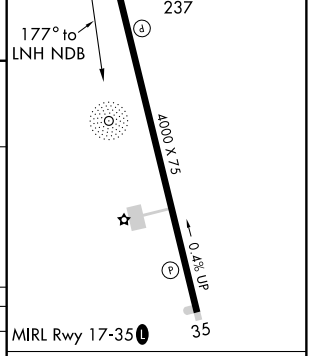
NDB RWY 17
MILLEN (2J5)

Use Augusta Rgnl at Bush Field altimeter setting.
Circling NA E of Rwy17-35.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct LNH NDB and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 L





CATEGORY	A	B	C	D
S-17	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)
CIRCLING	1100-1 863 (900-1)	1100-1¼ 863 (900-1¼)	1100-2½ 863 (900-2½)	1100-2¾ 863 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 17

MILLEN (2J5)

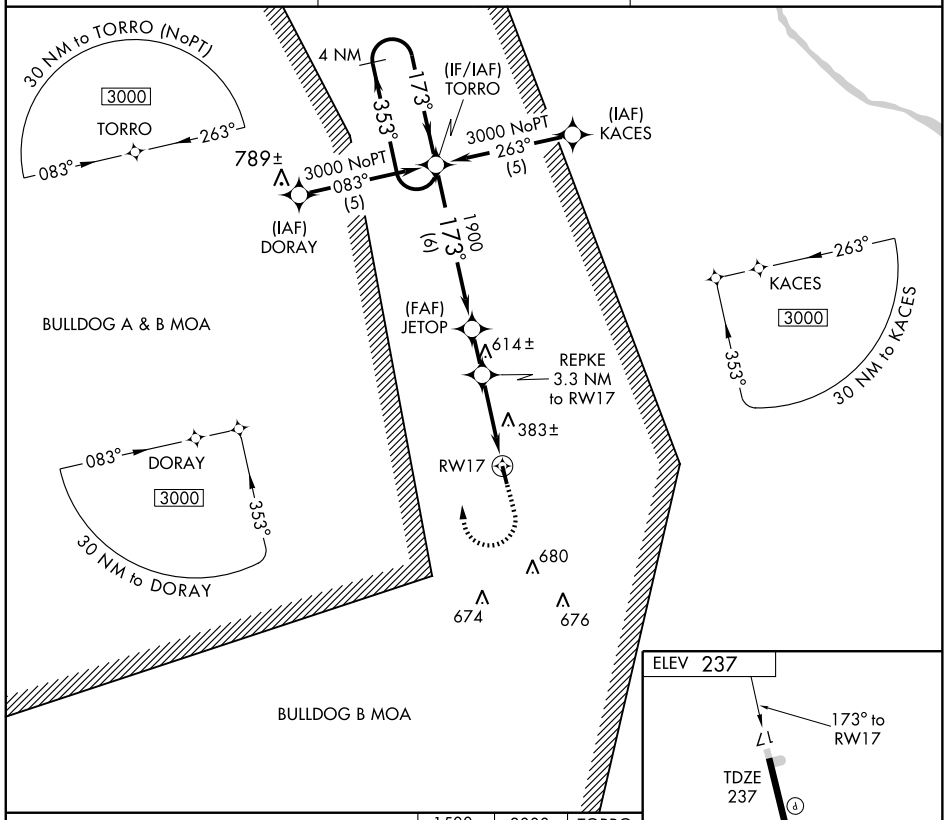
APP CRS	Rwy Idg	4000
173°	TDZE	237
	Apt Elev	237

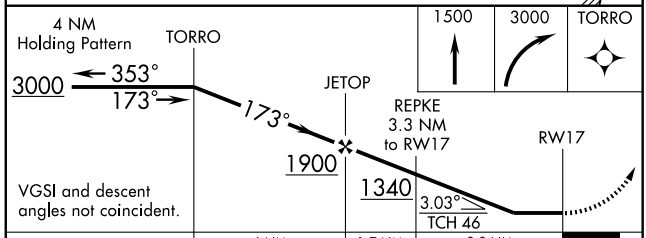
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Augusta Rgnl at Bush Field altimeter setting. Circling NA E of Rwy 17-35.

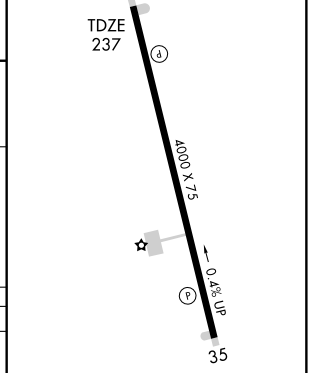
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TORRO WP and hold.

AUGUSTA ASOS	AUGUSTA APP CON	CTAF
132.75	126.8 270.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	720-1 483 (500-1)		720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)
CIRCLING	760-1 523 (600-1)	780-1 543 (600-1)	780-1½ 543 (600-1½)	800-2 563 (600-2)

MIRL Rwy 17-35 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB JNM	APP CRS	Rwy Idg	N/A
392	036°	TDZE	N/A
		Apt Elev	875

NDB-A

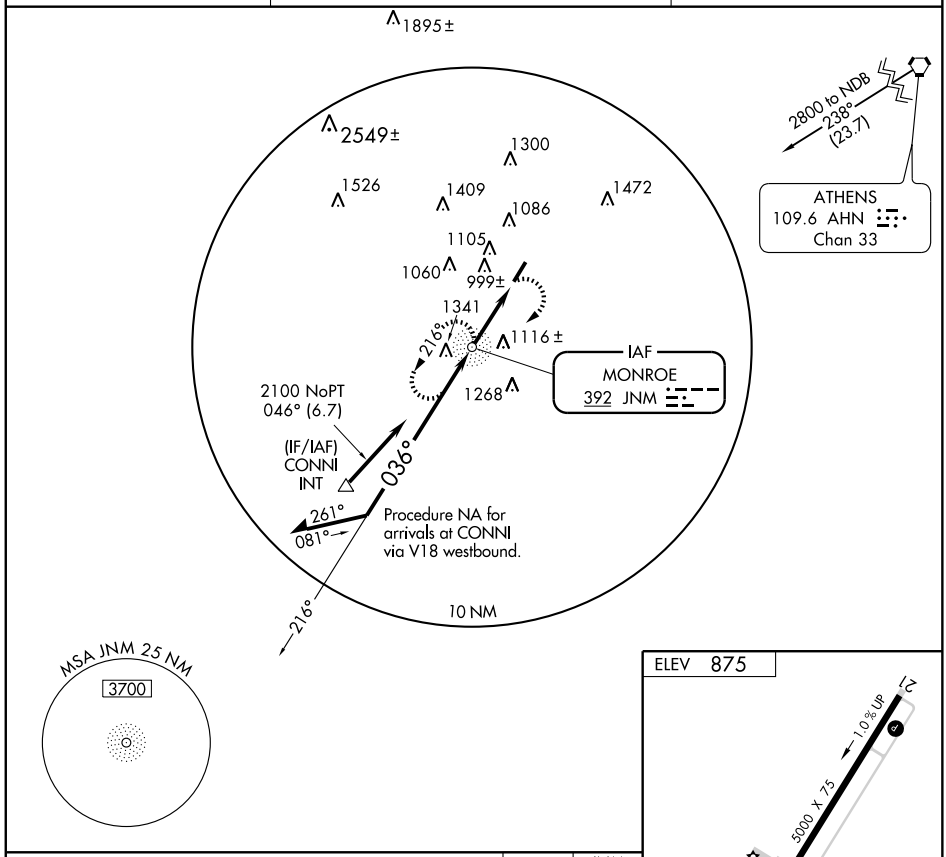
MONROE-WALTON COUNTY (D73)

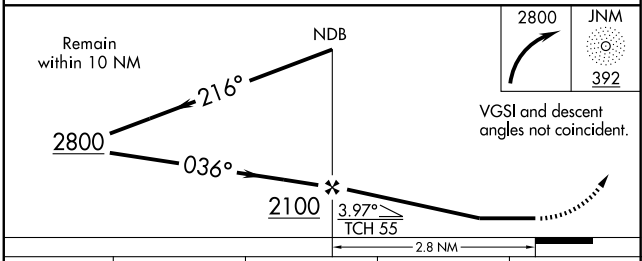
When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

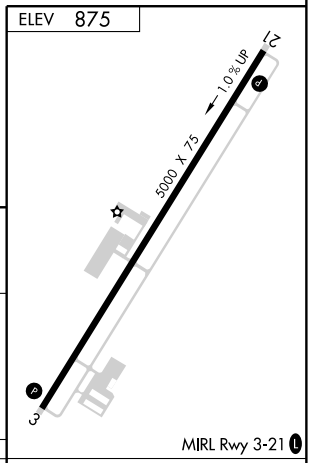
NA

MISSED APPROACH: Climbing right turn to 2800 direct JNM NDB and hold, continue climb-in-hold to 2800.

AWOS-A	ATLANTA APP CON	CTAF
392	126.975 239.275	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1460-1	585 (600-1)	1460-1½ 585 (600-1½)	NA

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
035°	TDZE	875
	Apt Elev	875

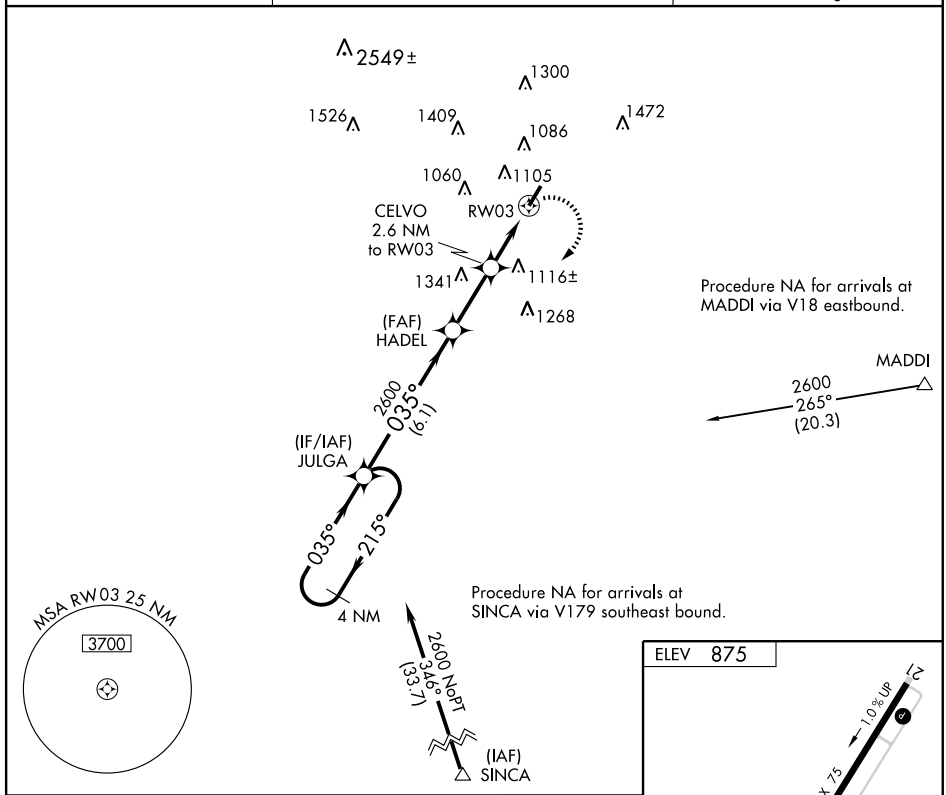
RNAV (GPS) RWY 3

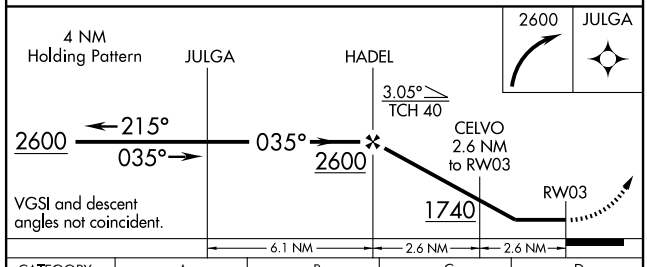
MONROE-WALTON COUNTY (D73)

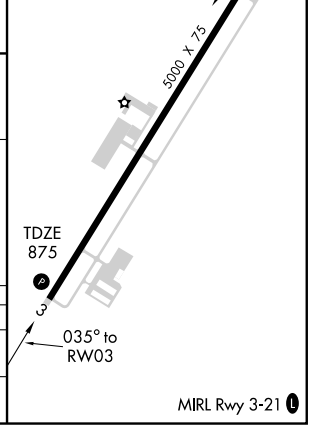
T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2600 direct JULGA and hold.

AWOS-A	ATLANTA APP CON	CTAF
392	126.975 239.275	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	505 (600-1)	1380-1½ 505 (600-1½)	NA
CIRCLING	1460-1	585 (600-1)	1460-1½ 585 (600-1½)	NA

MIRL Rwy 3-21 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB IZS 426	APP CRS 184°	Rwy Idg 4220 TDZE 337 Apt Elev 337

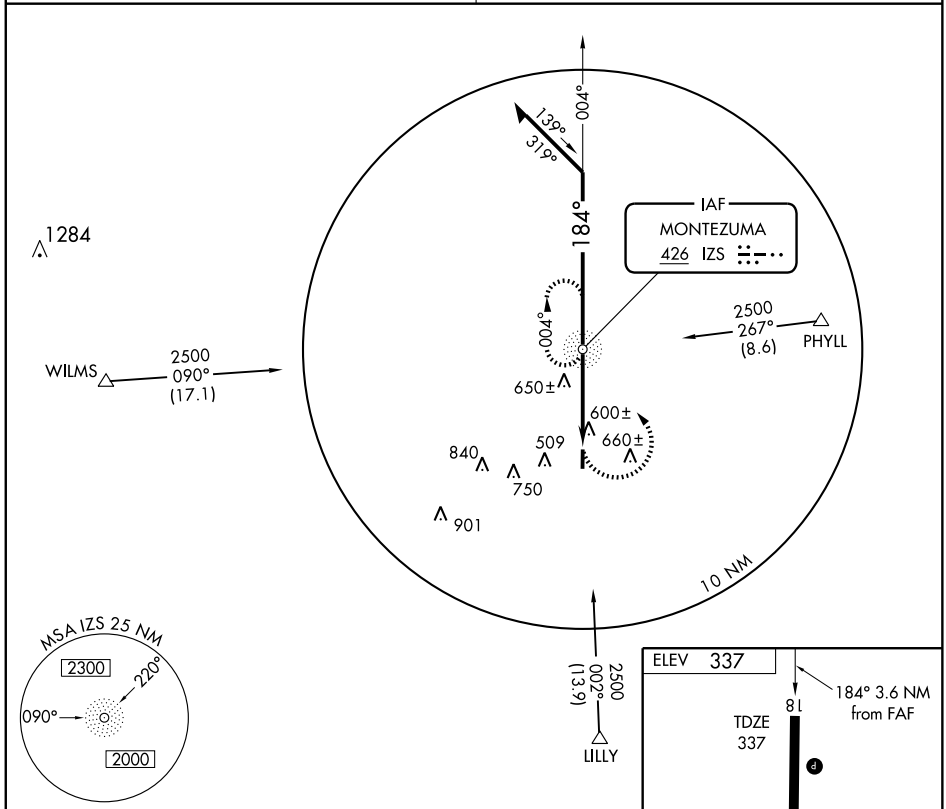
NDB RWY 18

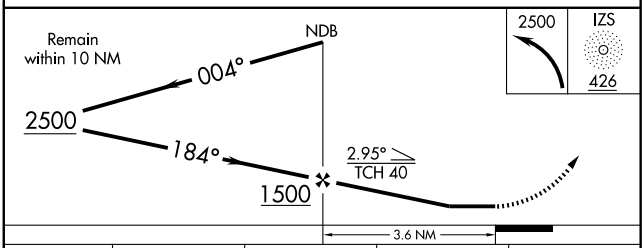
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

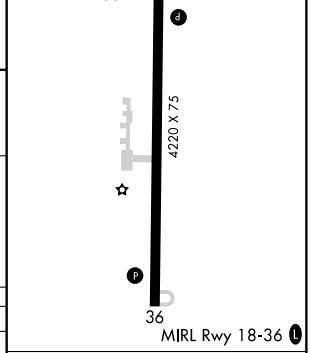
T NA Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct IZS NDB and hold.

ATLANTA APP CON★	CTAF
124.2 279.6	122.9 L







CATEGORY	A	B	C	D
S-18	1020-1	683 (700-1)	1020-2 683 (700-1)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4220
185°	TDZE	337
	Apt Elev	337

RNAV (GPS) RWY 18

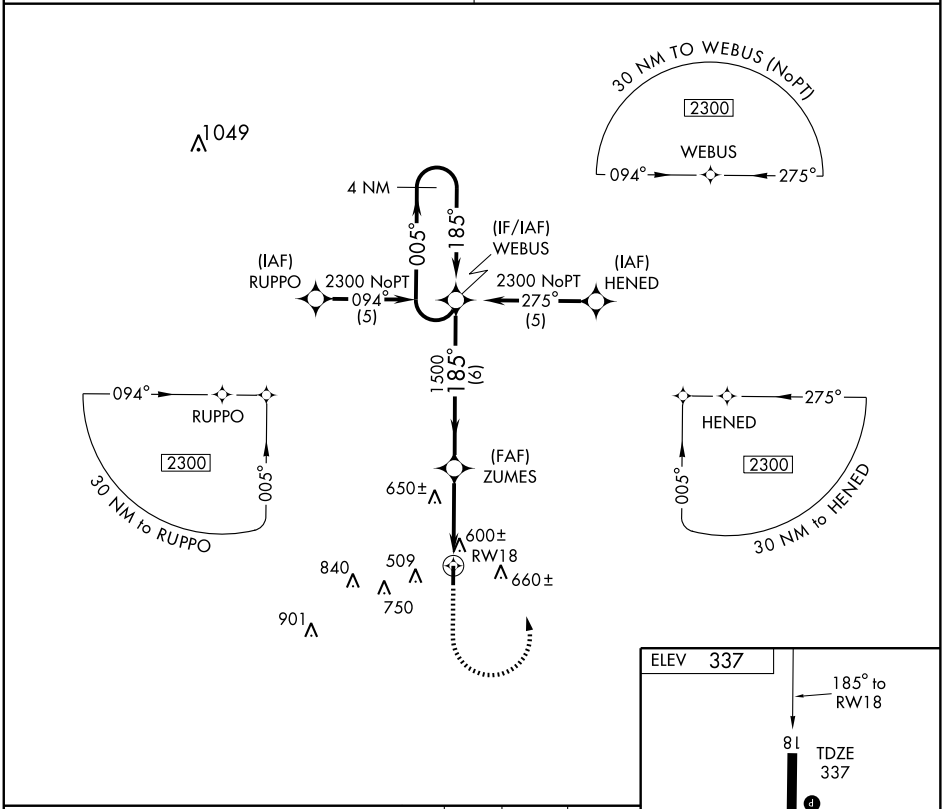
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

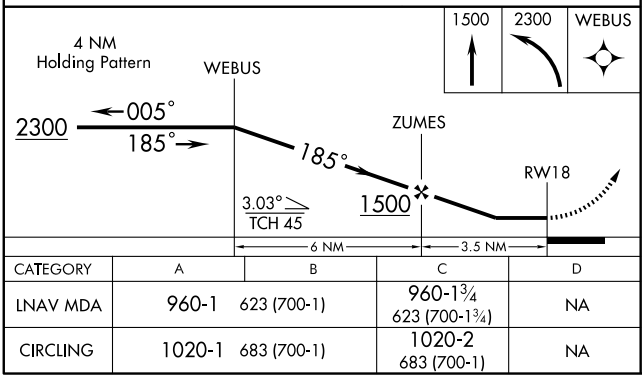
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

NA

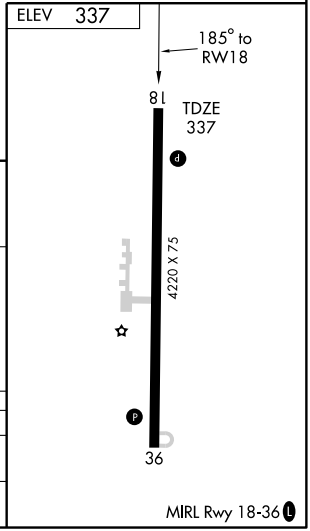
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct WEBUS WP and hold.

ATLANTA APP CON★	CTAF
124.2 279.6	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	960-1	623 (700-1)	960-1¾ 623 (700-1¾)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA



MIRL Rwy 18-36 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4220
005°	TDZE	337
	Apt Elev	337

RNAV (GPS) RWY 36

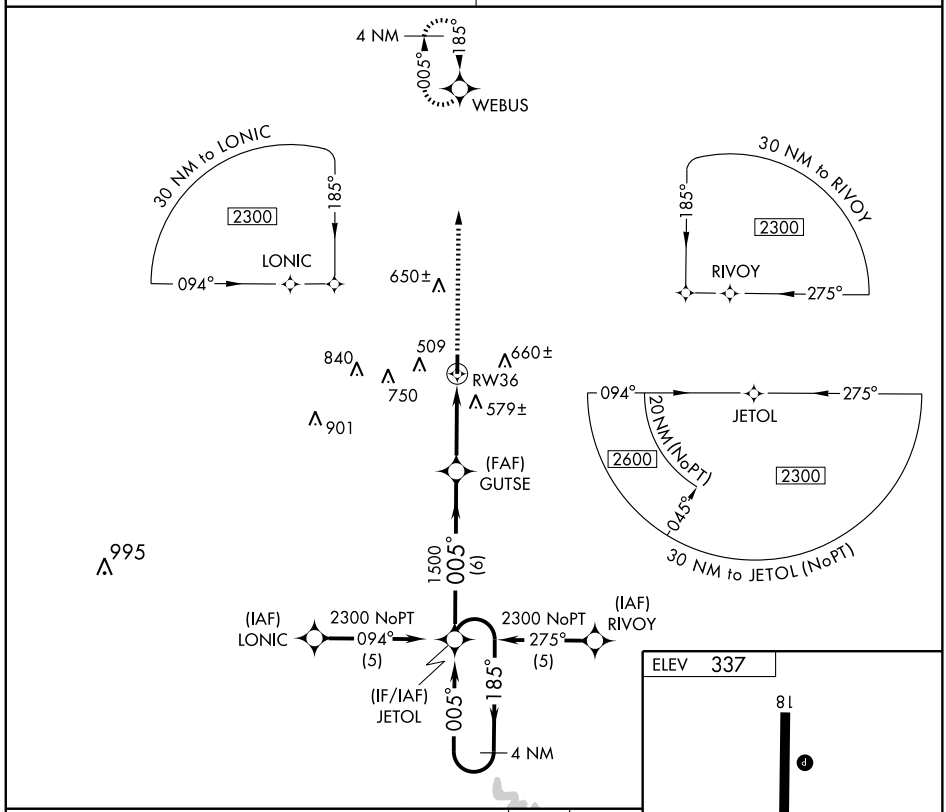
MONTEZUMA/ DR. C. P. SAVAGE SR. (53A)

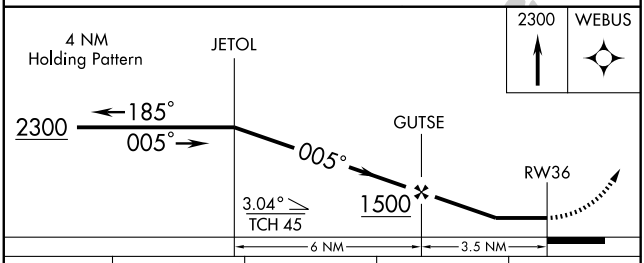
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Americus altimeter setting; if not received use Macon altimeter setting and increase all MDAs 20 feet.

NA

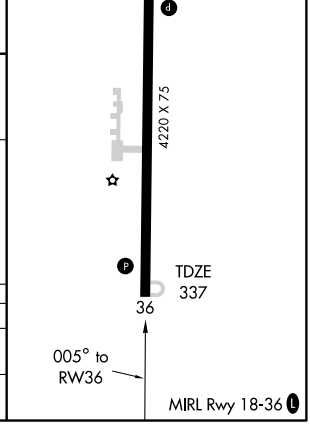
MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.

ATLANTA APP CON ★	CTAF
124.2 279.6	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	900-1	563 (600-1)	900-1½ 563 (600-1½)	NA
CIRCLING	1020-1	683 (700-1)	1020-2 683 (700-1)	NA



SE-4, 17 DEC 2009 to 14 JAN 2010

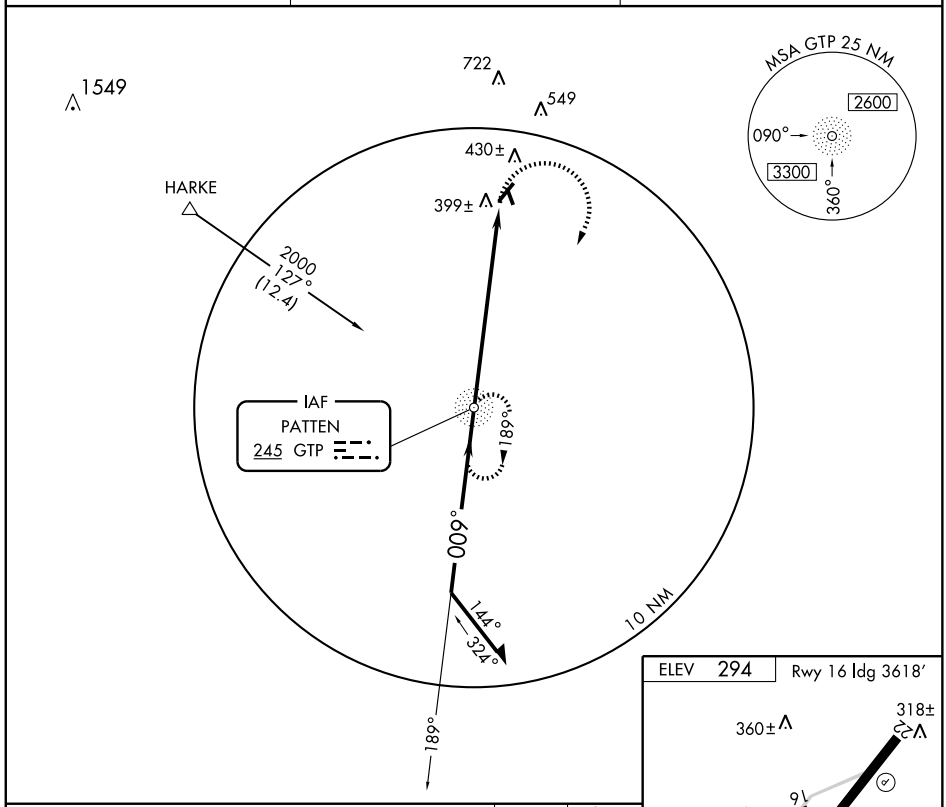
NDB GTP 245	APP CRS 009°	Rwy Idg N/A TDZE N/A Apt Elev 294

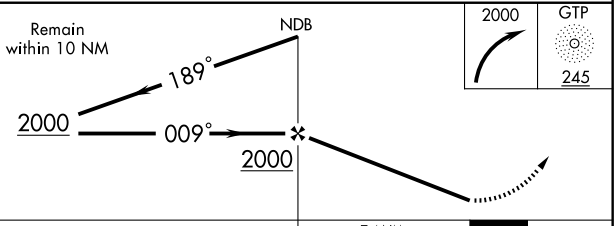
NDB-A
MOULTRIE MUNI (MGR)

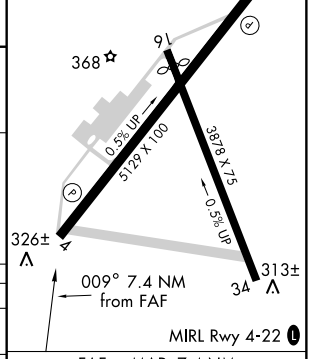
▼ NA — Obtain local altimeter on CTAF; when not received, use Valdosta altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct GTP NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)
VALDOSTA RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	860-1 566 (600-1)		860-1½ 566 (600-1½)	860-2 566 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5129
CH 82603	041°	TDZE	289
W04A		Apt Elev	294

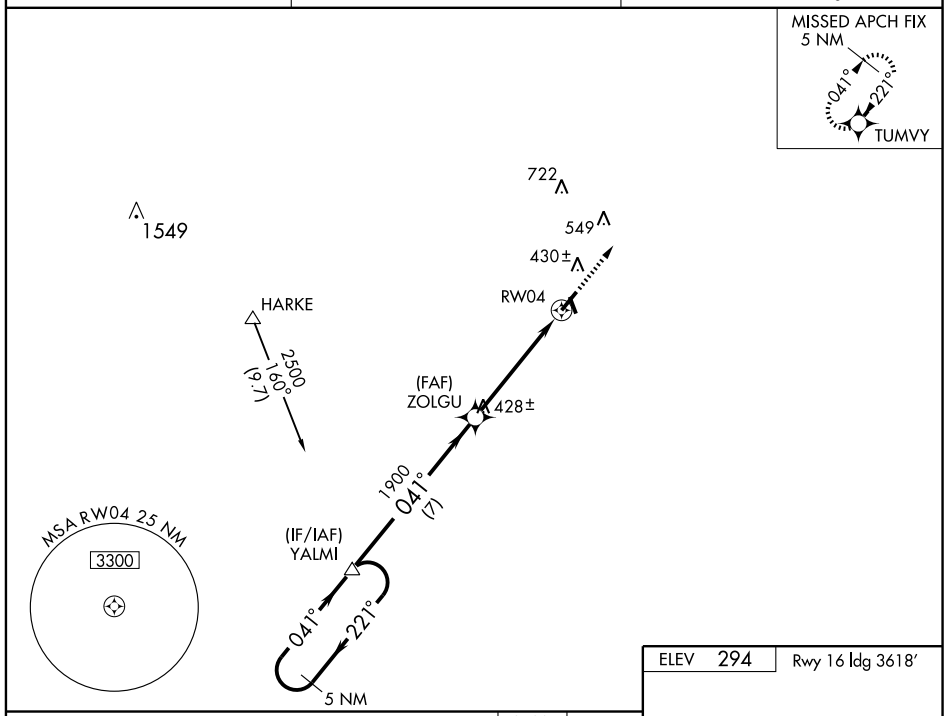
RNAV (GPS) RWY 4

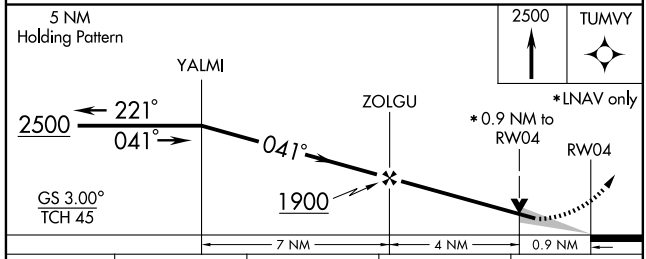
MOULTRIE MUNI (MGR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. Baro-VNAV and VDP NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA.

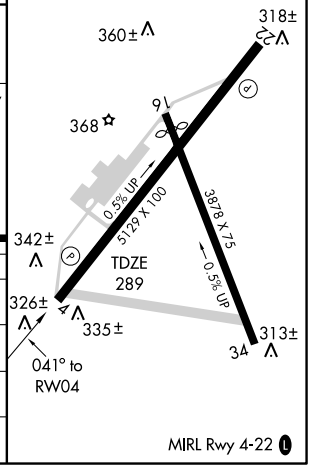
MISSED APPROACH: Climb to 2500 direct TUMVY and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	539-1 250 (300-1)			
LNAV/ VNAV DA	605-1¼ 316 (400-1¼)			
LNAV MDA	600-1 311 (400-1)			
CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

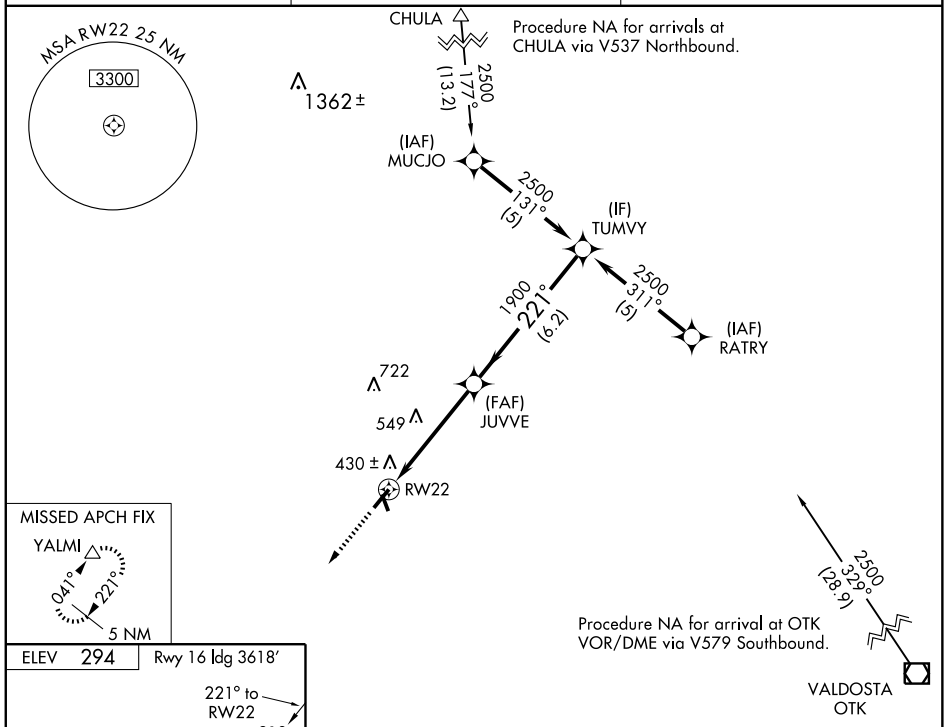
WAAS	APP CRS	Rwy Idg	5129
CH 93803	221°	TDZE	294
W22A		Apt Elev	294

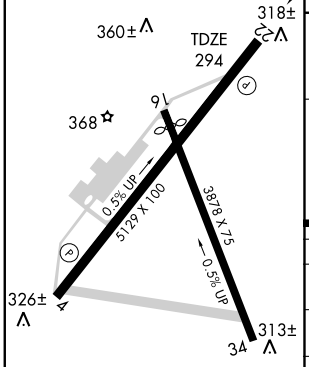
RNAV (GPS) RWY 22
MOULTRIE MUNI (MGR)

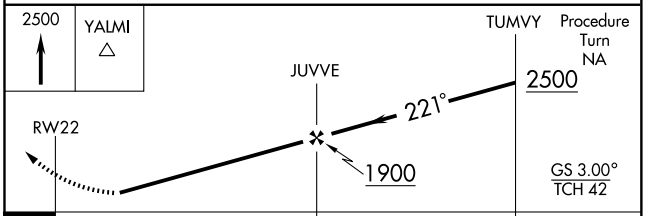
If local altimeter setting not received, use Valdosta altimeter setting and increase all DAs 88 feet, and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valdosta altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct YALMI and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	637-1¼ 343 (400-1¼)			
LNAV/ VNAV DA	730-1½ 436 (500-1½)			
LNAV MDA	800-1 506 (600-1)		800-1½ 506 (600-1½)	
CIRCLING	800-1 506 (600-1)		800-1½ 506 (600-1½)	860-2 566 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME MGR 108.8 Chan 25	APP CRS 214°	Rwy Idg 5129 TDZE 294 Apt Elev 294

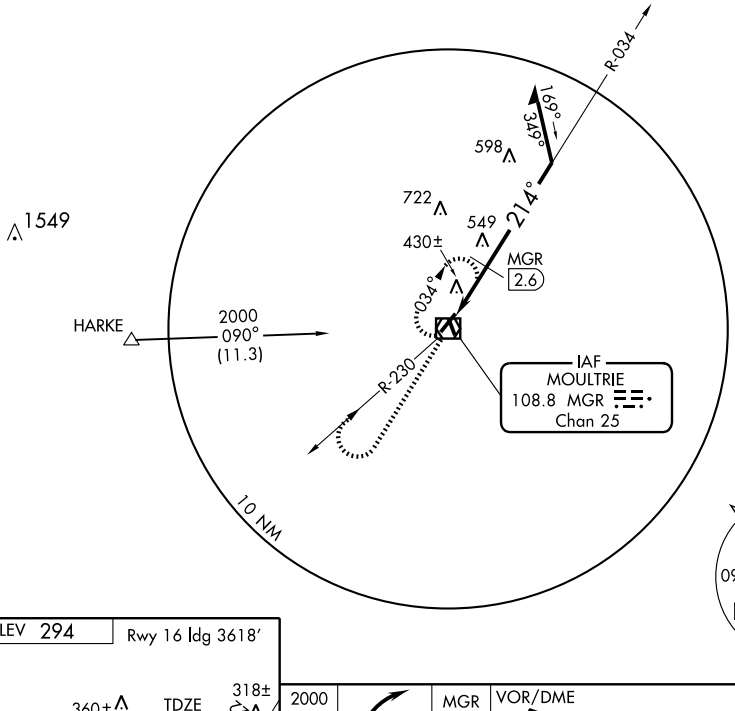
VOR RWY 22
MOULTRIE MUNI (MGR)

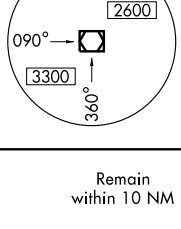
NA

Obtain local altimeter on CTAF when not received use Valdosta altimeter setting and increase all MDAs 100 feet and visibility Cats B, C and D ¼ mile; DME MINIMUMS visibility Cat C ¼ mile.

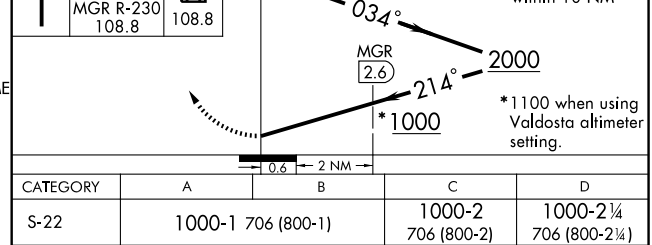
MISSED APPROACH: Climb to 2000 then right turn via MGR R-230 to MGR VOR/DME and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.925	126.6 285.6	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2¼ 706 (800-2¼)
CIRCLING	1000-1 706 (800-1)		1000-2 706 (800-2)	1000-2¼ 706 (800-2¼)
DME MINIMUMS				
S-22	680-1 386 (400-1)			680-1¼ 386 (400-1¼)
CIRCLING	740-1 446 (500-1)	760-1 466 (500-1)	760-1½ 466 (500-1½)	860-2 566 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

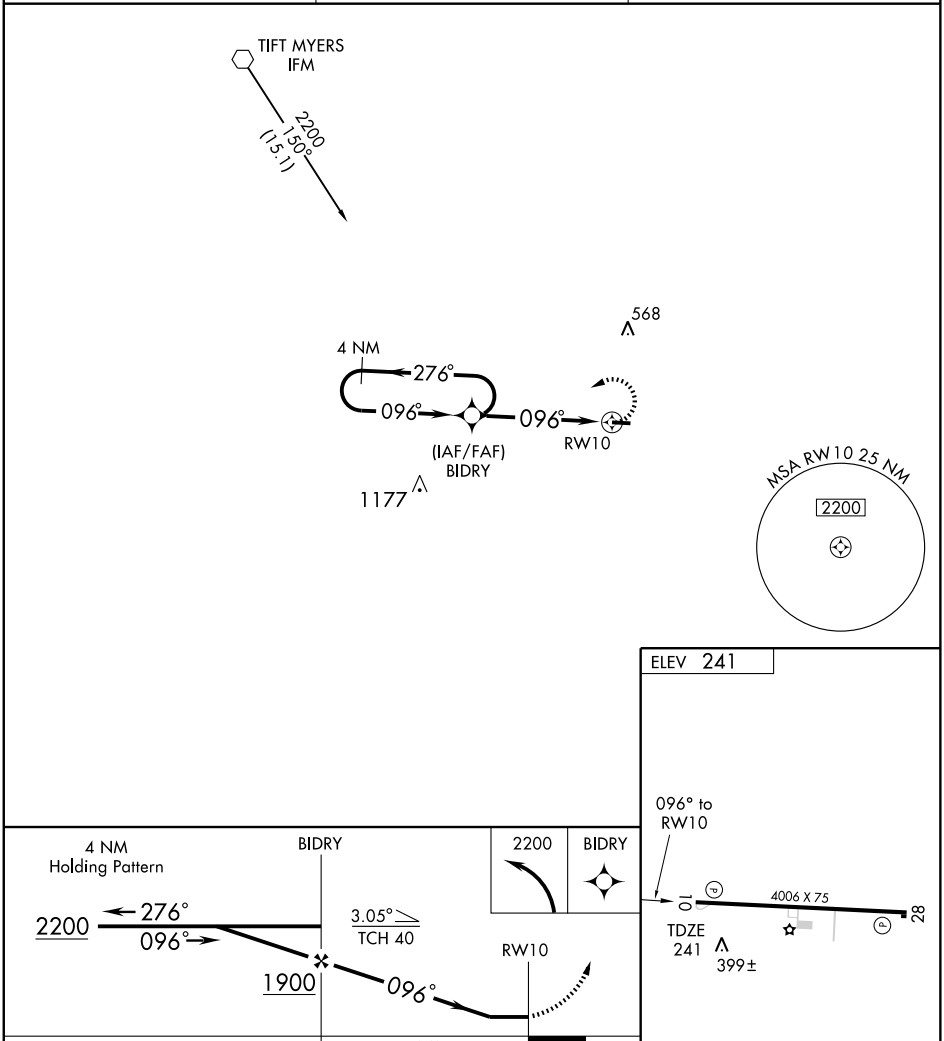
APP CRS	Rwy ldg	4006
096°	TDZE	241
	Apt Elev	241

GPS RWY 10

NASHVILLE/ BERRIEN COUNTY (4J2)

NA	Use Moody AFB altimeter setting, when not available, procedure not authorized.	MISSED APPROACH: Climbing left turn to 2200 direct BIDRY WP and hold.

VALDOSTA APP CON ★	UNICOM	GCO
126.6 285.6	122.7 (CTAF) L	121.725



CATEGORY	A	B	C	D
S-10	740-1 499 (500-1)		740-1¼ 499 (500-1¼)	NA
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-4, 17 DEC 2009 to 14 JAN 2010

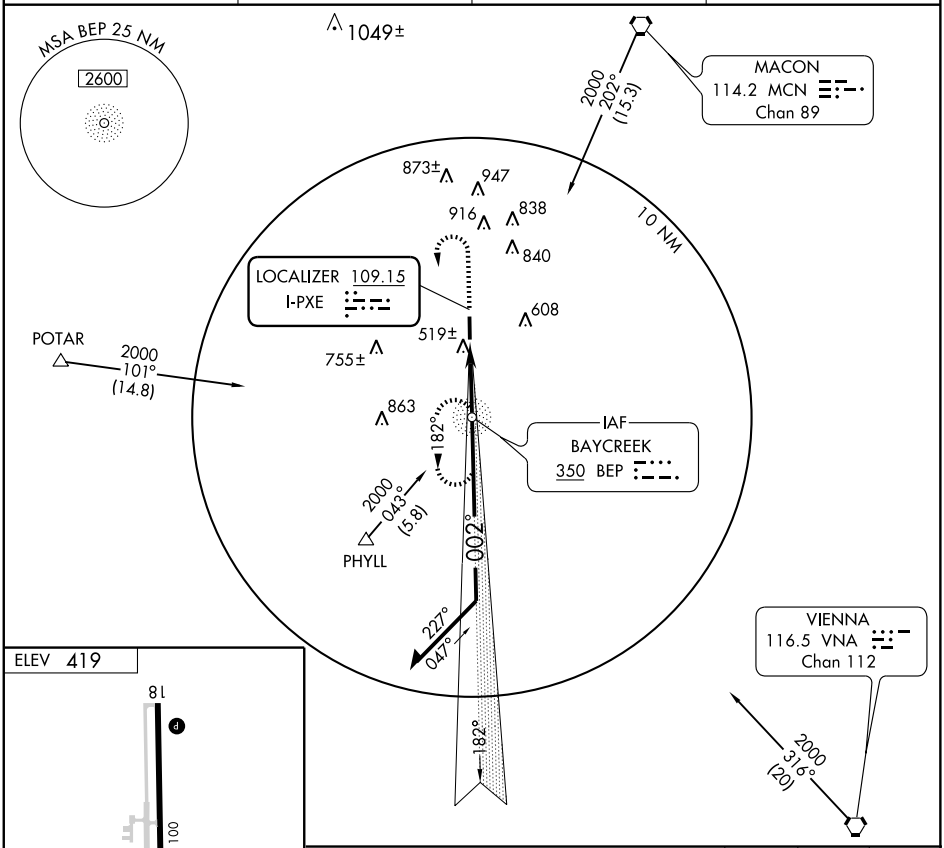
LOC I-PXE	APP CRS	Rwy Idg	5002
109.15	002°	TDZE	417
		Apt Elev	419

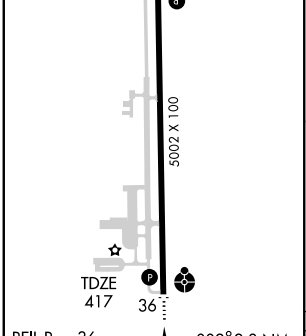
LOC RWY 36

PERRY-HOUSTON COUNTY (PXE)

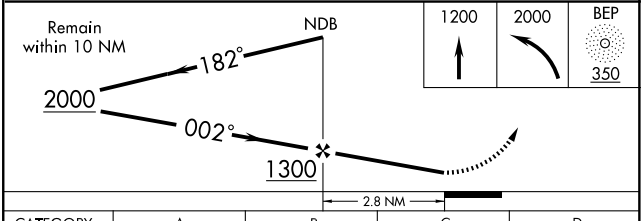
▼ NA	If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply. ADF REQUIRED	ODALS	MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-36	780-1 363 (400-1)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 441 (500-1)	880-1 461 (500-1)	880-1½ 461 (500-1½)	980-2 561 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB BEP	APP CRS	Rwy Idg	5002
350	001°	TDZE	417
		Apt Elev	418

NDB RWY 36

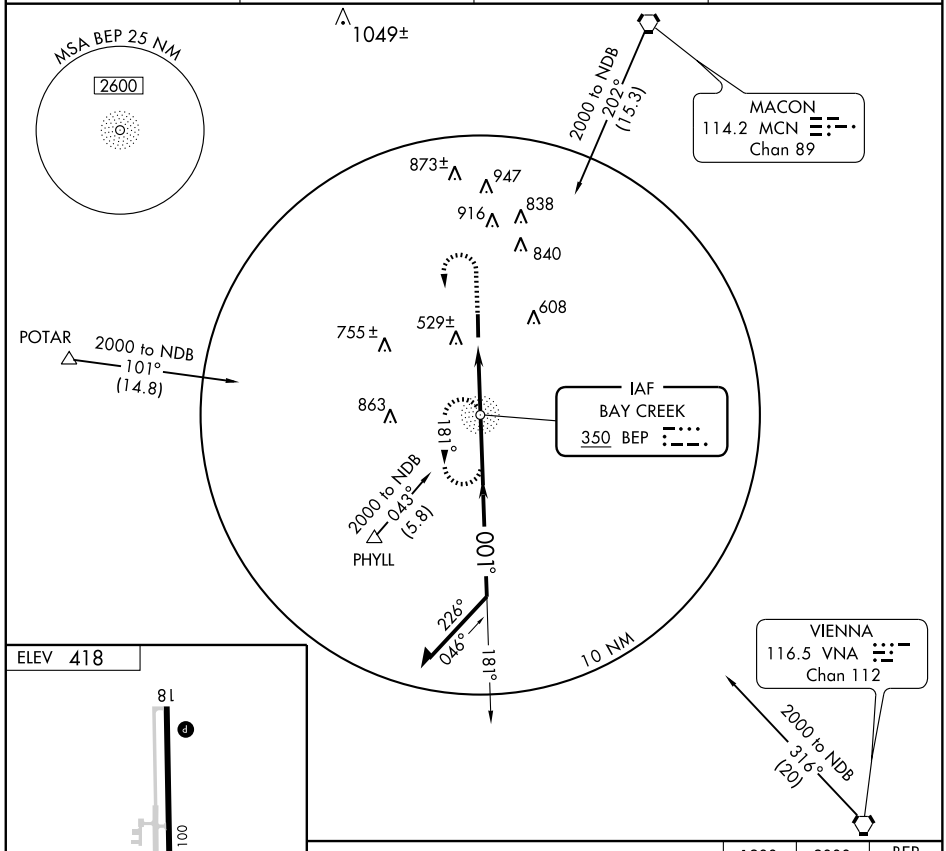
PERRY-HOUSTON COUNTY (PXE)

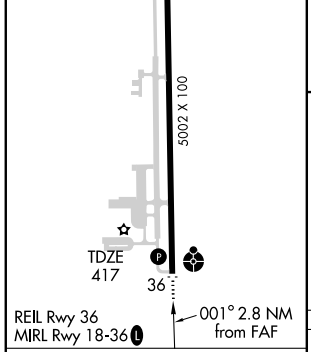
NA — If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply.

ODALS

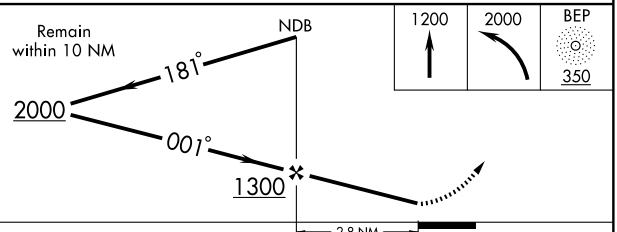
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct BEP NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L





FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56



CATEGORY	A	B	C	D
S-36	840-1 423 (500-1)		840-1¼ 423 (500-1¼)	
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5002
CH 87104	182°	TDZE	418
W18A		Apt Elev	418

RNAV (GPS) RWY 18
PERRY-HOUSTON COUNTY (PXE)

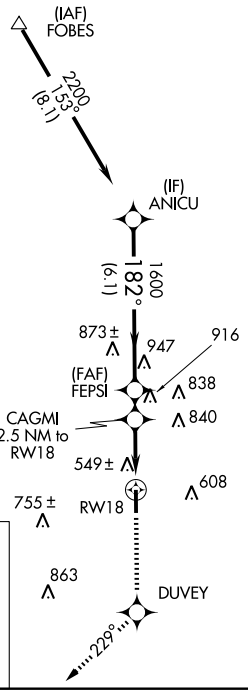
NA

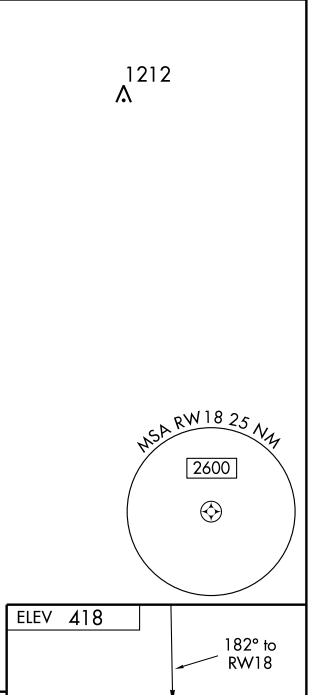
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

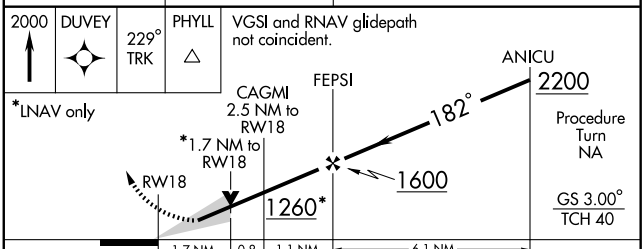
MISSED APPROACH: Climb to 2000 direct DUVEY and via 229° track to PHYLL and hold.

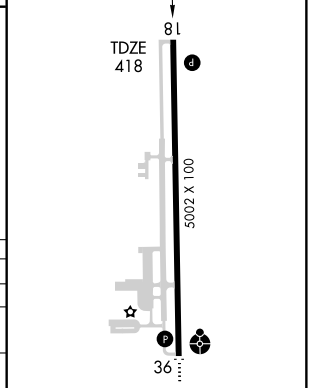
AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L

Procedure NA for arrivals at FOBES via V154 northwest bound.









CATEGORY	A	B	C	D
LPV DA	668-1 250 (300-1)			
LNAV/VNAV DA	854-1½ 436 (500-1½)			
LNAV MDA	980-1 562 (600-1)		980-1½ 562 (600-1½)	980-1¾ 562 (600-1¾)
CIRCLING	980-1 562 (600-1)		980-1½ 562 (600-1½)	980-2 562 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5002
CH 86805	002°	TDZE	417
W36A		Apt Elev	418

RNAV (GPS) RWY 36

PERRY-HOUSTON COUNTY (PXE)

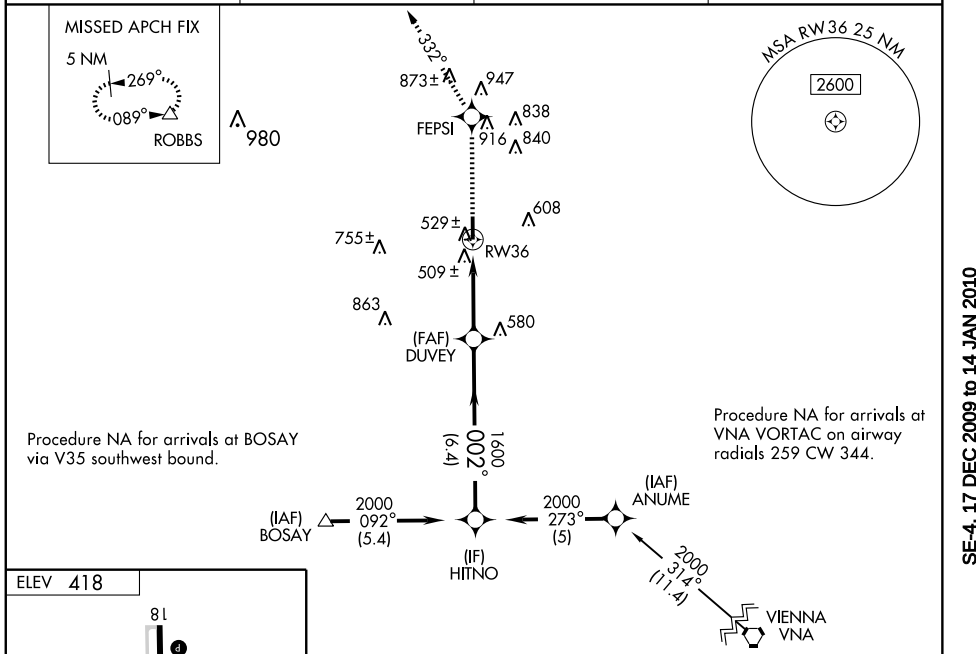
NA

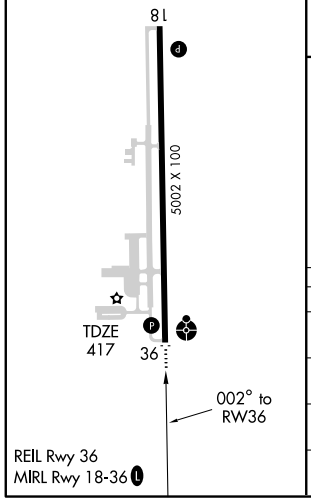
If local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase all DAs/MDA 40 feet. Baro-VNAV NA when using Middle Georgia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). VDP NA when using Middle Georgia Rgnl altimeter setting. Inoperative table does not apply to LNAV-VNAV. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

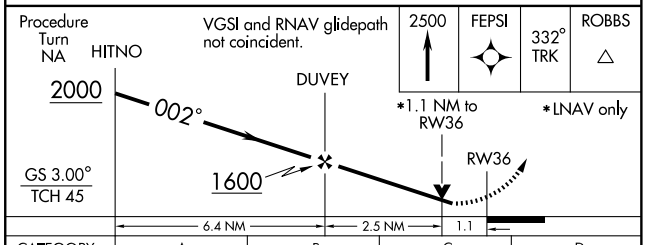
ODALS

MISSED APPROACH: Climb to 2500 direct FEPSI and via 332° track to ROBBS and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	778-1¼ 361 (400-1¼)			
LNAV/VNAV DA	806-1½ 389 (400-1½)			
LNAV MDA	780-¾ 363 (400-¾)			780-1¼ 363 (400-1¼)
CIRCLING	860-1 442 (500-1)	880-1 462 (500-1)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC VNA	APP CRS	Rwy Idg	N/A
116.5	321°	TDZE	N/A
Chan 112		Apt Elev	418

VOR-A

PERRY-HOUSTON COUNTY (PXE)

NA If local altimeter setting not received, use Macon altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct VNA VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
123.825	124.2 279.6	121.725	122.7 (CTAF) L

1049 ±

MSA VNA 25 NM
2600

MACON
114.2 MCN
Chan 89

873±
947
916
838
840
608
755±
863

R-195
R-182

KATHE INT
VNA 19

1500
321°
(5)

ELKON INT
VNA 14

2000
321°
(14)

IAF
VIENNA
116.5 VNA
Chan 112

10 NM

141°
321°
R-141

ELEV 418

18

d

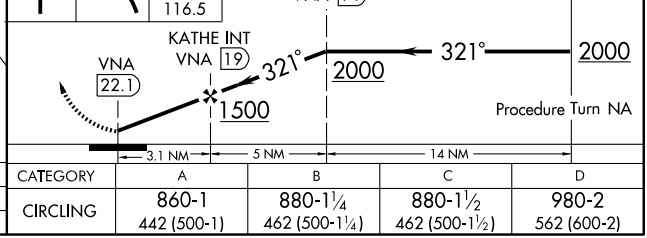
5002 X 100

P

36

321° 3.1 NM
from FAF

REIL Rwy 36
MIRL Rwy 18-36 L



FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

CATEGORY	A	B	C	D
CIRCLING	860-1 442 (500-1)	880-1¼ 462 (500-1¼)	880-1½ 462 (500-1½)	980-2 562 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB PIM	APP CRS	Rwy Idg	5002
272	087°	TDZE	902
		Apt Elev	902

NDB or GPS RWY 9

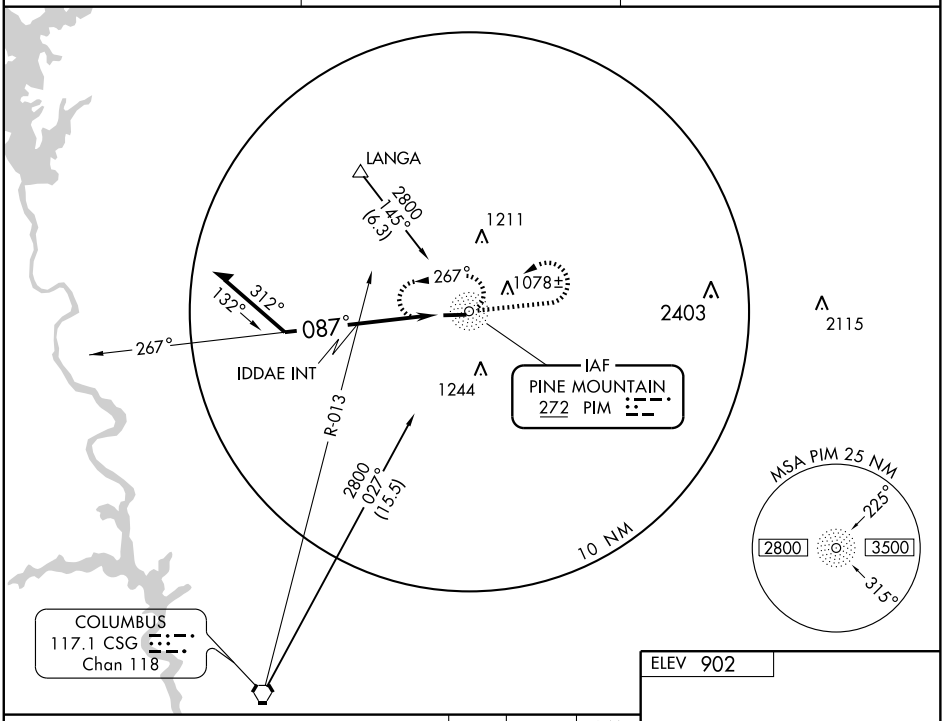
PINE MOUNTAIN/HARRIS COUNTY (PIM)

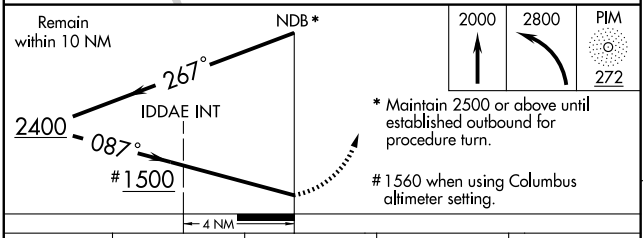
T
A NA

Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PIM NDB and hold.

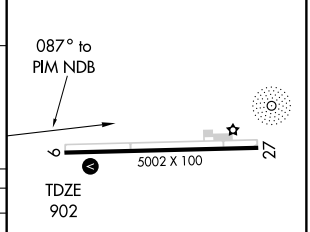
ATLANTA APP CON ★	CLNC DEL	UNICOM
125.5 323.1	127.7	122.8 (CTAF) L





* Maintain 2500 or above until established outbound for procedure turn.

#1560 when using Columbus altimeter setting.



MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1500-1¾ 598 (600-1¾)
CIRCLING	1500-1 598 (600-1)		1500-1½ 598 (600-1½)	1640-2¼ 738 (800-2¼)
IDDAE MINIMUMS				
S-9	1420-1 518 (600-1)		1420-1½ 518 (600-1½)	1420-1¾ 518 (600-1¾)
CIRCLING	1440-1 538 (600-1)		1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

PINE MOUNTAIN, GEORGIA AL-5583 (FAA)

VORTAC LGC	APP CRS	Rwy Idg	N/A
115.6	126°	TDZE	N/A
Chan 103		Apt Elev	902

VOR or GPS-A

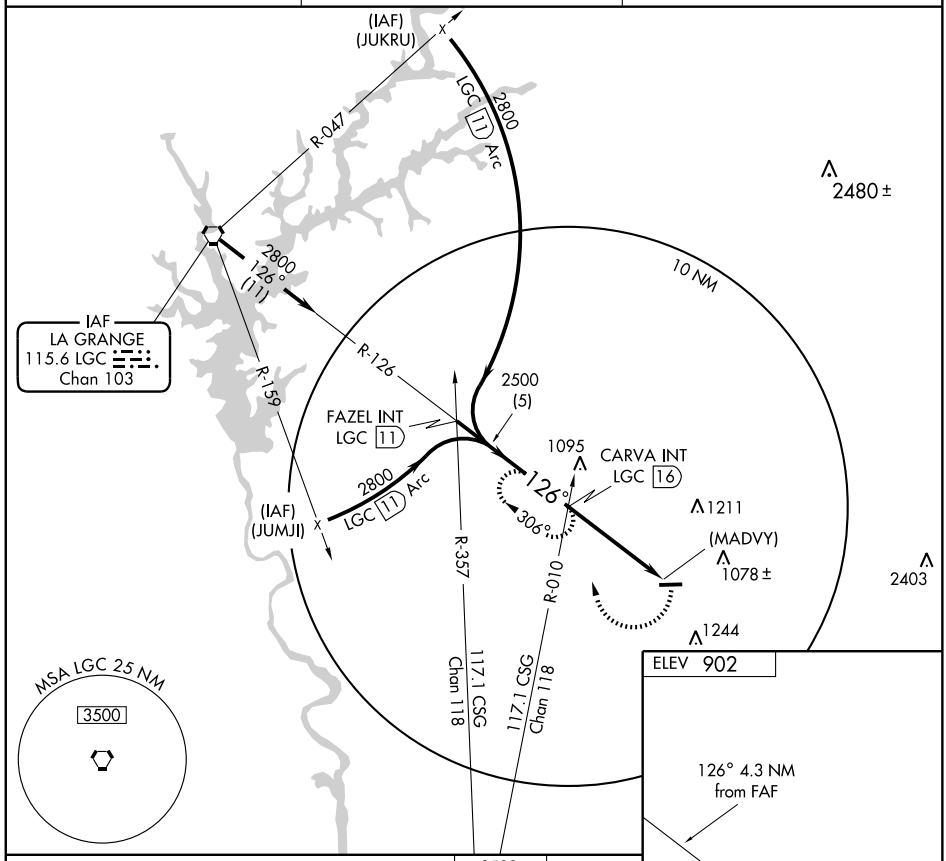
PINE MOUNTAIN/HARRIS COUNTY (PIM)

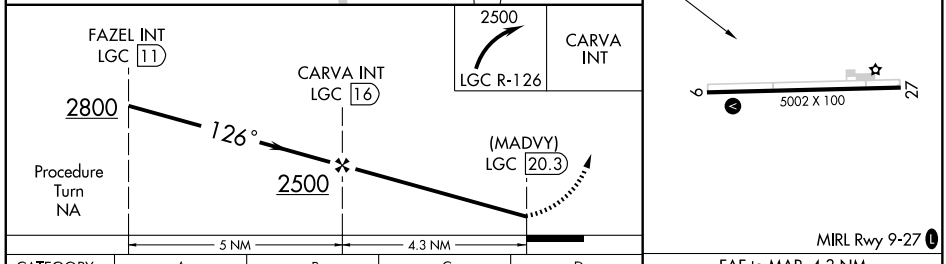
T
A NA

Use La Grange altimeter setting; if not received, use Columbus altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2500 via LGC R-126 to CARVA Int/LGC 16 DME and hold.

ATLANTA APP CON ★	CLNC DEL	UNICOM
125.5 323.1	127.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1440-1 538 (600-1)	1440-1¼ 538 (600-1¼)	1440-1½ 538 (600-1½)	1640-2¼ 738 (800-2¼)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 17 DEC 2009 to 14 JAN 2010

PLAINS, GEORGIA

AL-6417 (FAA)

VORTAC PZD	APP CRS	Rwy Idg	N/A
116.1	173°	TDZE	N/A
Chan 108		Apt Elev	526

VOR/DME or GPS-B

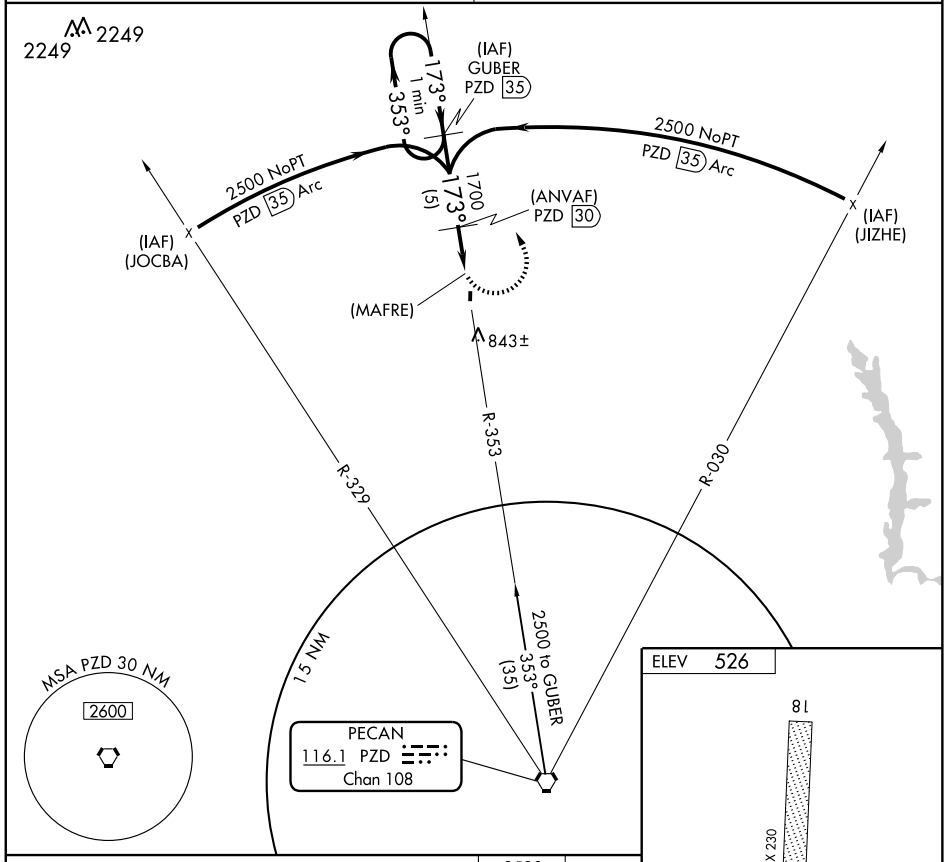
PLAINS/ PETERSON FIELD (7A9)

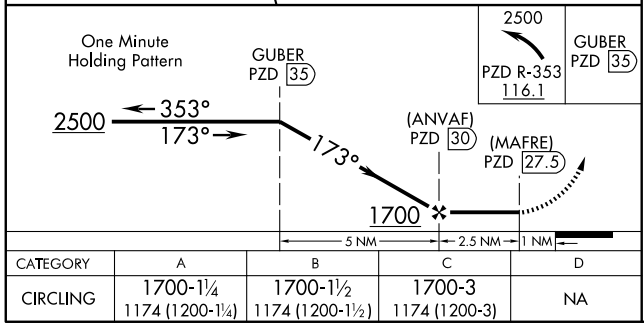
T
NA

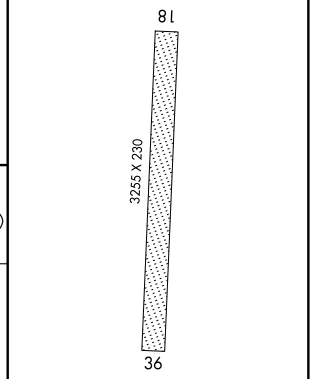
Use Albany altimeter setting. Procedure NA at night without prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2500 via PZD R-353 to GUBER 35 DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1174 (1200-1¼)	1700-1½ 1174 (1200-1½)	1700-3 1174 (1200-3)	NA

LIRL Rwy 18-36

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB RVJ	APP CRS	Rwy Idg	3802
424	117°	TDZE	191
		Apt Elev	195

NDB RWY 11

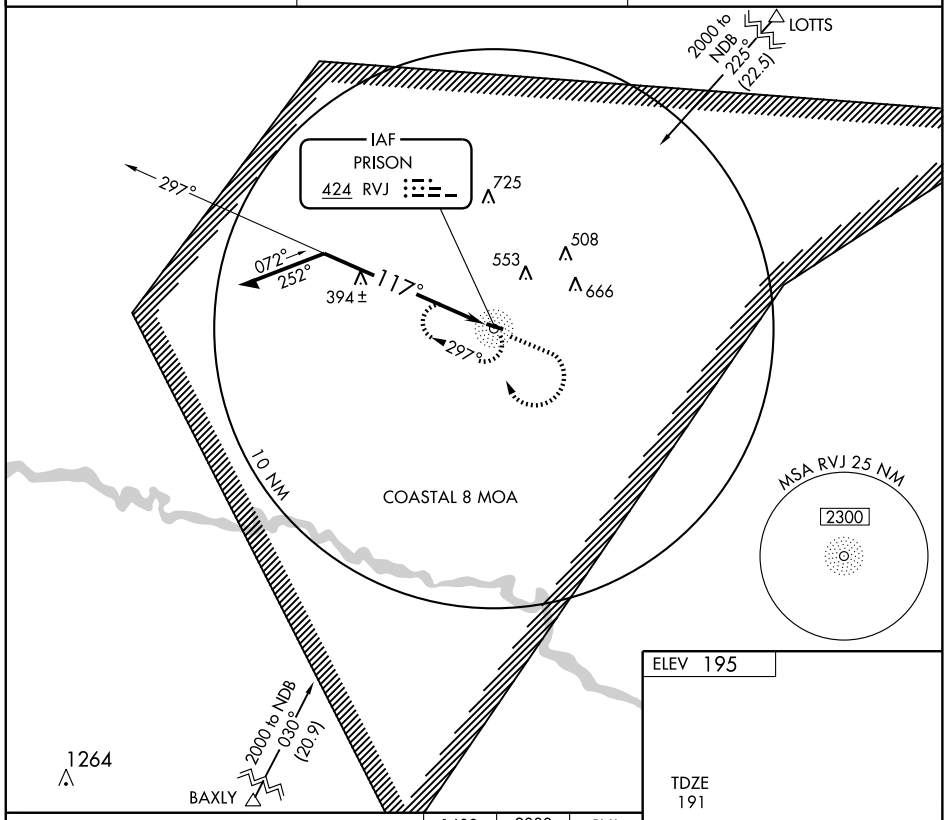
REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

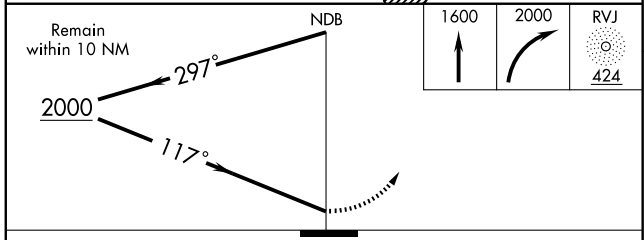
Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

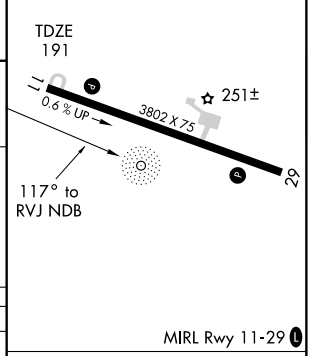
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct RVJ NDB and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L







MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-11	800-1	609 (700-1)	800-1¾ 609 (700-1¾)	NA
CIRCLING	800-1	605 (700-1)	800-1¾ 605 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3802
111°	TDZE	191
	Apt Elev	195

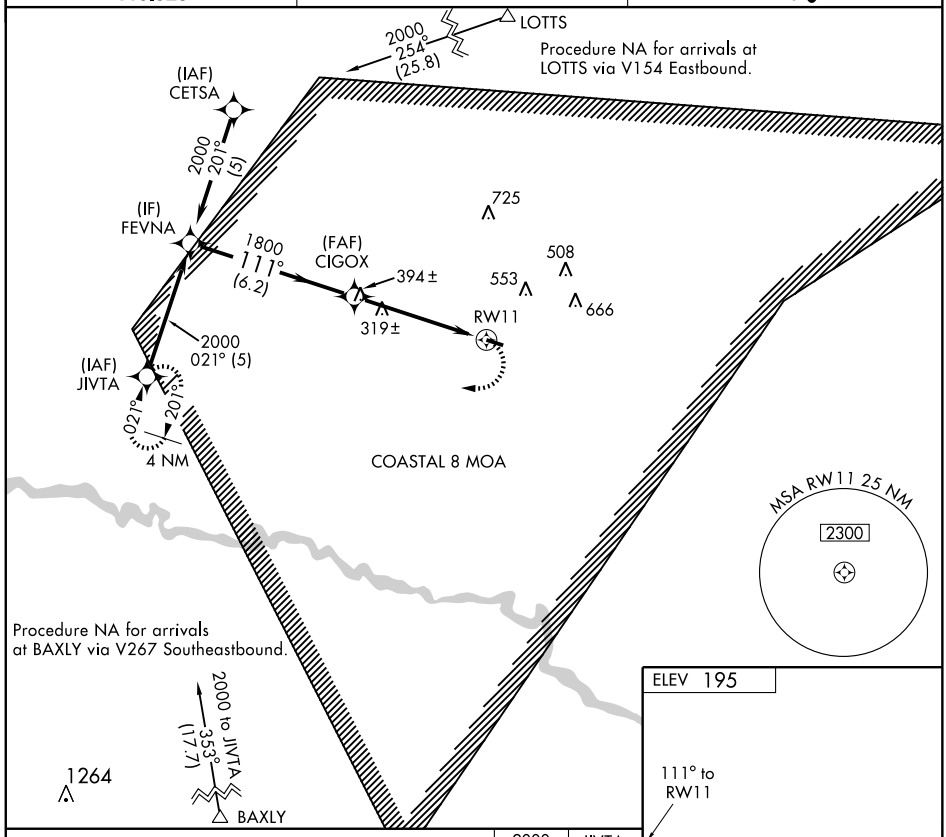
RNAV (GPS) RWY 11

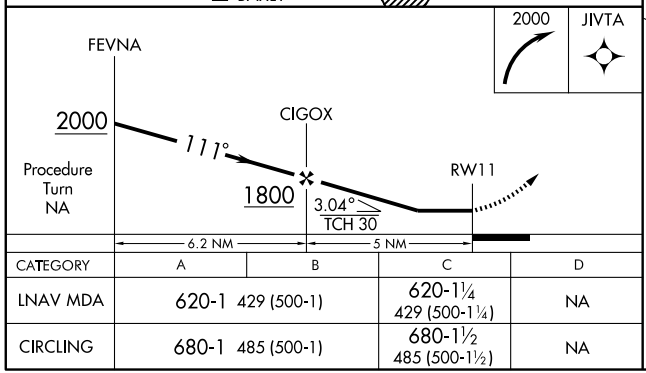
REIDSVILLE/ SWINTON SMITH FIELD AT REIDSVILLE MUNI (RVJ)

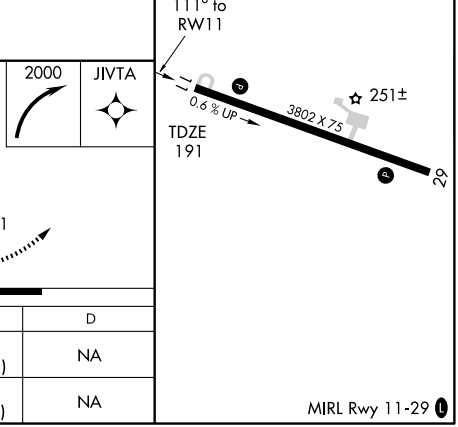
NA — DME/DME RNP-0.3 NA. Use Vidalia altimeter setting; when not received, use Alma altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH : Climbing right turn to 2000 direct JIVTA and hold.

VIDALIA AWOS-3	JACKSONVILLE CENTER	CTAF
119.925	132.3 290.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	620-1 429 (500-1)		620-1¼ 429 (500-1¼)	NA
CIRCLING	680-1 485 (500-1)		680-1½ 485 (500-1½)	NA

MIRL Rwy 11-29 L

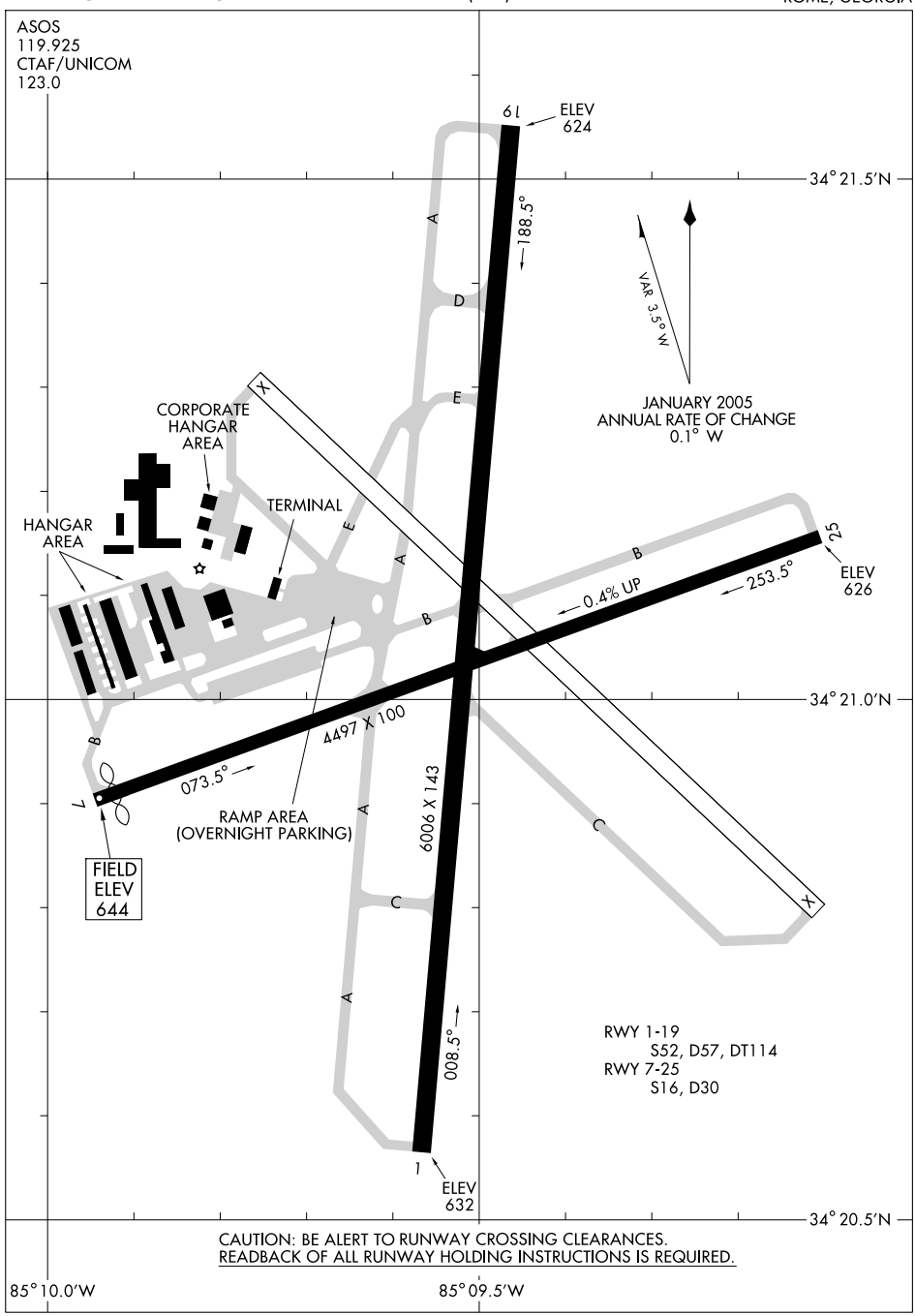
SE-4, 17 DEC 2009 to 14 JAN 2010

09071

AIRPORT DIAGRAM

AL-855 (FAA)

ROME/ RICHARD B. RUSSELL (RMG)
ROME, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-HBQ	APP CRS	Rwy Idg	6006
111.15	007°	TDZE	635
Chan 48 (Y)		Apt Elev	644

ILS/DME RWY 1

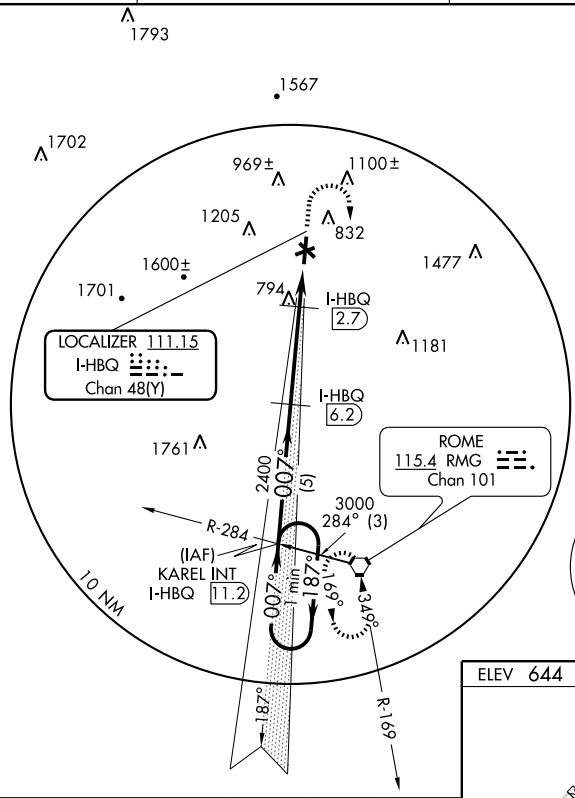
ROME/RICHARD B. RUSSELL (RMG)

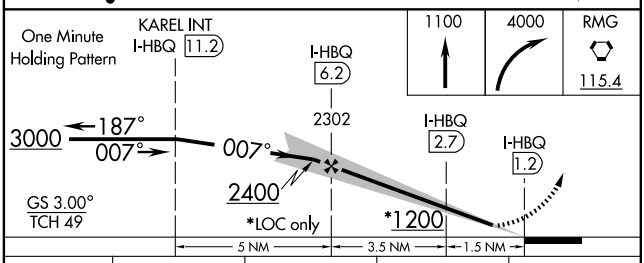
Circling not authorized northwest of Runways 7 and 19.
Circling not authorized west of Runways 1-19 at night.

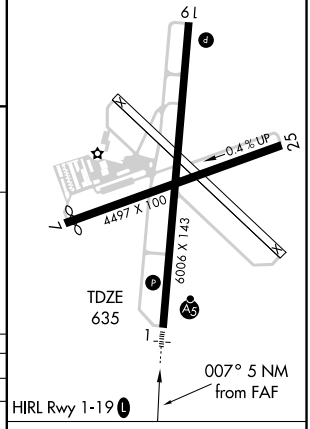
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct RMG VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	835-½ 200 (200-½)			
S-LOC 1	1000-½ 365 (400-½)			1000-¾ 365 (400-¾)
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6006
007°	TDZE	636
	Apt Elev	644

RNAV (GPS) RWY 1

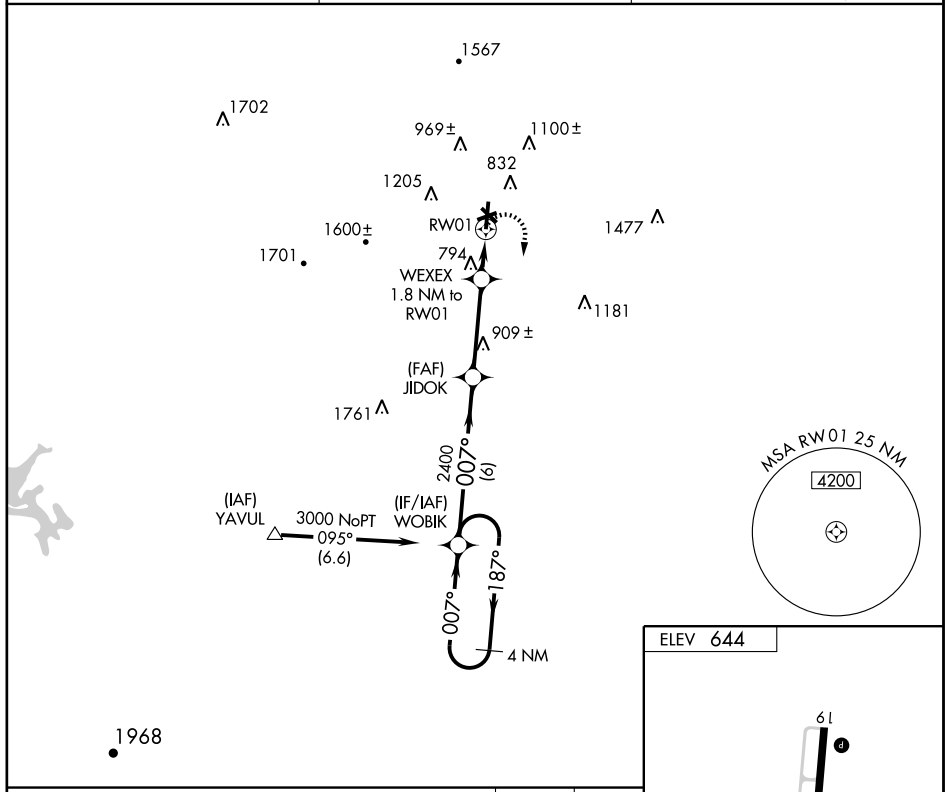
ROME/RICHARD B. RUSSELL (RMG)

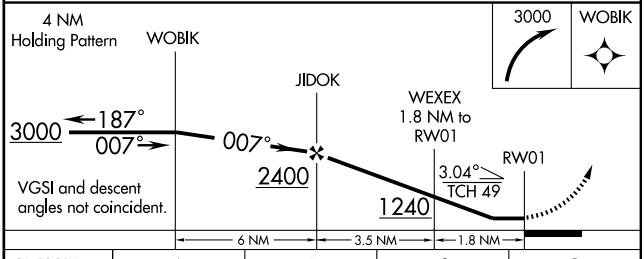
Inoperative table does not apply to LNAV Cat. A and B. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. C visibility ¼ mile.

MALSR

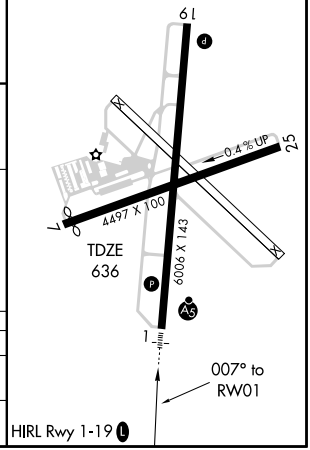
MISSED APPROACH: Climbing right turn to 3000 direct WOBIK and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1100-1 464 (500-1)			
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)



SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS		
057°	Rwy Idg	4382
	TDZE	643
	Apt Elev	644

RNAV (GPS) RWY 7

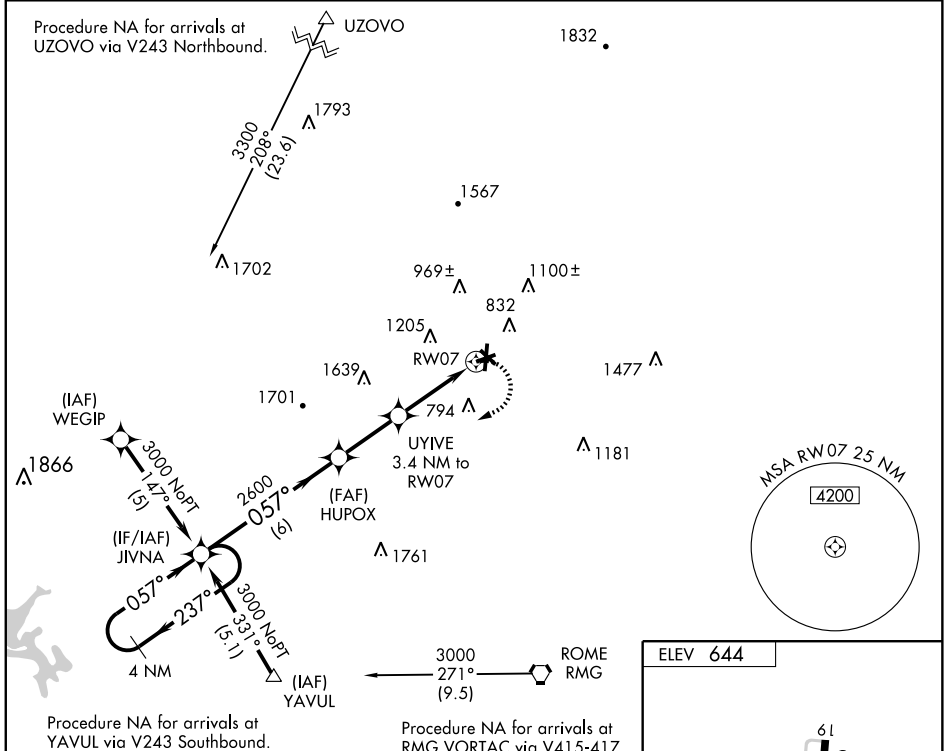
ROME/RICHARD B. RUSSELL (RMG)

Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cat. D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct JIVNA and hold.

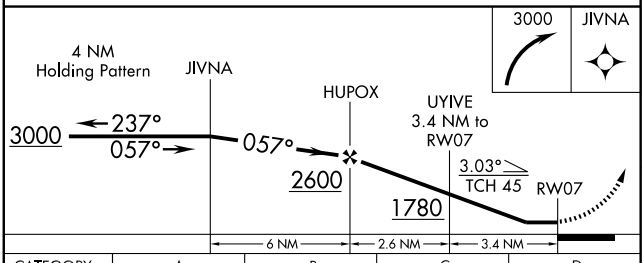
ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF)

Procedure NA for arrivals at UZOVO via V243 Northbound.

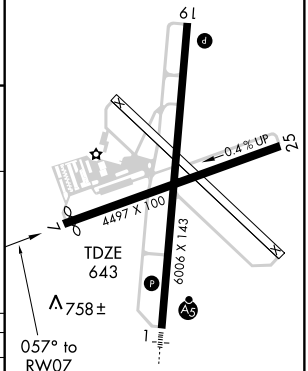


Procedure NA for arrivals at YAVUL via V243 Southbound.

Procedure NA for arrivals at RMG VORTAC via V415-417 Northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1060-1 417 (500-1)		1060-1¼ 417 (500-1¼)	
CIRCLING	1160-1 516 (600-1)		1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)



SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6006
CH 48811	187°	TDZE	634
W19A		Apt Elev	644

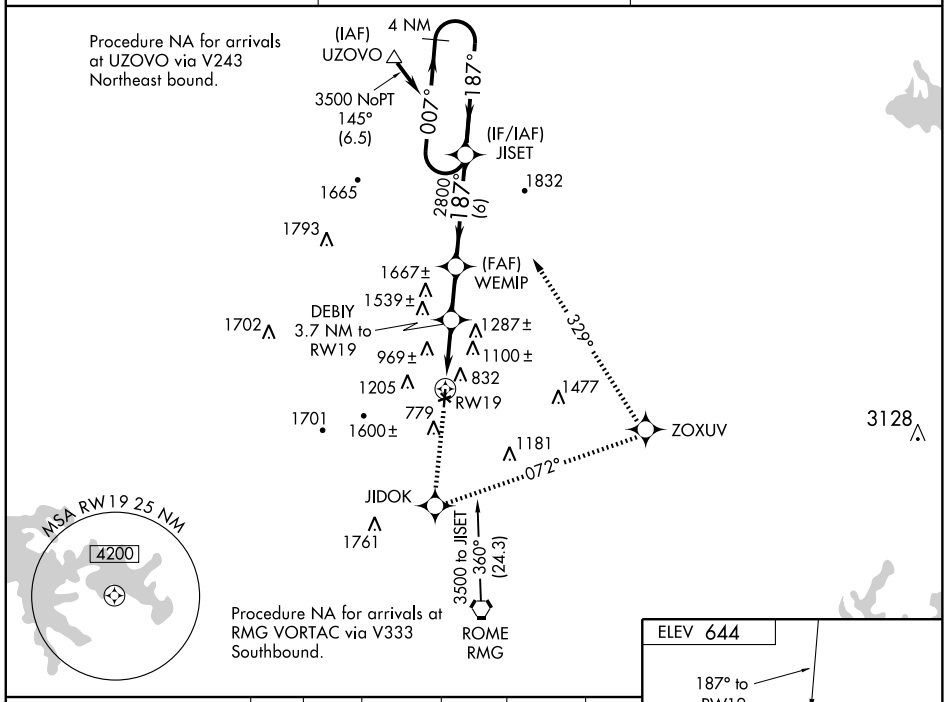
RNAV (GPS) RWY 19

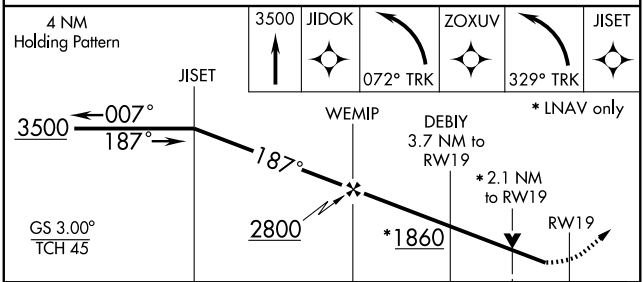
ROME/RICHARD B. RUSSELL (RMG)

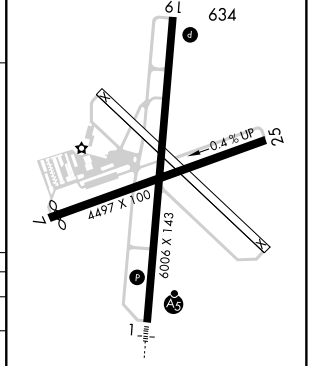
Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase LPV DA to 1069 and all MDA 80 feet and LNAV Cats. B, C and D and Circling Cats. B, C and D visibility ¼ mile. VDP NA when using Cartersville altimeter setting.

MISSED APPROACH: Climb to 3500 direct JIDOK and left turn via 072° track to ZOXUV and left turn via 329° track to JISET and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1005-1¼	371 (400-1¼)		
LNAV MDA	1340-1	706 (700-1)	1340-2 706 (700-2)	1340-2¼ 706 (700-2¼)
CIRCLING	1340-1	696 (700-1)	1340-2 696 (700-2)	1360-2¼ 716 (800-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4497
252°	TDZE	638
	Apt Elev	644

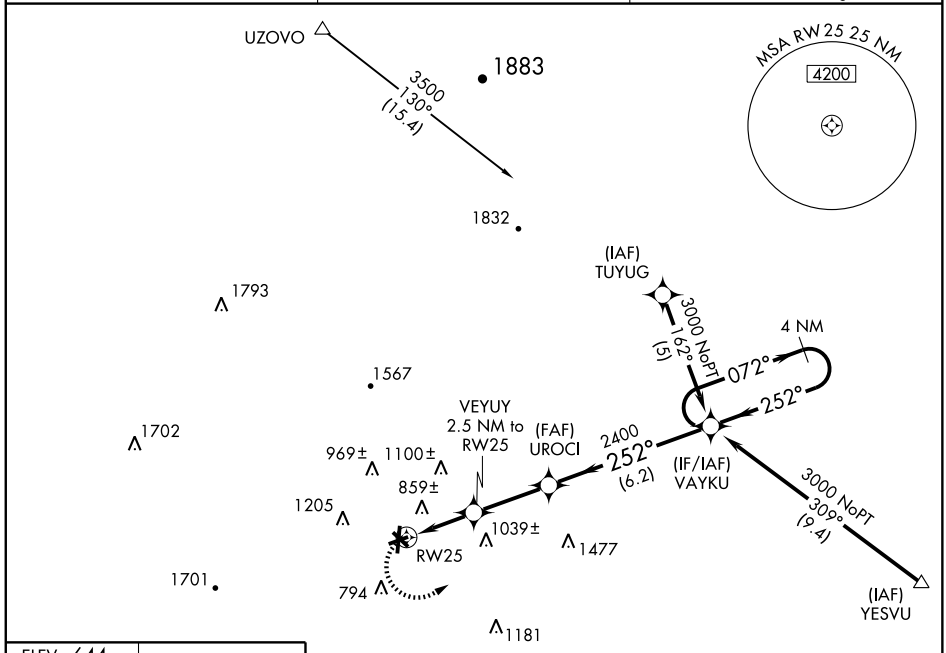
RNAV (GPS) RWY 25

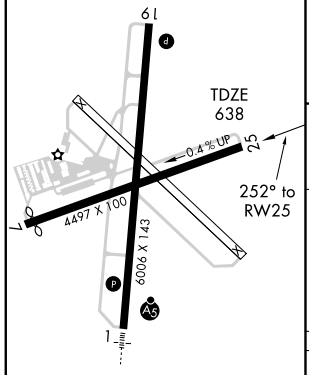
ROME/RICHARD B. RUSSELL (RMG)

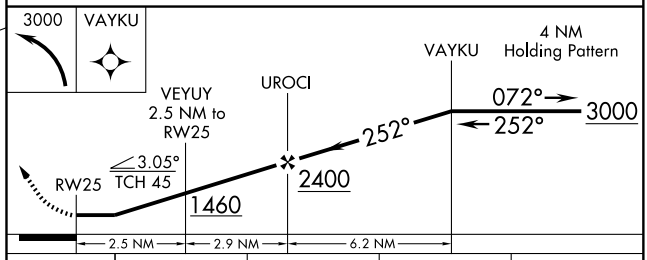
Circling NA Northwest of Rwys 7 and 19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and LNAV Cats. C and D and Circling Cat. D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct VAYKU and hold.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	462 (500-1)	1100-1¼ 462 (500-1¼)	1100-1½ 462 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 L

SE-4, 17 DEC 2009 to 14 JAN 2010

UZOVO ONE DEPARTURE

ATLANTA CENTER
133.8 353.7
CHATTANOOGA DEP CON
125.1 379.1
ASOS 119.925

TAKEOFF MINIMUMS:

Rwys 7, 25 NA- Air Traffic

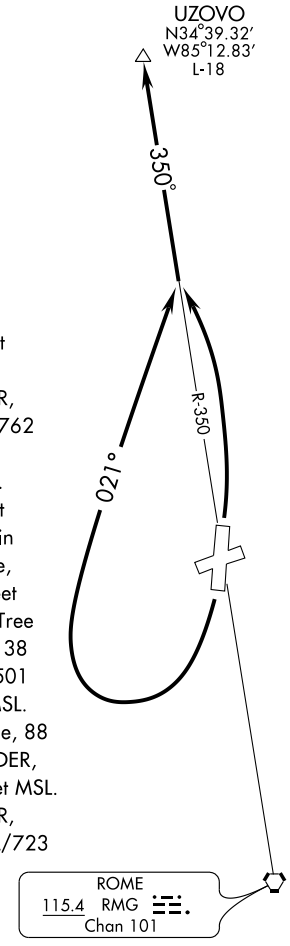
Rwy 1: Standard with minimum climb of 365 feet per NM to 2100.

Rwy 19: Standard with minimum climb of 350 feet per NM to 2200.

TAKEOFF OBSTACLES:

NOTE: Rwy 1: Tree 1557 feet from DER , 490 feet left of centerline, 42 feet AGL/671 feet MSL. Numerous trees beginning 1577 feet from DER, 250 feet left of centerline, up to 93 feet AGL/762 feet MSL. Tree 3650 feet from DER, 423 feet right of centerline, 78 feet AGL/727 feet MSL.

NOTE: Rwy 19: Bush 91 feet from DER, 290 feet right of centerline, 3 feet AGL/642 feet MSL. Terrain 301 feet from DER, 342 feet right of centerline, 646 feet MSL. Tree 556 feet from DER, 602 feet left of centerline, 67 feet AGL/716 feet MSL. Tree 904 feet from DER, 134 feet left of centerline, 38 feet AGL/657 MSL. Tree 775 feet from DER, 501 feet left of centerline, 53 feet AGL/672 feet MSL. Tree 3025 from DER, 57 feet right of centerline, 88 feet AGL/717 feet MSL. Tree 2980 feet from DER, 70 feet left of centerline, 86 feet AGL/629 feet MSL. Numerous trees beginning 2867 feet from DER, 569 feet right of centerline, up to 94 feet AGL/723 feet MSL.



NOTE: DME Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn to intercept RMG VORTAC R-350 to UZOVO INT, then via assigned route....

TAKEOFF RWY 19: Climbing right turn heading 021° and RMG VORTAC R-350 to UZOVO INT, then via assigned route....

....Maintain 4000, expect filed altitude 10 minutes after departure.

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RMG	APP CRS	Rwy Idg	6006
115.4	349°	TDZE	636
Chan 101		Apt Elev	644

VOR/DME RWY 1

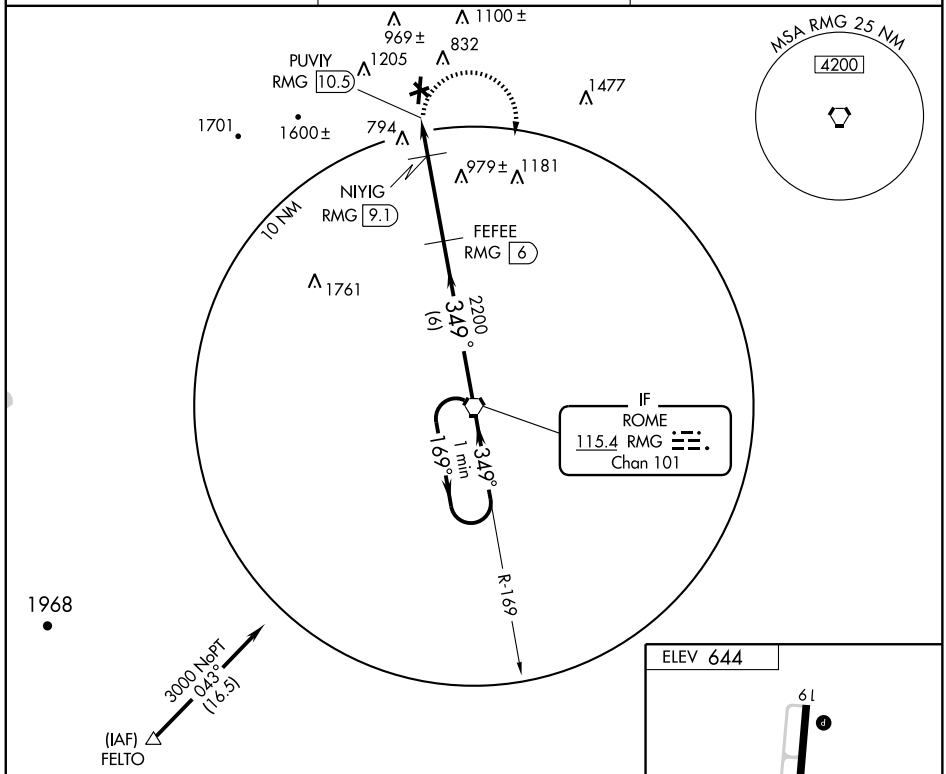
ROME/RICHARD B. RUSSELL (RMG)

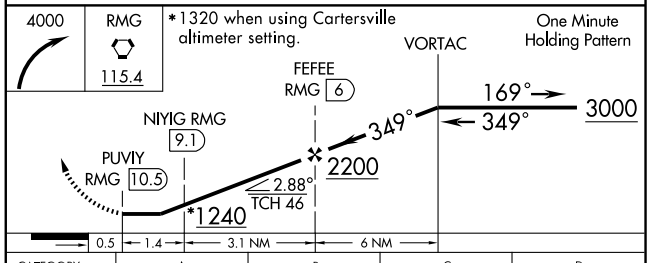
Inoperative table does not apply. Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet and S-1 Cats. C and D and Circling Cat. D visibility ¼ mile.

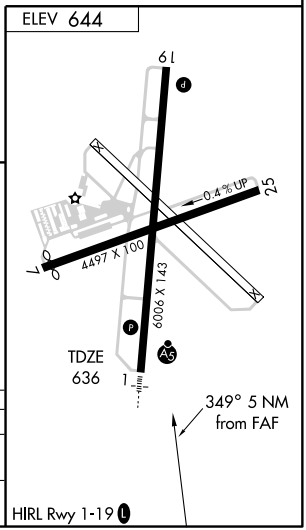
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-1	1100-1	464 (500-1)	1100-1¼ 464 (500-1¼)	1100-1½ 464 (500-1½)
CIRCLING	1160-1	516 (600-1)	1160-1½ 516 (600-1½)	1360-2¼ 716 (800-2¼)

HIRL Rwy 1-19 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC RMG	APP CRS	Rwy Idg	6006
115.4	170°	TDZE	634
Chan 101		Apt Elev	644

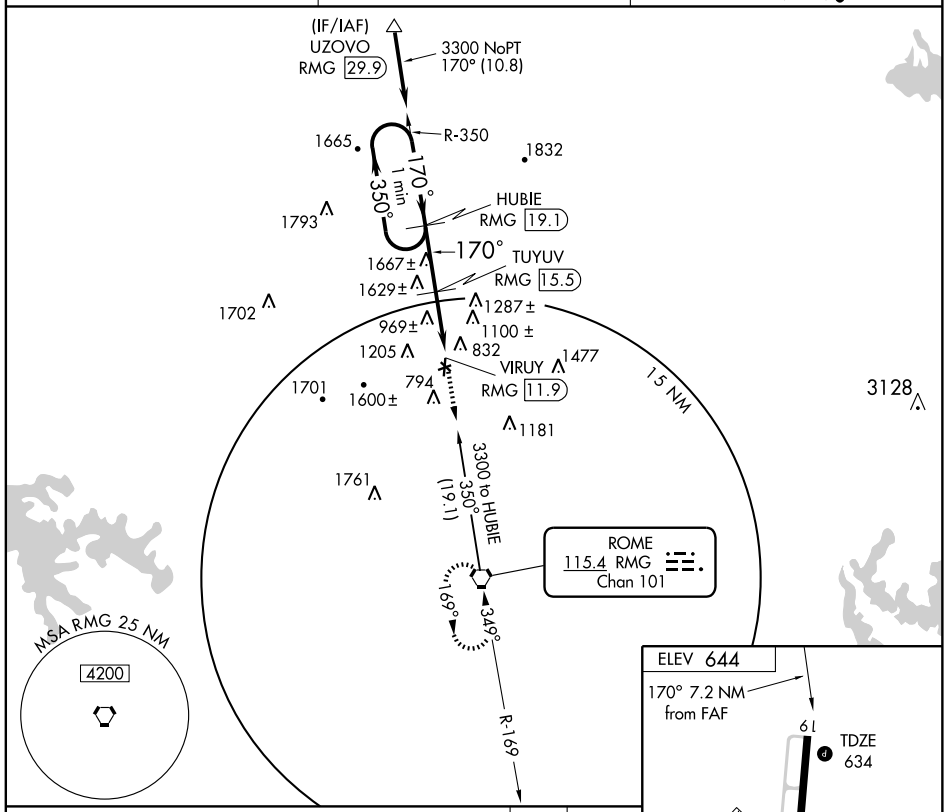
VOR/DME RWY 19

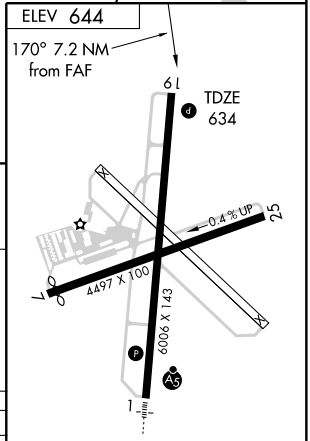
ROME/RICHARD B. RUSSELL (RMG)

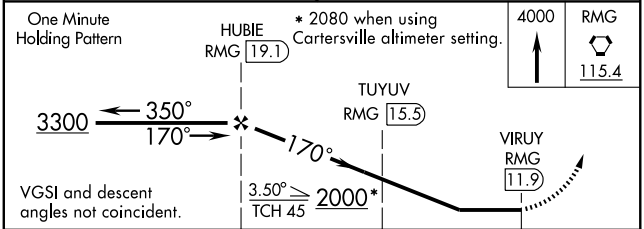
Circling NA West of Rwy 1-19 at night. Circling NA Northwest of Rwys 7 and 19. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cartersville altimeter setting and increase all MDA 80 feet, and increase S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

ASOS	ATLANTA CENTER	UNICOM
119.925	133.8 353.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	1380-1 746 (800-1)	1380-1¼ 746 (800-1¼)	1380-2¼ 746 (800-2¼)	1380-2½ 746 (800-2½)
CIRCLING	1380-1 736 (800-1)	1380-1¼ 736 (800-1¼)	1380-2¼ 736 (800-2¼)	1380-2½ 736 (800-2½)

HIRL Rwy 1-19 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB HIT	APP CRS		
360	125°	Rwy Idg	5015
		TDZE	430
		Apt Elev	438

NDB RWY 12

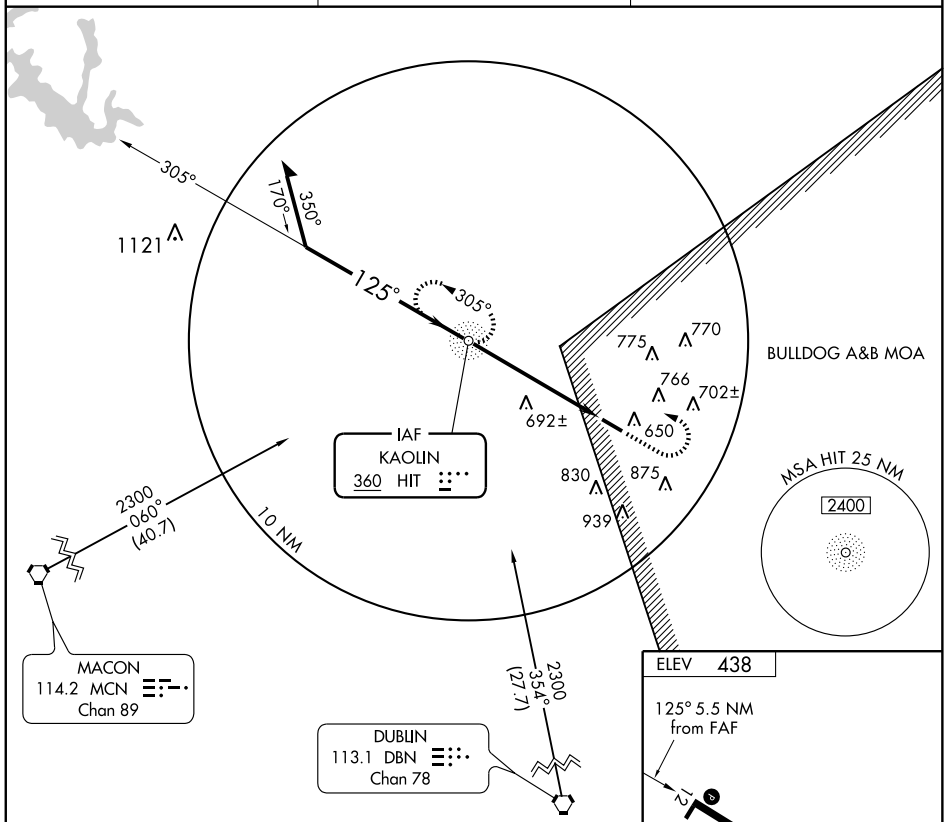
SANDERSVILLE/KAOLIN FIELD (OKZ)

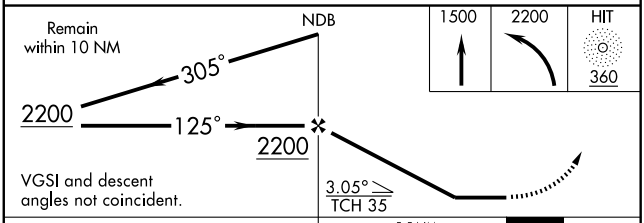
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet and Cat. C visibilities ¼ mile.

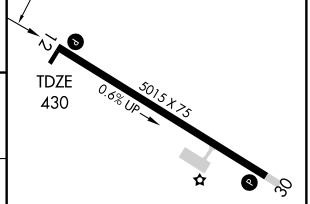
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct HIT NDB and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1060-1	630 (700-1)	1060-1¾ 630 (700-1¾)	NA
CIRCLING	1060-1	622 (700-1)	1120-2 682 (700-2)	NA

MIRL Rwy 12-30 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-4, 17 DEC 2009 to 14 JAN 2010

SANDERSVILLE, GEORGIA AL-6655 (FAA)

RNAV (GPS) RWY 12

SANDERSVILLE/ KAOLIN FIELD (OKZ)

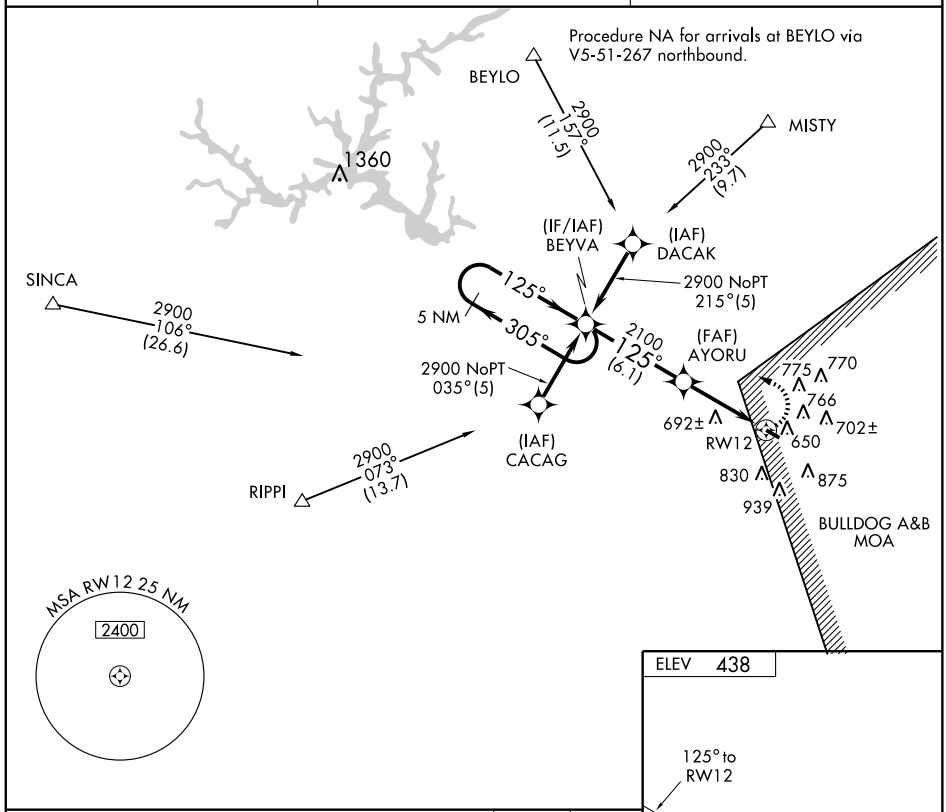
APP CRS	Rwy Idg	5015
125°	TDZE	430
	Apt Elev	438

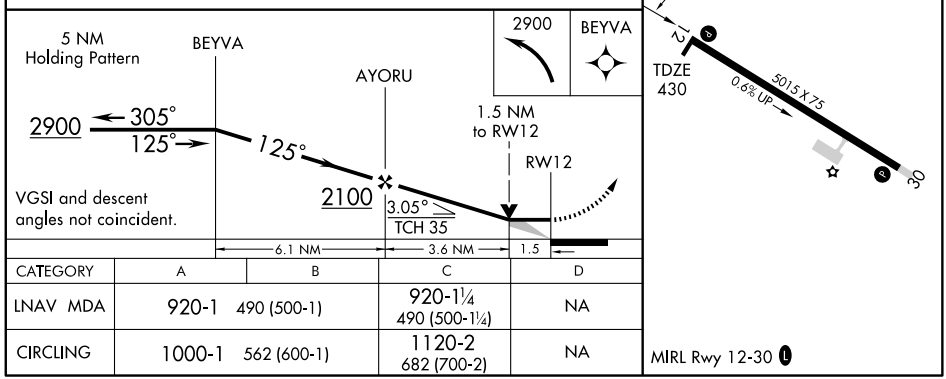
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet, and all Cat. C visibilities ¼ mile. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2900 direct BEYVA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 490 (500-1)		920-1¼ 490 (500-1¼)	NA
CIRCLING	1000-1 562 (600-1)		1120-2 682 (700-2)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5015
306°	TDZE	438
	Apt Elev	438

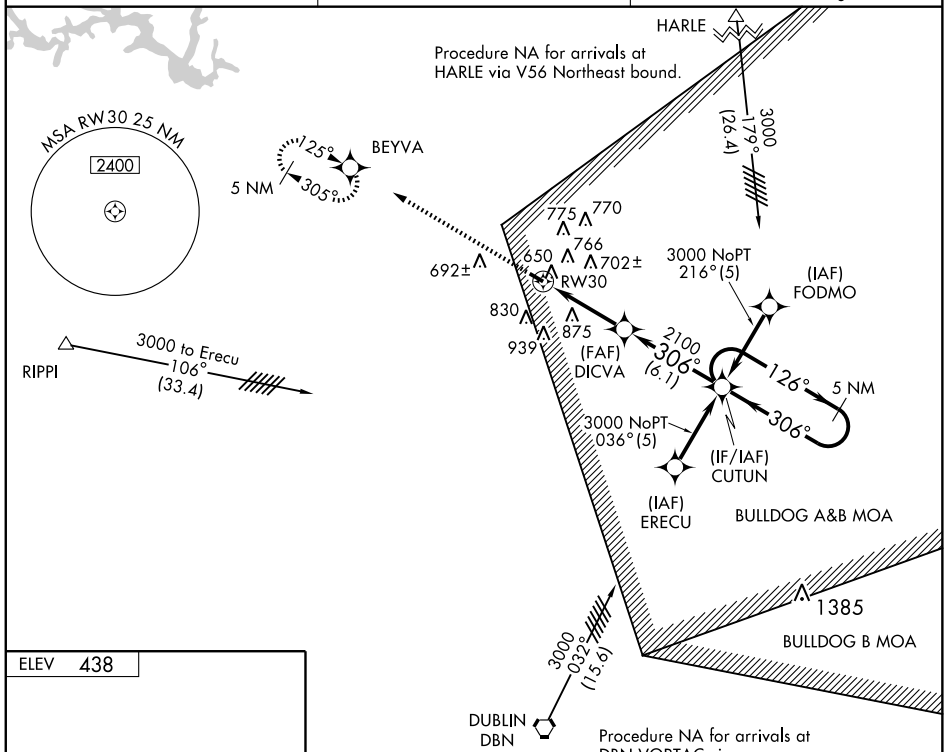
RNAV (GPS) RWY 30

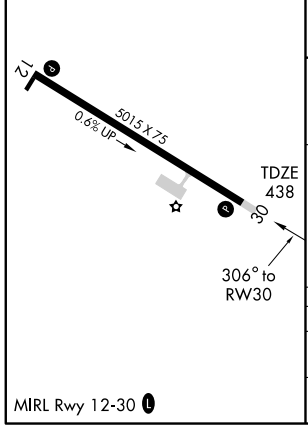
SANDERSVILLE/ KAOLIN FIELD (OKZ)

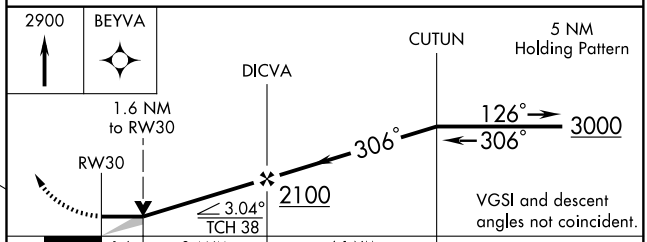
When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase all Cat. B visibilities to 1¼ and all Cat. C visibilities to 2¼. VDP NA when using Swainsboro altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BEYVA and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	662 (700-1)	1100-1¾ 662 (700-1¾)	NA
CIRCLING	1100-1	662 (700-1)	1120-2 682 (700-2)	NA

MIRL Rwy 12-30 L

SANDERSVILLE, GEORGIA AL-6655 (FAA)

VORTAC DBN	APP CRS	Rwy Idg	N/A
113.1	004°	TDZE	N/A
Chan 78		Apt Elev	438

VOR/DME-A

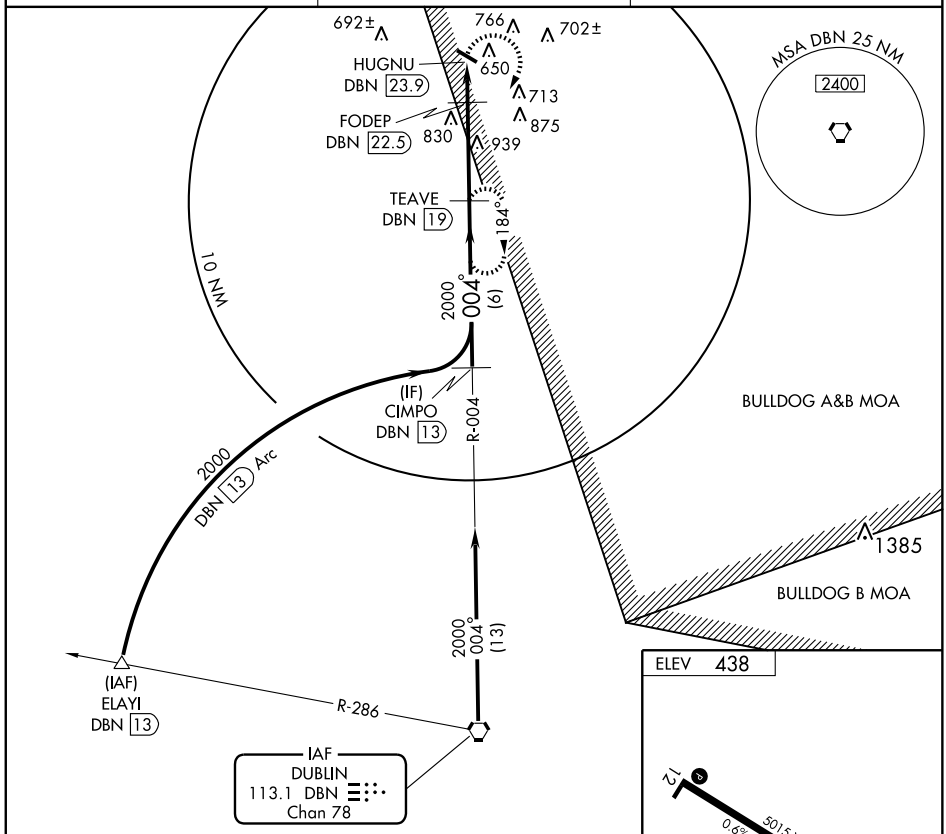
SANDERSVILLE/ KAOLIN FIELD (OKZ)

When local altimeter setting not received, use Swainsboro altimeter setting and increase all MDAs 100 feet; increase Cat. C visibility to 2¼.

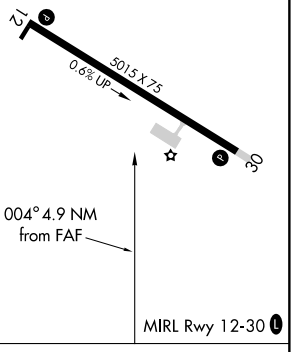
NA

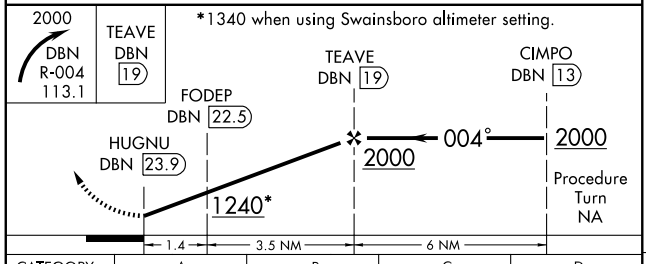
MISSED APPROACH: Climbing right turn to 2000 via DBN R-004 to TEAVE/DBN 19 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
120.575	124.2 279.6	123.0 (CTAF) L



ELEV 438





CATEGORY	A	B	C	D
CIRCLING	1000-1 562 (600-1)	1000-1¼ 562 (600-1¼)	1120-2 682 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

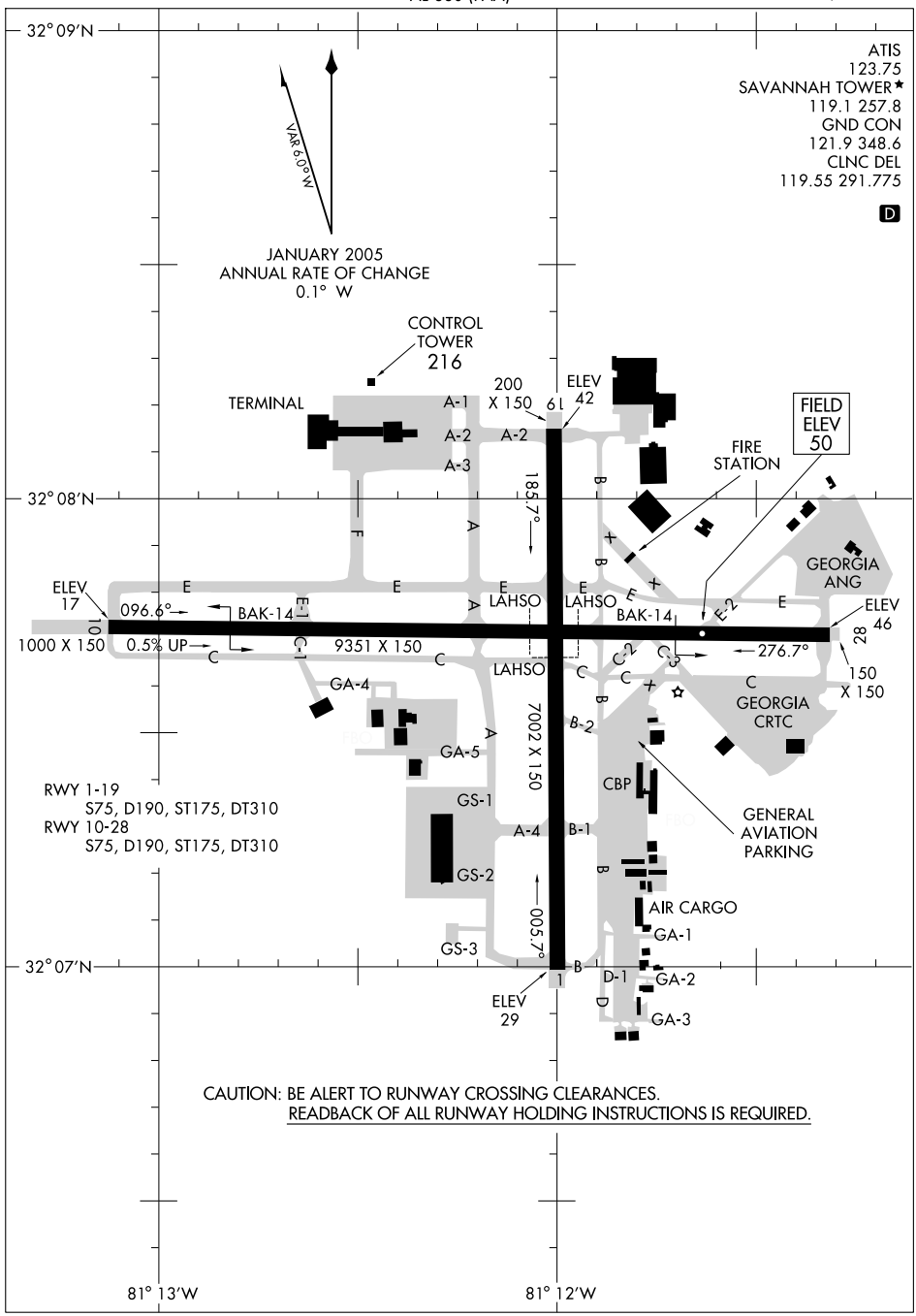
09183

AIRPORT DIAGRAM

AL-380 (FAA)

SAVANNAH/HILTON HEAD INTL (SAV)

SAVANNAH, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC RWY 10

LOC I-SAV 109.9	APCH CRS 097°	Rwy ldg 9351 TDZE 30 Arpt Elev 50

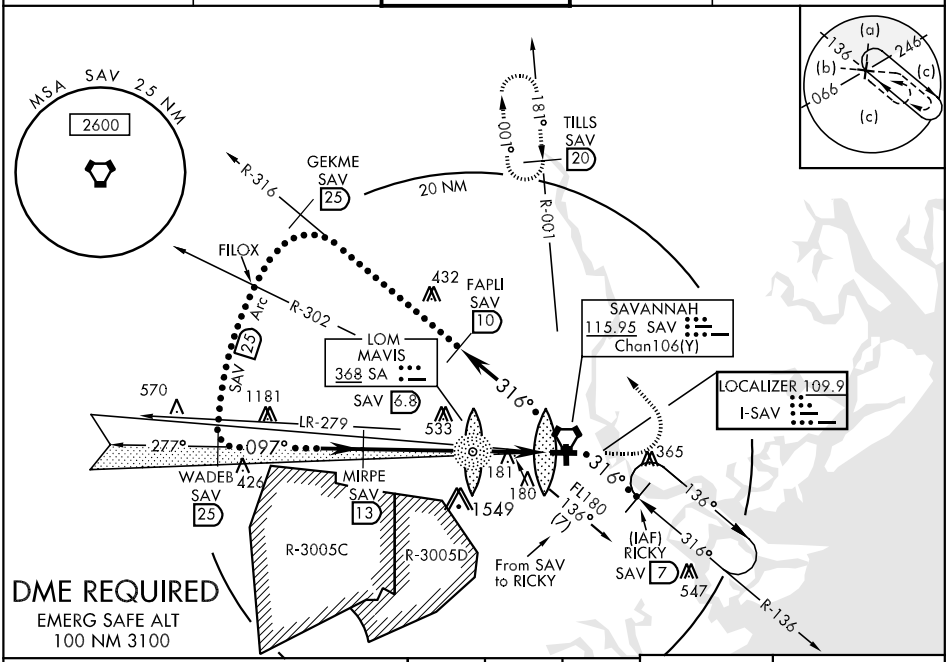
JAL-380 [USAF] SAVANNAH/HILTON HEAD INTL (KSAV)

▼ Procedure NA when Control Tower closed.
* When ALS inop, increase CAT CDE to ¾ mile.
** When ALS inop, increase CAT CD vis to 1¼ miles and CAT E vis to 1½ miles.

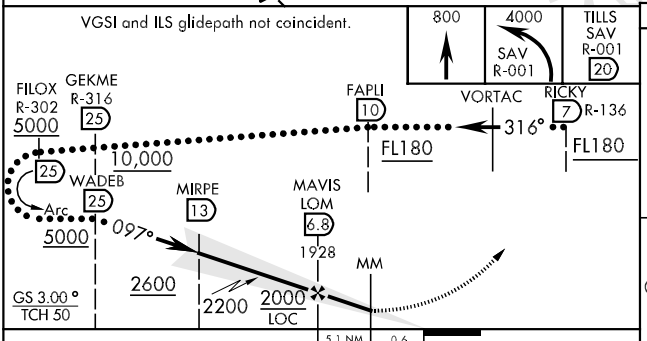
MALSR A5

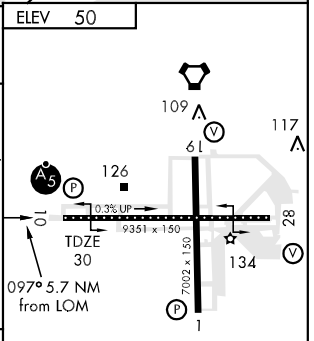
MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS/SAV 20 DME and hold.

ATIS ★	SAVANNAH APP CON	SAVANNAH TOWER ★	GND CON	CLNC DEL
123.75	125.3 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775



VGSI and ILS glidepath not coincident.





CATEGORY	C	D	E
S-ILS 10 *	230/24	200	(200-½)
S-LOC 10 **	440/40 410 (500-¾)		440/50 410 (500-1)
CIRCLING	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

REIL Rwys 1 and 28 L
HIRL all Rwy L

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

LOC I-TPV	APP CRS	Rwy Idg	7002
111.9	006°	TDZE	39
		Apt Elev	50

ILS or LOC RWY 1

SAVANNAH/ HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 1 all Cats, S-LOC 1 Cat D, and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climb to 4000 via SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

ALTERNATE MISSED APCH FIX
277°
097°
MAVIS
368 SA

DME or RADAR REQUIRED

SAVANNAH
115.95 SAV
Chan 106 (Y)

LOCALIZER 111.9
I-TPV

MAVIS
368 SA

MSA SAV 25 NM
2600

113.5 CHS
Chan 82

TILLS
SAV 20

R-253
181°
100°
SAV R-001

(IAF)
CINBA
SAV 14

R-060
15 NM

HUNTER
111.6 SVN
Chan 53

DANNA
OM

R-3005C
R-3005D
R-279

MIZLU INT
SAV 7.7
16.3
2000

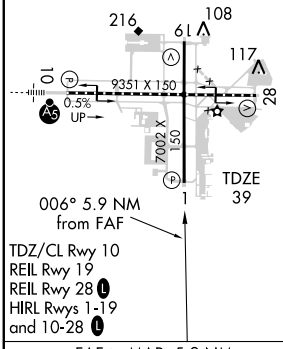
SAV
LR-177

SAV 14 Arc

(IF)
TERBE
SAV 14

SAV R-186
I-TPV 186°

ELEV 50 D



006° 5.9 NM from FAF

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

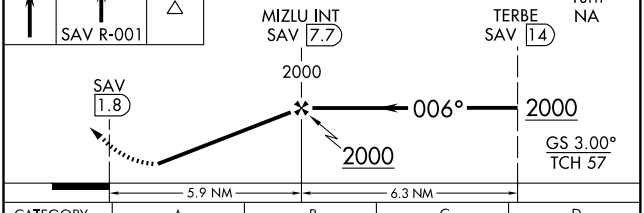
FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

1000	4000	TILLS
	SAV R-001	△

VGSI and ILS glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
S-ILS 1	239/40	200 (200-¾)		
S-LOC-1	440/50	401 (400-1)	440/60	401 (400-1¼)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-SAV	APP CRS	Rwy Idg	9201
109.9	097°	TDZE	30
		Apt Elev	50

ILS or LOC RWY 10

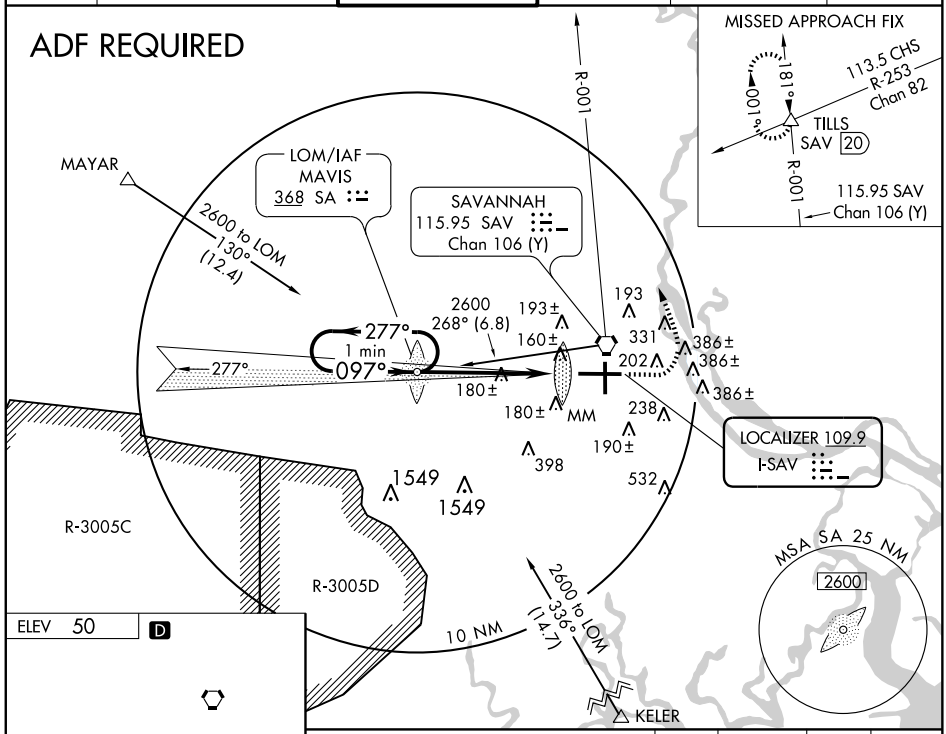
SAVANNAH/ HILTON HEAD INTL (SAV)

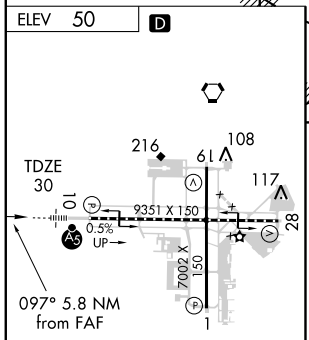
ADF REQUIRED. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and S-ILS 10 all Cats visibility to RVR 2400 and S-LOC 10 Cat D and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase S-ILS 10 all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 4000 via heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1(CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95

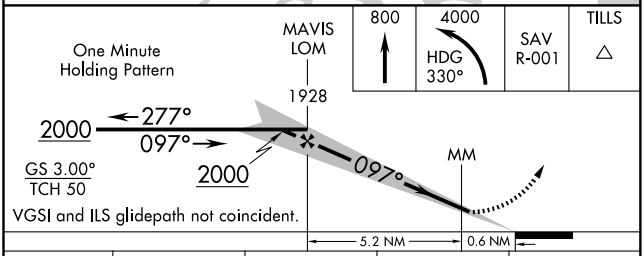




TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 10	230/18 200 (200-½)			
S-LOC 10	440/24 410 (400-½)		440/40 410 (400-¾)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45515 W01A	APP CRS 006°	Rwy Idg 7002 / TDZE 39 / Apt Elev 50

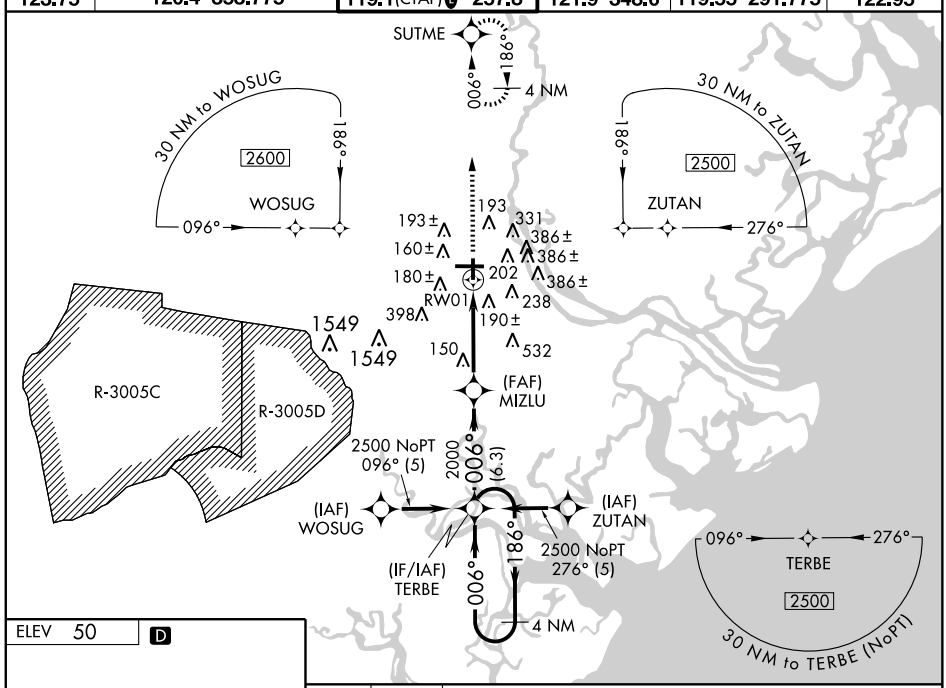
RNAV (GPS) RWY 1

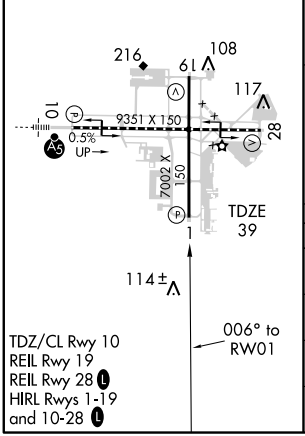
SAVANNAH/ HILTON HEAD INTL (SAV)

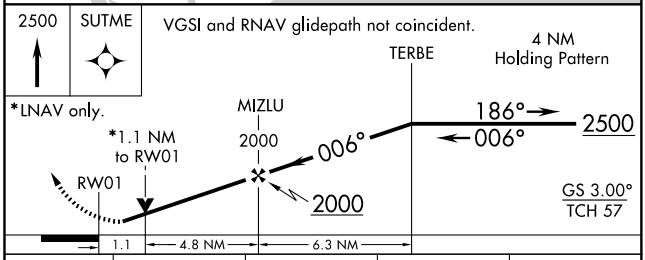
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all LPV DA 65 feet, LNAV/VNAV DA 126 feet, all MDA 80 feet and LPV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct SUTME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	239/40 200 (200-¾)			
LNAV/VNAV DA	384/60 345 (400-1¼)			
LNAV MDA	460/50 421 (500-1)		460/60 421 (500-1¼)	
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 90114 W10A	APP CRS 097°	Rwy Idg 9201 TDZE 30 Apt Elev 50

RNAV (GPS) RWY 10

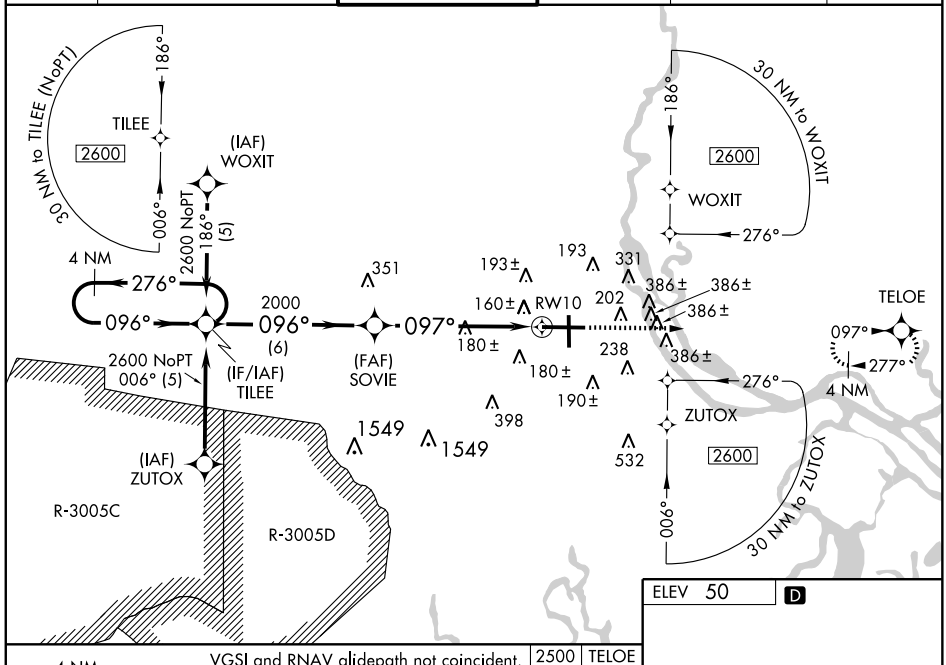
SAVANNAH/ HILTON HEAD INTL (SAV)

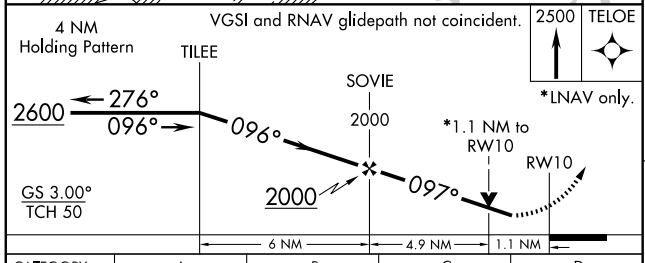
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats and Circling Cat D visibilities ¼ mile. For inoperative MALSR when using Hilton Head Island altimeter setting, increase LPV all Cats visibility to RVR 5000. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

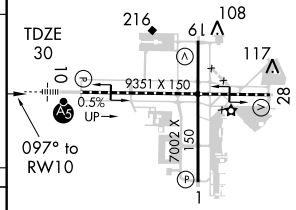
MALSR

MISSED APPROACH: Climb to 2500 direct TELOE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	230/24 200 (200-½)			
LNAV/ VNAV DA	504/60 474 (500-1¼)			
LNAV MDA	440/24 410 (400-½)		440/40 410 (400-¾)	440/50 410 (400-1)
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

WAAS CH 97314 W19A	APP CRS 186°	Rwy Idg 7002 TDZE 47 Apt Elev 50

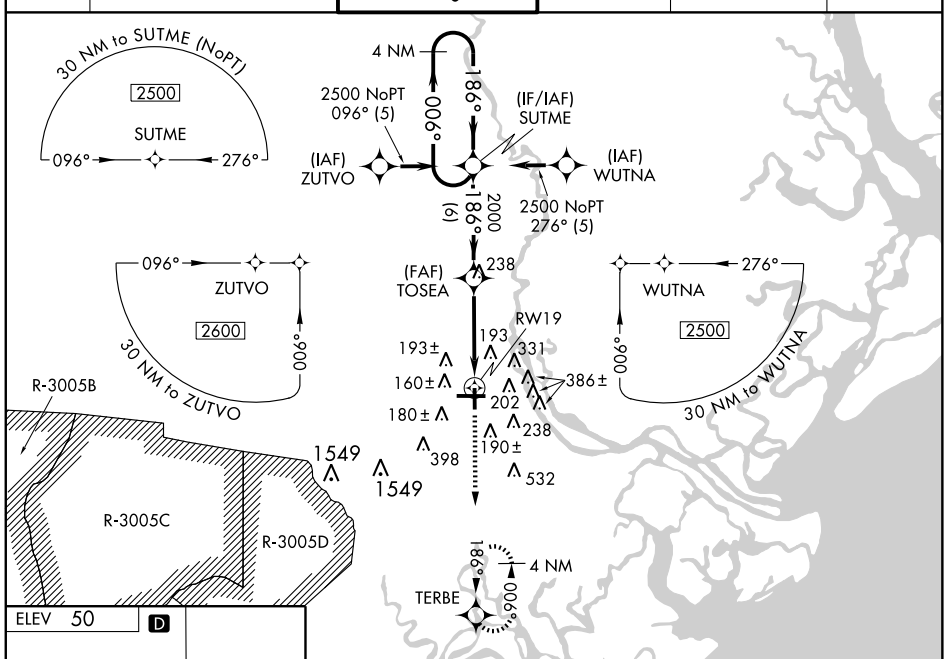
RNAV (GPS) RWY 19

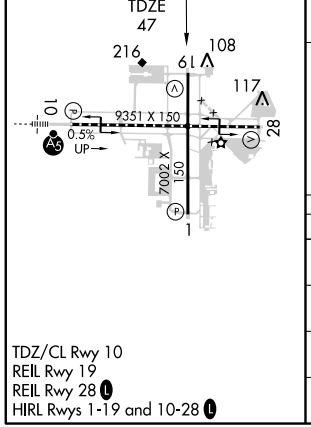
SAVANNAH/ HILTON HEAD INTL (SAV)

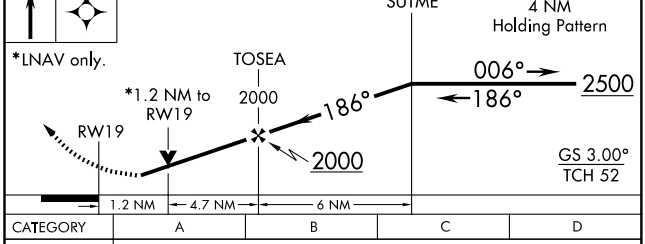
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	312-1 265 (300-1)			
LNAV/VNAV DA	466-1½ 419 (500-1½)			
LNAV MDA	480-1 433 (500-1)		480-1¼ 433 (500-1¼)	480-1½ 433 (500-1½)
CIRCLING	520-1 470 (500-1)		520-1½ 470 (500-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9351
CH 40015	277°	TDZE	50
W28A		Apt Elev	50

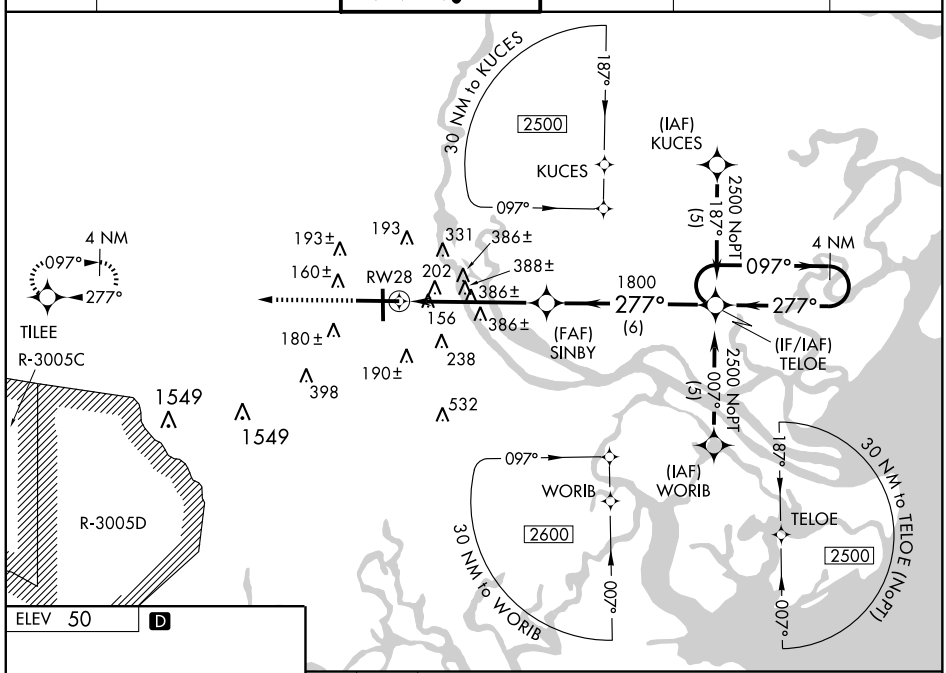
RNAV (GPS) Z RWY 28

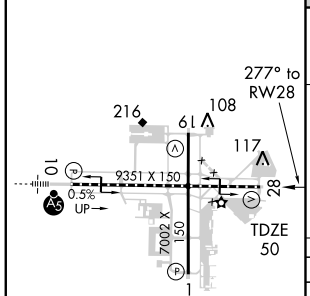
SAVANNAH/ HILTON HEAD INTL (SAV)

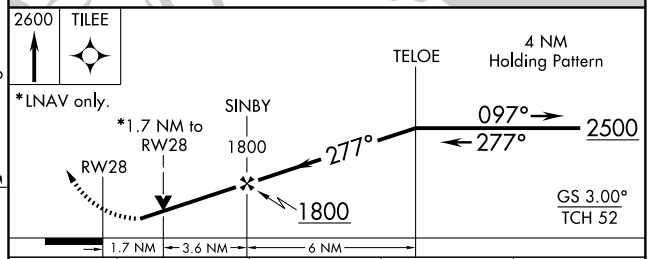
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all DA 65 feet and all MDA 80 feet and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2600 direct TILEE and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D
LPV DA	307-1 257 (300-1)			
LNAV/ VNAV DA	431-1¼ 381 (400-1¼)			
LNAV MDA	640-1 590 (600-1)		640-1½ 590 (600-1½)	640-1¾ 590 (600-1¾)
CIRCLING	640-1 590 (600-1)		640-1½ 590 (600-1½)	700-2 650 (700-2)

TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

VORTAC SAV	APP CRS	Rwy Idg	N/A
115.95	024°	TDZE	N/A
Chan 106 (Y)		Apt Elev	50

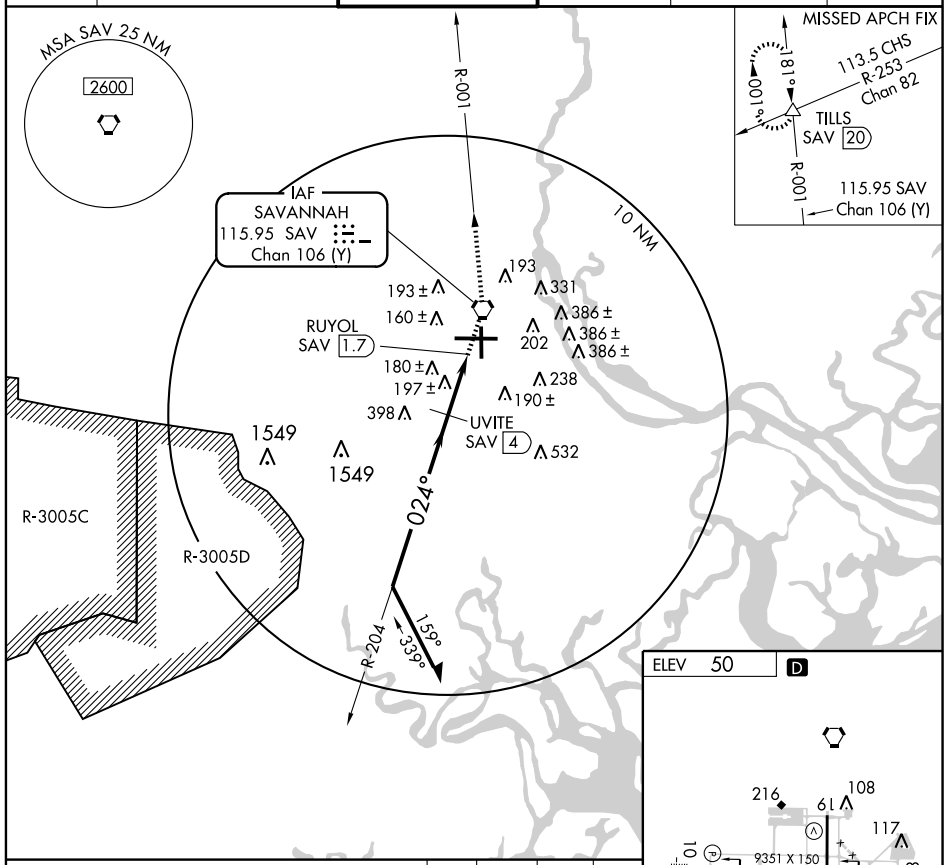
VOR/DME-A

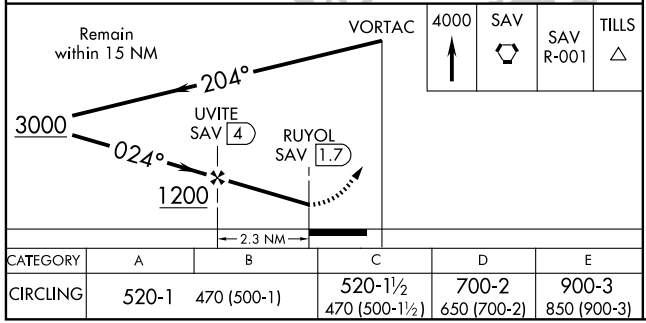
SAVANNAH/ HILTON HEAD INTL (SAV)

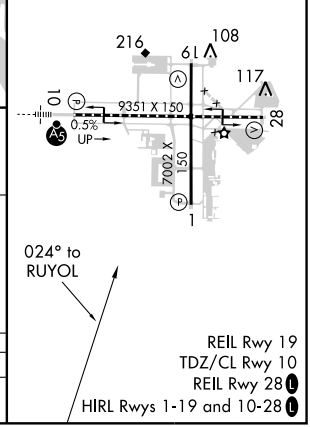
When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON ★	SAVANNAH TOWER ★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95







CATEGORY	A	B	C	D	E
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	006°	TDZE	39
Chan 106 (Y)		Apt Elev	50

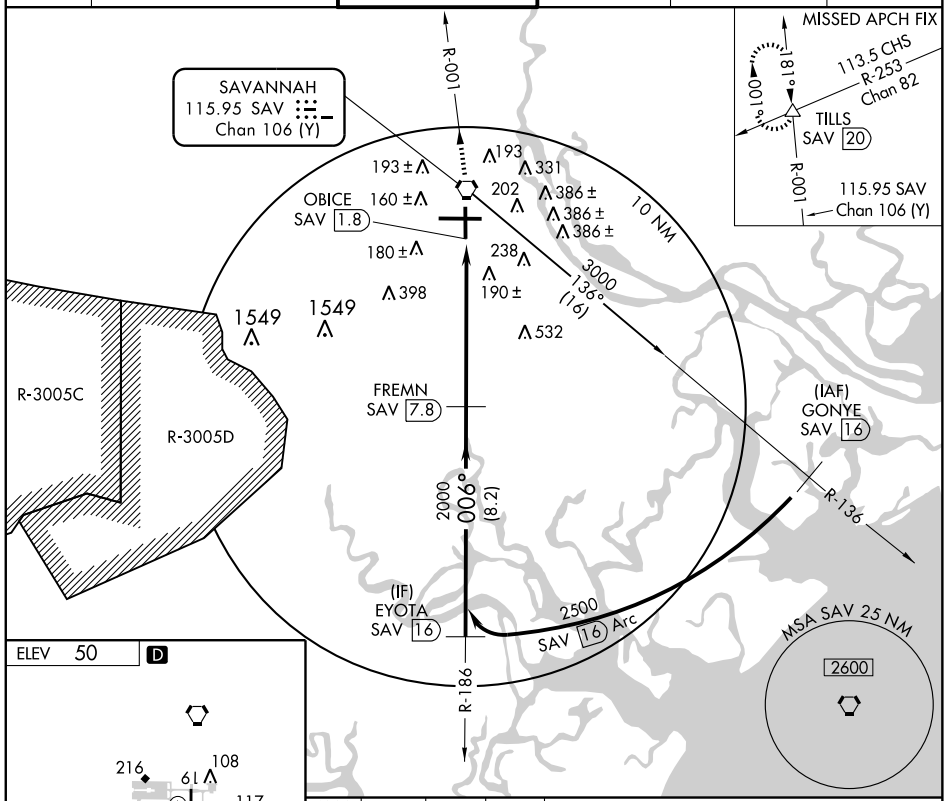
VOR/DME or TACAN RWY 1

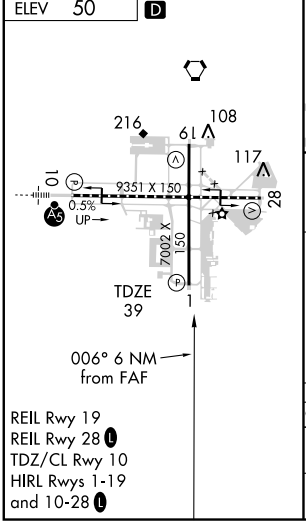
SAVANNAH/ HILTON HEAD INTL (SAV)

When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-1 Cats C/D/E and Circling Cat D visibilities ¼ mile.
VDP NA when using Hilton Head Island altimeter setting.

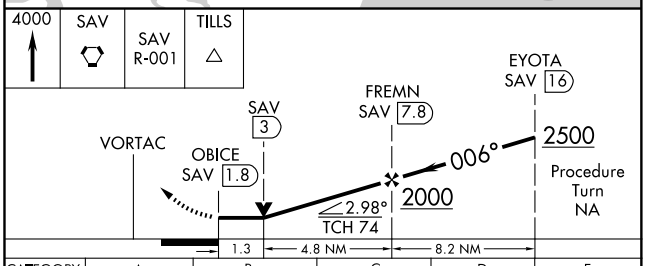
MISSED APPROACH: Climb to 4000 direct SAV VORTAC and via SAV R-001 to TILLS INT/SAV 20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	120.4 353.775	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95





REIL Rwy 19
REIL Rwy 28 L
TDZ/CL Rwy 10
HIRL Rwys 1-19 and 10-28 L



CATEGORY	A	B	C	D	E
S-1	500/50	461 (500-1)	500/60 461 (500-1¼)	500-1½ 461(500-1½)	500-1¾ 461 (500-1¾)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC SAV	APP CRS	Rwy Idg	7002
115.95	181°	TDZE	47
Chan 106 (Y)		Apt Elev	50

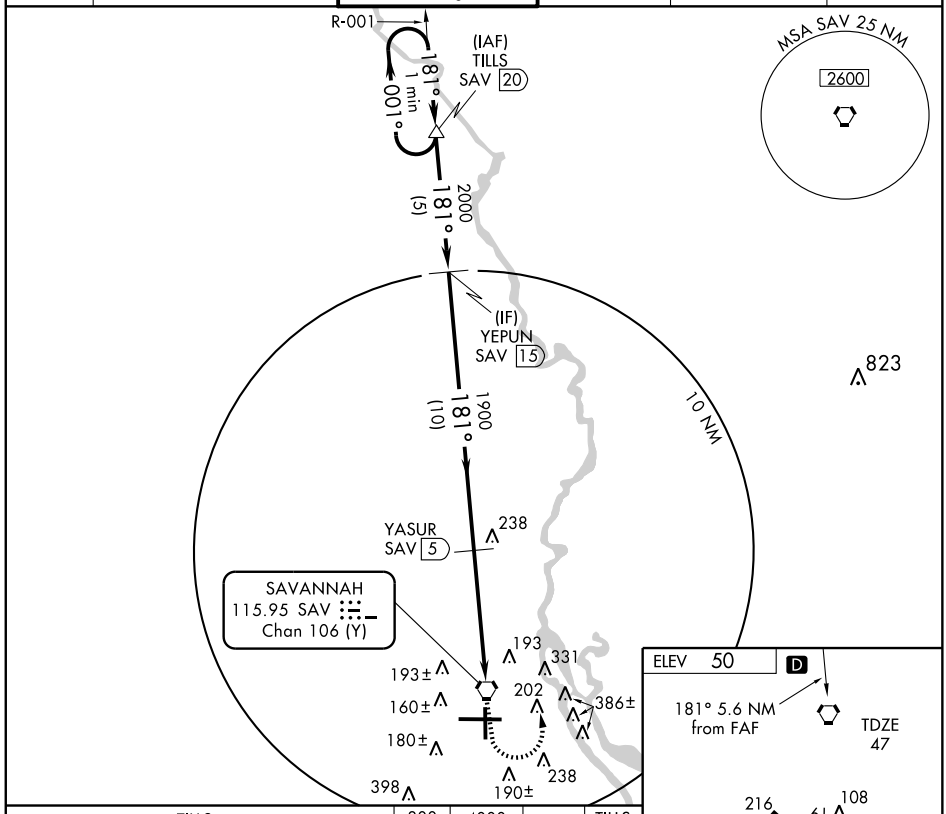
VOR/DME or TACAN RWY 19

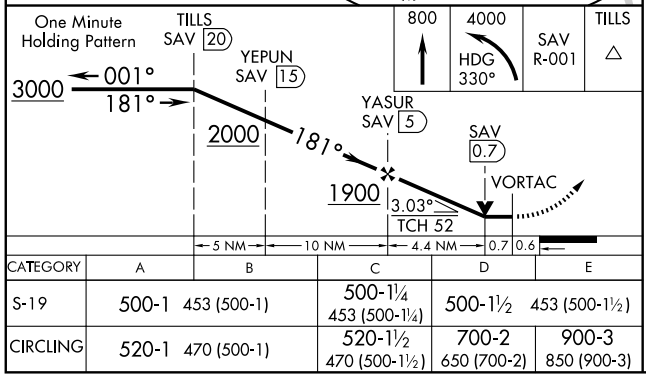
SAVANNAH/ HILTON HEAD INTL (SAV)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island, SC altimeter setting and increase all MDA 80 feet and S-19 Cats C/D, and Circling Cat D visibilities ¼ mile and S-19 Cat E visibility ½ mile. VDP NA when using Hilton Head Island altimeter setting.

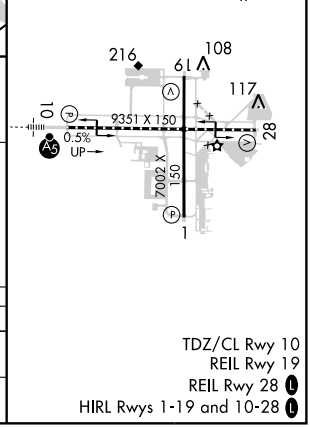
MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

ATIS	SAVANNAH APP CON★	SAVANNAH TOWER★	GND CON	CLNC DEL	UNICOM
123.75	125.3 371.875	119.1 (CTAF) L 257.8	121.9 348.6	119.55 291.775	122.95



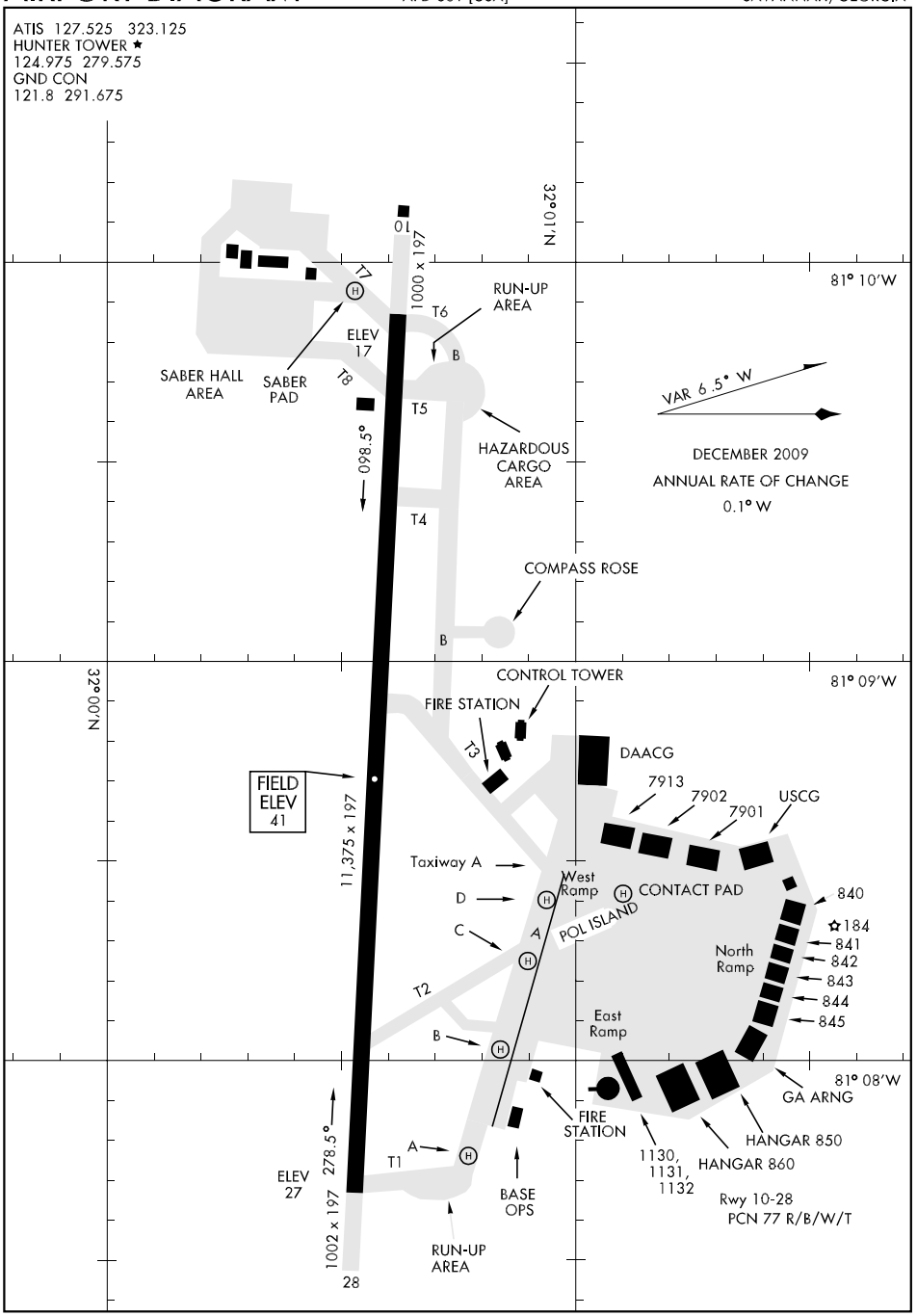


CATEGORY	A	B	C	D	E
S-19	500-1	453 (500-1)	500-1¼ 453 (500-1¼)	500-1½	453 (500-1½)
CIRCLING	520-1	470 (500-1)	520-1½ 470 (500-1½)	700-2 650 (700-2)	900-3 850 (900-3)



TDZ/CL Rwy 10
REIL Rwy 19
REIL Rwy 28 L
HIRL Rwys 1-19 and 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010



SE-4, 17 DEC 2009 to 14 JAN 2010

COPTER VOR RWY 10

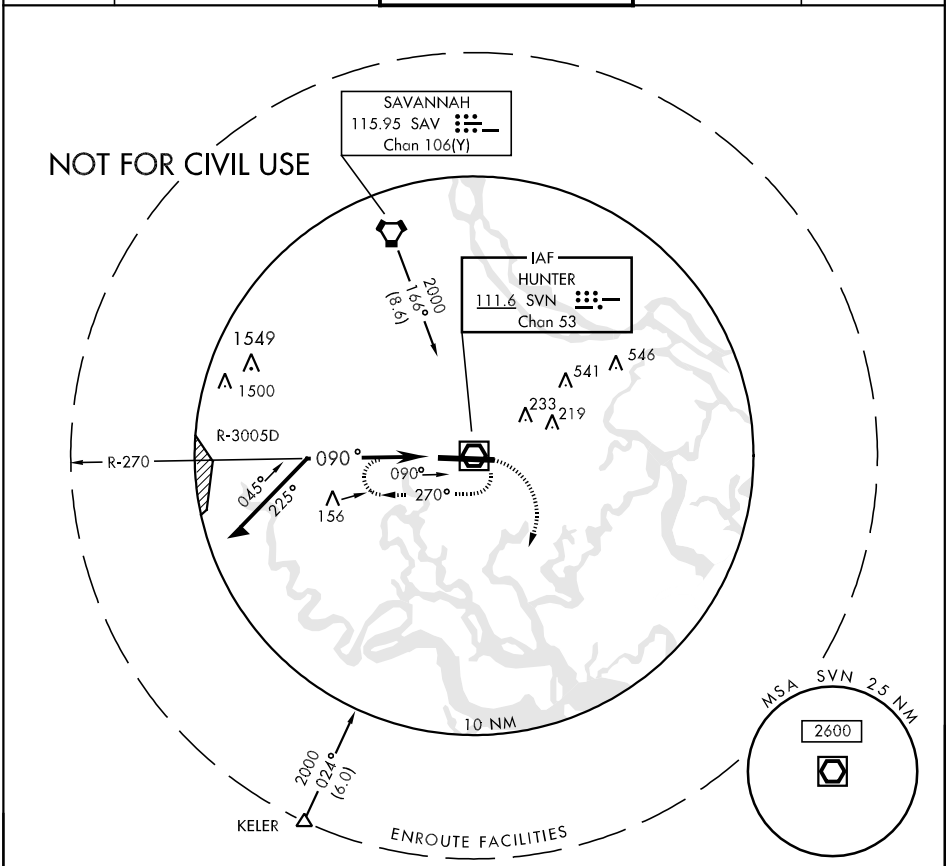
SVN VOR/DME	APCH CRS	Rwy ldg 11,375
111.6 Chan 53	090°	TDZE 26
		Arpt Elev 41

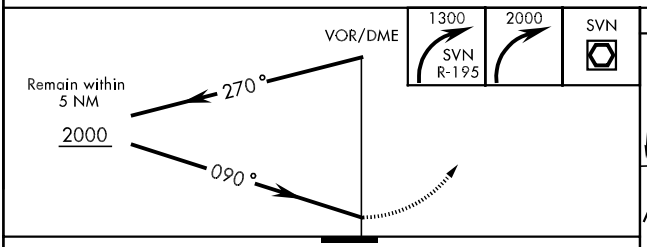
AL-381 [USA]

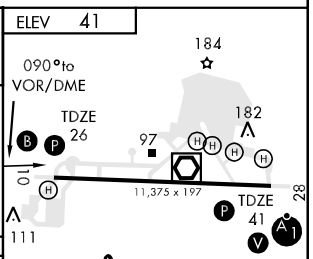
HUNTER AAF (KSVN)

MISSED APPROACH: Climbing right turn to 1300 via SVN R-195, then climbing right turn to 2000 direct SVN VOR/DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	COPTER		
S-10	460-½	434	(500-½)

ILS or LOC RWY 28

LOC/DME I-SVN	APCH CRS	Rwy ldg 11,375
109.5 Chan 32	276°	TDZE 41
		Arpt Elev 41

AL-381 [USA]

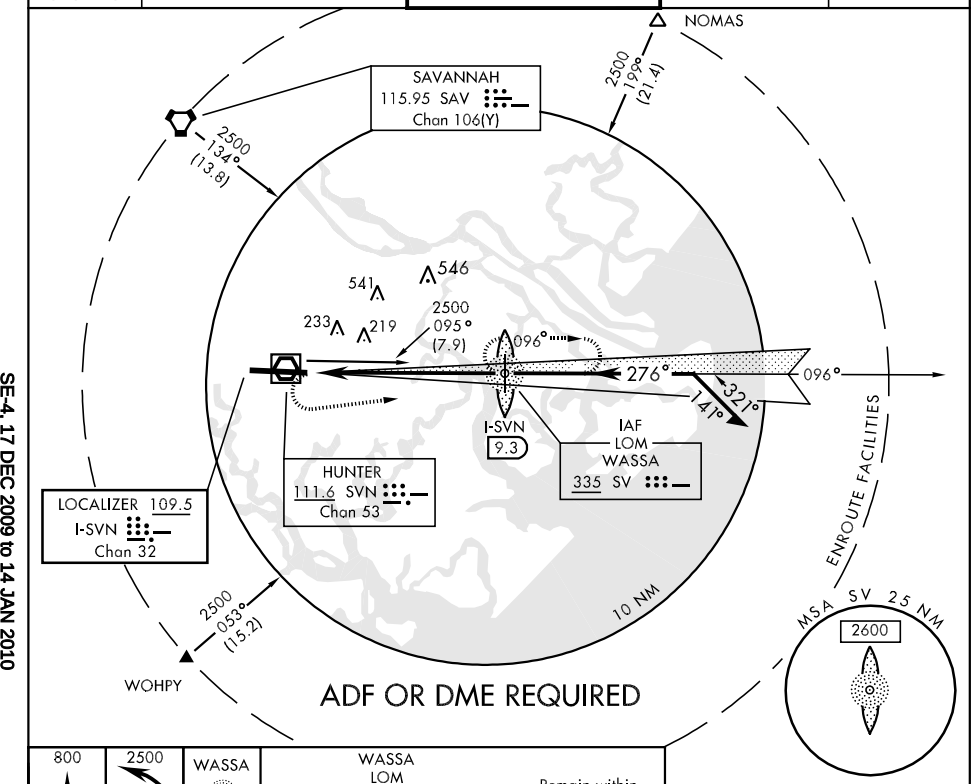
HUNTER AAF (KSVN)

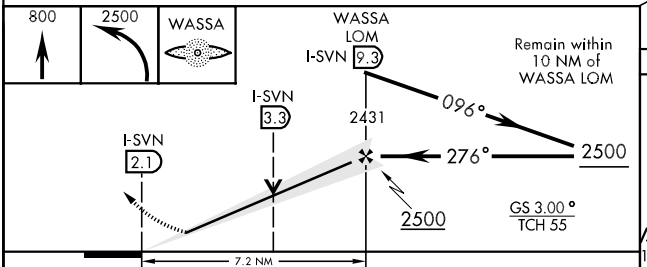
▼ * Circling NA N of Rwy 10-28 for CAT D.

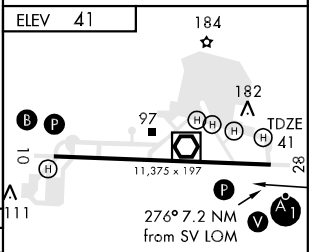
ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 direct WASSA LOM and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
S-ILS 28	241/24 200 (200-½)			
S-LOC 28	460/24 419 (500-½)		460/40 419 (500-¾)	460/50 419 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NDB RWY 28

HUNTER AAF (KSVN)

LOM SV	APCH CRS	Rwy Idg / TDZE / Arpt Elev
335	276°	11,375 / 41 / 41

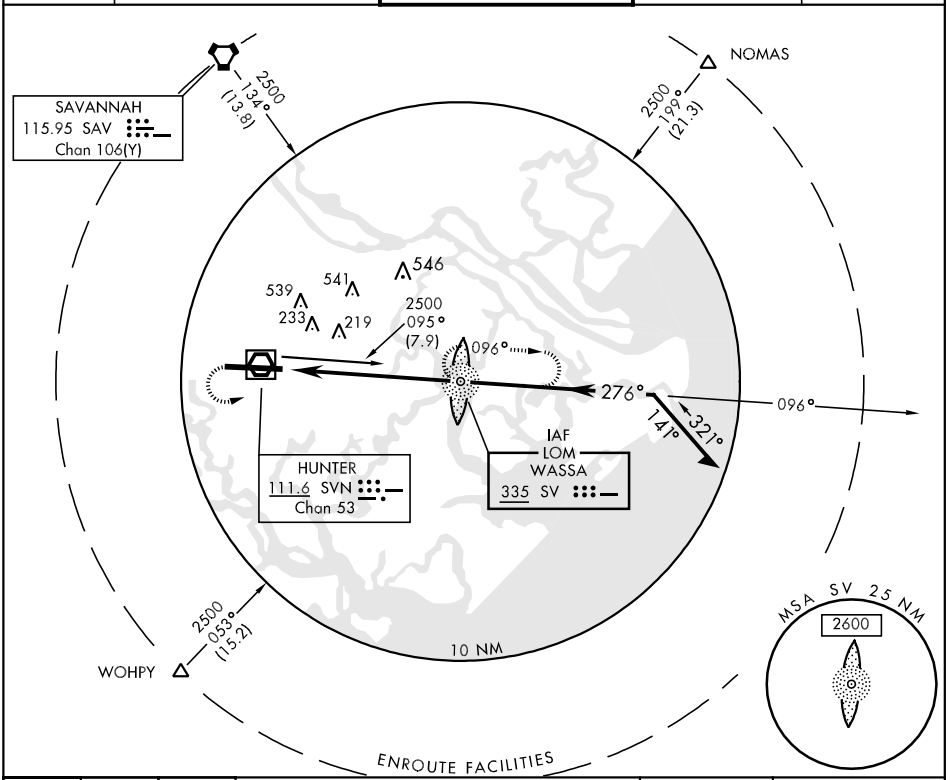
AL-381 [USA]

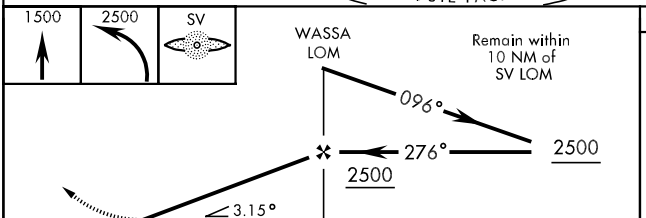
* For inop ALSF, increase CAT AB vis to RVR 50 and CAT CD to 2 miles.
** Circling NA N of Rwy 10-28 for CAT D.

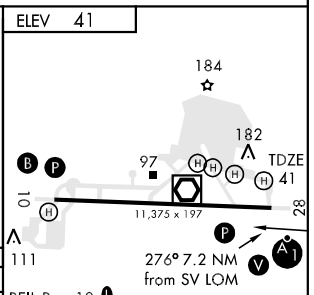
ALSF-1

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct SV LOM and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







REIL Rwy 10 L
HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-28 *	700/40 659 (700-¾)		700/60 659 (700-1¼)	700-1½ 659 (700-1½)
CIRCLING **	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	11,375
096°	TDZE	26
	Arpt Elev	41

AL-381 [USA]

HUNTER AAF (KSVN)

DME/DME RNP -0.3 NA
* Circling not authorized N of Rwy 10-28 for CAT D.

MISSED APPROACH: Climb to 2500 direct SRKIS and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) 279.575	121.8 291.675	

Procedure NA when R-3005 B/C/D active.

Procedure NA for arrival on SAV VORTAC airway R-183 CW 202.

MAYAR
2600
146°
(10.9)

SAVANNAH
2600
238°
(13)

MSA RW 10 25 NM
2600

(IAF)
ZAMIV

NoPT
2600
186°
(5)

1549

(IF/IAF)
KASSE

2100
096°
(6)

(FAF)
PORKS

DIPHY

532
548
151
RW10
138
220

6 NM
096°
276°

SRKIS

R-3005C
096°
276°
6 NM

NoPT
2600
006°
(5)

(IAF)
FLATN

2600
304°
(11.7)

WOHPY

SE-4, 17 DEC 2009 to 14 JAN 2010

2500 | SRKIS

6 NM Pattern
276°
096°
2600
3.05°
TCH 55

KASSE
PORKS
DIPHY
3 NM to RW 10
1.1NM to RW10
RW10
2100
1040
3.3 NM
3 NM

ELEV 41

184
146
TDZE
26
182
97
10
28
11,375 x 197
096° to RW10

CATEGORY	A	B	C	D
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 10	226-¾ 200 (200-¾) GS 3.00°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

RNAV (GPS) RWY 28

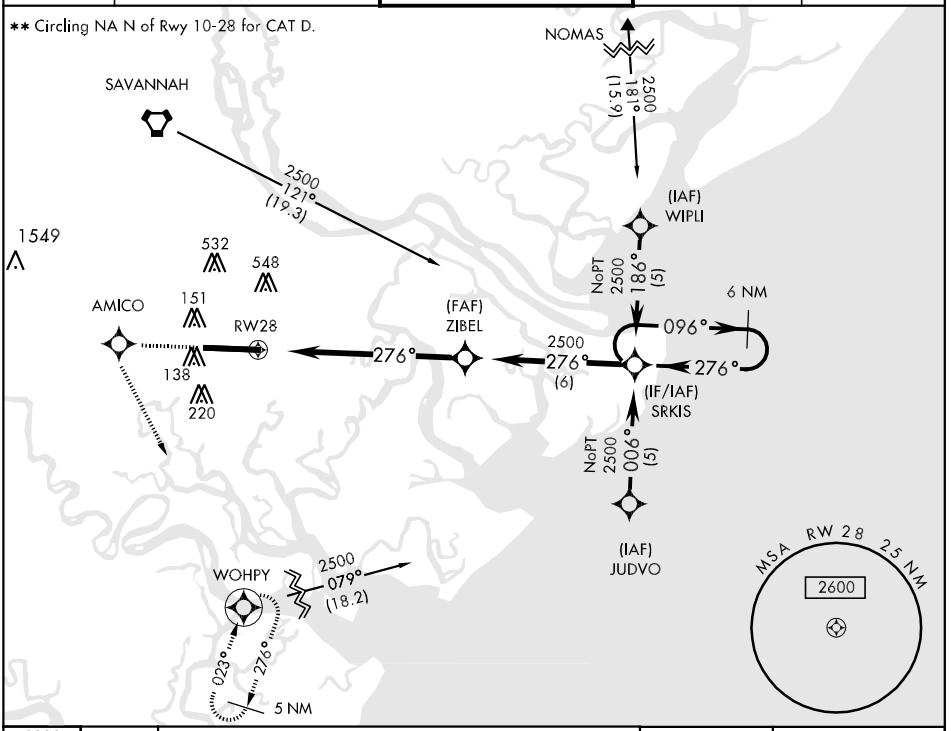
WAAS CH 82111 W28A	APCH CRS 276°	Rwy ldg 11,375 TDZE 26 Arpt Elev 41	AL-381 [USA]	HUNTER AAF (KSVN)

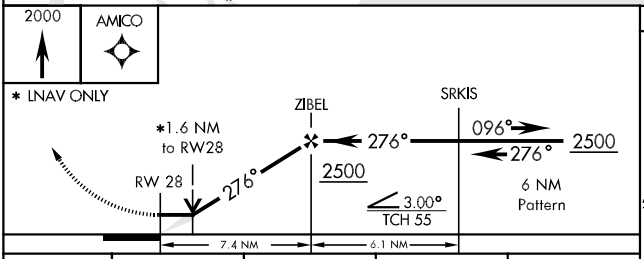
T For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F) DME/DME RNP -0.3 NA

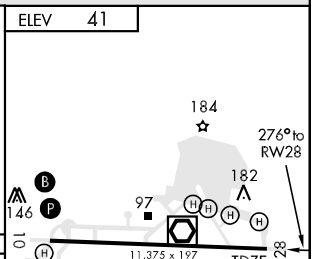
ALSF-1

MISSED APPROACH: Climb to 2000 direct AMICO and via 180 track to WOHPY and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER ★	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	







CATEGORY	A	B	C	D
LPV DA	241/24 200 (200-½)			
LNAV/ VNAV DA	487/50 446 (500-1)			
LNAV MDA	600/24 559 (600-½)		600/50 559 (600-1)	600/60 559 (600-1¼)
CIRCLING**	600-1 559 (600-1)		600-1½ 559 (600-1½)	600-2 559 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

VOR/DME RWY 28

VOR/DME SVN	APCH CRS	Rwy ldg 11,375
111.6 Chan 53	282°	TDZE 41
		Arpt Elev 41

AL-381 [USA]

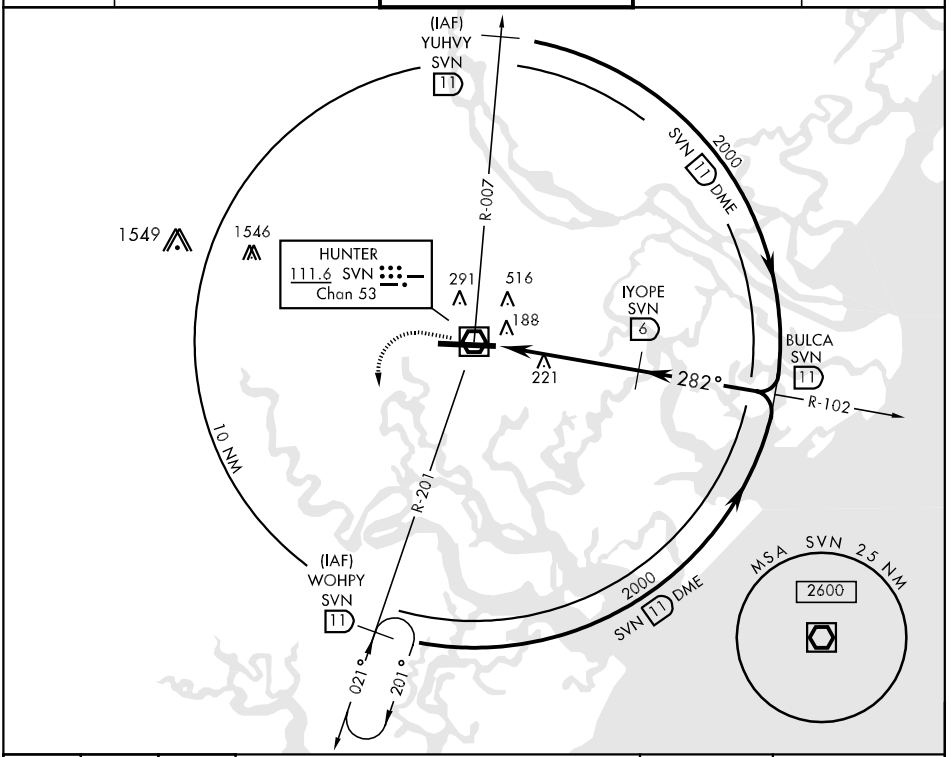
HUNTER AAF (KSVN)

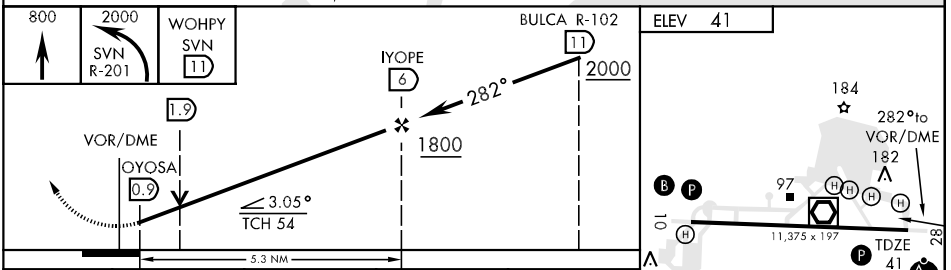
* Circling NA N of Rwy 10-28 for CAT D.

ALSF-1

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via SVN R-201 to WOHPY/11 DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	





CATEGORY	A	B	C	D
S-28	480/24 439 (500-½)		480/40 439 (500-¾)	480/50 439 (500-1)
CIRCLING *	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

VOR RWY 28

SVN VOR/DME	APCH CRS	Rwy ldg 11,375
111.6	282°	TDZE 41
Chan 53		Arpt Elev 41

AL-381 [USA]

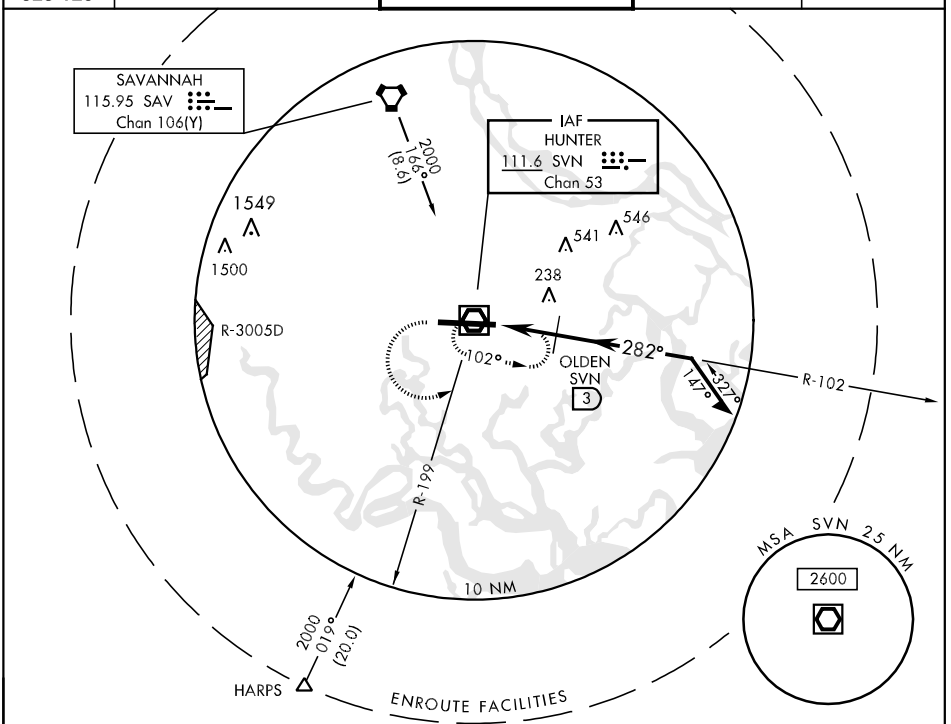
HUNTER AAF (KSVN)

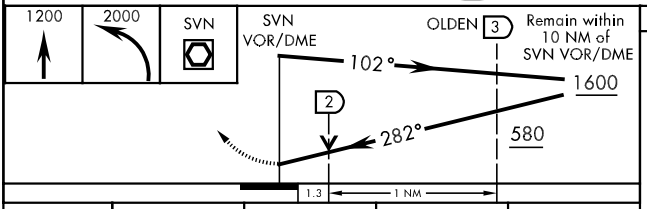
▼ * When ALS inop, increase CAT AB vis to 1 mile.
** Circling NA N of Rwy 10-28 for CAT D.

ALSF-1

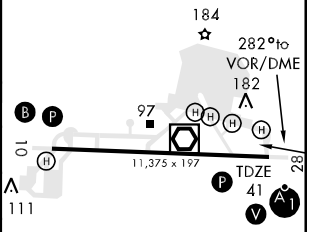
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct SVN VOR/DME and hold.

ATIS	SAVANNAH APP CON	HUNTER TOWER *	GND CON	ASR/PAR
127.525 323.125	120.4 353.775	124.975 (CTAF) L 279.575	121.8 291.675	





ELEV 41



CATEGORY	A	B	C	D
S-28 *	580/40 539 (600-¾)		580/50 539 (600-1)	580/60 539 (600-1¼)
CIRCLING **	580-1 539 (600-1)		580-1½ 539 (600-1½)	600-2 559 (600-2)
OLDEN FIX MINIMA				
S-28 *	500/40 459 (500-¾)			500/50 459 (500-1)
CIRCLING **	500-1 459 (500-1)	520-1 479 (500-1)	520-1½ 479 (500-1½)	600-2 559 (600-2)
S-PAR 28	241/24 200 (200-½) GS 3.00°			

REIL Rwy 10 L
HIRL Rwy 10-28 L

APP CRS	Rwy Idg	3301
132°	TDZE	23
	Apt Elev	23

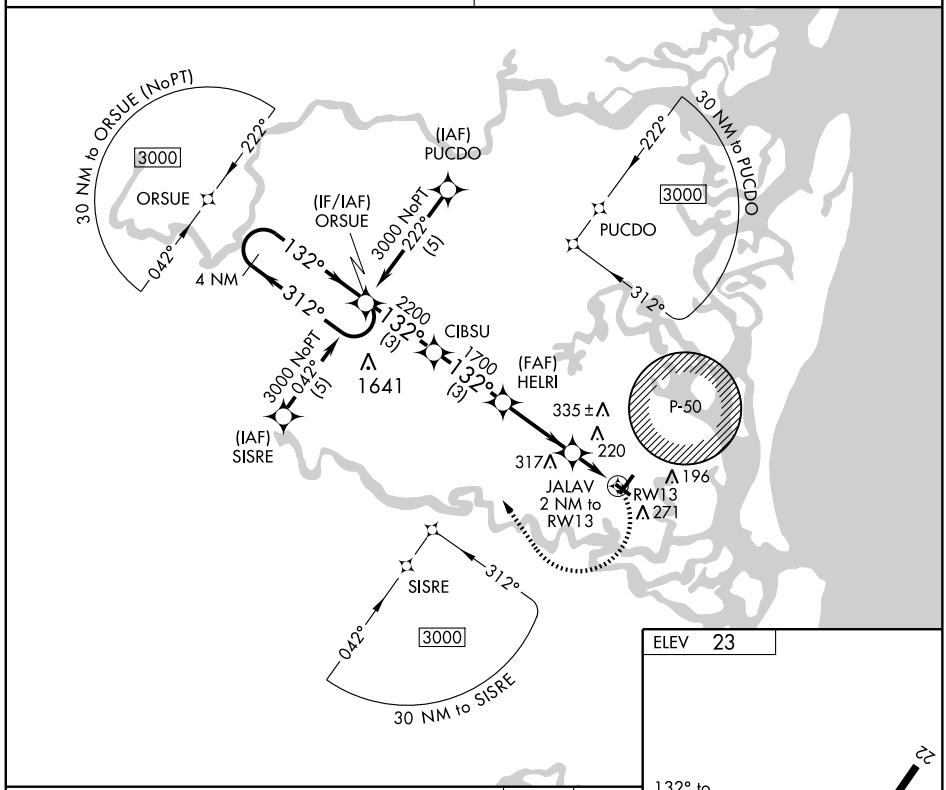
RNAV (GPS) RWY 13
ST MARYS (4J6)

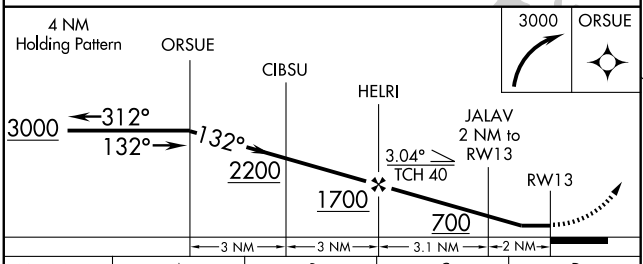
Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

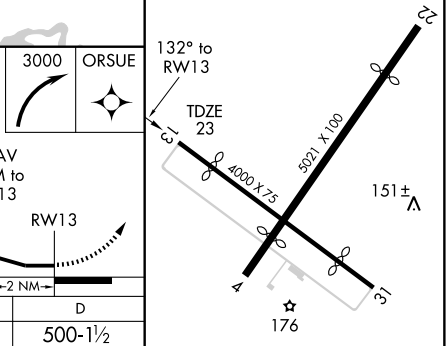
NA
ASR

MISSED APPROACH: Climbing right turn to 3000 direct ORSUE and hold.

JACKSONVILLE APP CON	UNICOM
127.0 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 477 (500-1)		500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-2 597 (600-2)

MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

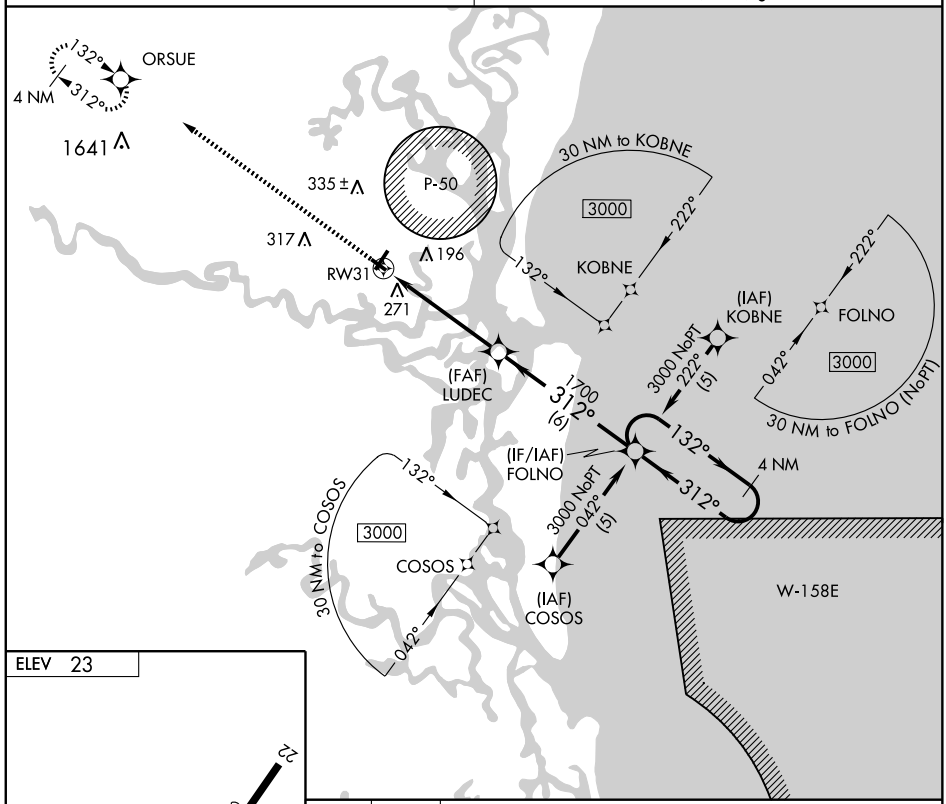
WAAS	APP CRS	Rwy Idg	3300
CH 48914	312°	TDZE	23
W31A		Apt Elev	23

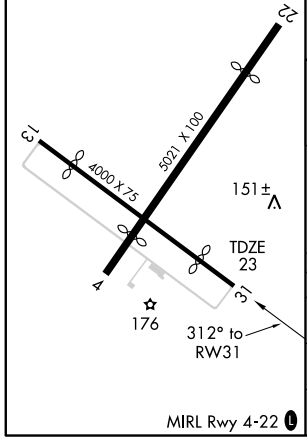
RNAV (GPS) RWY 31
ST MARYS (4J6)

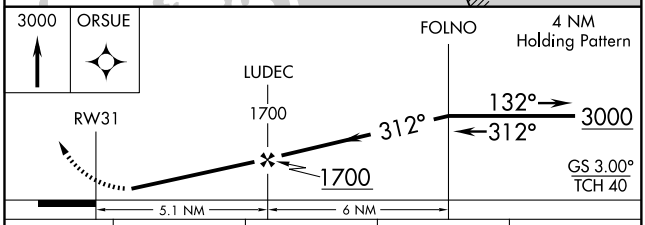
Circling NA northeast of Rwy 13-31.
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Jacksonville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ORSUE and hold, continue climb-in-hold to 3000.

JACKSONVILLE APP CON	UNICOM
127.0 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	477-1¾ 454 (500-1¾)			
LNAV MDA	580-1 557 (600-1)		580-1½ 557 (600-1½)	580-1¾ 557 (600-1¾)
CIRCLING	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-2 597 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-BZQ	APP CRS	Rwy ldg	5700
111.5	320°	TDZE	177
		Apt Elev	187

ILS or LOC RWY 32

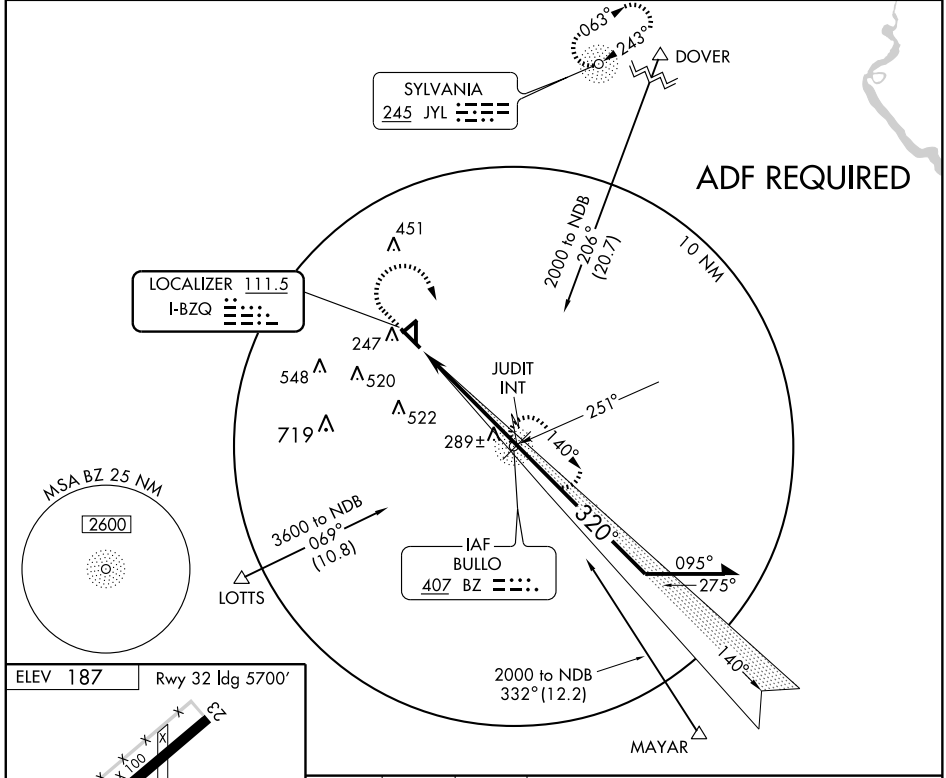
STATESBORO-BULLOCH COUNTY (TBR)

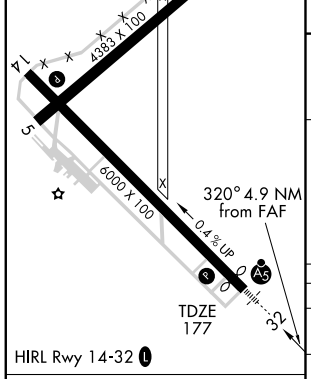
ADF REQUIRED.
NA If local altimeter setting not received, use Savannah/Hilton Head International altimeter setting and increase all MDAs/DAs 100 feet.

MALSR

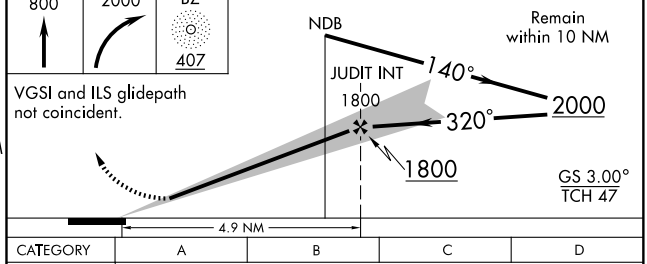
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct BULLO NDB and hold.

AWOS-3	SAVANNAH APP CON★	UNICOM
119.025	118.4 354.0	122.8 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 32	377-½ 200 (200-½)			
S-LOC 32	540-½ 363 (400-½)			540-¾ 363 (400-¾)
CIRCLING	640-1 453 (500-1)		840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

STATESBORO, GEORGIA AL-5797 (FAA)

WAAS	APP CRS	Rwy Idg	5700
CH 81829	320°	TDZE	177
W32A		Apt Elev	187

RNAV (GPS) RWY 32

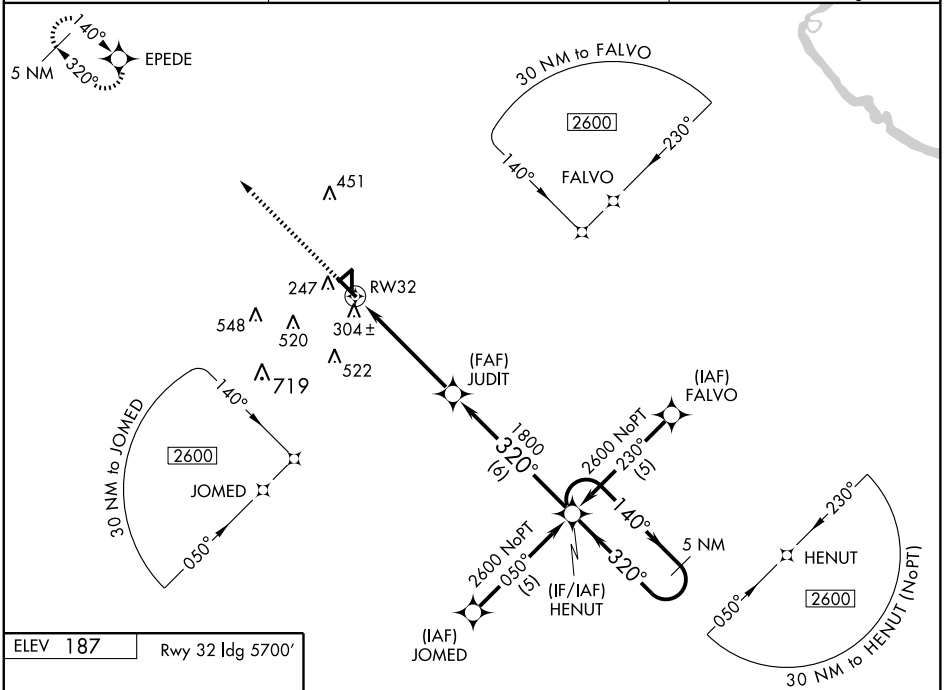
STATESBORO-BULLOCH COUNTY (TBR)

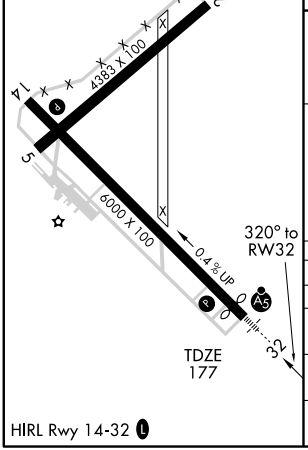
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV all Cats visibility to 1 mile and LNAV Cat D visiblity to 1¼ mile. VDP and Baro-VNAV NA when using Savannah/Hilton Head altimeter setting. If local altimeter setting not received, use Savannah/Hilton Head altimeter setting and increase all DAs/MDAs 100 feet.

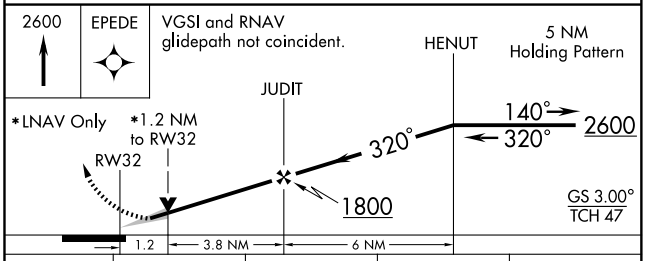
MALSR

MISSED APPROACH: Climb to 2600 direct EPEDE and hold.

AWOS-3	SAVANNAH APP CON★	UNICOM
119.025	118.4 354.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	427-½ 250 (300-½)			
LNAV/VNAV DA	645-1¼ 468 (500-1¼)			
LNAV MDA	560-½ 383 (400-½)			560-1 383 (400-1)
CIRCLING	640-1¾ 453 (500-1¾)		840-1¾ 653 (700-1¾)	880-2¼ 693 (700-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-SBO	APP CRS	Rwy Idg	6021
109.35	133°	TDZE	327
		Apt Elev	327

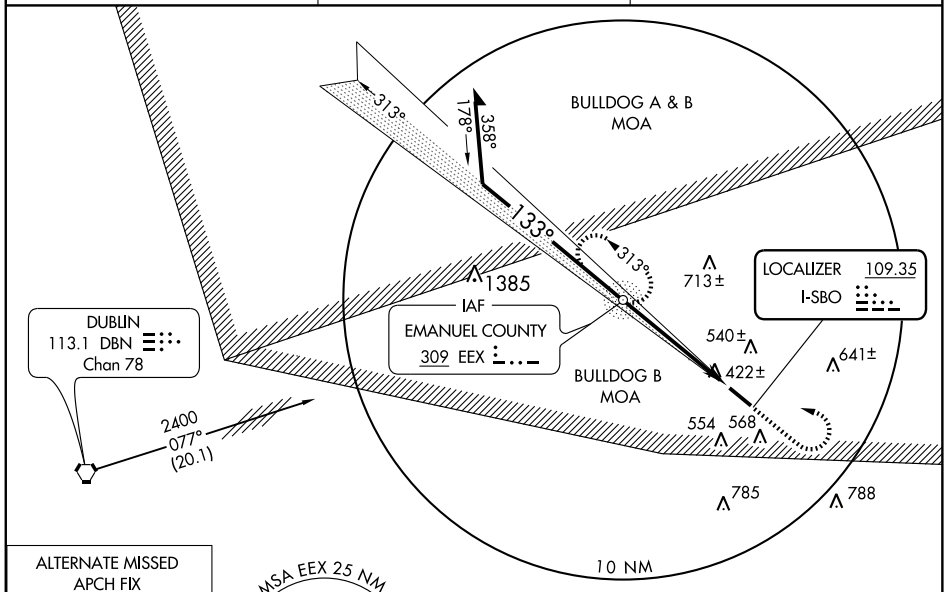
LOC/NDB RWY 13

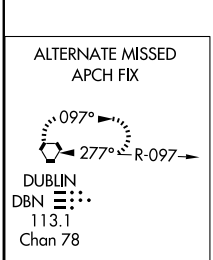
SWAINSBORO/ EMANUEL COUNTY (SBO)

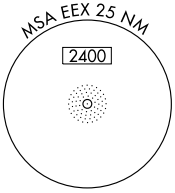
ADF required. Visibility reduction by helicopters NA.
When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C & D visibilities ¼ , increase circling Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.

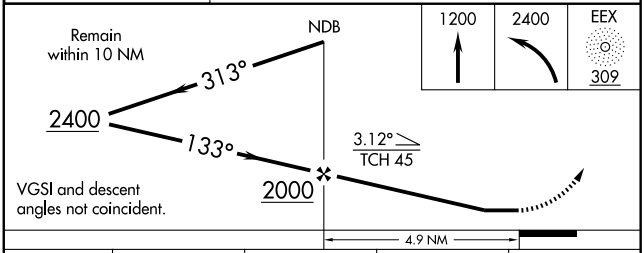
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct EEX NDB and hold.

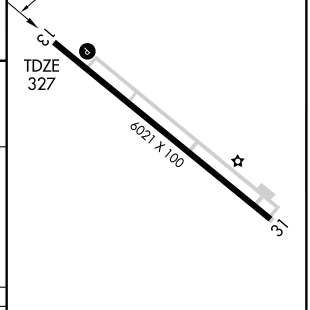
AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L











CATEGORY	A	B	C	D
S-13	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB EEX	APP CRS	Rwy Idg	6021
309	133°	TDZE	327
		Apt Elev	327

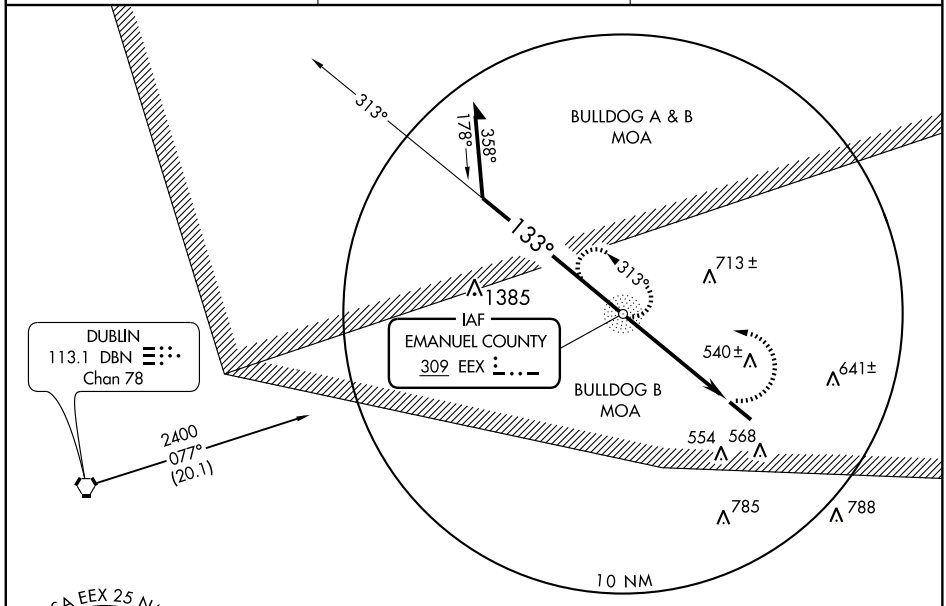
NDB RWY 13

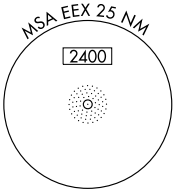
SWAINSBORO/ EMANUEL COUNTY (SBO)

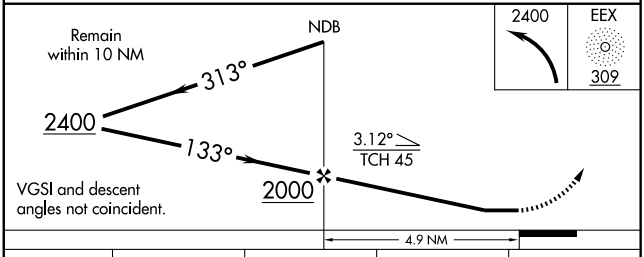
Visibility reduction by helicopters NA.
When local altimeter not received, use Vidalia altimeter setting and increase all MDAs 80 feet; increase S-13 Cat. C/D ¼ mile, and increase circling Cat. C visibility to 2 and Cat. D to 2¼ .

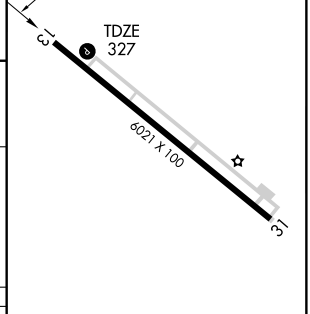
MISSED APPROACH: Climbing left turn to 2400 direct EEX NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L









CATEGORY	A	B	C	D
S-13	900-1 573 (600-1)		900-1½ 573 (600-1½)	900-1¾ 573 (600-1¾)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6021
CH 97603	133°	TDZE	327
W13A		Apt Elev	327

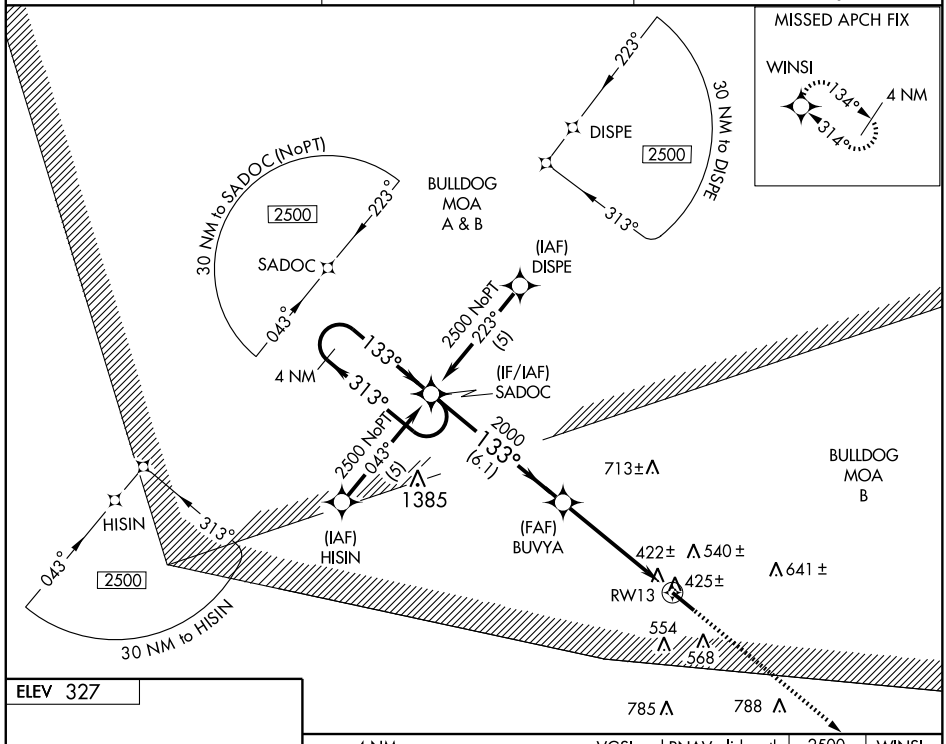
RNAV (GPS) RWY 13

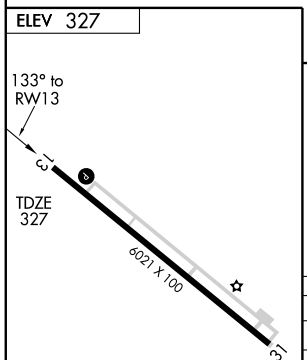
SWAINSBORO/ EMANUEL COUNTY (SBO)

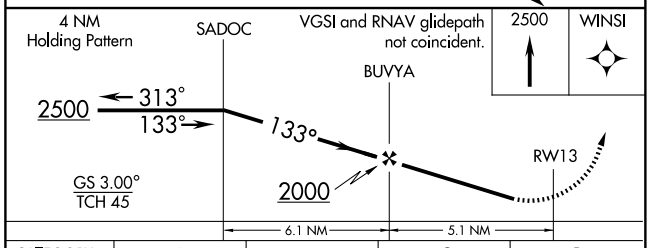
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vidalia altimeter setting and increase all DAs and MDAs 80 feet; increase LPV and LNAV/VNAV visibilities ¼ all Cats, increase LNAV Cats C and D visibilities ¼ mile, increase Circling Cat. C visibility to 2 and Circling Cat. D visibility to 2¼.

MISSED APPROACH: Climb to 2500 direct WINSI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	677-1¼ 350 (400-1¼)			
LNAV/VNAV DA	795-1¾ 468 (500-1¾)			
LNAV MDA	680-1 353 (400-1)			680-1¼ 353 (400-1¼)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6021
CH 99306	314°	TDZE	323
W31A		Apt Elev	327

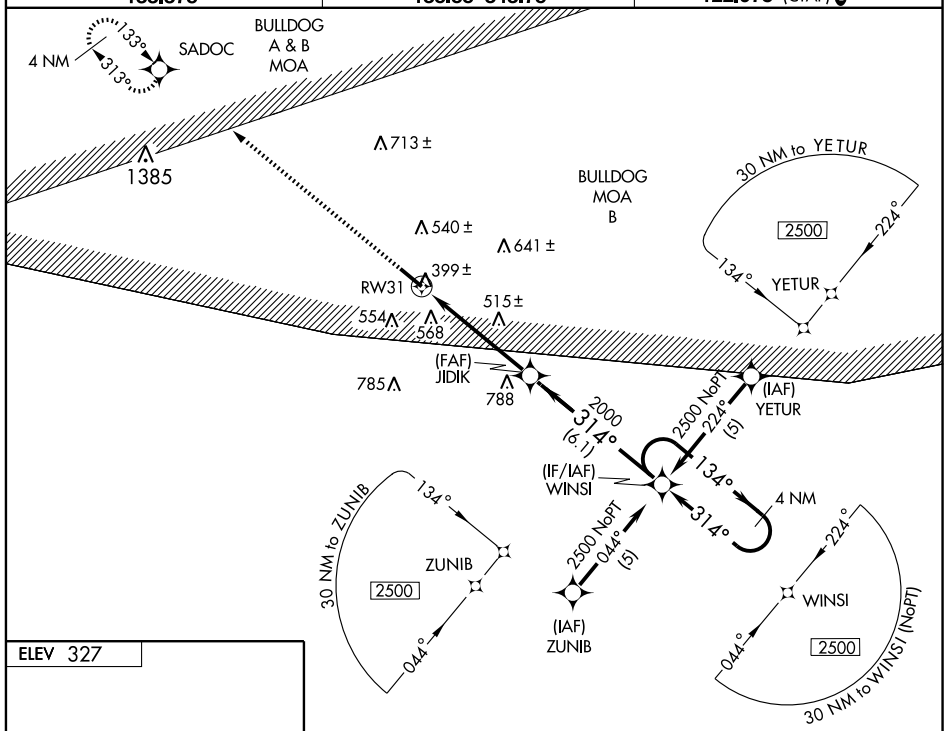
RNAV (GPS) RWY 31

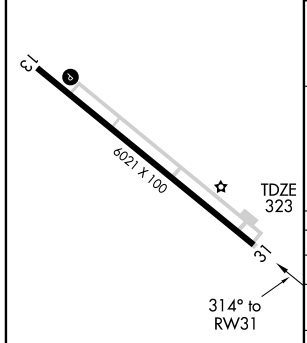
SWAINSBORO/ EMANUEL COUNTY (SBO)

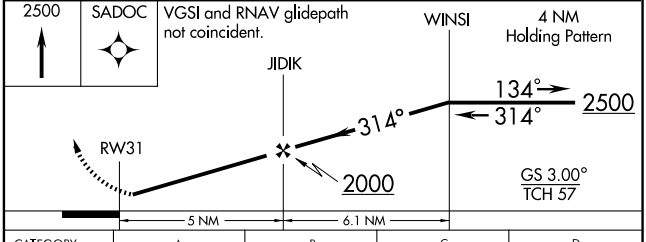
Baro-VNAV NA when using Vidalia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 706, LNAV/VNAV DA to 911, and all MDAs 80 feet; increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ¾ all Cats, increase LNAV Cats C and D visibilities ¼, increase circling Cat C to 2 and Cat D to 2¼.

MISSED APPROACH: Climb to 2500 direct SADOC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	641-1 318 (400-1)			
LNAV/ VNAV DA	669-1¼ 346 (400-1¼)			
LNAV MDA	820-1 497 (500-1)		820-1¼ 497 (500-1¼)	820-1½ 497 (500-1½)
CIRCLING	900-1 573 (600-1)	920-1 593 (600-1)	920-1½ 593 (600-1½)	920-2 593 (600-2)

HIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC DBN	APP CRS	Rwy Idg	N/A
113.1	088°	TDZE	N/A
Chan 78		Apt Elev	327

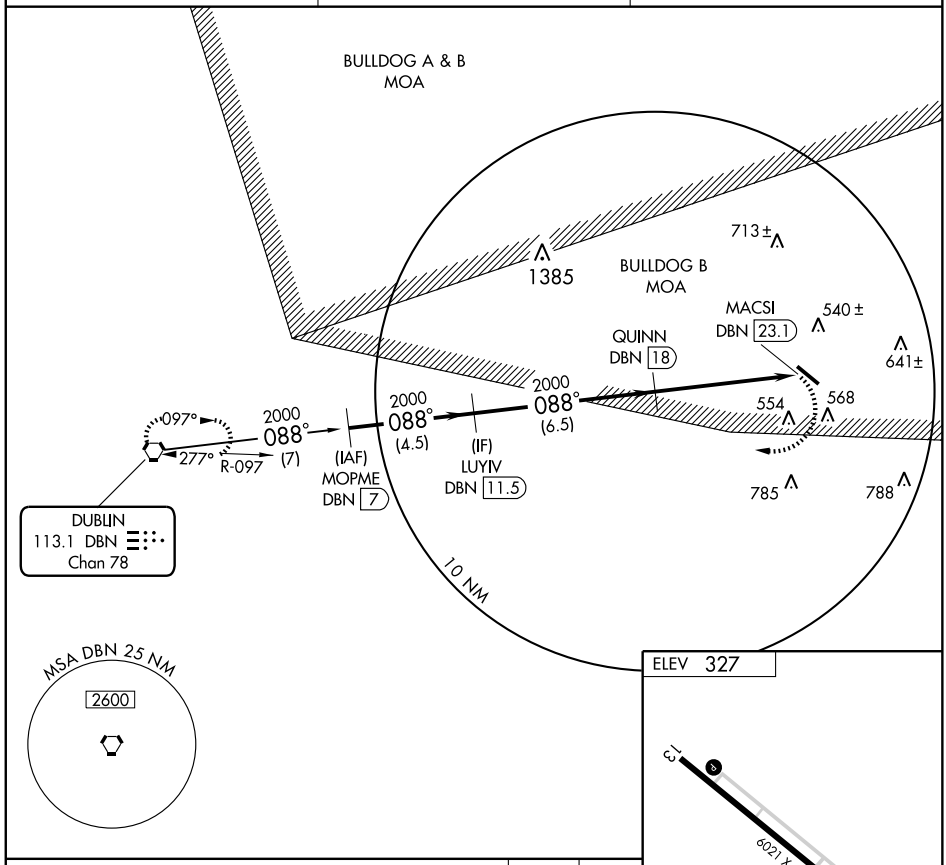
VOR/DME-A

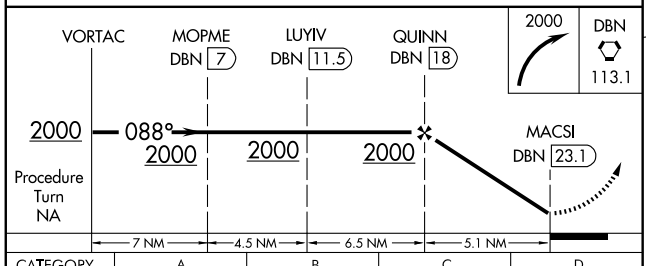
SWAINSBORO/EMANUEL COUNTY (SBO)

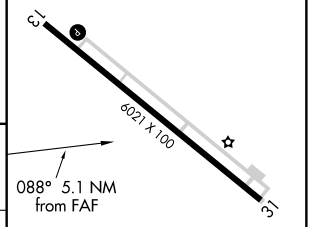
When local altimeter not received, use Vidalia altimeter setting and increase MDA 80 feet; increase Cat. C visibility to 2 miles and Cat. D visibility to 2¼ miles.

MISSED APPROACH: Climbing right turn to 2000 direct DBN VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
133.375	135.55 343.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	900-1	920-1¼	920-1½	920-2
	573 (600-1)	593 (600-1¼)	593 (600-1½)	593 (600-2)

HIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB JYL	APP CRS	Rwy Idg	5000
245	246°	TDZE	188
		Apt Elev	188

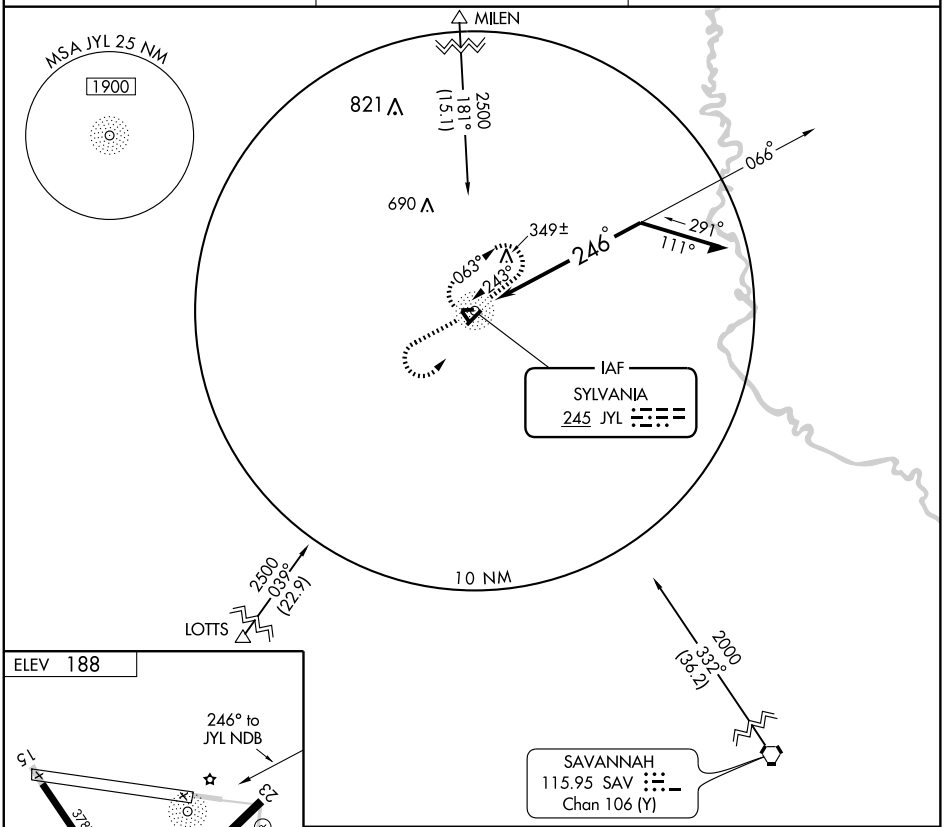
NDB RWY 23

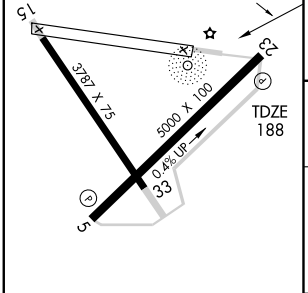
SYLVANIA/PLANTATION AIRPARK (JYL)

Visibility reduction by helicopters NA.
If local altimeter setting not received, use Savannah altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JYL NDB and hold.

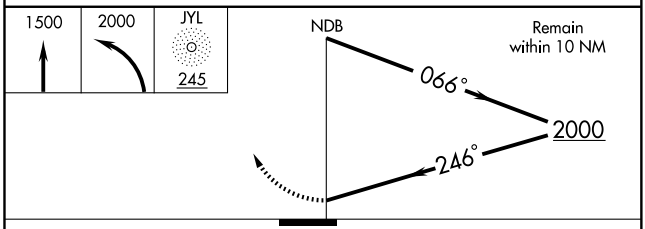
AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L





MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-23	700-1 512 (600-1)		700-1½ 512 (600-1½)	700-1¾ 512 (600-1¾)
CIRCLING	700-1 512 (600-1)		700-1½ 512 (600-1½)	740-2 552 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93605	051°	TDZE	178
W05A		Apt Elev	188

RNAV (GPS) RWY 5

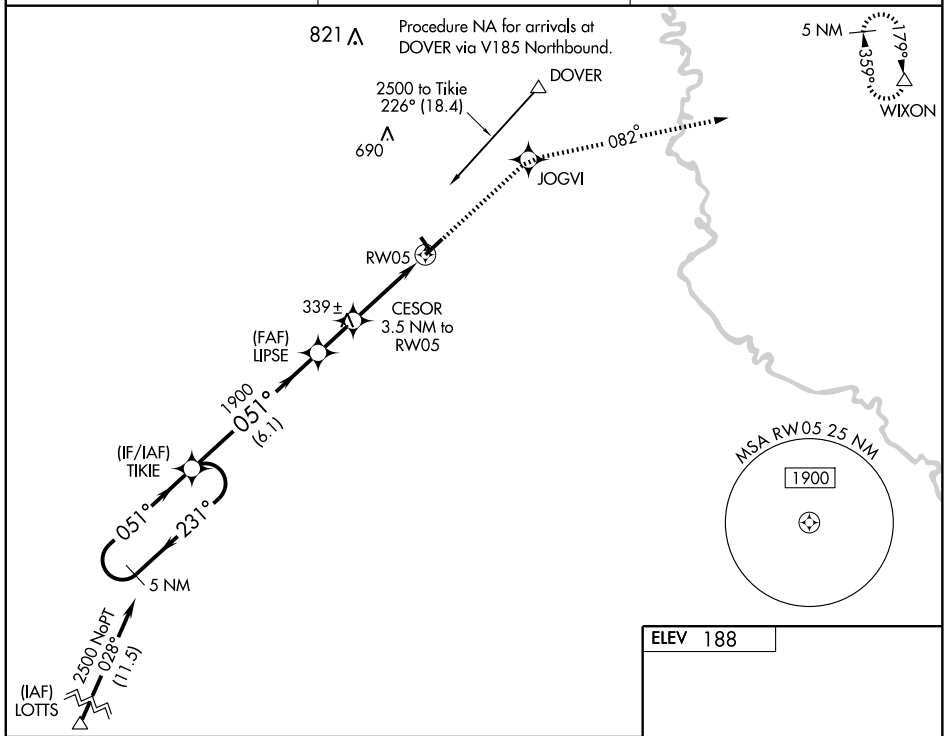
SYLVANIA/ PLANTATION AIRPARK (JYL)

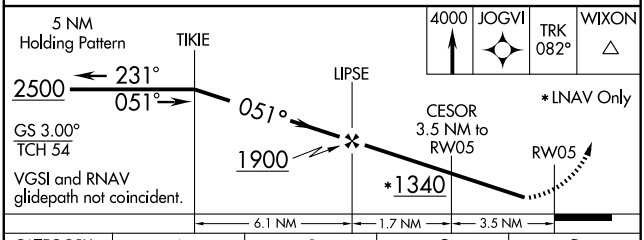
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 583 feet; LNAV/VNAV DA to 604 feet; increase all MDAs 120 feet.

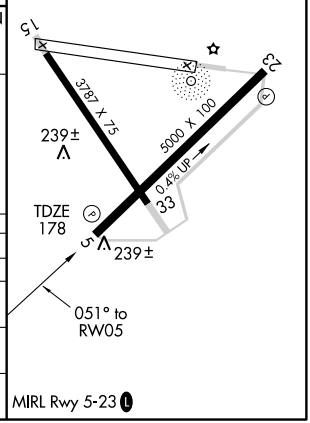
MISSED APPROACH: Climb to 4000 direct JOGVI and via 082° track to WIXON and hold, continue climb-in-hold to 4000.

AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	478-1	300 (300-1)		
LNAV/VNAV DA	499-1	321 (400-1)		
LNAV MDA	500-1	322 (400-1)		
CIRCLING	640-1	452 (500-1)	640-1½ 452 (500-1½)	740-2 552 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 93799 W23A	APP CRS 232°	Rwy Idg 5000 TDZE 188 Apt Elev 188

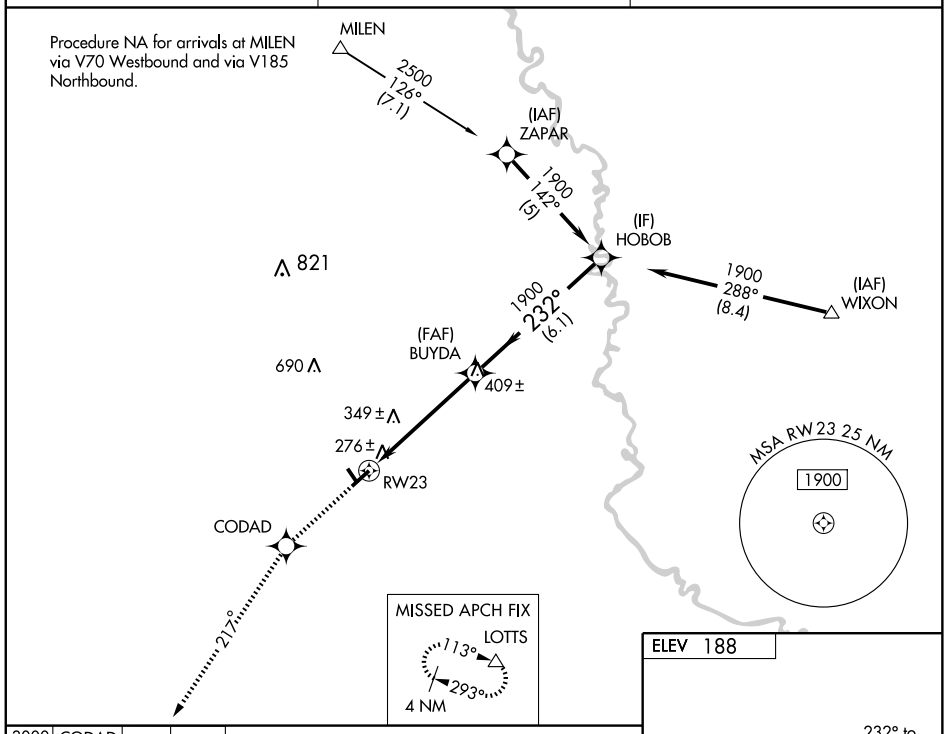
RNAV (GPS) RWY 23

SYLVANIA/ PLANTATION AIRPARK (JYL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Savannah altimeter setting and increase LPV DA to 620 feet; LNAV/VNAV DA to 664 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3000 direct CODAD and via 217° track to LOTTS and hold.

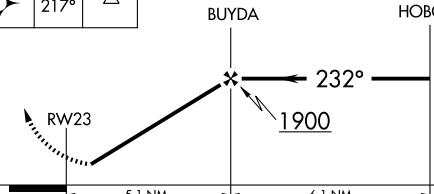
AWOS-3	JACKSONVILLE CENTER	UNICOM
118.875	132.5 363.2	122.8 (CTAF) L



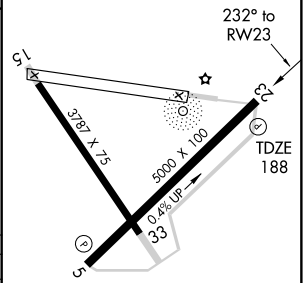
3000	CODAD	TRK 217°	LOTTS

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



ELEV 188



CATEGORY	A	B	C	D
LPV DA	515-1 327 (400-1)			
LNAV/ VNAV DA	559-1¼ 371 (400-1¼)			
LNAV MDA	600-1 412 (500-1)		600-1¼ 412 (500-1¼)	
CIRCLING	640-1 452 (500-1)		640-1½ 452 (500-1½)	740-2 552 (600-2)

MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OPN	APP CRS	Rwy Idg 5651
109.75	301°	TDZE 796
Chan 34 (Y)		Apt Elev 798

ILS or LOC RWY 30

THOMASTON-UPSON COUNTY (OPN)

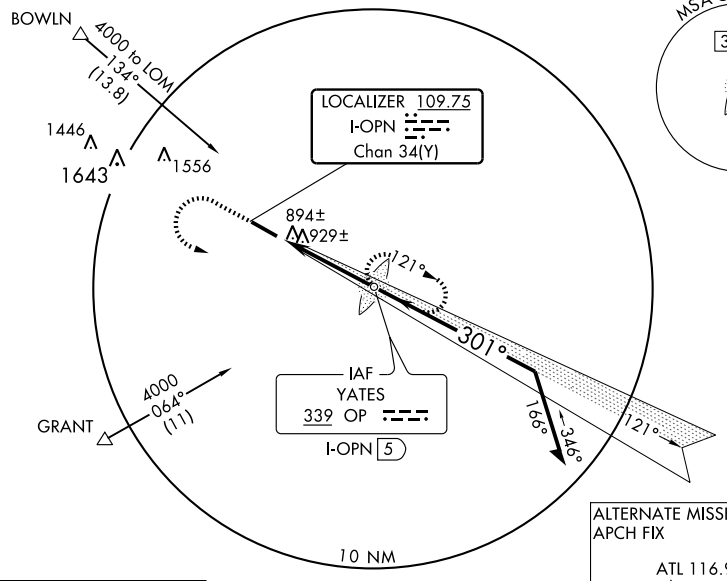
ADF REQUIRED. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase S-LOC 30 Cats C and D visibility ¼ mile. For inoperative MALSR when using Peachtree City-Falcon Field altimeter setting, increase S-ILS 30 all Cats visibility to 1 mile. VDP NA when using Peachtree City-Falcon Field altimeter setting.

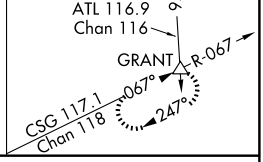
NA

MALSR

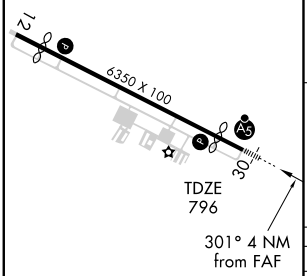
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold, continue climb-in-hold to 3000.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L



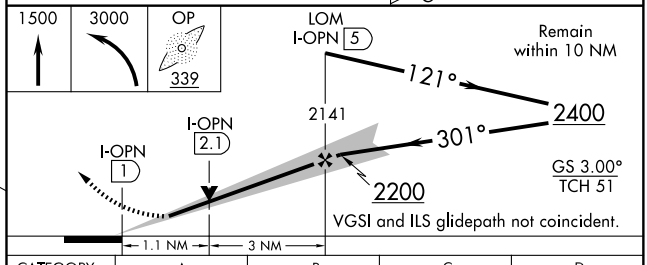


ADF REQUIRED



MIRL Rwy 12-30 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 30	996-½ 200 (200-½)			
S-LOC 30	1160-½ 364 (400-½)			1160-¾ 364 (400-¾)
CIRCLING	1260-1 462 (500-1)		1260-1½ 462 (500-1½)	1360-2 562 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB OP	APP CRS	Rwy Idg	5651
339	302°	TDZE	796
		Apt Elev	798

NDB RWY 30

THOMASTON-UPSON COUNTY (OPN)

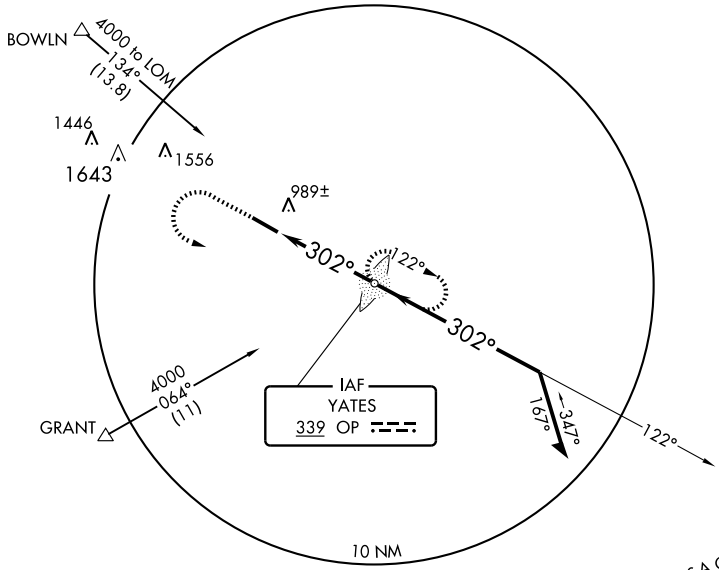
NA

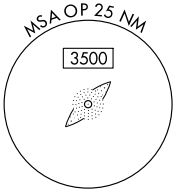
When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all MDA 80 feet; increase S-30 Cats C, D visibility ¼ mile.

MALSR

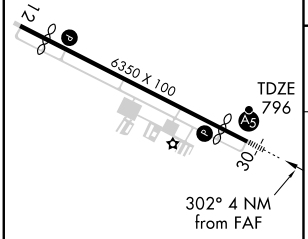
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YATES LOM and hold.

AWOS-3	ATLANTA APP CON★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L



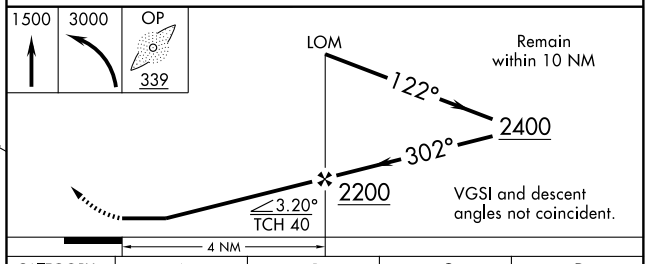


ELEV 798



MIRL Rwy 12-30 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-30	1300-¾ 504 (600-¾)		1300-1 504 (600-1)	1300-1¼ 504 (600-1¼)
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 63115 W12A	APP CRS 121°	Rwy Idg 5702 TDZE 791 Apt Elev 798

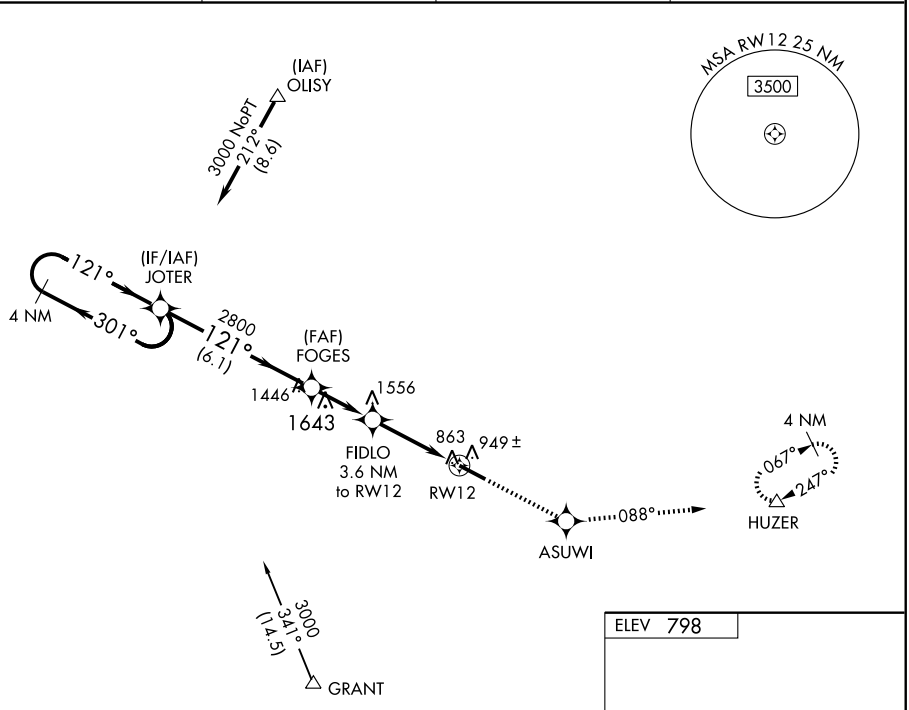
RNAV (GPS) RWY 12

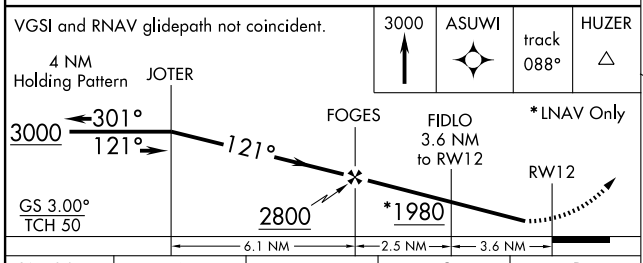
THOMASTON-UPSON COUNTY (OPN)

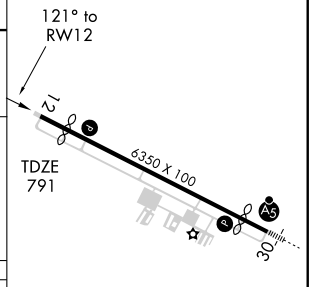
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LPV visibility ¼ mile all Cats, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASUWI and via track 088° to HUZER and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1063-1		272 (300-1)	
LNAV MDA	1200-1 409 (500-1)		1200-1¼ 409 (500-1¼)	
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

MIRL Rwy 12-30 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 58215 W30A	APP CRS 301°	Rwy Idg 5651 TDZE 796 Apt Elev 798

RNAV (GPS) RWY 30

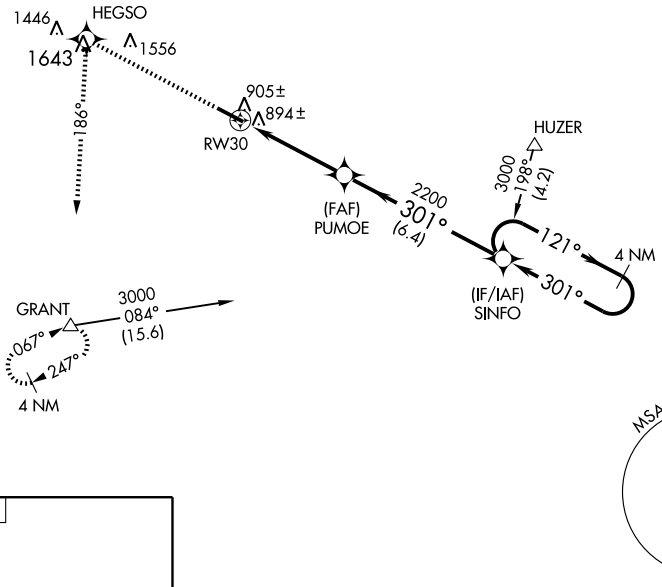
THOMASTON-UPSON COUNTY (OPN)

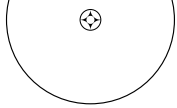
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA. VDP and Baro-VNAV NA when using Peachtree City-Falcon Field altimeter setting. When local altimeter setting not received, use Peachtree City-Falcon Field altimeter setting and increase all DA 68 feet and all MDA 80 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, when using Peachtree City-Falcon Field altimeter setting; increase LPV visibility ½ mile all Cats.

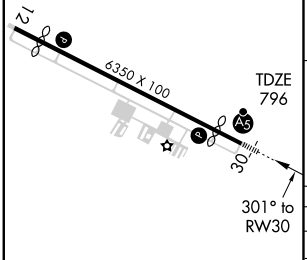
MALSR

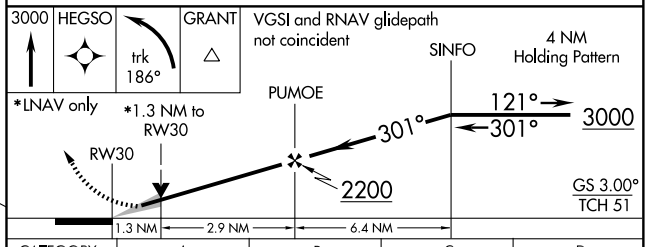
MISSED APPROACH: Climb to 3000 direct HEGSO and climbing left turn via track 186° to GRANT and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
133.975	124.2 279.6	121.725	122.8 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	996-½ 200 (200-½)			
LNAV/VNAV DA	1191-¾ 395 (400-¾)			
LNAV MDA	1240-½ 444 (500-½)		1240-¾ 444 (500-¾)	1240-1 444 (500-1)
CIRCLING	1300-1 502 (600-1)		1300-1½ 502 (600-1½)	1360-2 562 (600-2)

MIRL Rwy 12-30 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TVI	APP CRS	Rwy Idg	5496
110.1	222°	TDZE	242
Chan 38		Apt Elev	264

ILS or LOC RWY 22

THOMASVILLE RGNL (TVI)

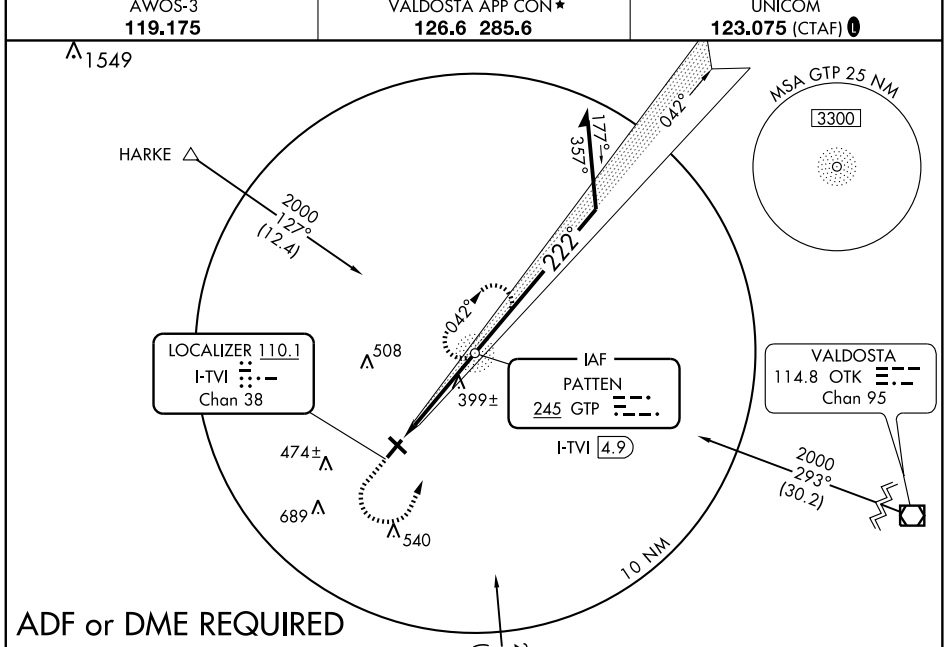
Inoperative table does not apply to S-LOC 22 Cat. C. ADF REQUIRED. When local altimeter setting not received, use Valdosta altimeter setting and increase DA to 683 feet, increase all MDAs 100 feet, increase S-ILS 22 visibilities ¼ mile, S-LOC 22 Cat. C ¼ mile, and Cat. D ½ mile. VDP NA when using Valdosta altimeter setting.

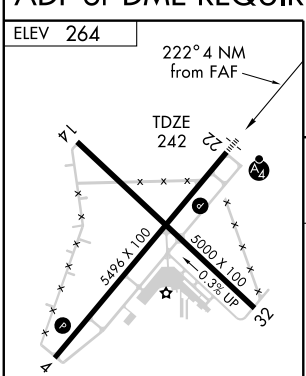
NA

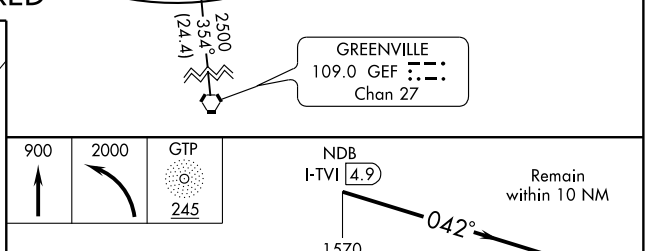
MALSF

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct GTP NDB and hold.

AWOS-3	VALDOSTA APP CON★	UNICOM
119.175	126.6 285.6	123.075 (CTAF)







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 22	600-1¼ 358 (400-1¼)			
S-LOC 22	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB GTP	APP CRS	Rwy Idg	5496
245	222°	TDZE	242
		Apt Elev	264

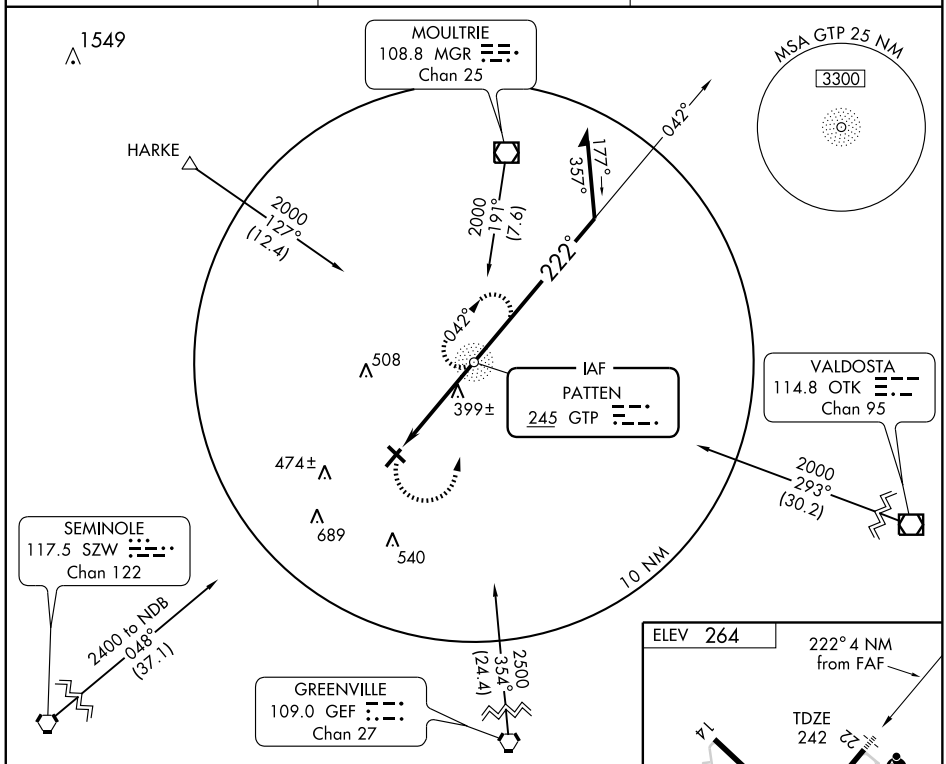
NDB RWY 22
THOMASVILLE RGNL (TVI)

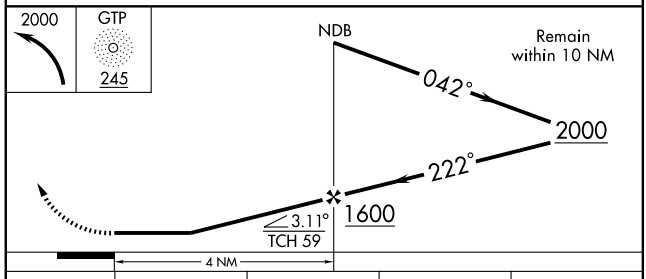
▼ NA — Inoperative table does not apply to S-22 Cat. C. When local altimeter setting not received, use Valdosta altimeter setting and increase all MDAs 100 feet, increase S-22 Cat. C and D visibility ¼ mile, Circling Cat. D visibility ¼ mile.

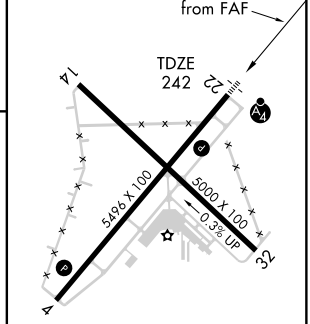
MALSF

MISSED APPROACH: Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

AWOS-3	VALDOSTA APP CON ★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L







REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-22	700-¾ 458 (500-¾)		700-1¼ 458 (500-1¼)	700-1½ 458 (500-1½)
CIRCLING	700-1 436 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5496
CH 69604	222°	TDZE	242
W22A		Apt Elev	264

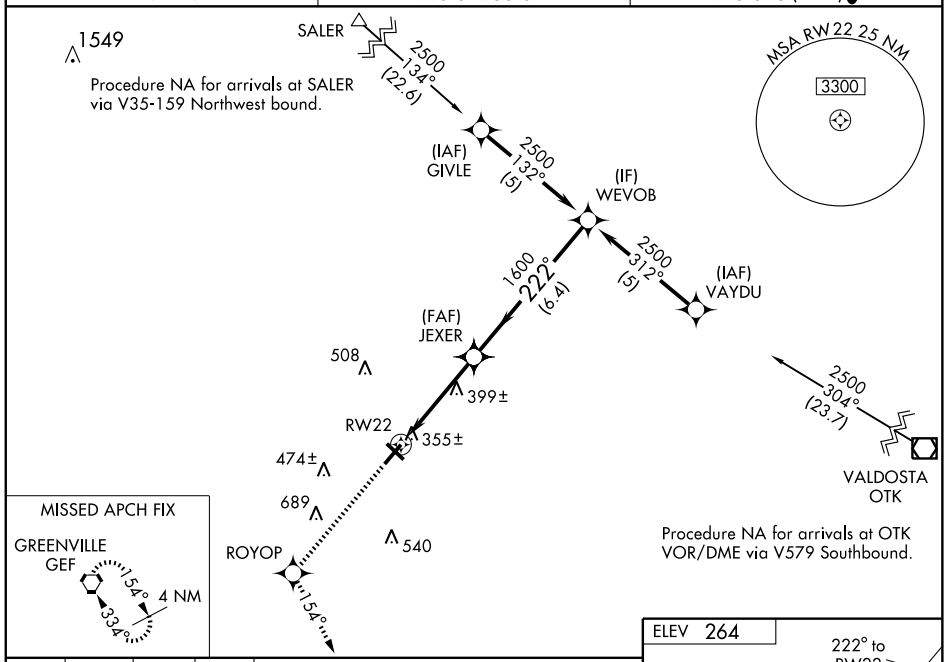
RNAV (GPS) RWY 22
THOMASVILLE RGNL (TVI)

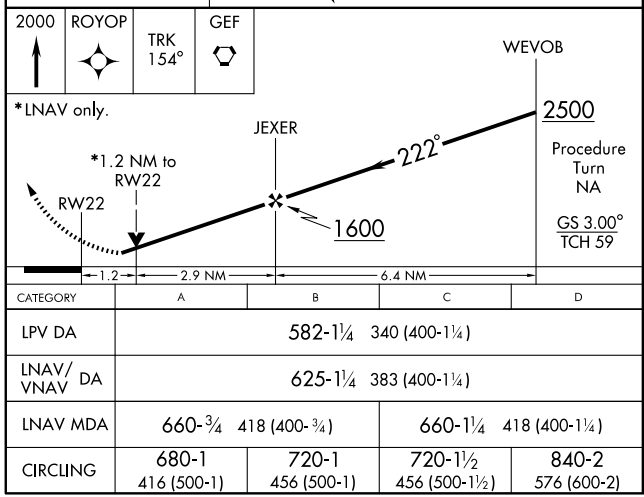
T NA — Inoperative table does not apply to LNAV/VNAV and LNAV Cat. C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. If local altimeter not received, use Valdosta Rgnl altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Valdosta Rgnl altimeter setting.

MALSF

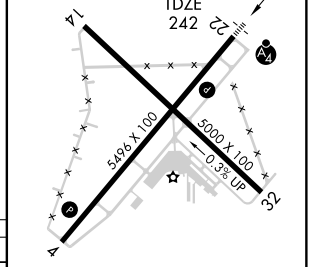
MISSED APPROACH: Climb to 2000 direct ROYOP and via 154° track to GEF VORTAC and hold.

AWOS-3	VALDOSTA APP CON★	UNICOM
119.175	126.6 285.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	582-1¼ 340 (400-1¼)			
LNAV/VNAV DA	625-1¼ 383 (400-1¼)			
LNAV MDA	660-¾ 418 (400-¾)		660-1¼ 418 (400-1¼)	
CIRCLING	680-1 416 (500-1)	720-1 456 (500-1)	720-1½ 456 (500-1½)	840-2 576 (600-2)

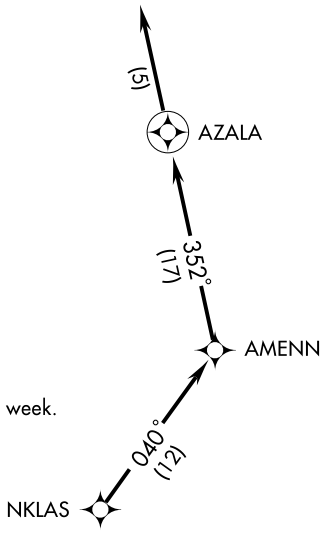


REIL Rwy 22
LIRL Rwy 14-32
MIRL Rwy 4-22 L

SE-4, 17 DEC 2009 to 14 JAN 2010

AZALA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to NKLAS, then via depicted route to AZALA, then fly heading 352°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

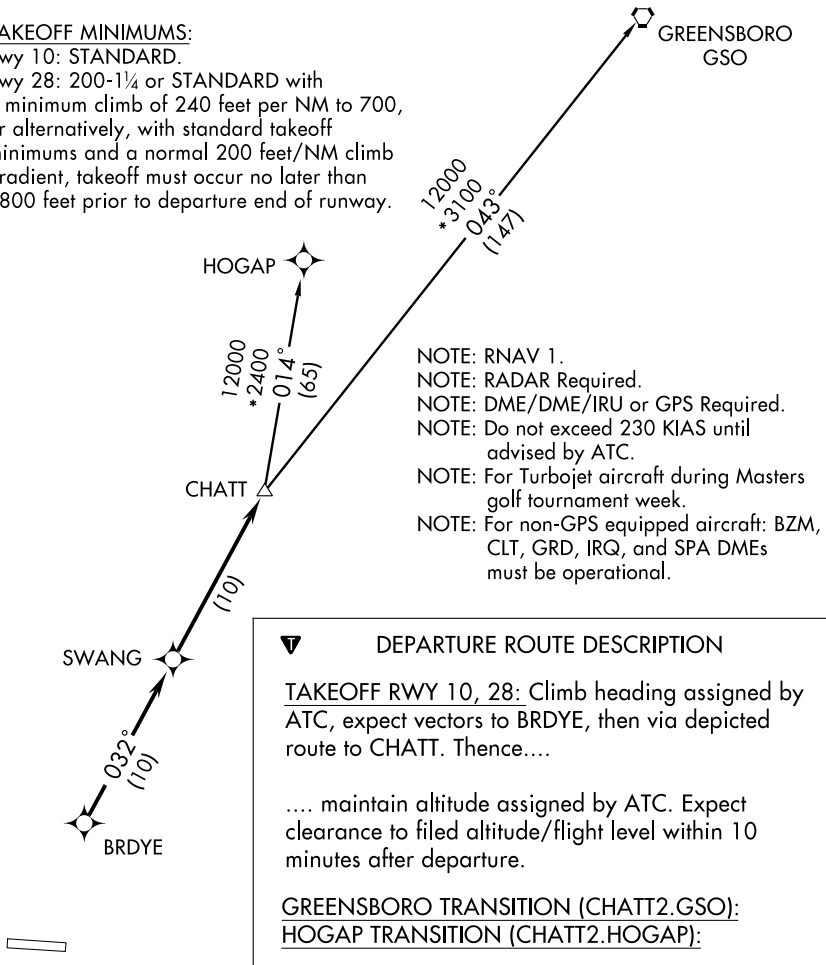
TAKEOFF OBSTACLE NOTES:

Rwy10: Numerous trees beginning abeam DER, 31′ left of centerline, up to 100′ AGL/599′ MSL. Building 934′ from DER, 19′ left of centerline, 50′ AGL/549′ MSL. Numerous trees beginning 377′ from DER, 94′ right of centerline, up to 100′ AGL/599′ MSL.

Rwy 28: Tree 5,715′ from DER, 553′ left of centerline, 100′ AGL/619′MSL. Numerous trees beginning 32′ from DER, 216′ right of centerline, up to 100′ AGL/579′ MSL. Numerous trees beginning 8′ from DER, 53′ left of centerline, up to 100′ AGL/629′ MSL.

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

NOTE: Chart not to scale

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-AAQ	APP CRS	Rwy Idg	5208
110.75	097°	TDZE	468
		Apt Elev	498

ILS RWY 10

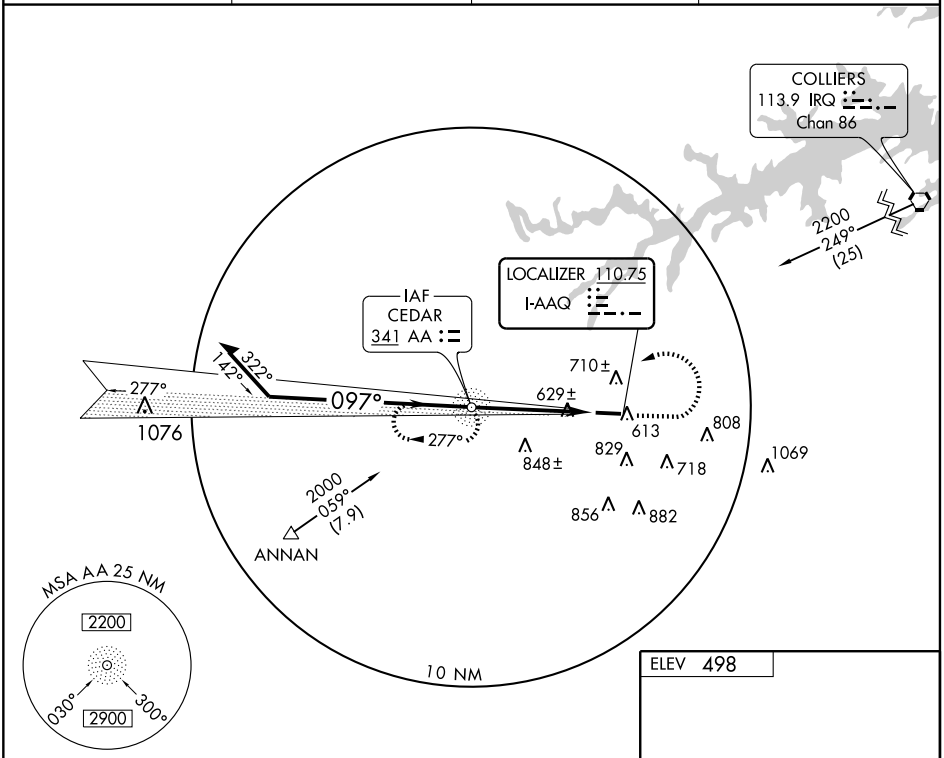
THOMSON-McDUFFIE COUNTY (HQU)

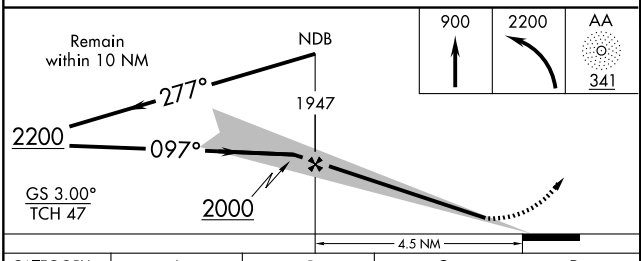
NA

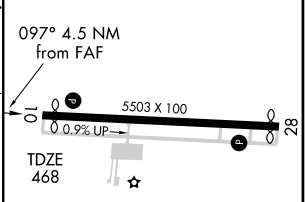
ADF REQUIRED

MISSED APPROACH: Climb to 900 then climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725







ELEV 498

HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 10	768-1 300 (300-1)			NA
S-LOC 10	880-1 412 (400-1)		880-1¼ 412 (400-1¼)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

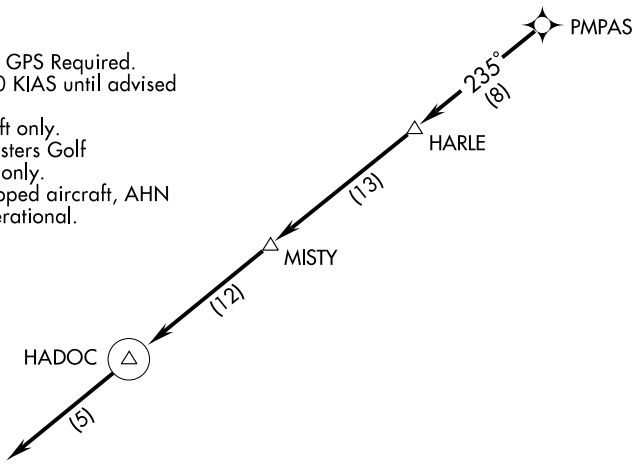
SE-4, 17 DEC 2009 to 14 JAN 2010

MISTY THREE DEPARTURE (RNAV)

THOMSON-McDUFFIE COUNTY (HQU)
THOMSON, GEORGIA

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For turbojet aircraft only.
NOTE: For use during Masters Golf Tournament week only.
NOTE: For non-GPS equipped aircraft, AHN DME must be operational.



TAKEOFF MINIMUMS:
Rwy 10: Standard. ATC climb of 440 feet per NM to 4000.
Rwy 28: 200-1¼ or Standard with a minimum obstacle climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient. Takeoff must occur no later than 1800 feet prior to departure end of runway. ATC climb of 450 feet per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for radar vectors to PMPAS, then via depicted route to HADOC, thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31 feet left of centerline, up to 100 feet AGL/599 feet MSL. Building 934 feet from DER, 19 feet left of centerline, 50 feet AGL/549 feet MSL. Numerous trees beginning 377 feet from DER, 94 feet right of centerline, up to 100 feet AGL/599 feet MSL.

Rwy 28: Tree 5,715 feet from DER, 553 feet left of centerline, 100 feet AGL/619 feet MSL. Numerous trees beginning 32 feet from DER, 216 feet right of centerline, up to 100 feet AGL/579 feet MSL. Numerous trees beginning 8 feet from DER, 53 feet left of centerline, up to 100 feet AGL/629 feet MSL.

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB AA	APP CRS		
341	096°	Rwy Idg	5208
		TDZE	468
		Apt Elev	498

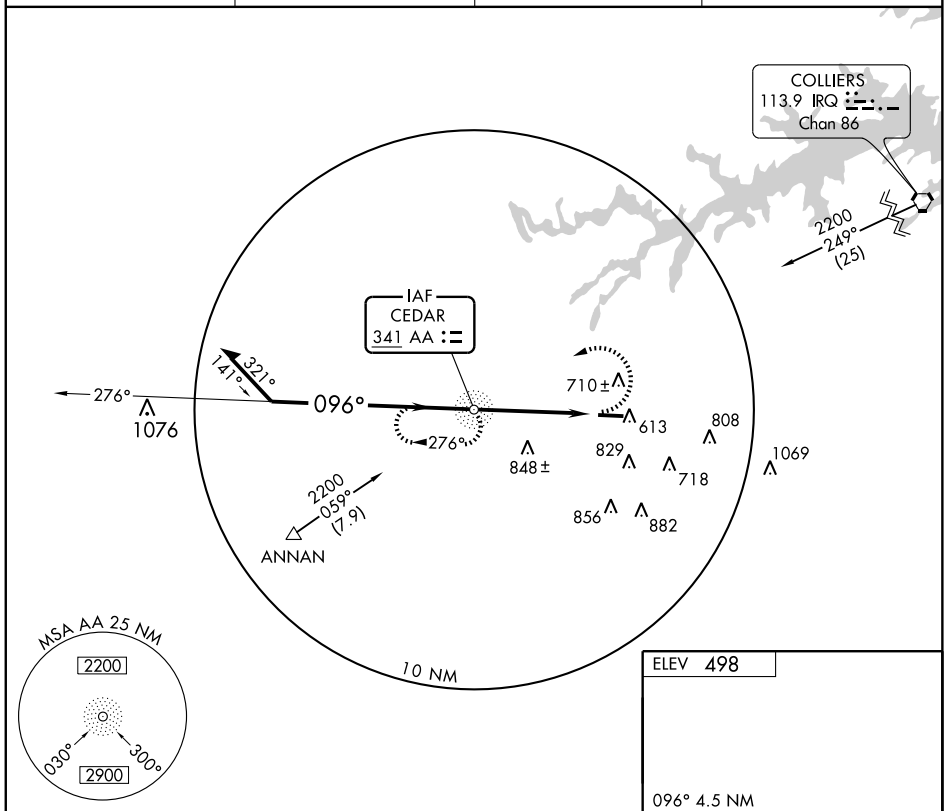
NDB RWY 10

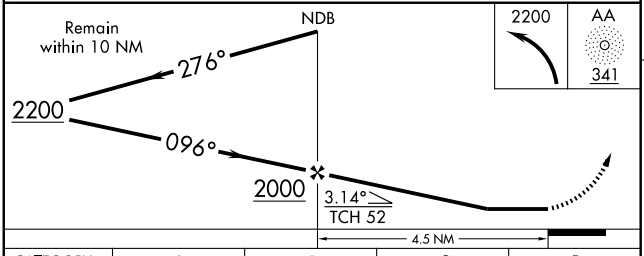
THOMSON-McDUFFIE COUNTY (HQU)

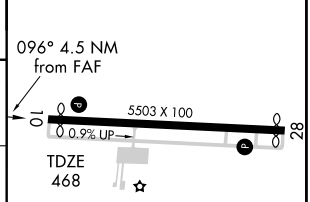
NA

MISSED APPROACH: Climbing left turn to 2200 direct CEDAR NDB and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725







HIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	1020-1 552 (600-1)		1020-1½ 552 (600-1½)	NA
CIRCLING	1020-1 522 (600-1)	1080-1 582 (600-1)	1080-1½ 582 (600-1½)	NA

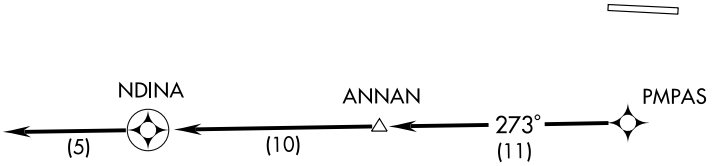
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 17 DEC 2009 to 14 JAN 2010

NDINA TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: IRQ and DBN DMEs must be operational.

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard take-off minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

SE-4, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb heading assigned by ATC, expect vectors to PMPAS, then via depicted route to NDINA, then fly heading 273°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

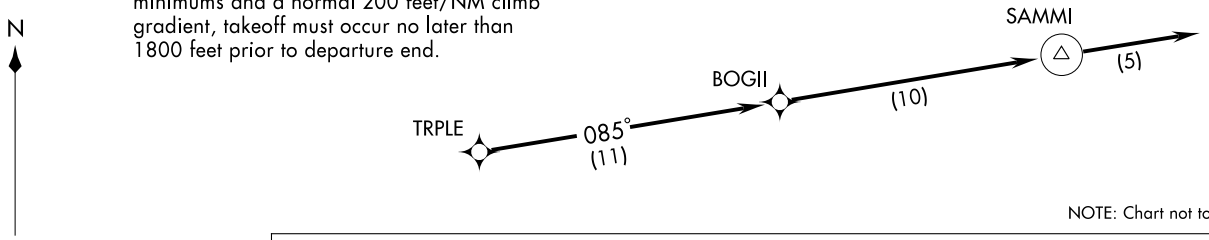
Rwy10: Numerous trees beginning abeam DER, 31′ left of centerline, up to 100′ AGL/599′ MSL. Building 934′ from DER, 19′ left of centerline, 50′ AGL/549′ MSL. Numerous trees beginning 377′ from DER, 94′ right of centerline, up to 100′ AGL/599′ MSL.

Rwy 28: Tree 5,715′ from DER, 553′ left of centerline, 100′ AGL/619′MSL. Numerous trees beginning 32′ from DER, 216′ right of centerline, up to 100′ AGL/579′ MSL. Numerous trees beginning 8′ from DER, 53′ left of centerline, up to 100′ AGL/629′ MSL.

AUGUSTA DEP CON ★
126.8 270.3
CTAF
122.8

TAKEOFF MINIMUMS:
Rwy 10: STANDARD.
Rwy 28: 200-1¼ or STANDARD with a minimum climb of 240 feet per NM to 700, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10,28: Climb heading assigned by ATC, expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, expect radar vectors. Thence....

.... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Numerous trees beginning abeam DER, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from DER, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from DER, 94' right of centerline, up to 100' AGL/599' MSL.
Rwy 28: Tree 5,715' from DER, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from DER, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from DER, 53' left of centerline, up to 100' AGL/629' MSL.

(SAMMI2.SAMMI) 08157
SAMMI TWO DEPARTURE (RNAV) SL-6201 (FAA)
THOMSON-McDUFFIE COUNTY (HQU)
THOMSON, GEORGIA

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	243°	TDZE	N/A
Chan 86		Apt Elev	498

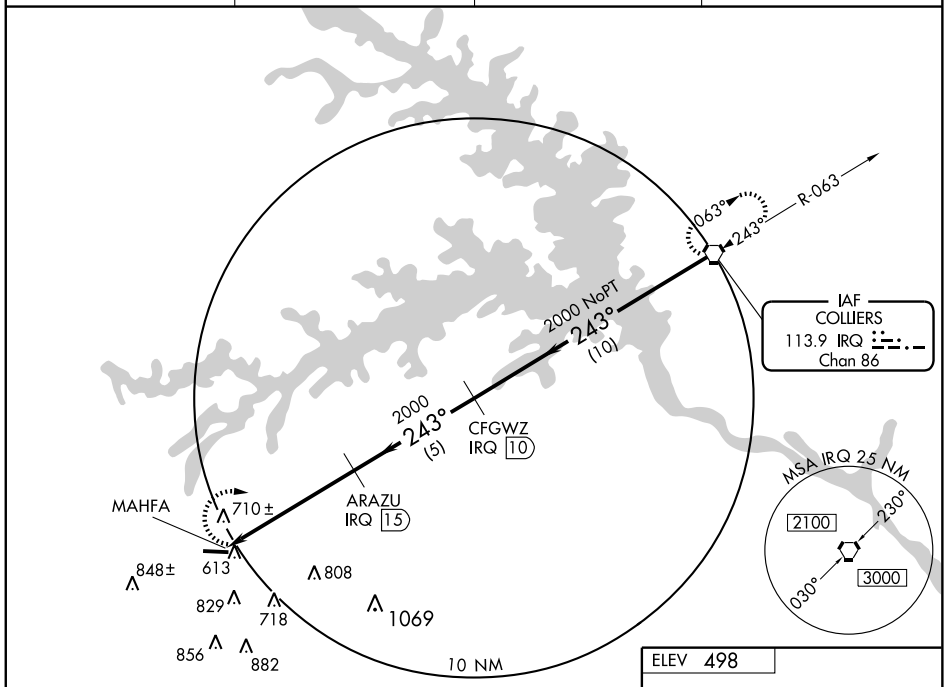
VOR/DME or GPS-A

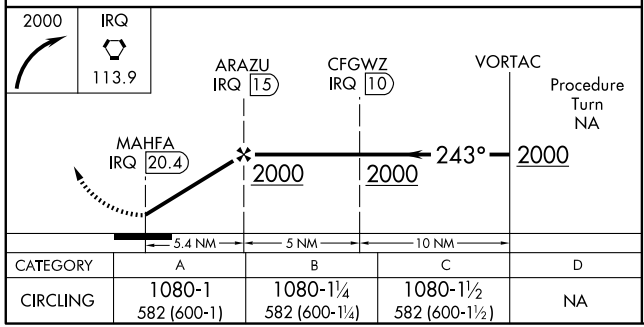
THOMSON-McDUFFIE COUNTY (HQU)

NA

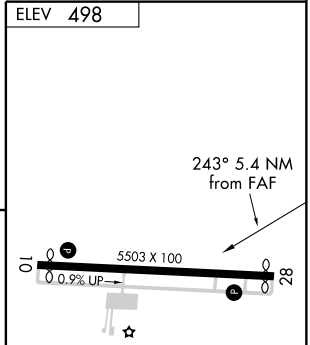
MISSED APPROACH: Climbing right turn to 2000 direct IRQ VORTAC and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM	GCO
120.625	126.8 270.3	122.8 (CTAF) L	121.725





CATEGORY	A	B	C	D
CIRCLING	1080-1 582 (600-1)	1080-1¼ 582 (600-1¼)	1080-1½ 582 (600-1½)	NA



HIRL Rwy 10-28 L

SE-4, 17 DEC 2009 to 14 JAN 2010

TIFTON, GEORGIA

AL-5398 (FAA)

LOC/DME I-TMA	APP CRS	Rwy Idg	5504
109.7	332°	TDZE	354
Chan 34		Apt Elev	355

ILS RWY 33

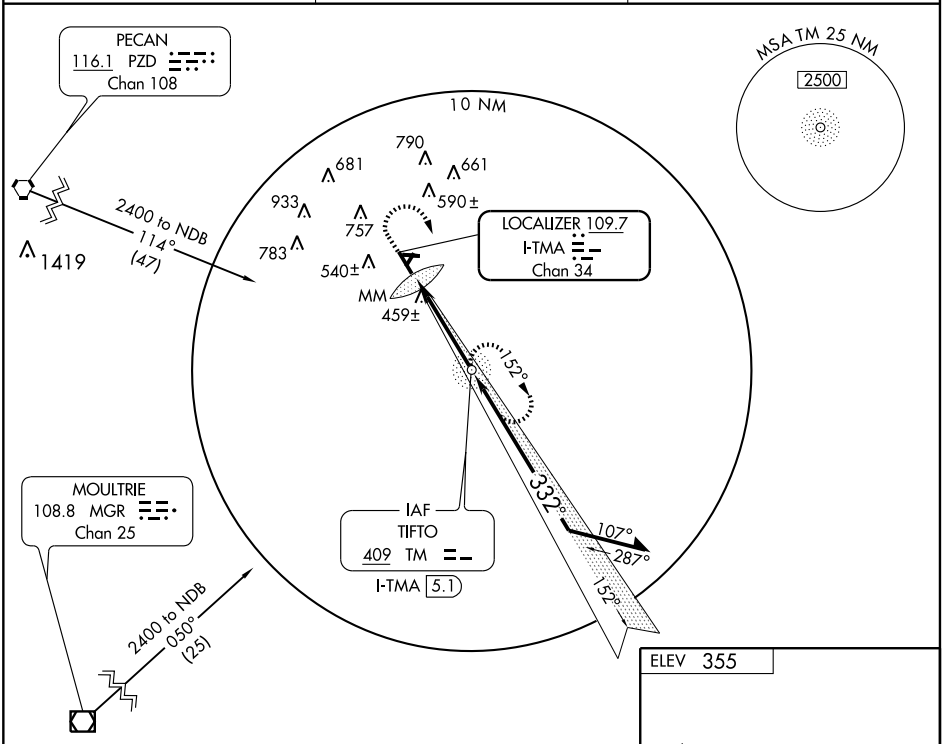
TIFTON/HENRY TIFT MYERS (TMA)

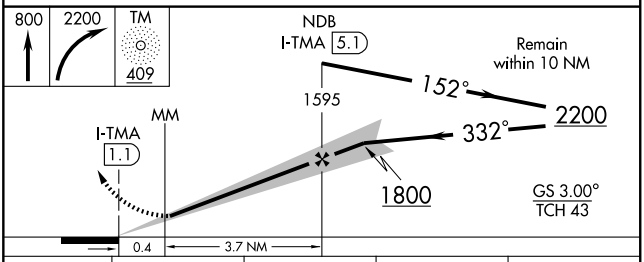
NA

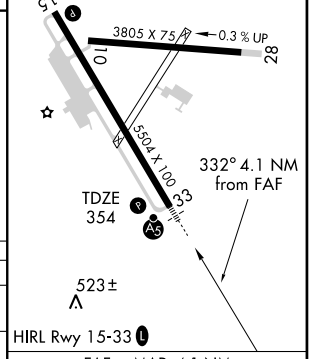
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct TM NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 33	554-½ 200 (200-½)			
S-LOC 33	720-½ 366 (400-½)			720-¾ 366 (400-¾)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2 705 (800-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-4, 17 DEC 2009 to 14 JAN 2010

NDB TM	APP CRS	Rwy ldg	5504
409	331°	TDZE	354
		Apt Elev	355

NDB or GPS RWY 33

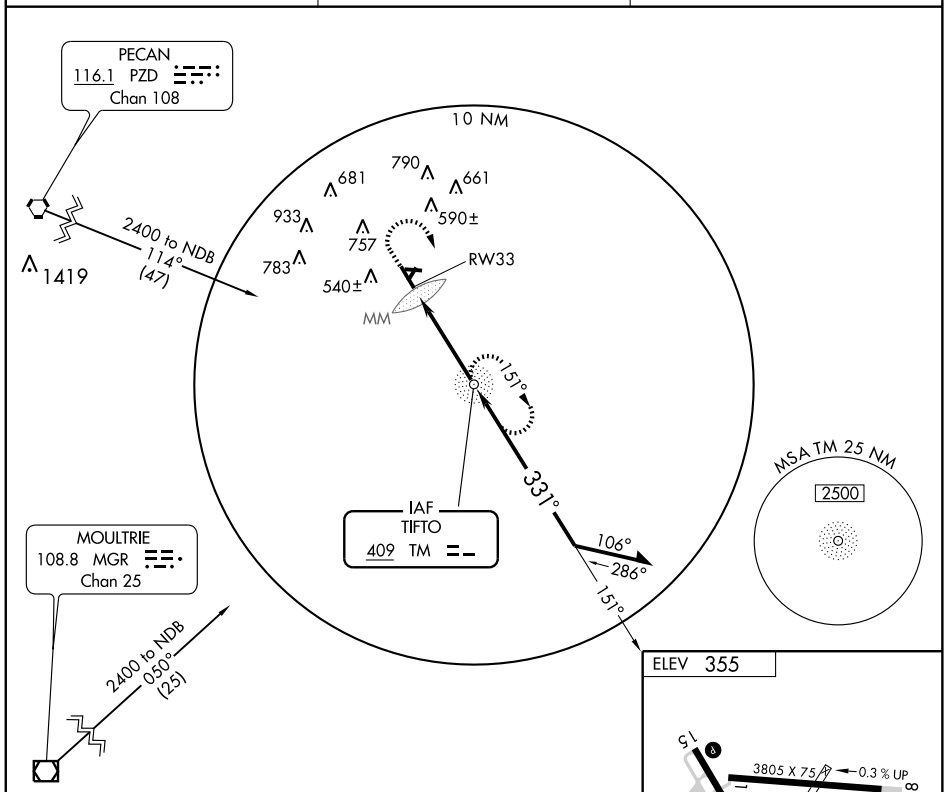
TIFTON/HENRY TIFT MYERS (TMA)

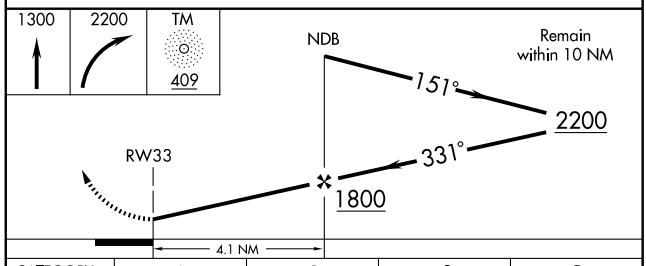
For inoperative MALSR, increase S-33 Cat A/B visibility to 1.

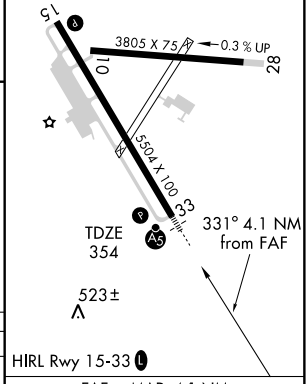
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct to TM NDB and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF)







CATEGORY	A	B	C	D
S-33	840-¾ 486 (500-¾)			840-1¼ 486 (500-1¼)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR IFM 112.5	APP CRS 264°	Rwy ldg 3805 TDZE 350 Apt Elev 355

VOR or GPS RWY 28

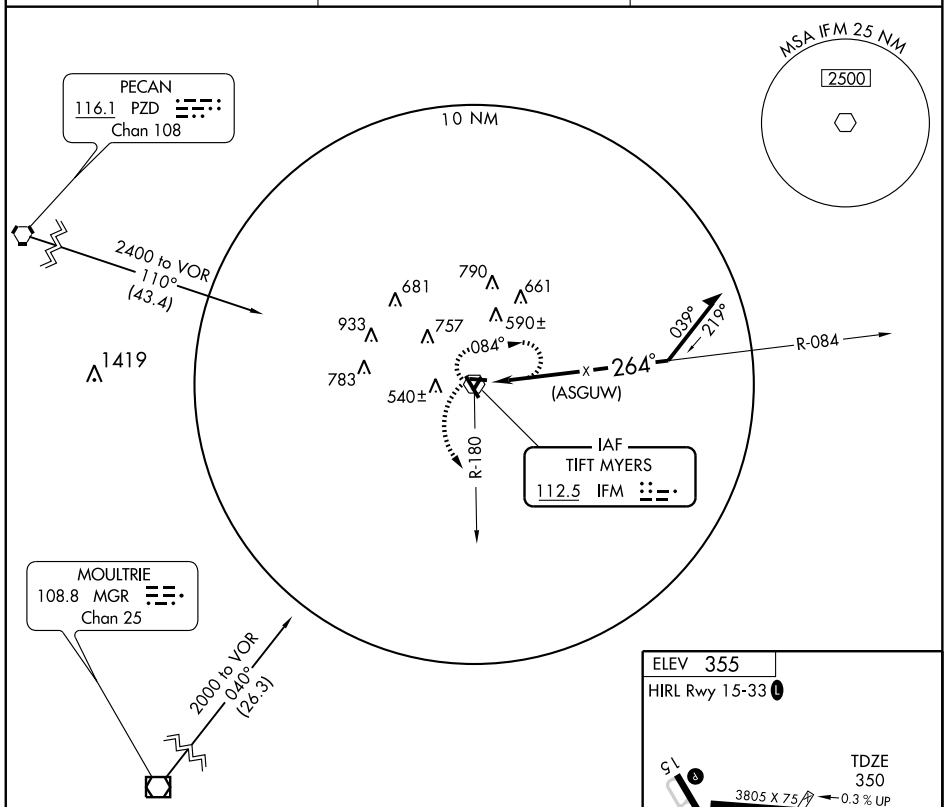
TIFTON/HENRY TIFT MYERS (TMA)

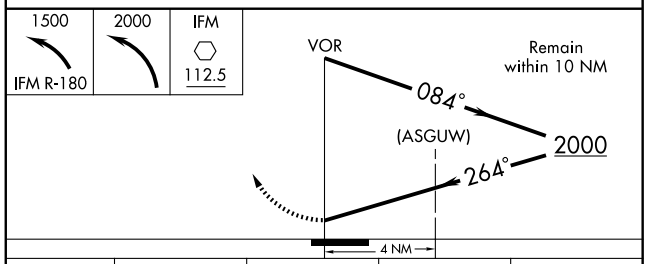
NA

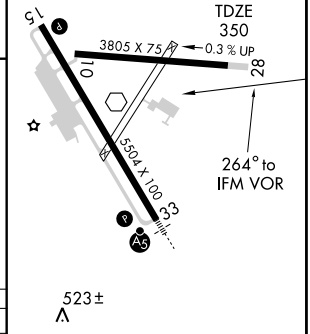
S-28 minimums NA at night.

MISSED APPROACH: Climbing left turn to 1500 via IFM R-180, then climbing left turn to 2000 direct IFM VOR and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	840-1	490 (500-1)	840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	900-1	545 (600-1)	920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR IFM	APP CRS	Rwy Idg	5504
112.5	335°	TDZE	354
		Apt Elev	355

VOR RWY 33

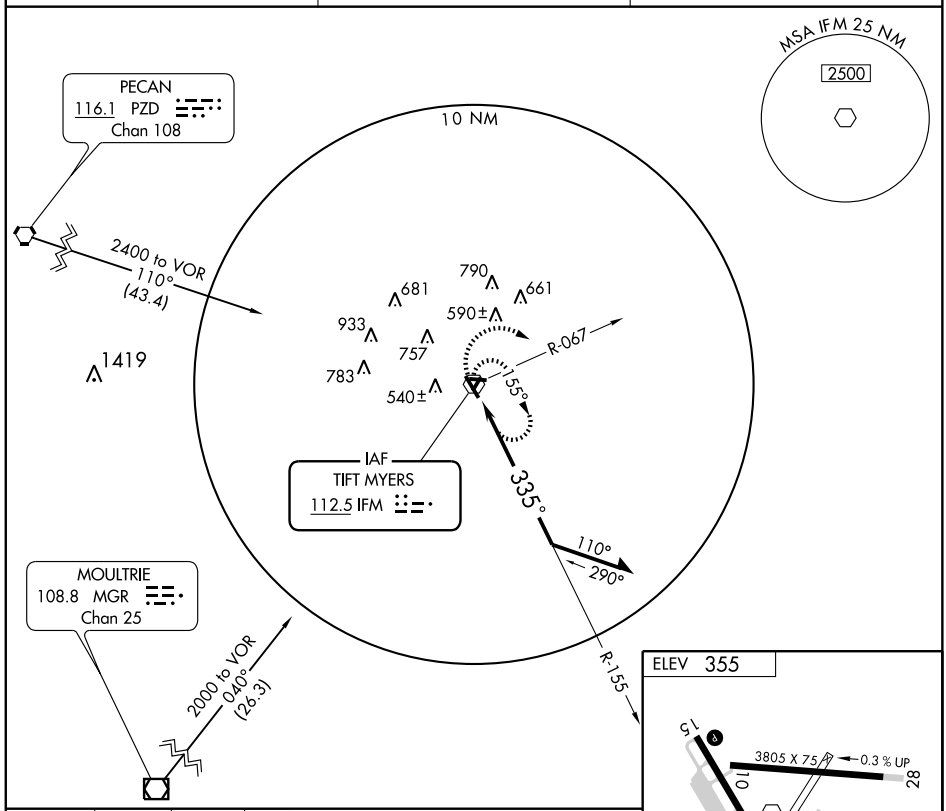
TIFTON/HENRY TIFT MYERS (TMA)

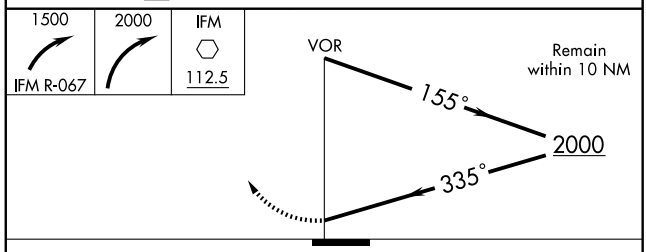
For inoperative MALSR, increase S-33 Cat A/B visibility to 1.

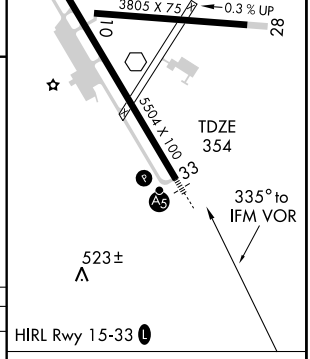
MALSR

MISSED APPROACH: Climbing right turn to 1500 via IFM R-067, then climbing right turn to 2000 direct IFM VOR and hold.

AWOS-3	VALDOSTA APP CON ★	UNICOM
118.525	126.6 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	840-¾ 486 (500-¾)			840-1 486 (500-1)
CIRCLING	900-1 545 (600-1)		920-1½ 565 (600-1½)	1060-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5008
CH 65705	026°	TDZE	996
W02A		Apt Elev	996

RNAV (GPS) RWY 2

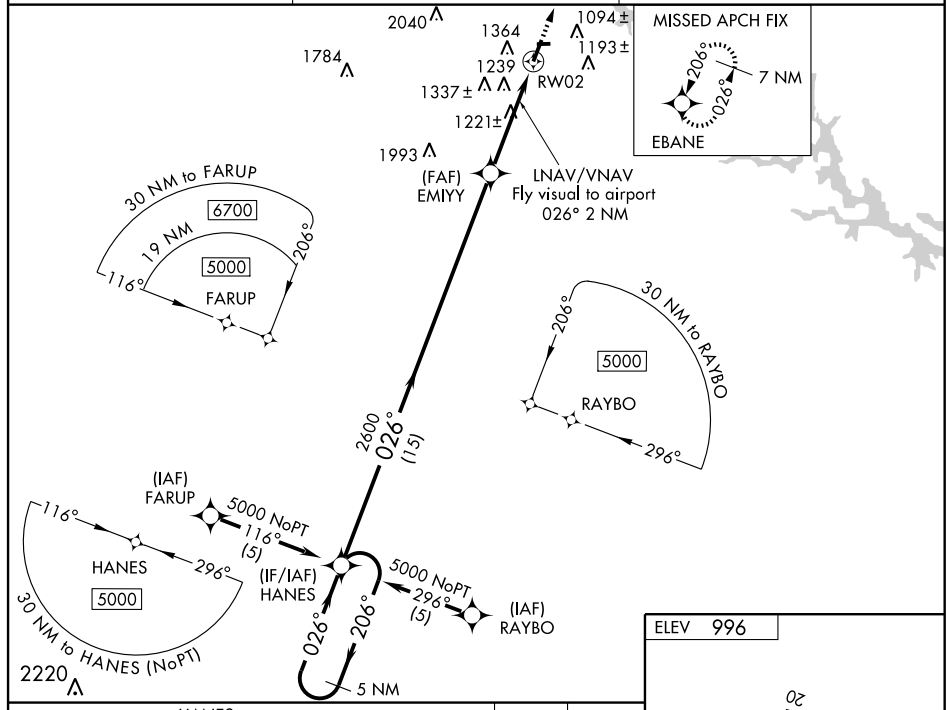
TOCCOA RG LETOURNEAU FIELD (TOC)

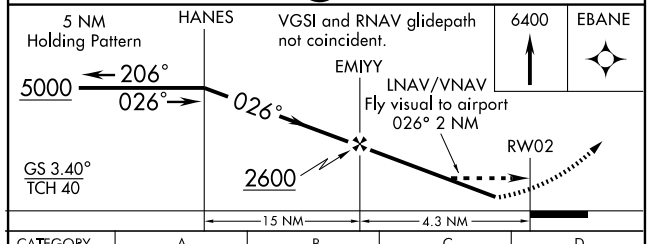
T
A NA

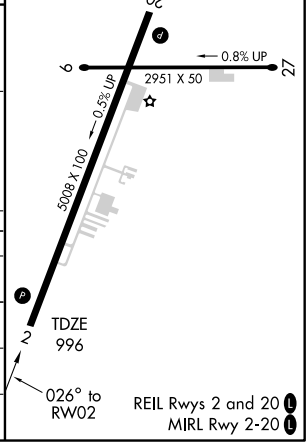
Baro-VNAV NA when using Gainesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1507 feet, LNAV/VNAV DA to 1859 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 6400 direct EBANE and hold, continue climb-in-hold to 6400.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1392-1¼	396 (400-1¼)	NA	
LNAV/VNAV DA	1744-2	748 (800-2)	NA	
LNAV MDA	1620-1	624 (700-1)	NA	
CIRCLING	1680-1	684 (700-1)	NA	

SE-4, 17 DEC 2009 to 14 JAN 2010

TOCCOA, GEORGIA

AL-5262 (FAA)

WAAS	APP CRS	Rwy Idg	5008
CH 61005	206°	TDZE	980
W20A		Apt Elev	996

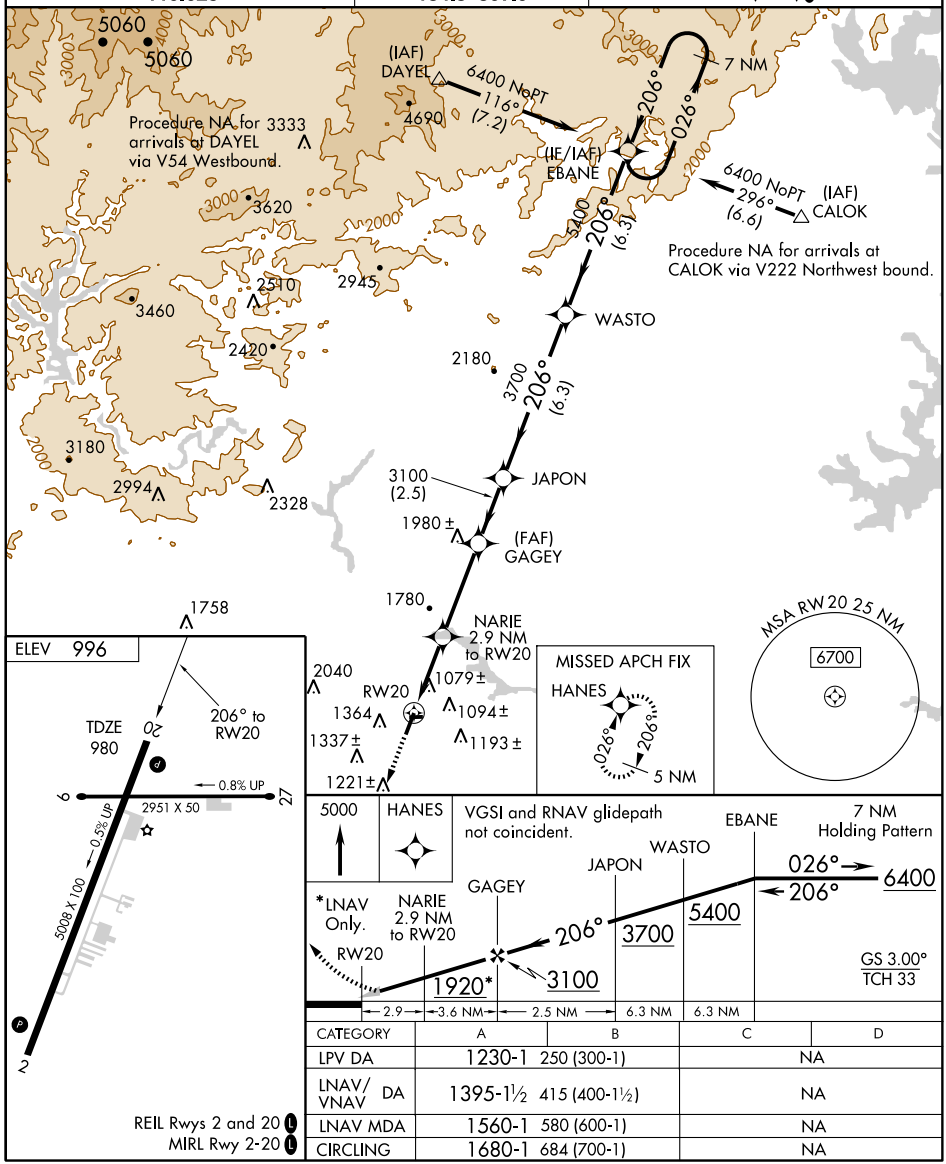
RNAV (GPS) RWY 20

TOCCOA RG LETOURNEAU FIELD (TOC)

Baro-VNAV NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F).DME/DME RNP-0.3 NA. If local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 5000 direct HANES and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1230-1 250 (300-1)		NA	
LNAV/VNAV DA	1395-1½ 415 (400-1½)		NA	
LNAV MDA	1560-1 580 (600-1)		NA	
CIRCLING	1680-1 684 (700-1)		NA	

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC ODF	APP CRS	Rwy Idg	5008
113.4	001°	TDZE	996
Chan 81		Apt Elev	996

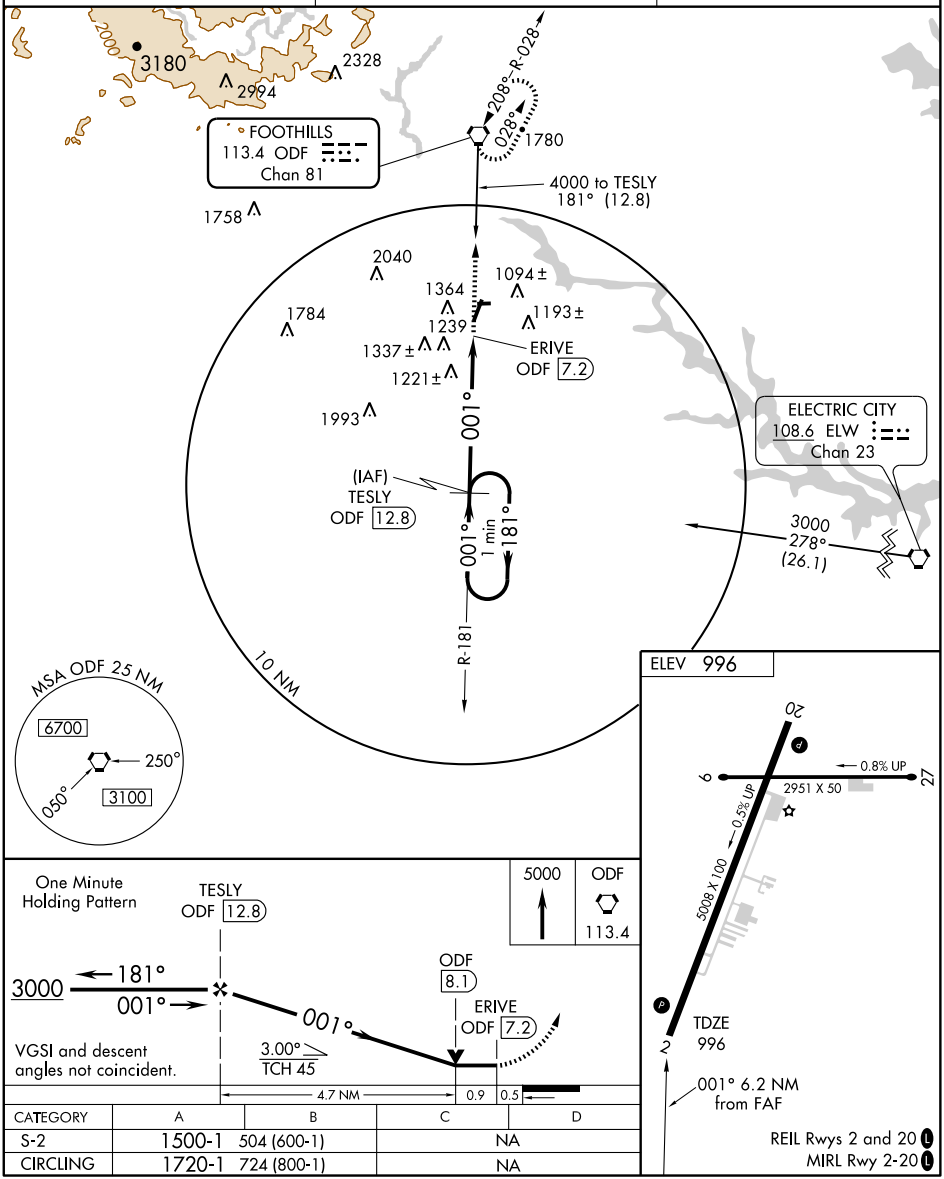
VOR/DME RWY 2

TOCCOA RG LETOURNEAU FIELD (TOC)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	1500-1	504 (600-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC ODF	APP CRS	Rwy Idg	5008
113.4	179°	TDZE	980
Chan 81		Apt Elev	996

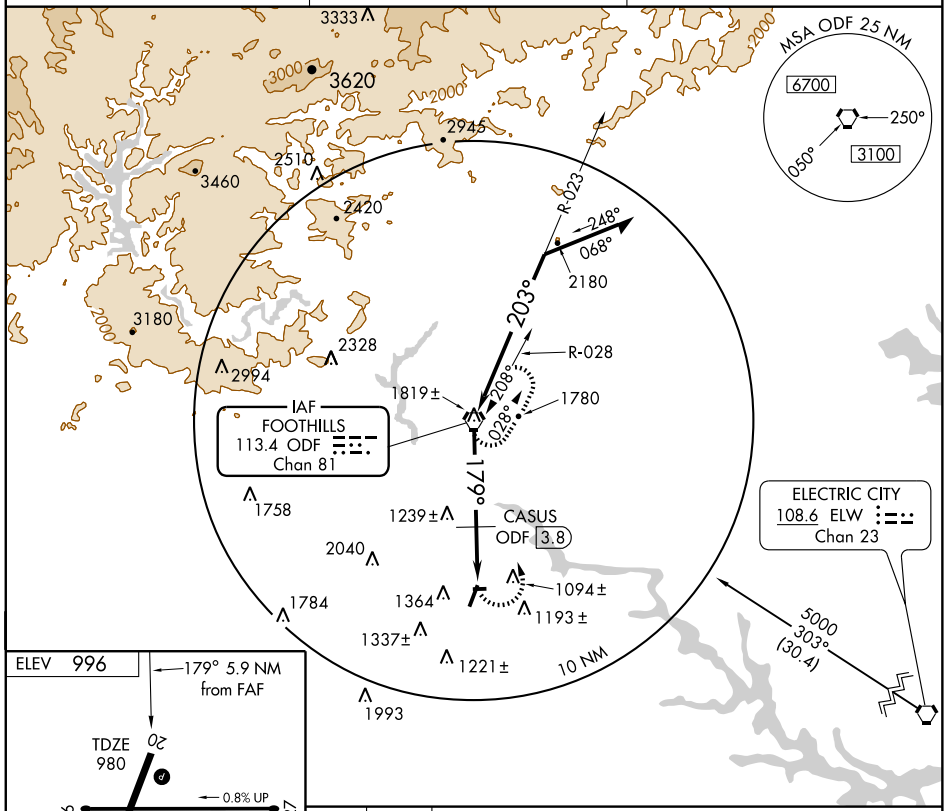
VOR RWY 20

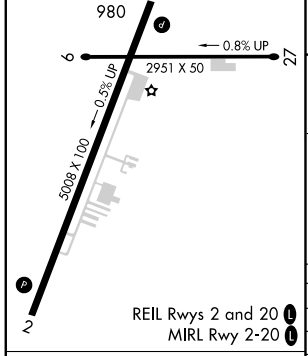
TOCCOA RG LETOURNEAU FIELD (TOC)

When local altimeter setting not received, use Gainsville altimeter setting and increase all MDA 120 feet and S-20, Circling, and Casus fix minimums Circling Cat. B visibilities ¼ mile.

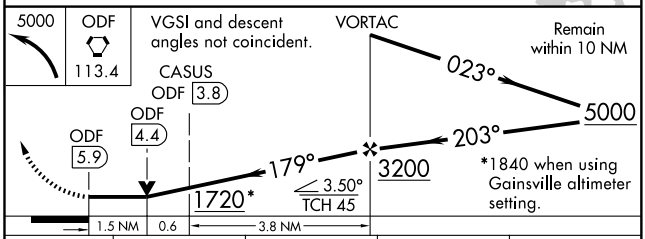
MISSED APPROACH: Climbing left turn to 5000 direct ODF VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	UNICOM
119.625	134.8 307.9	122.8 (CTAF) L



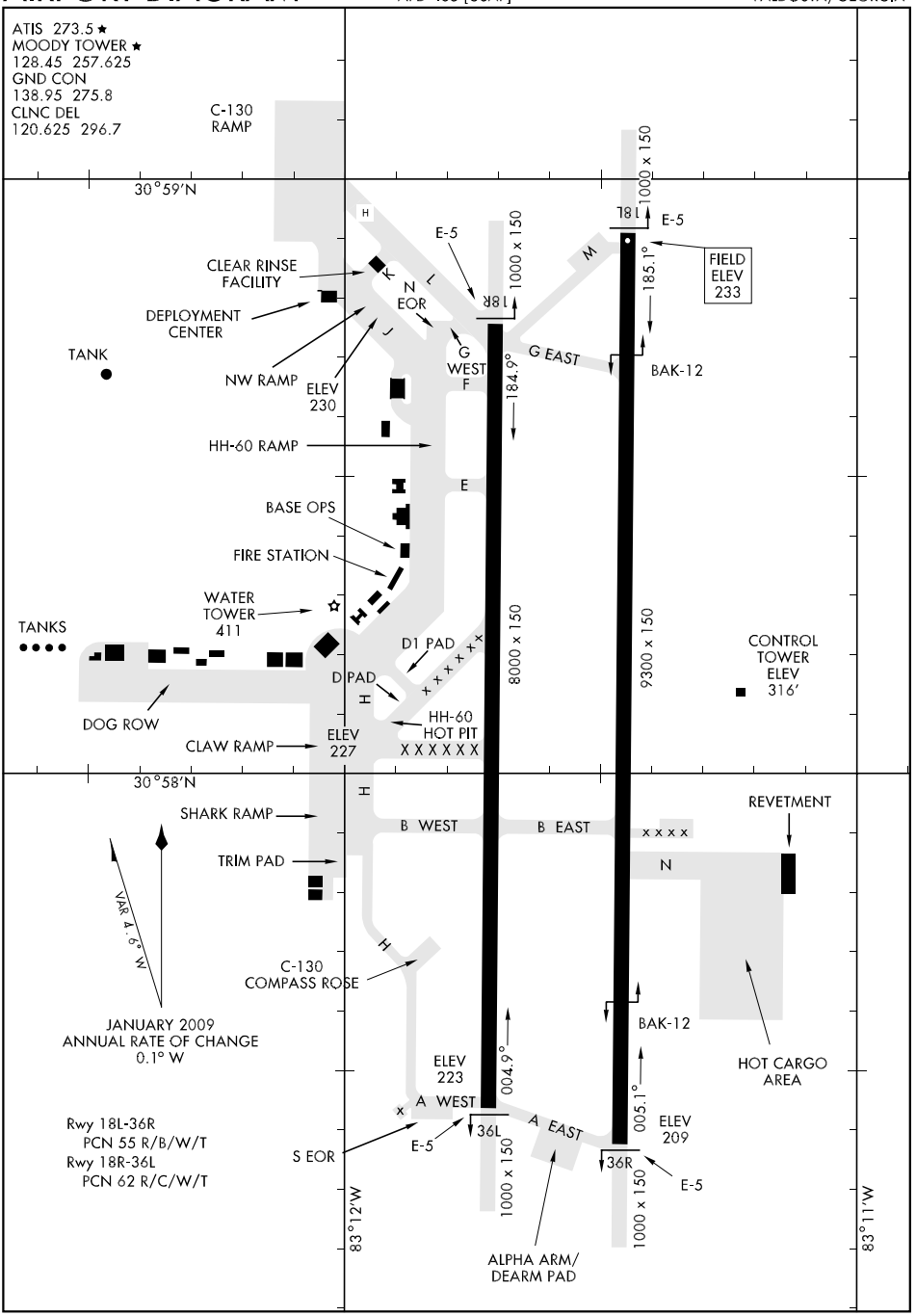


FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-20	1720-1	740 (800-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	
CASUS FIX MINIMUMS				
S-20	1560-1	580 (600-1)	NA	
CIRCLING	1720-1	724 (800-1)	NA	

SE-4, 17 DEC 2009 to 14 JAN 2010


ATIS 273.5 ★
MOODY TOWER ★
128.45 257.625
GND CON
138.95 275.8
CLNC DEL
120.625 296.7
C-130 RAMP
30°59'N
CLEAR RINSE FACILITY
DEPLOYMENT CENTER
TANK
NW RAMP
ELEV 230
HH-60 RAMP
BASE OPS
FIRE STATION
WATER TOWER 411
TANKS
DOG ROW
CLAW RAMP
ELEV 227
D1 PAD
D PAD
HH-60 HOT PIT
E-5
1000 x 150
18L
18R
FIELD ELEV 233
185.1°
184.9°
G EAST
G WEST
EOR
BAK-12
8000 x 150
9300 x 150
CONTROL TOWER ELEV 316'
30°58'N
SHARK RAMP
TRIM PAD
B WEST
B EAST
REVETMENT
VAR 4.6° W
JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W
C-130 COMPASS ROSE
ELEV 223
004.9°
005.1°
A WEST
A EAST
36L
36R
ELEV 209
S EOR
HOT CARGO AREA
Rwy 18L-36R
PCN 55 R/B/W/T
Rwy 18R-36L
PCN 62 R/C/W/T
83°12'W
83°11'W
ALPHA ARM/ DEARM PAD

HI-ILS RWY 18L

LOC I-VAD	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.3	183°	9300 / 233 / 233

JAL-435 [USAF]

MOODY AFB (KVAD)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

RADAR or DME REQUIRED

Max holding 265 KIAS

VAD 21 — R-004 — 184° — (IAF) RANDA VAD 16

004° — 619 — 183° — 003° — WURLI VAD 12 — 1177

340 — R-028 — CEKOL /RADAR VAD 6

256 — R-3008

MOODY 113.3 VAD Chan 80

LOCALIZER 109.3 I-VAD

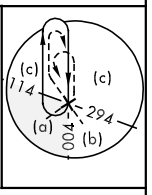
R-183 — 780 — R-161

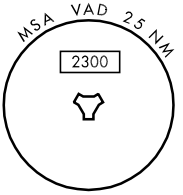
EQUIP VAD 16 — 759 — 20 NM

VAD 21 — 183° — 003° — Max holding 265 KIAS

CAUTION: ILS TCH 42 ft. Height Group 4 (A300, B1, B747/767/777, DC/KC-10,C5,E4,VC25) wheel crossing height (WCH) 17 ft.

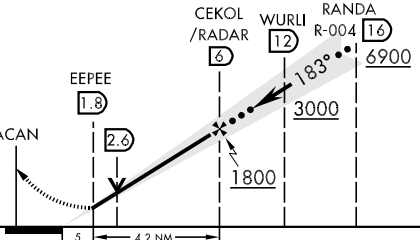
CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

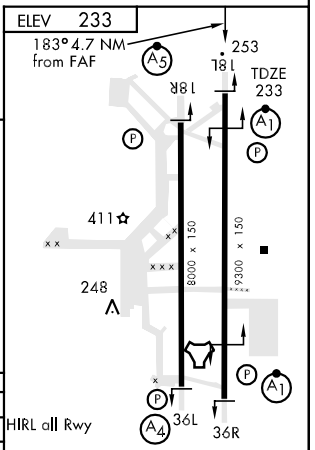




EMERG SAFE ALT 100 NM 3300

3000 VAD R-183 — EQUIP VAD 16





CATEGORY	C	D	E
S-ILS 18L *	433/24 200 (200-½)		
S-LOC 18L **	680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-ILS RWY 36R

LOC I-MDG	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	003°	9300 / 215 / 233

JAL-435 [USAF]

MOODY AFB (KVAD)

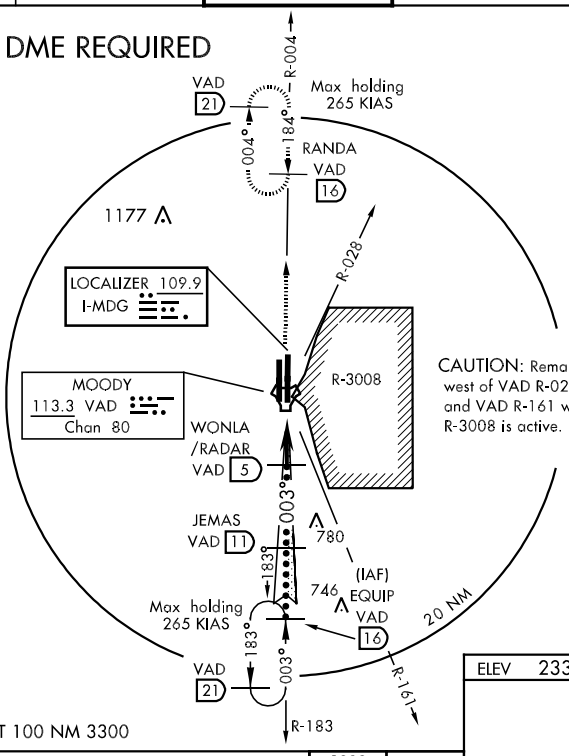
▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT DE vis to 1½ .

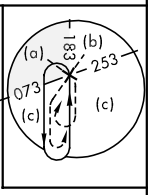
ALSF-1

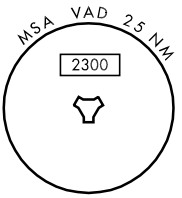
MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

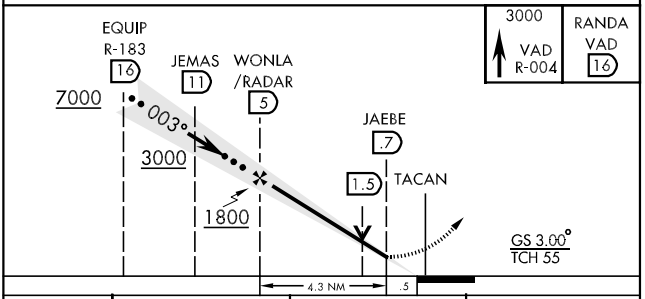
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

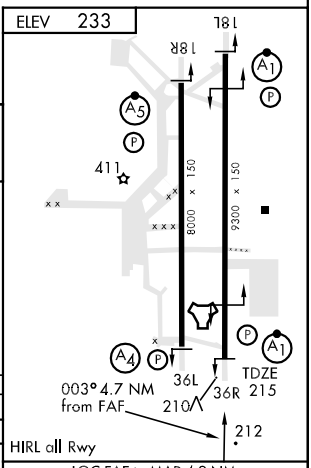
RADAR or DME REQUIRED











CATEGORY	C	D	E
S-ILS 36R *	415/24 200 (200-½)		
S-LOC 36R**	660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-TACAN RWY 18L

TACAN VAD Chan 80	APCH CRS 187°	Rwy ldg 9300 TDZE 233 Arpt Elev 233

JAL-435 [USAF]

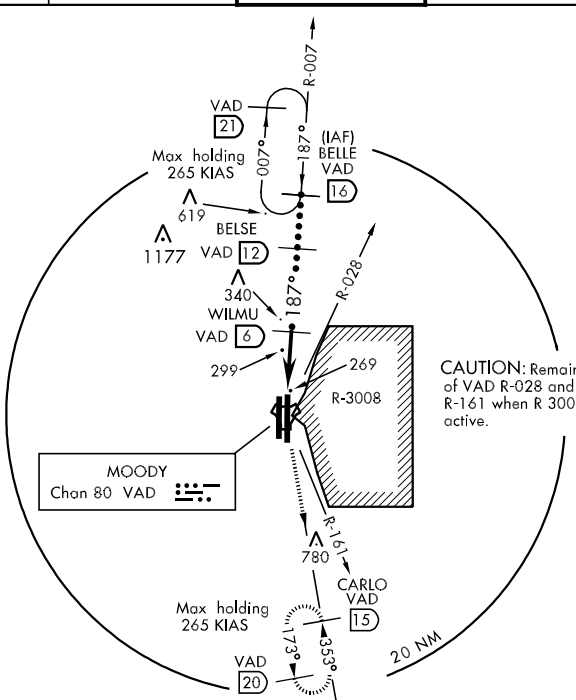
MOODY AFB (KVAD)

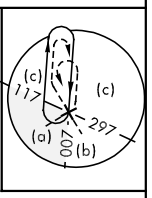
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

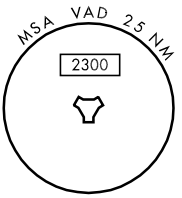
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

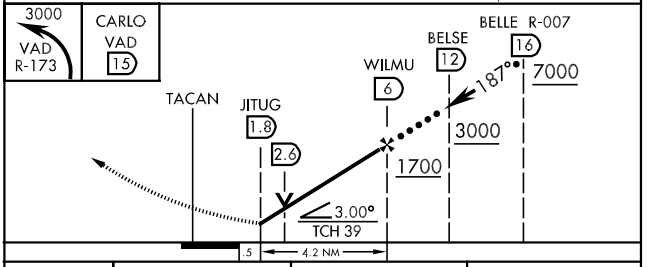
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

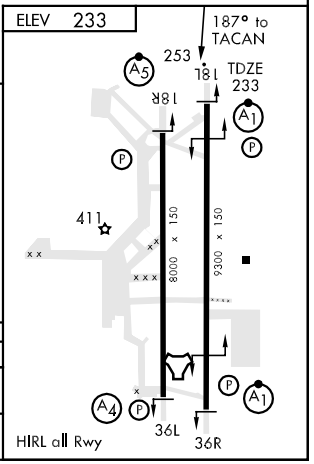






EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-18L*	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 18R

TACAN VAD Chan 80	APCH CRS 180°	Rwy ldg 8000 TDZE 231 Arpt Elev 233

JAL-435 [USAF]

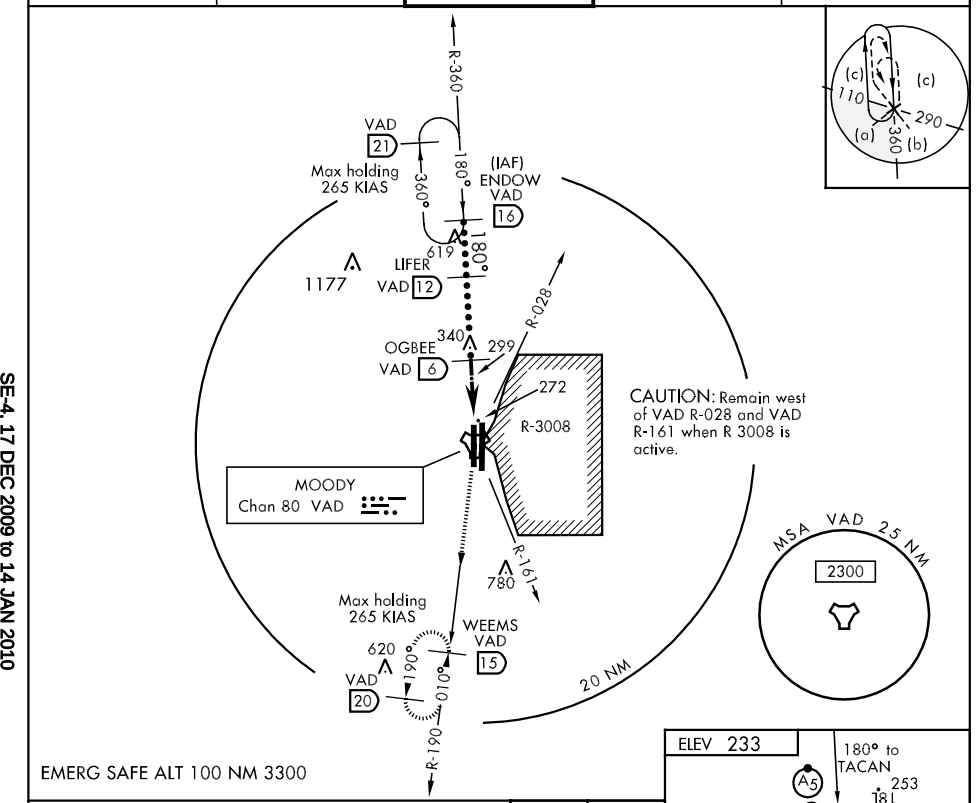
MOODY AFB (KVAD)

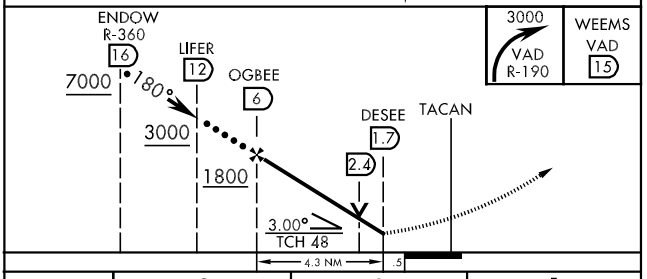
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

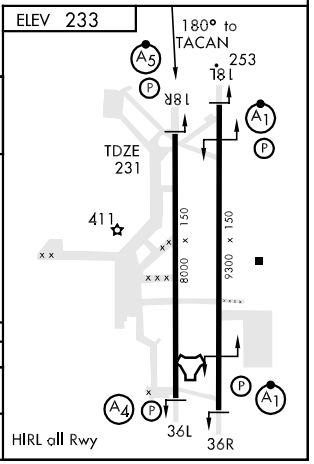
MALSR

MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	C	D	E
S-18R *	680/40 450 (500-¾)	680/50 450	(500-1)
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 36L

TACAN VAD Chan 80	APCH CRS 010°	Rwy ldg 8000 TDZE 225 Arpt Elev 233

JAL-435 [USAF]

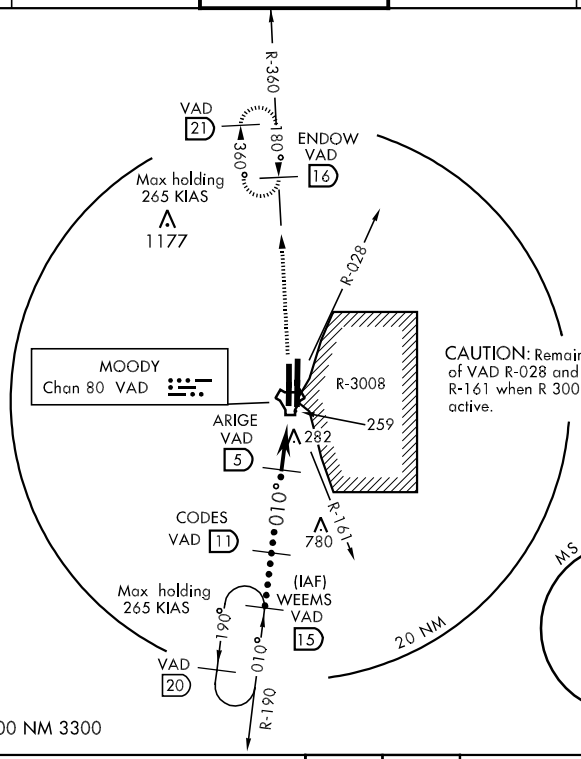
MOODY AFB (KVAD)

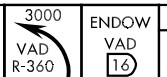
* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

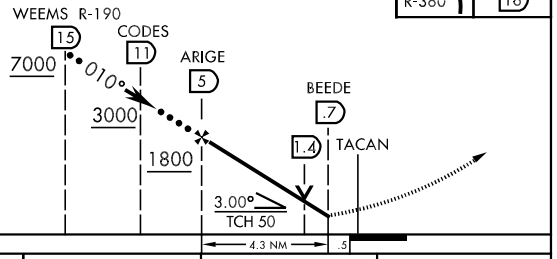
MALS A4

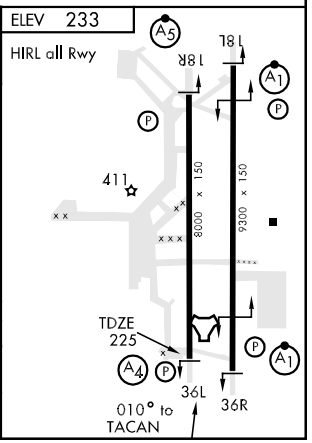
MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7









CATEGORY	C	D	E
S-36L *	660/50 436 (500-1)	660/60 436 (500-1¼)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

HI-TACAN RWY 36R

TACAN VAD Chan 80	APCH CRS 353°	Rwy ldg 9300 TDZE 215 Arpt Elev 233

JAL-435 [USAF]

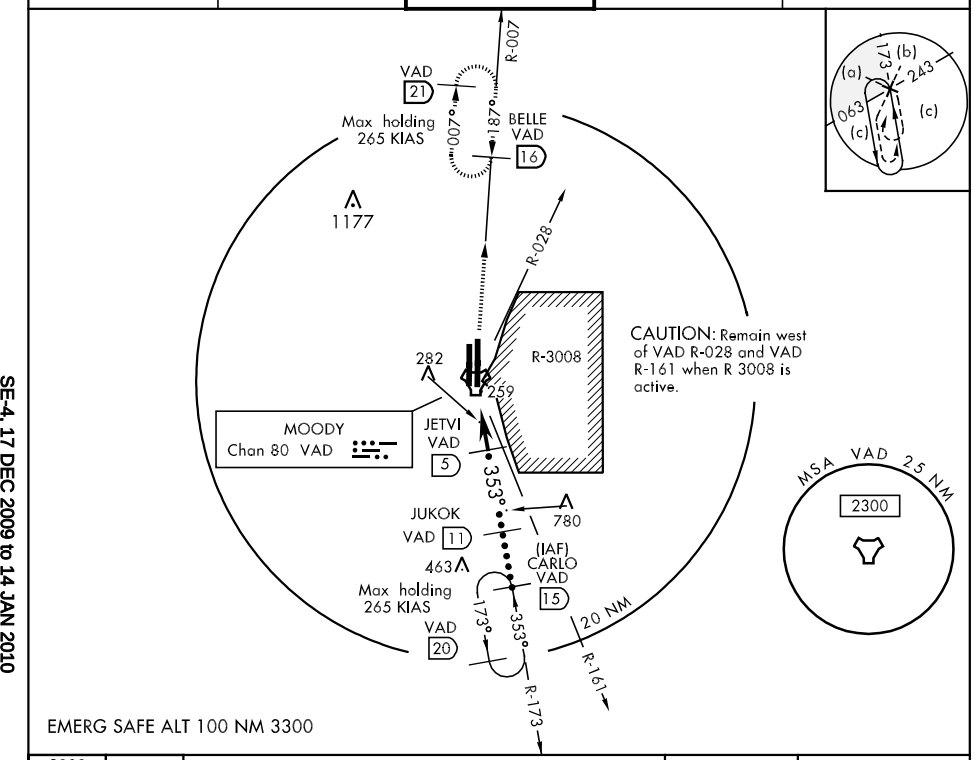
MOODY AFB (KVAD)

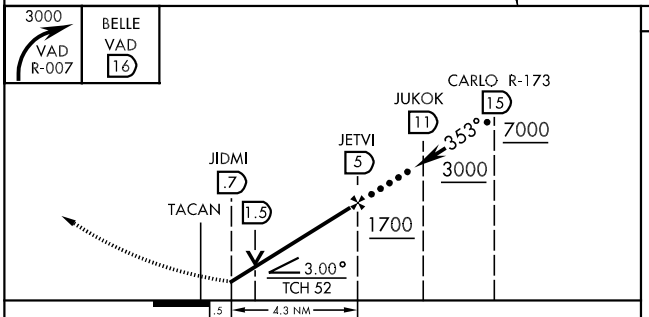
* When ALS inop, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

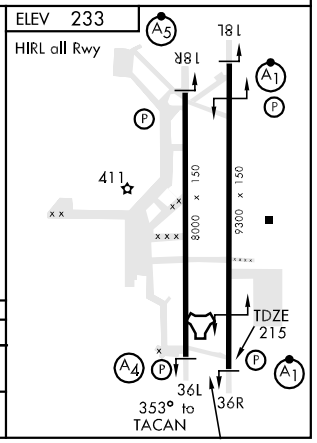
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	C	D	E
S-36R *	660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

ILS RWY 18L

LOC I-VAD	APCH CRS	Rwy Idg	9300
109.3	183°	TDZE	233
		Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-183 to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

CAUTION: ILS TCH 42 ft. Height Group 4 (A300, B1, B747/767/777, DC/KC-10,C5,E4,VC25) wheel crossing height (WCH) 17 ft.

CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

1177

VAD 21 — R-004 — 184° — (IAF) RANDA VAD 16 — 004° — 003° — WURLI VAD 12 — 183° — R-028 — 340 — CEKOL VAD 6 /RADAR — 256 — R-3008

MOODY 113.3 VAD Chan 80

LOCALIZER 109.3 I-VAD

Max holding 265 KIAS

MSA VAD 2.5 NM 2300

R-183 — R-161 — 10 NM — 780 — EQUIP VAD 16 — 183° — 003° — VAD 21 — Max holding 265 KIAS

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300

3000 VAD R-183 | EQUIP VAD 16

TACAN — EEPEE 1.8 — 2.6 — CEKOL /RADAR 6 — WURLI 12 — RANDA R-004 16 — 183° — 3000 — 3000 — 1800 — GS 3.00° — TCH 42 — .5 — 4.2 NM

ELEV 233

183° 4.7 NM from FAF — A5 — 253 — 18L — TDZE 233 — 18R — A1 — P — 411 — 248 — 8000 x 150 — 9300 x 150 — 36L — 36R — A4 — HIRL all Rwy

CATEGORY	A	B	C	D	E
S-ILS 18L*	433/24		200	(200-½)	
S-LOC 18L**	680/24 447 (500-½)		680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ILS RWY 36R

MOODY AFB (KVAD)

LOC I-MDG	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	003°	9300 / 215 / 233

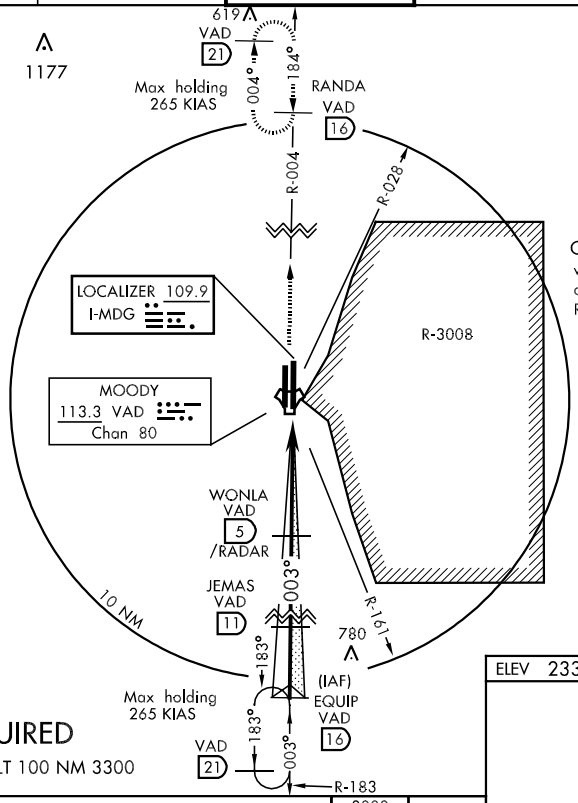
AL-435 [USAF]

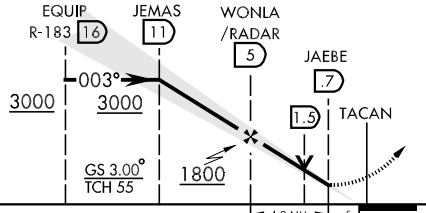
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT AB to 50 and vis to 1 mile, RVR CAT C to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

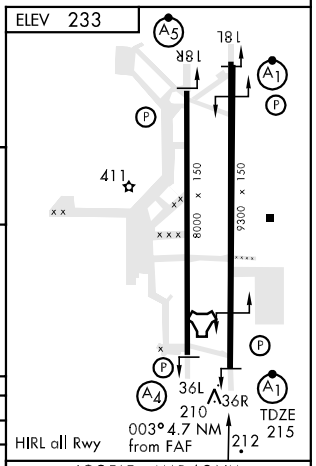
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD VORTAC R-004 to RANDA and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-ILS 36R *	415/24		200	(200-½)	
S-LOC 36R**	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

LOC FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

RNAV (GPS) RWY 18L

APCH CRS	Rwy ldg	9300
183°	TDZE	233
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

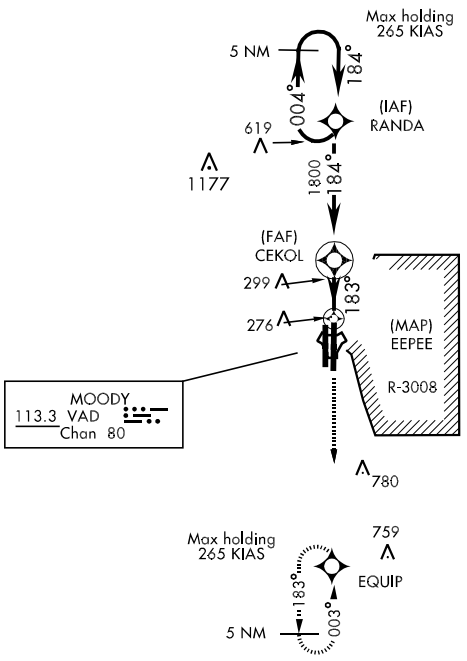
* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ .

ALSF-1

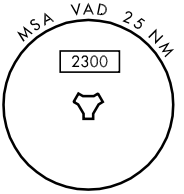
MISSED APPROACH: Climb and maintain 3000 via heading 183° to EQUIP and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	126.625 296.7

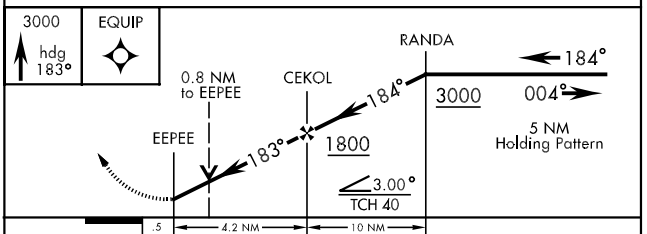
DME/DME RNP-0.3 NA

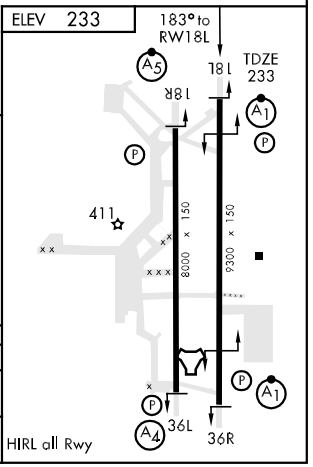


CAUTION: Remain west of 83°11'W from FAF inbound when R-3008 is active.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
LNAV MDA*	680/24 447 (500-½)		680/40 447 (500-¾)	680/50 447 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

RNAV (GPS) RWY 36R

APCH CRS	Rwy ldg	9300
003°	TDZE	215
	Arpt Elev	233

AL-435 [USAF]

MOODY AFB (KVAD)

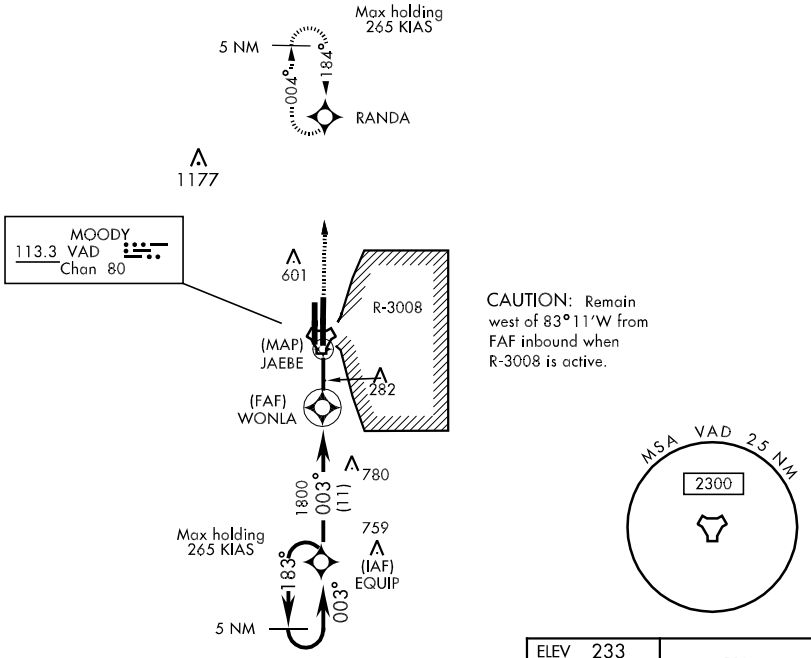
* When ALS inop, increase CAT AB to RVR 50 and vis to 1 mile, CAT C to RVR 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb and maintain 3000 via heading 004° to RANDA and hold.

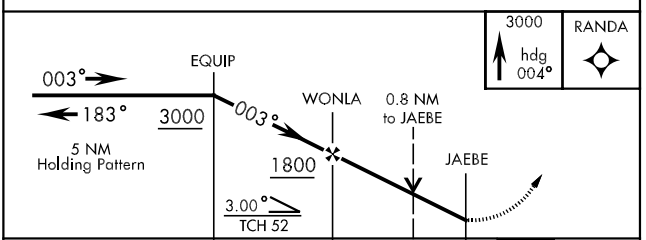
ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7

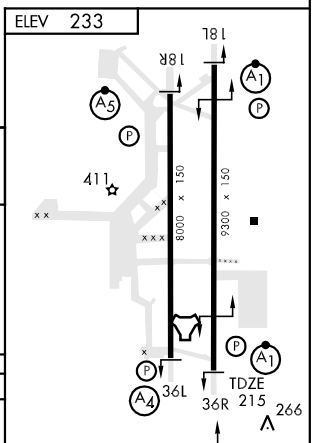
DME/DME RNP-0.3 NA



CAUTION: Remain west of 83°11′W from FAF inbound when R-3008 is active.

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
LNAV MDA*	660/24 445 (500-½)		660/40 445 (500-¾)	660/50 445 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN RWY 18L

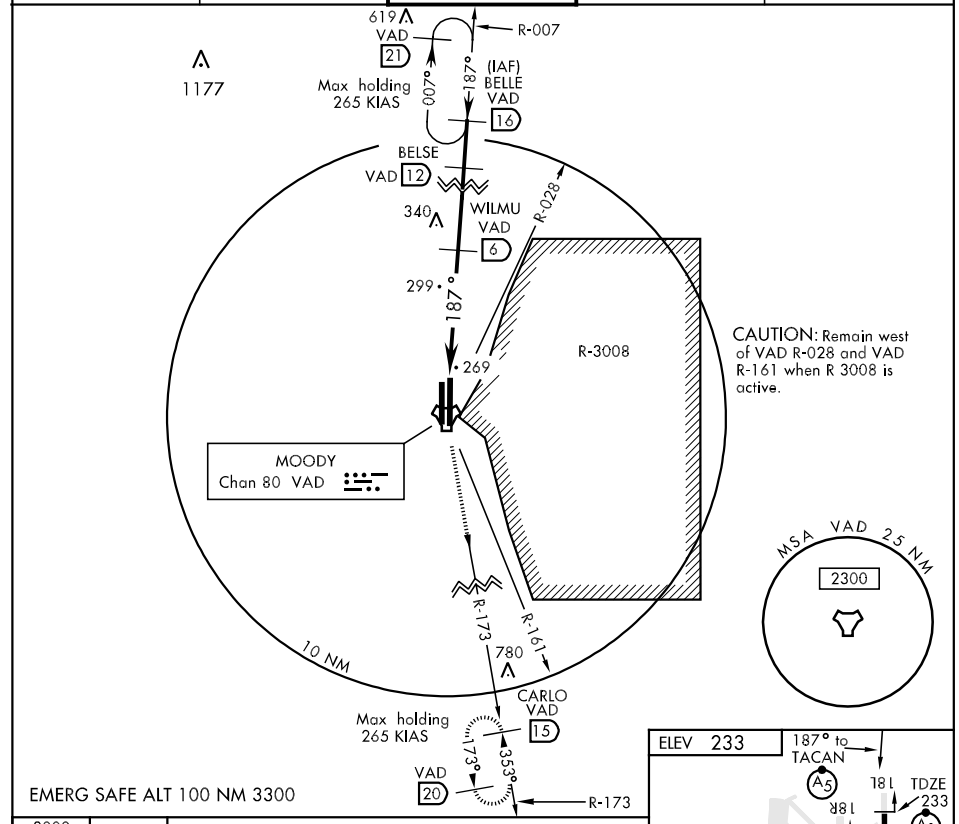
TACAN VAD Chan 80	APCH CRS 187°	Rwy ldg 9300 TDZE 233 Arpt Elev 233	AL-435 [USAF]	MOODY AFB (KVAD)

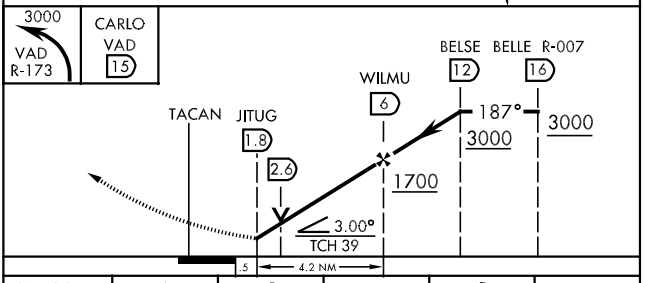
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

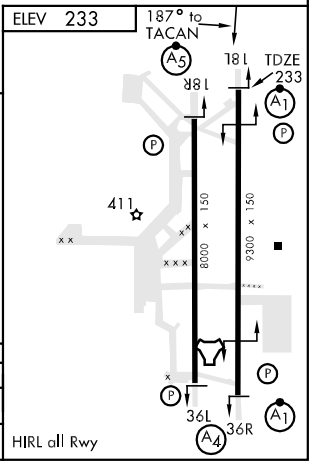
ALSF-1

MISSED APPROACH: Climb and maintain 3000 via VAD R-173 to CARLO and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-18L*	680/24 447	(500-½)	680/40 447 (500-¾)	680/50 447	(500-1)
CIRCLING	720-1 487	(500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN RWY 18R

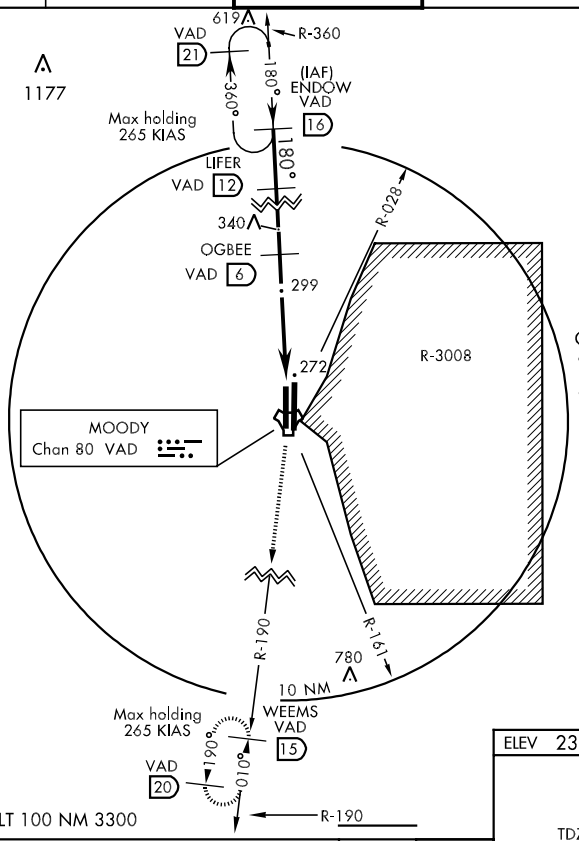
TACAN VAD Chan 80	APCH CRS 180°	Rwy ldg 8000 TDZE 231 Arpt Elev 233	AL-435 [USAF]	MOODY AFB (KVAD)

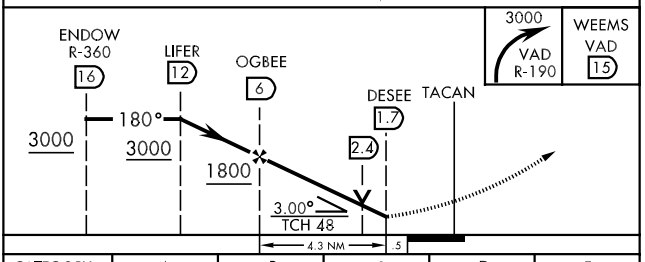
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

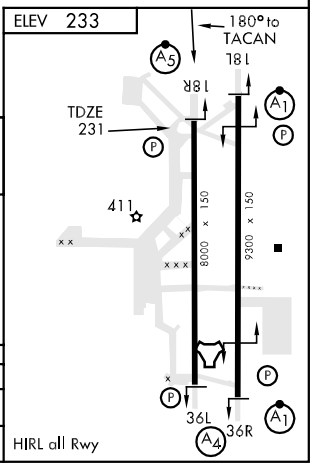
MALSR

MISSED APPROACH: Climb and maintain 3000 via VAD R-190 to WEEMS and hold.

ATIS *	VALDOSTA APP CON	MOODY TOWER *	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7







CATEGORY	A	B	C	D	E
S-18R *	680/24 450 (500-½)		680/40 450 (500-¾)	680/50 450 (500-1)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN RWY 36L

TACAN VAD Chan 80	APCH CRS 010°	Rwy ldg 8000 TDZE 225 Arpt Elev 233

AL-435 [USAF]

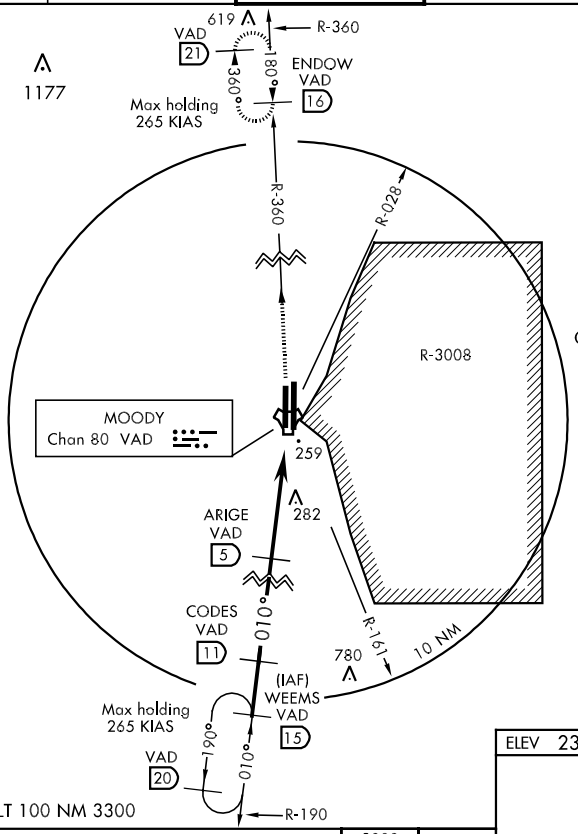
MOODY AFB (KVAD)

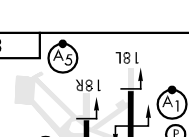
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

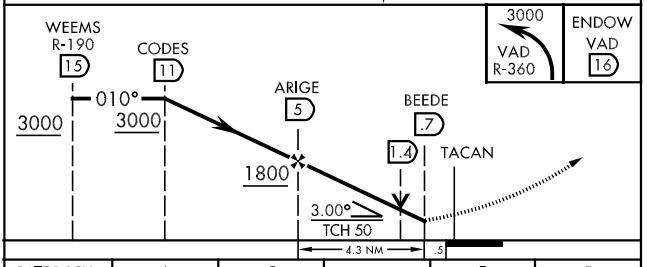
MALS A4

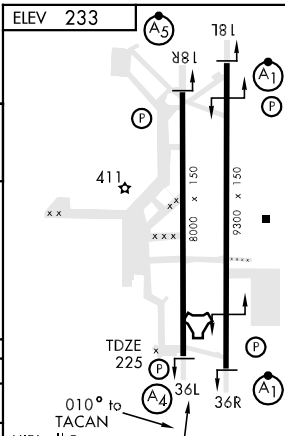
MISSED APPROACH: Climb and maintain 3000 via VAD R-360 to ENDOW and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7









CATEGORY	A	B	C	D	E
S-36L*	660/40 436 (500-¾)		660/50 436 (500-1)	660/60 436 (500-1¼)	
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

TACAN RWY 36R

TACAN VAD Chan 80	APCH CRS 353°	Rwy ldg 9300 TDZE 215 Arpt Elev 233

AL-435 [USAF]

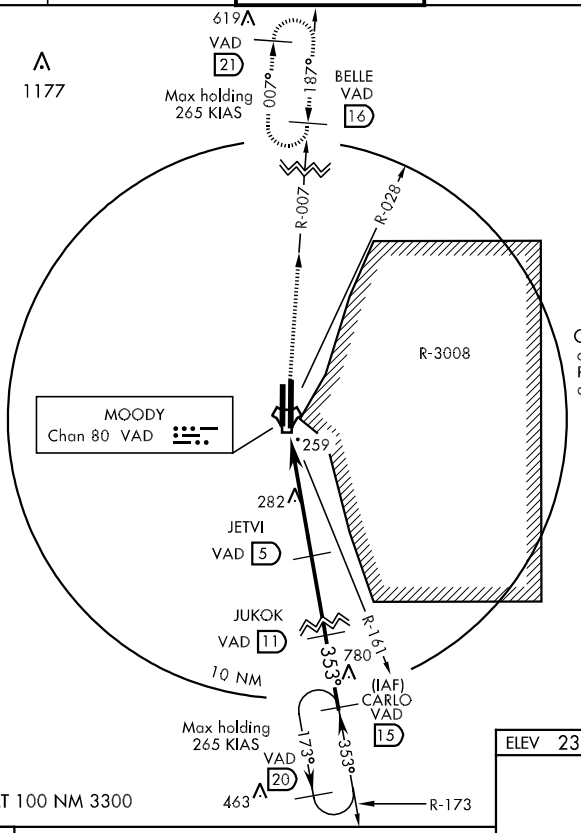
MOODY AFB (KVAD)

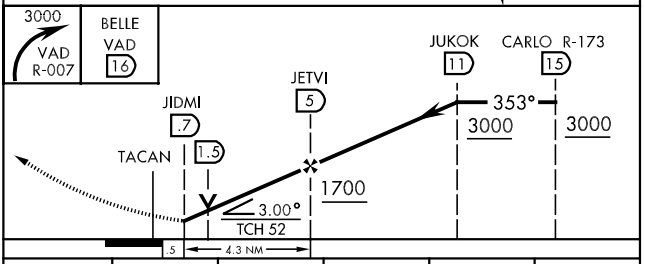
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

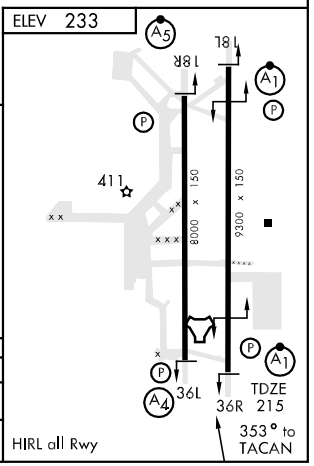
ALSF-1 (A1)

MISSED APPROACH: Climb and maintain 3000 via VAD R-007 to BELLE and hold.

ATIS ★	VALDOSTA APP CON	MOODY TOWER ★	GND CON	CLNC DEL
273.5	126.6 285.6	128.45 257.625	138.95 275.8	120.625 296.7





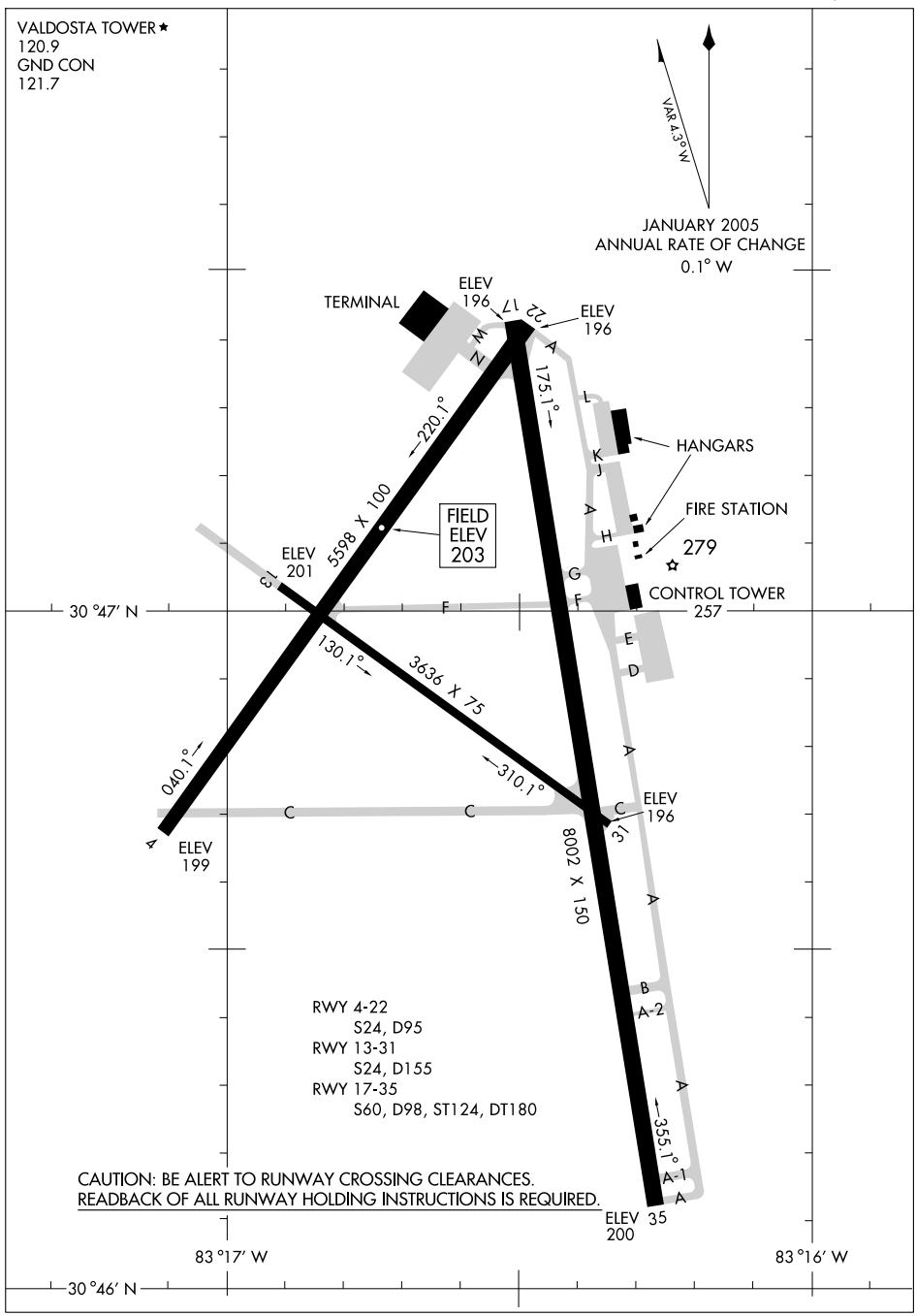


CATEGORY	A	B	C	D	E
S-36R *	660/24	445 (500-½)	660/40 445 (500-¾)	660/50	445 (500-1)
CIRCLING	720-1	487 (500-1)	720-1½ 487 (500-1½)	800-2 567 (600-2)	1060-3 827 (900-3)

AIRPORT DIAGRAM

AL-892 (FAA)

VALDOSTA RGNL (VLD)
VALDOSTA, GEORGIA



SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-VLD	APP CRS	Rwy Idg	8002
110.9	353°	TDZE	200
		Apt Elev	203

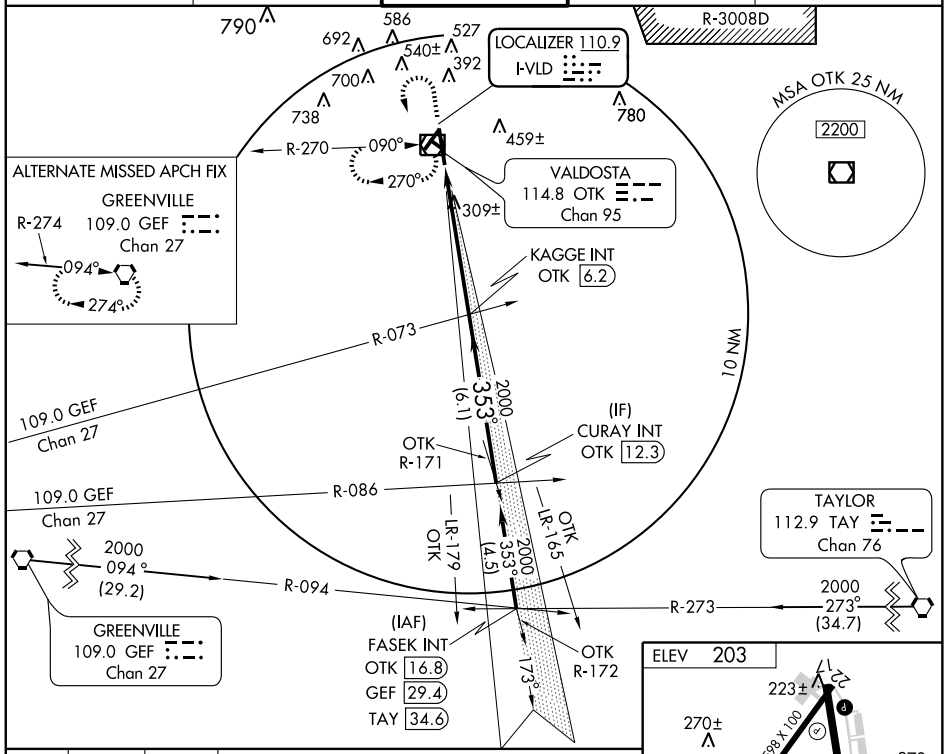
ILS or LOC RWY 35
VALDOSTA RGNL (VLD)

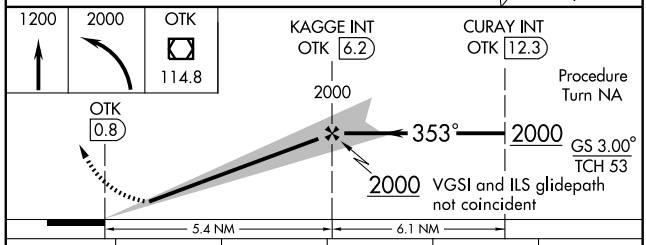
For inoperative MALSR, increase S-ILS 35 Cat E visibility to 1 mile and S-LOC 35 Cats A,B,C visibility to 1 mile, Cat E visibility to 1¼ mile. Visibility reduction by helicopters NA. If local altimeter settting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. DME from OTK VOR/DME.

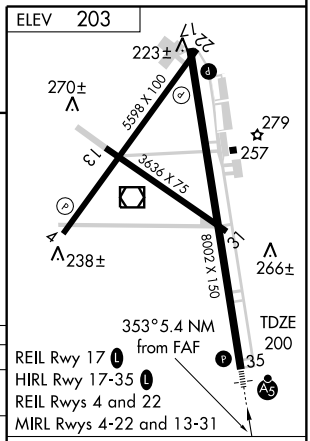
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D	E
S-ILS 35	489-¾ 289 (300-¾)				
S-LOC 35	560-¾ 360 (400-¾)				
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)	1040-3 837 (900-3)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-4, 17 DEC 2009 to 14 JAN 2010

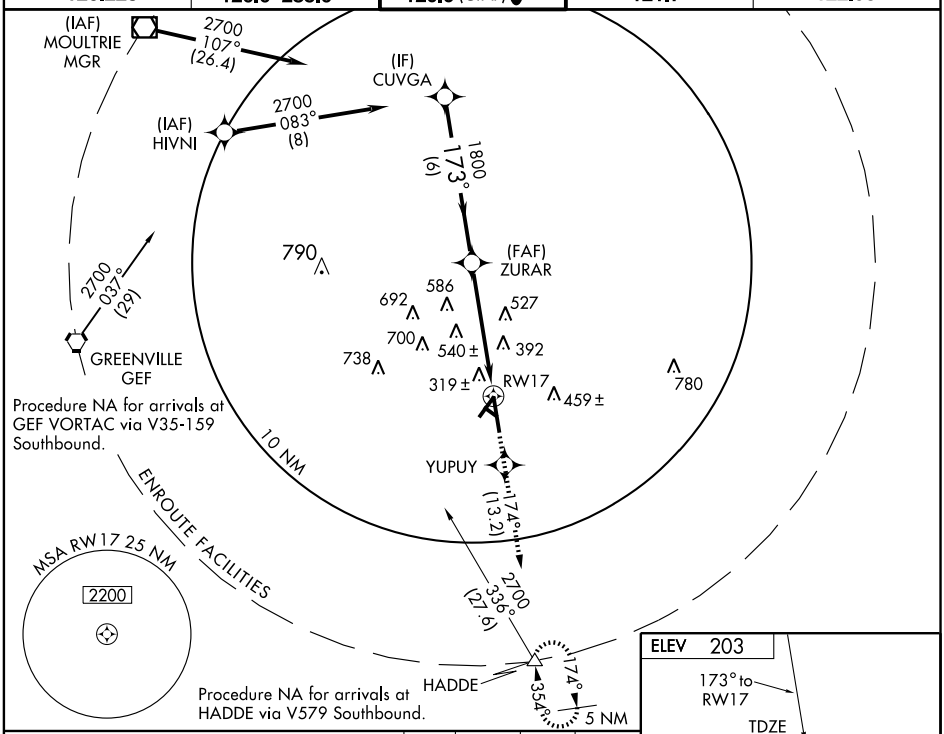
WAAS	APP CRS	Rwy Idg	8002
CH 87101	173°	TDZE	198
W17A		Apt Elev	203

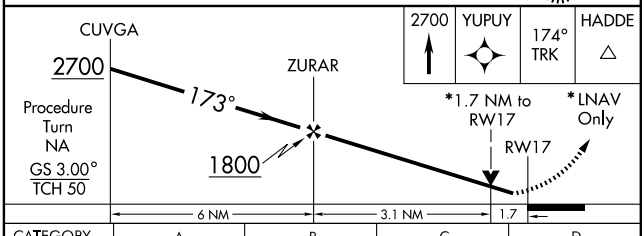
RNAV (GPS) RWY 17
VALDOSTA RGNL (VLD)

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Moultrie altimeter setting. If local altimeter setting not received, use Moultrie altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night.

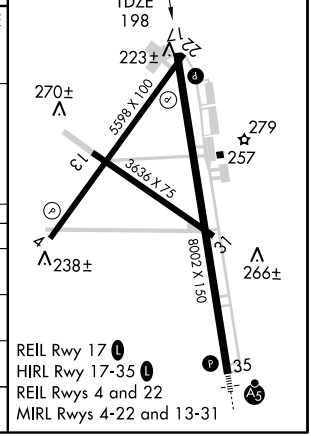
MISSED APPROACH: Climb to 2700 direct YUPUY and via 174° track to HADDE and hold.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	482-1 284 (300-1)			
LNAV/ VNAV DA	622-1½ 424 (500-1½)			
LNAV MDA	780-1 582 (600-1)		780-1½ 582 (600-1½)	780-1¾ 582 (600-1¾)
CIRCLING	780-1½ 577 (600-1½)			780-2 577 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8002
CH 88206	353°	TDZE	200
W35A		Apt Elev	203

RNAV (GPS) RWY 35

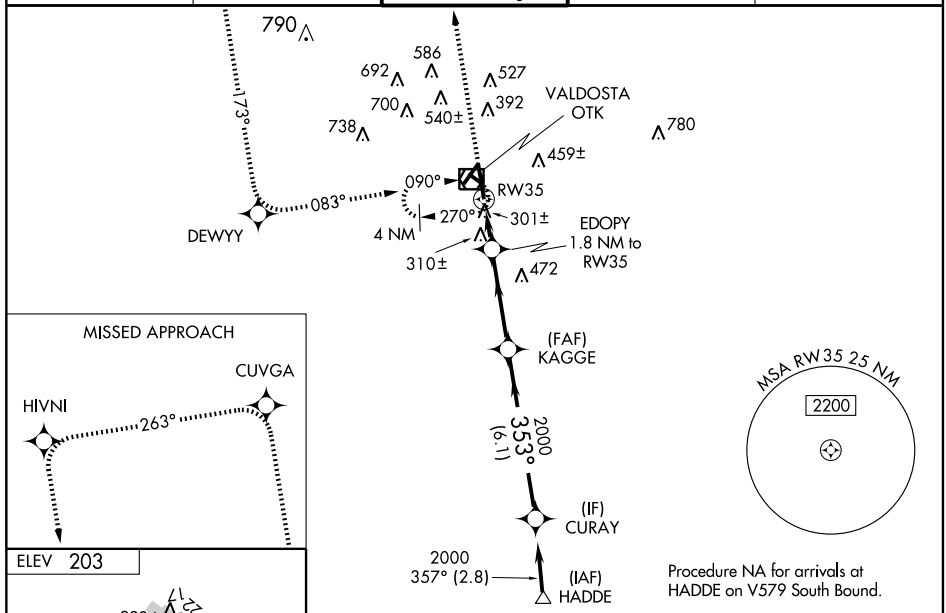
VALDOSTA RGNL (VLD)

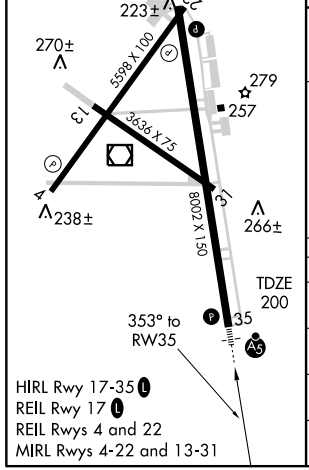
Baro-VNAV NA when using Moultrie altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settting not received, use Moultrie altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and Circling Cat D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile, increase LNAV Cats A, B, and C visibility to 1 mile, and increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Moultrie altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cats A and B visibility to 1 mile. VDP NA when using Moultrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 2200 direct CUVGA and via 263° track to HIVNI and via 173° track to DEWYY and via 083° track to OTK VOR/DME hold.

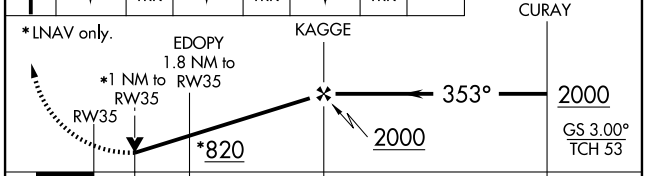
ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95





2200	CUVGA	263° TRK	HIVNI	173° TRK	DEWYY	083° TRK	OTK

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	560-¾ 360 (400-¾)			
LNAV/ VNAV DA	598-¾ 398 (400-¾)			
LNAV MDA	560-¾ 360 (400-¾)			560-1 360 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

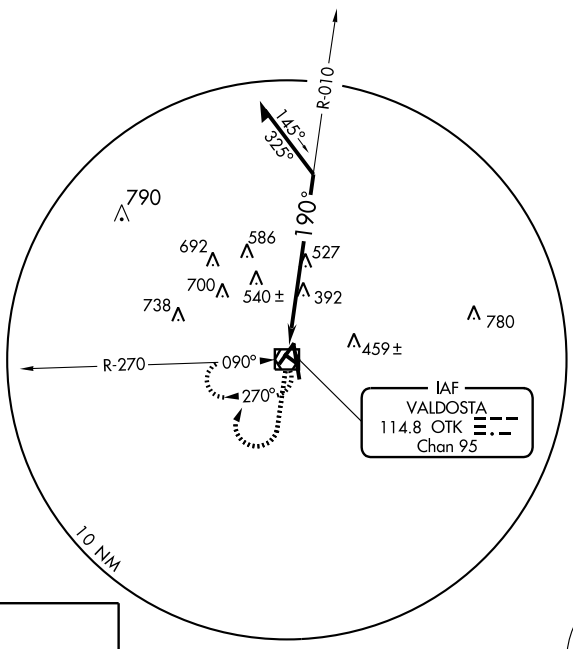
VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	190°	TDZE	198
Chan 95		Apt Elev	203

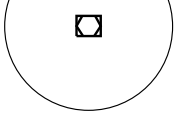
VOR RWY 17
VALDOSTA RGNL (VLD)

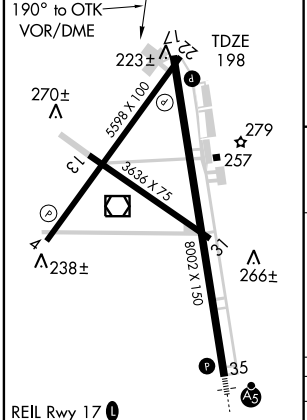
Visibility reduction by helicopters NA.
VDP NA when using Moultrie altimeter setting.
If local altimeter setting not received, use Moultrie altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

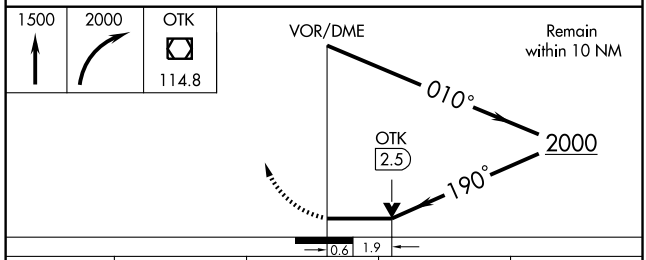
ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







REIL Rwy 17 L
HIRL Rwy 17-35 L
REIL Rwys 4 and 22
MIRL Rwys 4-22 and 13-31



CATEGORY	A	B	C	D
S-17	840-1 642 (700-1)		840-1¾ 642 (700-1¾)	840-2 642 (700-2)
CIRCLING	840-1 637 (700-1)		840-1¾ 637 (700-1¾)	840-2 637 (700-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VOR/DME OTK	APP CRS	Rwy Idg	8002
114.8	338°	TDZE	200
Chan 95		Apt Elev	203

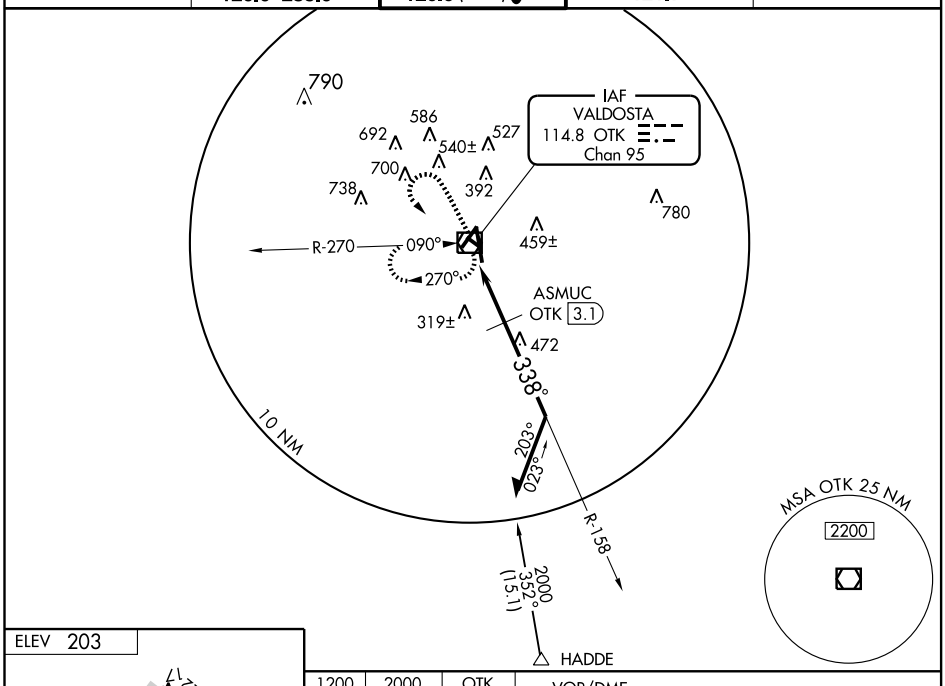
VOR RWY 35
VALDOSTA RGNL (VLD)

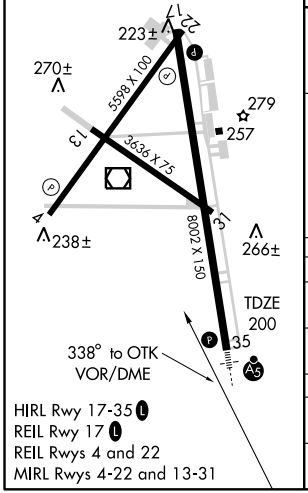
For inoperative MALSR, increase S-35 Cats A/B visibility to 1 mile. ASMUC fix minimums: increase S-35 Cats A/B/C visibilty to 1mile and Cat D to 1¼ mile. Visibility reduction by helicopters NA. VDP NA with Moultrie altimeter setting. If local altimeter settting not received, use Moultrie altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

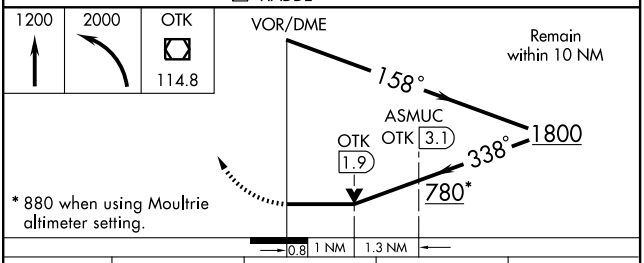
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	VALDOSTA APP CON ★	VALDOSTA TOWER ★	GND CON	UNICOM
126.225	126.6 285.6	120.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-35	780-¾	580 (600-¾)	780-1 580 (600-1)	780-1¼ 580 (600-1¼)
CIRCLING	780-1	577 (600-1)	780-1½ 577 (600-1½)	780-2 577 (600-2)
ASMUC FIX MINIMUMS				
S-35	580-¾	380 (400-¾)		580-1 380 (400-1)
CIRCLING	640-1 437 (500-1)	660-1 457 (500-1)	660-1½ 457 (500-1½)	780-2 577 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-VDI	APP CRS	Rwy Idg	6003
110.3	247°	TDZE	274
		Apt Elev	275

ILS or LOC/NDB RWY 24

VIDALIA RGNL (VDI)

When local altimeter setting not received, use Alma altimeter setting and increase all DAs 103 feet and all MDAs 120 feet, increase S-LOC 24 Cat C and D visibilities ¼ mile. For inoperative MALSR, when using Alma altimeter setting increase S-ILS all Cats visibility ½ mile and circling Cat C ¼ mile and Cat D ½ mile.

NA

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct UQN NDB and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.925	132.3 290.4	121.725	122.8 (CTAF) L

ADF REQUIRED

ENROUTE FACILITIES

10 NM

DUBLIN
113.1 DBN
Chan 78

2000
132°
(33.8)

LOTTS

2000
257°
(23.5)

022°
202°
067°
247°
067°

791
825
708
567
537
433
443±
462±
480
650
362

IAF
ONYUN
372 UQN

LOCALIZER 110.3
I-VDI

MSA UQN 25 NM
2300

HAZELHURST
414 AZE

ELEV 275

247° 3.7 NM
from FAF

5000 X 150
6003 X 100
304
TDZE
274
13
24
31
6

1100 | 2000 | UQN 372

NDB
1489
067°
2000
247°
1500
3.7 NM

Remain within 10 NM

VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 43

HIRL Rwy 6-24 L
REIL Rwys 6 and 24

CATEGORY	A	B	C	D
S-ILS 24	474-½ 200 (200-½)			
S-LOC 24	740-½ 466 (500-½)		740-¾ 466 (500-¾)	740-1 466 (500-1)
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	920-2 645 (700-2)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 17 DEC 2009 to 14 JAN 2010

VIDALIA, GEORGIA

WAAS	APP CRS	Rwy Idg	6003
CH 69609	247°	TDZE	274
W24A		Apt Elev	275

AL-5607 (FAA)

RNAV (GPS) RWY 24

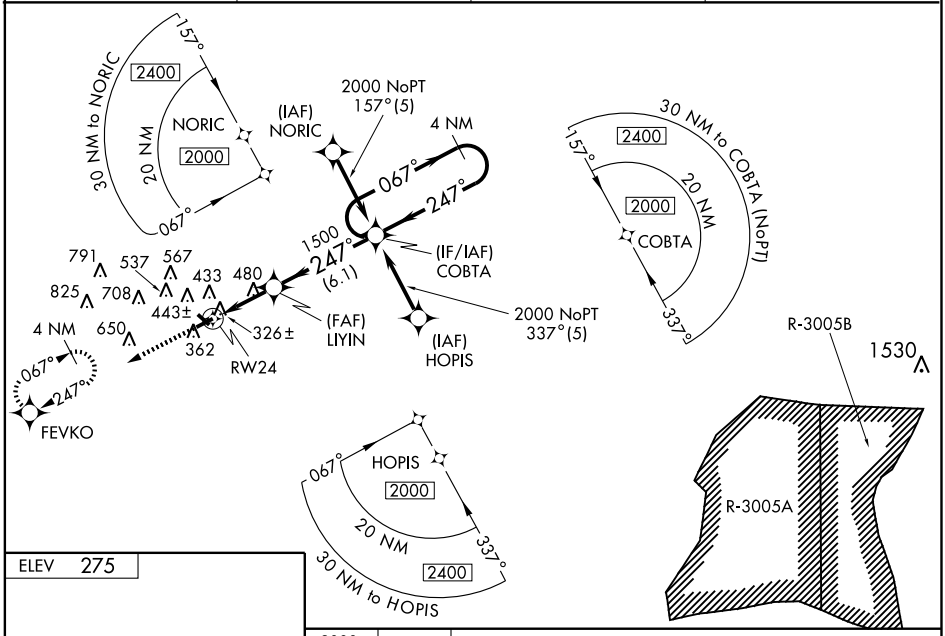
VIDALIA RGNL (VDI)

When local altimeter setting not received, use Alma altimeter setting and increase all DA 103 feet, all MDA 120 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat. C visibility ¼ mile and Cat. D ½ mile, Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1 mile, when using Alma altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Alma altimeter setting.

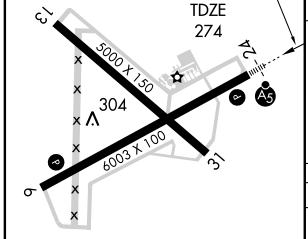
MALSR

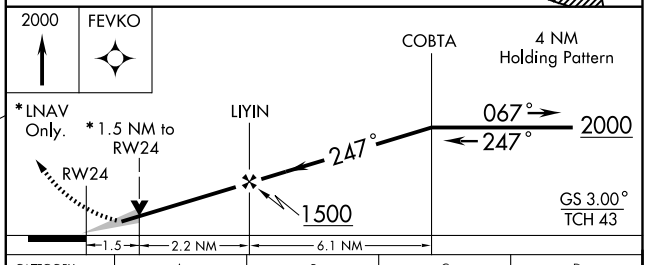
MISSED APPROACH: Climb to 2000 direct FEVKO and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.925	132.3 290.4	121.725	122.8 (CTAF)



ELEV 275

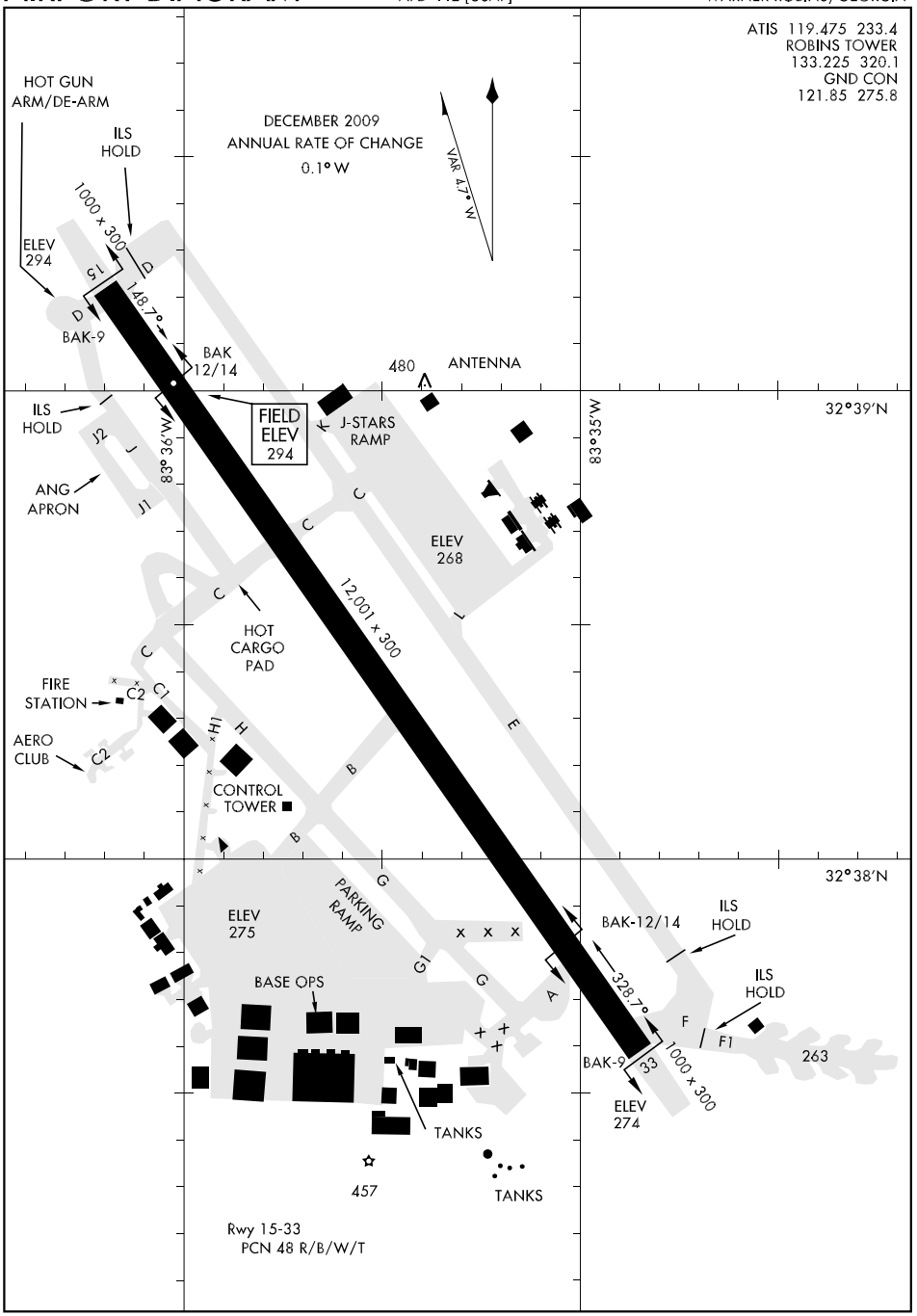




CATEGORY	A	B	C	D
LPV DA	564-½ 290 (300-½)			
LNAV/VNAV DA	772-1¼ 498 (500-1¼)			
LNAV MDA	780-½ 506 (600-½)		780-1 506 (600-1)	
CIRCLING	780-1 505 (600-1)		780-1½ 505 (600-1½)	840-2 565 (600-2)

HIRL Rwy 6-24
REIL Rwys 6 and 24

SE-4, 17 DEC 2009 to 14 JAN 2010


ATIS 119.475 233.4
ROBINS TOWER
133.225 320.1
GND CON
121.85 275.8
HOT GUN
ARM/DE-ARM
ILS
HOLD
1000 x 300
ELEV
294
15
D
148.7°
D
BAK-9
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1°W
VAR 4.7°W
BAK
12/14
480
ANTENNA
ILS
HOLD
ANG
APRON
J2
J
J1
83°36'W
FIELD
ELEV
294
K
J-STARS
RAMP
83°35'W
32°39'N
C
ELEV
268
12,001 x 300
L
HOT
CARGO
PAD
FIRE
STATION
C2
C1
AERO
CLUB
C2
H1
H
CONTROL
TOWER
B
E
G
PARKING
RAMP
ELEV
275
32°38'N
BAK-12/14
ILS
HOLD
ILS
HOLD
328.7°
F
F1
BAK-9
33
1000 x 300
ELEV
274
263
BASE OPS
G1
G
A
TANKS
457
TANKS
Rwy 15-33
PCN 48 R/B/W/T

HI-ILS or LOC RWY 15

LOC I-RJM	APCH CRS	Rwy ldg 12,001 / TDZE 294 / Arpt Elev 294
111.7	146°	

JAL-442 [USAF]

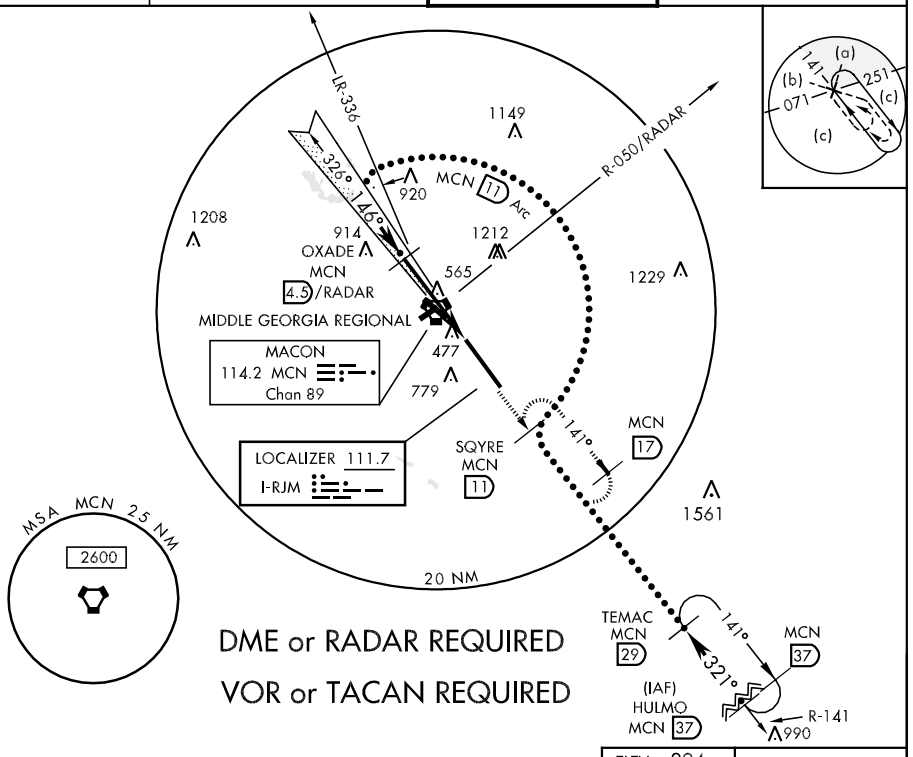
ROBINS AFB (KWRB)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 15-33.

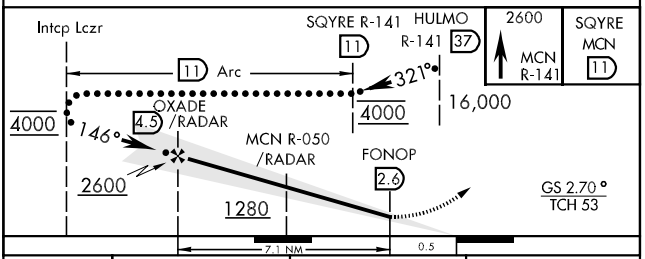
ALSF-1

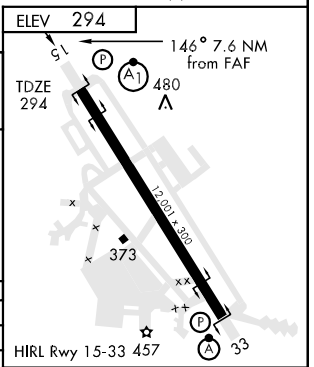
MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	C	D	E
S-ILS 15*	494/24 200 (200- ½)		
S-LOC 15**	680/50 386 (400- ¾)		
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 7.1 NM

Knots	120	140	160	180	200
Min:Sec	3:33	3:03	2:40	2:22	2:08

HI-ILS or LOC RWY 33

LOC I-WRB	APCH CRS	Rwy ldg 12,001 TDZE 275 Arpt Elev 294
110.1	326°	JAL-442 [USAF]

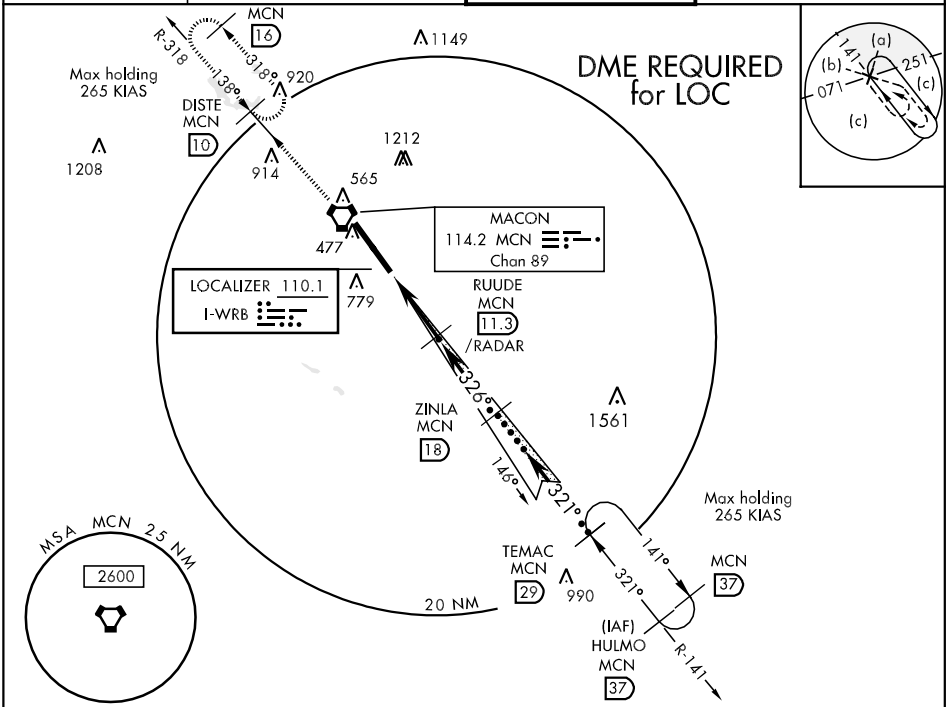
ROBINS AFB (KWRB)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
*** Circling not authorized W of Rwy 15-33.

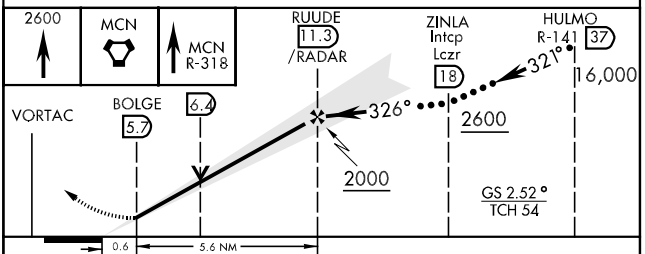
ALSF-2 (A)

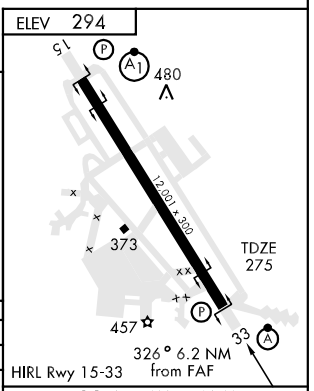
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



EMERG SAFE ALT 100 NM
3700 FROM "MCN" VORTAC





CATEGORY	C	D	E
S-ILS 33 *	475/24 200 (200-½)		
S-LOC/DME 33 **	680/40 405 (400-¾)		680/50 405 (400-1)
CIRCLING ***	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

LOC FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-VOR/DME or TACAN RWY 15

VORTAC MCN	APCH CRS	Rwy ldg	12,001
114.2	134°	TDZE	294
Chan 89		Arpt Elev	294

JAL-442 [USAF]

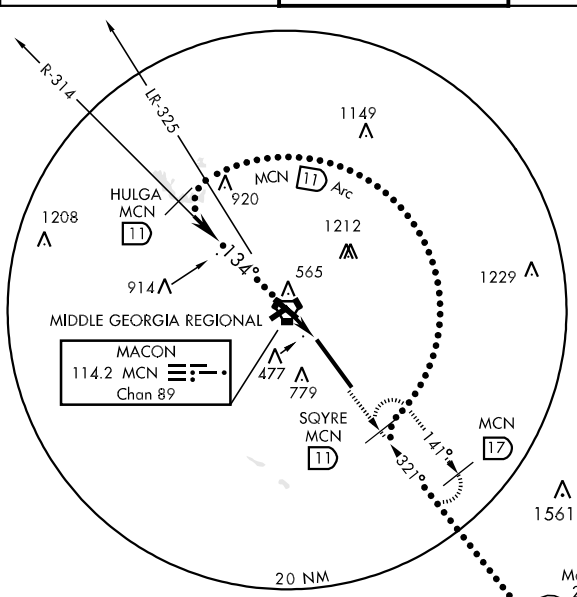
ROBINS AFB (KWRB)

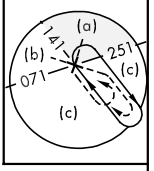
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized W of Rwy 15-33.

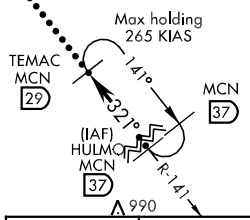
ALSF-1

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

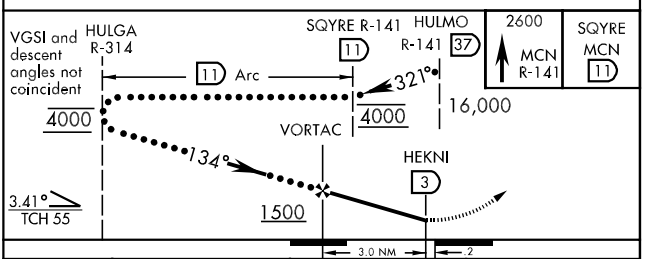
ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8

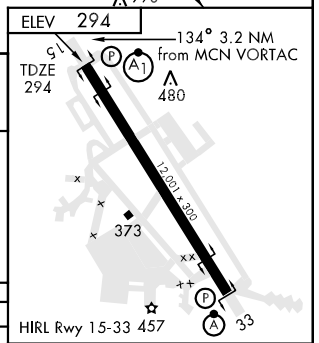






EMERG SAFE ALT 100 NM 3700





CATEGORY	C	D	E
S-15 *	840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 3.0 NM

Knots	120	140	160	180	200
Min:Sec	1:30	1:17	1:08	1:00	0:54

HI-VOR/DME or TACAN RWY 33

VORTAC MCN 114.2 Chan 89	APCH CRS 318°	Rwy ldg 12,001 TDZE 275 Arpt Elev 294

JAL-442 [USAF]

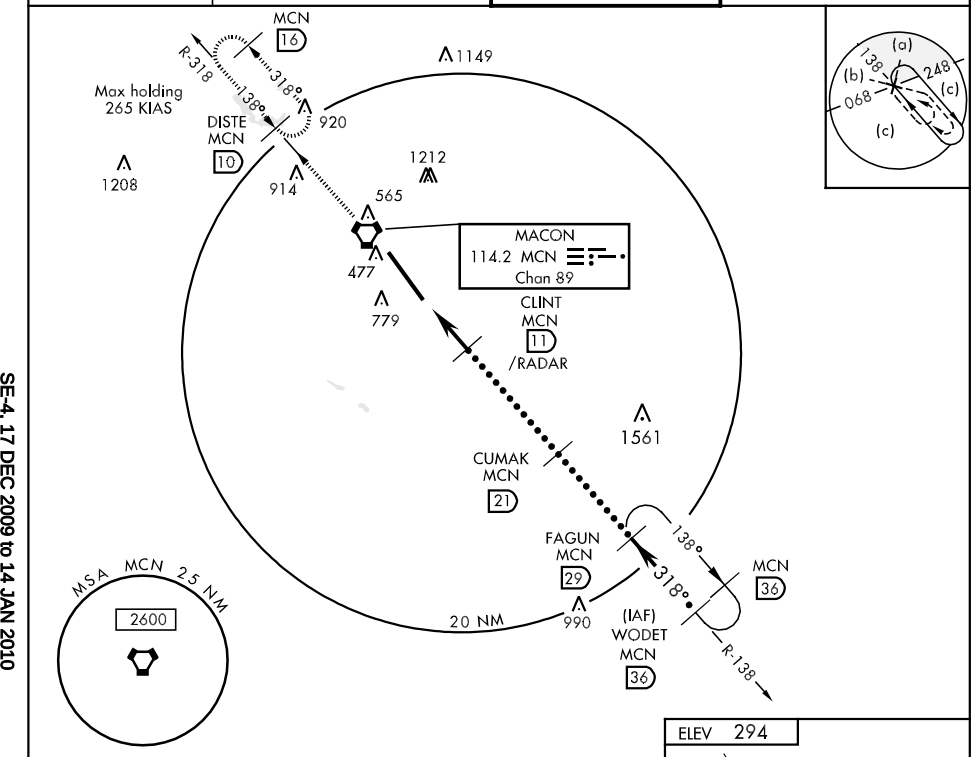
ROBINS AFB (KWRB)

* When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 15-33.

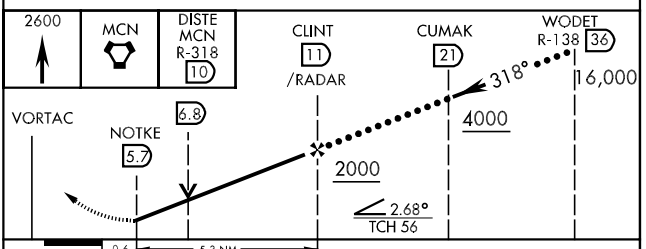
ALSF-2

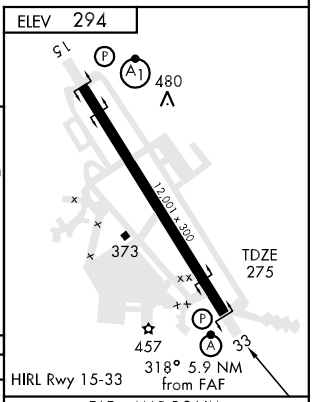
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



EMERG SAFE ALT 100 NM
3700 FROM "MCN" VORTAC





CATEGORY	C	D	E
S-33 *	780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING**	780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

HIRL Rwy 15-33

FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

ILS or LOC RWY 15

LOC I-RJM	APCH CRS	Rwy ldg 12,001 / TDZE 294 / Arpt Elev 294
111.7	146°	AL-442 [USAF]

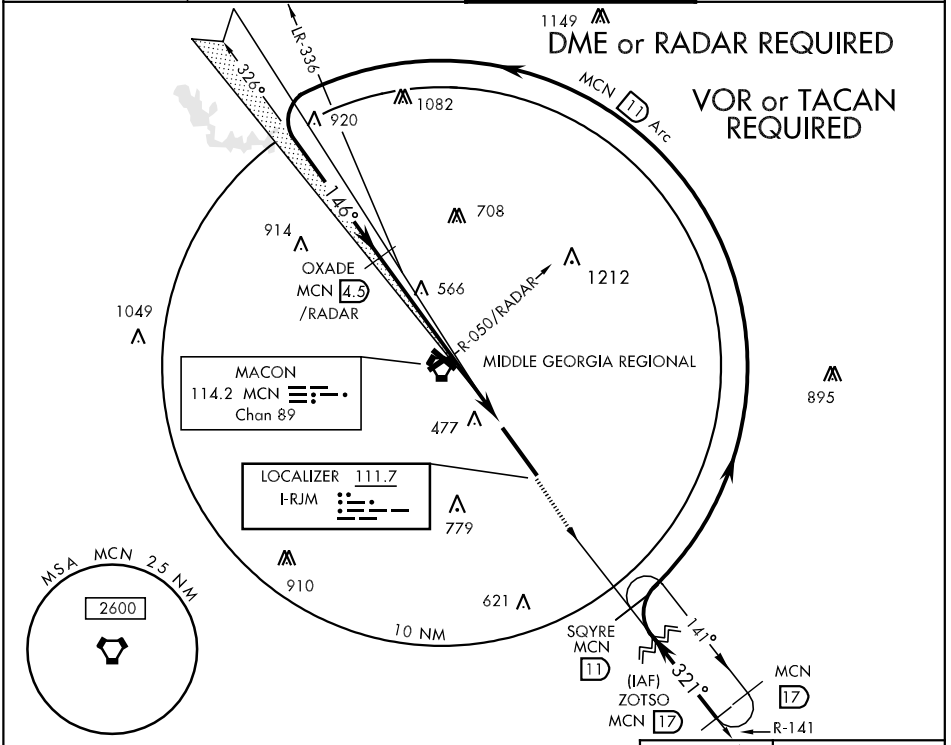
ROBINS AFB (KWRB)

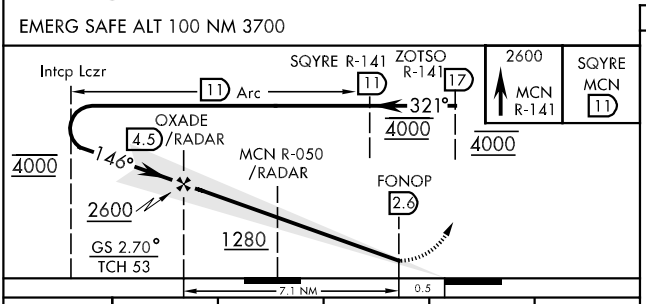
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 15-33.

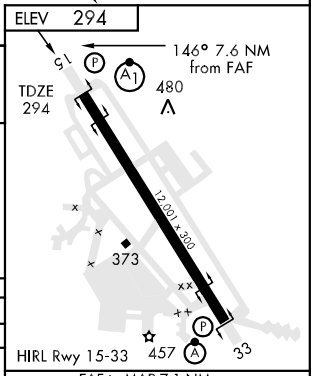
ALSF-1

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8







CATEGORY	A	B	C	D	E
S-ILS 15*	494/24		200 (200-½)		
S-LOC/ DME 15 **	680/24 386 (400-½)		680/40 386 (400-¾)		
CIRCLING ***	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

ILS or LOC RWY 33

LOC I-WRB	APCH CRS	Rwy ldg 12,001 TDZE 275 Arpt Elev 294
110.1	326°	

AL-442 [USAF]

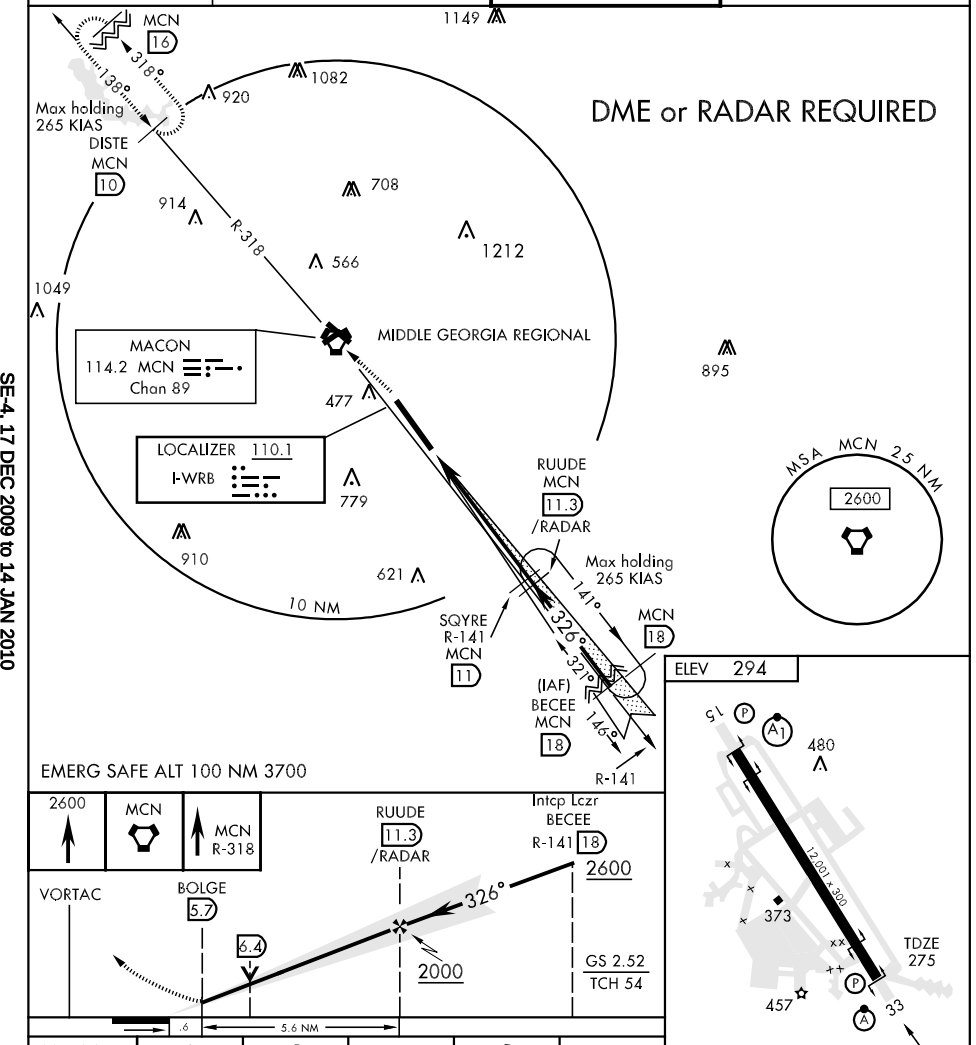
ROBINS AFB (KWRB)

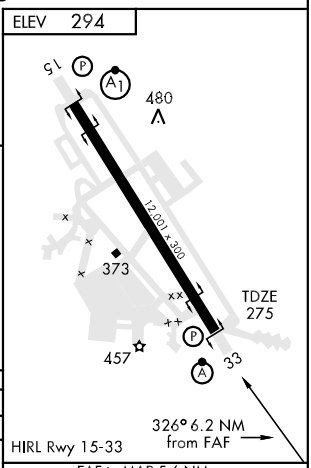
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
*** Circling not authorized W of Rwy 15-33.

ALSF-2

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8





CATEGORY	A	B	C	D	E
S-ILS 33 *	475/24		200 (200-½)		
S-LOC/ ** DME 33	680/24 405 (400-½)		680/40 405 (400-¾)		680/50 405 (400-1)
*** CIRCLING	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VOR/DME or TACAN RWY 33

VORTAC MCN	APCH CRS	Rwy ldg 12,001
114.2	318°	TDZE 275
Chan 89		Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

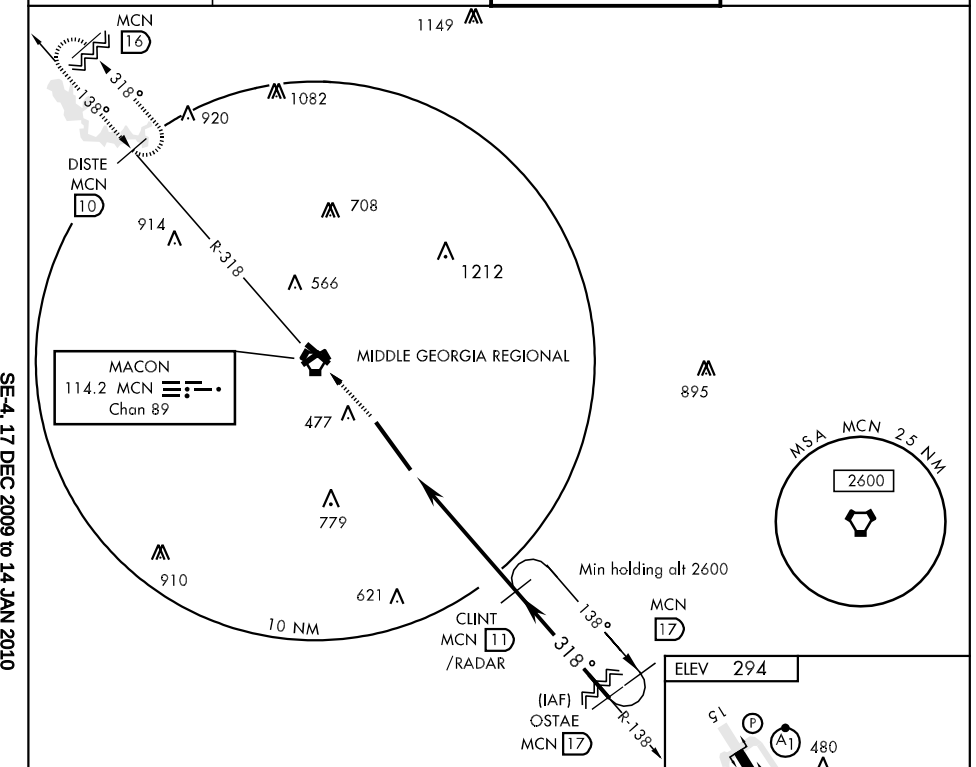
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

** Circling not authorized W of Rwy 15-33.

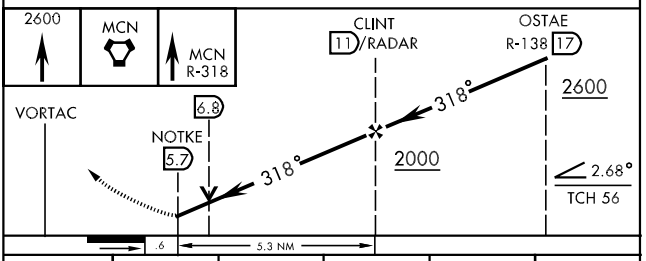
ALSF-2

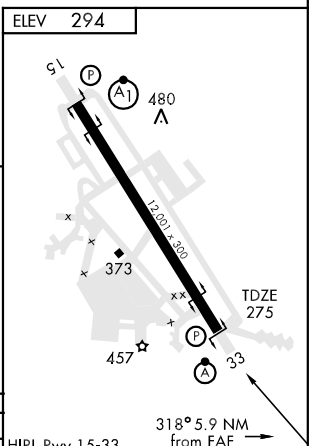
MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

HIRL Rwy 15-33

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR/DME Z RWY 33

VORTAC MCN	APCH CRS	Rwy ldg 12,001
114.2	318°	TDZE 275
Chan 89		Arpt Elev 294

AL-442 [USAF]

ROBINS AFB (KWRB)

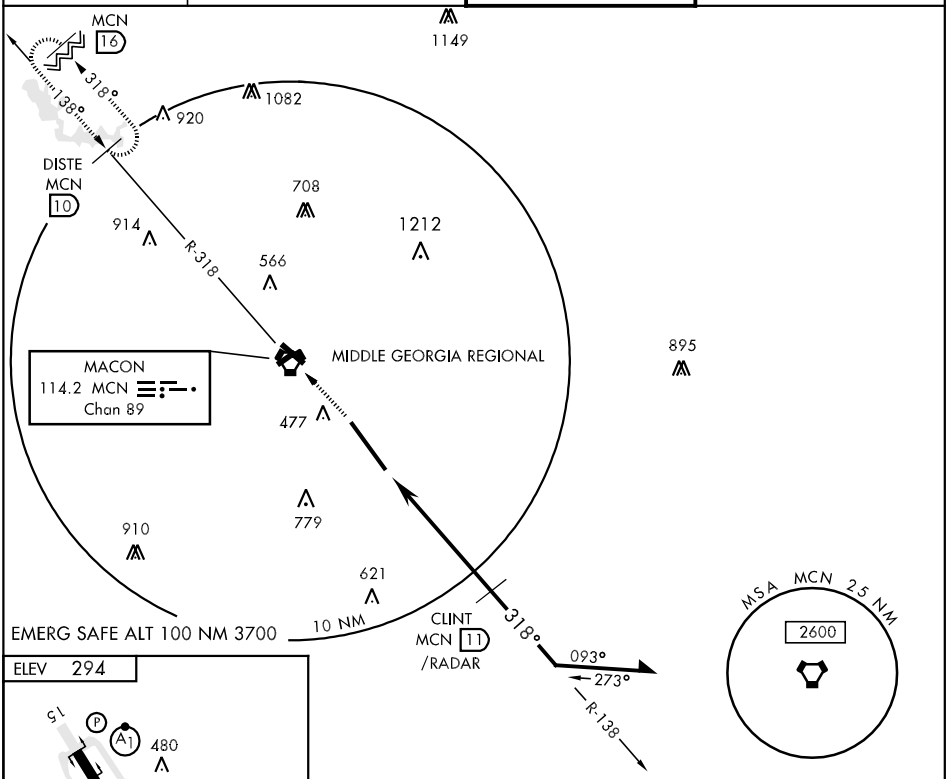
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

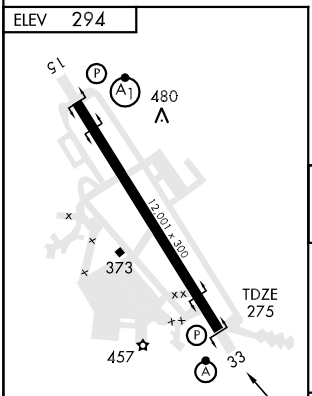
** Circling not authorized W of Rwy 15-33.

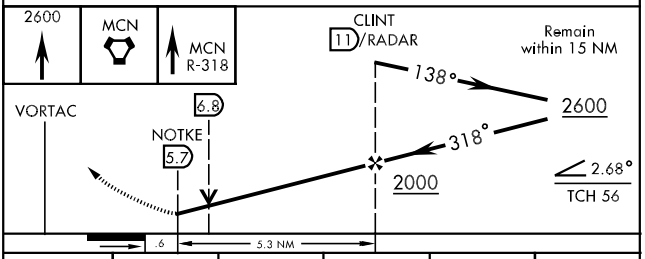
ALSF-2

MISSED APPROACH: To 2600 to MCN VORTAC then out MCN R-318 to DISTE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8







FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D	E
S-33 *	780/24 505 (500-½)		780/50 505 (500-1)		780/60 505 (500-1¼)
CIRCLING **	780-1 486 (500-1)		780-1½ 486 (500-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

VOR RWY 15

VORTAC MCN 114.2 Chan 89	APCH CRS 134°	Rwy ldg 12,001 TDZE 294 Arpt Elev 294

AL-442 [USAF]

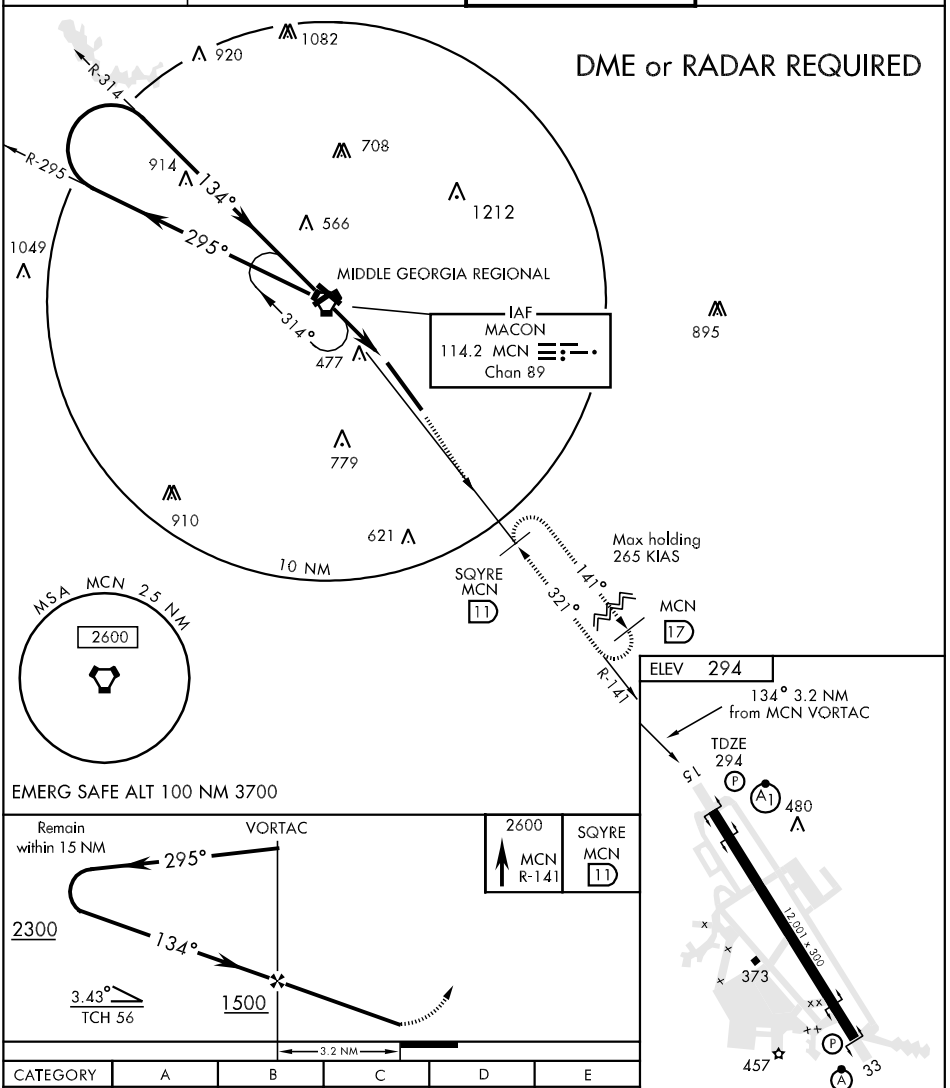
ROBINS AFB (KWRB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 1½ mile, CAT DE vis to 1¾ mile.
** Circling not authorized W of Rwy 15-33.

ALSF-1

MISSED APPROACH: To 2600 out MCN R-141 to SQYRE and hold.

ATIS	ATLANTA APP CON	ROBINS TOWER	GND CON
119.475 233.4	124.2 279.6	133.225 320.1	121.85 275.8



CATEGORY	A	B	C	D	E
S-15 *	840/24 546 (600-½)		840/50 546 (600-1)	840/60 546 (600-1¼)	840-1½ 546 (600-1½)
CIRCLING **	840-1 546 (600-1)		840-1½ 546 (600-1½)	860-2 566 (600-2)	960-2¼ 666 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

WAAS	APP CRS	Rwy Idg	4020
CH 62809	129°	TDZE	646
W13A		Apt Elev	646

RNAV (GPS) RWY 13

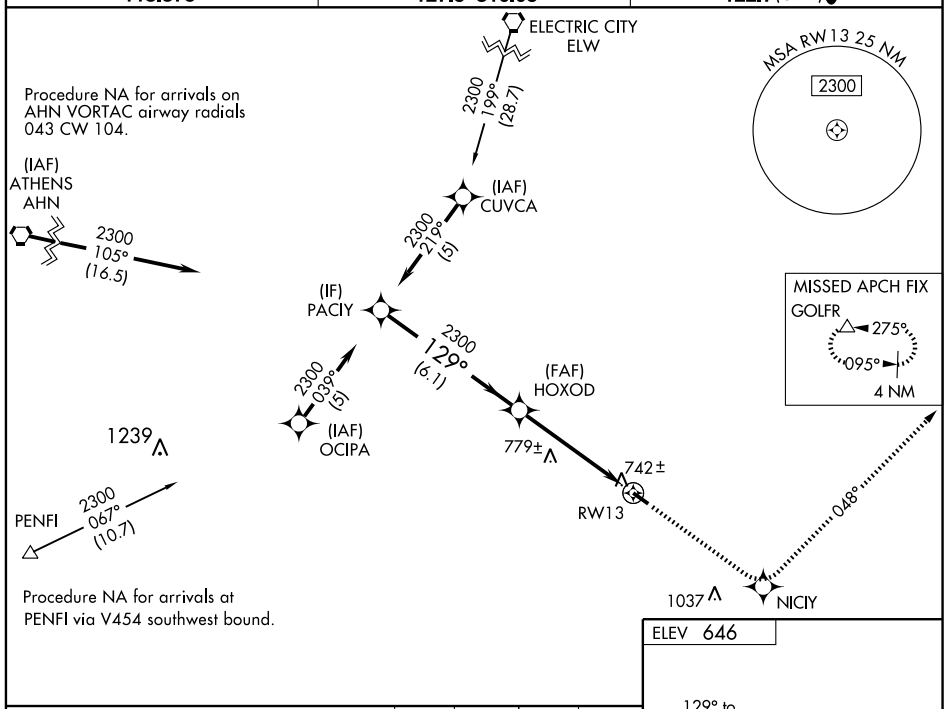
WASHINGTON-WILKES COUNTY (IIY)

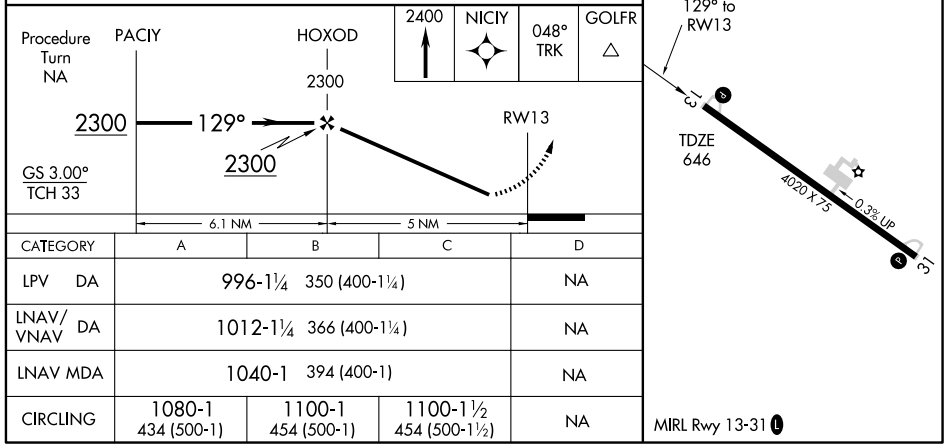
▼ ⚠ NA

When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1082, LNAV/VNAV DA to 1098, and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct NICIY and via 048° track to GOLFR and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	996-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1012-1¼ 366 (400-1¼)			NA
LNAV MDA	1040-1 394 (400-1)			NA
CIRCLING	1080-1 434 (500-1)	1100-1 454 (500-1)	1100-1½ 454 (500-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45609 W31A	APP CRS 309°	Rwy Idg 4020 TDZE 640 Apt Elev 646

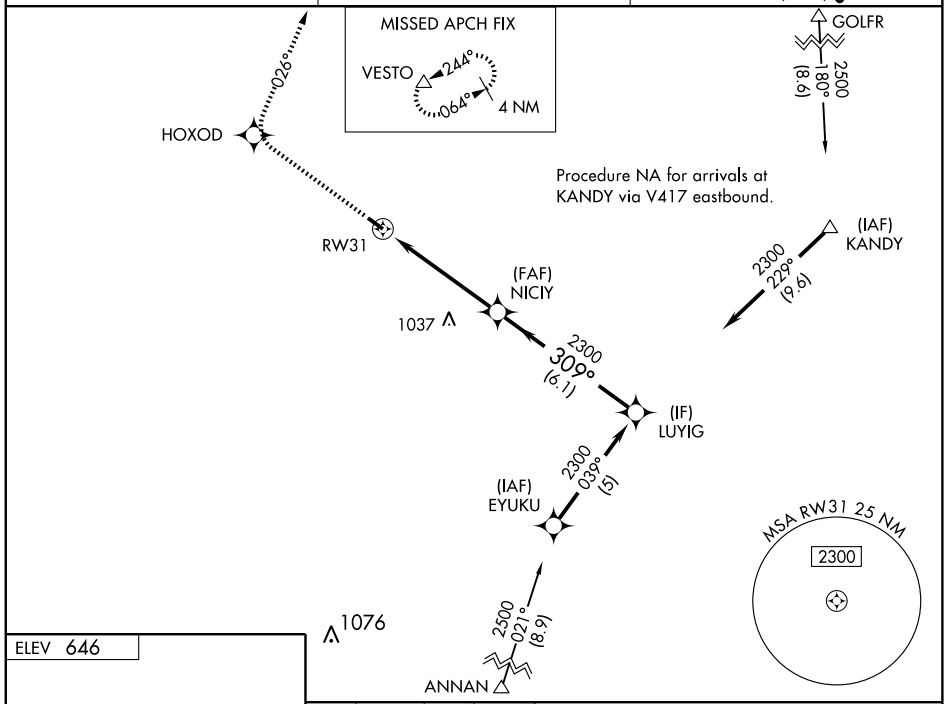
RNAV (GPS) RWY 31
WASHINGTON-WILKES COUNTY (IIY)

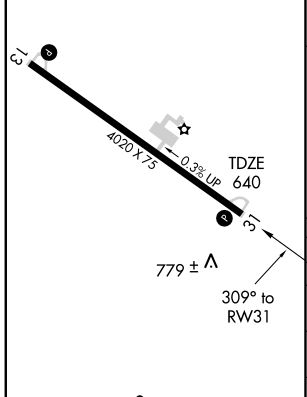
Baro-VNAV NA when using Athens altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens altimeter setting and increase LPV DA to 1078, LNAV/VNAV DA to 1135, and all MDA 100 feet; increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. C visibility to ¼ mile.

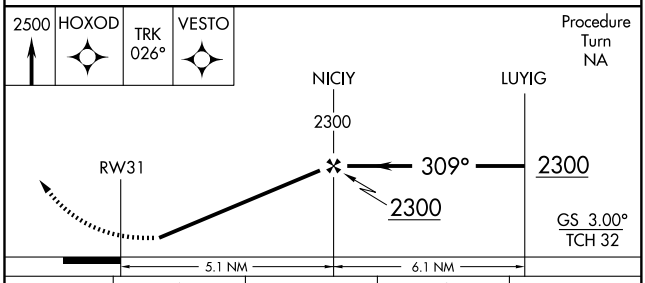
NA

MISSED APPROACH: Climb to 2500 direct HOXOD and via 026° track to VESTO and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	992-1¼ 352 (400-1¼)			NA
LNAV/VNAV DA	1049-1½ 409 (500-1½)			NA
LNAV MDA	1180-1 540 (600-1)		1180-1½ 540 (600-1½)	NA
CIRCLING	1180-1 534 (600-1)		1180-1½ 534 (600-1½)	NA

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	4020
109.6	111°	TDZE	645
Chan 33		Apt Elev	645

VOR/DME RWY 13
WASHINGTON-WILKES COUNTY (IIY)

Visibility reduction by helicopters NA.
If local altimeter setting not received, use Athens altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2300 via AHN R-111 to RAYLE/22 DME and hold.

AWOS-3	ATLANTA APP CON ★	UNICOM
118.375	127.5 316.05	122.7 (CTAF) L

2049

Holding not required for arrivals at AHN VORTAC on airway radials 291 CW 340.

IAF
ATHENS
109.6 AHN
Chan 33

(IAF)
JOSPI
AHN 12

MSA AHN 25 NM
3700

R-043

AHN 12 Arc

2300 NoPT

111°
1 min
291°

2300 NoPT
111°
(12)

R-111

(IF)
FUSTY
AHN 12

2300
111°
(10)

291°
1 min
111°

(IAF)
RAYLE
AHN 22

839±

RW13

R-195

2300 NoPT

AHN 12 Arc

(IAF)
JOTNO
AHN 12

10 NM

ELEV 645

111° 5 NM from FAF

TDZE
645

4020 X 75

0.3% UP

One Minute Holding Pattern

RAYLE
AHN 22

2300

291°
111°

111°

RW13
AHN 27

3.04°
TCH 31

5 NM

2300

AHN R-111
109.6

RAYLE
AHN 22

CATEGORY	A	B	C	D
S-13	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA
CIRCLING	1100-1 455 (500-1)	1100-1¼ 455 (500-1¼)	1100-1½ 455 (500-1½)	NA

MIRL Rwy 13-31 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-AYS	APP CRS	Rwy Idg	6000
108.3	184°	TDZE	141
		Apt Elev	142

ILS or LOC RWY 18
WAYCROSS-WARE COUNTY (AYS)

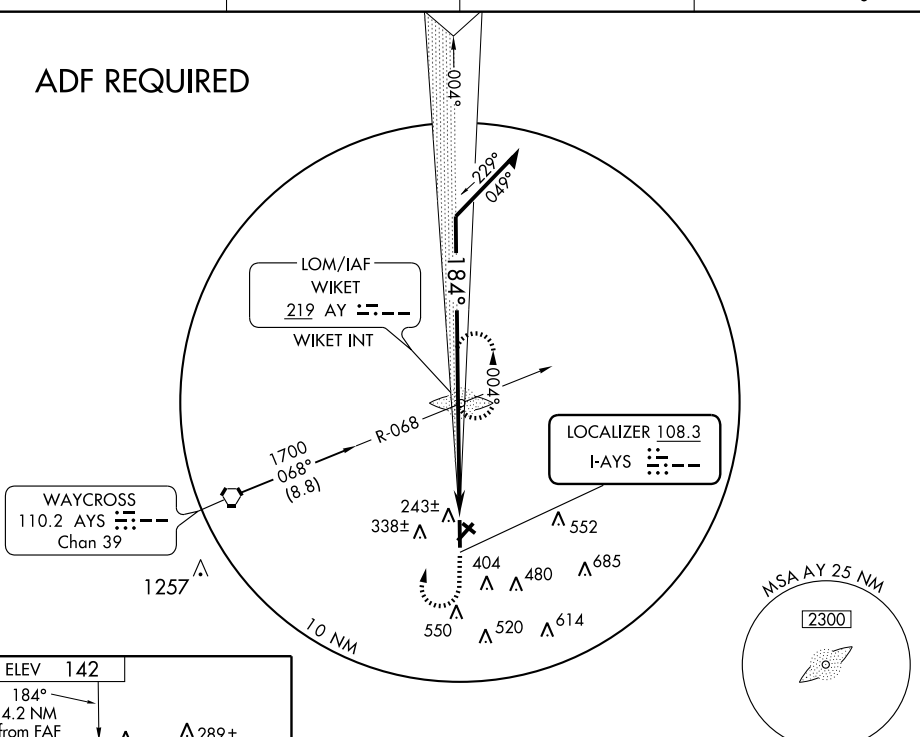
If local altimeter setting not received use Bacon County altimeter setting and increase all DAs/MDAs 60 feet.

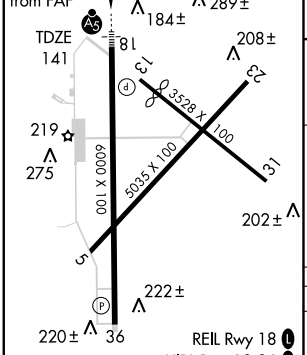
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 direct WIKET LOM and hold.

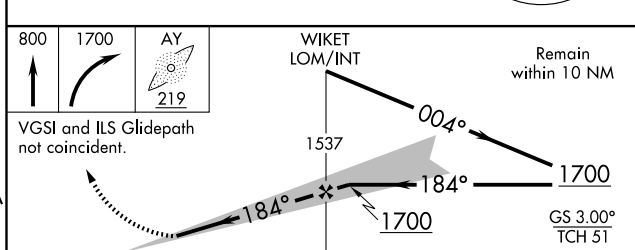
AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L

ADF REQUIRED





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 18	341-½ 200 (200-½)			
S-LOC 18	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6000
CH 45509	184°	TDZE	141
W18A		Apt Elev	142

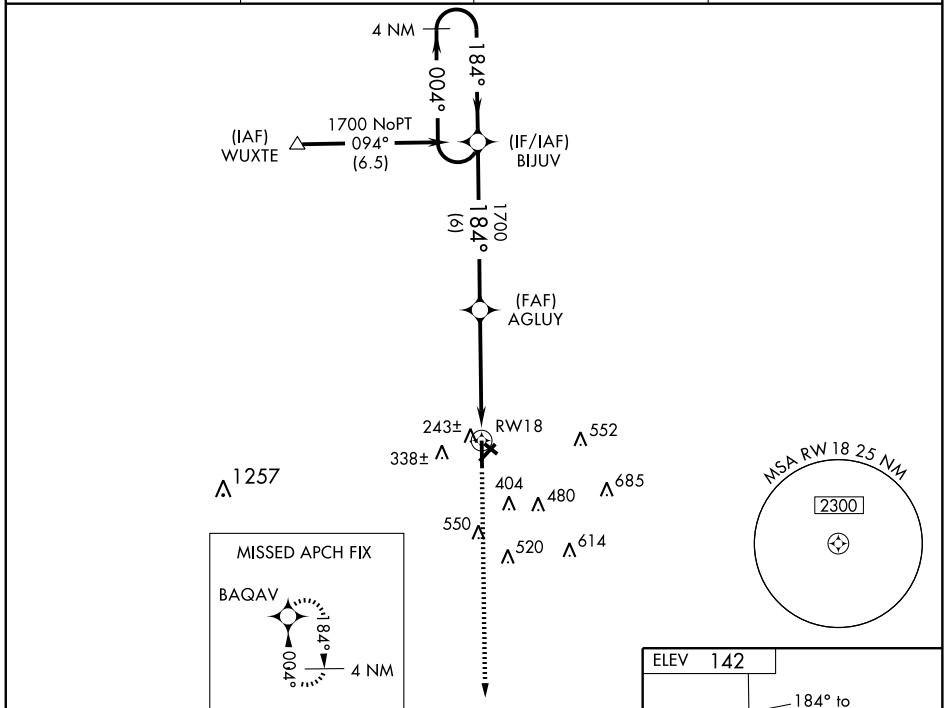
RNAV (GPS) RWY 18
WAYCROSS-WARE COUNTY (AYS)

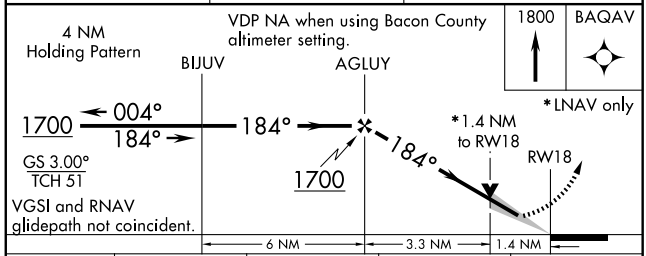
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR

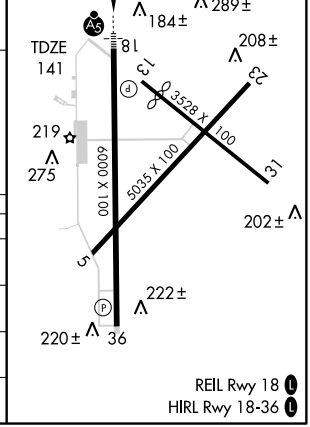
MISSED APPROACH: Climb to 1800 direct BAQAV and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	400-½ 259 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	620-½ 479 (500-½)		620-¾ 479 (500-¾)	620-1 479 (500-1)
CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)



SE-4, 17 DEC 2009 to 14 JAN 2010

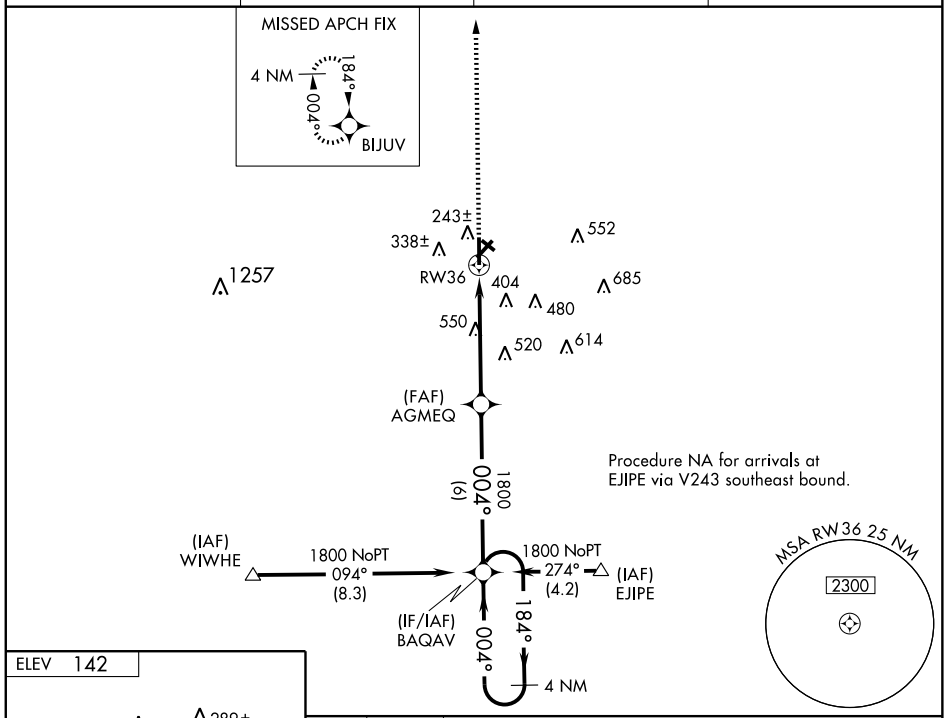
WAAS	APP CRS	Rwy Idg	6000
CH 56209	004°	TDZE	141
W36A		Apt Elev	142

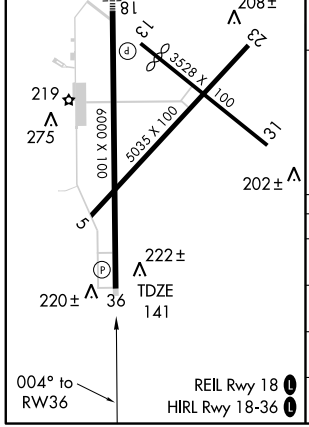
RNAV (GPS) RWY 36
WAYCROSS-WARE COUNTY (AYS)

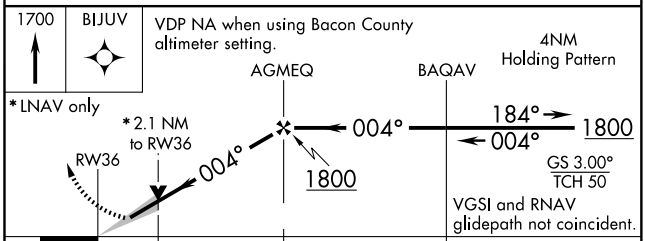
If local altimeter setting not received, use Bacon County altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct BIJUV and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	400-1 259 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	860-1 719 (800-1)		860-2 719 (800-2)	860-2¼ 719 (800-2¼)
CIRCLING	860-1 718 (800-1)		860-2 718 (800-2)	860-2¼ 718 (800-2¼)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AYS	APP CRS	Rwy Idg	N/A
110.2	099°	TDZE	N/A
Chan 39		Apt Elev	142

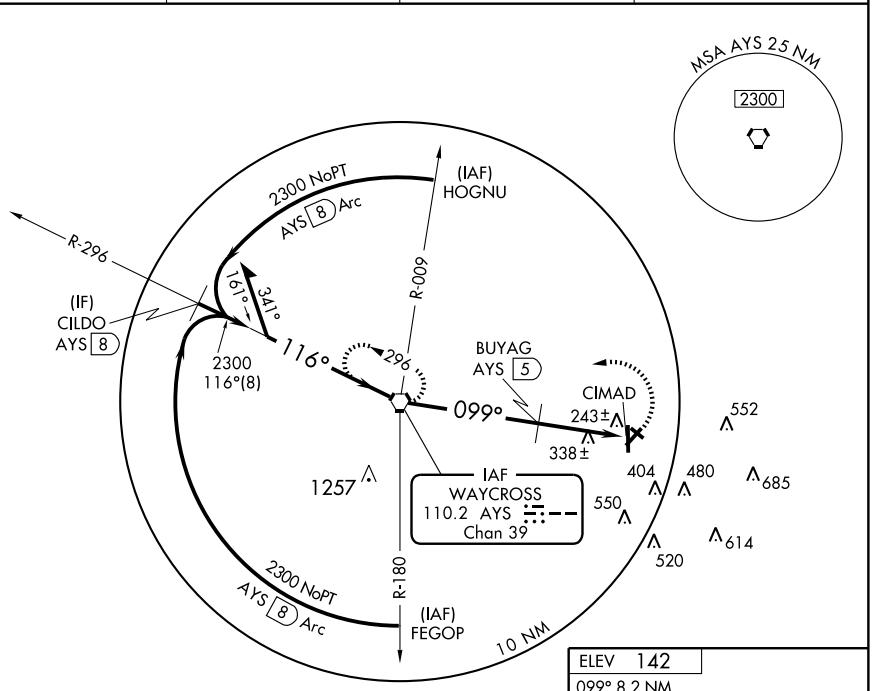
VOR-A

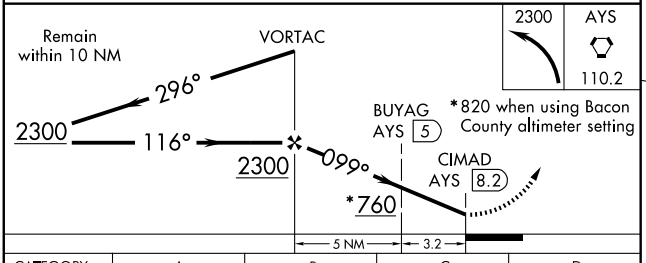
WAYCROSS-WARE COUNTY (AYS)

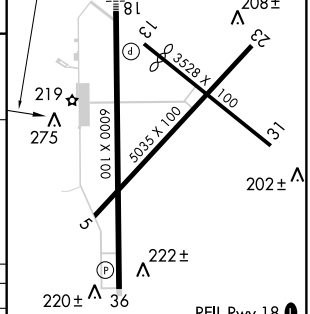
If local altimeter setting not received, use Bacon County altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
118.575	132.3 290.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	760-1 618 (700-1)		760-1¾ 618 (700-1¾)	760-2 618 (700-2)

BUYAG FIX MINIMUMS

CIRCLING	680-1 538 (600-1)	700-1 558 (600-1)	700-1½ 558 (600-1½)	720-2 578 (600-2)

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

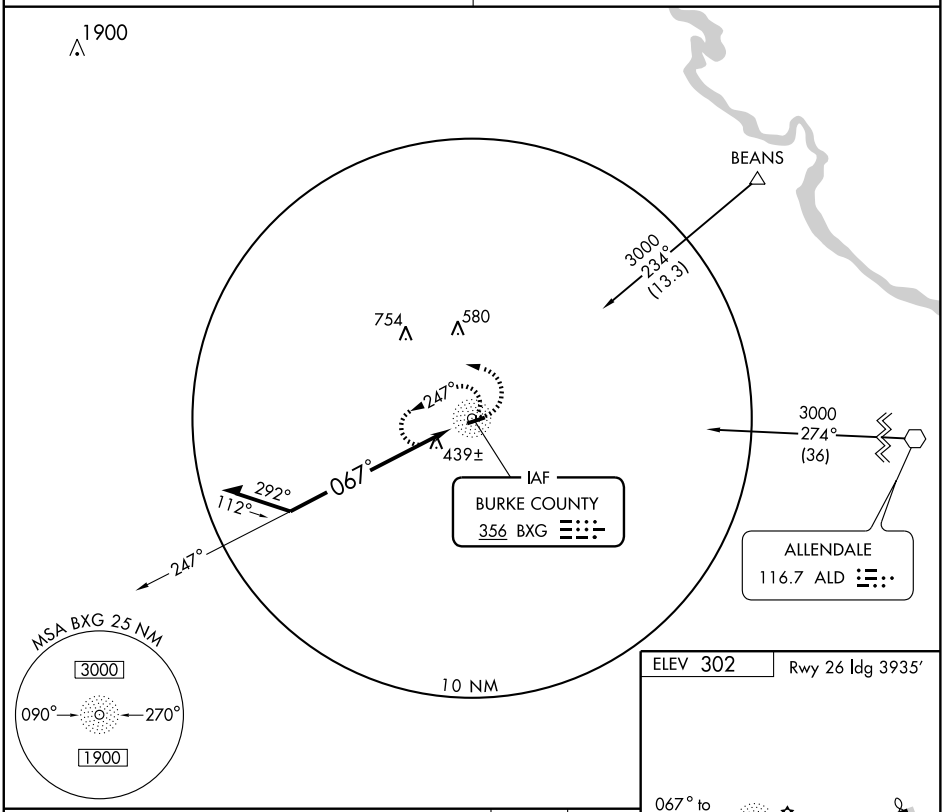
SE-4, 17 DEC 2009 to 14 JAN 2010

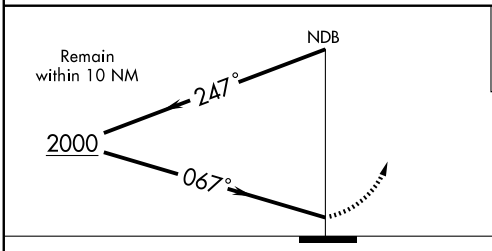
NDB BXG 356	APP CRS 067°	Rwy Idg 4035 TDZE 295 Apt Elev 302

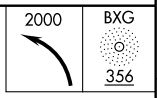
NDB RWY 8

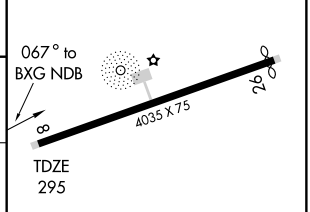
WAYNESBORO/ BURKE COUNTY (BXG)

▼ ▲ NA Use Augusta Rgnl at Bush Field altimeter setting.	MISSED APPROACH: Climbing left turn to 2000 in BXG NDB holding pattern.
AUGUSTA APP CON ★ 126.8 270.3	CTAF 122.9 L









MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	900-1 605 (600-1)		900-1¾ 605 (600-1¾)	NA
CIRCLING	900-1 598 (600-1)		900-1¾ 598 (600-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	4035
075°	TDZE	295
	Apt Elev	302

RNAV (GPS) RWY 8

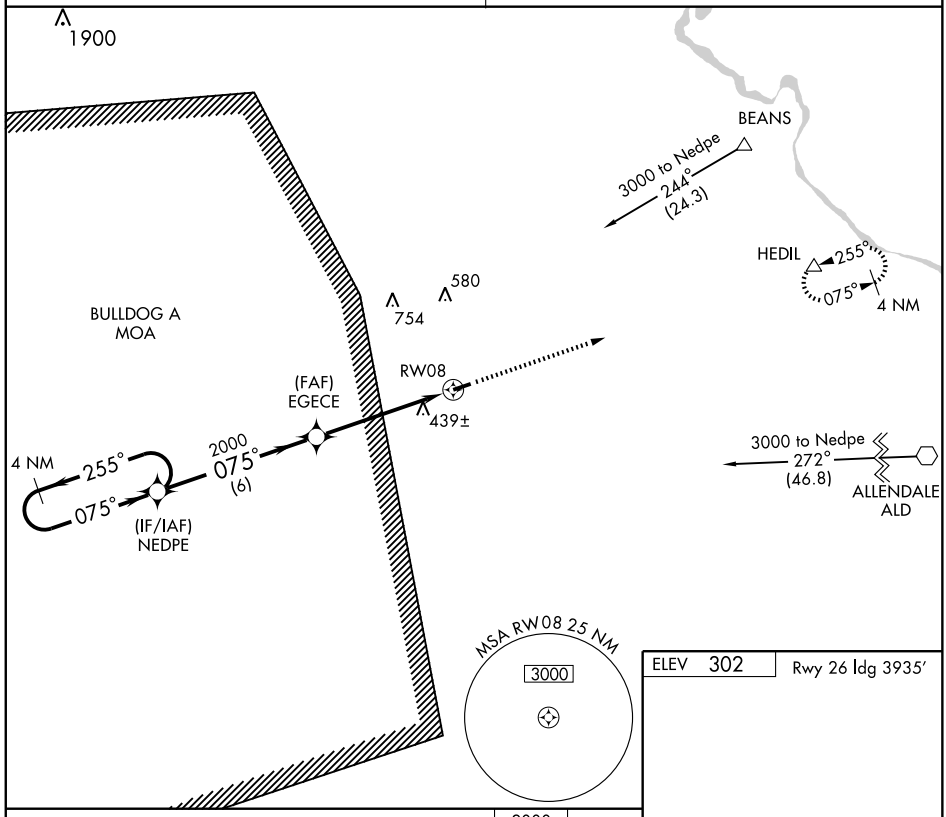
WAYNESBORO/ BURKE COUNTY (BXG)

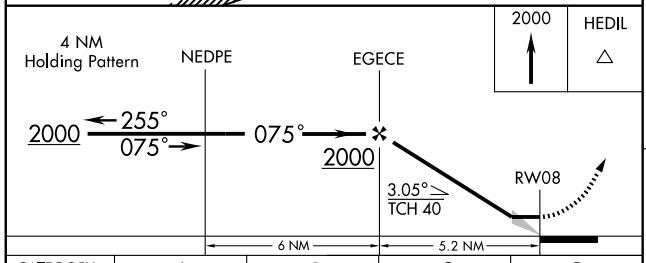
Use Augusta Rgnl at Bush Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

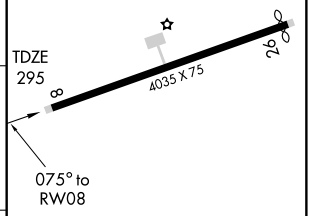
NA

MISSED APPROACH: Climb to 2000 direct HEDIL and hold.

AUGUSTA APP CON ★	CTAF
126.8 270.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	800-1 505 (500-1)		800-1½ 505 (500-1½)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3935
255°	TDZE	302
	Apt Elev	302

RNAV (GPS) RWY 26

WAYNESBORO/ BURKE COUNTY (BXG)

Use Augusta Rgnl at Bush Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 direct NEDPE and hold.

AUGUSTA APP CON ★	CTAF
126.8 270.3	122.9 L

1900

BULLDOG A MOA

754 580 (FAF) CEVGU 2000 255° (7.8) 449± RW26

758 (IF/IAF) HEDIL 255° 075° 4 NM

4 NM 255° 075° NEDPE

MSA RW 26 25 NM 3000

ELEV 302 Rwy 26 ldg 3935′

255° to RW26

4035 X 75 TDZE 302

2000 NEDPE CEVGU HEDIL 4 NM Holding Pattern

RW26 3.04° TCH 40 2000 255° 075° 255° 2000

5.1 NM 7.8 NM

CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	NA
CIRCLING	860-1 558 (600-1)		860-1½ 558 (600-1½)	NA

MIRL Rwy 8-26 L

SE-4, 17 DEC 2009 to 14 JAN 2010

LOC I-IDR	APP CRS	Rwy Idg	5160
111.5	311°	TDZE	920
		Apt Elev	943

AL-5360 (FAA)

LOC RWY 31

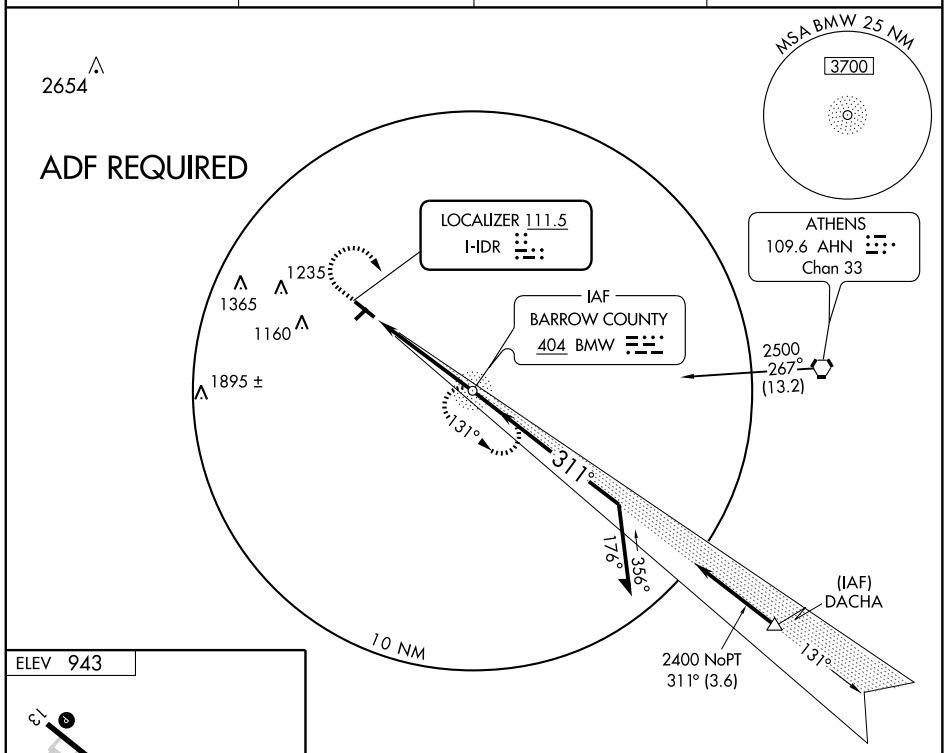
WINDER/ BARROW COUNTY (WDR)

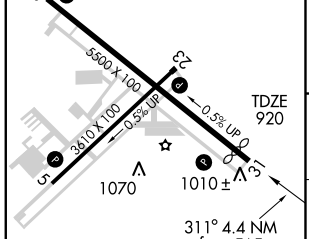
NA

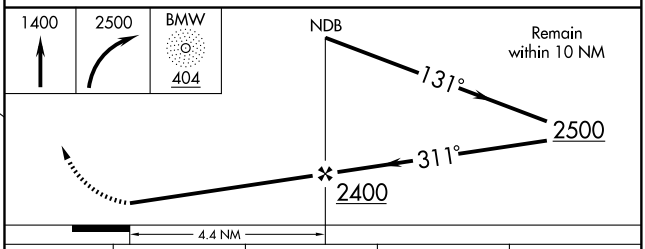
Use Athens altimeter setting.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct BMW NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-LOC-31	1320-1 400 (400-1)			1320-1¼ 400 (400-1¼)
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1520-2 577 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WINDER, GEORGIA

NDB BMW 404	APP CRS 311°	Rwy Idg 5160 TDZE 920 Apt Elev 943

AL-5360 (FAA)

NDB RWY 31

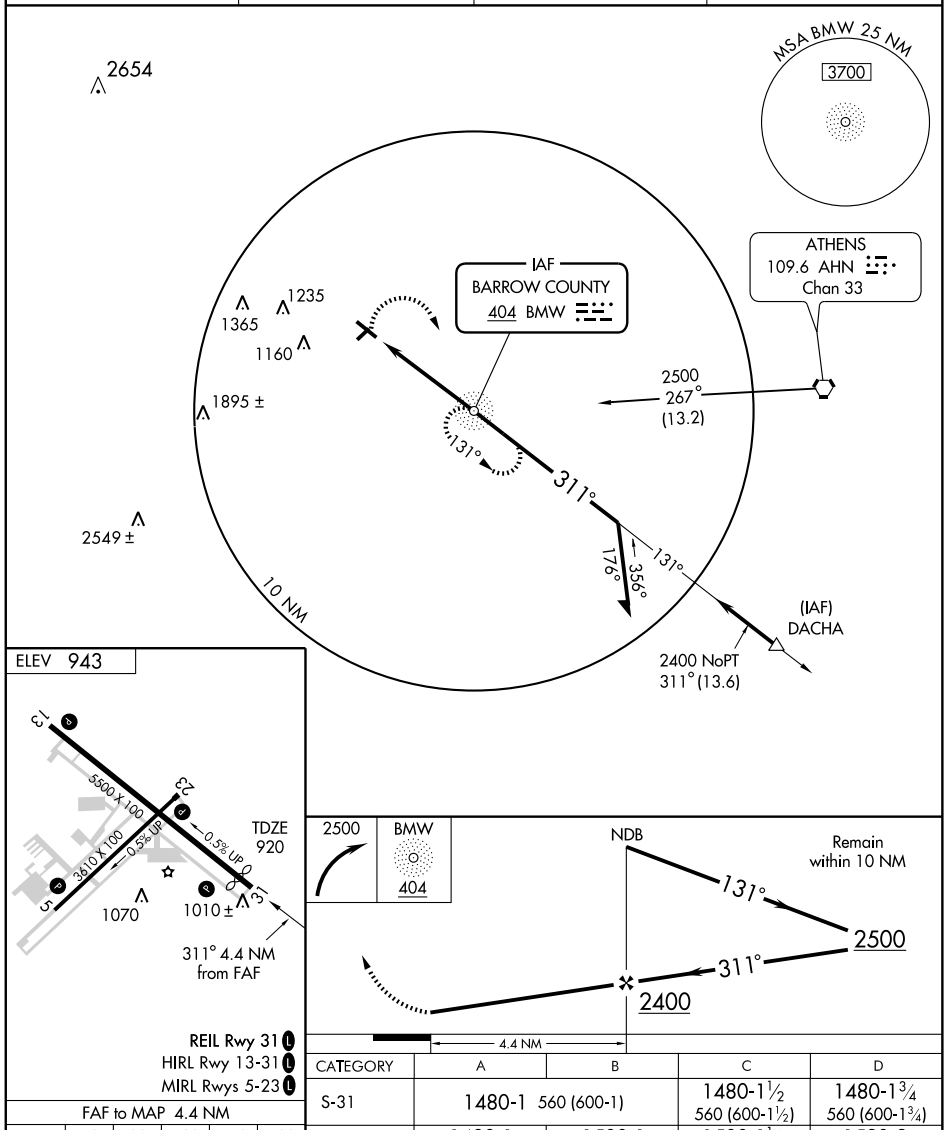
WINDER/BARROW COUNTY (WDR)

NA

Use Athens altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct BMW NDB and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



ELEV 943

REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-31	1480-1 560 (600-1)		1480-1½ 560 (600-1½)	1480-1¾ 560 (600-1¾)
CIRCLING	1480-1 537 (600-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1520-2 577 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 90305	132°	TDZE	935
W13A		Apt Elev	943

AL-5360 (FAA)

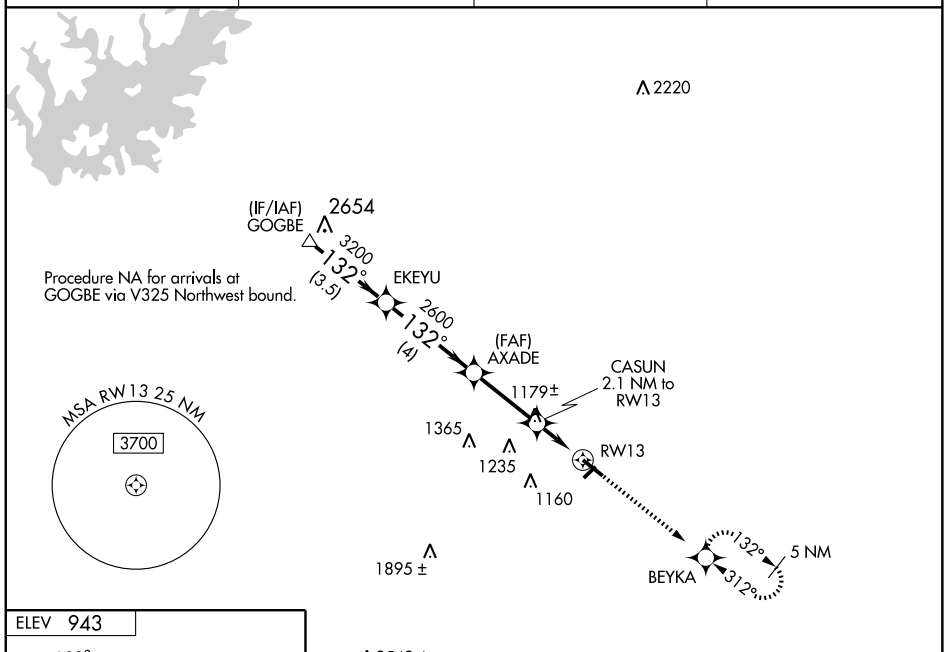
RNAV (GPS) RWY 13

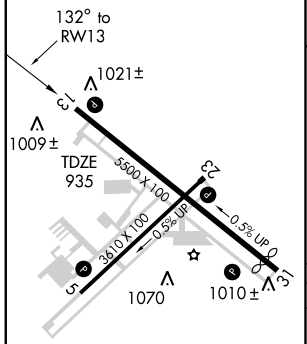
WINDER/BARROW COUNTY (WDR)

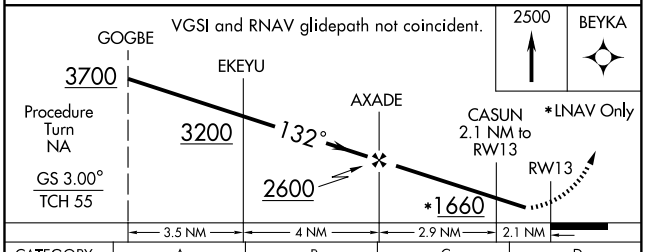
Baro-VNAV NA when using Athens altimeter setting. If local altimeter setting not received, use Athens altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct BEYKA and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1252-1 317 (400-1)			
LNAV/VNAV DA	1418-1¾ 483 (500-1¾)			
LNAV MDA	1300-1 365 (400-1)			1300-1¼ 365 (400-1¼)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwy 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5160
CH 69305	312°	TDZE	920
W31A		Apt Elev	943

AL-5360 (FAA)

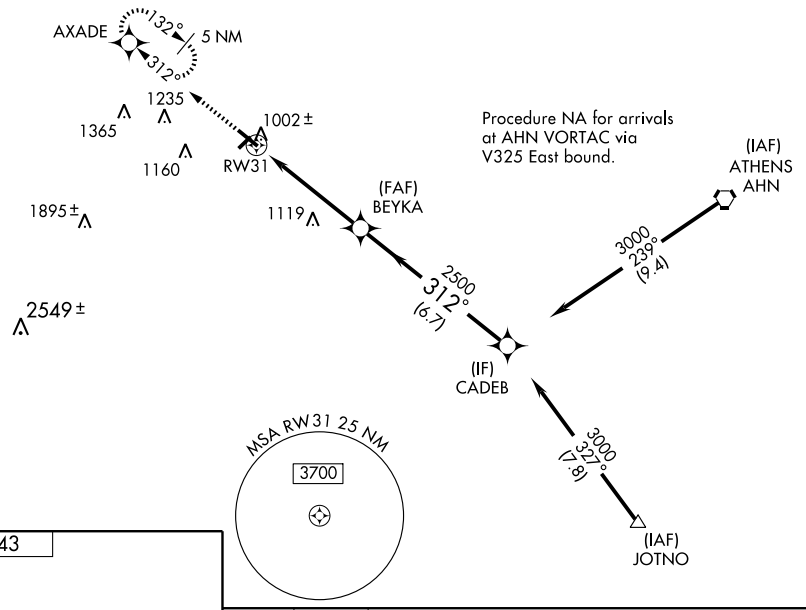
RNAV (GPS) RWY 31

WINDER/ BARROW COUNTY (WDR)

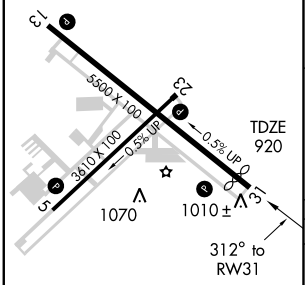
Baro-VNAV NA when using Athens altimeter setting. If local altimeter setting not received, use Athens altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct AXADE and hold.

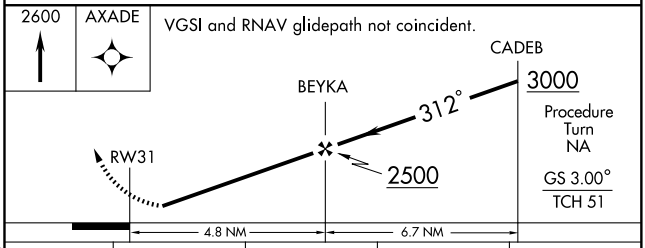
AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L



ELEV 943



REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	1214-1 294 (300-1)			
LNAV/ VNAV DA	1272-1¼ 352 (400-1¼)			
LNAV MDA	1400-1 480 (500-1)		1400-1¼ 480 (500-1¼)	1400-1½ 480 (500-1½)
CIRCLING	1400-1 457 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1500-2 557 (600-2)

SE-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AHN	APP CRS	Rwy Idg	N/A
109.6	277°	TDZE	N/A
Chan 33		Apt Elev	943

VOR/DME or GPS-A

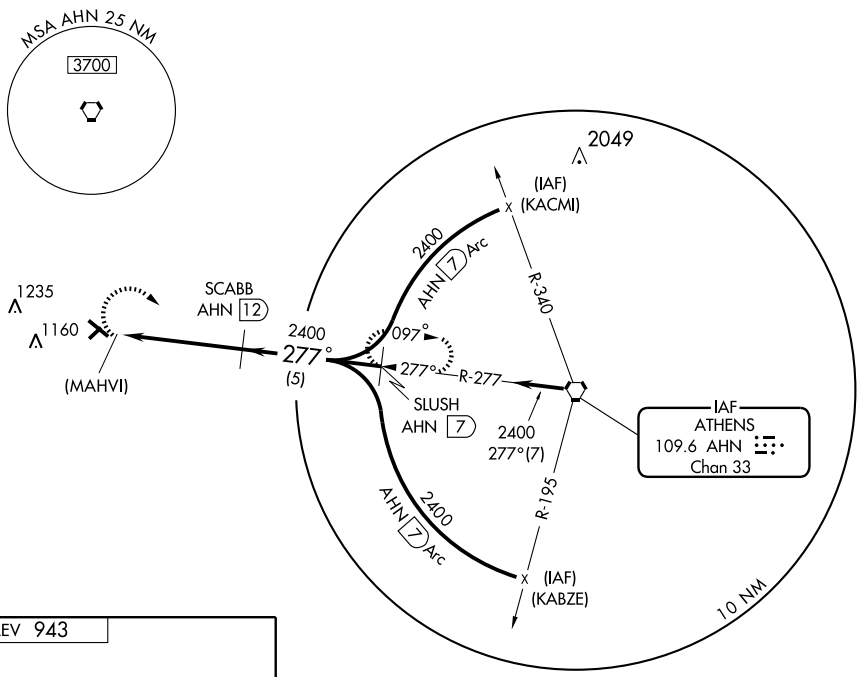
WINDER/BARROW COUNTY (WDR)

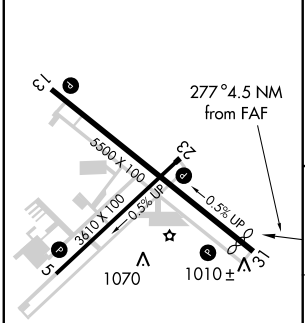
NA

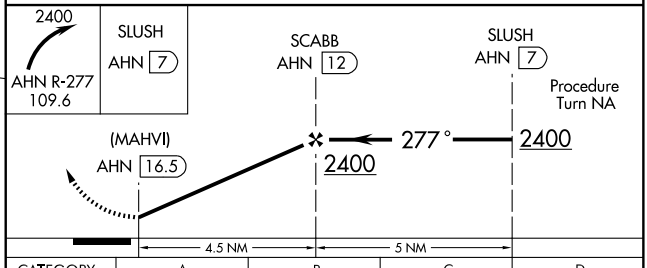
Use Athens altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via AHN R-277 to SLUSH 7 DME and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1520-2 577 (600-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

WINDER, GEORGIA

VORTAC AHN 109.6 Chan 33	APP CRS 225°	Rwy Idg 3610 TDZE 929 Apt Elev 943

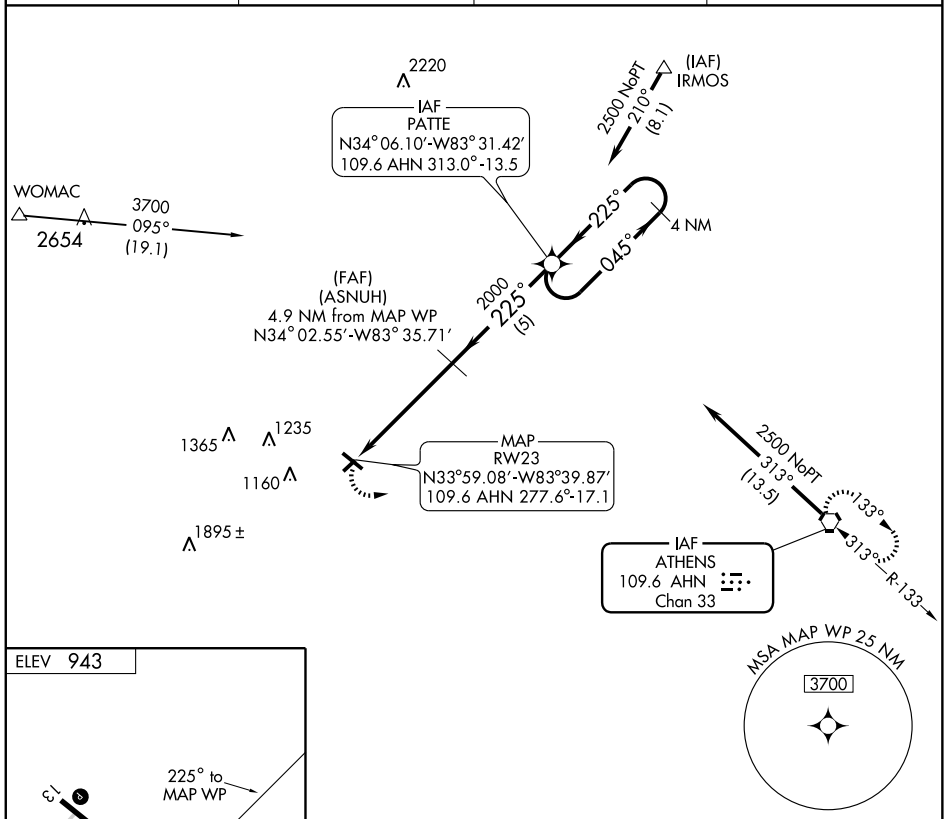
VOR/DME RNAV or GPS RWY 23

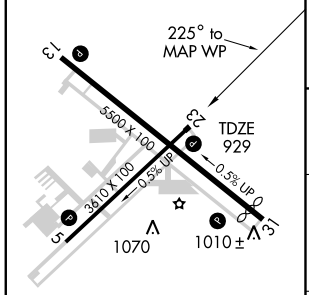
AL-5360 (FAA) — WINDER/BARROW COUNTY (WDR)

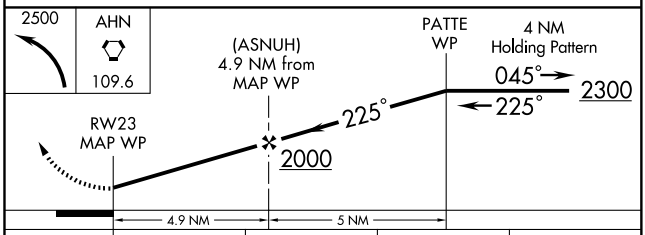
NA — Use Athens altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct AHN VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	GCO	UNICOM
118.575	132.475 291.1	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1400-1 471 (500-1)		1400-1¼ 471 (500-1¼)	1400-1½ 471 (500-1½)
CIRCLING	1440-1 497 (500-1)	1500-1 557 (600-1)	1500-1½ 557 (600-1½)	1540-2 597 (600-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L
MIRL Rwys 5-23 L

SE-4, 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[1]
VOR Rwy 10[2]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN CITY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL TN/VA ..... **ILS or LOC Rwy 5,** 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ..... **ILS or LOC Rwy 2[12]**
ILS or LOC Rwy 20[12]
RADAR-1[34]
RNAV (GPS) Rwy 2[35]
RNAV (GPS) Rwy 15[16]
RNAV (GPS) Rwy 20[57]
RNAV (GPS) Rwy 33[13]
VOR Rwy 33[13]

[1]NA when control tower closed or when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.
[6]Category C, 800-2¼; Category D, 800-2½.
[7]Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.
Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[1]
NDB-A[2]
VOR-A[1]
VOR /DME Rwy 4[1]

[1]NA when local weather not available.
[2]NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2¾.

HENDERSON, KY

HENDERSON
CITY-COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
[1]NA when control tower closed.

KNOXVILLE, TN

MC GHEE-TYSON ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 23R[1]
RNAV (GPS) Rwy 23R[2]
RADAR-1[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ..... **ILS or LOC Rwy 6[1]**
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LOUISVILLE, KY

BOWMAN FIELD ..... **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD .... **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
RNAV (GPS) Rwy 29[3]
[1]Categories A,B, 900-2;Category C, 900-2¾; Category D, 900-3.
[2]Categories A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 800-2¼.

MEMPHIS, TN

MEMPHIS INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2¾.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ..... **ILS or LOC Rwy 22[123]**
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 22[24]
VOR/DME or TACAN Rwy 22[24]
[1]NA when control tower closed or when local weather not available.
[2]NA when local weather not available.
[3]ILS, Category E, 700-2½.LOC, Category E, 800-2½.
[4]Category E, 800-2½.

NASHVILLE, TN

JOHN C TUNE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C[1]**
RNAV (GPS) Y Rwy 2L[2]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 36[3]
VOR or GPS Rwy 18[3]
VOR Rwy 5[2]
VOR Rwy 18[3]
VOR Rwy 36[3]

NA when control tower closed.
[1]ILS, Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.

PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.
[1]NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**

NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36[1]
VOR Rwy 36

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ..... **ILS Rwy 32[13]**
NDB Rwy 32[12]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 14[2]
VOR/DME Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND RGNL ..... **ILS or LOC/DME Rwy 5[1]**
RNAV (GPS) Y Rwy 5[2]
RNAV (GPS) Z Rwy 5[2]
RNAV (GPS) Rwy 23[3]

NA when local weather not available.
[1]ILS, Category A, 700-2; Category B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.
[3]Category C, 800-2¼, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20
VOR/DME Rwy 20[2]

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category D, 900-3.

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 08353 USA)

RADAR[11] **- (E)** 134.350x 237.5x 395.9x 258.3x 290.9x ELEV **572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1[13]						
ASR	5[1 4 8 10]		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23[5 9 10]		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR[12]	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR	5[1 2 3 4]	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23[2 3 5]	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36[1 3 6 7]	3.0/45/814	ABC	808-1	250	(300-1)

[1]Apch not auth when R-3701, R-3702A in use. [2]FAF 4.9 miles from threshold. [3]Glideslope intercept altitude 2200. [4]Final approach course 045. [5]Final approach course 225. [6]FAF 5.0 miles from threshold. [7]Final approach course 360. [8]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. [9]Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. [10]FAF 5.0 miles from threshold, minimum altitude 2200. [11]Lost Comm: As directed by ATC on initial contact. [12]Circling NA SE of Rwy 5-23.

Missed Approach:
Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.

[13]Radar Missed Approach: Climb to 2200 for radar vectors.

CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA) ELEV **682**

LOVELL FIELD

RADAR- 125.1 379.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2	AB	**1140**/24	458	(500-½)	C	**1140**/40	458	(500-¾)
		D	**1140**/50	458	(500-1)				
	20	AB	**1260**/24	587	(600-½)	C	**1260**/50	587	(600-1)
		D	**1260**/60	587	(600-1¼)				
	33	AB	**1340**-1	669	(700-1)	C	**1340**-1¾	669	(700-1¾)
		D	**1340**-2	669	(700-2)				
CIRCLING		AB	**1340**-1	658	(700-1)	C	**1340**-1¾	658	(700-1¾)
		D	**1460**-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA) ELEV **981**

MC GHEE-TYSON

RADAR- 123.9 360.8

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R	AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
		D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	5L	AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
		D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	23R	AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
		D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L	AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
		D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
CIRCLING		AB	**1520**-1¼	539	(600-1¼)	C	**1540**-1½	559	(600-1½)
		D	**1620**-2	639	(600-2)	E	**1900**-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibilty ½ mile.

SABRE AHP (EOD),

TN (Fort Campbell), (Amdt 3, 09183 USA) **ELEV 593**

RADAR - (E) 118.1 340.9 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		COPTER	1060-½	473	(500-½)
	4		COPTER	1100-½	507	(600-½)

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 600-2¾ or std. with a min. climb of 430' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 103° to 1200 before proceeding on course. **Rwy 28,** climb heading 283° to 1100 before turning right.
NOTE: **Rwy 10,** trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28,** trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

ATHENS, TN

MCMINN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: Climb on runway heading to 2000 prior to turn.

NAME	TAKE-OFF MINIMUMS

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1. **Rwy 19,** 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23,** 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27,** 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9,** climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23,** climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27,** climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9,** tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23,** trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27,** radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823'from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 900 before turning left.

NOTE: **Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP), FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18,** Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23,** Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. Rwy 36, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1.

CHATTANOOGA, TN

LOVELL FIELD

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1¾ or std. with a min. climb o f 357' per NM to 1700. **Rwy 33,** 400-2½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 019° to 2400 before turning. **Rwy 15,** climb via heading 147° to 1700 before turning. **Rwy 20,** climb via heading 199° to 2200 before turning. **Rwy 33,** climbing right turn to 2500' via heading 020° before proceeding on course.

NOTE: **Rwy 2,** railroad 890' from departure end of runway, 598' left of centerline, 35' AGL/695' MSL. Tree 943' from departure end of runway, 666' right of centerline, 50' AGL/716' MSL. Tree 1663' from departure endof runway, 745' right of centerline, 50' AGL/726' MSL. Tree 1730' from departure end of runway, 666' right of centerline, 100' AGL/722' MSL. **Rwy 15,** antenna 1.3 NM from departure end of runway 430' left of centerline, 100' AGL/922' MSL. Tree 1.3 NM from departure end of runway, 475' left of centerline, 85' AGL/925' MSL. Tree 1.2 NM from departure end of runway, 623' left of centerline, 80' AGL/896' MSL. Pole 1.1 NM from departure end of runway, 1008' left of centerline, 86' AGL/946' MSL. Pole 3584' from departure end of runway, 870' left of centerline, 130' AGL/809' MSL. Tree 2154' from departure end of runway, 242' left of centerline, 100' AGL/749' MSL. Tree 1792' from departure end of runway, 199' left of centerline, 57' AGL/741' MSL. Tree 1593' from departure end of runway, 462' left of centerline, 43' AGL/754' MSL. Tree 2027' from departure end of runway, 335' left of centerline, 55' AGL/745' MSL. Pole 1588' from departure end of runway, 294' left of centerline, 90' AGL/723' MSL. Tree 1362' from departure end of runway, 458' left of centerline, 55' AGL/745' MSL. Tree 1783' from departure end of runway, 417' left of centerline, 55' AGL/740' MSL. Tree 1661' from departure end of runway, 363' left of centerline, 50' AGL/726' MSL. Tree 1070' from departure end of runway, 455' right of centerline, 60' AGL/752' MSL. Tree 1014' from departure end of runway, 332' right of centerline, 60' AGL/709' MSL. Tree 1114' from departure end of runway, 527' left of centerline, 50' AGL/716' MSL. Building 328' from departure end of runway, 354' left of centerline, 20' AGL/688' MSL. Hanger 313' from departure end of runway, 569' left of centerline, 25' AGL/691' MSL. **Rwy 20,** tree 2706' from departure end of runway, 965' left of centerline, 55' AGL/759' MSL.

LOVELL FIELD (CON'T)

Rwy 33, tree 2379' from departure end of runway, 348' right of centerline, 100' AGL/770' MSL. Tree 470' from departure end of runway, 382' right of centerline, 100' AGL/721' MSL. Tower 3544' from departure end of runway, 408' right of centerline, 105' AGL/786' MSL. Tree 1845' from departure end of runway, 239' left of centerline, 55' AGL/741' MSL. Tree 4479' from departure end of runway, 262' right of centerline, 100' AGL/800' MSL. Tree 508' from departure end of runway, 302' right of centerline, 1000' AGL/697' MSL. Tree 1208' from departure end of runway, 89' right of centerline, 100' AGL/711' MSL. Tree 1320' from departure end of runway, 74' left of centerline, 100' AGL/711' MSL. Tree 513' from departure end of runway,11' left of centerline, 100' AGL/687' MSL. Poles 1.3 NM from departure end of runway, 1010' right of centerline, 90' AGL/990' MSL. Tree 1.2 NM from departure end of runway, 46' right of centerline, 100' AGL/913' MSL. Pole 1.3 NM from departure end of runway, 576' left of centerline, 95' AGL/899' MSL. Tree 1.5 NM from departure end of runway, 2883' right of centerline, 100' AGL/935' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5,** multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/ 626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0'AGL/535' MSL. **Rwy 17,** multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23,** multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL.**Rwy 35,** multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21,** 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1800 before proceeding on course. **Rwy 21,** climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3,** tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21,** tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: **Rwy 9,** tree 3385' from departure end of runway, 1117' right of centerline, 68' AGL/988' MSL. Trees beginning 4562' from departure end of runway, 900' left of centerline, up to 98' AGL/1003' MSL. **Rwy 18C,** multiple trees beginning 1882' from departure end of runway, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from departure end of runway, 904' right of centerline, 79' AGL/929' MSL. **Rwy 18R,** trees beginning 3221' from departure end of runway, 895' left of centerline, up to 84' AGL/962' MSL. **Rwy 27,** multiple trees beginning 1084' from departure end of runway, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from departure end of runway, 482' right of centerline, from 95' AGL/965' MSL. **Rwy 36L,** trees beginning 1033' from departure end of runway, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from departure end of runway, 84' right of centerline, up to 92' AGL/932' MSL. **Rwy 36C,** trees beginning 956' from departure end of runway, 613' right of centerline, up to 103' AGL/963' MSL. **Rwy 36R,** tree 1602' from departure end of runway, 754' right of centerline, 58' AGL/938' MSL. Light pole 1476' from departure end of runway, 813' left of centerline, 46' AGL/ 926' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1,** vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL. **Rwy 19,** trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8,** trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway , 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26,** tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12,** Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30,** Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21,** climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1400 before turning.

NOTE: **Rwy 17,** tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35,** trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4,** trees 445' from departure end of runway,400' left of centerline, 90' AGL/395'MSL. **Rwy 22,** trees 1320' from departure end of runway,490' right of centerline, 103' AGL/378'MSL

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24,** numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23,** multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3,** tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21,** trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2,** trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20,** trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6,** tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24,** tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35,** trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21,** Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25,** 300-1 or std.w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7,** tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25,** multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

. . . . . Rwy 15, 300-1

Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb runway heading to 3300 before turning southeast.

GREENVILLE, KY

MUHLENBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3,** trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21,** trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14,** 400-1. **Rwys 24, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9,** climb to 800 on runway heading before turning north.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 800 before proceeding on course. **Rwy 26,** climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8,** trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26,** trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1. **Rwy 22,** 200-1.

HUNTINGDON, TN
CARROLL COUNTY
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1100 before turning west.

JACKSBORO, TN
CAMPBELL COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.
NOTE: **Rwy 5,** multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY
JULIAN CARROLL
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 250' per NM to 1900.
NOTE: **Rwy 1,** tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN
MCKELLAR / SIPES RGNL (MKL)
AMDT 1 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 023° to 1100 before turning right.
NOTE: **Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
ORIG 08017 (FAA)
NOTE: **Rwy 17,** trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35,** trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY-BROWN FIELD
TAKE-OFF MINIMUMS: **Rwy 4,** 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22,** 1300-2 or std. with a min. climb of 260' per NM to 2200.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 025° to 4000 before proceeding on course. **Rwy 22,** climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND
TAKE-OFF MINIMUMS: **Rwy 26,** 600-2.
DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26,** climb on heading 230° to 3000 before proceeding on course. **Rwy 8,** climb runway heading to 3000 before turning.

MCGHEE-TYSON
DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
ORIG 09099 (FAA)
NOTE: **Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN
LAWRENCEBURG-LAWRENCE COUNTY (2M2)
ORIG 09099 (FAA)
NOTE: **Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN
LEBANON MUNI
TAKE-OFF MINIMUMS: **Rwy 19,** 600-1 or std. with a min. climb of 350' per NM to 1200.

LEWISBURG, TN
ELLINGTON
TAKE-OFF MINIMUMS: **Rwy 20,** 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23,** 400-1¾ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5,** trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23,** trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4,** light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure endof runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8,** antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/ 989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22,** tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left o f centerline, up to 110' AGL /1080' MSL. **Rwy 26,** tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/ 1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1,** trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/ 619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19,** trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21,** trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6,** tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24,** tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)
AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33,** 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15,** trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33,** trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/ 602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R,** std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L,** 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L,** light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R,** vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29,** tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L,** multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R,** multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (2I0)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23,** Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5,** building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23,** trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9,** light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L,** multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C,** tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R,** pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27,** tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C,** light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10,** road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21,** climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2,** trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20,** trees 1595' from departrue end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN

MOORE-MURRELL

TAKE-OFF MINIMUMS: **Rwy 5,** std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via heading 065° to 2800 before proceeding on course. **Rwy 23,** climb via heading 233° and VXV VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5,** building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL. Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL. **Rwy 23,** pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. with a min. climb of 210' per NM to 1600.

NOTE: **Rwy 3,** tower 2.57 miles northeast of approach end of runway 21, 416' AGL/1426' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 3400-3 for climb in visual conditions. **Rwy 24,** 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course. **Rwy 24,** for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3000 before turning right. **Rwy 20,** climb runway heading to 3000 before turning.

NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L,** climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R,** trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13,** blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761 ' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L,** trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C,** trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R,** flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31,** ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303'from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5,** tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23,** pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5,** numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18,** pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23,** tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36,** multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4,** multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14,** multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22,** multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32,** multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PIKEVILLE, KY
PIKE COUNTY-HATCHER FIELD (PBX)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.
NOTE: **Rwy 9,** tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN
PORTLAND MUNI
NOTE: **Rwy1,** tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19,** multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY
BIG SANDY RGNL
NOTE: **Rwy 21,** multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN
ABERNATHY FIELD
TAKE-OFF MINIMUMS: **Rwy 16,** 400-1¾ or std. with a min. climb of 291' per NM to 1200. **Rwy 34,** 400-1½ or std. with a min. climb of 380' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 155° to 1200 before turning.
NOTE: **Rwy 16,** trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34,** multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

ROCKWOOD, TN
ROCKWOOD MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 500-2 or std. with a min. climb of 300' per NM to 3000.
DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN
HAWKINS COUNTY
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1. **Rwy 25,** 800-1.
DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY
DEPARTURE PROCEDURE: **Rwy 6,** climb to 1700 before turning left. **Rwy 24,** climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD)
CLARKSVILLE, TN . . . . . AMDT 1, 09183
Rwy 22, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 400-2¼ or std. with min. climb of 260' per NM to 1000.
NOTE: **Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN
ROBERT SIBLEY (SZY)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35,** vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN
GATLINBURG-PIGEON FORGE
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28,** climb direct VXV VORTAC to 5000 before turning on course.
NOTE: **Rwy 10,** trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28,** trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN
BOMAR FIELD-SHELBYVILLE MUNI (SYI)
AMDT 1 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1600 before turning left. **Rwy 36,** climb heading 345° to 1700 before turning right.
NOTE: **Rwy 18,** tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36,** trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24,** trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN
SMYRNA (MQY)
AMDT 5 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1,** multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14,** tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19,** multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32,** multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY
LAKE CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23,** 800-2 or std. with a min. climb of 220' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23,** climb via heading 236°to 2000 before turning.
NOTE: **Rwy 5,** tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23,** tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN
FAYETTE COUNTY
NOTE: **Rwy 1,** multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19,** multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 037° to 3400 before proceeding on course.
NOTE: **Rwy 4,** tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22,** tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY
NOTE: **Rwy 22,** trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY
STURGIS MUNI
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning west.

TOMPKINSVILLE, KY
TOMPKINSVILLE-MONROE COUNTY (TZV)
ORIG 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 2000 before proceeding on course.
NOTE: **Rwy 4,** trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22,** pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN
GIBSON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 1500 before turning east.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA - Turf runway.

UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
ORIG 08101 (FAA)
NOTE: **Rwy 19,** vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN
HUMPHREYS COUNTY
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20,** std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 2000 before turning East. **Rwy 20,** for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2,** multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20,** multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb on runway heading to 2000 before turning.

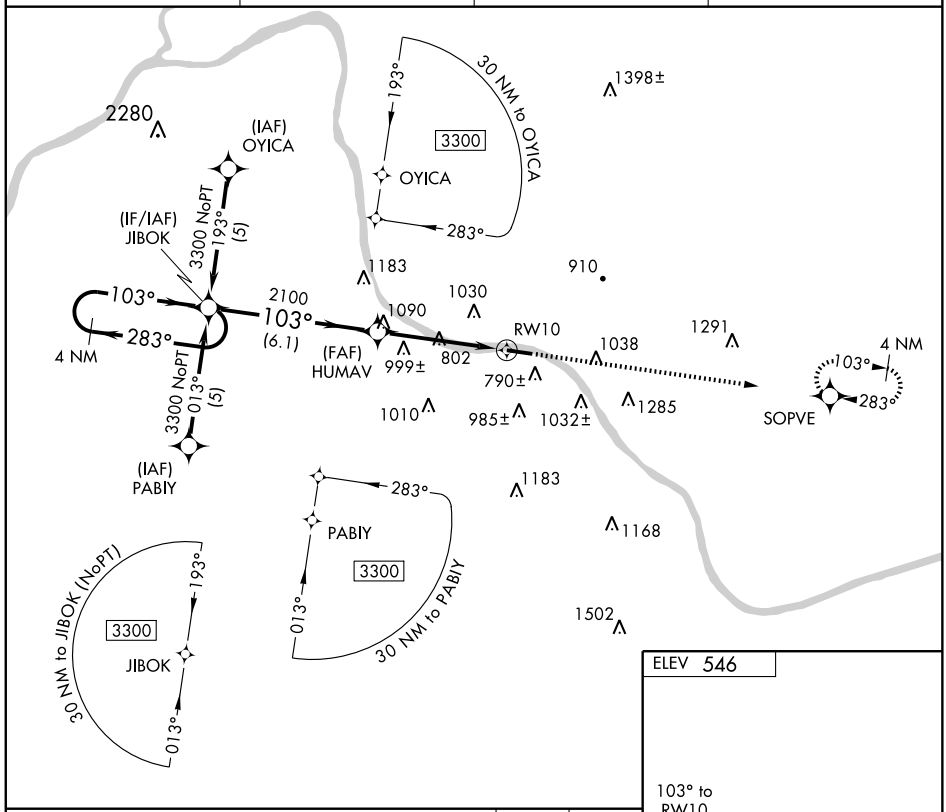
APP CRS	Rwy Idg	5602
103°	TDZE	546
	Apt Elev	546

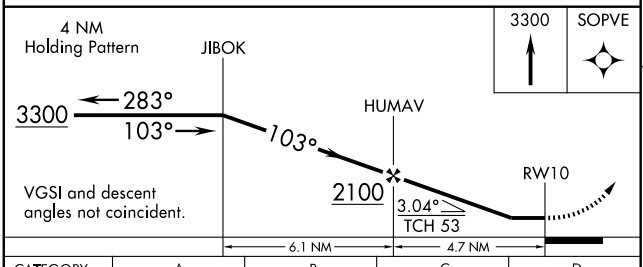
RNAV (GPS) RWY 10
ASHLAND RGNL (DWU)

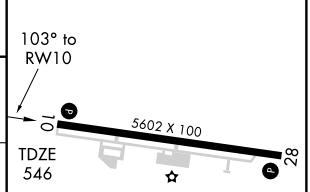
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV Cat. B, C, D and Circling Cat. C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct SOPVE and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	714 (800-1)	1260-2 714 (800-2)	1260-2¼ 714 (800-2¼)
CIRCLING	1320-1 774 (800-1)	1320-1¼ 774 (800-1¼)	1380-2½ 834 (900-2½)	1380-2¾ 834 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1. 17 DEC 2009 to 14 JAN 2010

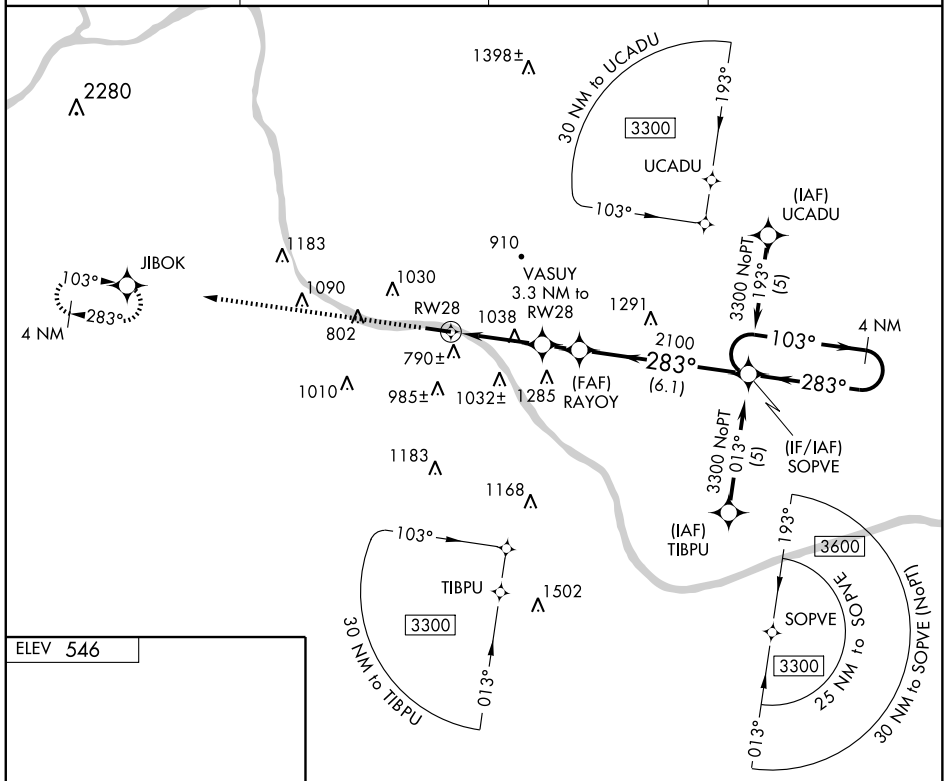
APP CRS	Rwy Idg	5602
283°	TDZE	546
	Apt Elev	546

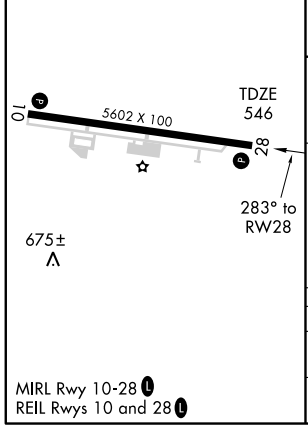
RNAV (GPS) RWY 28
ASHLAND RGNL (DWU)

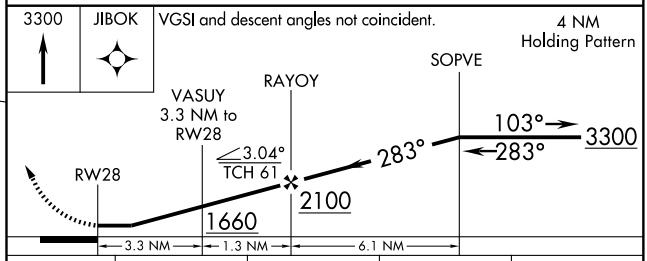
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV and Circling Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIBOK and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2¼ 794 (800-2¼)	1340-2½ 794 (800-2½)
CIRCLING	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1380-2½ 834 (900-2½)	1380-2¾ 834 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

VORTAC YRK	APP CRS	Rwy Idg	5602
112.8	121°	TDZE	546
Chan 75		Apt Elev	546

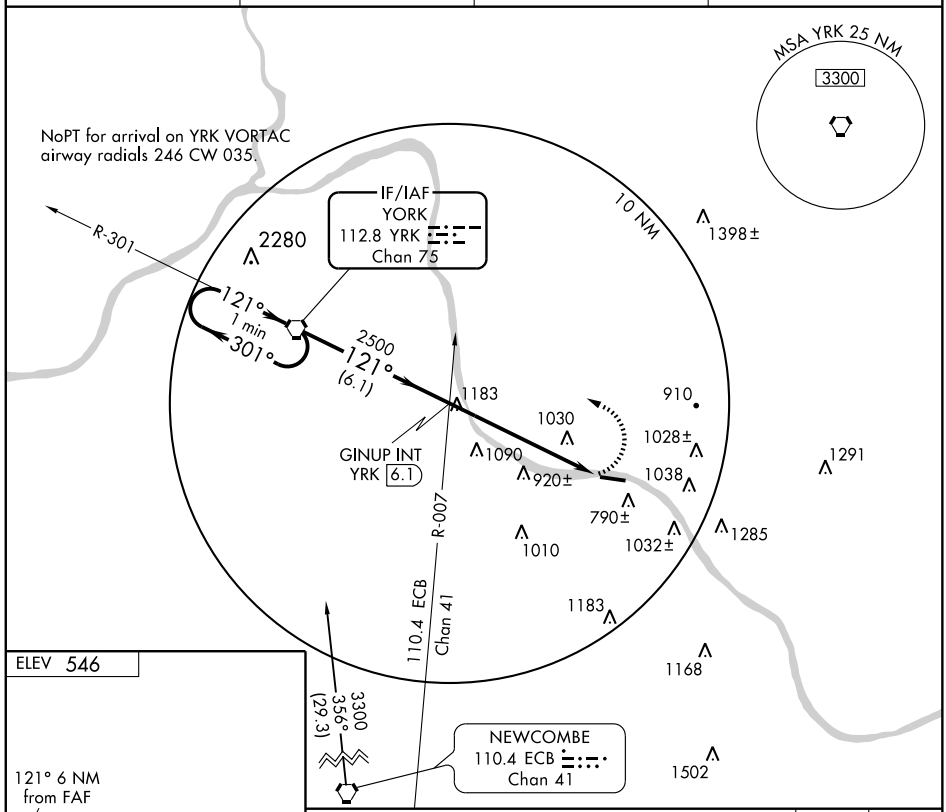
VOR RWY 10

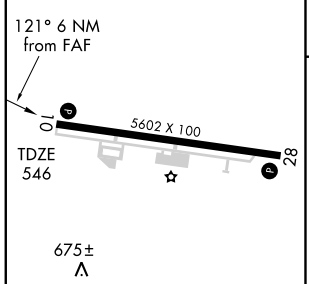
ASHLAND RGNL (DWU)

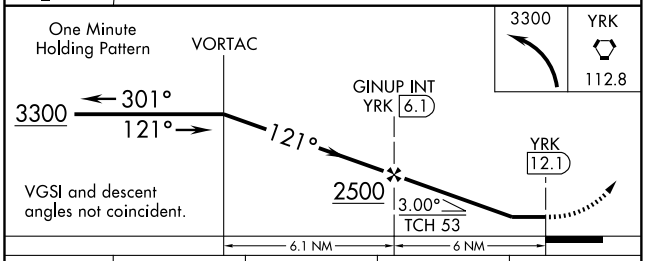
When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-10	1500-1¼ 954 (1000-1¼)	1500-1½ 954 (1000-1½)	1500-3	954 (1000-3)
CIRCLING	1500-1¼ 954 (1000-1¼)	1500-1½ 954 (1000-1½)	1500-3	954 (1000-3)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
205°	TDZE	669
	Apt Elev	669

GPS RWY 20

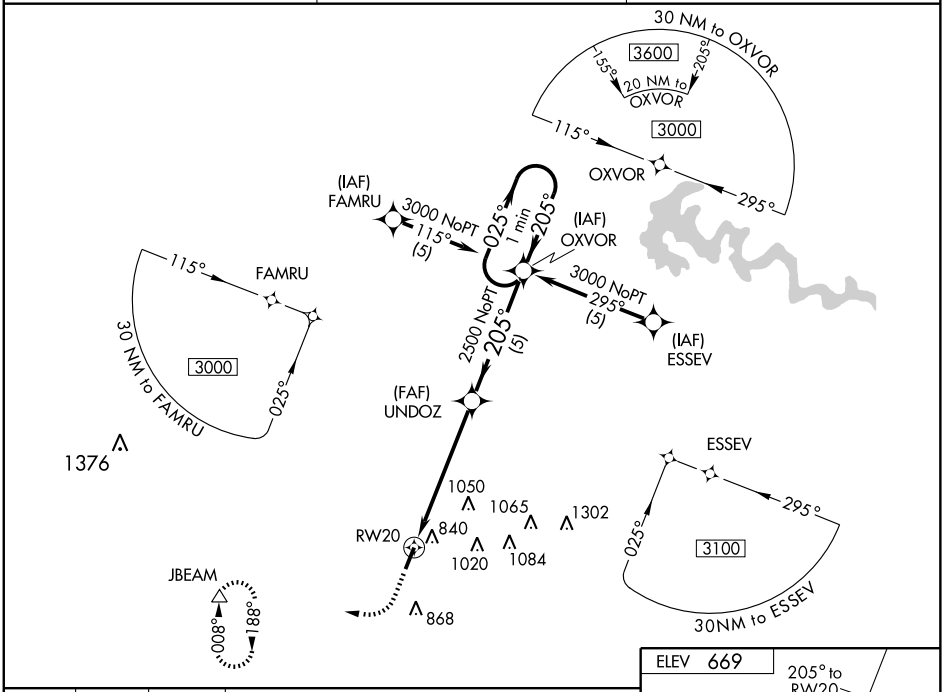
BARDSTOWN/ SAMUELS FIELD (BRY)

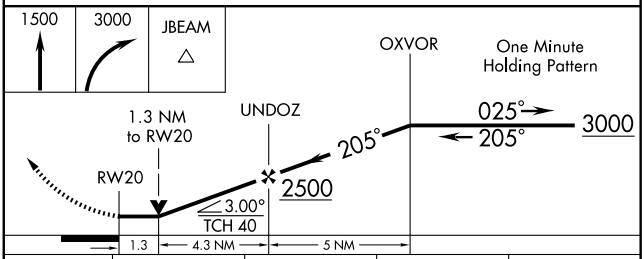
V
NA

Obtain local altimeter on CTAF; when not received, use Louisville Intl altimeter setting minimums.
VDP not authorized with Louisville Intl altimeter setting.

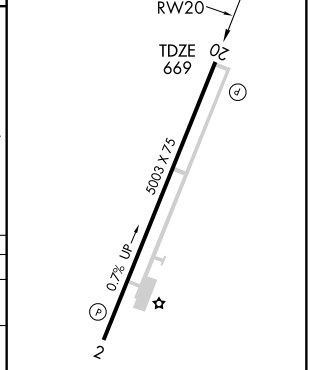
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBEAM Int and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-20	1120-1 451 (500-1)		1120-1¼ 451 (500-1¼)	1120-1½ 451 (500-1½)
CIRCLING	1140-1 471 (500-1)	1200-1 531 (600-1)	1200-1½ 531 (600-1½)	1380-2¼ 711 (800-2¼)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-20	1200-1 531 (600-1)		1200-1½ 531 (600-1½)	1200-1¾ 531 (600-1¾)
CIRCLING	1220-1 551 (600-1)	1280-1 611 (700-1)	1280-1¾ 611 (700-1¾)	1460-2½ 791 (800-2½)



REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME EWO	APP CRS	Rwy Idg	N/A
110.8	036°	TDZE	N/A
Chan 45		Apt Elev	669

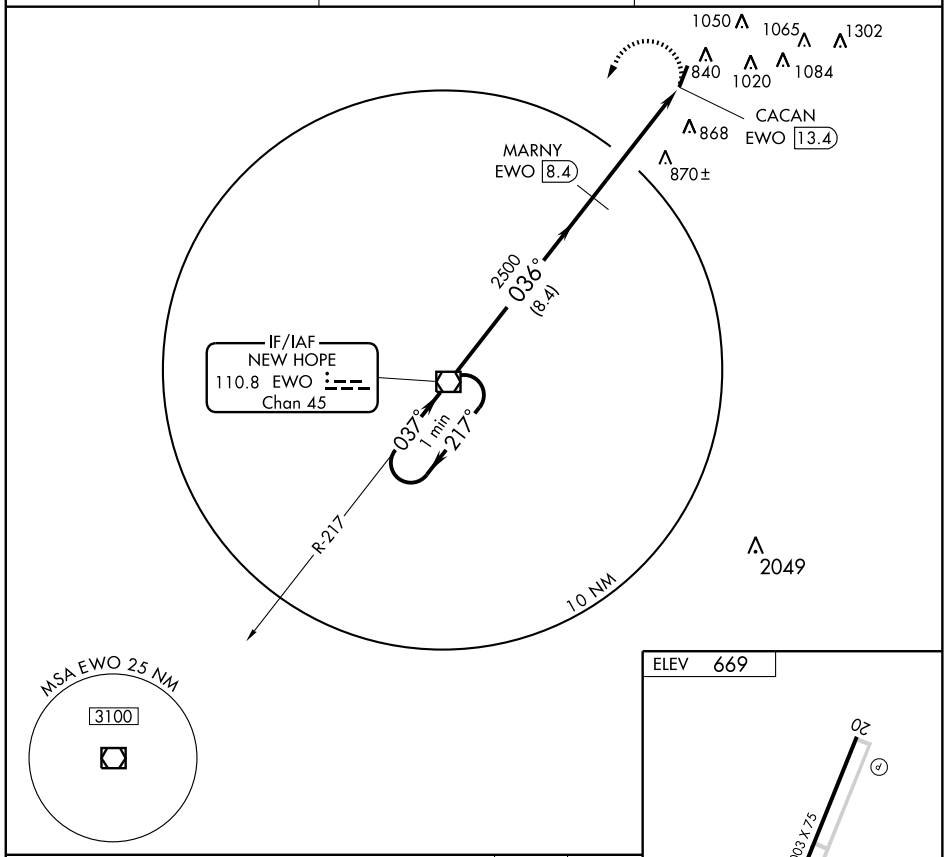
VOR/DME-A

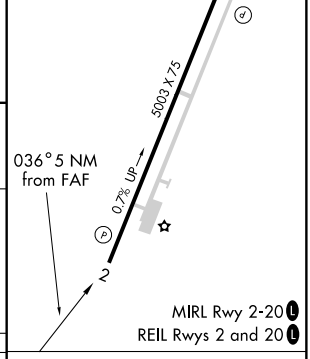
BARDSTOWN/SAMUELS FIELD (BRY)

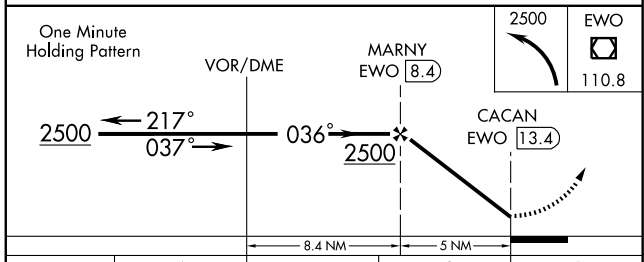
When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

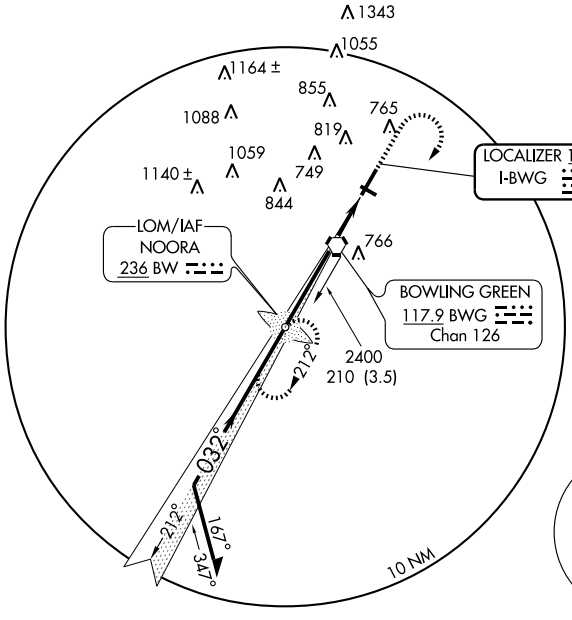
LOC I-BWG	APP CRS	Rwy Idg	6500
108.75	032°	TDZE	547
		Apt Elev	547

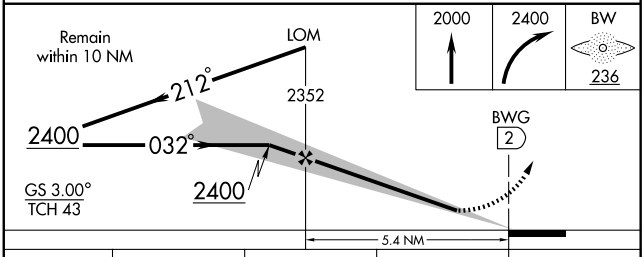
ILS RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

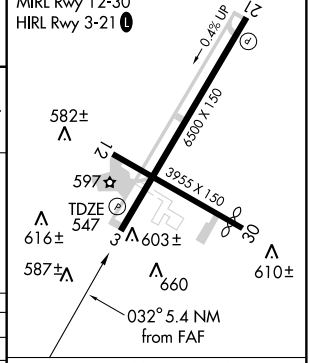
ADF REQUIRED

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-ILS 3	747-¾ 200 (200-¾)			
S-LOC 3	960-1 413 (500-1)		960-1¼ 413 (500-1¼)	
CIRCLING	1000-1 453 (500-1)	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-2 593 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1. 17 DEC 2009 to 14 JAN 2010

LOM BW	APP CRS	Rwy Idg	6500
236	032°	TDZE	547
		Apt Elev	547

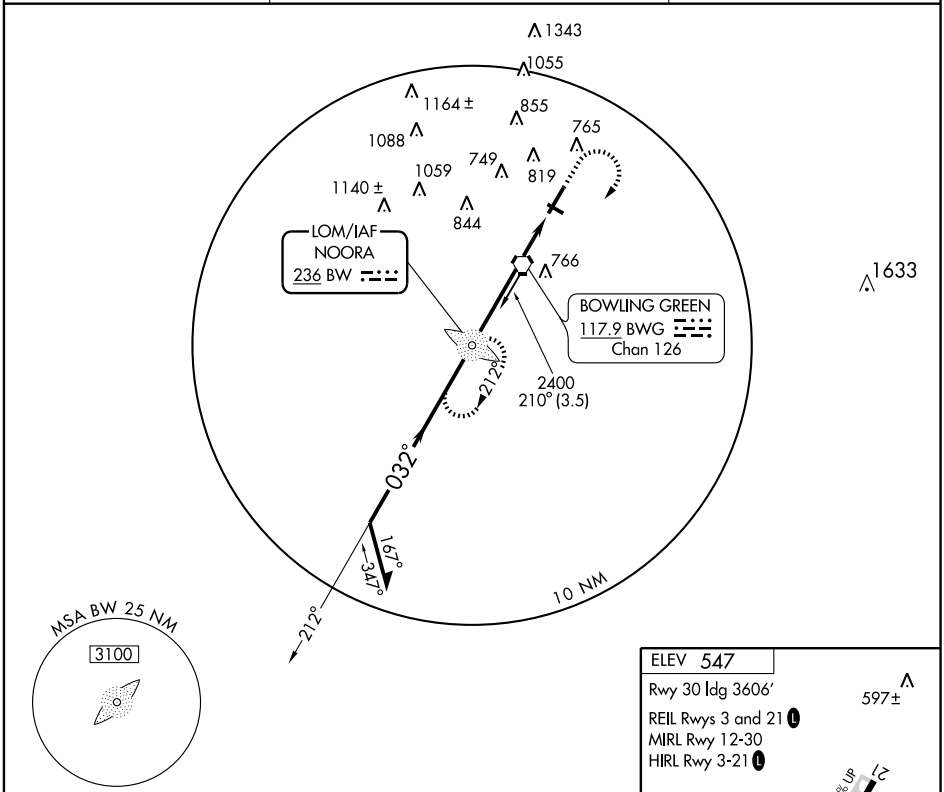
NDB RWY 3

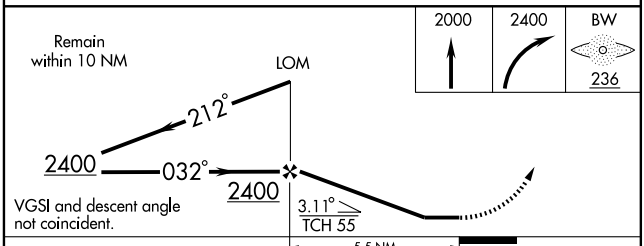
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

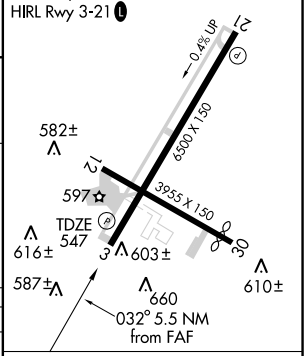
T
ANA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-3	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-2 573 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 69510 W03A	APP CRS 032°	Rwy Idg 6500 TDZE 547 Apt Elev 547

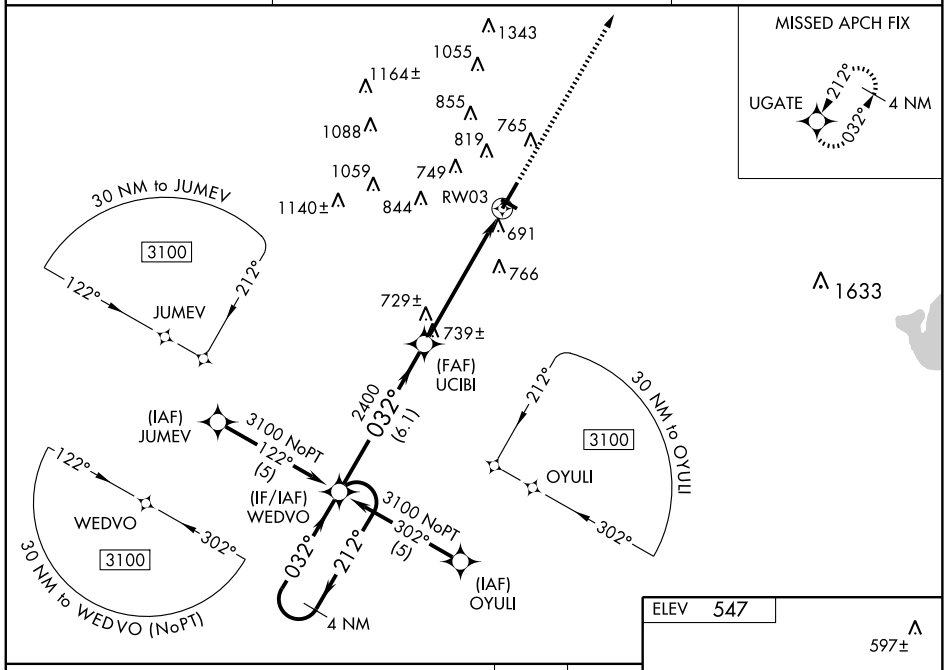
RNAV (GPS) RWY 3

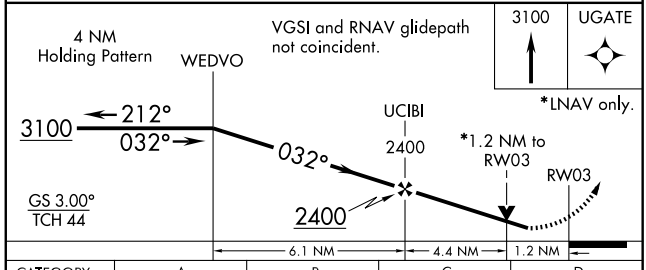
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

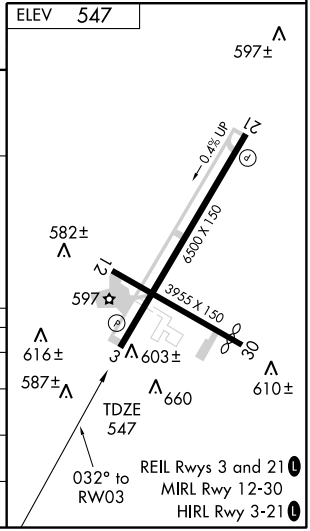
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C and D ¼ mile and Circling Cat. C ¼ mile. VDP NA when using Glasgow altimeter setting.

MISSED APPROACH: Climb to 3100 direct UGATE and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
LPV DA	797-¾ 250 (300-¾)			
LNAV/VNAV DA	974-1½ 427 (500-1½)			
LNAV MDA	980-1 433 (500-1)		980-1¼ 433 (500-1¼)	980-1½ 433 (500-1½)
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 57907 W21A	APP CRS 212°	Rwy Idg 6500 TDZE 522 Apt Elev 547

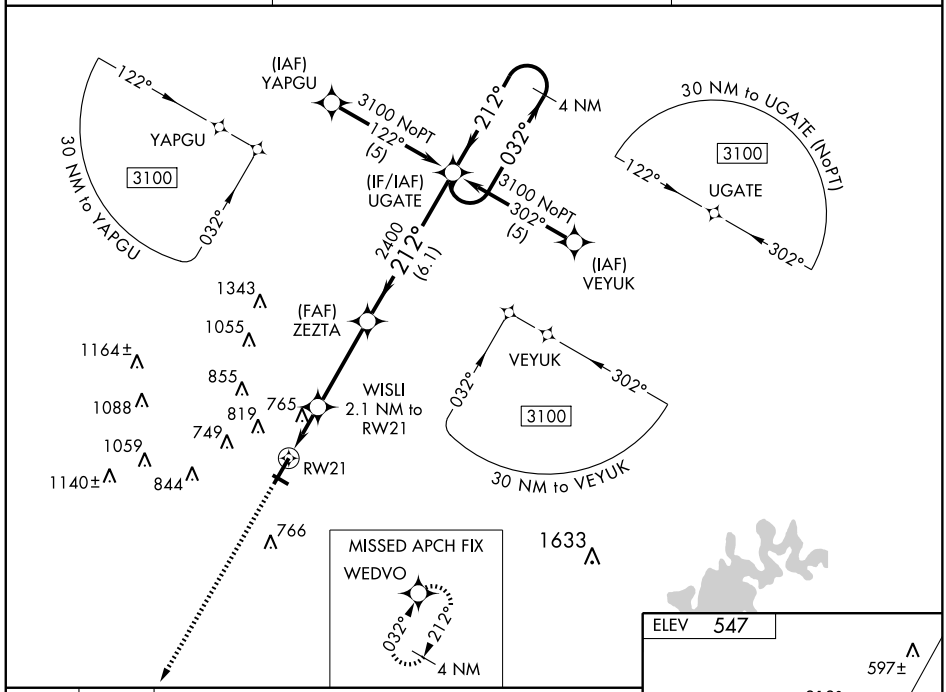
RNAV (GPS) RWY 21

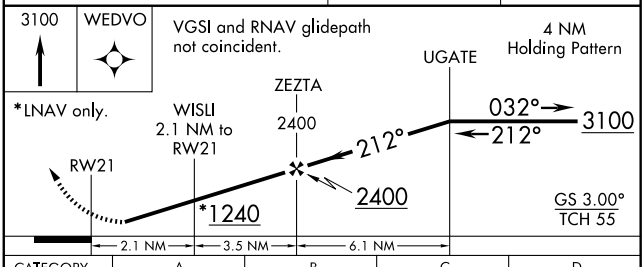
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

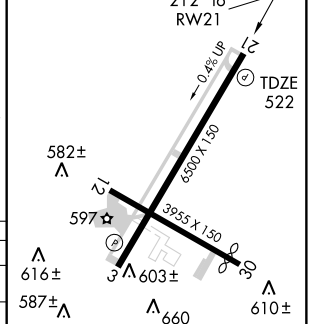
Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ¼ mile, LNAV Cat. C and D ¼ mile, and Circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
LPV DA	871-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1071-2 549 (600-2)			
LNAV MDA	1020-1 498 (500-1)		1020-1¼ 498 (500-1¼)	1020-1½ 498 (500-1½)
CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BWG	APP CRS	Rwy Idg	N/A
117.9	024°	TDZE	N/A
Chan 126		Apt Elev	547

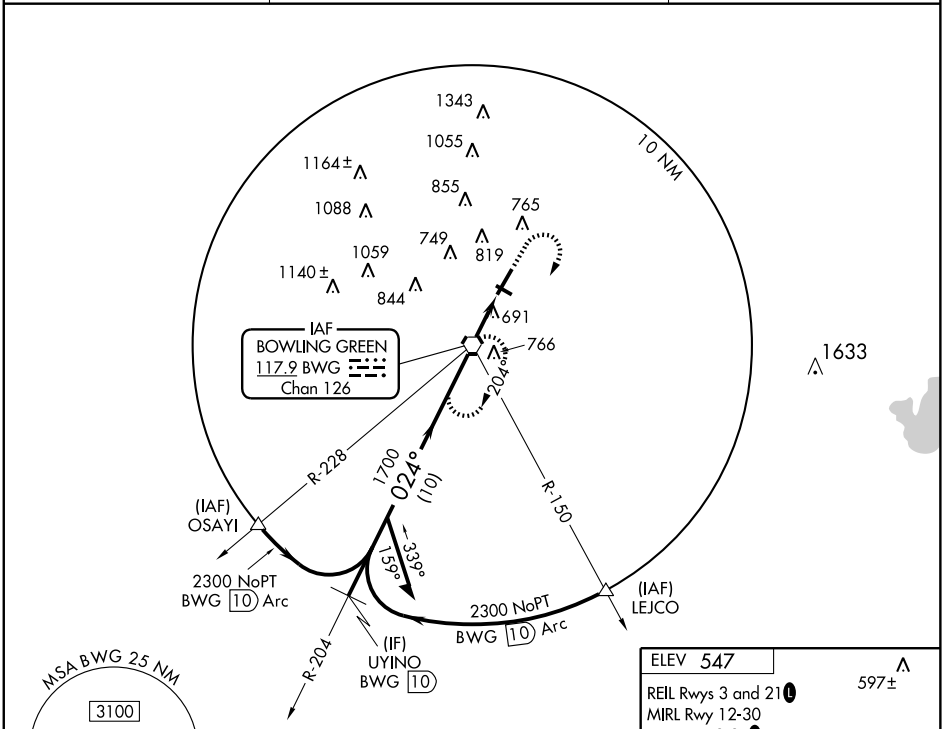
VOR-A

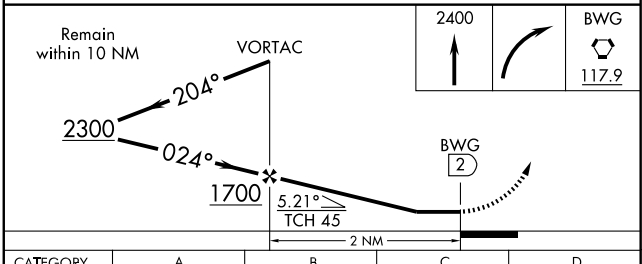
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

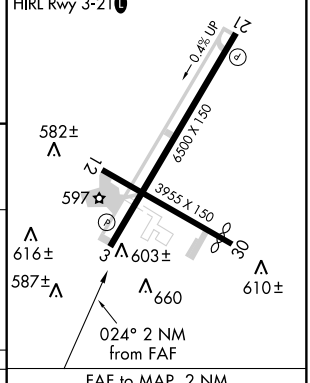
When local altimeter setting not received use Glasgow altimeter setting and increase all MDA 80 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then right turn direct BWG VORTAC and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BWG 117.9 Chan 126	APP CRS 206°	Rwy Idg 6500 TDZE 522 Apt Elev 547

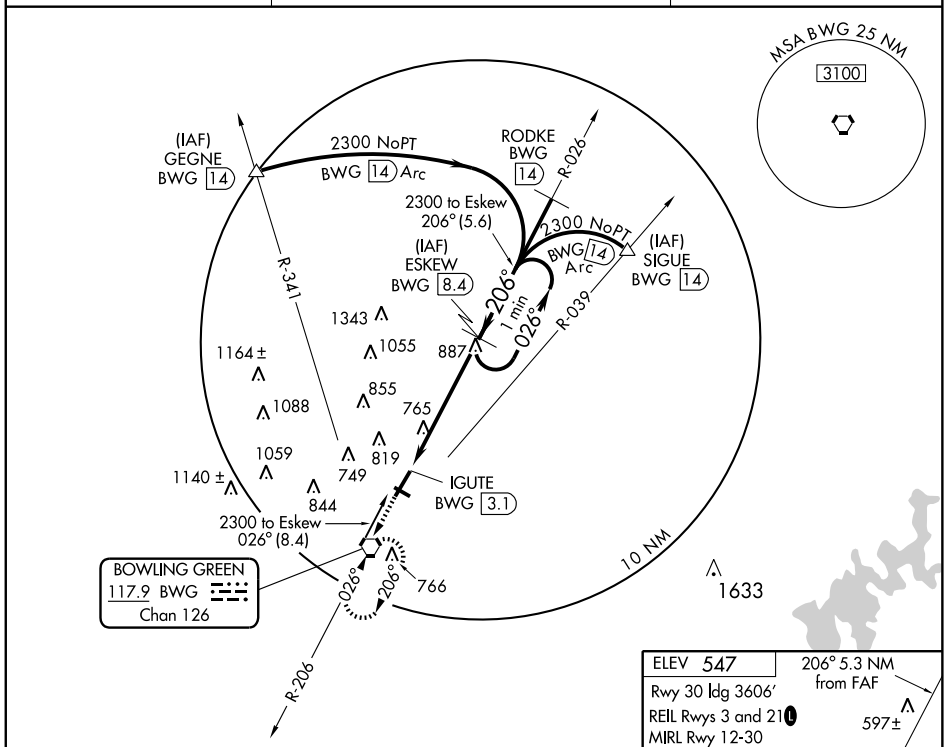
VOR/DME RWY 21

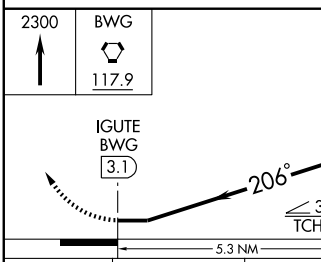
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

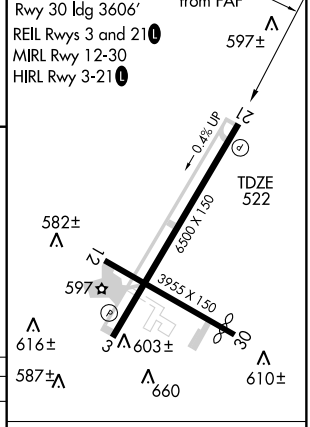
NA

MISSED APPROACH: Climb to 2300 direct BWG VORTAC and hold.

ASOS	MEMPHIS CENTER	CTAF
127.825	133.85 317.6	123.0 L







CATEGORY	A	B	C	D
S-21	1140-1	618 (600-1)	1140-1¾ 618 (600-1¾)	1140-2 618 (600-2)
CIRCLING	1140-1	593 (600-1)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
052°	TDZE	903
	Apt Elev	921

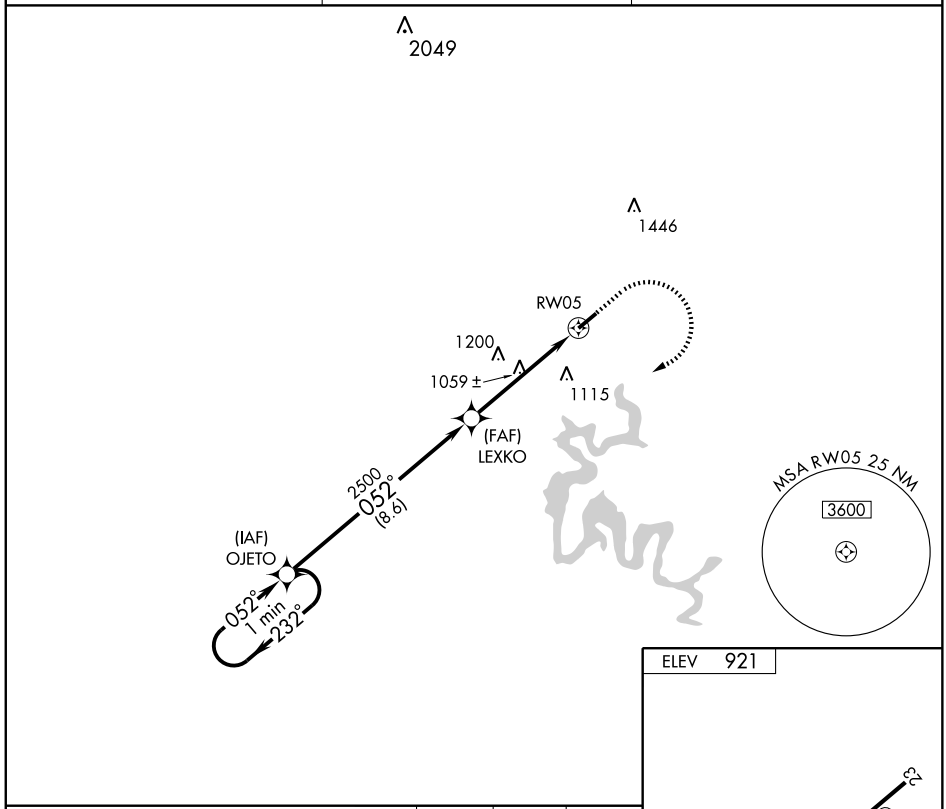
GPS RWY 5

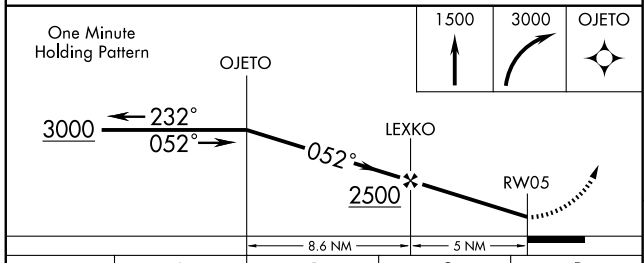
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

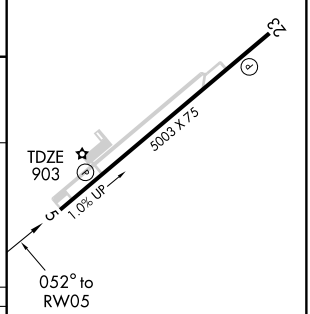
⚠ NA — If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OJETO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	1400-1 497 (500-1)		1400-1¼ 497 (500-1¼)	1400-1½ 497 (500-1½)
CIRCLING	1400-1 479 (500-1)		1400-1½ 479 (500-1½)	1480-2 559 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB TYC	APP CRS	Rwy Idg	5003
272	232°	TDZE	921
		Apt Elev	921

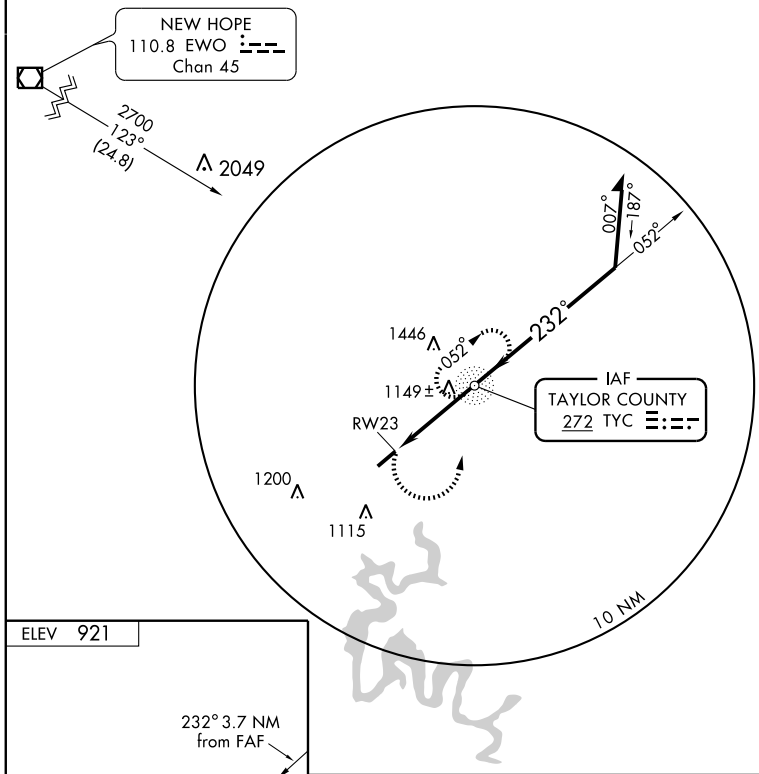
NDB or GPS RWY 23

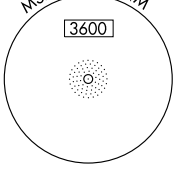
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

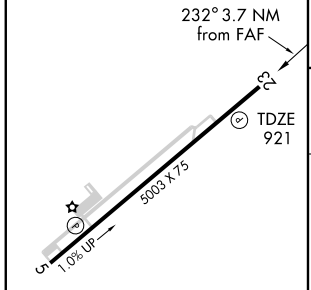
MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

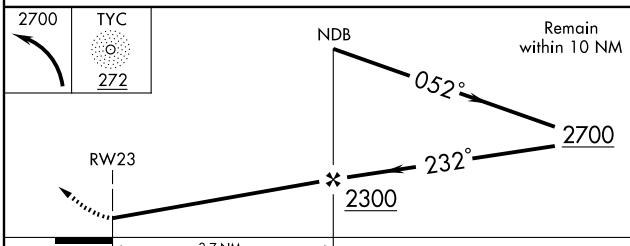
AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





ELEV 921





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1400-1 479 (500-1)		1400-1¼ 479 (500-1¼)	1400-1½ 479 (500-1½)
CIRCLING	1400-1 479 (500-1)		1400-1½ 479 (500-1½)	1480-2 559 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

SDF AAS	APP CRS	Rwy Idg	5003
111.1	232°	TDZE	921
		Apt Elev	921

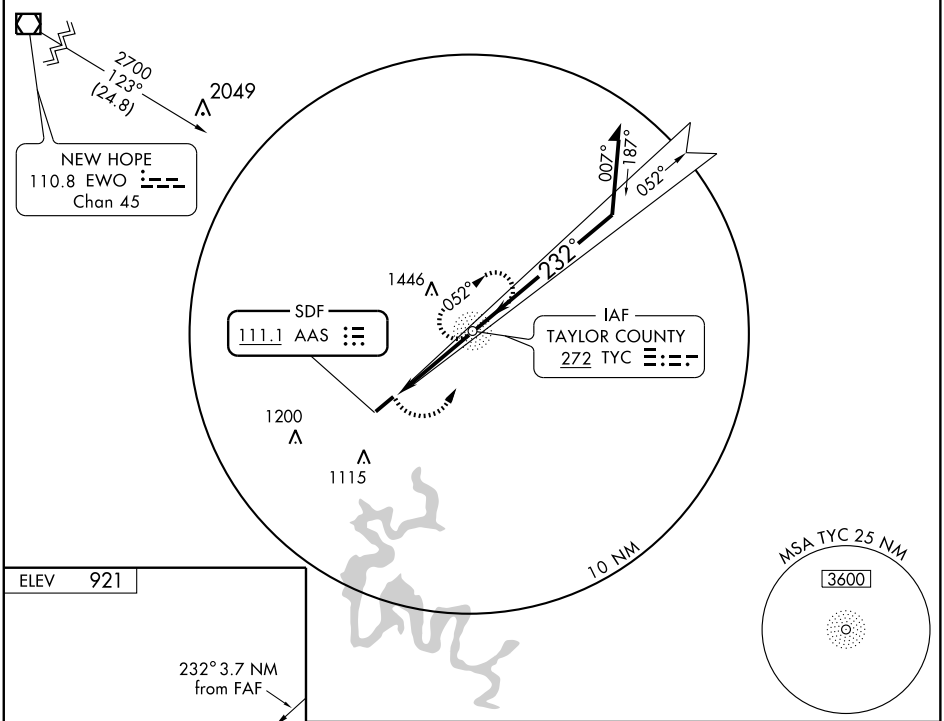
SDF RWY 23

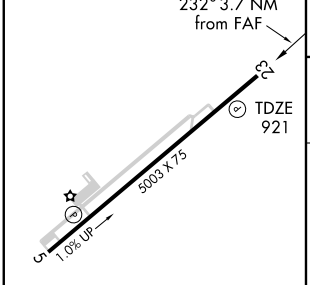
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

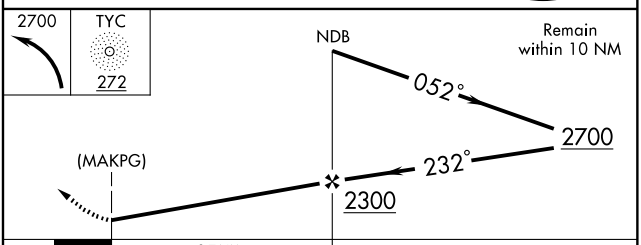
NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. ADF REQUIRED

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-23	1360-1 439 (500-1)		1360-1¼ 439 (500-1¼)	1360-1½ 439 (500-1½)
CIRCLING	1380-1 459 (500-1)		1380-1½ 459 (500-1½)	1480-2 559 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR/DME EWO 110.8 Chan 45	APP CRS 132°	Rwy Idg N/A TDZE N/A Apt Elev 921

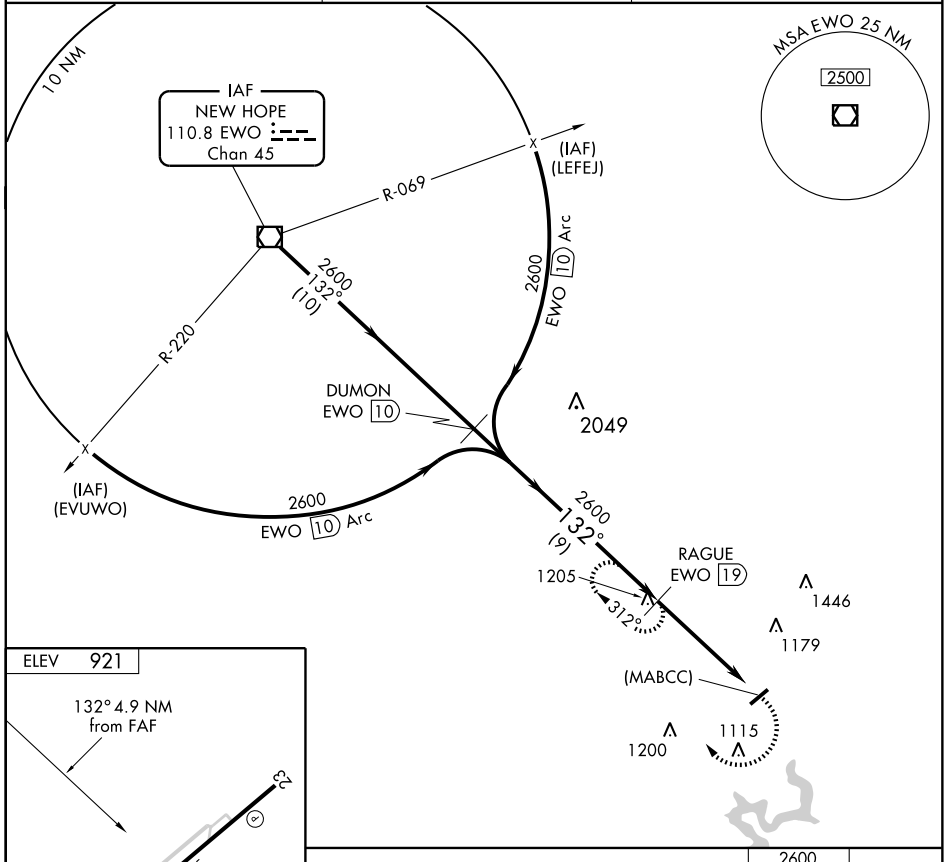
VOR/DME or GPS-A

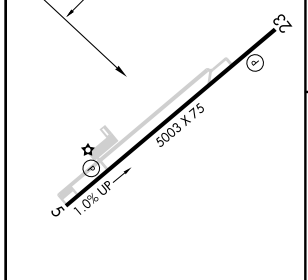
CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.

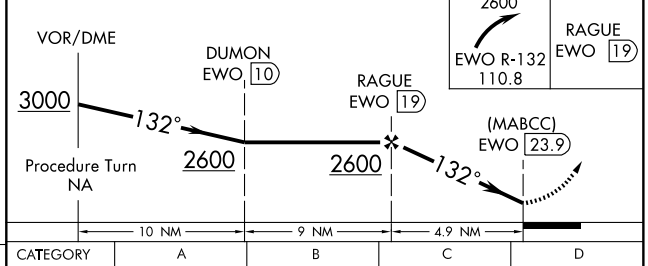
MISSED APPROACH: Climbing right turn to 2600 via EWO R-132 to RAGUE 19 DME and hold.

AWOS-3 121.125	INDIANAPOLIS CENTER 121.175 353.65	UNICOM 122.7 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



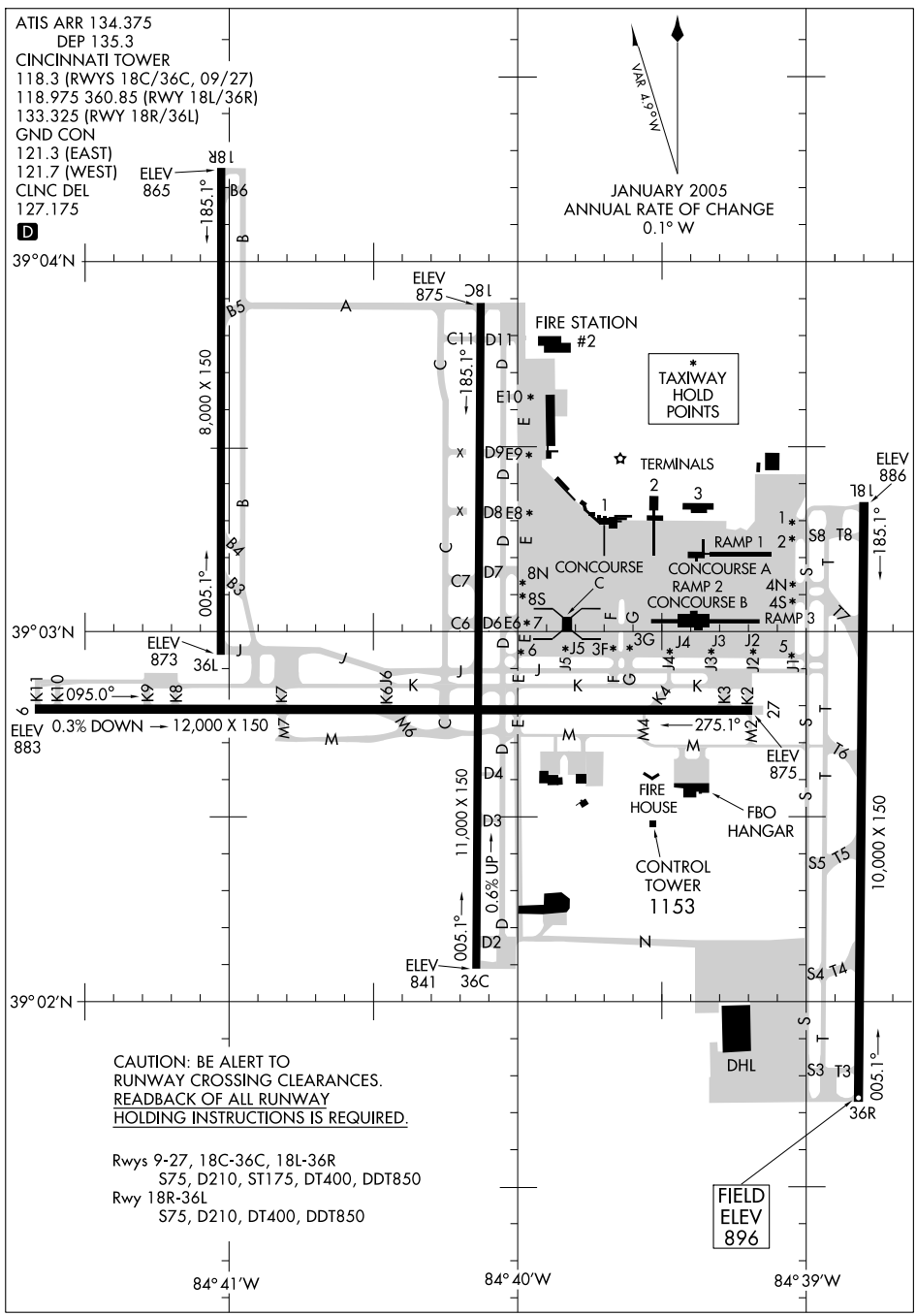
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1440-1 519 (600-1)	1440-1¼ 519 (600-1¼)	1440-1½ 519 (600-1½)	1480-2 559 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA)
COVINGTON, KENTUCKY



SE-1, 17 DEC 2009 to 14 JAN 2010

BLUEGRASS EIGHT DEPARTURE

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (180°-359°)
126.65 254.25 (360°-179°)

VACUB
I-VAC 1.2
N39°05.62′
W84°41.02′

NICID
I-CVG 0.6
N39°04.69′
W84°40.11′

330°

LOCALIZER 110.75
I-VAC
Chan 44 (Y)
N39°04.42′-W84°41.02′

004°

LOCALIZER 109.9
I-CVG
Chan 36
N39°04.06′-W84°40.12′

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

274°

094°

200°

184°

LOCALIZER 110.15
I-CIZ
Chan 38(Y)
N39°01.53′-W84°38.81′

R3403B

R-3403A

NABB
112.4 ABB
Chan 71

DRUSS
I-CIZ 1.5
N39°00.03′
W84°38.82′

165°

CHCLL
N38°28.83′
W84°58.71′

8000
*2400
206°
(35)

188°
(33)

8000
*2500
169°
(35)

R-101

R-246

R-223

FALMOUTH
117.0 FLM
Chan 117

PONIE
N38°19.83′
W85°03.28′

8000
*2400
206°
(10)

SILKS
N38°28.00′
W84°45.10′

KENLN
N38°27.45′
W84°30.47′

10000
*2400
240°
(28)

R-060

188°
(27)

8000
*2500

8000
*3000
177°
(29)

R-357

LEXINGTON
112.6 HYK
Chan 73
N37°57.98′-W84°28.35′
L-26-27, H-10

FL210
*2500
234°
(29)

R-3704
A&B

R-282

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′
W85°34.65′

TRFWA
N38°01.03′
W84°47.43′

FL210
*2400

SKINN
N37°49.50′
W86°04.62′
L-26-27, H-5-10

196°
(56)

R-016

NOTE: TURBOJETS accelerate to 250 KIAS until reaching 10,000 MSL, if unable, advise ATC.

TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240′ per NM to 1300.
Rwy 36L: ATC climb of 292′ per NM to 1300.
Rwy 36C: ATC climb of 500′ per NM until 1300.

BOWLING GREEN
117.9 BWG
Chan 126
N36°55.72′
W86°26.61′
L-16, H-5-6-9

NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

BLUEGRASS EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.
Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.
Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

BOWLING GREEN TRANSITION (BLGRS8.BWG): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC then via IIU R-234 to SKINN INT then via BWG R-016 to BWG VORTAC.
LEXINGTON TRANSITION (BLGRS8.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.
LOUISVILLE TRANSITION (BLGRS8.IIU): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC.
TRFWA TRANSITION (BLGRS8.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA INT.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

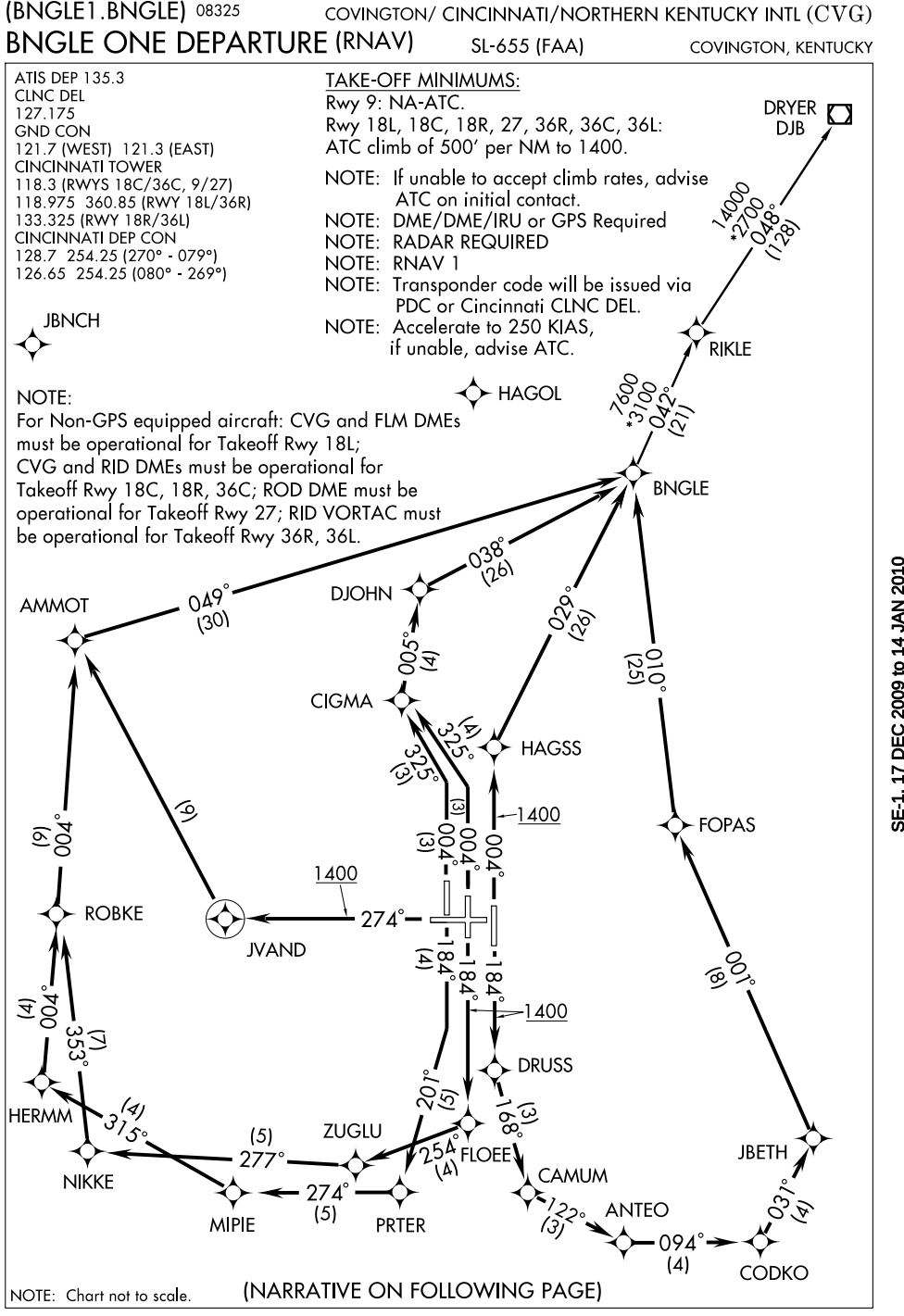
BNGLE ONE DEPARTURE (RNAV)

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270° - 079°)
126.65 254.25 (080° - 269°)

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE:
For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L; CVG and RID DMEs must be operational for Takeoff Rwy 18C, 18R, 36C; ROD DME must be operational for Takeoff Rwy 27; RID VORTAC must be operational for Takeoff Rwy 36R, 36L.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then right turn direct AMMOT, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to BNGLE, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE1.DJB)

RIKLE TRANSITION (BNGLE1.RIKLE)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

(CEGRM.CEGRM1) 09295

CEGRM ONE ARRIVAL (RNAV)

CINCINNATI/ NORTHERN KENTUCKY INTL
ST-655 (FAA)
COVINGTON, KENTUCKY

CINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375

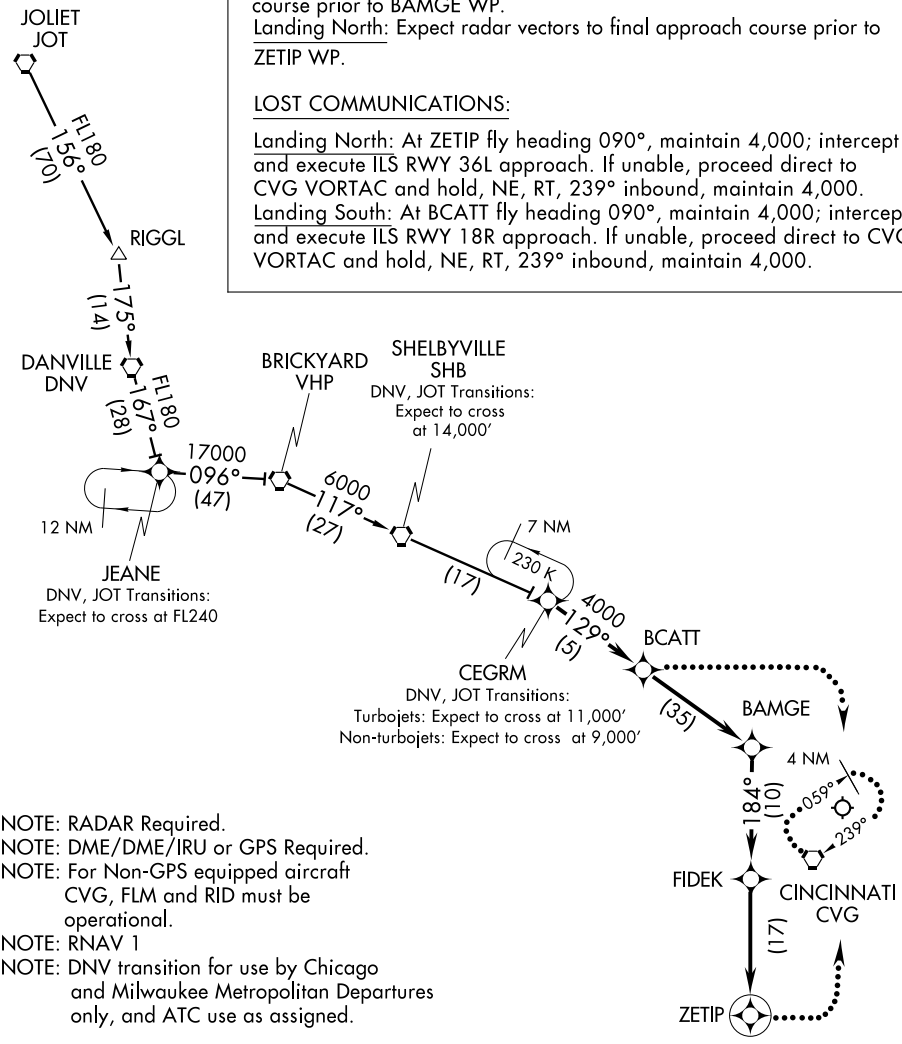
DANVILLE TRANSITION (DNV.CEGRM1):
JOLIET TRANSITION (JOT.CEGRM1):

From over CEGRM WP via 129° track to BCATT WP, thence as depicted to ZETIP WP.

Landing South, East, West: Expect radar vectors to final approach course prior to BAMGE WP.
Landing North: Expect radar vectors to final approach course prior to ZETIP WP.

LOST COMMUNICATIONS:

Landing North: At ZETIP fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.
Landing South: At BCATT fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.



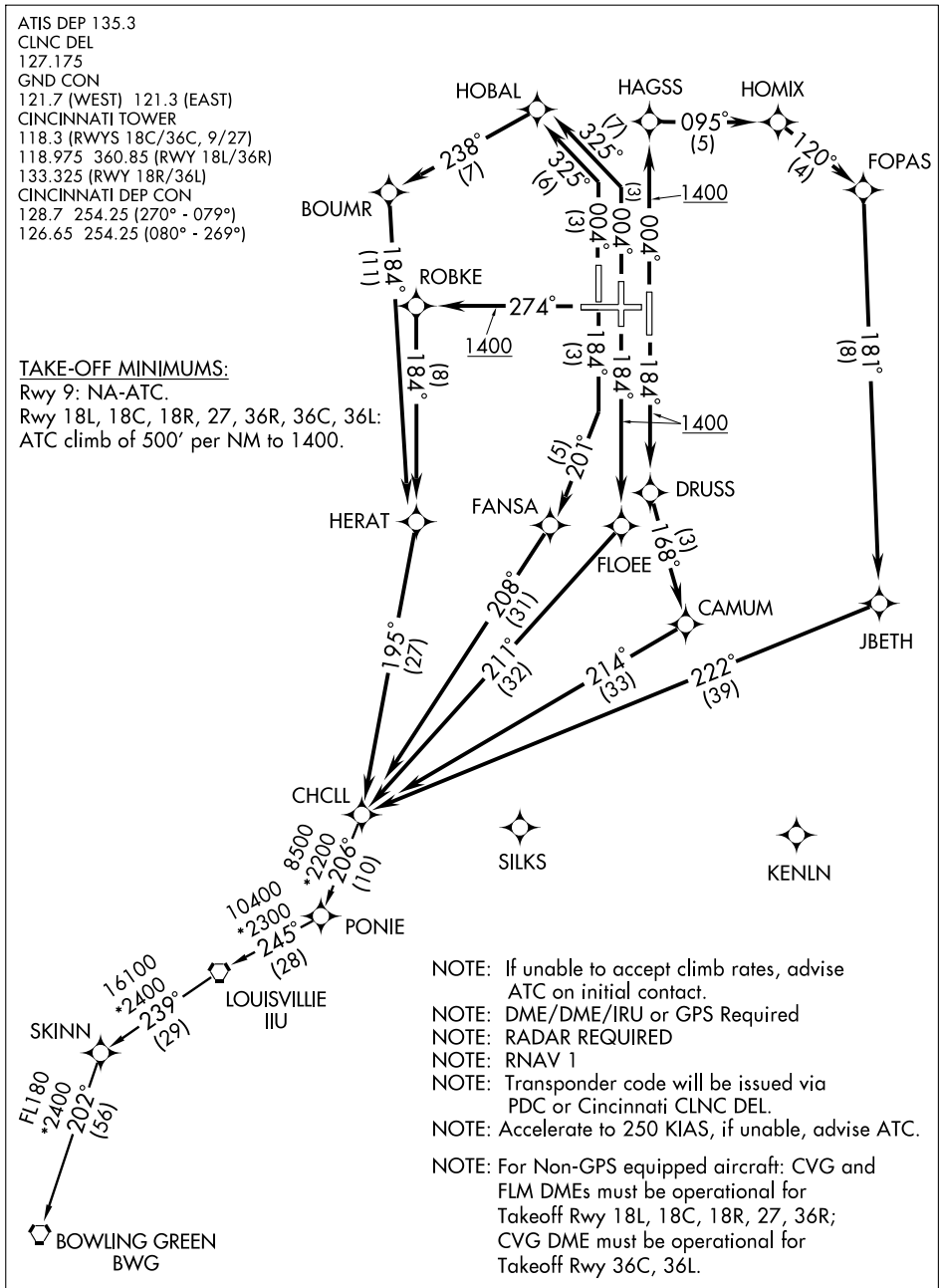
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Non-GPS equipped aircraft CVG, FLM and RID must be operational.
NOTE: RNAV 1
NOTE: DNV transition for use by Chicago and Milwaukee Metropolitan Departures only, and ATC use as assigned.

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

CHCLL ONE DEPARTURE (RNAV)

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270° - 079°)
126.65 254.25 (080° - 269°)



TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27, 36R; CVG DME must be operational for Takeoff Rwy 36C, 36L.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to CHCLL, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

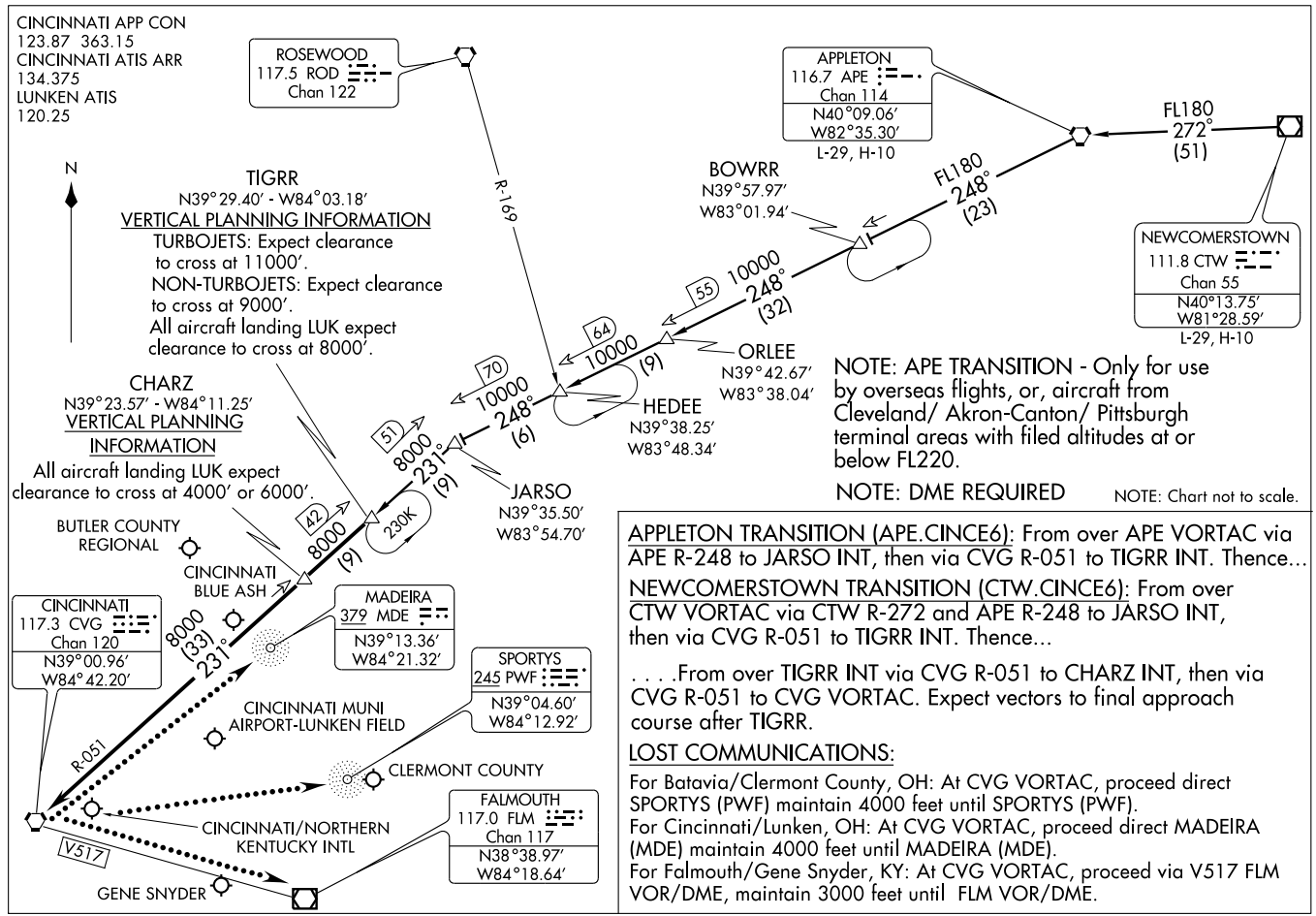
BOWLING GREEN TRANSITION (CHCLL1.BWG)

LOUISVILLE TRANSITION (CHCLL1.IIU)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

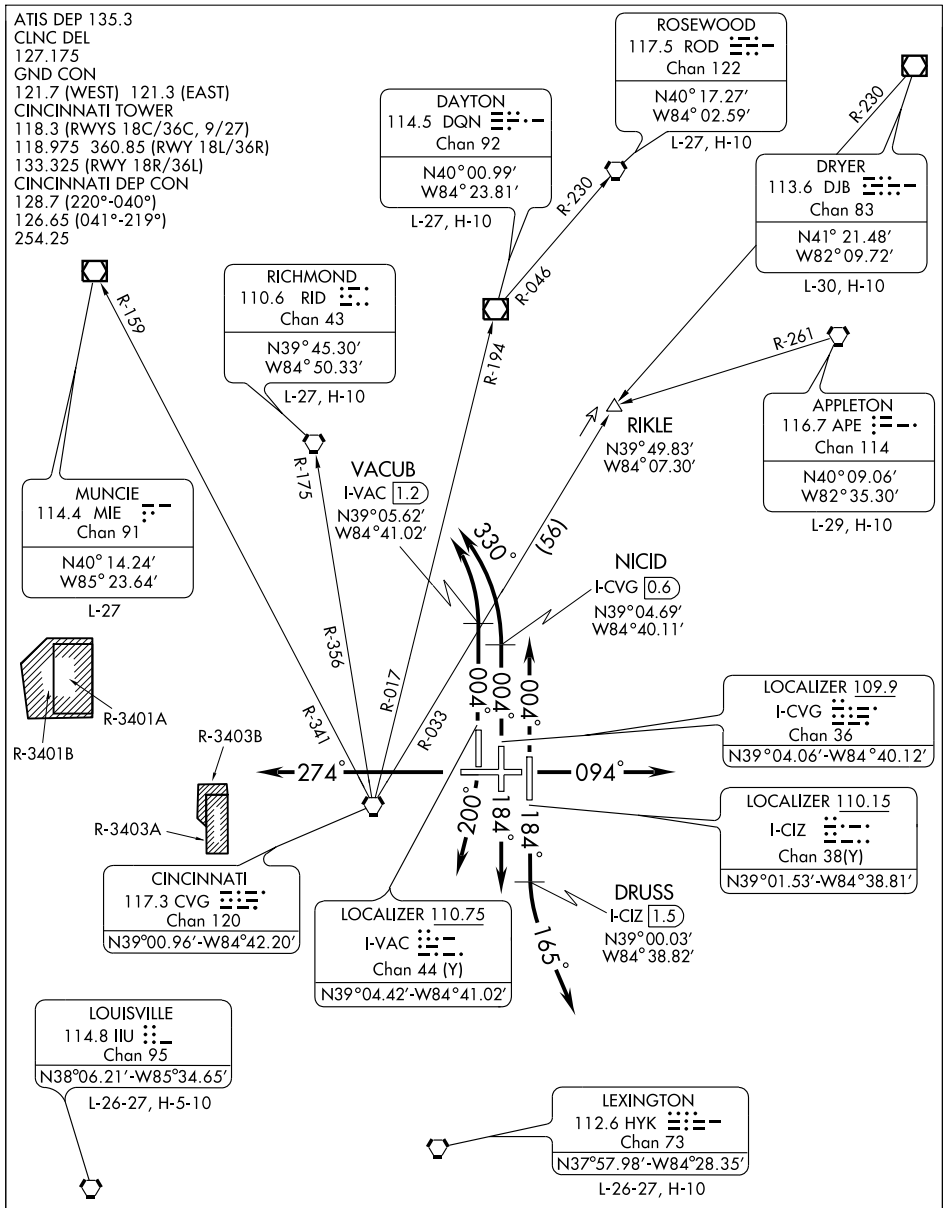
NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

CINCINNATI TWO DEPARTURE



NOTE: Radar Required.

NOTE: DME Required Rwy 18L/36L/36C.

NOTE: TURBOJETS: Accelerate to 250 KIAS until reaching 10,000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

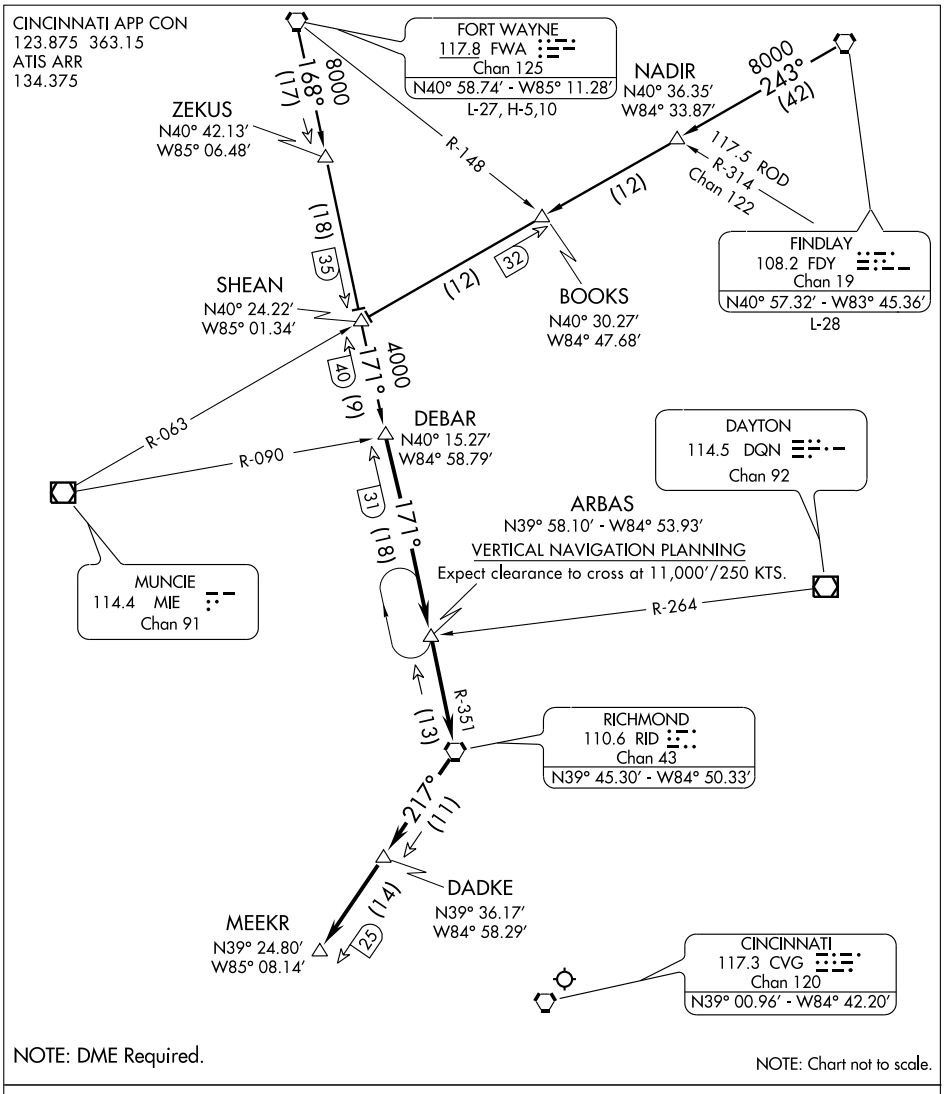
SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10,000 FEET.

TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240′ per NM to 1300.
Rwy 36L: ATC climb of 292′ per NM to 1300.
Rwy 36C: ATC climb of 500′ per NM until 1300.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385′ from DER, 1117′ right of centerline, 68′ AGL/988′ MSL.
Trees beginning 4562′ from DER, 900′ left of centerline, up to 98′ AGL/1003′ MSL.
Rwy 18C: Multiple Trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL.
Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
Rwy 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
Rwy 27: Multiple Trees beginnning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL.
Trees beginning 1951′ from DER, 482′ right of centerline, from 95′ AGL/965′ MSL.
Rwy 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
Rwy 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL.
Multiple Trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
Rwy 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL.
Light Pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL..

SE-1, 17 DEC 2009 to 14 JAN 2010

DEBAR ONE ARRIVAL



NOTE: DME Required.

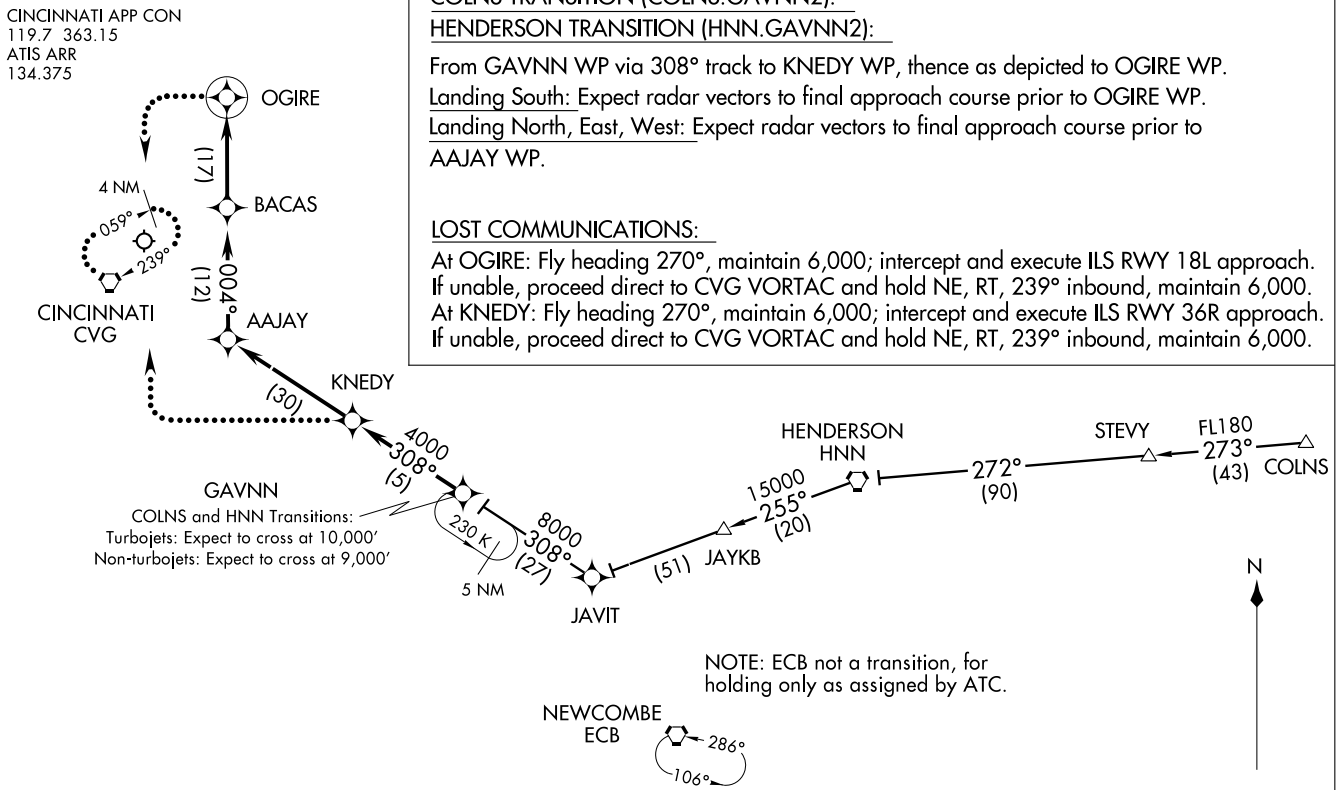
NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

FINDLAY TRANSITION (FDY.DEBAR1): From over FDY VORTAC via FDY R-243 and MIE R-063 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR1): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to RID VORTAC then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.



COLNS TRANSITION (COLNS.GAVNN2):

HENDERSON TRANSITION (HNN.GAVNN2):

From GAVNN WP via 308° track to KNEDY WP, thence as depicted to OGIRE WP.
Landing South: Expect radar vectors to final approach course prior to OGIRE WP.
Landing North, East, West: Expect radar vectors to final approach course prior to AAJAY WP.

LOST COMMUNICATIONS:

At OGIRE: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6,000.
At KNEDY: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6,000.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Non-GPS equipped aircraft ECB, YRK, CVG and FLM must be operational.

NOTE: Chart not to scale.

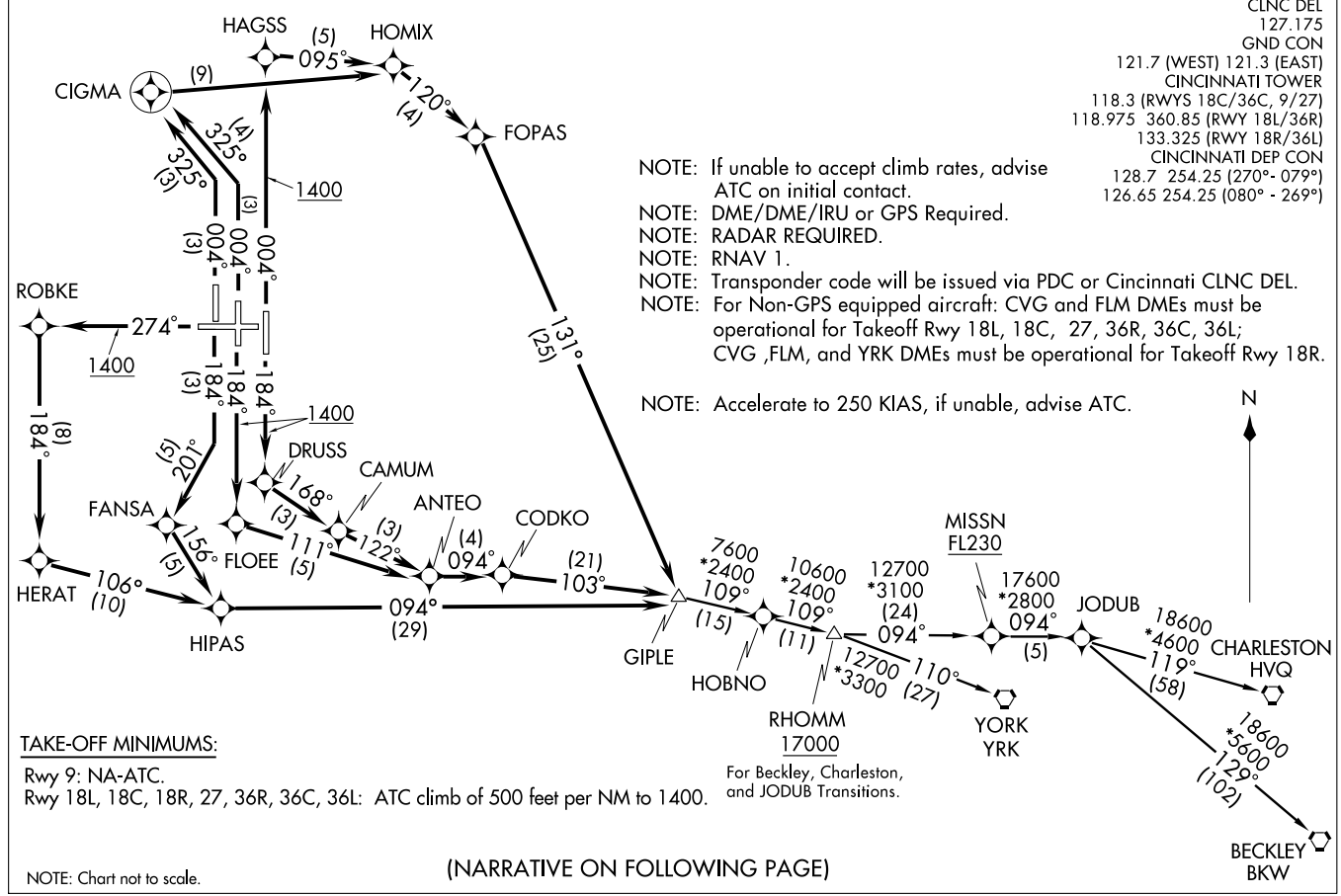
(GAVNN.GAVNN2) 09295
GAVNN TWO ARRIVAL (RNAV)
ST-655 (FAA)
CINCINNATI/ NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

GIPLE TWO DEPARTURE (RNAV)

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270°- 079°)
126.65 254.25 (080° - 269°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 27, 36R, 36C, 36L; CVG ,FLM, and YRK DMEs must be operational for Takeoff Rwy 18R.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.



TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L: ATC climb of 500 feet per NM to 1400.

For Beckley, Charleston, and JODUB Transitions.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE2.BKW):

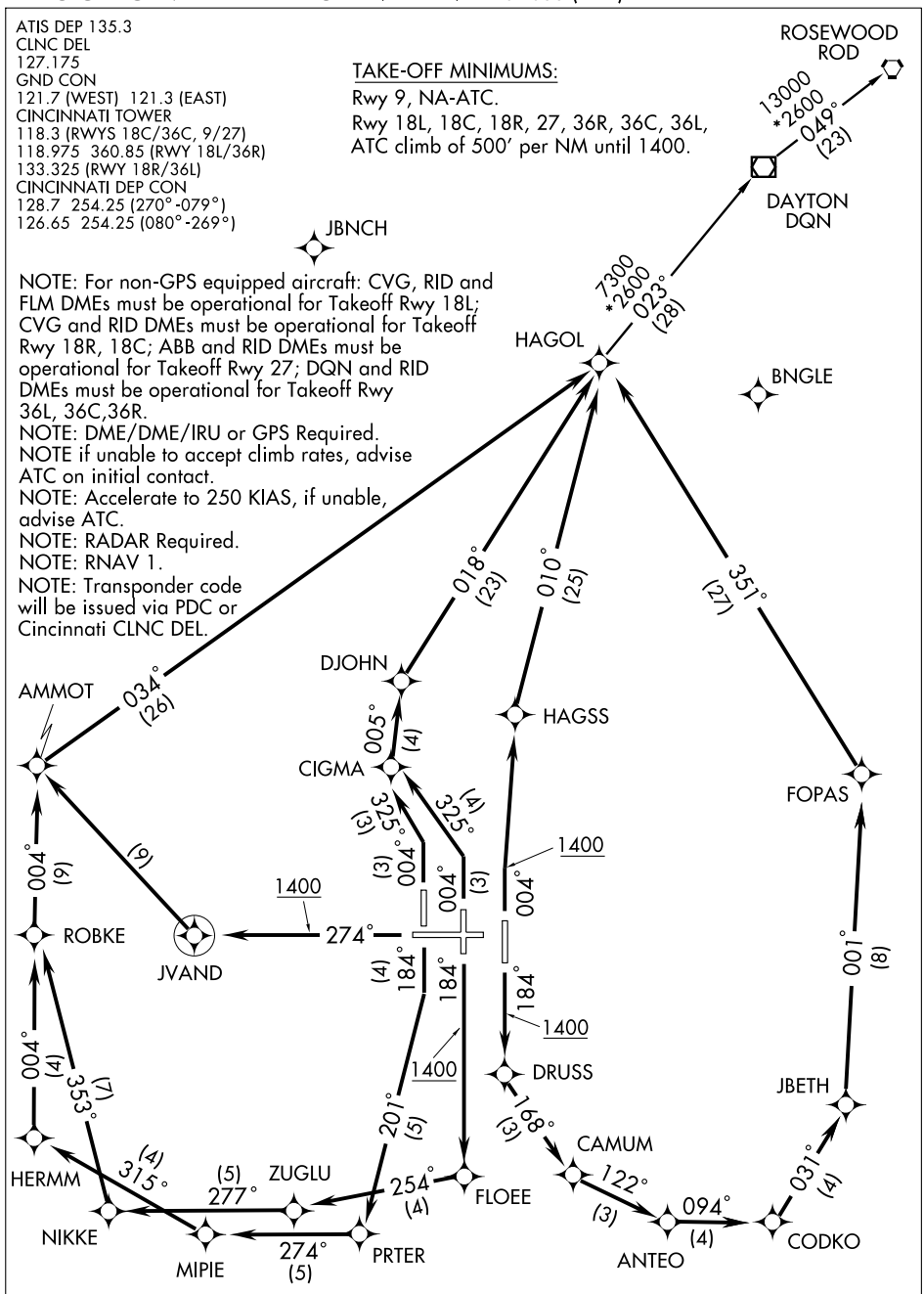
CHARLESTON TRANSITION (GIPLE2.HVQ)

JODUB TRANSITION (GIPLE2.JODUB)

YORK TRANSITION (GIPLE2.YRK): Limited to aircraft filed at or below FL220.

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then right turn direct AMMOT, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to HAGOL, thence....
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

DAYTON TRANSITION (HAGOL1.DQN):
ROSEWOOD TRANSITION (HAGOL1.ROD):

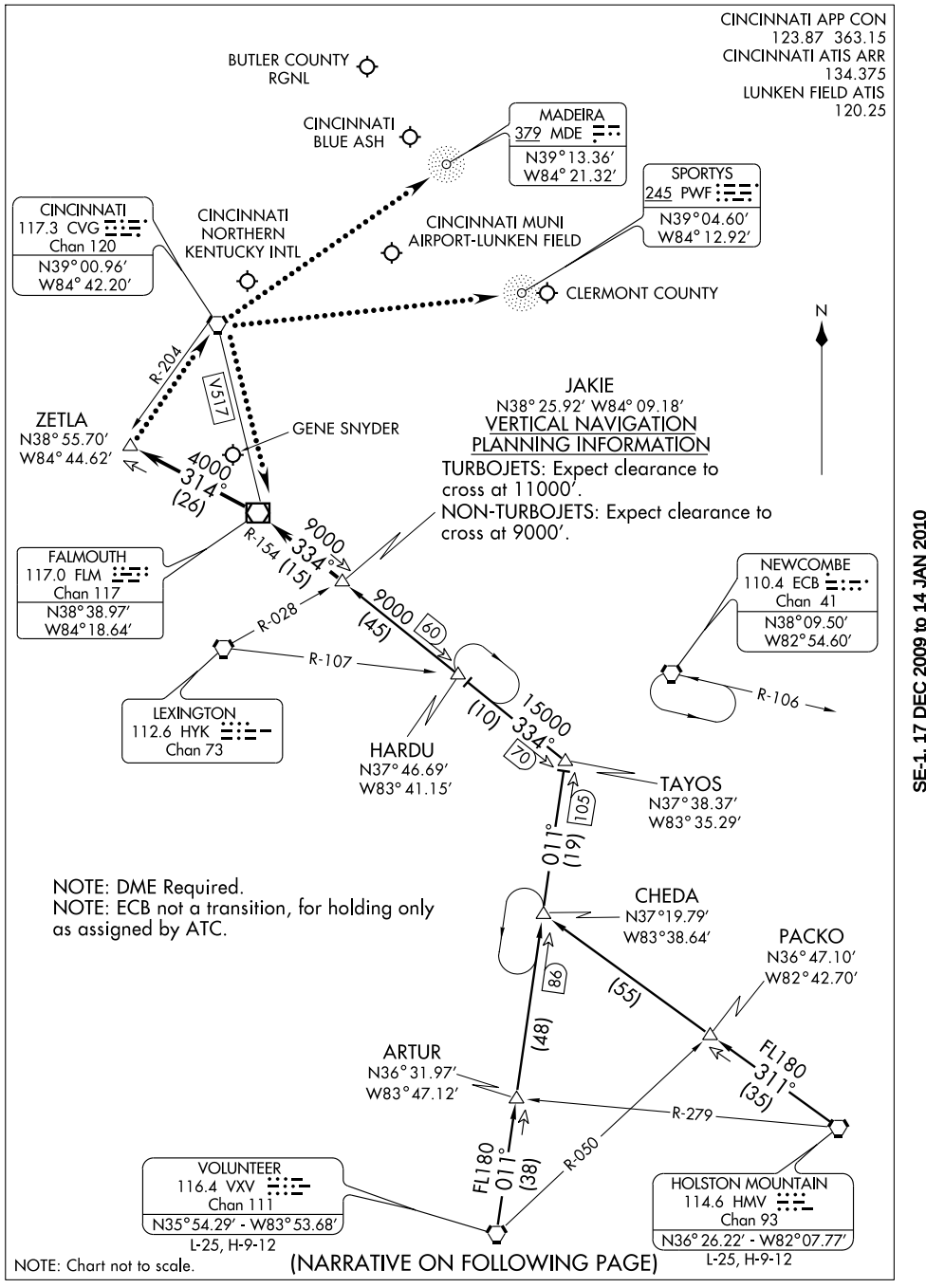
TAKE-OFF OBSTACLE NOTES:

Rwy 18C: Multiple trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from DER, 482' right of centerline, up to 95' AGL/965' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL. Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 17 DEC 2009 to 14 JAN 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-URN	APP CRS	Rwy Idg	11880
111.9	094°	TDZE	883
Chan 56		Apt Elev	896

ILS or LOC RWY 9

COVINGTON/
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For inoperative MALSR, increase S-LOC 9 Cat. D visibility to RVR 5000. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIF Int/19 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED

MSA CVG 25 NM
2900

LOCALIZER 111.9
I-URN
Chan 56

1292±

* When assigned by ATC, intercept glidepath at 4000 or 5000.

274°
*4000
094°
(3.1)
2400
094°
(5)
952±
1257
1038
1108
1064
1034
1115
R-109
109°
289°
R-004

(IAF) JADOP
I-URN 14.8
RADAR

(IF) SEMSE
I-URN 11.7
RADAR

KAVME
I-URN 6.6
RADAR

CINCINNATI
117.3 CVG
Chan 120

CALIF
CVG 19

FALMOUTH
117.0 FLM
Chan 117

10 NM
FEEDER FACILITIES
ENROUTE FACILITIES

ALTERNATE
MISSED APCH FIX
FALMOUTH
FLM
117.0
Chan 117
R-324
144°
324°

ELEV 896 D

1047
1058
18R
18C
18L
984±
36L
12,000 X 150
8000 X 150
11,000 X 150
27
0.3% DOWN
0.6% UP
1159
TDZE
883
094° 4.5 NM
from FAF
36C
36R
999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

* When assigned by ATC, intercept glidepath at 4000 or 5000.

JADOP
I-URN 14.8
RADAR

SEMSE
I-URN 11.7
RADAR

KAVME
I-URN 6.6
RADAR

*5000
094°
*4000
2400
2400

I-URN 2.9
I-URN 2.1

GS 3.00°
TCH 52

3.1 NM
5 NM
3.7 NM
0.8

2000	3000	CALIF
	HDG 140° CVG R-109 117.3	△

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 9	1083/18 200 (200-½)			
S-LOC 9	1220/24 337 (400-½)			1220/40 337 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-SIC	APP CRS	Rwy Idg 11000
111.55	184°	TDZE 875
Chan 52 (Y)		Apt Elev 896

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18C

Simultaneous approach authorized with Rwy 18L and 18R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

SSALR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE Int/CVG 15.1 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
		123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED

MSA CVG 25 NM
2900

(IAF) JUPAL I-SIC 24 RADAR
LAMAH I-SIC 20.9 RADAR
ANTRI I-SIC 17.8 RADAR
(IF) DULEY I-SIC 14.6 RADAR
KLEPR I-SIC 11.5 RADAR
LOGOZ I-SIC 6.5 RADAR

*7000 184°(3.1)
*6000 184°(3.1)
*5000 184°(3.1)
*4000 184°(3.1)

15 NM
004°
184° (5)
999± 2400
1849
1788
1715
1749
1373
1257
1038
1108
1064
1034
1115
R-174

LOCALIZER 111.55
I-SIC
Chan 52 (Y)

CINCINNATI
117.3 CVG
Chan 120

117.3 CVG Chan 120 R-174
ZIRKE FLM 17.4
118°
298°
117.0 FLM R-298 Chan 117
ALTERNATE MISSED APCH FIX

117.3 CVG Chan 120 R-174
ZIRKE CVG 15.1
174°
354°
117.0 FLM R-298 Chan 117
MISSED APCH FIX

ELEV 896
D
184° 4.6 NM from FAF
1047
TDZE 875
1058
18R
18C
18L
8000 X 150
11,000 X 150
12,000 X 150
984±
36L
27
9
0.3% DOWN
0.6% UP
1159
10,000 X 150
36C
36R
999±
HIRL all Rwys
TDZ/CL all Rwys except 9-27

VGSI and ILS glidepath not coincident.

1500 3000 CVG R-174 117.3 ZIRKE

JUPAL I-SIC 24 RADAR
LAMAH I-SIC 20.9 RADAR
ANTRI I-SIC 17.8 RADAR
DULEY I-SIC 14.6 RADAR
KLEPR I-SIC 11.5 RADAR
LOGOZ I-SIC 6.5 RADAR
2400
I-SIC 2.9
I-SIC 1.9

*8000 184°
*7000
*6000
*5000
*4000
GS 3.00°
TCH 55

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

3.1 NM 3.1 NM 3.1 NM 3.1 NM 5 NM 3.5 NM 1 NM

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 18C	1075/18 200 (200-½)			
S-LOC 18C	1260/24 385 (400-½)			1260/40 385 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-CIZ	APP CRS	Rwy Idg 10000
110.15	184°	TDZE 889
Chan 38 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18L

Simultaneous approach authorized with Rwy 18C and 18R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF Int/CVG 19 DME and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375 135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
		133.325 (RWY 18R/36L)		

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

004° 184° (3.1) *6000 (IAF) SPUDR I-CIZ 20.8 RADAR

PHILO I-CIZ 17.7 RADAR

*5000 184° (3.1)

*4000 184° (3.1) (IF) CRISM I-CIZ 14.5 RADAR

BAIRE I-CIZ 11.4 RADAR

2400 184° (5)

FRAZE I-CIZ 6.4 RADAR

10 NM

MSA CVG 25 NM 2900

ALTERNATE MISSED APCH FIX
FALMOUTH 117.0 FLM Chan 117
135° 315° R-135

CINCINNATI 117.3 CVG Chan 120

LOCALIZER 110.15 I-CIZ Chan 38 (Y)

MISSED APCH FIX
CALIF CVG 19 R-004
117.3 CVG R-109 Chan 120
109° 289°
117.0 FLM Chan 117

1849 1788 1715 1749 999± 1373 1038 1257 MM 1064 1034 1108 1115 R-109

ELEV 896 D

1047 184° 4.5 NM from FAF 1058 18R 18C TDZE 889 18L 984± 8000 X 150 11,000 X 150 36L 12,000 X 150 27 9 0.3% DOWN 0.6% UP 1159 10,000 X 150 36C 36R 999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SPUDR I-CIZ 20.8 RADAR — PHILO I-CIZ 17.7 RADAR — CRISM I-CIZ 14.5 RADAR — BAIRE I-CIZ 11.4 RADAR — FRAZE I-CIZ 6.4 RADAR — I-CIZ 2.8 — I-CIZ 1.8 — MM

VGSI and ILS glidepath not coincident.

*7000 184° *6000 *5000 *4000 2400

GS 3.00° TCH 55

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

1500 3000 CVG R-109 117.3 CALIF

3.1 NM 3.1 NM 3.1 NM 5 NM 3.6 NM 0.5 0.4

CATEGORY	A	B	C	D
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CJN	APP CRS	Rwy Idg	8000
110.75	184°	TDZE	868
Chan 44 (Y)		Apt Elev	896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 18R

Simultaneous approach authorized with Rwy 18C and 18L. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

134° 314° R-294 CVG 117.3 Chan 120 R-314 FLM 117.0 Chan 117

JADRO FLM 43

(IAF) DRAEK I-CJN 14.3 RADAR

R-004

*4000 184° (3.1)

(IF) OPHUS I-CJN 11.2 RADAR

*3000 (3.1)

1849

BRITL I-CJN 8 RADAR

2400 (1.9)

1149

KRTHY I-CJN 6.1 RADAR

1715 1788 1749 1373

955±

IM 1257 1038

1064 1034 1108 1115

10 NM

MISSED APCH FIX

064° 244° R-244 FLM 117.0 Chan 117 R-293 CVG 117.3 Chan 120 AVIEW CVG 20

R-244

MSA CVG 25 NM

2900

LOCALIZER 110.75 I-CJN Chan 44 (Y)

CINCINNATI 117.3 CVG Chan 120

SE-1. 17 DEC 2009 to 14 JAN 2010

ELEV 896 D

184° 4.6 NM from FAF 1047

TDZE 868 1058

18R 18C 18L 36L 27 8000 X 150 11,000 X 150 12,000 X 150 10,000 X 150

0.3% DOWN 0.6% UP

1159

36C 36R

999±

HIRL all Rwys

TDZ/CL all Rwys except 9-27

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1300	3000	CVG R-244 117.3	AVIEW △

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

I-CJN 1.6 IM I-CJN 2.7 KRTHY I-CJN 6.1 RADAR 2400 BRITL I-CJN 8 RADAR *3000 OPHUS I-CJN 11.2 RADAR 184° *4000 DRAEK I-CJN 14.3 RADAR *5000

GS 3.00° TCH 58

0.1 1 NM 3.4 NM 1.9 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 18R	1068/18 200 (200-½)			
S-LOC 18R	1300/24 432 (500-½)		1300/40 432 (500-¾)	1300/50 432 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

LOC I-JDP	APP CRS	Rwy Idg	12000
108.7	274°	TDZE	875
		Apt Elev	896

ILS or LOC RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and CVG R-244 to AVIEW Int/CVG 20 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

MISSED APCH FIX

064° 244° R-244 117.3 CVG Chan 120

R-293 117.0 FLM Chan 117

AVIEW CVG 20

RADAR REQUIRED

MSA CVG 25 NM

2900

1849

LOCALIZER 108.7

I-JDP

1715 1788 1749

1373 WEGDA INT RADAR

(IF) BLOCK INT RADAR

(IAF) KAYDE INT

10 NM

1038 1257 1003± 1034 1108

2400 274° (3.5)

3500* 274° (4.3)

094°

1064

JODUR OM

1115

R-244 R-338 R-345 R-355

CINCINNATI 117.3 CVG Chan 120

ALTERNATE MISSED APCH FIX

FALMOUTH FLM 117.0 Chan 117

R-324 144° 324°

117.0 FLM Chan 117 (×3)

* When assigned by ATC, intercept glidepath at 3500.

ELEV 896 D

1047

274° 4.6 NM from FAF

1058 18R 18C 18L 36L 27 9 8000 X 150 11,000 X 150 12,000 X 150 TDZE 875 984± 0.3% DOWN 0.6% UP 1159 10,000 X 150 36C 36R 999±

HIRL all Rwys

TDZ/CL all Rwys except 9-27

2000 3000 AVIEW HDG 230° CVG R-244 117.3

VGSI and ILS glidepath not coincident.

KAYDE INT

BLOCK INT RADAR

WEGDA INT RADAR

2400 274° 5000 3500* GS 3.00° TCH 55 2400

* When assigned by ATC, intercept glidepath at 3500.

4.6 NM 3.5 NM 4.3 NM

CATEGORY	A	B	C	D
S-ILS 27	1075/24	200 (200-½)		
S-LOC 27	1420/24	545 (600-½)	1420/50 545 (600-1)	1420/60 545 (600-1¼)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CVG	APP CRS	Rwy Idg	11000
109.9	004°	TDZE	851
Chan 36		Apt Elev	896

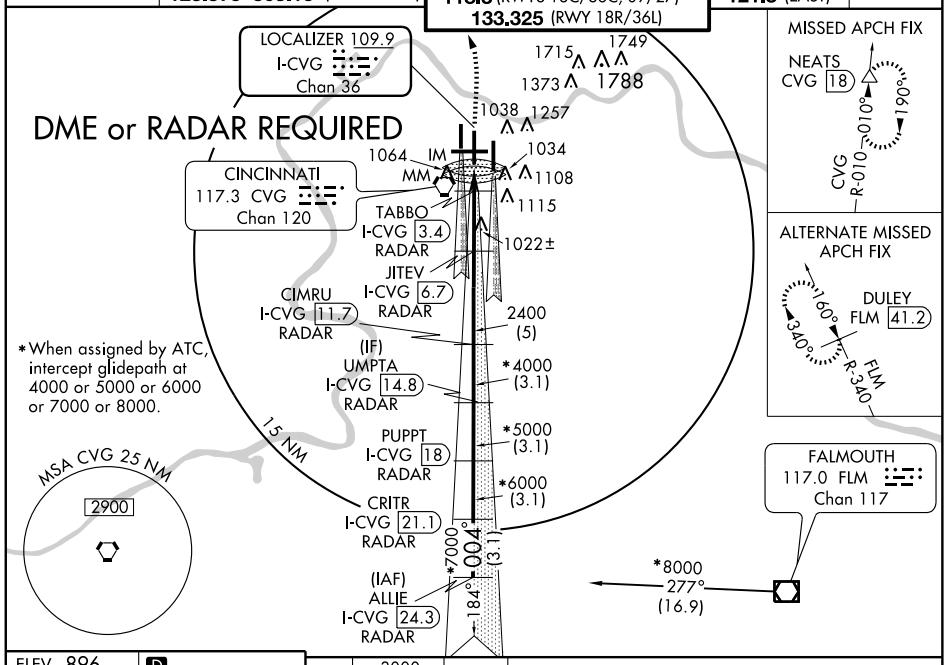
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36C

Simultaneous approach authorized with Rwy 36L and 36R. LOC procedure NA during simultaneous operations. DME REQUIRED.

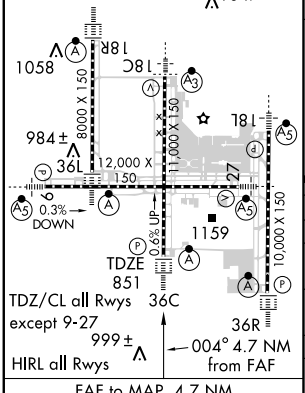
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

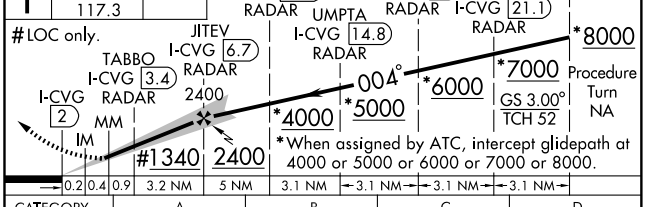


ELEV 896 D



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 36C	1051/18 200 (200-½)			
S-LOC 36C	1340/24 489 (500-½)		1340/40 489 (500-¾)	1340/50 489 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
TABBO FIX MINIMUMS				
S-LOC 36C	1260/24 409 (400-½)		1260/40 409 (400-¾)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-VAC	APP CRS	Rwy Idg	8000
110.75	004°	TDZE	873
Chan 44 (Y)		Apt Elev	896

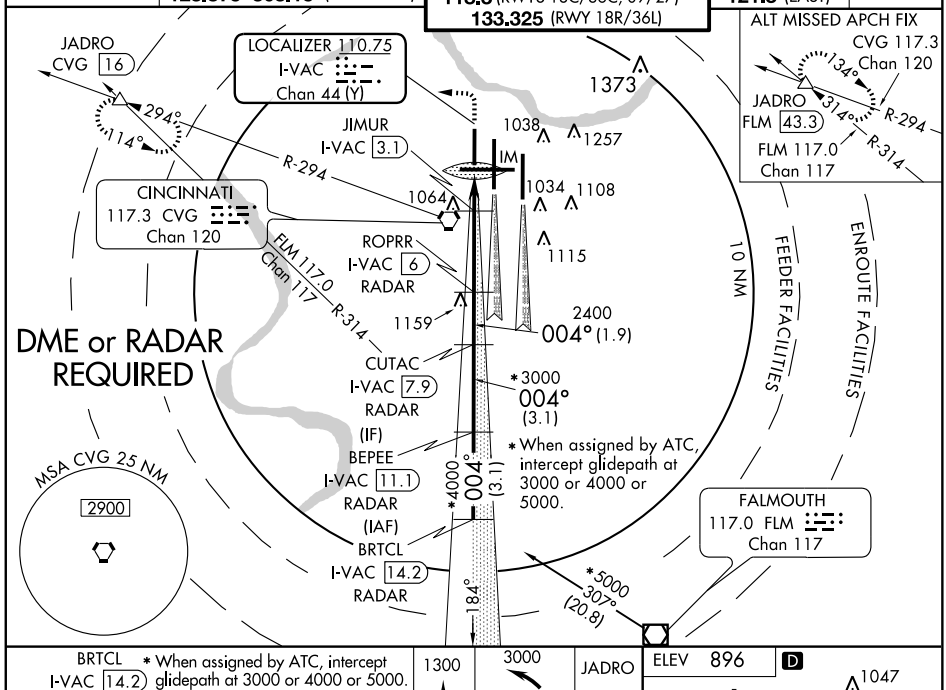
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36L

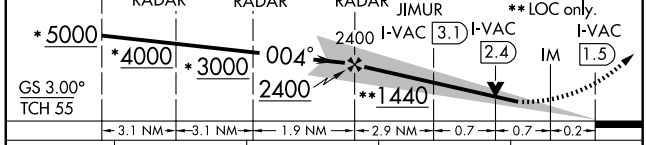
Simultaneous approach authorized with Rwys 36C and 36R. LOC procedure NA during simultaneous operations. DME Required.

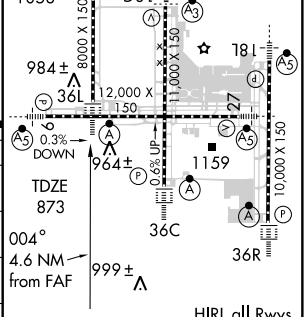
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375 135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
		133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
S-ILS 36L	1073/18 200 (200-½)			
S-LOC 36L	1440/24 567 (600-½)		1440/50 567 (600-1)	1440/60 567 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
JIMUR FIX MINIMUMS				
S-LOC 36L	1220/24 347 (400-½)			1220/40 347 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-EEI	APP CRS	Rwy Idg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

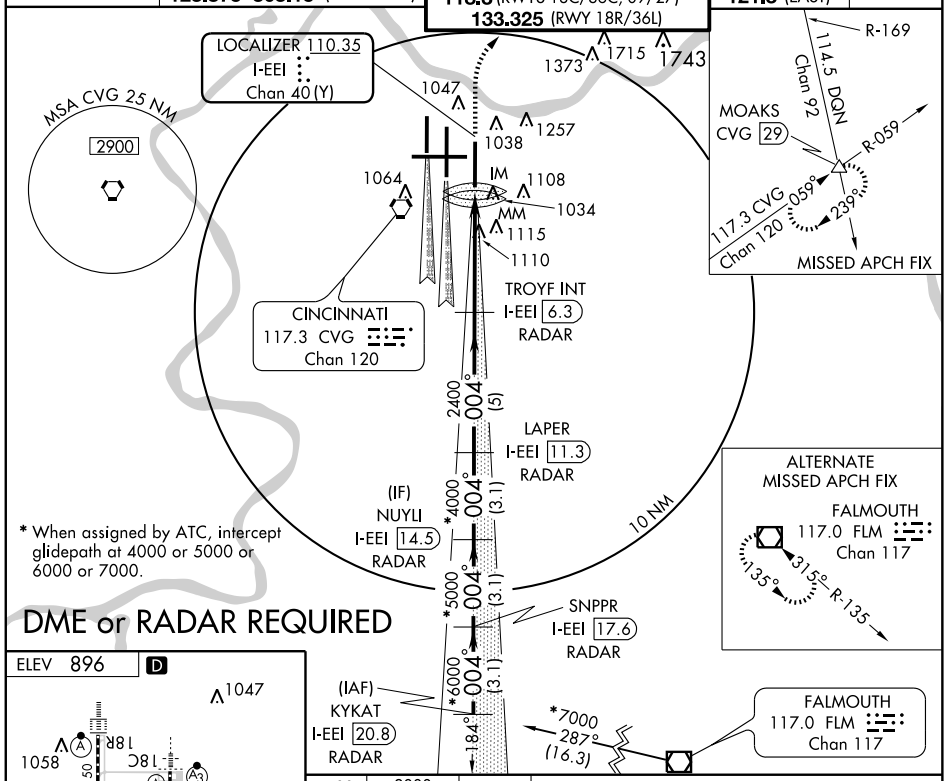
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS or LOC RWY 36R

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

ALSF-2

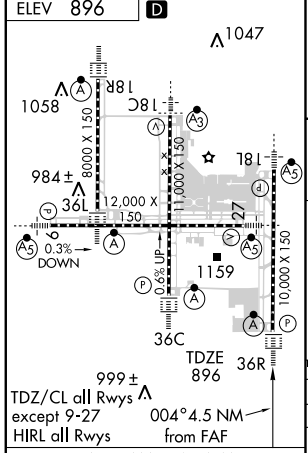
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



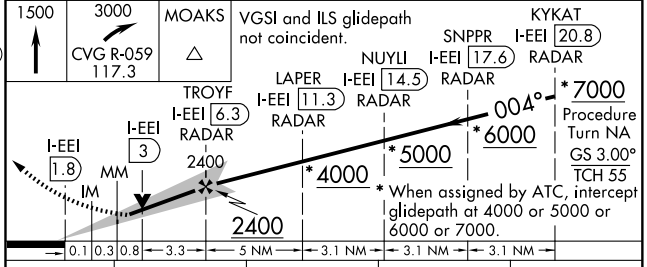
* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED



FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

CATEGORY	A	B	C	D
S-ILS 36R	1096/18	200 (200-½)		
S-LOC 36R	1360/24	464 (500-½)	1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CJN	APP CRS	Rwy Idg	8000
110.75	184°	TDZE	868
Chan 44 (Y)		Apt Elev	896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 18R (CAT II)

Simultaneous approach authorized with Rwy 18C and 18L.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT /CVG 20 DME and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)		118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)		118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
				133.325 (RWY 18R/36L)		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
134° 314° R-294 CVG 117.3 Chan 120
R-314 FLM 117.0 Chan 117
JADRO FLM 43

(IAF) DRAEK I-CJN 14.3 RADAR
R-004
*4000 184° (3.1)
(IF) OPHUS I-CJN 11.2 RADAR
*3000 (3.1)
BRITL I-CJN 8 RADAR
2400 (1.9)
KRTHY I-CJN 6.1 RADAR

1849 1715 1788 1749 1373 1149 955± 1257 IM 1038 1064 1108 1034 1115

10 NM

MISSED APCH FIX
064° 244° R-244 R-293
FLM 117.0 Chan 117
CVG 117.3 Chan 120
AVIEW CVG 20

MSA CVG 25 NM
2900

LOCALIZER 110.75 I-CJN Chan 44 (Y)

CINCINNATI 117.3 CVG Chan 120

ELEV 896 D

1047 TDZE 868 1058 18R 18C 18L 8000 X 150 11,000 X 150 984± 36L 12,000 X 150 27 0.3% DOWN 0.6% UP 1159 36C 36R 999±

1300 3000 CVG R-244 117.3 AVIEW

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

KRTHY I-CJN 6.1 RADAR
BRITL I-CJN 8 RADAR
OPHUS I-CJN 11.2 RADAR
DRAEK I-CJN 14.3 RADAR

DH RA 113
868 MSL
IM
2400
*3000
184°
*4000
*5000
GS 3.00° TCH 58

141' 849' 4.4 NM 1.9 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS-28R	RA 113/12 100		DA 968	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CVG	APP CRS	Rwy Idg 11000
109.9	004°	TDZE 851
Chan 36		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36C (CAT II)

Simultaneous approach authorized with Rwy 36L and 36R.
DME REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

LOCALIZER 109.9 I-CVG Chan 36

CINCINNATI 117.3 CVG Chan 120

DME or RADAR REQUIRED

1715 1749 1373 1788 1038 1257 1064 IM MM 1034 1108 1115 TABBO I-CVG 3.4 RADAR 1022± JITEV I-CVG 6.7 RADAR CIMRU I-CVG 11.7 RADAR 2400 (5) (IF) UMPTA I-CVG 14.8 RADAR *4000 (3.1) PUPPT I-CVG 18 RADAR *5000 (3.1) *6000 (3.1) CRITR I-CVG 21.1 RADAR *7000 (3.1) (IAF) ALLIE I-CVG 24.3 RADAR 004° 184°

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

15 NM

MSA CVG 25 NM 2900

*8000 277° (16.9)

FALMOUTH 117.0 FLM Chan 117

MISSED APCH FIX

NEATS CVG 18 CVG R-010 010° 090°

ALTERNATE MISSED APCH FIX

DULEY FLM 41.2 160° 340° FLM R-340

ELEV 896 D

1047 1058 18R 18C 18L 984± 8000 X 150 11,000 X 150 12,000 X 150 36L 27 9 0.3% DOWN 0.6% UP 1159 10,000 X 150 TDZE 851 36C 36R 999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

1500 3000 CVG R-010 117.3 NEATS

VGSI and ILS glidepath not coincident.

CIMRU I-CVG 11.7 RADAR PUPPT I-CVG 18 RADAR CRITR I-CVG 21.1 RADAR ALLIE I-CVG 24.3 RADAR UMPTA I-CVG 14.8 RADAR JITEV I-CVG 6.7 RADAR *8000 *7000 *6000 *5000 *4000 2400 004° DH 851 MSL RA 134 IM MM

Procedure Turn NA
GS 3.00°
TCH 52

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

1125'	1101'	2193'	4.1	5 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM

CATEGORY	A	B	C	D
S-ILS-36C	RA 134/12	100	DA 951	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-CVG	APP CRS	Rwy Idg	11000
109.9	004°	TDZE	851
Chan 36		Apt Elev	896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36C (CAT III)

Simultaneous approach authorized with Rwy 36R and 36L.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

LOCALIZER 109.9 I-CVG Chan 36

DME or RADAR REQUIRED

CINCINNATI 117.3 CVG Chan 120

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

MSA CVG 25 NM 2900

15 NM

1749 1715 1373 1788 1038 1257 1064 IM MM 1034 1108 1115 1022± TABBO I-CVG 3.4 RADAR JITEV I-CVG 6.7 RADAR CIMRU I-CVG 11.7 RADAR 2400 (5) (IF) UMPTA I-CVG 14.8 RADAR *4000 (3.1) PUPPT I-CVG 18 RADAR *5000 (3.1) CRITR I-CVG 21.1 RADAR *6000 (3.1) *7000 004° (3.1) (IAF) ALLIE I-CVG 24.3 RADAR 184° *8000 277° (16.9)

MISSED APCH FIX
NEATS CVG 18 010° 010° CVG R-010

ALTERNATE MISSED APCH FIX
DULEY FLM 41.2 160° 340° FLM R-340

FALMOUTH 117.0 FLM Chan 117

ELEV 896 D

1047 1058 18R 18C 18L 984± 8000 X 150 11,000 X 150 12,000 X 150 36L 27 9 5 0.3% DOWN 0.6% UP 1159 10,000 X 150 TDZE 851 36C 36R 999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

1500 3000 CVG R-010 117.3 NEATS

VGSI and ILS glidepath not coincident.

ALLIE I-CVG 24.3 RADAR CIMRU I-CVG 11.7 RADAR PUPPT I-CVG 18 RADAR CRITR I-CVG 21.1 RADAR UMPTA I-CVG 14.8 RADAR JITEV I-CVG 6.7 RADAR *8000 *7000 Procedure Turn NA GS 3.00° TCH 52 004° *6000 *5000 *4000 IM MM 2400 1066 948 851 MSL 2400

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

1125' 1043' 2251' 4.1 5 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 06		
S-ILS 36C	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-VAC	APP CRS	Rwy Idg	8000
110.75	004°	TDZE	873
Chan 44 (Y)		Apt Elev	896

ILS RWY 36L (CAT II)

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwys 36C and 36R. DME Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

ALT MISSED APCH FIX
CVG 117.3
Chan 120
134°
314°
R-294
R-314
JADRO
FLM 43.3
FLM 117.0
Chan 117

JADRO
CVG 16
294°
114°
R-294

LOCALIZER 110.75
I-VAC
Chan 44 (Y)

CINCINNATI
117.3 CVG
Chan 120

FLM 117.0
Chan 117
R-314

1373
1038
1257
IM
1064
1034
1108
1115
1159
2400
004° (1.9)

ROPRR
I-VAC 6
RADAR

CUTAC
I-VAC 7.9
RADAR

(IF)
BEPEE
I-VAC 11.1
RADAR

(IAF)
BRTCL
I-VAC 14.2
RADAR

*3000
004°
(3.1)

*4000
004°
(3.1)

*5000
307°
(20.8)

184°

10 NM

FEEDER FACILITIES

ENROUTE FACILITIES

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

FALMOUTH
117.0 FLM
Chan 117

MSA CVG 25 NM
2900

DME or RADAR REQUIRED

ELEV 896 D

1047
1058
18R
18C
18L
984±
8000 X 150
11,000 X 150
12,000 X 150
10,000 X 150
36L
27
0.3% DOWN
0.3% up
964
1159
TDZE
873
36C
36R
999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

BRTCL
I-VAC 14.2
RADAR

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

BEPEE	CUTAC	ROPRR
I-VAC 11.1 RADAR	I-VAC 7.9 RADAR	I-VAC 6 RADAR

1300	3000	JADRO
	HDG 270° CVG R-294 117.3	△

Procedure Turn NA

GS 3.00°
TCH 55

*5000
*4000
*3000
004°
2400
2400
IM
DH
RA 98
873
MSL

3.1 NM | 3.1 NM | 1.9 NM | 4.5 NM | 851′ | 1056′

CATEGORY	A	B	C	D
S-ILS-36L	RA 98/12 100 DA 973			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-EEI	APP CRS	Rwy Idg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36R (CAT II)

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375 135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
		133.325 (RWY 18R/36L)		

LOCALIZER 110.35 I-EEI Chan 40 (Y)

MSA CVG 25 NM 2900

CINCINNATI 117.3 CVG Chan 120

TROYF INT I-EEI 6.3 RADAR

LAPER I-EEI 11.3 RADAR

(IF) NUYLI I-EEI 14.5 RADAR

SNPPR I-EEI 17.6 RADAR

(IAF) KYKAT I-EEI 20.8 RADAR

10 NM

R-169 114.5 DQN Chan 92 MOAKS CVG 29 R-059 117.3 CVG Chan 120 059° 239° MISSED APCH FIX

ALTERNATE MISSED APCH FIX FALMOUTH 117.0 FLM Chan 117 315°-R-135 135°

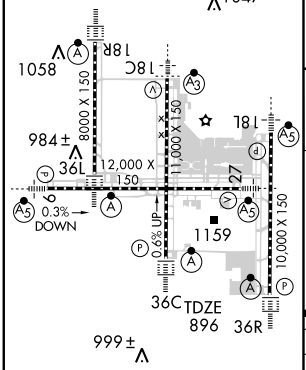
FALMOUTH 117.0 FLM Chan 117

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

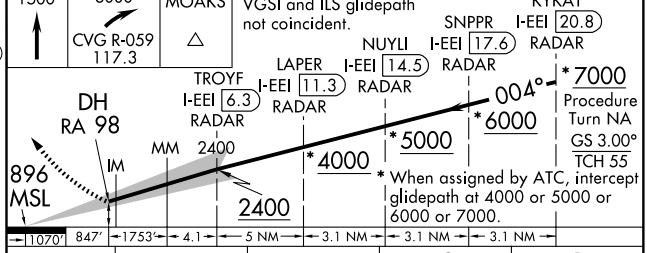
DME or RADAR REQUIRED

1500 | 3000 CVG R-059 117.3 | MOAKS

VGSI and ILS glidepath not coincident.



HIRL all Rwys
TDZ/CL all Rwys except 9-27



CATEGORY	A	B	C	D
S-ILS 36R	RA 98/12	100	DA 996	

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY

AL-655 (FAA)

LOC/DME I-EEI	APP CRS	Rwy Idg 10000
110.35	004°	TDZE 896
Chan 40 (Y)		Apt Elev 896

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG) ILS RWY 36R (CAT III)

Simultaneous approach authorized with Rwy 36C and 36L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

LOCALIZER 110.35
I-EEI
Chan 40 (Y)

MSA CVG 25 NM
2900

CINCINNATI
117.3 CVG
Chan 120

1373 1715 1743
1038 1257
1064 IM 1108 1034
MM 1115
1110

TROYF INT
I-EEI 6.3
RADAR

2400 004° (5)

LAPER
I-EEI 11.3
RADAR

(IF)
NUYLI
I-EEI 14.5
RADAR

*4000 004° (3.1)

*5000 004° (3.1)

SNPPR
I-EEI 17.6
RADAR

(IAF)
KYKAT
I-EEI 20.8
RADAR

*6000 004° (3.1)

184°

*7000
287°
(16.3)

10 NM

FALMOUTH
117.0 FLM
Chan 117

R-169
114.5 DQN
Chan 92
MOAKS
CVG 29
R-059
117.3 CVG
Chan 120
059°
239°
MISSED APCH FIX

ALTERNATE MISSED APCH FIX
FALMOUTH
117.0 FLM
Chan 117
135°
315°-R-135

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DME or RADAR REQUIRED

ELEV 896 D

1047
1058
18R
18C
18L
984±
36L
8000 X 150
11,000 X 150
12,000 X 150
27
9
0.3% DOWN
0.6% UP
1159
10,000 X 150
36C TDZE 896 36R
999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

1500 | 3000 CVG R-059 117.3 | MOAKS

VGSI and ILS glidepath not coincident.

KYKAT I-EEI 20.8 RADAR
SNPPR I-EEI 17.6 RADAR
NUYLI I-EEI 14.5 RADAR
LAPER I-EEI 11.3 RADAR
TROYF I-EEI 6.3 RADAR
004°
*7000
Procedure Turn NA
GS 3.00°
TCH 55
*6000
*5000
*4000
2400
MM 1088
IM 998
896 MSL

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

1070' 878' 1722' 4.1 5 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

JAKIE ONE ARRIVAL (RNAV)

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

HOLSTON MOUNTAIN TRANSITION (HMV.JAKIE1):
VOLUNTEER TRANSITION (VXV.JAKIE1):

From JAKIE WP via 334° track to FLM VOR/DME, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

Landing North, East, West: Expect radar vectors to final approach course prior to FIDEK WP.

LOST COMMUNICATIONS:
At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.
At FLM VOR/DME: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

AGEBE
(17)
BAMGE
4 NM
059°
239°
(10)
004°
CINCINNATI
CVG
FIDEK
315°
(29)
FALMOUTH
FLM
4000
334°
(15)
JAKIE
VXV, HMV Transitions:
Turbojets: Expect to cross at 11,000'.
Non-Turbojets: Expect to cross at 9,000'.
9000
(45)
HARDU
15000
335°
(10)
11 NM
TAYOS
NEWCOMBE
ECB
286°
106°
NOTE: ECB not a transition, for holding only as assigned by ATC.
012°
(19)
CHEDA
12 NM
310°
(55)
PACKO
FL180
311°
(35)
HOLSTON MOUNTAIN
HMV
(48)
ARTUR
FL180
012°
(38)
VOLUNTEER
VXV

NOTE: RNAV 1
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: VXV TRANSITION: For non-GPS equipped aircraft, ABB, CVG, FLM, GQO, HYK, LOZ, and ODF must be operational.
NOTE: HMV TRANSITION: For non-GPS equipped aircraft, ABB, FLM, and HYK must be operational.

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI APP CON
123.875 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25

NOTE: DME REQUIRED

N

BUTLER CO RGNL

CINCINNATI BLUE ASH

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

CINCINNATI NORTHERN KENTUCKY INTL

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

CLERMONT COUNTY

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

R-127
(11)

TAPIE
N38°54.75′
W84°30.05′

8000
307°
(32)

V517

GENE SNYDER

44

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

230K

8000
307°
(27)

71

15000
(51)

GAVNN
N38°36.88′ W83°55.52′

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10000′.

NON-TURBOJETS: Expect clearance to cross at 9000′.

JAVIT
N38°22.06′
W83°27.32′

JAYKB
N38°38.83′
W82°25.77′

FL180
254°
(20)

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-090
(90)

STEVY
N38°49.19′
W80°07.16′

FL180
270°
(43)

46

COLNS
N38°50.42′
W79°11.81′
H-10

MARTINSBURG
112.1 MRB
Chan 58

R-250

R-275

LINDEN
114.3 LDN
Chan 90

R-021

PULASKI
116.8 PSK
Chan 115

R-106

NEWCOMBE
110.4 ECB
Chan 41
N38°09.50′
W82°54.60′

NOTE: ECB not a transition, for holding only as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 17 DEC 2009 to 14 JAN 2010

JBNCH ONE DEPARTURE (RNAV)

SL-655 (FAA) COVINGTON, KENTUCKY

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3
CLNC DEL 127.175
GND CON 121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270° -079°)
126.65 254.25 (080° -269°)

NOTE: For Non-GPS equipped aircraft: CVG, RID and FLM DMEs must be operational for Takeoff Rwy 18C, 18R; CVG and FLM DMEs must be operational for Takeoff Rwy 18L; CVG and RID DMEs must be operational for Takeoff Rwy 27; CVG and DQN DMEs must be operational for Takeoff Rwy 36R, 36C, 36L.

NOTE: Accelerate to 250 KIAS, if unable; advise ATC.

MUNCIE MIE
8000
*2900
341° (43)
JBNCH
HAGOL
BNGLE
336° (30)
330° (31)
320° (37)
352° (33)
353° (37)
HAGSS
FOPAS
CIGMA
325° (4)
325° (3)
1400
004° (3)
004°
ROBKE
274°
1400
184° (4)
184°
184°
1400
100° (8)
DRUSS
353° (7)
HERMM
315° (4)
201° (5)
168° (3)
JBETH
ZUGLU
NIKKE
277° (5)
254° (4)
FLOEE
CAMUM
031° (4)
274° (5)
MIPIE
PRTER
122° (3)
ANTEO
094° (4)
CODKO

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then right turn via 352° track to JBNCH, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to JBNCH, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then via depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH1.MIE)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

KENLN ONE DEPARTURE (RNAV)

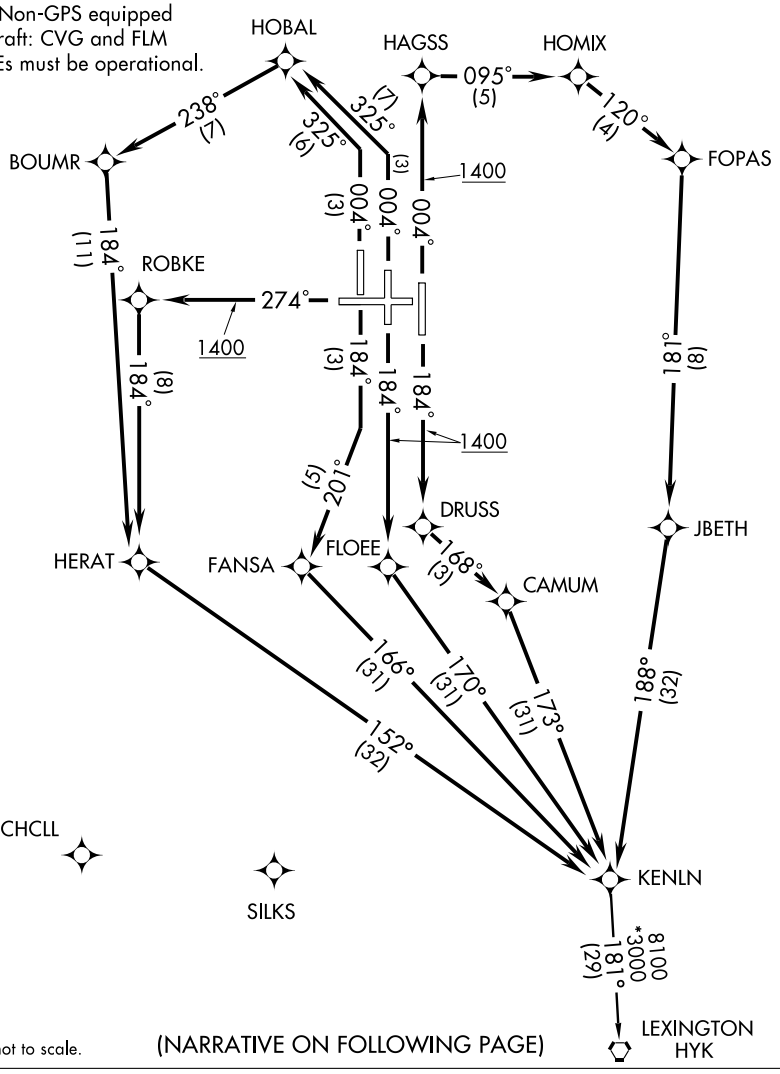
SL-655 (FAA) COVINGTON, KENTUCKY

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

ATIS DEP 135.3
CLNC DEL 127.175
GND CON 121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER 118.3 (RWYS 18C/36C, 9/27) 118.975 360.85 (RWY 18L/36R) 133.325 (RWY 18R/36L)
CINCINNATI DEP CON 128.7 254.25 (270°- 079°) 126.65 254.25 (080° - 269°)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

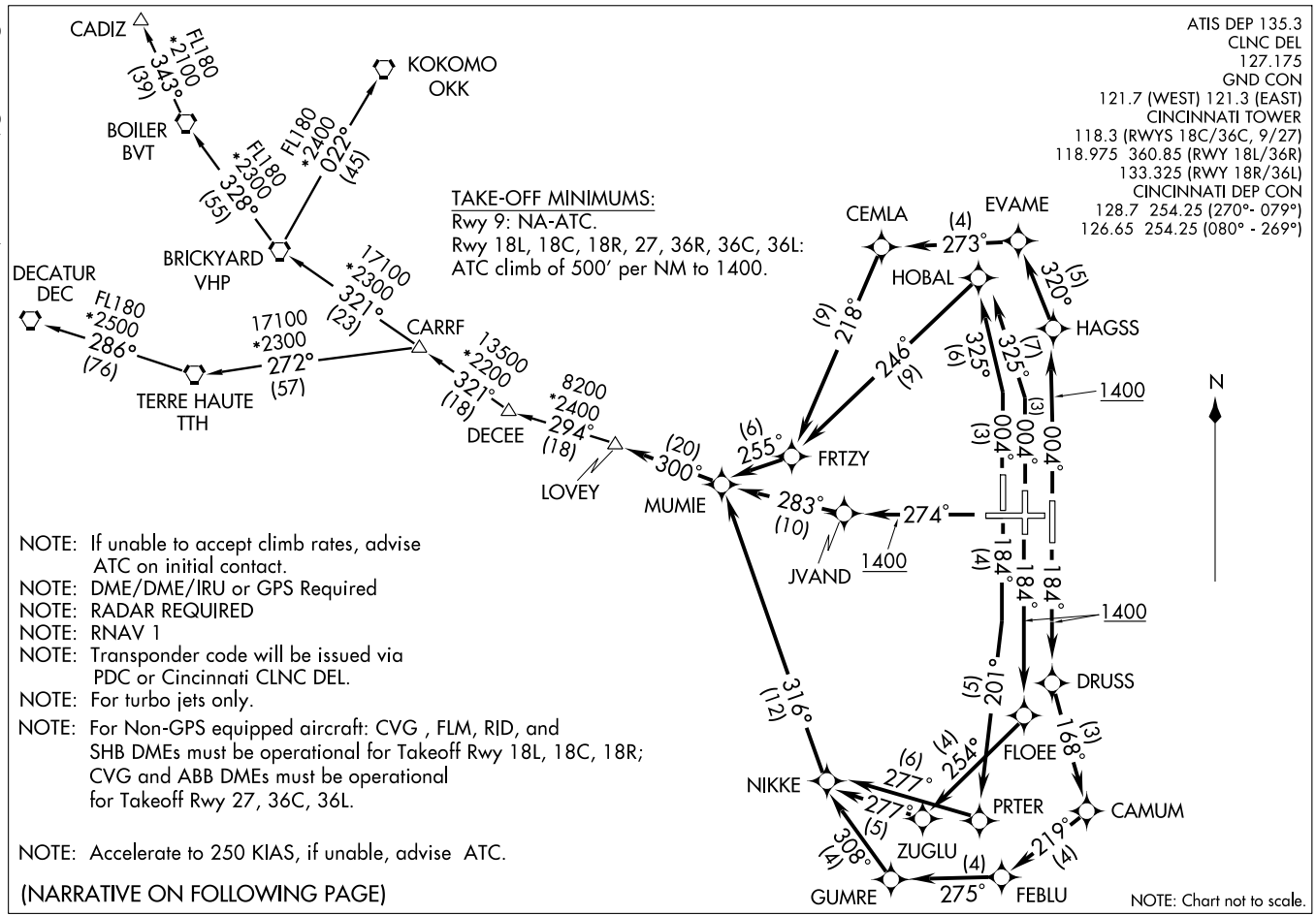
TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to KENLN, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN1.HYK)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010



ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270°- 079°)
126.65 254.25 (080° - 269°)

(LOVEY1.LOVEY) 08325 COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOVEY ONE DEPARTURE (RNAV) SL-655 (FAA)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to PRTER, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to LOVEY, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to LOVEY, thence. . . .

. . . . maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY1.CADIZ)

DECATUR TRANSITION (LOVEY1.DEC)

KOKOMO TRANSITION (LOVEY1.OKK)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

CENTRALIA TRANSITION (ENL.MOSEY5): From over ENL VORTAC via ENL R-090 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .

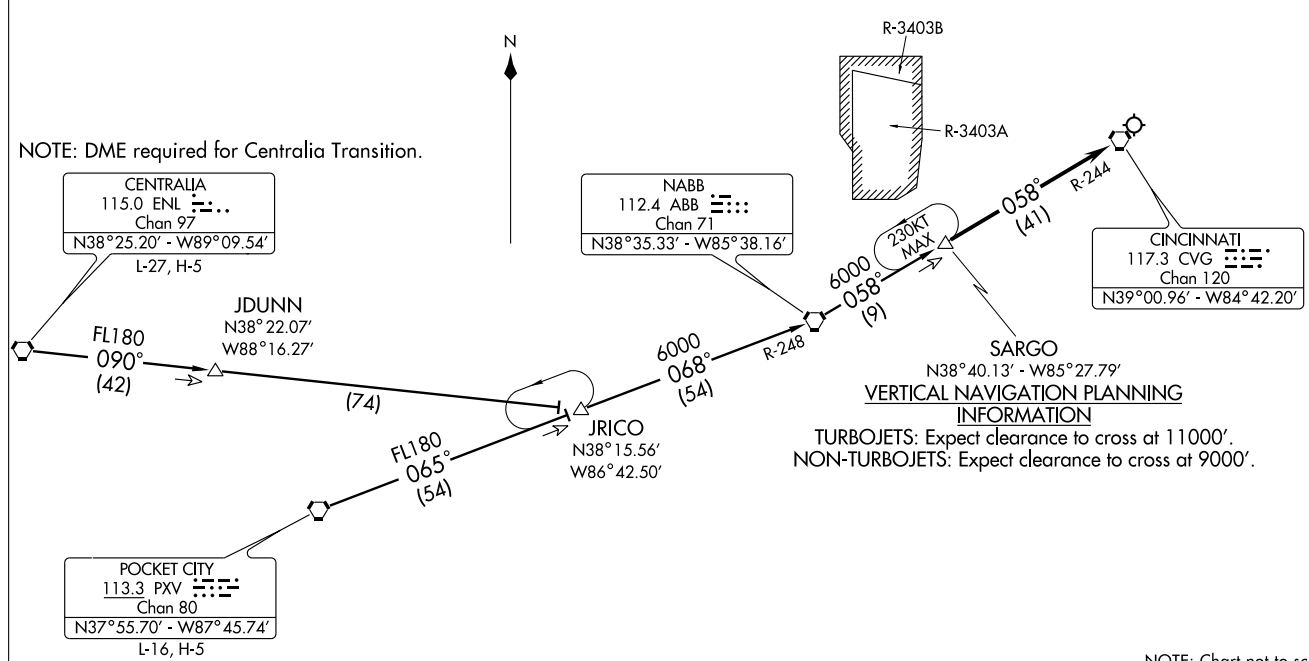
POCKET CITY TRANSITION (PXV.MOSEY5): From over PXV VORTAC via PXV R-065 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .

. . . .From over SARGO INT via ABB R-058 and CVG R-244 to CVG VORTAC. Expect radar vectors to final approach course after SARGO INT.

CINCINNATI APP CON
119.7 363.15
CINCINNATI ATIS ARR
134.375

(MOSEY.MOSEY5) 07354
MOSEY FIVE ARRIVAL

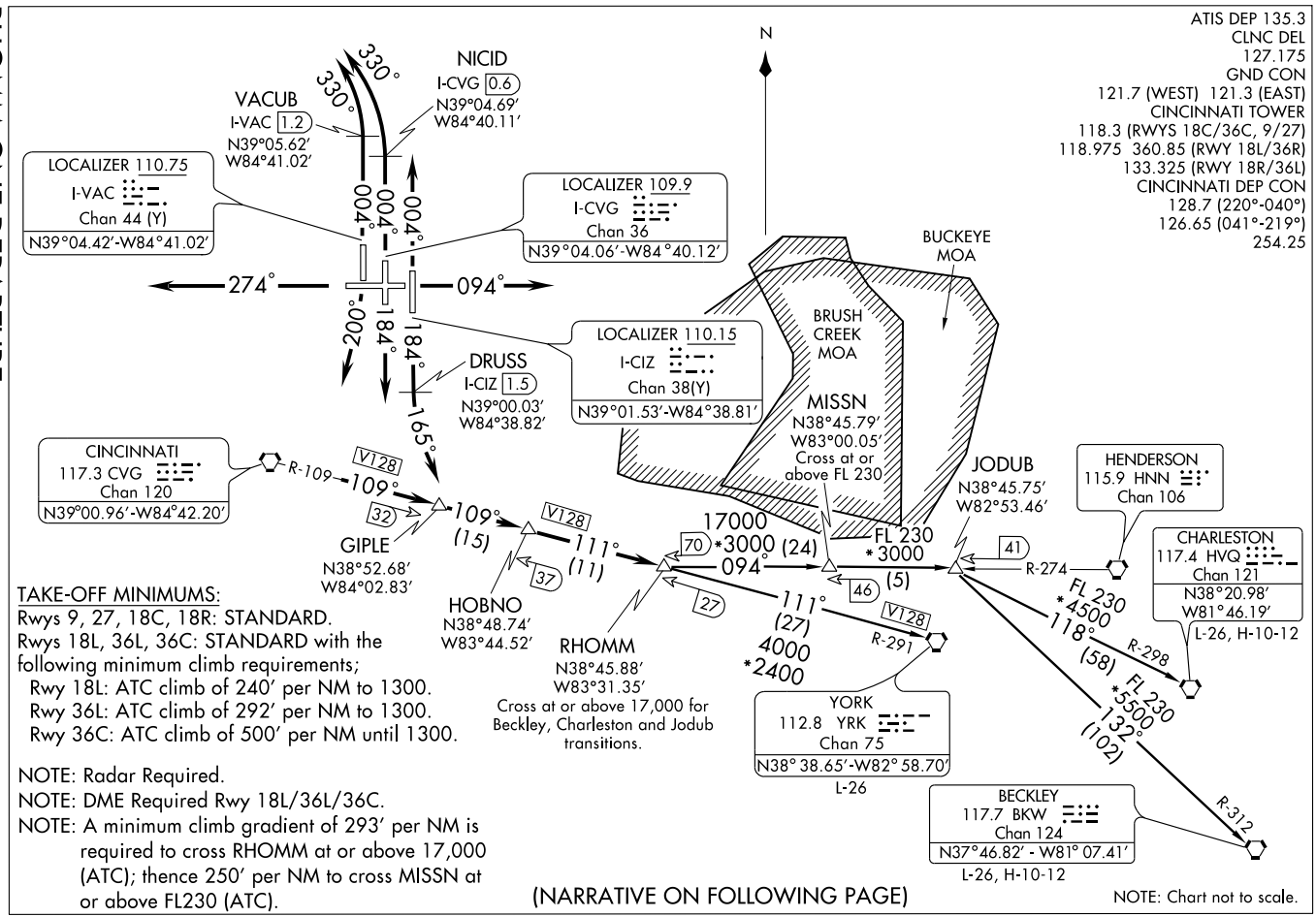
ST-655 (FAA) CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.

NOTE: Chart not to scale.


ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 (220°-040°)
126.65 (041°-219°)
254.25
N
330°
330°
NICID
I-CVG 0.6
N39°04.69'
W84°40.11'
VACUB
I-VAC 1.2
N39°05.62'
W84°41.02'
LOCALIZER 110.75
I-VAC
Chan 44 (Y)
N39°04.42'-W84°41.02'
004°
004°
LOCALIZER 109.9
I-CVG
Chan 36
N39°04.06'-W84°40.12'
274°
094°
200°
184°
184°
165°
DRUSS
I-CIZ 1.5
N39°00.03'
W84°38.82'
LOCALIZER 110.15
I-CIZ
Chan 38(Y)
N39°01.53'-W84°38.81'
BUCKEYE
MOA
BRUSH
CREEK
MOA
MISSN
N38°45.79'
W83°00.05'
Cross at or
above FL 230
JODUB
N38°45.75'
W82°53.46'
HENDERSON
115.9 HNN
Chan 106
CINCINNATI
117.3 CVG
Chan 120
N39°00.96'-W84°42.20'
R-109
V128
109°
32
109°
(15)
GIPLE
N38°52.68'
W84°02.83'
V128
111°
(11)
37
HOBNO
N38°48.74'
W83°44.52'
17000
70
*3000 (24)
094°
FL 230
*3000
(5)
41
R-274
CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'
W81°46.19'
L-26, H-10-12
46
27
111°
(27)
4000
*2400
V128
R-291
RHOMM
N38°45.88'
W83°31.35'
Cross at or above 17,000 for
Beckley, Charleston and Jodub
transitions.
FL 230
*4500
118°
(58)
R-298
YORK
112.8 YRK
Chan 75
N38° 38.65'-W82° 58.70'
L-26
FL 230
*3500
132°
(102)
BECKLEY
117.7 BKW
Chan 124
N37°46.82' - W81° 07.41'
L-26, H-10-12
R-312
TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240' per NM to 1300.
Rwy 36L: ATC climb of 292' per NM to 1300.
Rwy 36C: ATC climb of 500' per NM until 1300.
NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.
NOTE: A minimum climb gradient of 293' per NM is required to cross RHOMM at or above 17,000 (ATC); thence 250' per NM to cross MISSN at or above FL230 (ATC).
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000', all other aircraft maintain 4000'. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17,000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM1.BKW): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.
CHARLESTON TRANSITION (RHOMM1.HVQ): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.
JODUB TRANSITION (RHOMM1.JODUB): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC).
YORK TRANSITION (RHOMM1.YRK): From over RHOMM INT via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE ADVISE ATC. YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11880
CH 65709	094°	TDZE	883
W09A		Apt Elev	896

RNAV (GPS) Y RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

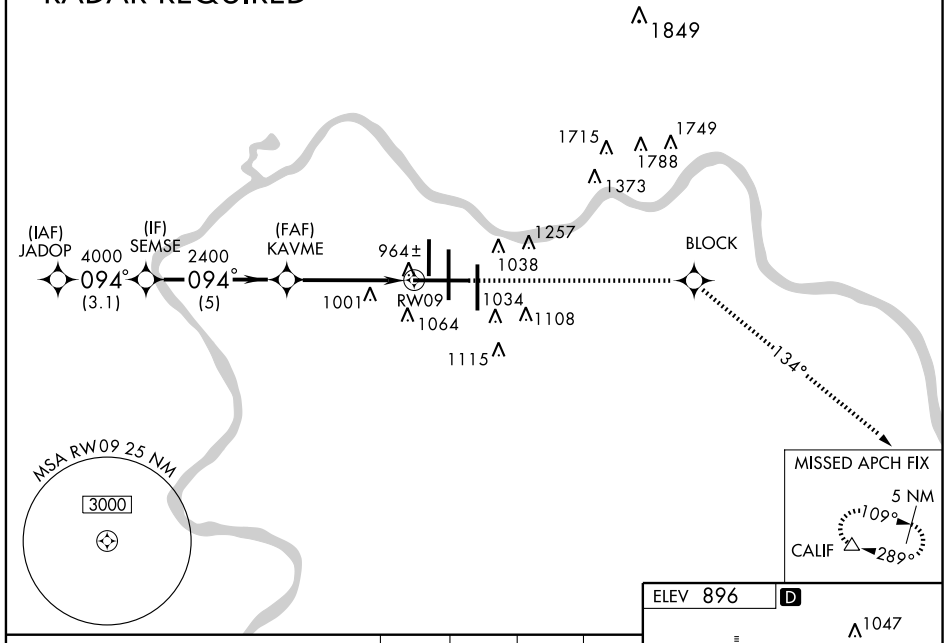
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BLOCK and via 134° track to CALIF and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)		118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)		118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
				133.325 (RWY 18R/36L)		

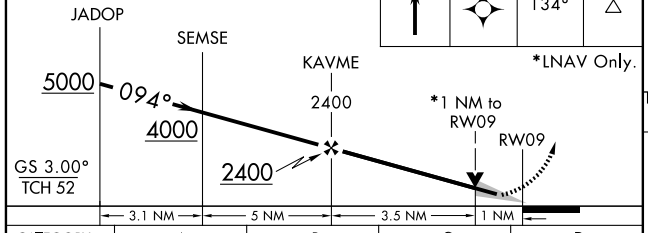
RADAR REQUIRED



VGSI and RNAV glidepath not coincident.

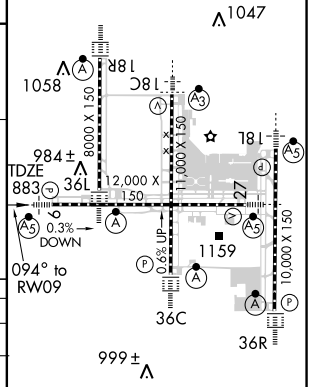
3000	BLOCK	TRK 134°	CALIF

*LNAV Only.



CATEGORY	A	B	C	D
LPV DA	1083/24 200 (200-½)			
LNAV/VNAV DA	1297/50 414 (500-1)			
LNAV MDA	1260/24 377 (400-½)			1260/50 377 (400-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

ELEV 896 D



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11000
CH 86803	184°	TDZE	875
W18B		Apt Elev	896

RNAV (GPS) Y RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

SSALR

MISSED APPROACH: Climb to 3000 direct JITEV and via 179° track to ZIRKE and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

MSA RW18C 25 NM

3000

RADAR REQUIRED

(IAF) JUPAL

7000 184° (3.1)

LAMAH

6000 184° (3.1)

ANTRI

5000 184° (3.1)

(IF) DULEY

4000 184° (3.1)

KLEPR

2400 184° (5)

1849

(FAF) LOGOZ 1715 1749 1373 1788

RW18C 1038 1257

1064 1108 1034 1115

JITEV

179°

MISSED APCH FIX

4 NM 174° 354° ZIRKE

ELEV 896

D

184° to RW18C

1047

TDZE 875

1058 18R 18C 18L

8000 X 150

11,000 X 150

984± 36L 12,000 X 150 27

0.3% DOWN

0.6% UP

1159

10,000 X 150

36C 36R

999±

HIRL all Rwys

TDZ/CL all Rwys except 9-27

VGSI and RNAV glidepath not coincident.

3000 | JITEV | 179° TRK | ZIRKE

JUPAL LAMAH ANTRI DULEY KLEPR LOGOZ RW18C

8000 7000 6000 5000 4000 2400

184°

*LNAV only

*1.4 NM to RW18C

GS 3.00° TCH 55

3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5 NM | 3.2 | 1.4

CATEGORY	A	B	C	D
LPV DA	1075/24 200 (200-½)			
LNAV/VNAV DA	1398/60 523 (600-1¼)			
LNAV MDA	1360/24 485 (500-½)		1360/40 485 (500-¾)	1360/50 485 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 40103	184°	TDZE	889
W18A		Apt Elev	896

RNAV (GPS) Y RWY 18L

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

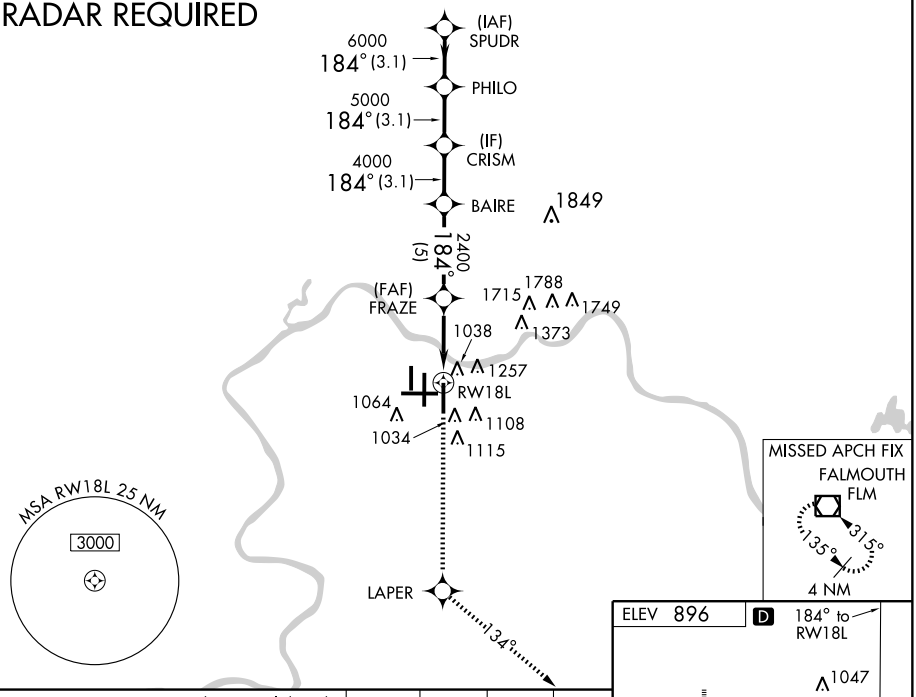
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

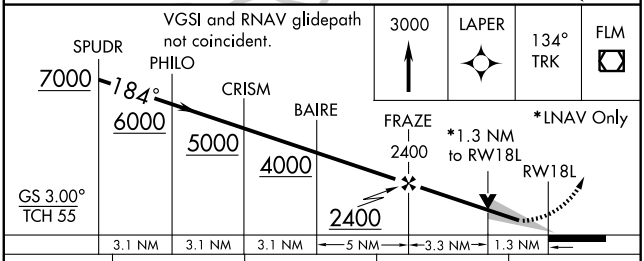
MALSR

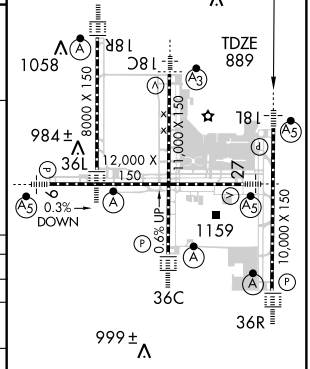
MISSED APPROACH: Climb to 3000 direct LAPER and via 134° track to FLM VOR/DME and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	1089/24 200 (200-½)			
LNAV/ VNAV DA	1395/60 506 (500-1¼)			
LNAV MDA	1360/24 471 (500-½)		1360/40 471 (500-¾)	1360/50 471 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 58099	184°	TDZE	868
W18D		Apt Elev	896

RNAV (GPS) Y RWY 18R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct BEPEE and via 266° track to AVIEW and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED

(IAF) DRAEK 4000 184° (3.1)

(IF) OPHUS 3000 (3.1)

BRITL 2400 (1.9)

(FAF) KRTHY

941±

RW18R

1149 1849 1715 1788 1749 1373 1257 1038 1064 1108 1115

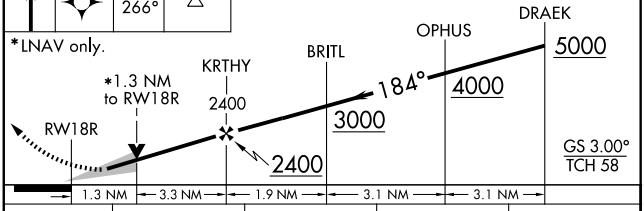
MSA RW18R 25 NM 3000

MISSED APCH FIX 4 NM 064° 244° AVIEW

266° BEPEE

3000	BEPEE	TRK 266°	AVIEW

*LNAV only.



ELEV 896 D

184° to RW18R 1047

TDZE 868 1058 18R 18C 18L 8000 X 150 11,000 X 150 984± 36L 12,000 X 150 27 0.3% DOWN 0.6% UP 1159 10,000 X 150 36C 36R 999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

CATEGORY	A	B	C	D
LPV DA	1068/24 200 (200-½)			
LNAV/ VNAV DA	1321/50 453 (500-1)			
LNAV MDA	1320/24 452 (500-½)		1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	12000
CH 86809	274°	TDZE	875
W27A		Apt Elev	896

RNAV (GPS) Y RWY 27

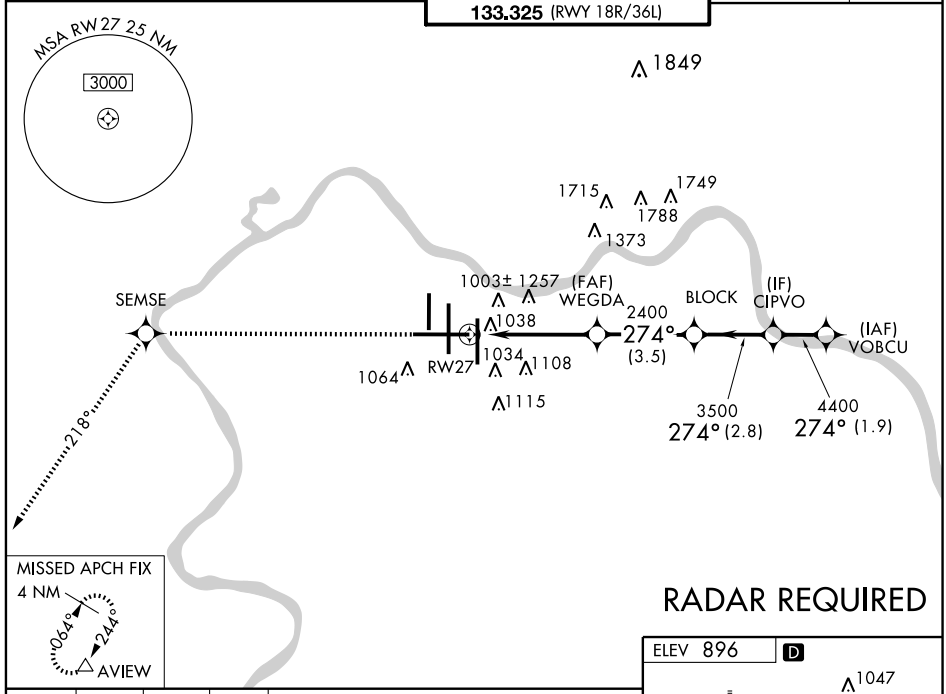
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALSR

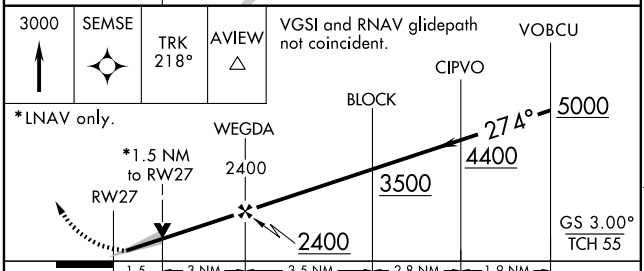
MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

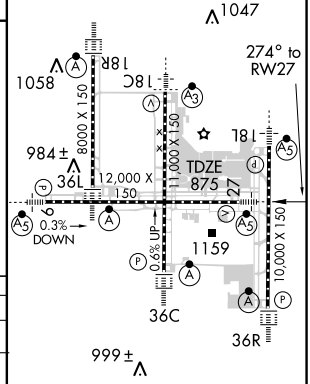
ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



MISSED APCH FIX
4 NM
064°
244°
AVIEW

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1075/24 200 (200-½)			
LNAV/VNAV DA	1349/60 474 (500-1¼)			
LNAV MDA	1420/24 545 (600-½)		1420/50 545 (600-1)	1420/60 545 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11000
CH 97609	004°	TDZE	851
W36B		Apt Elev	896

RNAV (GPS) Y RWY 36C

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

MISSED APCH FIX

NEATS 010° 091° 4 NM

MSA RW36C 25 NM

3000

LOGOZ 005°

1849

1715 1788 1749 1373

1038 1257

RW36C 1034

1064 1108 1115

1159 1022

(FAF) JITEV 2400 004° (5)

CIMRU 4000 004° (3.1)

(IF) UMPTA 5000 004° (3.1)

PUPPT

Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 Southeast bound.

6000 347° (8.2)

(IAF) DARKS

7000 271° (14.5)

FALMOUTH FLM

ELEV 896 D

1047

1058 18R 18C 18L 984± 36L 8000 X 150 12,000 X 150 11,000 X 150 9 27 0.3% DOWN 0.6% UP 1159 10,000 X 150 TDZE 851 36C 36R 999± 004° to RW36C

HIRL all Rwys

TDZ/CL all Rwys except 9-27

3000 LOGOZ TRK 005° NEATS

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

*LNAV only.

*1.5 NM to RW36C

RW36C JITEV 2400 CIMRU 4000 UMPTA 5000 PUPPT 004° 6000

GS 3.00° TCH 52

1.5 NM 3.2 NM 5 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
LPV DA	1051/24 200 (200-½)			
LNAV/ VNAV DA	1347/60 496 (500-1¼)			
LNAV MDA	1400/24 549 (600-½)		1400/50 549 (600-1)	1400/60 549 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 49099	004°	TDZE	873
W36A		Apt Elev	896

RNAV (GPS) Y RWY 36L

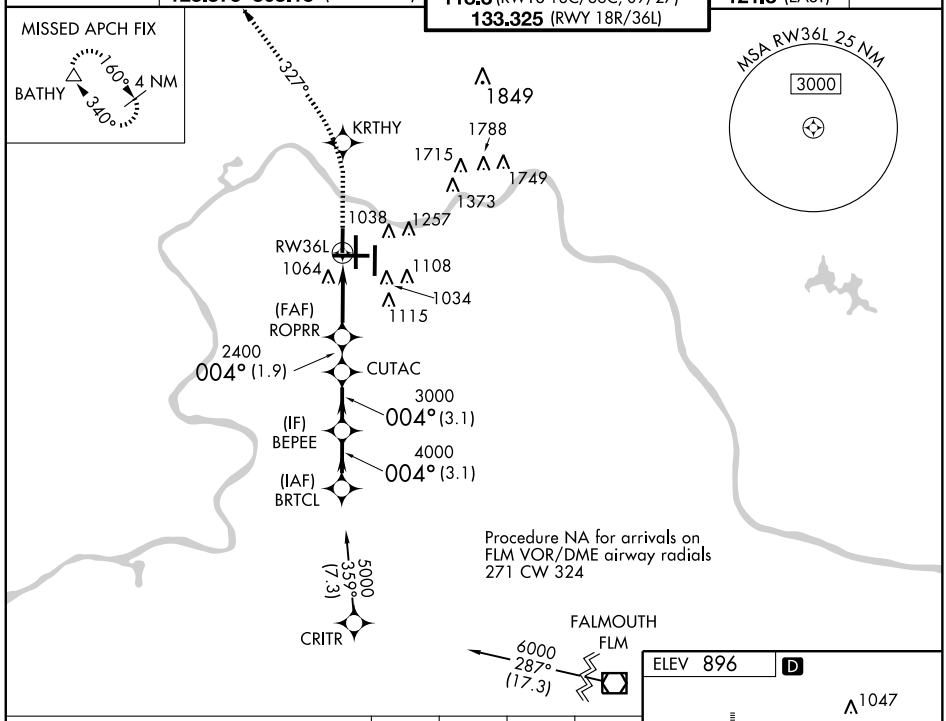
COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

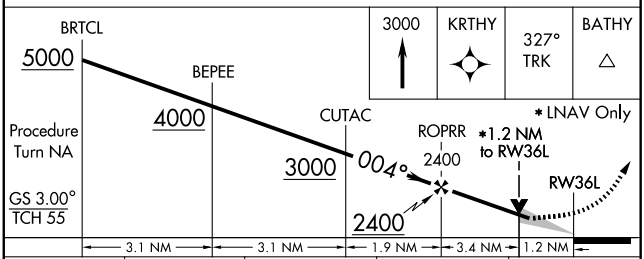
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

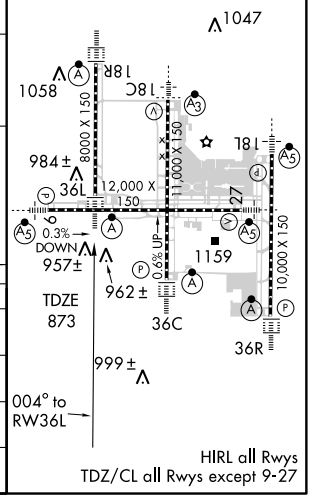
ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and via 327° track to BATHY and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375 135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
		133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
LPV DA	1073/24 200 (200-½)			
LNAV/VNAV DA	1383/60 510 (500-1¼)			
LNAV MDA	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 42709	004°	TDZE	896
W36D		Apt Elev	896

RNAV (GPS) Y RWY 36R

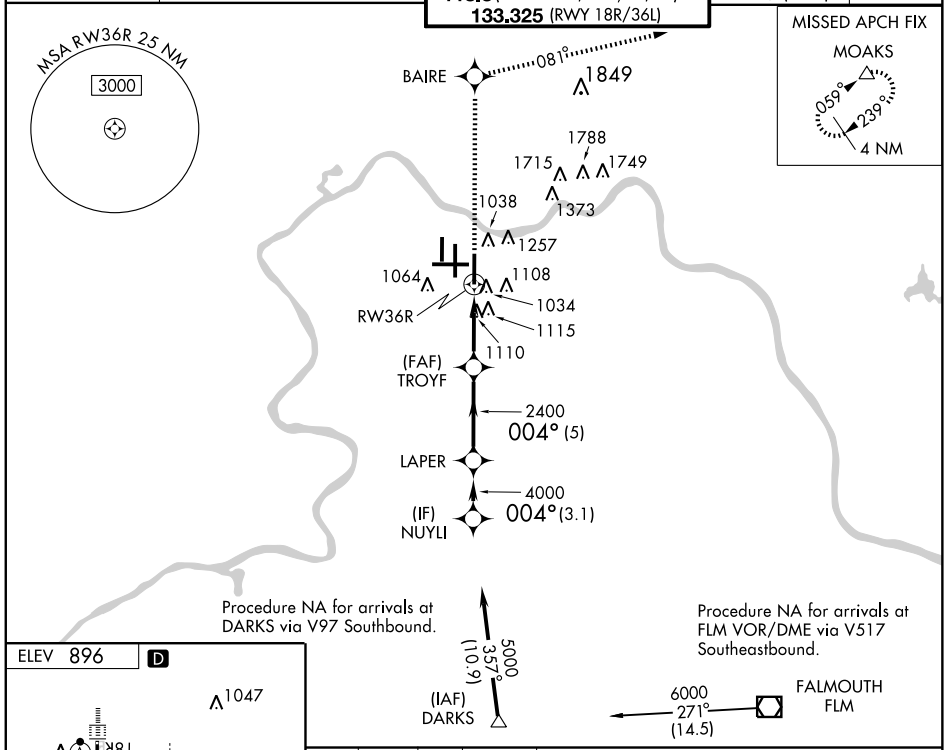
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

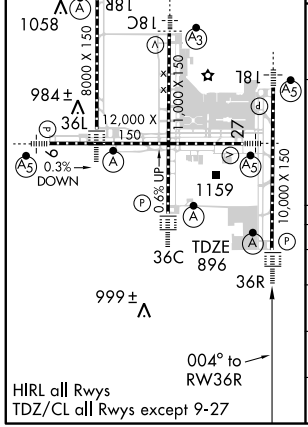
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

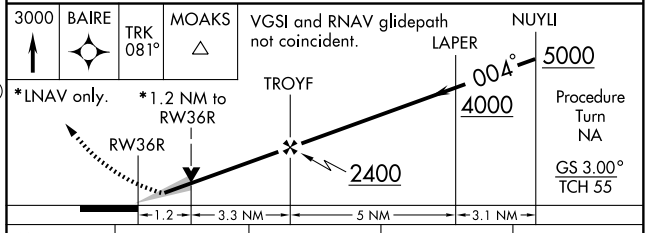
ALSF-2

MISSED APPROACH: Climb to 3000 direct to BAIRE and via 081° track to MOAKS and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
LPV DA	1096/24 200 (200-½)			
LNAV/ VNAV DA	1340/50 444 (500-1)			
LNAV MDA	1360/24 464 (500-½)		1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11880
094°	TDZE	883
	Apt Elev	896

RNAV (RNP) Z RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

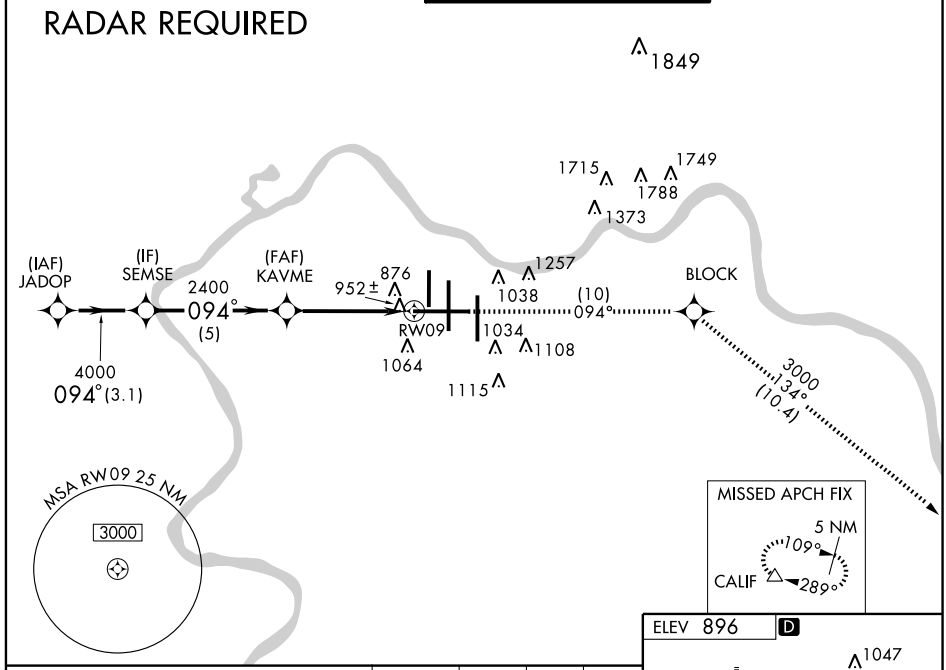
T A NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

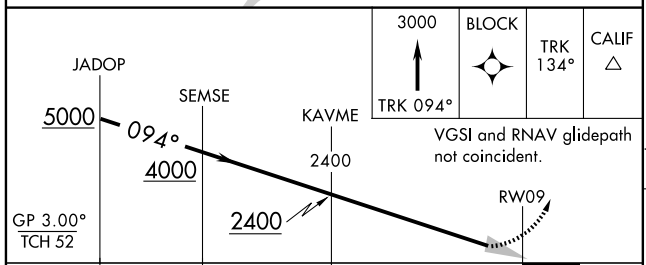
MALSR (A5)

MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

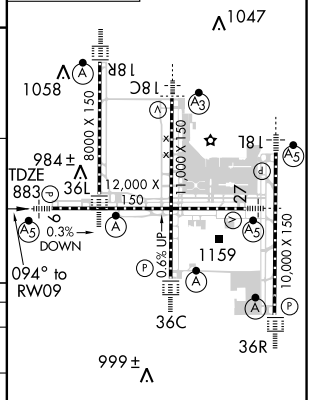
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.18 DA	1199/24	316 (400-½)		
RNP 0.30 DA	1233/40	350 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11000
184°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Visibility reduction by helicopters NA.

SSALR (A3)

MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

MSA RW18C 25 NM
3000

RADAR REQUIRED

(IAF) JUPAL
7000
184° (3.1)
LAMAH
6000
184° (3.1)
ANTRI
5000
184° (3.1)
(IF) DULEY
4000
184° (3.1)
KLEPR
2400
184° (5)
(FAF) LOGOZ
963±
RW18C
JITEV
(6.5)
184°
179°
(11.4)
3000

1849
1788
1715
1749
1373
1050
1257
1038
1064
1108
1034
1115

MISSED APCH FIX
4 NM
174°
354°
ZIRKE

ELEV 896
D
184° to RW18C
1047
TDZE 875
1058
18R
18C
18L
8000 X 150
11,000 X 150
12,000 X 150
984±
36L
27
9
0.3% DOWN
0.8% UP
1159
10,000 X 150
36C
36R
999±

HIRL all Rwys
TDZ/CL all Rwys except 9-27

VGSI and RNAV glidepath not coincident.

3000 | 184° TRK | JITEV | 179° TRK | ZIRKE

JUPAL 8000
LAMAH 7000
ANTRI 6000
DULEY 5000
KLEPR 4000
LOGOZ 2400
RW18C
GP 3.00°
TCH 55
2400
3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5 NM | 4.6 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	1321/50 446 (500-1)			
RNP 0.30 DA	1389/60 514 (600-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

COVINGTON, KENTUCKY AL-655 (FAA)

APP CRS	Rwy Idg	10000
184°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

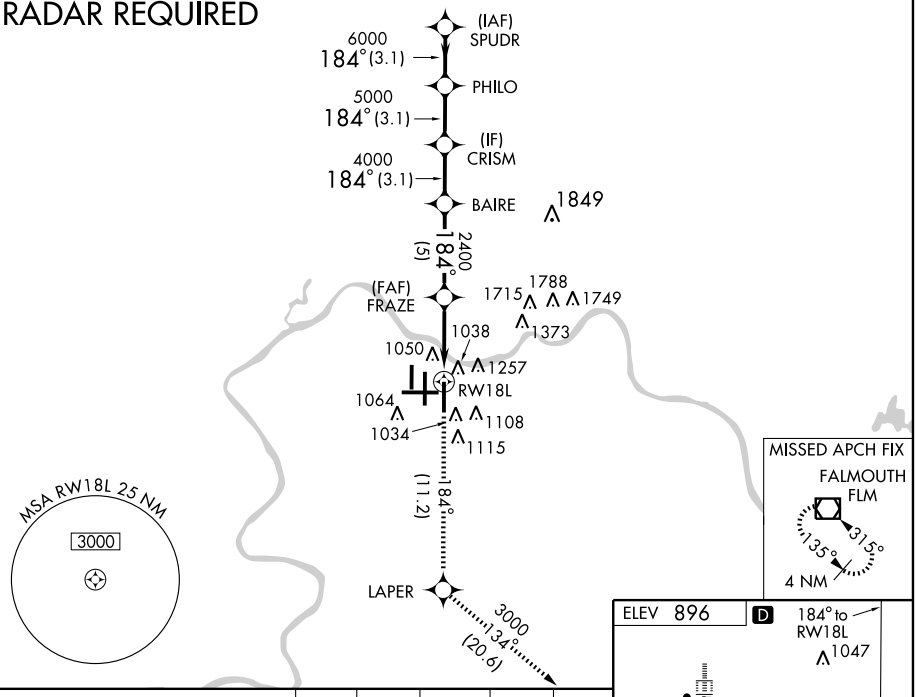
NA

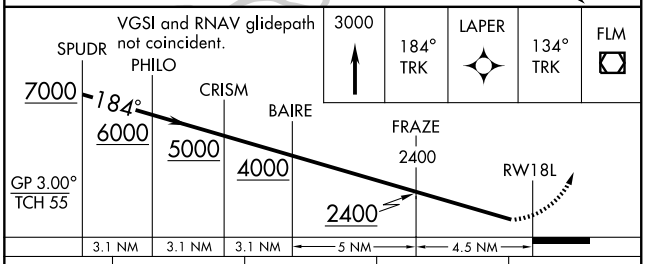
MALSR

MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

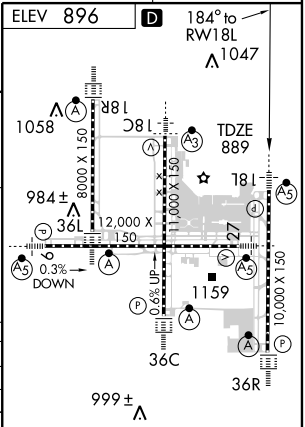
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.21 DA	1272/40	383 (400-¾)		
RNP 0.25 DA	1283/50	394 (400-1)		
RNP 0.30 DA	1472-1½	583 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
184°	TDZE	868
	Apt Elev	896

RNAV (RNP) Z RWY 18R

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T NA — For inoperative ALSF, increase RNP 0.29 visibility to RVR 6000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required.

ALSF-2

MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

RADAR REQUIRED

(IAF) DRAEK — 4000 — 184° (3.1)

(IF) OPHUS — 3000 (3.1)

BRITL — 2400 (1.9)

(FAF) KRTHY

955±

941± RW18R

184° (10.9)

BEPEE

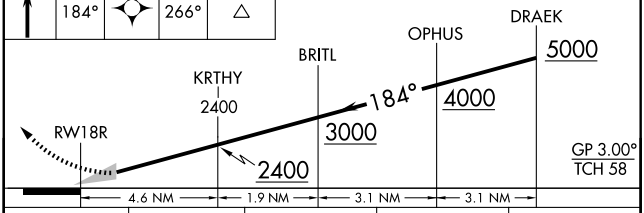
3000 266° (18.4)

MISSED APCH FIX 4 NM 064° 244° AVIEW

MSA RW18R 25 NM 3000

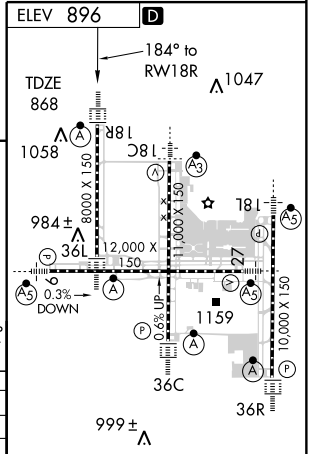
1849 1715 1788 1749 1373 1257 1038 1064 1034 1108 1115

3000	TRK 184°	BEPEE	TRK 266°	AVIEW



CATEGORY	A	B	C	D
RNP 0.29 DA	1243/40 375 (400-¾)			
RNP 0.30 DA	1281/50 413 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	12000
274°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

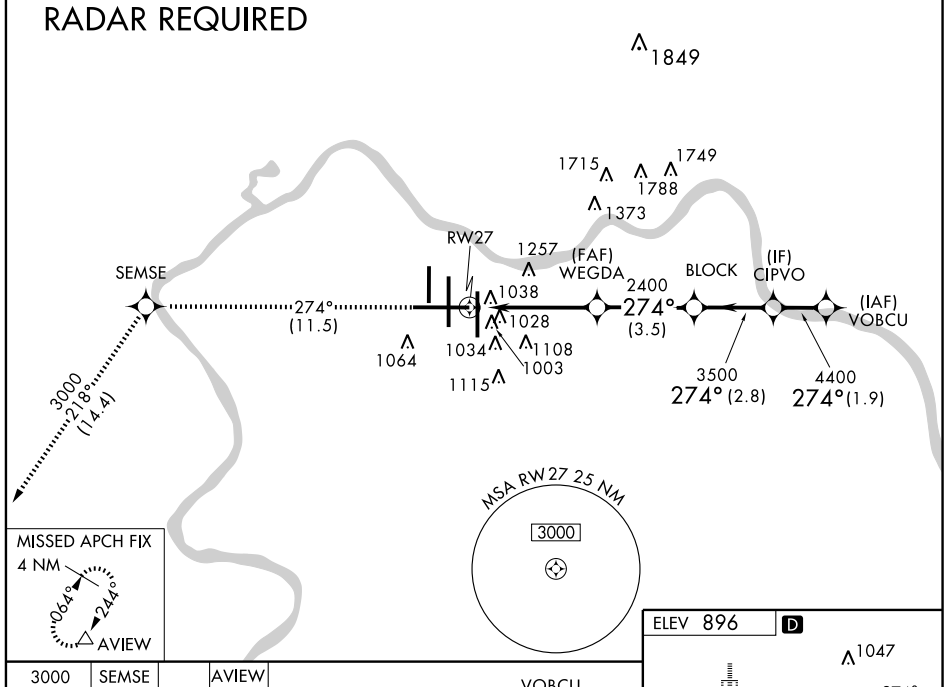
T NA — For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

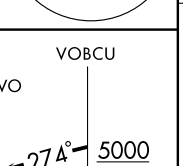
MALSR (A5)

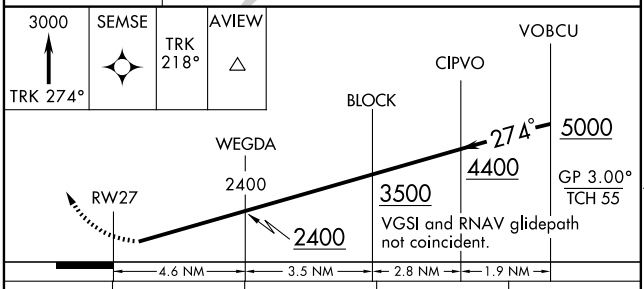
MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold.

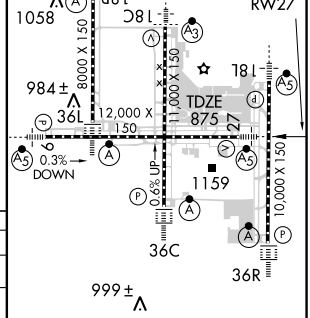
ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

RADAR REQUIRED









CATEGORY	A	B	C	D
RNP 0.15 DA	1296/50 421 (400-1)			
RNP 0.23 DA	1378/60 503 (500-1¼)			
RNP 0.30 DA	1445-1½ 570 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 9-27

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	11000
004°	TDZE	851
	Apt Elev	896

RNAV (RNP) Z RWY 36C

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T NA — For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175

MISSED APCH FIX

NEATS 010° 190° 4 NM

MSA RW36C 25 NM 3000

3000 005° (10.4) LOGOZ 004° (6.4) RW36C

1849 1788 1715 1749 1038 1373 1257 1034 1064 1108 927± 1115 974±

004°(4.7)

(FAF) JITEV 2400 004°(5)

CIMRU 4000 004°(3.1)

(IF) UMPTA 5000 004°(3.1)

PUPPT

Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 Southeast bound.

6000 347° (8.2)

7000 271° (14.5) FALMOUTH FLM

(IAF) DARKS

ELEV 896 D

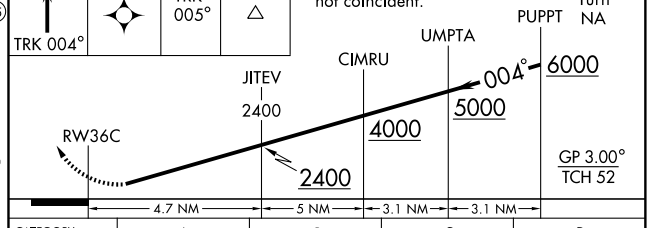
1047 1058 18R 18C 18L 984± 36L 8000 X 150 11,000 X 150 12,000 X 150 27 0.3% DOWN 0.8% UP 1159 10,000 X 150 TDZE 851 36C 36R 999± 004° to RW36C

HIRL all Rwys
TDZ/CL all Rwys except 9-27

3000 TRK 004° | LOGOZ | TRK 005° | NEATS

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.24 DA	1295/50 444 (400-1)			
RNP 0.30 DA	1318/60 467 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
004°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

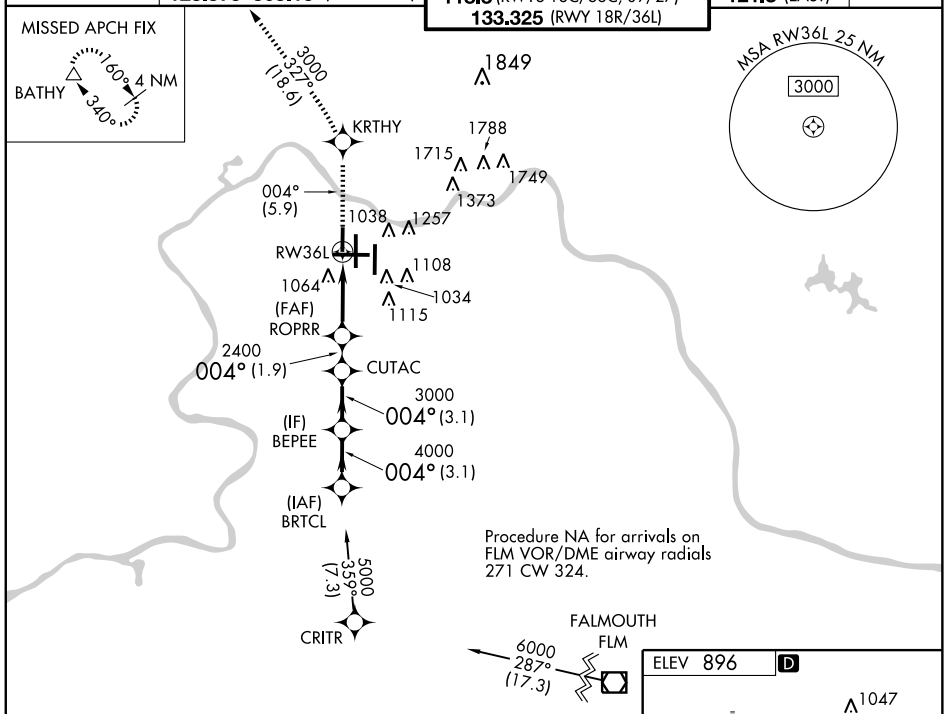
ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 254.25 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7 (WEST)	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)	121.3 (EAST)	
			133.325 (RWY 18R/36L)		

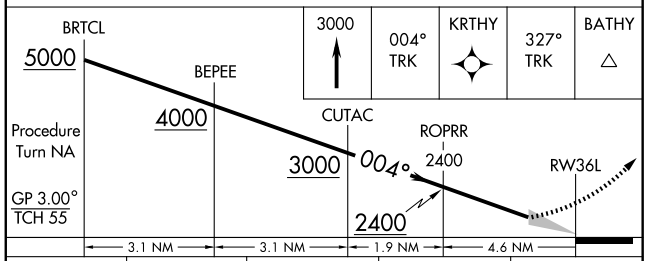
MISSED APCH FIX

BATHY 160° 4 NM 340°

MSA RW36L 25 NM

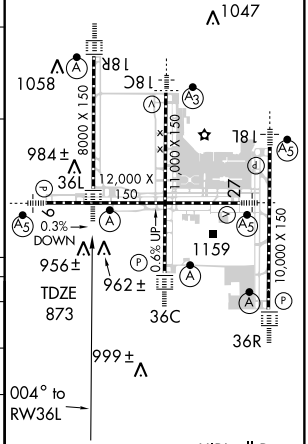
3000





CATEGORY	A	B	C	D
RNP 0.29 DA	1261/40 388 (400-¾)			
RNP 0.30 DA	1264/50 391 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 9-27

APP CRS	Rwy Idg	10000
004°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

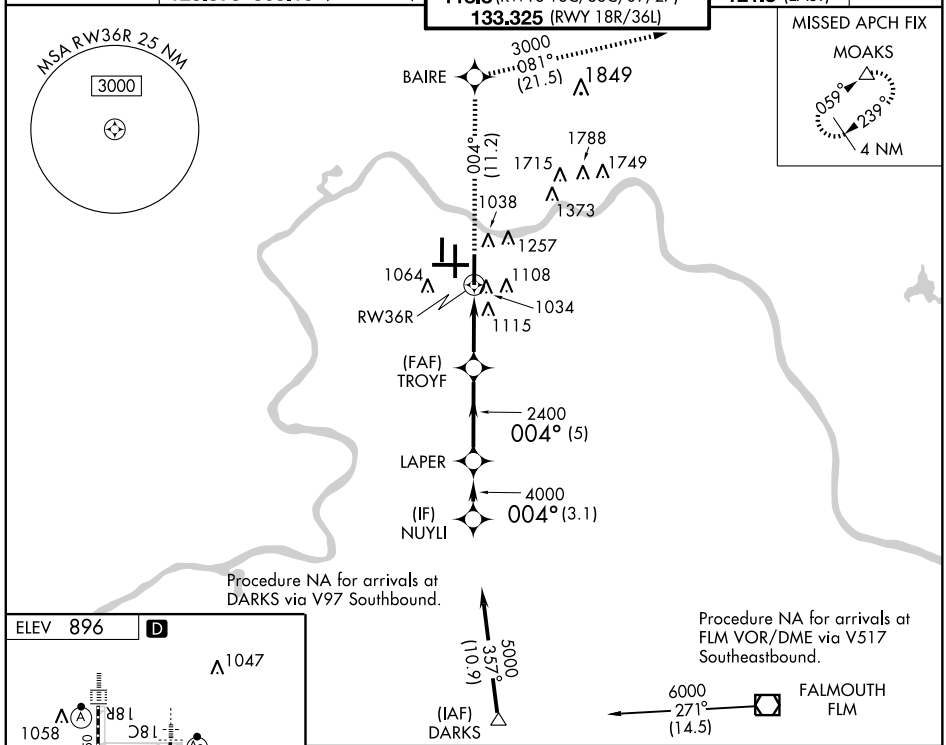
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

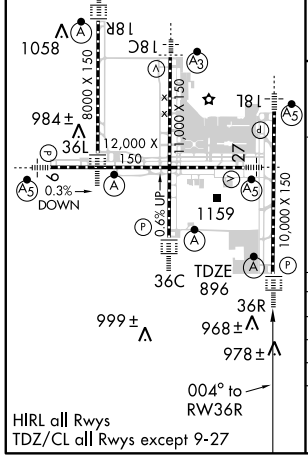
T NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Visibility reduction by helicopters NA.

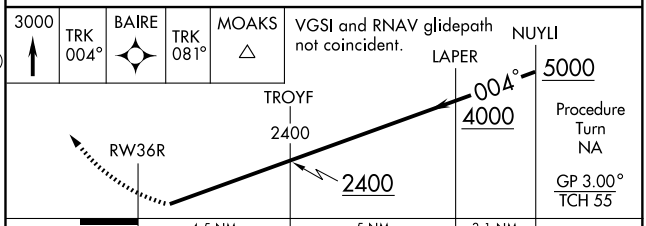
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

ATIS ARR	ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7 (WEST) 121.3 (EAST)	127.175



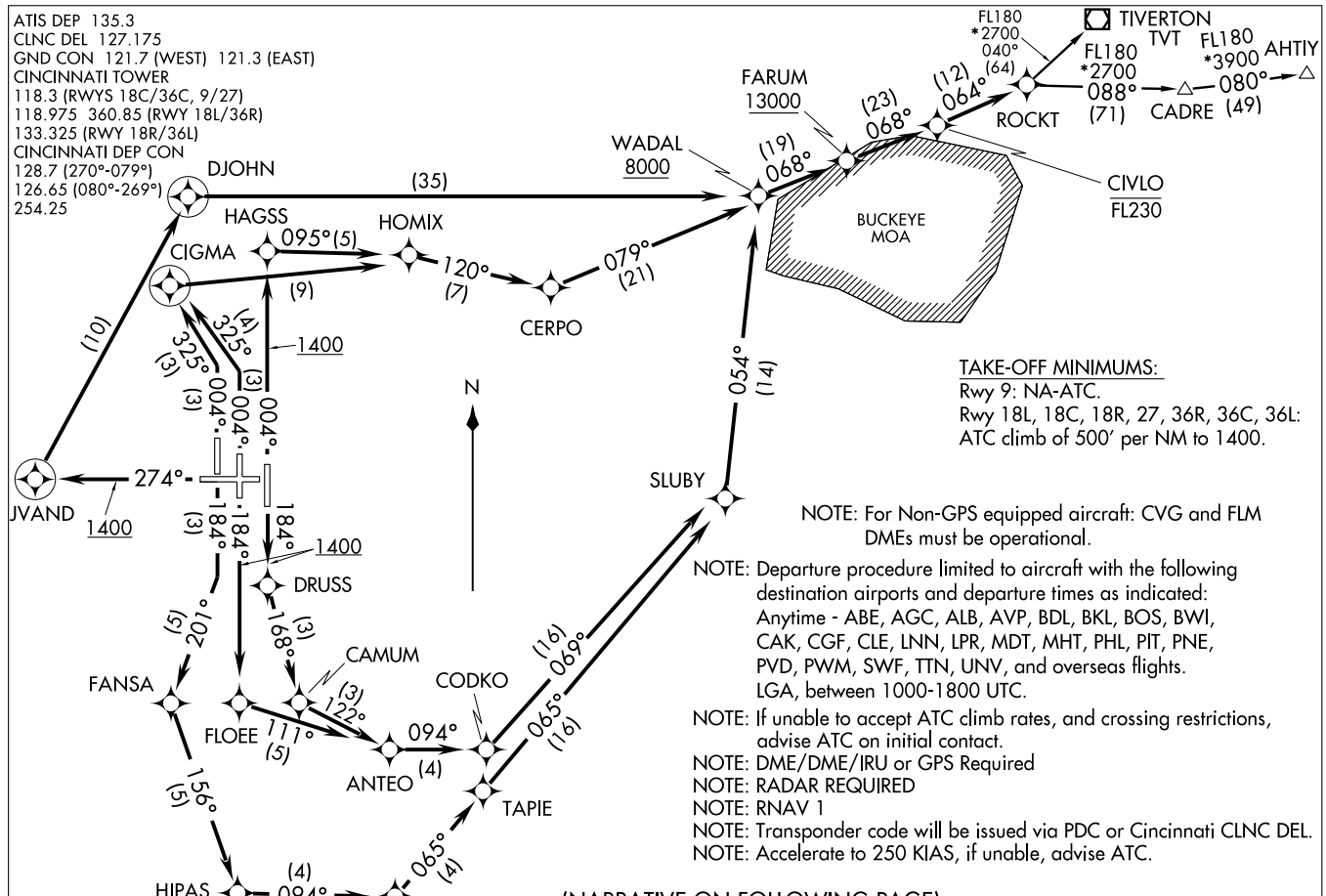




CATEGORY	A	B	C	D
RNP 0.16 DA		1284/40	388 (400-¾)	
RNP 0.20 DA		1295/50	399 (400-1)	
RNP 0.30 DA		1329/50	433 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010



ROCKT THREE DEPARTURE (RNAV)

(ROCK3.ROCKT) 09071

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SL-655 (FAA)

COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct JVAND, then right turn direct DJOHN, then right turn direct WADAL, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to ROCKT, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to CIGMA, then right turn direct HOMIX, then via depicted route to ROCKT, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

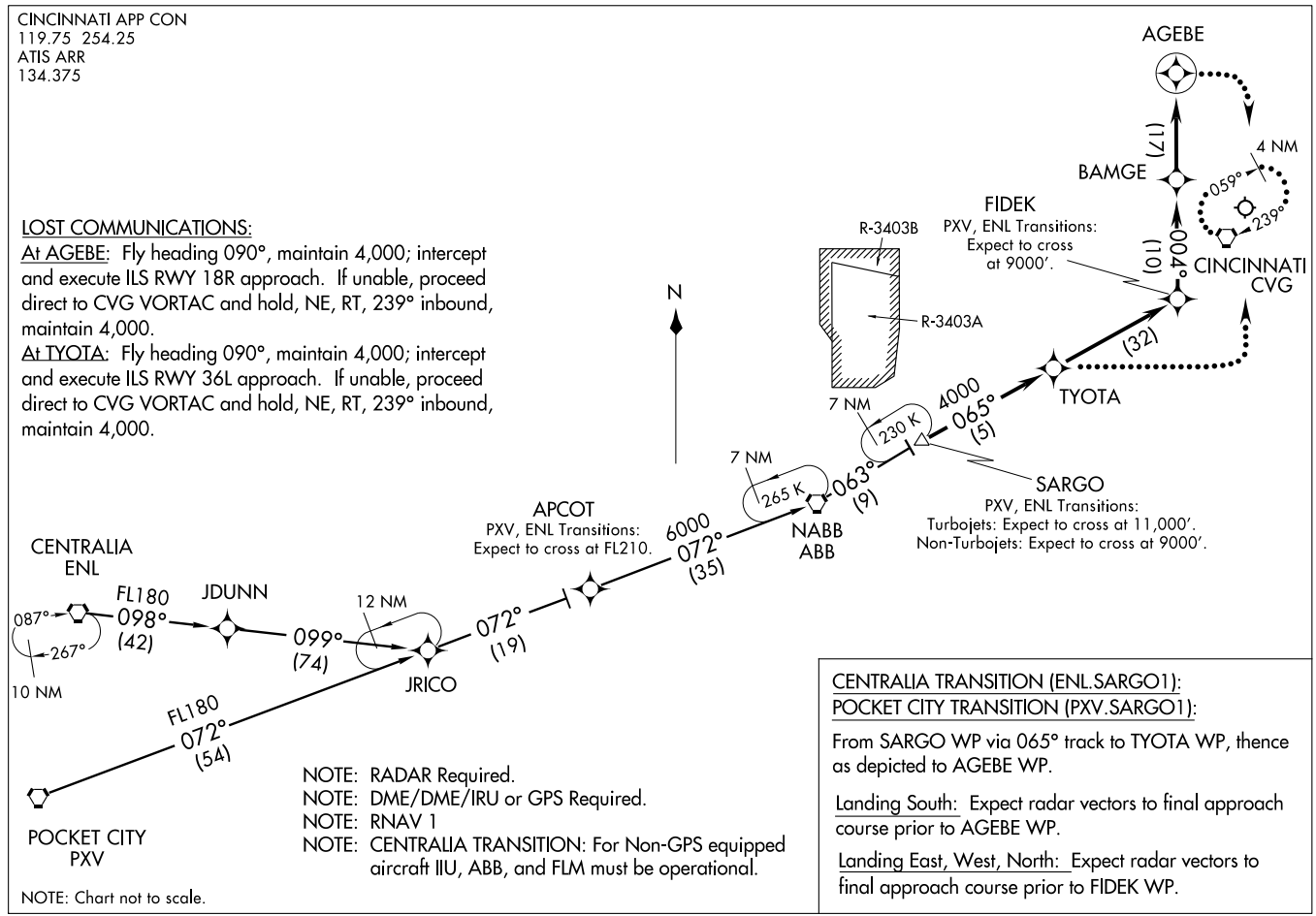
AHTIY TRANSITION (ROCKT3.AHTIY)

TIVERTON TRANSITION (ROCKT3.TVT): Limited to aircraft landing BKL, CAK, CLE, CGF, LNN, and LPR.

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

CINCINNATI APP CON
119.75 254.25
ATIS ARR
134.375



LOST COMMUNICATIONS:

At AGEBE: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

At TYOTA: Fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: CENTRALIA TRANSITION: For Non-GPS equipped aircraft IIU, ABB, and FLM must be operational.

NOTE: Chart not to scale.

CENTRALIA TRANSITION (ENL.SARGO1):
POCKET CITY TRANSITION (PXV.SARGO1):

From SARGO WP via 065° track to TYOTA WP, thence as depicted to AGEBE WP.

Landing South: Expect radar vectors to final approach course prior to AGEBE WP.

Landing East, West, North: Expect radar vectors to final approach course prior to FIDEK WP.

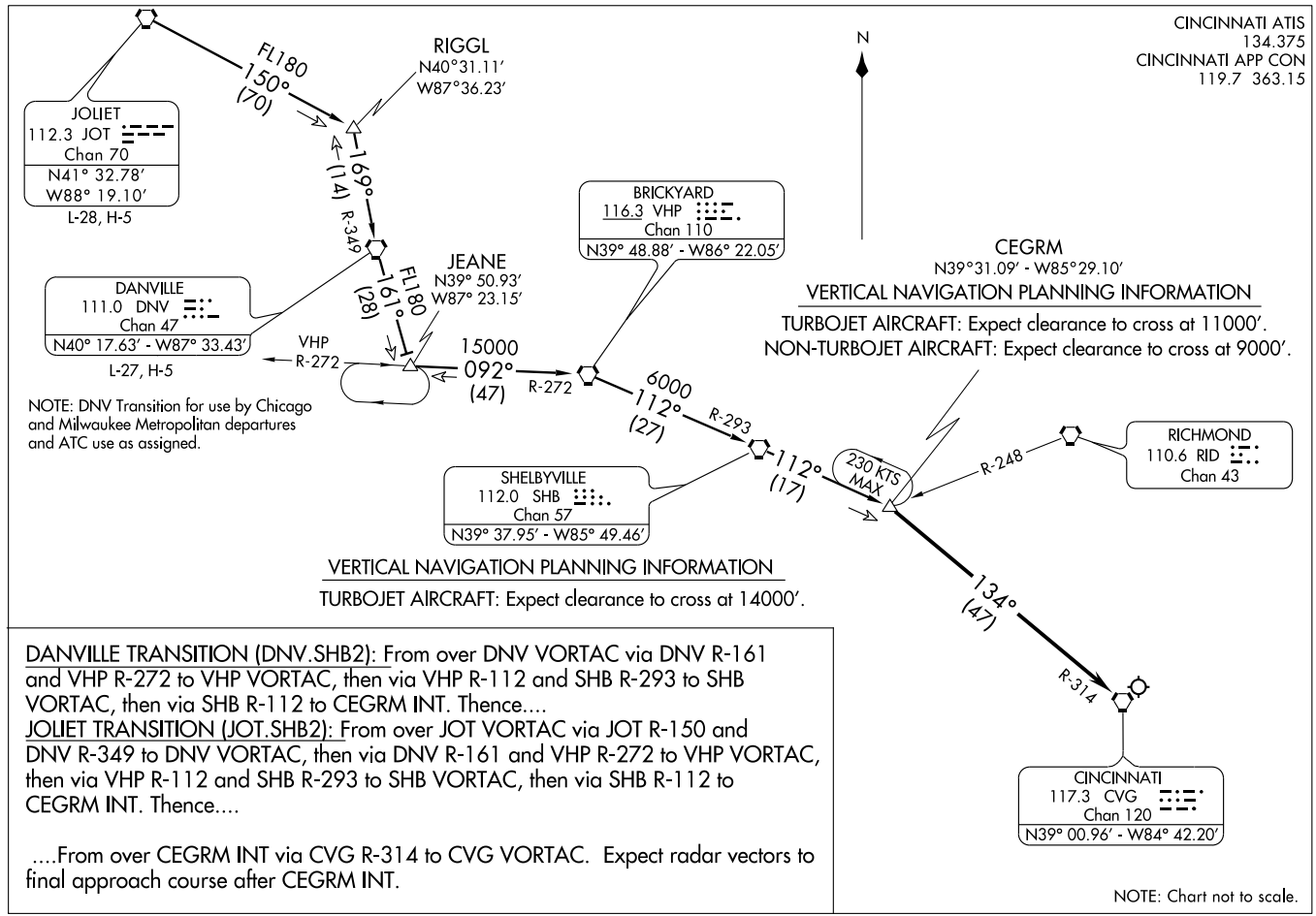
(SARGO.SARGO1) 09295

SARGO ONE ARRIVAL (RNAV)

ST-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL

COVINGTON, KENTUCKY



DANVILLE TRANSITION (DNV.SHB2): From over DNV VORTAC via DNV R-161 and VHP R-272 to VHP VORTAC, then via VHP R-112 and SHB R-293 to SHB VORTAC, then via SHB R-112 to CEGRM INT. Thence....

JOLIET TRANSITION (JOT.SHB2): From over JOT VORTAC via JOT R-150 and DNV R-349 to DNV VORTAC, then via DNV R-161 and VHP R-272 to VHP VORTAC, then via VHP R-112 and SHB R-293 to SHB VORTAC, then via SHB R-112 to CEGRM INT. Thence....

....From over CEGRM INT via CVG R-314 to CVG VORTAC. Expect radar vectors to final approach course after CEGRM INT.

SHELBYVILLE TWO ARRIVAL (CEGRM.SHB2)

09295

ST-655 (FAA)

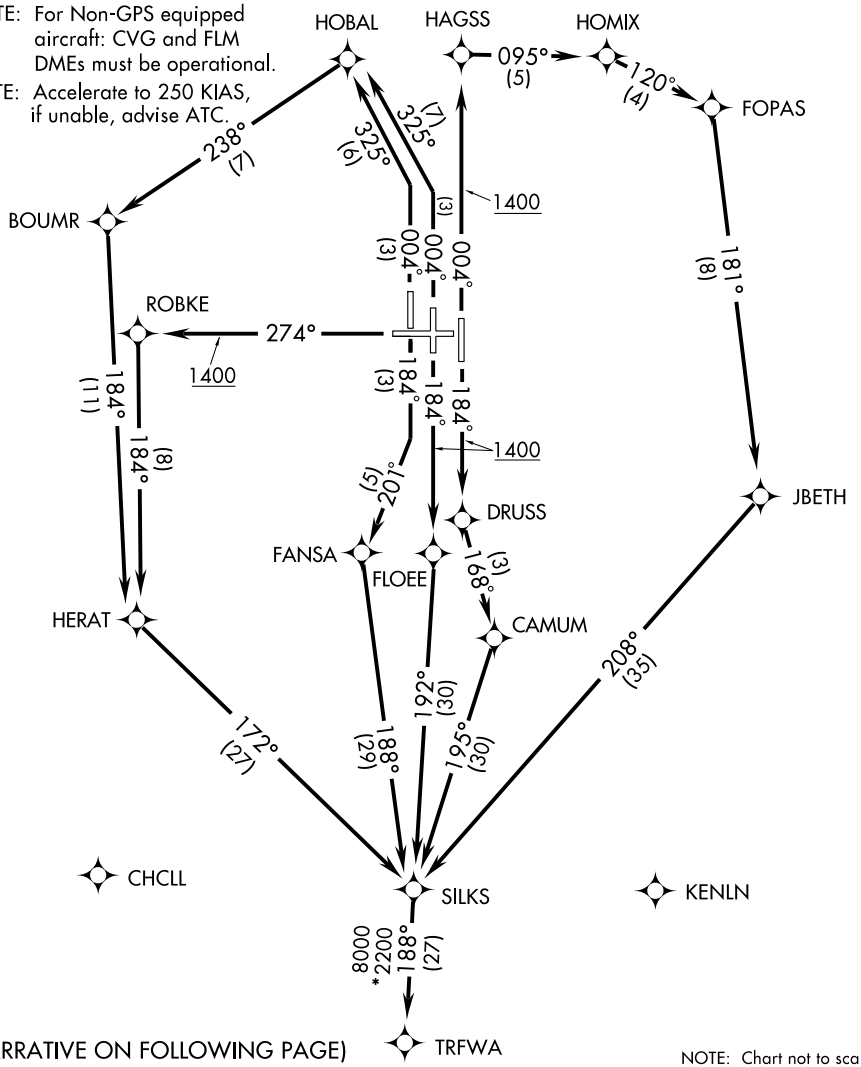
CINCINNATI/NORTHERN KENTUCKY INTL
COVINGTON, KENTUCKY

SILKS ONE DEPARTURE (RNAV)

TAKE-OFF MINIMUMS:
Rwy 9: NA-ATC.
Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
ATC climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required
NOTE: RADAR REQUIRED
NOTE: RNAV 1
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 254.25 (270°- 079°)
126.65 254.25 (080° - 269°)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to 1400, then direct DRUSS, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept the 201° course to FANSA, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct ROBKE, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then right turn via 095° track to HOMIX, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to SILKS, thence. . . .
TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept the 325° course to HOBAL, then via depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS1.TRFWA)

NOTE: RWY 18C: Multiple trees beginning 1882′ from DER, 834′ left of centerline, up to 80′ AGL/974′ MSL. Tree 3473′ from DER, 904′ right of centerline, 79′ AGL/929′ MSL.
NOTE: RWY 18R: Trees beginning 3221′ from DER, 895′ left of centerline, up to 84′ AGL/962′ MSL.
NOTE: RWY 27: Multiple trees beginning 1084′ from DER, 25′ left of centerline, up to 95′ AGL/955′ MSL. Trees beginning 1951′ from DER, 482′ right of centerline up to 95′ AGL/965′ MSL.
NOTE: RWY 36L: Trees beginning 1033′ from DER, 300′ left of centerline, up to 98′ AGL/922′ MSL. Multiple trees beginning 1274′ from DER, 84′ right of centerline, up to 92′ AGL/932′ MSL.
NOTE: RWY 36C: Trees beginning 956′ from DER, 613′ right of centerline, up to 103′ AGL/963′ MSL.
NOTE: RWY 36R: Tree 1602′ from DER, 754′ right of centerline, 58′ AGL/938′ MSL. Light pole 1476′ from DER, 813′ left of centerline, 46′ AGL/926′ MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

TIGRR ONE ARRIVAL (RNAV) (TIGRR.TIGRR1) 09295

CINCINNATI/ NORTHERN KENTUCKY INTL
ST-655 (FAA)
COVINGTON, KENTUCKY

CINCINNATI APP CON
123.875 257.2
ATIS ARR
134.375

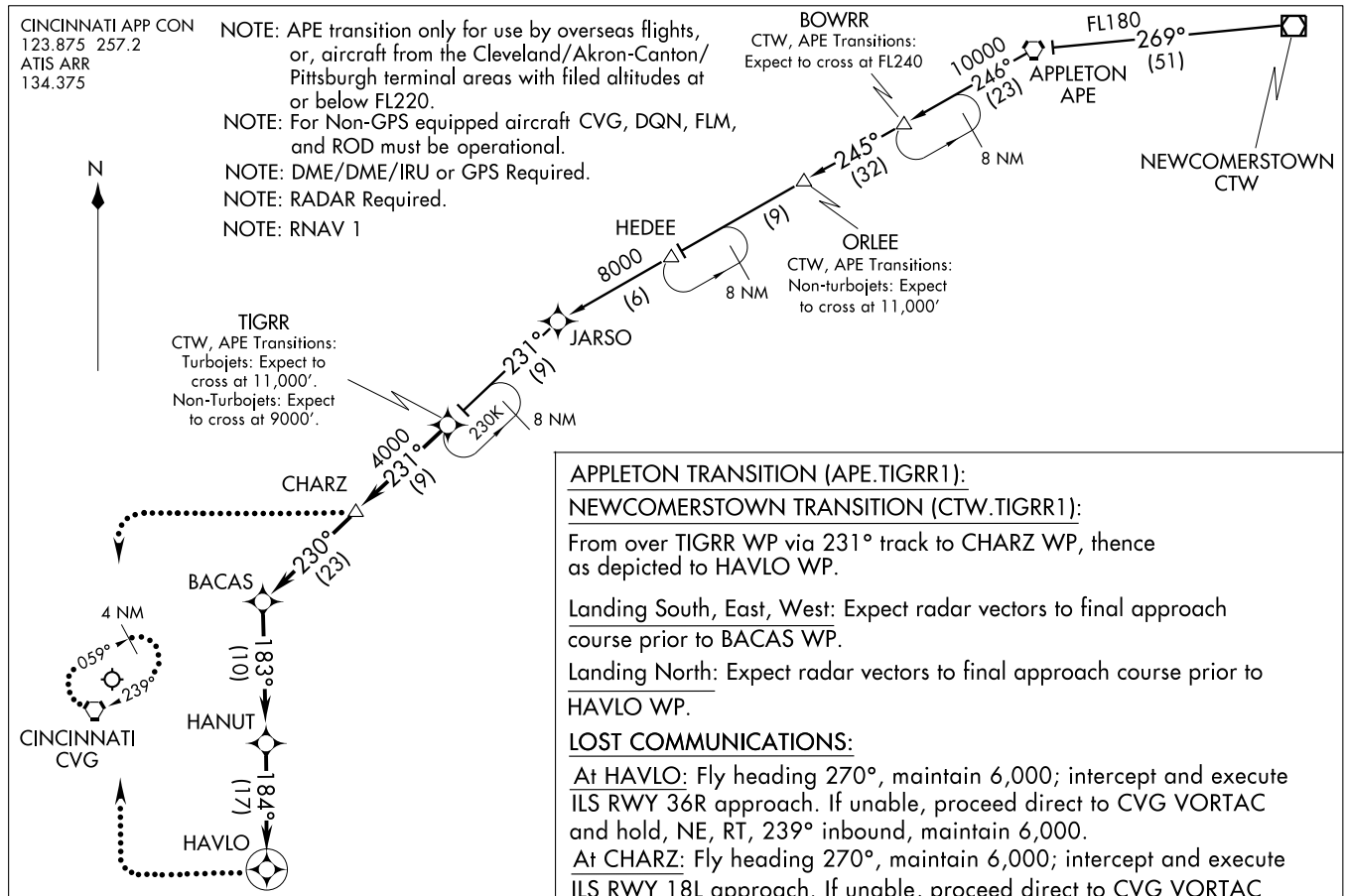
NOTE: APE transition only for use by overseas flights, or, aircraft from the Cleveland/Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: For Non-GPS equipped aircraft CVG, DQN, FLM, and ROD must be operational.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1



NOTE: Chart not to scale.

APPLETON TRANSITION (APE.TIGRR1):

NEWCOMERSTOWN TRANSITION (CTW.TIGRR1):

From over TIGRR WP via 231° track to CHARZ WP, thence as depicted to HAVLO WP.

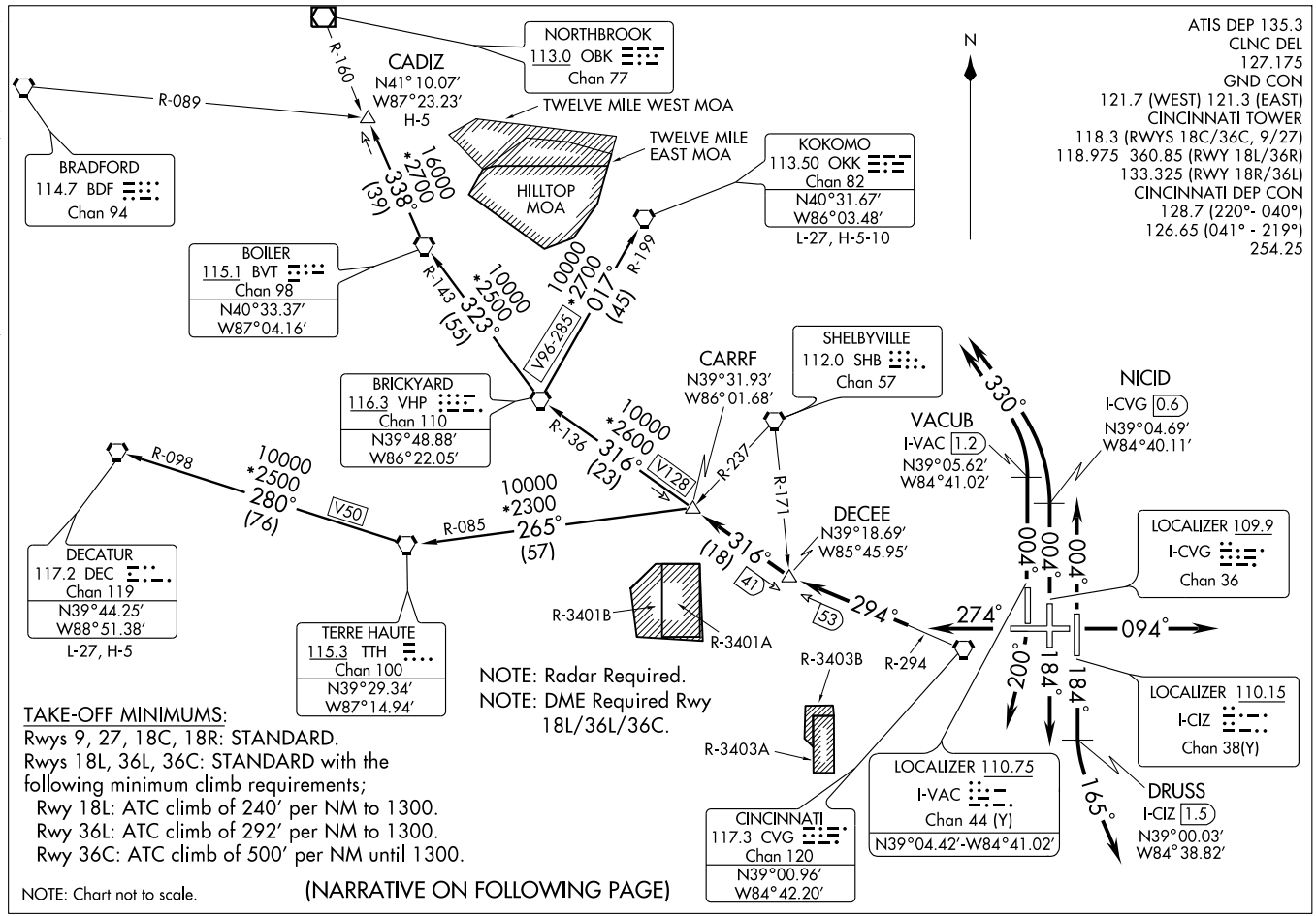
Landing South, East, West: Expect radar vectors to final approach course prior to BACAS WP.

Landing North: Expect radar vectors to final approach course prior to HAVLO WP.

LOST COMMUNICATIONS:

At HAVLO: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.

At CHARZ: Fly heading 270°, maintain 6,000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6,000.


(WHWTR5.CARRF) 08325 COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
WHITEWATER FIVE DEPARTURE SL-655 (FAA)
COVINGTON, KENTUCKY
ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7 (WEST) 121.3 (EAST)
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
128.7 (220°- 040°)
126.65 (041° - 219°)
254.25
N
NORTHBROOK
113.0 OBK
Chan 77
CADIZ
N41°10.07′
W87°23.23′
H-5
R-160
R-089
BRADFORD
114.7 BDF
Chan 94
TWELVE MILE WEST MOA
TWELVE MILE EAST MOA
HILLTOP MOA
KOKOMO
113.50 OKK
Chan 82
N40°31.67′
W86°03.48′
L-27, H-5-10
16000 *2700 338° (39)
BOILER
115.1 BVT
Chan 98
N40°33.37′
W87°04.16′
R-143
10000 *2500 323° (55)
10000 *2700 017° (45)
R-199
V96-285
BRICKYARD
116.3 VHP
Chan 110
N39°48.88′
W86°22.05′
R-136
10000 *2600 316° (23)
V128
CARRF
N39°31.93′
W86°01.68′
SHELBYVILLE
112.0 SHB
Chan 57
R-237
R-171
NICID
I-CVG 0.6
N39°04.69′
W84°40.11′
VACUB
I-VAC 1.2
N39°05.62′
W84°41.02′
330°
004°
004°
004°
R-098
10000 *2500 280° (76)
V50
R-085
10000 *2300 265° (57)
DECATUR
117.2 DEC
Chan 119
N39°44.25′
W88°51.38′
L-27, H-5
TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34′
W87°14.94′
DECEE
N39°18.69′
W85°45.95′
316° (18)
41
53
294°
274°
094°
R-3401B
R-3401A
R-3403B
R-294
R-3403A
LOCALIZER 109.9
I-CVG
Chan 36
LOCALIZER 110.15
I-CIZ
Chan 38(Y)
LOCALIZER 110.75
I-VAC
Chan 44 (Y)
N39°04.42′-W84°41.02′
CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′
200°
184°
184°
165°
DRUSS
I-CIZ 1.5
N39°00.03′
W84°38.82′
NOTE: Radar Required.
NOTE: DME Required Rwy 18L/36L/36C.
TAKE-OFF MINIMUMS:
Rwys 9, 27, 18C, 18R: STANDARD.
Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;
Rwy 18L: ATC climb of 240′ per NM to 1300.
Rwy 36L: ATC climb of 292′ per NM to 1300.
Rwy 36C: ATC climb of 500′ per NM until 1300.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....
TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....
TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....
TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....
TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to DECEE INT, then via VHP R-136 to CARRF INT, then via transition or assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE, ADVISE ATC.

CADIZ TRANSITION (WHWTR5.CADIZ): From over CARRF INT via VHP R-136 to VHP VORTAC, then via VHP R-323 and BVT R-143 to BVT VORTAC, then via BVT R-338 to CADIZ INT.
DECATUR TRANSITION (WHWTR5.DEC): From over CARRF INT via TTH R-085 to TTH VORTAC, then via TTH R-280 and DEC R-098 to DEC VORTAC.
KOKOMO TRANSITION (WHWTR5.OKK): From over CARRF INT via VHP R-136 to VHP VORTAC, then via VHP R-017 and OKK R-199 to OKK VORTAC.

TAKE-OFF OBSTACLE NOTES:
Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.
Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.
Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.
Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.
Rwy 27: Multiple Trees beginnning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.
Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.
Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.
Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

SE-1, 17 DEC 2009 to 14 JAN 2010

DANVILLE, KENTUCKY

AL-6504 (FAA)

LOC/DME I-PQQ	APP CRS	Rwy Idg	5000
108.9	305°	TDZE	1016
Chan 26		Apt Elev	1022

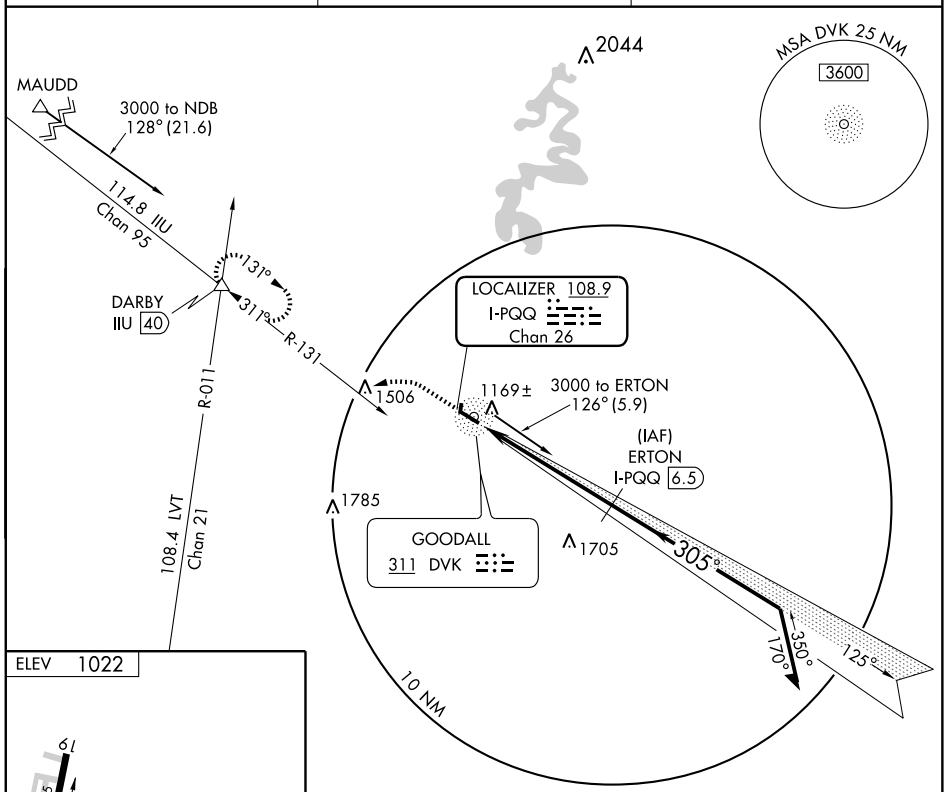
LOC/DME RWY 30

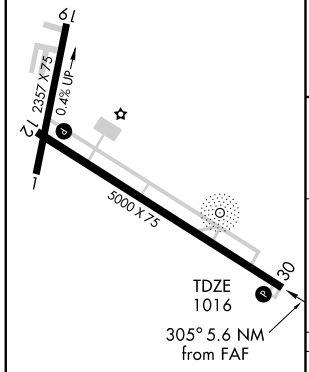
DANVILLE/ STUART POWELL FIELD (DVK)

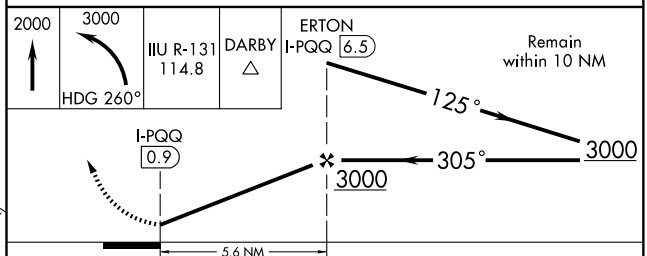
V A NA — If local altimeter not received, use Lexington altimeter setting and increase all MDAs 80 feet. ADF or RADAR Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1440-1	424 (500-1)	1440-1¼	424 (500-1¼)
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB DVK 311	APP CRS 211°	Rwy Idg N/A TDZE N/A Apt Elev 1022

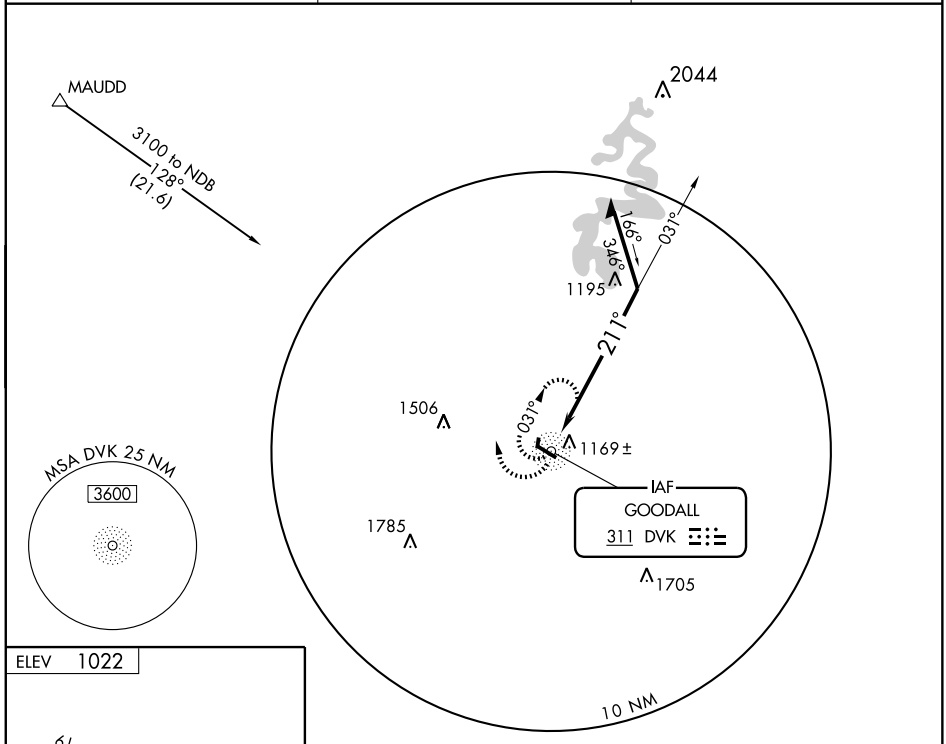
NDB-A

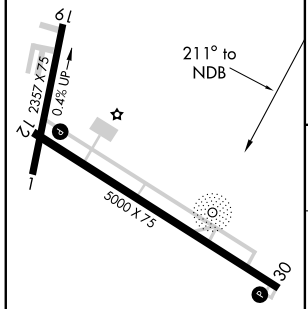
DANVILLE/ STUART POWELL FIELD (DVK)

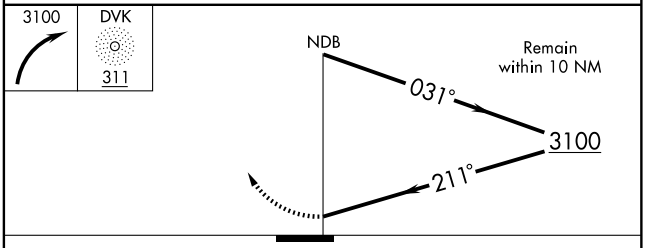
When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







REIL Rwy 30 L
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	1600-1	578 (600-1)	1600-1½ 578 (600-1½)	1720-2¼ 698 (700-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93706	124°	TDZE	1017
W12A		Apt Elev	1022

RNAV (GPS) RWY 12

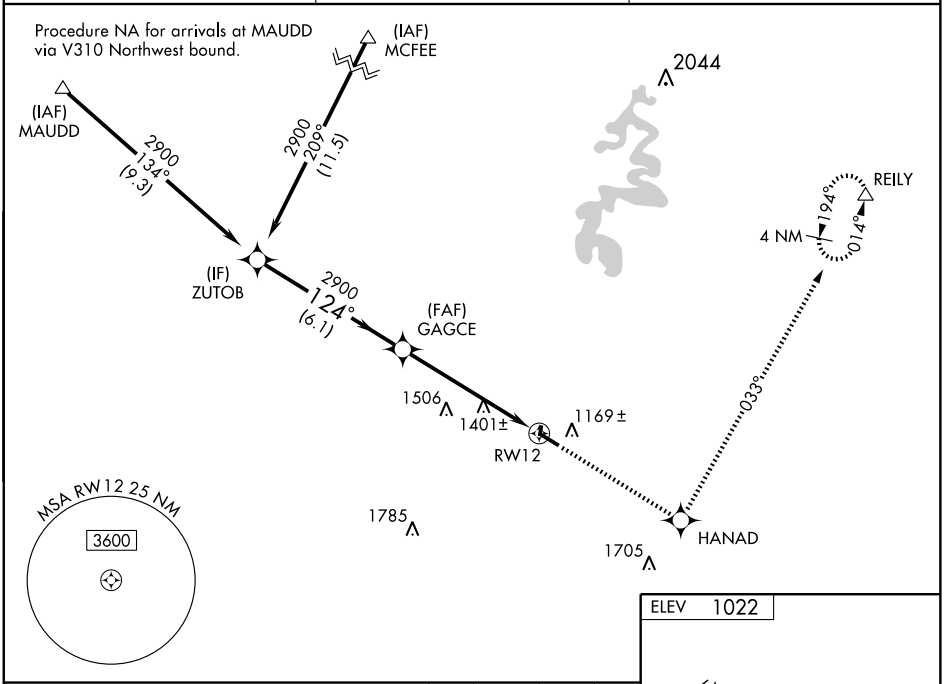
DANVILLE/ STUART POWELL FIELD (DVK)

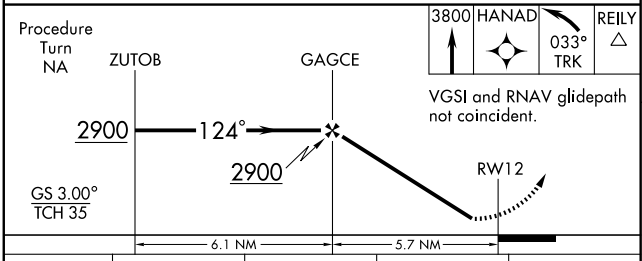
V NA

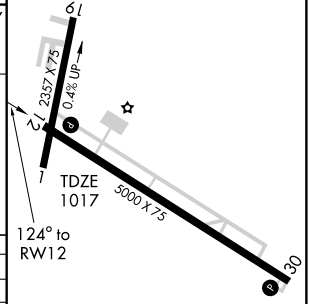
When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ½ mile, LNAV Cats C/D and Circling Cats C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1357-1¼	340 (400-1¼)		
LNAV/VNAV DA	1785-2¾	768 (800-2¾)		
LNAV MDA	1660-1	643 (700-1)	1660-1¾ 643 (700-1¾)	1660-2 643 (700-2)
CIRCLING	1660-1	638 (700-1)	1660-1¾ 638 (700-1¾)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 70506	305°	TDZE	1016
W30A		Apt Elev	1022

RNAV (GPS) RWY 30

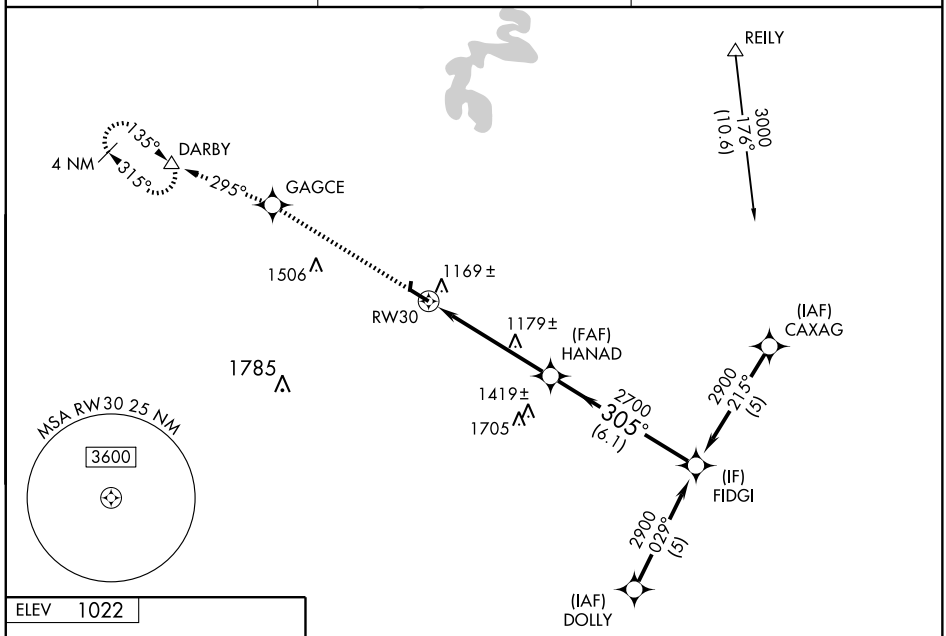
DANVILLE/ STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cat C/D and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). VDP and Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

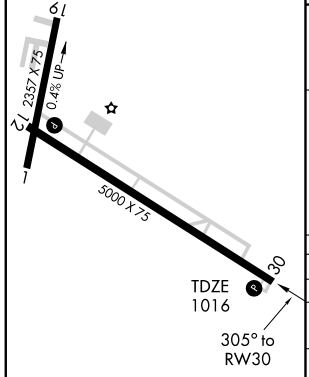
NA

MISSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

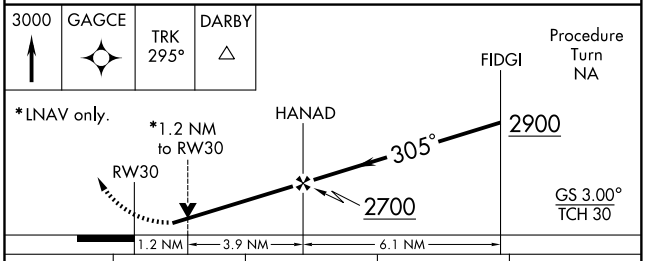
AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



ELEV 1022



REIL Rwy 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	1282-1 266 (300-1)			
LNAV/ VNAV DA	1439-1½ 423 (500-1½)			
LNAV MDA	1440-1 424 (500-1)		1440-1¼ 424 (500-1¼)	
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-ADR	APP CRS	Rwy Idg	6001
109.75	050°	TDZE	764
Chan 34 (Y)		Apt Elev	775

LOC RWY 5

ELIZABETHTOWN/ADDINGTON FIELD (EKX)

▼ ▲NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX
035° 215° R-035
MYSTIC 108.2 MYS

MSA EWO 25 NM
3100

MYSTIC 108.2 MYS
4000 163° (21.6)

RADAR or DME REQUIRED

LOCALIZER 109.75 I-ADR Chan 34 (Y)

1401 1304 1000± 1334 879± 892 922 1450 960

R-147 R-163 R-104 104° 284°

CIHAD INT I-ADR 6.5

4000 256° (21)

NEW HOPE 110.8 EWO Chan 45

4000 NoPT to Riszo Int 110° (7.3) and 050° (4.5)

2500 050° (6)

R-256

(IF/IAF) RISZO INT I-ADR 12.5 EWO 21

050° min 230°

(IAF) OSINE

230°

(JEPIV)

10 NM

ELEV 775

TDZE 764

6001 X 100

0.4% UP

050° 5.3 NM from FAF

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

One Minute Holding Pattern

RISZO INT I-ADR 12.5 EWO 21

CIHAD INT I-ADR 6.5

4000 230° 050°

050°

2500

3.05°

TCH 40

I-ADR 2.6

I-ADR 1.2

3000 EWO 110.8

VGSI and descent angles not coincident.

6 NM 3.9 NM 1.4

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-5	1240-1 476 (500-1)		1240-1¼ 476 (500-1¼)	1240-1½ 476 (500-1½)
CIRCLING	1240-1 465 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6001
CH 77700	050°	TDZE	764
W05A		Apt Elev	775

RNAV (GPS) RWY 5

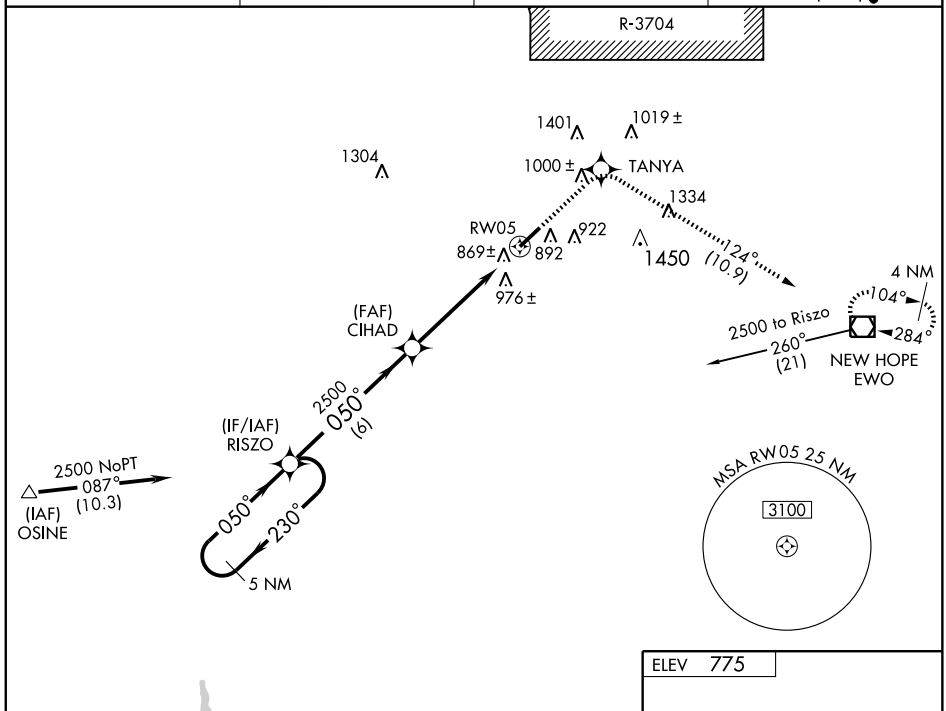
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

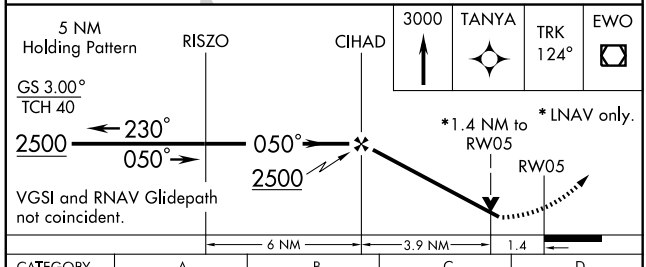
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet.
VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.

NA

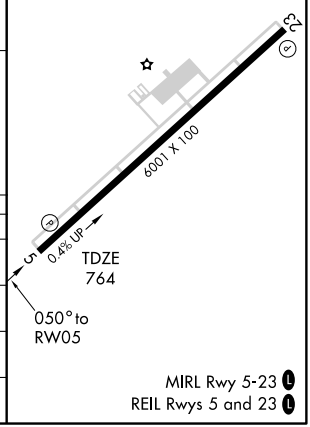
MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1133-1¼ 369 (400-1¼)			
LNAV/VNAV DA	1257-1¾ 493 (500-1¾)			
LNAV MDA	1220-1 456 (500-1)		1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)
CIRCLING	1260-1¾ 485 (500-1¾)			1360-2 585 (600-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6001
240°	TDZE	775
	Apt Elev	775

RNAV (GPS) RWY 23

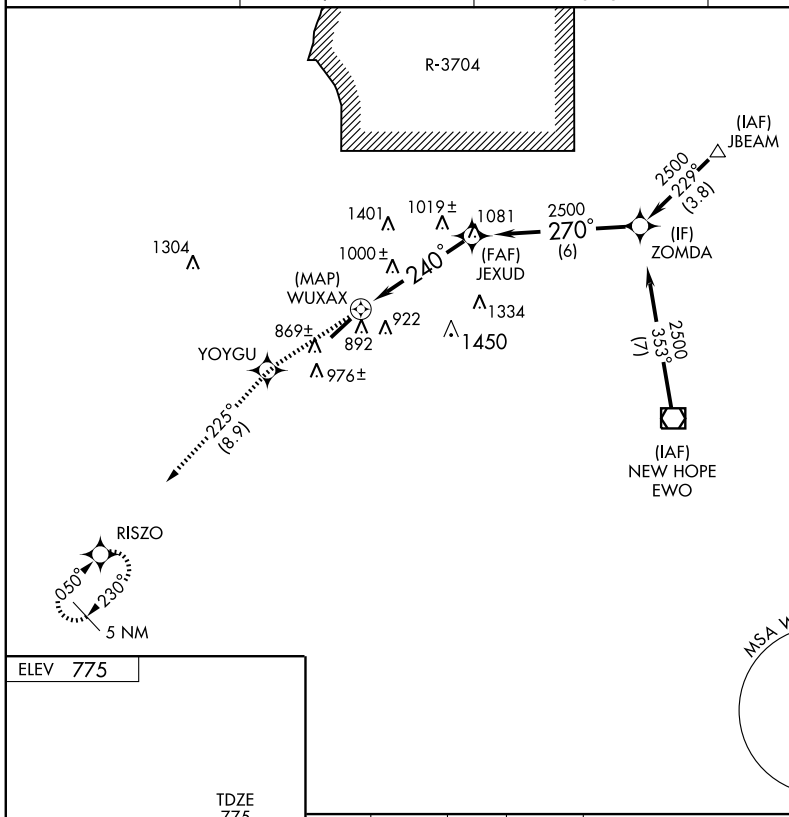
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Louisville Intl altimeter setting.

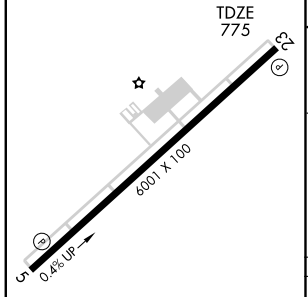
NA

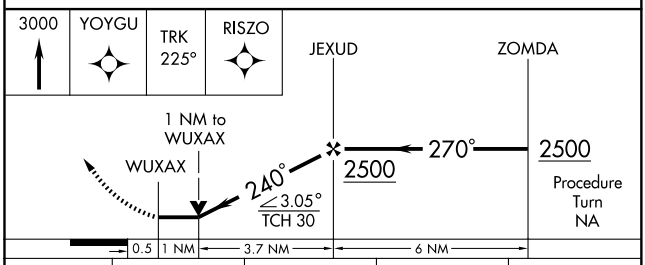
MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L



ELEV 775





CATEGORY	A	B	C	D
LNAV MDA	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	
CIRCLING	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	1360-2 585 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR/DME EWO	APP CRS	Rwy Idg	N/A
110.8	284°	TDZE	N/A
Chan 45		Apt Elev	775

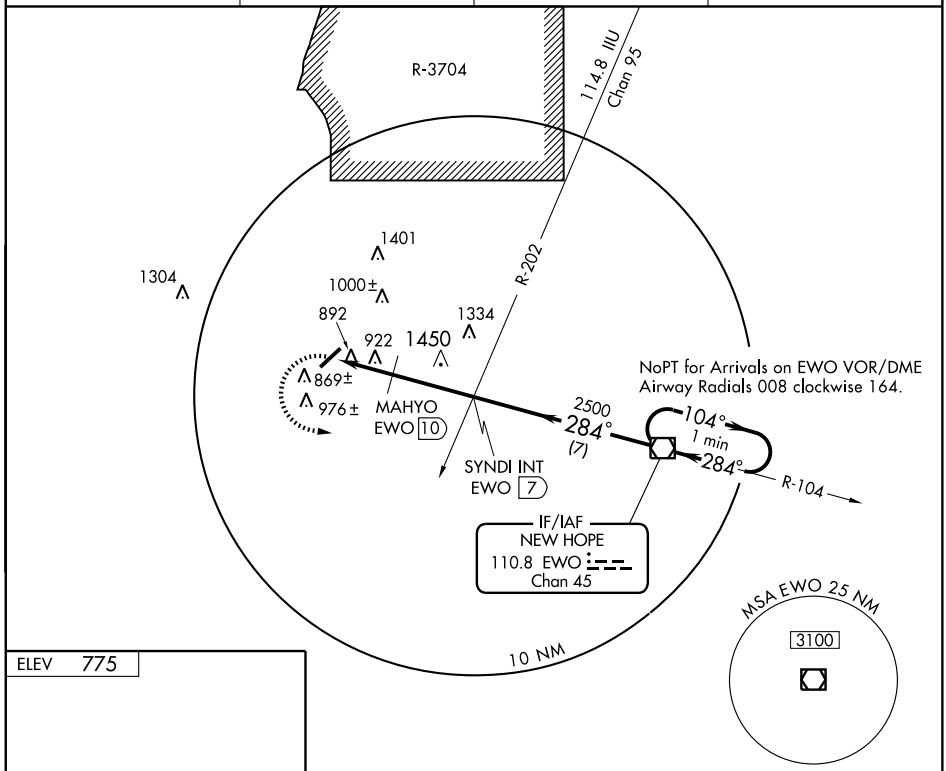
VOR-A

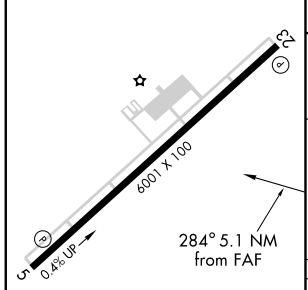
ELIZABETHTOWN/ADDINGTON FIELD (EKX)

NA — If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.

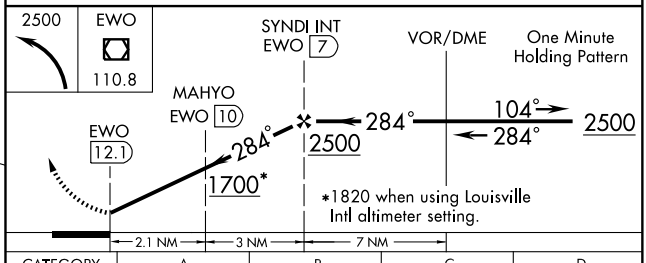
MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 925 (1000-1¼)		1700-2¾ 925 (1000-2¾)	1700-3 925 (1000-3)

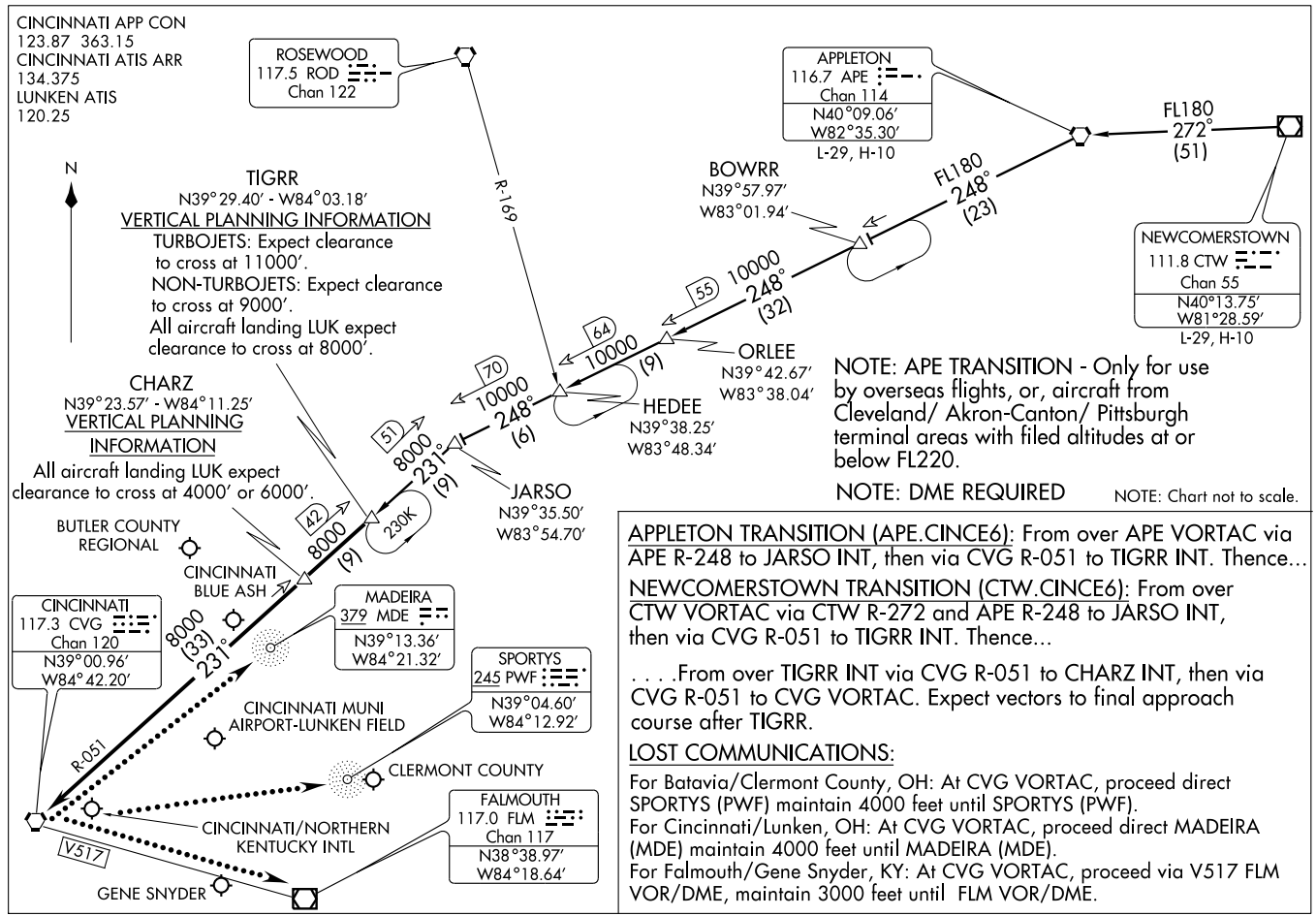
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

MAHYO FIX MINIMUMS

CIRCLING	1220-1 445 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

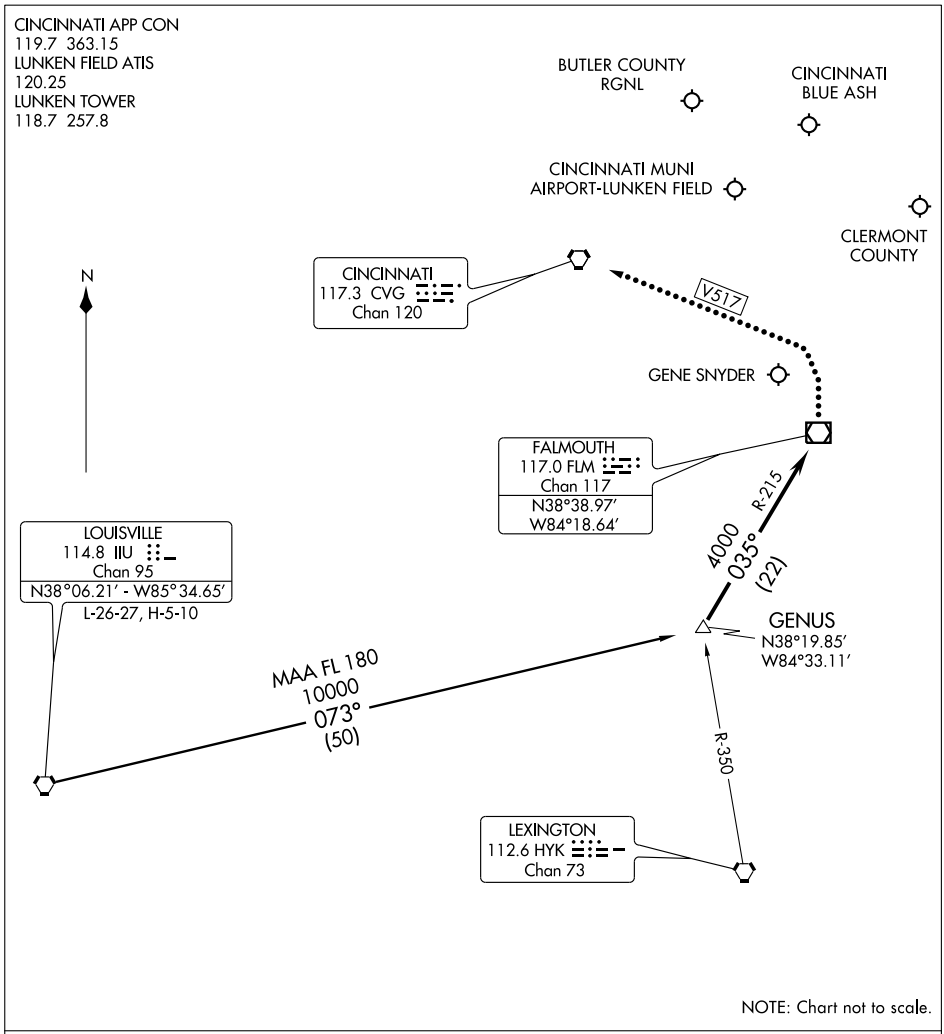
. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

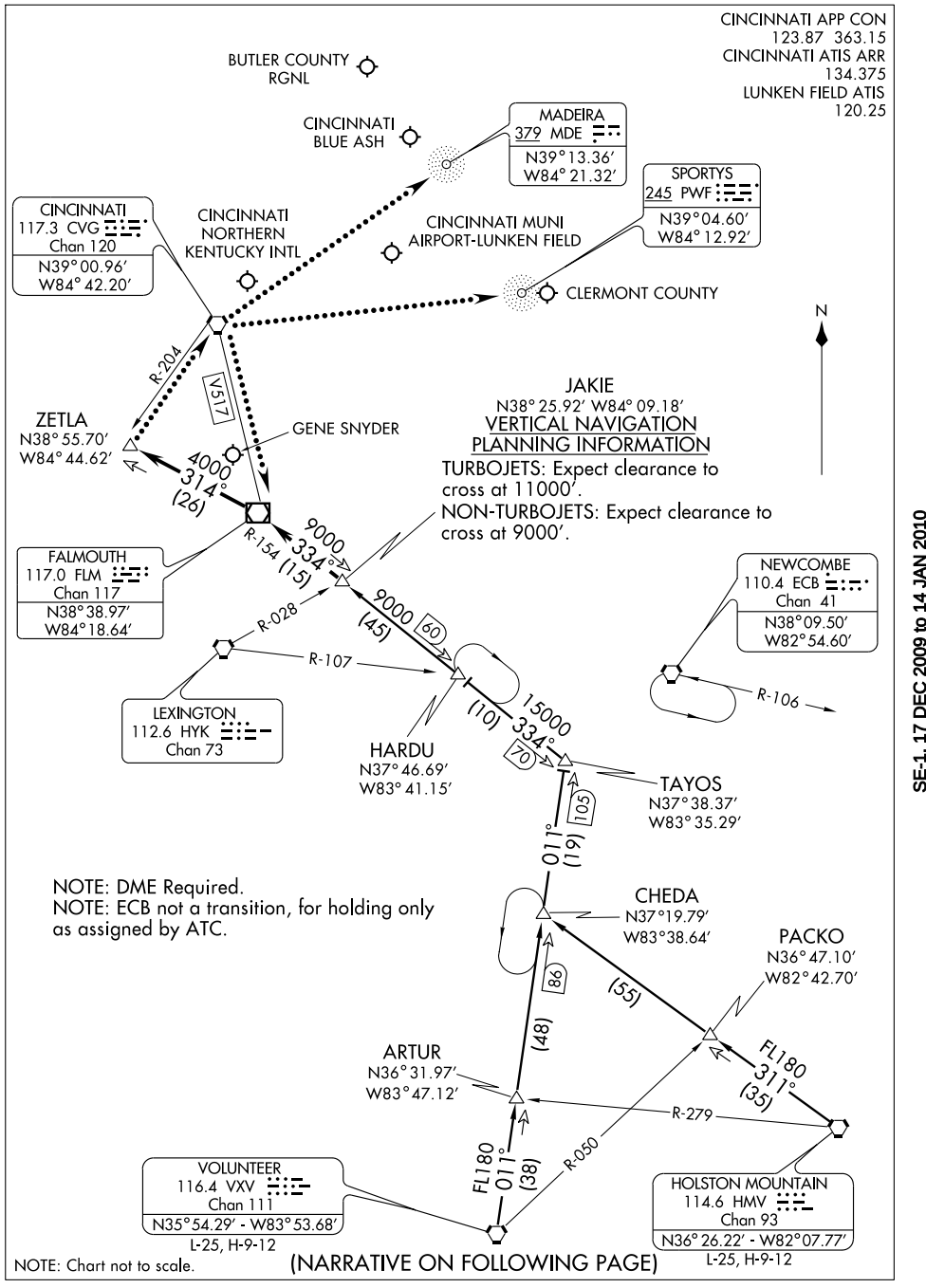
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

EC-2, 17 DEC 2009 to 14 JAN 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 17 DEC 2009 to 14 JAN 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

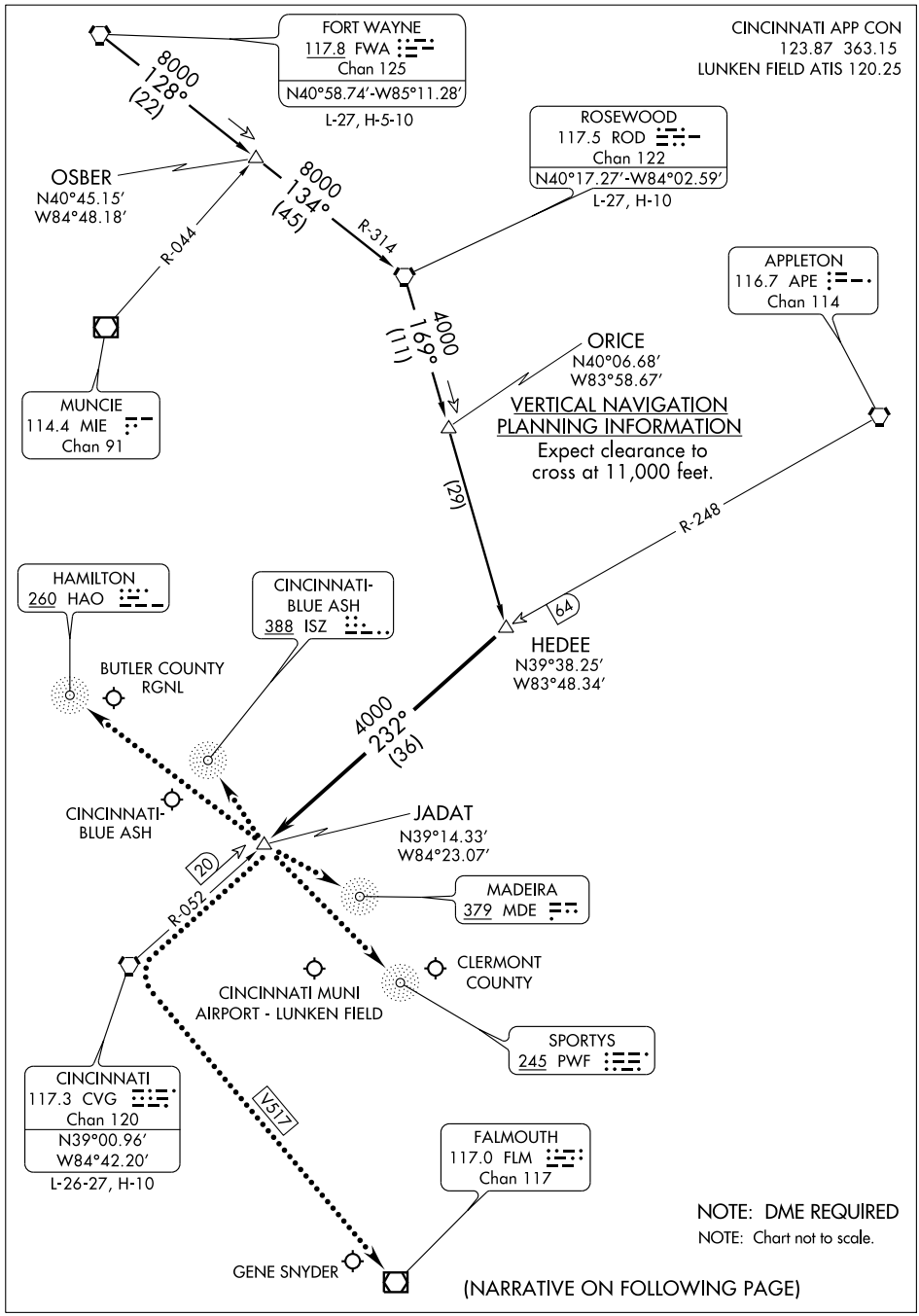
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 17 DEC 2009 to 14 JAN 2010

HEDEE ONE ARRIVAL

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 17 DEC 2009 to 14 JAN 2010

HEDEE ONE ARRIVAL (HEDEE.HEDEE1)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).
CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 17 DEC 2009 to 14 JAN 2010

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI APP CON
123.875 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25

NOTE: DME REQUIRED

N

BUTLER CO RGNL

CINCINNATI BLUE ASH

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

CINCINNATI NORTHERN KENTUCKY INTL

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

CLERMONT COUNTY

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

R-127
(11)

TAPIE
N38°54.75′
W84°30.05′

8000
307°
(32)

V517

GENE SNYDER

44

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

230K

8000
307°
(27)

71

15000
(51)

GAVNN
N38°36.88′ W83°55.52′

VERTICAL NAVIGATION
PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10000′.

NON-TURBOJETS: Expect clearance to cross at 9000′.

JAVIT
N38°22.06′
W83°27.32′

JAYKB
N38°38.83′
W82°25.77′

FL180
254°
(20)

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-090
(90)

STEVY
N38°49.19′
W80°07.16′

FL180
270°
(43)

46

COLNS
N38°50.42′
W79°11.81′
H-10

MARTINSBURG
112.1 MRB
Chan 58

R-250

R-275

LINDEN
114.3 LDN
Chan 90

R-021

PULASKI
116.8 PSK
Chan 115

R-106

NEWCOMBE
110.4 ECB
Chan 41
N38°09.50′
W82°54.60′

NOTE: ECB not a transition, for holding only as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	315°	TDZE	N/A
Chan 117		Apt Elev	898

VOR or GPS-A

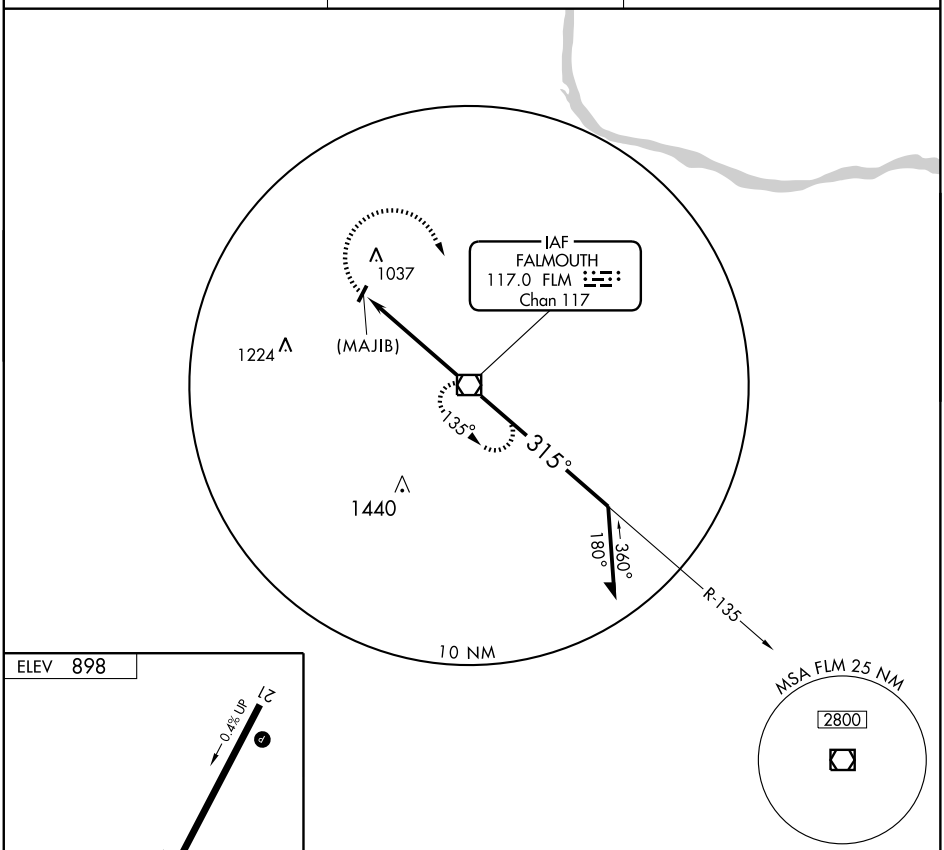
FALMOUTH/GENE SNYDER (K62)

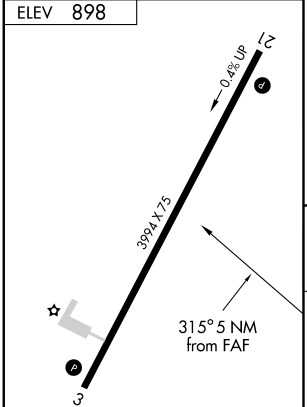
T
NA

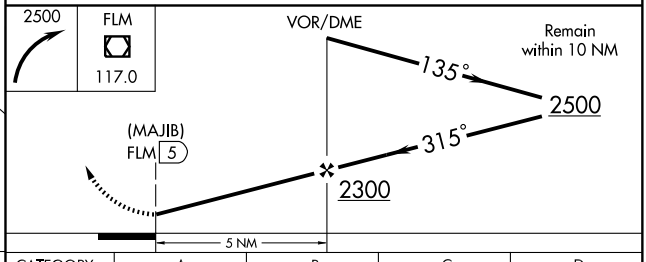
Use Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

CINCINNATI APP CON	UNICOM	
121.0 257.725	122.7 (CTAF)	122.9 L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1500-1	602 (700-1)	1500-1¾ 602 (700-1¾)	1500-2 602 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-XWI	APP CRS	Rwy Idg	5001
109.15	251°	TDZE	914
		Apt Elev	914

LOC RWY 25

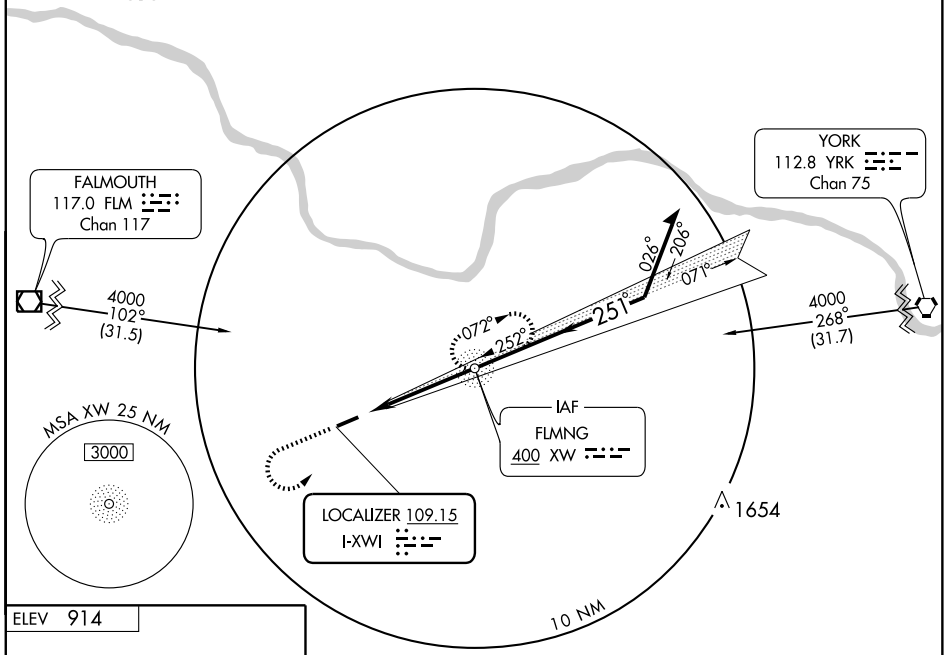
FLEMINGSBURG/FLEMING-MASON (FGX)

NA

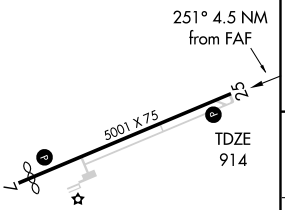
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L

ADF REQUIRED

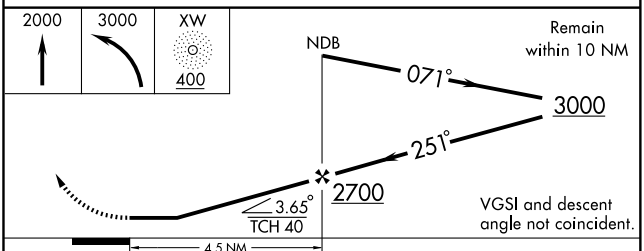


ELEV 914



MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-25	1320-1	406 (500-1)	1320-1¼	406 (500-1¼)
CIRCLING	1360-1 446 (500-1)	1380-1 466 (500-1)	1380-1½ 466 (500-1½)	1480-2 566 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4702
CH 56312	072°	TDZE	913
W07A		Apt Elev	913

RNAV (GPS) RWY 7

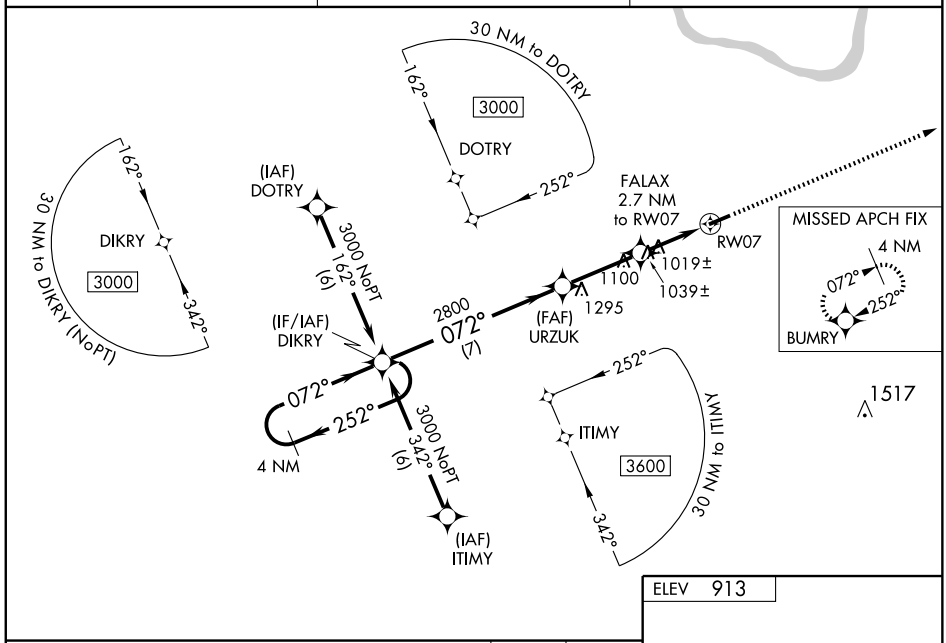
FLEMINGSBURG/FLEMING-MASON (FGX)

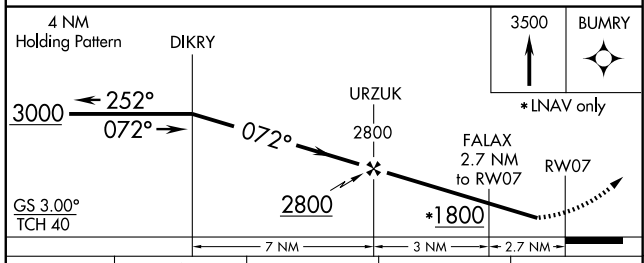
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cats. C/D visibility ¼ mile.

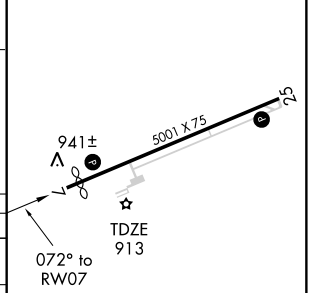
T
A NA

MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1256-1¼ 343 (400-1¼)			
LNAV MDA	1320-1 407 (500-1)		1320-1¼ 407 (500-1¼)	
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5001
CH 69212	252°	TDZE	913
W25A		Apt Elev	913

RNAV (GPS) RWY 25

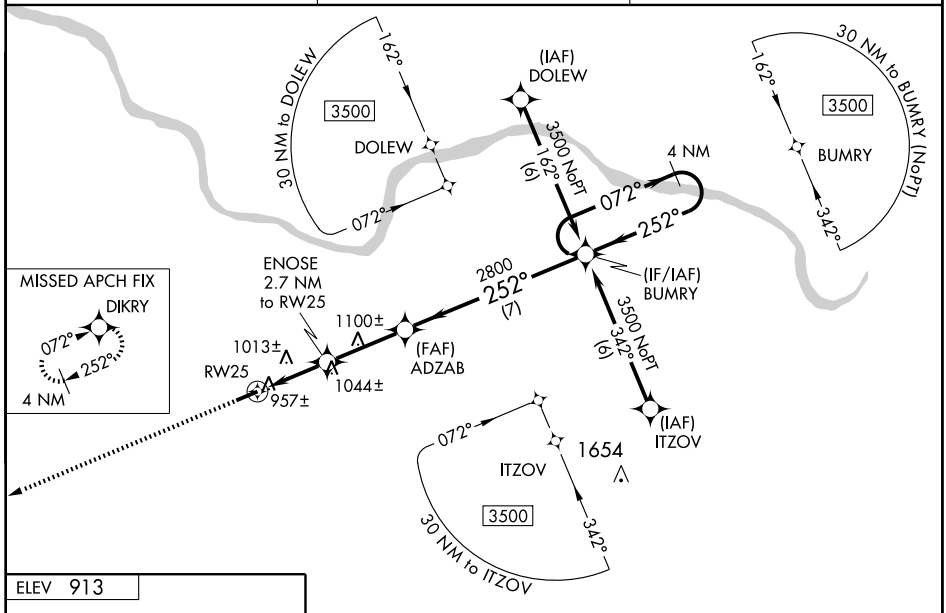
FLEMINGSBURG/ FLEMING-MASON (FGX)

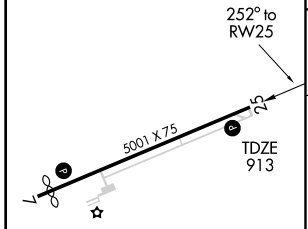
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cats. C/D visibility ¼ mile.

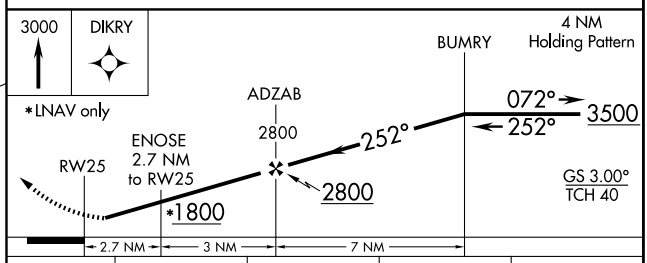
T
A NA

MISSED APPROACH: Climb to 3000 direct DIKRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/ VNAV DA	1217-1 304 (400-1)			
LNAV MDA	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy Idg N/A TDZE N/A Apt Elev 913

VOR/DME-A

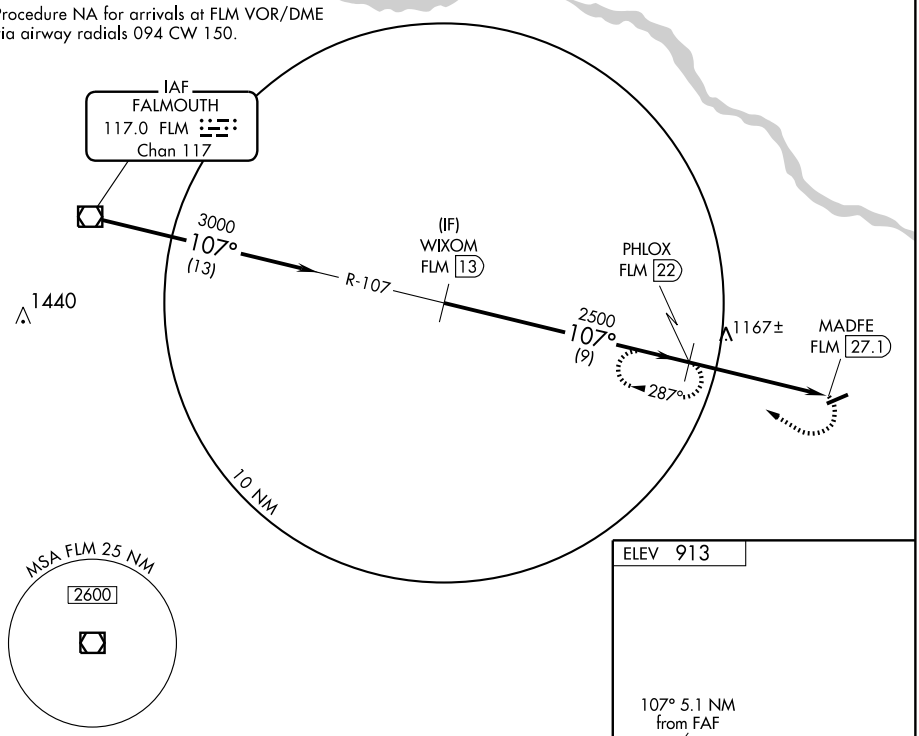
FLEMINGSBURG/FLEMING-MASON (FGX)

▼ When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.
▲ NA

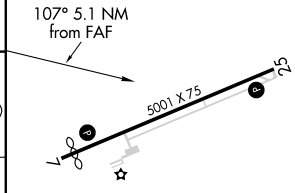
MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

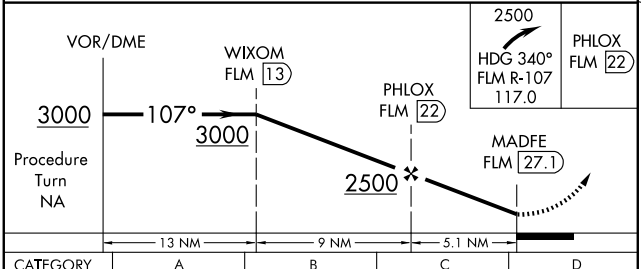
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.



ELEV 913

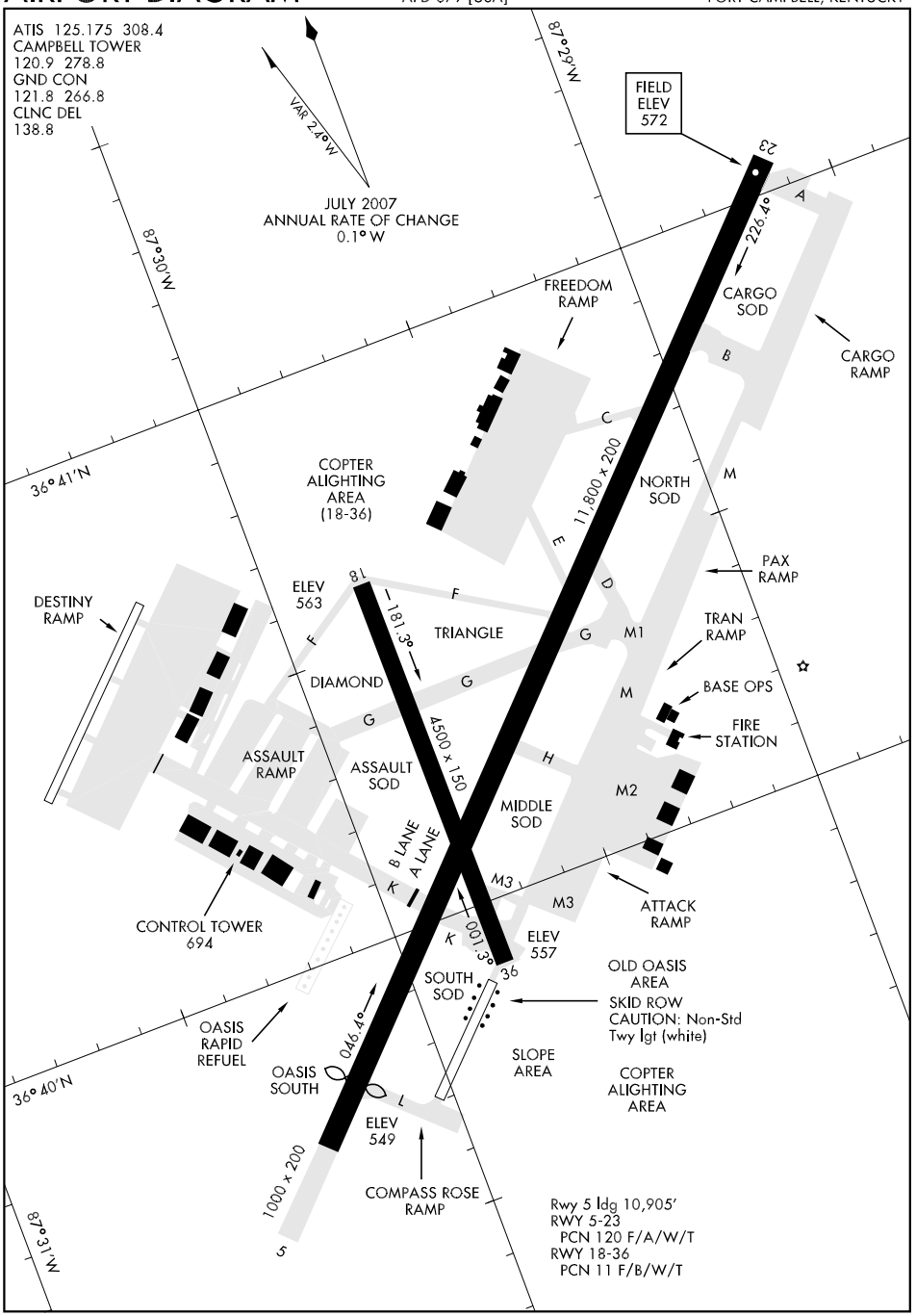




CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 987 (1000-1¼)	1900-1½ 987 (1000-1½)	1900-3	987 (1000-3)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1. 17 DEC 2009 to 14 JAN 2010


ATIS 125.175 308.4
CAMPBELL TOWER
120.9 278.8
GND CON
121.8 266.8
CLNC DEL
138.8
VAR 2.0°W
JULY 2007
ANNUAL RATE OF CHANGE
0.1°W
87°42'W
87°30'W
36°41'N
36°40'N
87°31'W
FIELD ELEV 572
23
226.4°
A
CARGO SOD
CARGO RAMP
B
FREEDOM RAMP
C
11,800 x 200
NORTH SOD
M
PAX RAMP
COPTER ALIGHTING AREA (18-36)
E
D
F
TRIANGLE
G
M1
TRAN RAMP
DESTINY RAMP
ELEV 563
18L
181.3°
DIAMOND
M
BASE OPS
FIRE STATION
ASSAULT RAMP
ASSAULT SOD
4500 x 150
H
M2
MIDDLE SOD
B LANE
A LANE
K
M3
ATTACK RAMP
CONTROL TOWER 694
001.3°
36
ELEV 557
SOUTH SOD
OLD OASIS AREA
SKID ROW
CAUTION: Non-Std Twy lgt (white)
OASIS RAPID REFUEL
046.4°
SLOPE AREA
COPTER ALIGHTING AREA
OASIS SOUTH
L
ELEV 549
1000 x 200
5
COMPASS ROSE RAMP
Rwy 5 ldg 10,905'
RWY 5-23
PCN 120 F/A/W/T
RWY 18-36
PCN 11 F/B/W/T

ILS or LOC RWY 23

LOC I-FKP	APCH CRS	Rwy ldg 11,800
111.9	225°	TDZE 572
Chan 56		Arpt Elev 572

AL-679 [USA]

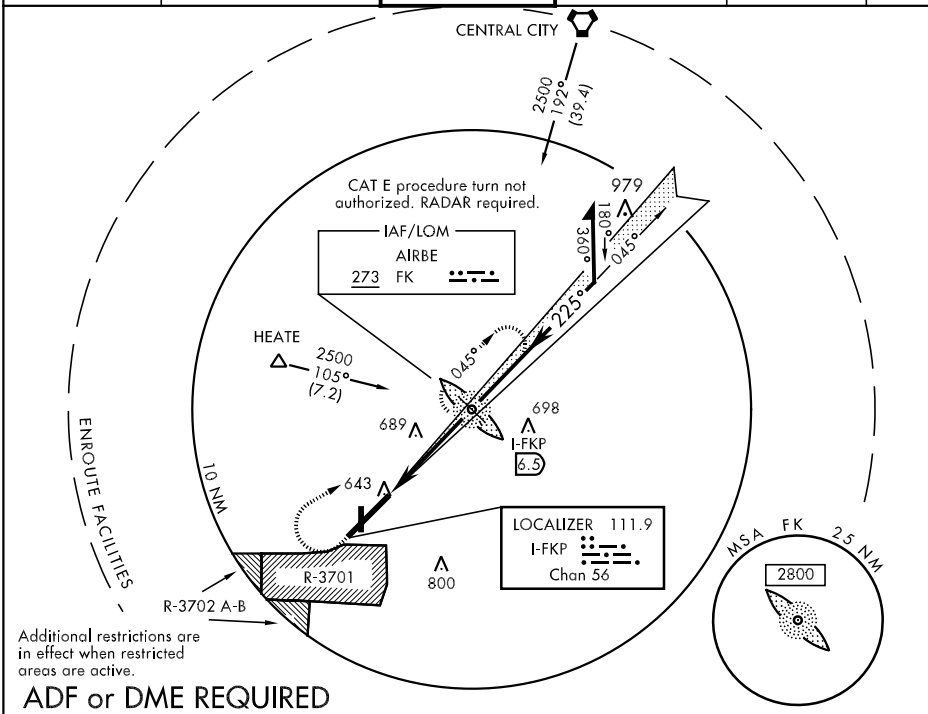
CAMPBELL AAF (KHOP)

▼ * When ALS inop, increase CAT E RVR to 60 and vis to 1¼ miles.
** Circling not authorized SE Rwy 5-23.

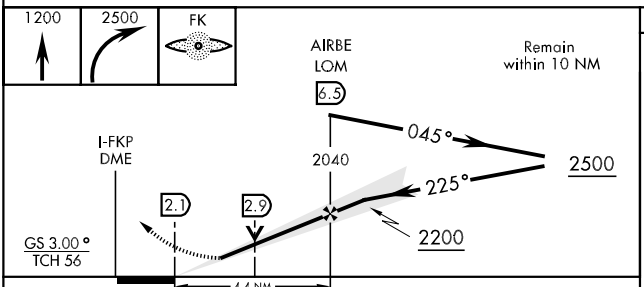
SALS A2

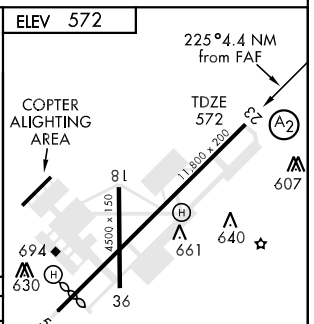
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



ADF or DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 23	772/24 200 (200-½)		772/40 200 (200-¾)		
S-LOC 23 *	900/40 328 (400-¾)				900/50 328 (400-1)
CIRCLING **	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2 568 (600-2)	
S-PAR 23	772/40 200 (200-¾) GS 3.00°				

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NDB RWY 23

NDB FK 273	APCH CRS 225°	Rwy ldg 11,800 TDZE 572 Arpt Elev 572

AL-679 [USA]

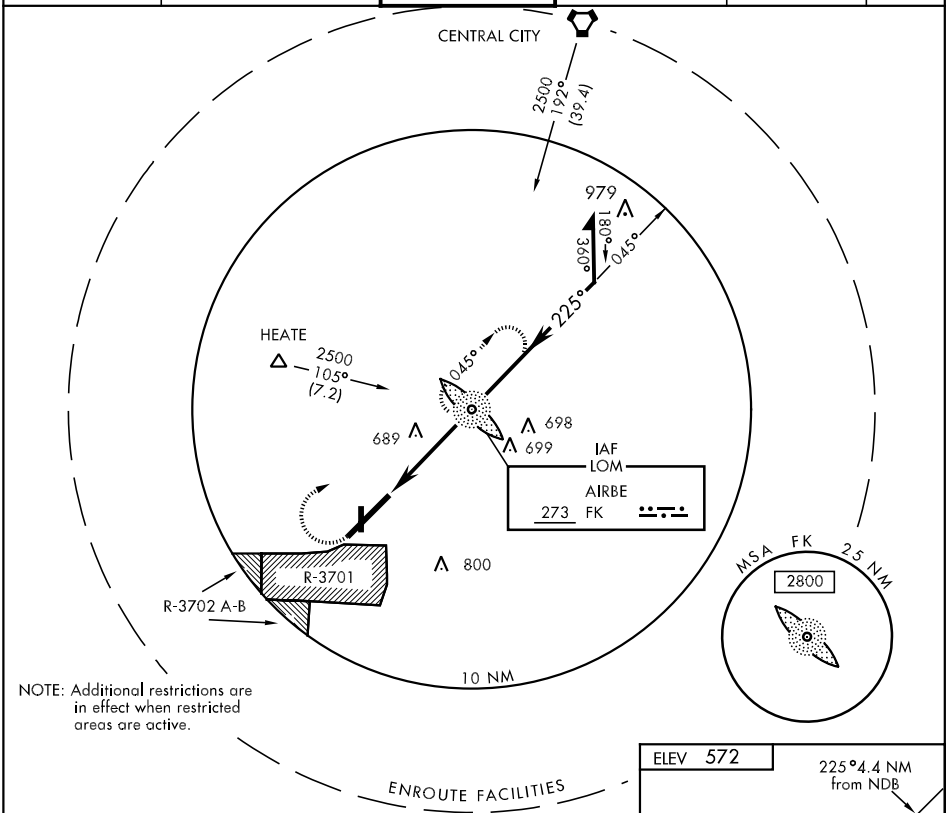
CAMPBELL AAF (KHOP)

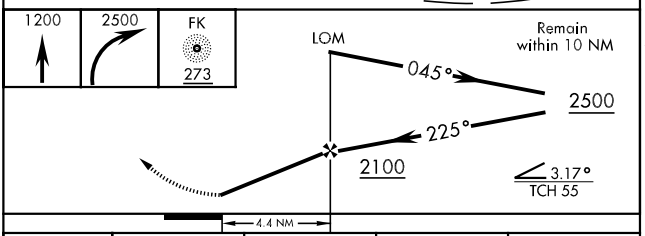
▼ * Circling not authorized SE Rwy 5-23.

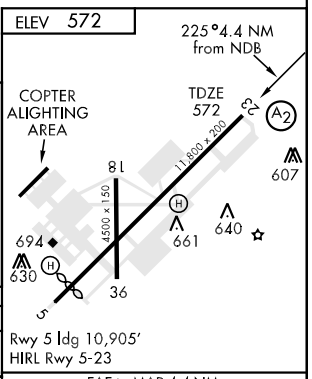
SALS (A2)

MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	







CATEGORY	A	B	C	D
S-23	1000/40 428 (500-¾)		1000/50 428 (500-1)	1000/60 428(500-1¼)
CIRCLING *	1020-1 448 (500-1)	1040-1 468(500-1)	1040-1½ 468(500-1½)	1140-2 568 (600-2)
S-PAR 23	772/40 200		(200-¾) GS 3.00°	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	4500
180°	TDZE	562
	Arpt Elev	572

AL-679 [USA]

CAMPBELL AAF (KHOP)

* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.
Procedure NA for arrivals at BNA VORTAC via V140 eastbound.

CENTRAL CITY
109.8 CCT
Chan 35

BOWLING GREEN
117.9 BWG
Chan 126

NASHVILLE
114.1 BNA
Chan 88

VERTS

3000 109° (42.0)

(IAF) BRDLY

3000 110° (5.0)

(IAF) PATNN

3000 201° (5.0)

3000 201° (28.2)

(IAF) GNSHP

187°

200°

3000 268° (42.5)

3000 262° (8.5)

SHRMN

MSA RW18 25 NM
2700

2200 180° (6.1)

(FAF) HUPTO

749

180°

3100 327° (54.5)

RW18

R3702A R3702B

R3701

ELEV 572

180° to RW18

COPTER ALIGHTING AREA

TDZE 562

11,800 × 200

4500 × 150

607 661 640 694 630

23 36 5

3000 GNSHP

SHRMN

3000

180°

HUPTO

2200

1.2 NM to RW18

RW18

3.04°
TCH 45

4.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1000-1 438 (500-1¼)	(500-1)	1000-1¼ 438 (500-1¼)	NA
CIRCLING *	1020-1 448 (500-1)	(500-1)	1040-1½ 468 (500-1½)	NA

Rwy 5 ldg 10,905'
HIRL Rwy 5-23

SE-1, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 23

WAAS Chan 56203 W23A	APCH CRS 225°	Rwy ldg 11,800 TDZE 572 Arpt Elev 572

AL-679 [USA]

CAMPBELL AAF (KHOP)

* When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.
** When ALS inop, increase RVR to 60 and vis to 1¼ miles.
*** Circling NA SE of Rwy 5-23.

SALS (A2)

MISSED APPROACH: Climb to 3000 direct JANEL and right turn via 324° track to HALUX and right turn via 065° track to GNSHP and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

CENTRAL CITY
109.8 CCT
Chan 35

3000 187° (30.0)

187° 007°

(IAF) GNSHP

3000 177° (4.2)

Procedure NA for arrivals at GNSHP via V7 northbound.

BOWLING GREEN
117.9 BWG
Chan 126

(IAF) ROTRR

3000 262° (37.7)

3000 262° (5.0)

CHNUK

2200 225° (6.1)

Procedure NA for arrivals at BWG VORTAC via V94 northeast bound.

HALUX

(FAF) HOOAH

225°

Procedure NA for arrivals at BNA VORTAC via V140 eastbound.

3100 329° (48.8)

RW23

672

MSA RW23 25 NM

2700

R3701

R3702A

R3702B

NASHVILLE
114.1 BNA
Chan 88

JANEL

3000 JANEL tr 324°

† LNAV ONLY

CHNUK

HOOAH

225° 3000

† 1.0 NM to RW23

RW23

2200

GS 3.00°
TCH 55

4.9 NM

ELEV 572

225° to RW23

COPTER ALIGHTING AREA

TDZE 572

22

(A2)

672

8 L

11,800 x 200

4500 x 150

661

640

694

630

36

5

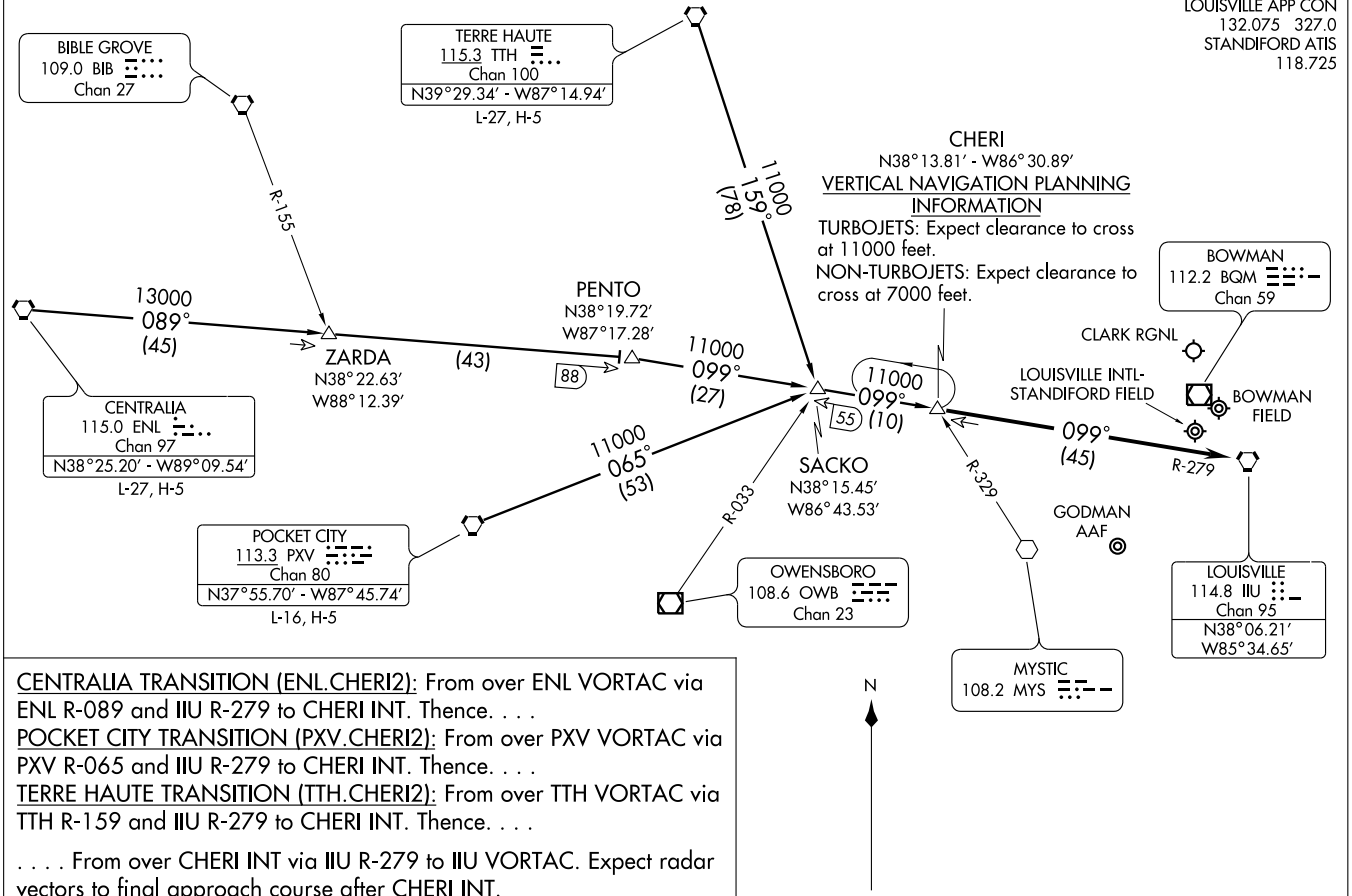
Rwy 5 ldg 10,905'
HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
LPV DA	822/40		250	(300-¾)	
LNAV/VNAV DA **	922/50		350	(400-1)	
LNAV MDA *	940/40		368 (400-¾)	940/50	368 (400-1)
CIRCLING ***	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2	568 (600-2)
S-PAR 23	772/40		200 (200-¾)	GS 3.00°	

SE-1, 17 DEC 2009 to 14 JAN 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

NDB RWY 18

NDB GOI	APCH CRS	Rwy ldg	5585
396	177°	TDZE	754
		Arpt Elev	755

AL-151 [USA]

GODMAN AAF (KFTK)

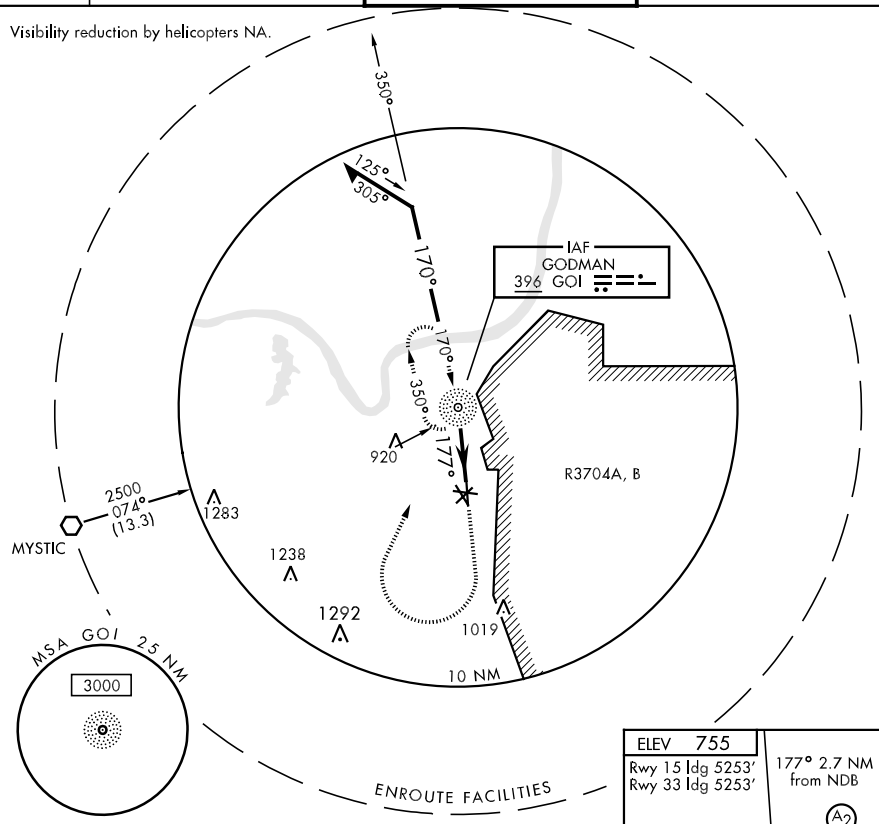
▼ *Circling not authorized E of Rwy 18-36.

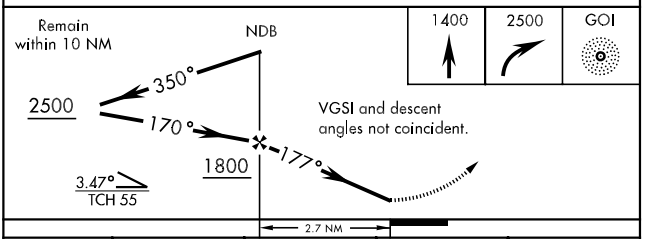
SALS (A2)

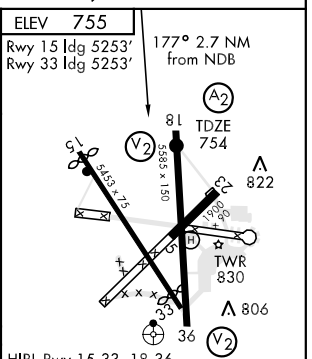
MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3

Visibility reduction by helicopters NA.







HIRL Rwy 15-33, 18-36
REIL Rwy 15

CATEGORY	A	B	C	D
S-18	1220-1 466 (500-1)		1220-1¼ 466 (500-1¼)	1220-1½ 466 (500-1½)
CIRCLING *	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR RWY 15

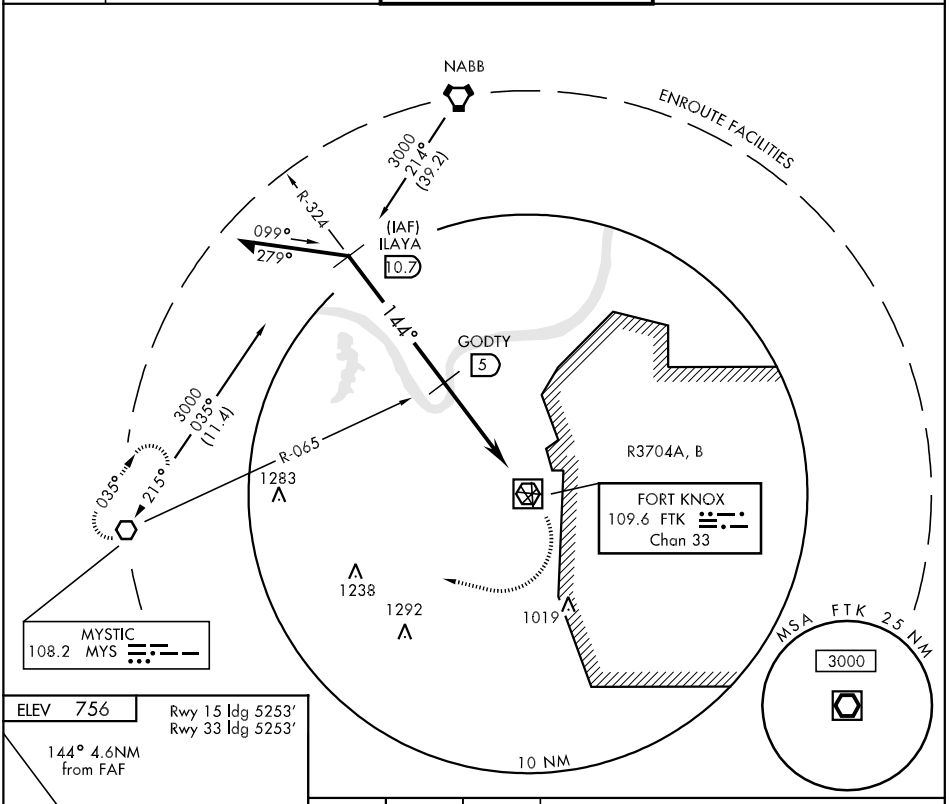
VOR/DME FTK	APCH CRS	Rwy ldg 5253
109.6	144°	TDZE 756
Chan 33		Arpt Elev 756

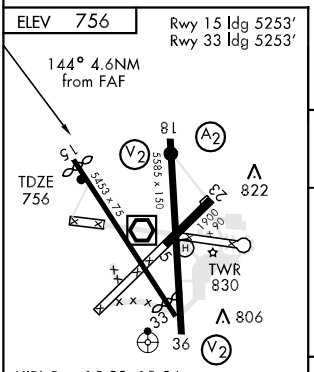
AL-151 [USA]

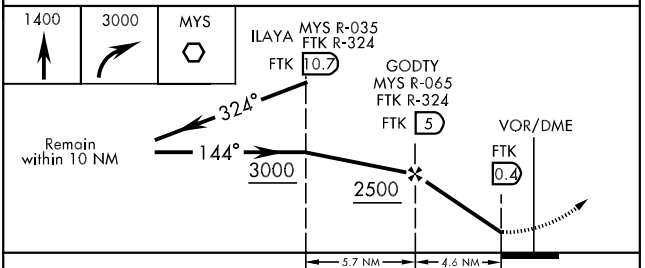
GODMAN AAF (KFTK)

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-15	1180-1 424 (500-1)		1180-1¼ 424 (500-1¼)	
CIRCLING	1220-1 464 (500-1)	1300-1 544 (600-1)	1300-1½ 544 (600-1½)	1320-2 564 (600-2)

VOR RWY 18

VOR/DME FTK	APCH CRS	Rwy ldg 5585
109.6	186°	TDZE 755
Chan 33		Arpt Elev 756

AL-151 [USA]

GODMAN AAF (KFTK)

SALS (A2)

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3

(IAF) BETHY

No Pt 2500

186° (5.2)

141° 321°

R-006

(IAF) HURLS 5

R-067

186°

2500 to HURLS 006° (5)

R3704A, B

FORT KNOX 109.6 FTK Chan 33

R-035

035° 215° 2500 067° (14.6)

1283

1238

1292

1019

10 NM

MYSTIC 108.2 MYS

ENROUTE FACILITIES

MSA FTK 25 NM

3000

2500 350° (10.5)

COLTT

2500 296° (13.7)

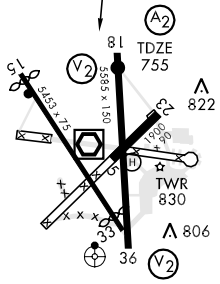
NEW HOPE

ELEV 756

Rwy 15 ldg 5253′

Rwy 33 ldg 5253′

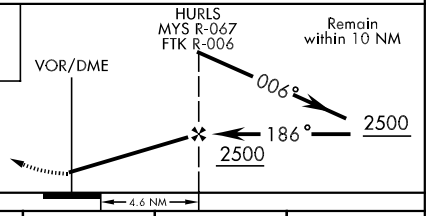
186° to FTK VOR/DME



HIRL Rwy 15-33, 18-36

REIL Rwy 15

1400	3000	MYS



CATEGORY	A	B	C	D
S-18	1160/40	405 (500-¾)	1160/50	405 (500-1)
CIRCLING	1220-1 464 (500-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)

VOR RWY 36

VOR/DME FTK	APCH CRS	Rwy ldg 5585
109.6	349°	TDZE 741
Chan 33		Arpt Elev 756

AL-151 [USA]

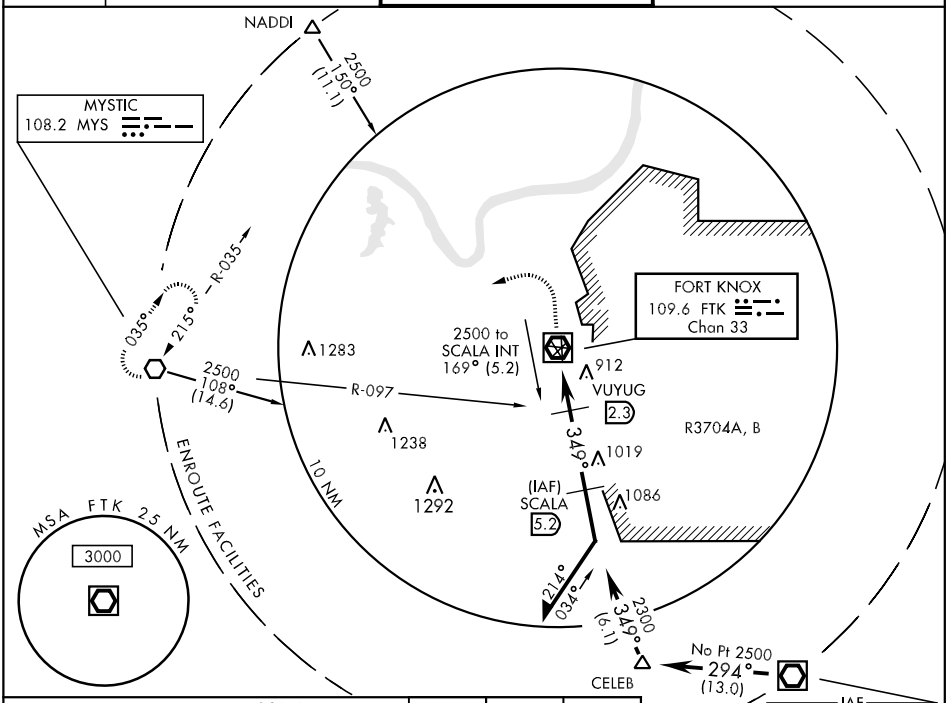
GODMAN AAF (KFTK)

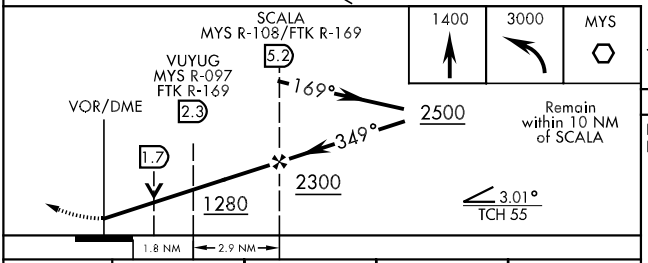
▼ Visibility reduction by helicopters NA.
*For inoperative ODALS, increase S-36 visibility CAT D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 direct MYS VOR and hold.

ATIS ★	LOUISVILLE APP CON	GODMAN TOWER ★	GND CON
109.6	123.675 327.0	133.35 233.7	121.9 239.3



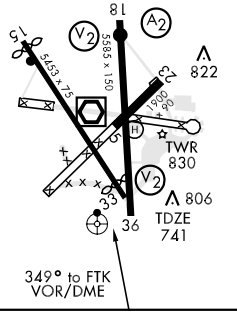


IAF
NEW HOPE
110.8 EWO
Chan 45

ELEV 756

Rwy 15 ldg 5253'
Rwy 33 ldg 5253'

HIRL Rwy 15-33, 18-36
REIL Rwy 15



CATEGORY	A	B	C	D
S-36 *	1280-¾ 539 (600-¾)		1280-1¼ 539 (600-1¼)	1280-1½ 539 (600-1½)
CIRCLING	1280-1 524 (600-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)
VUYUG MINIMA				
S-36 *	1180-¾ 439 (500-¾)		1180-1 439 (500-1)	1180-1¼ 439 (500-1¼)
CIRCLING	1220-1 464 (500-1)	1340-1 584 (600-1)	1340-1½ 584 (600-1½)	1340-2 584 (600-2)

LOC/DME I-FFT	APP CRS	Rwy Idg	5900
109.95	247°	TDZE	790
Chan 36 (Y)		Apt Elev	806

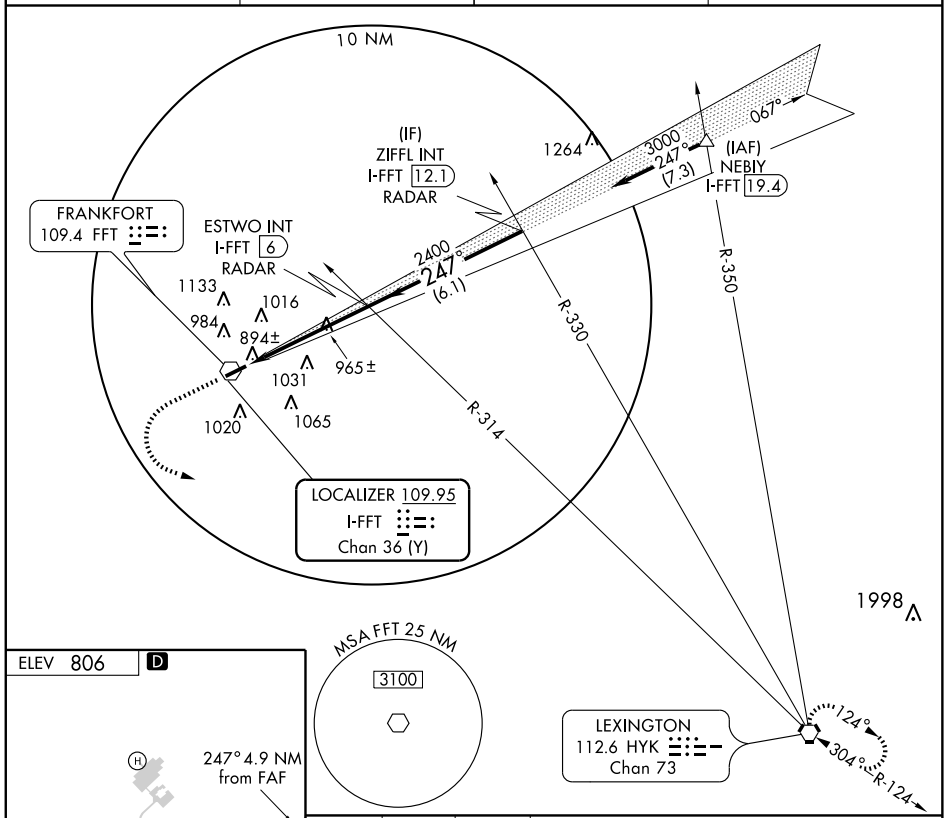
LOC RWY 24

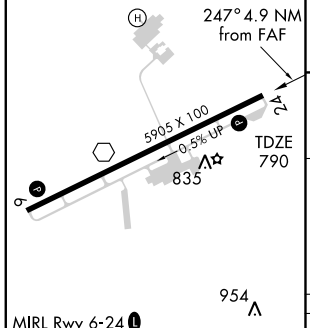
FRANKFORT/ CAPITAL CITY (FFT)

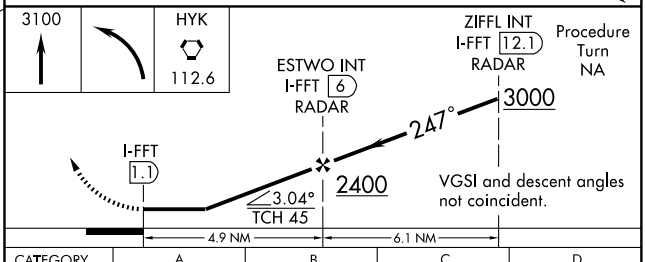
▼ NA Visibility reduction by helicopters NA. If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-24	1280-1	490 (500-1)	1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
067°	TDZE	806
	Apt Elev	806

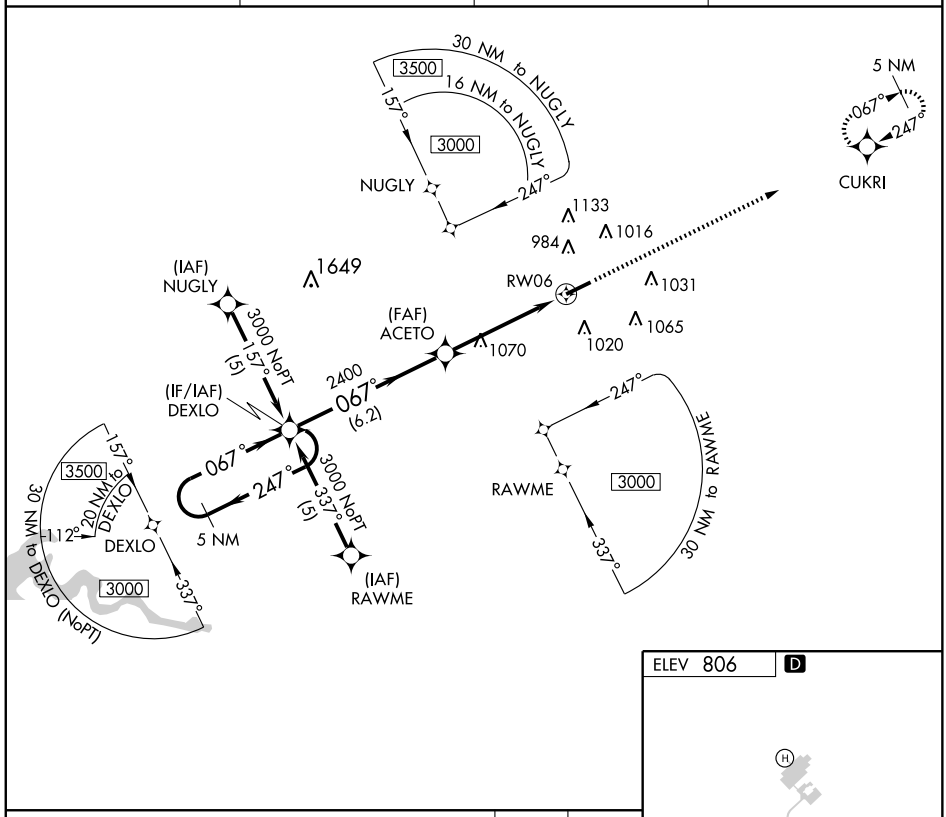
RNAV (GPS) RWY 6

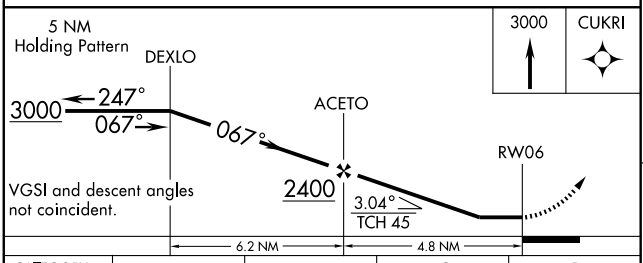
FRANKFORT/ CAPITAL CITY (FFT)

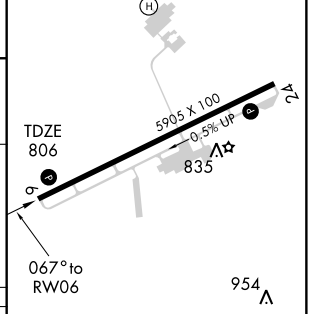
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1320-1¾ 514 (600-1¾)
CIRCLING	1320-1 514 (600-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5900
247°	TDZE	790
	Apt Elev	806

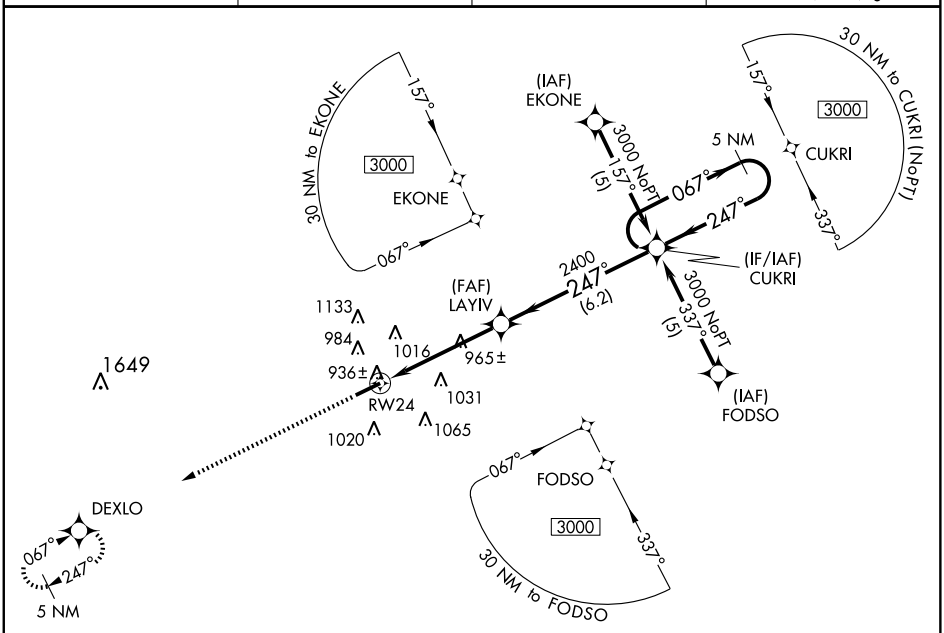
RNAV (GPS) RWY 24

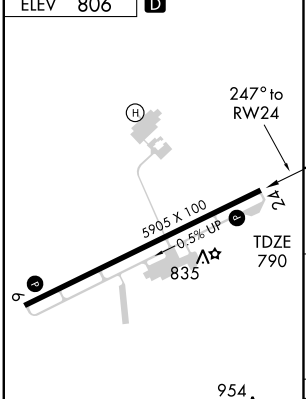
FRANKFORT/ CAPITAL CITY (FFT)

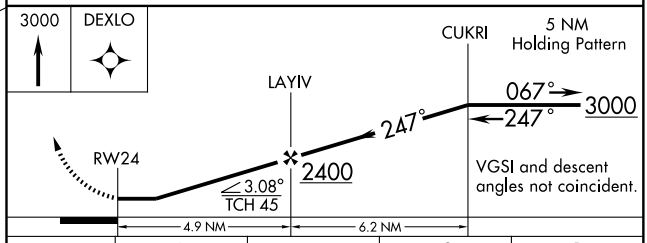
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct DEXLO and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 490 (500-1)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1 474 (500-1)	1340-1 534 (600-1)	1380-1½ 574 (600-1½)	1420-2 614 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR FFT	APP CRS	Rwy Idg	5900
109.4	251°	TDZE	785
		Apt Elev	803

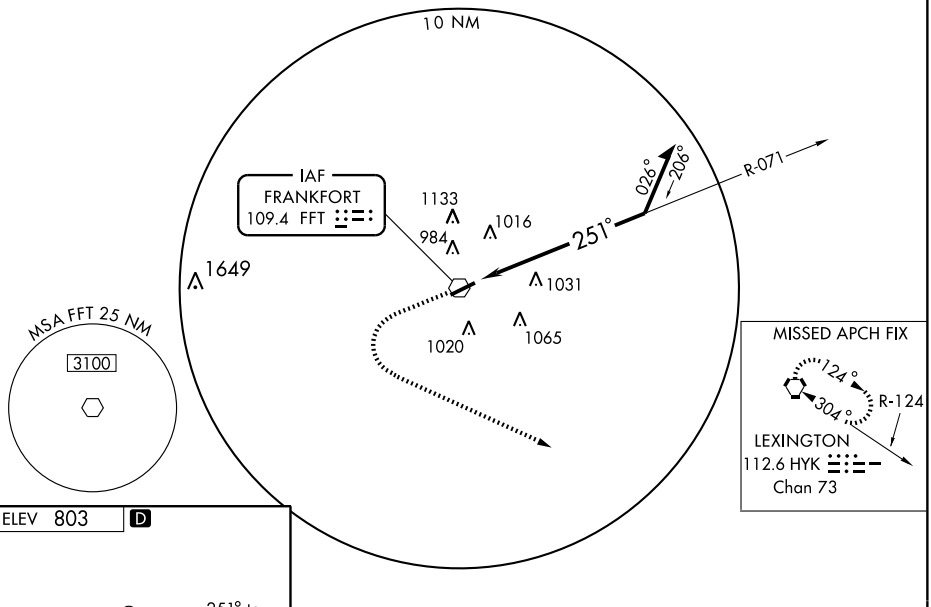
VOR RWY 24

FRANKFORT/ CAPITAL CITY (FFT)

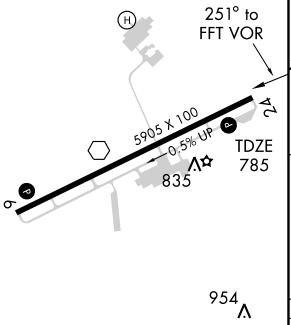
NA

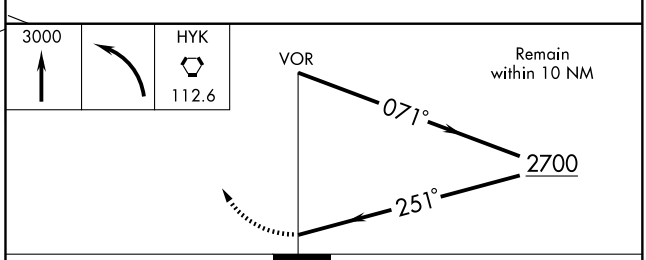
MISSED APPROACH: Climb to 3000 then left turn direct HYK VORTAC and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.1	122.8 (CTAF) L



ELEV 803 D





CATEGORY	A	B	C	D
S-24	1440-1 655 (700-1)		1440-1¾ 655 (700-1¾)	1440-2 655 (700-2)
CIRCLING	1440-1 637 (700-1)		1440-1¾ 637 (700-1¾)	1440-2 637 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5498
CH 56309	029°	TDZE	940
W03A		Apt Elev	947

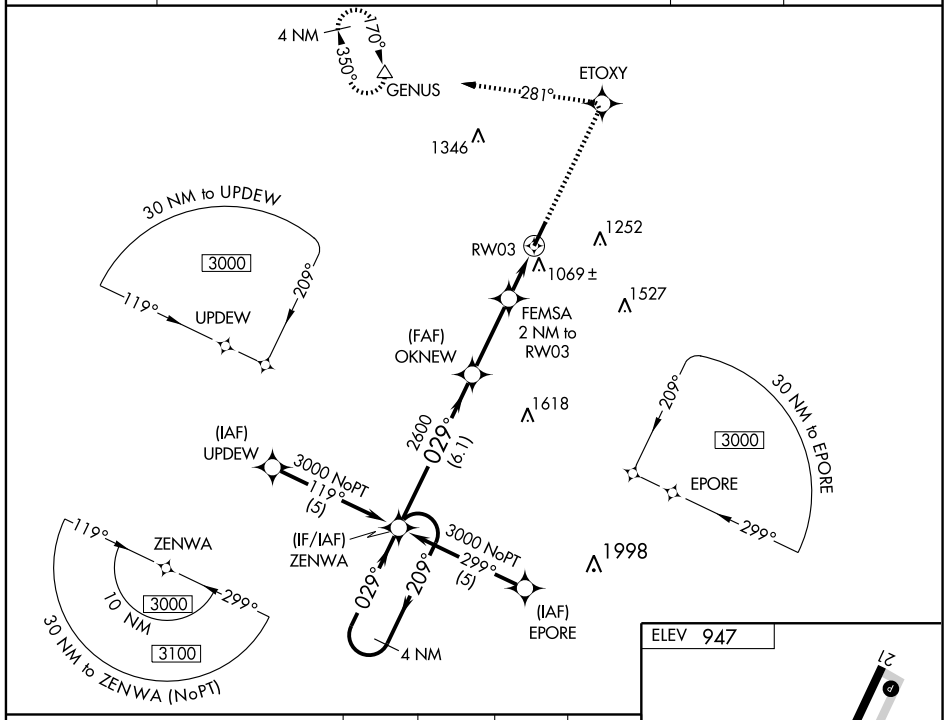
RNAV (GPS) RWY 3

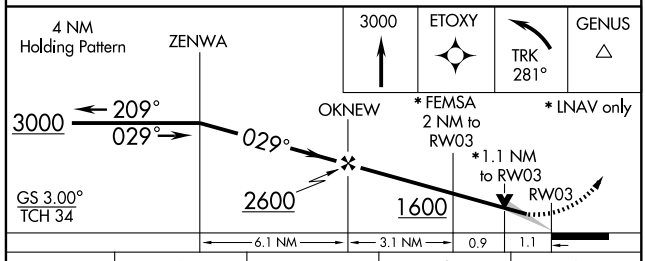
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1228, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LNAV/VNAV visibility all Cats. and LNAV Cat. C visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

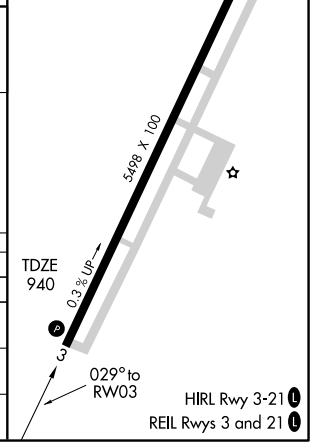
MISSED APPROACH: Climb to 3000 direct ETOXY and left turn via 281° track to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1190-1 250 (300-1)			
LNAV/ VNAV DA	1375-1½ 435 (500-1½)			
LNAV MDA	1320-1 380 (400-1)			1320-1¼ 380 (400-1¼)
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1560-2 613 (700-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 48909 W21A	APP CRS 209°	Rwy Idg 5498 TDZE 947 Apt Elev 947

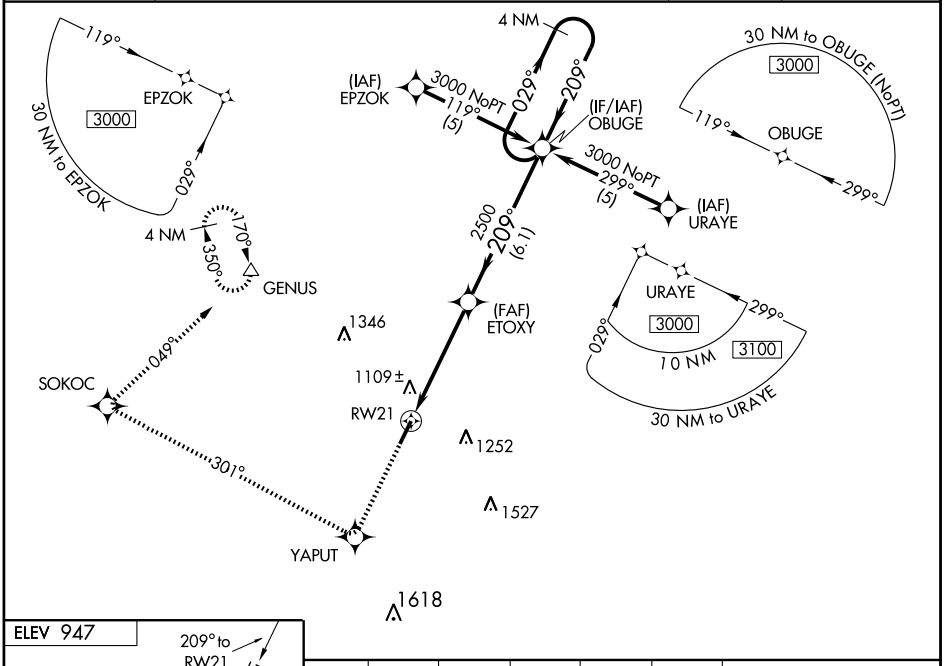
RNAV (GPS) RWY 21

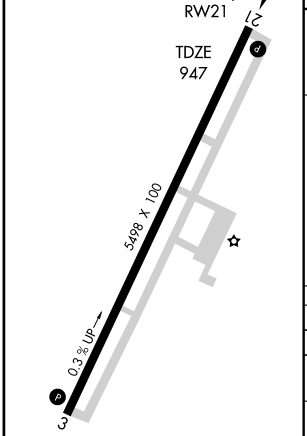
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1235, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LNAV Cat. D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

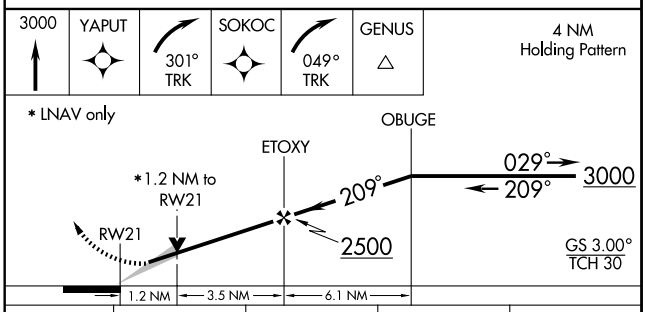
MISSED APPROACH: Climb to 3000 direct YAPUT and right turn via 301° track to SOKOC and right turn via 049° track to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	1197-1 250 (300-1)			
LNAV/VNAV DA	1421-1¾ 474 (500-1¾)			
LNAV MDA	1360-1 413 (500-1)		1360-1¼ 413 (500-1¼)	
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1560-2 613 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC HYK	APP CRS	Rwy Idg	5498
112.6	005°	TDZE	943
Chan 73		Apt Elev	946

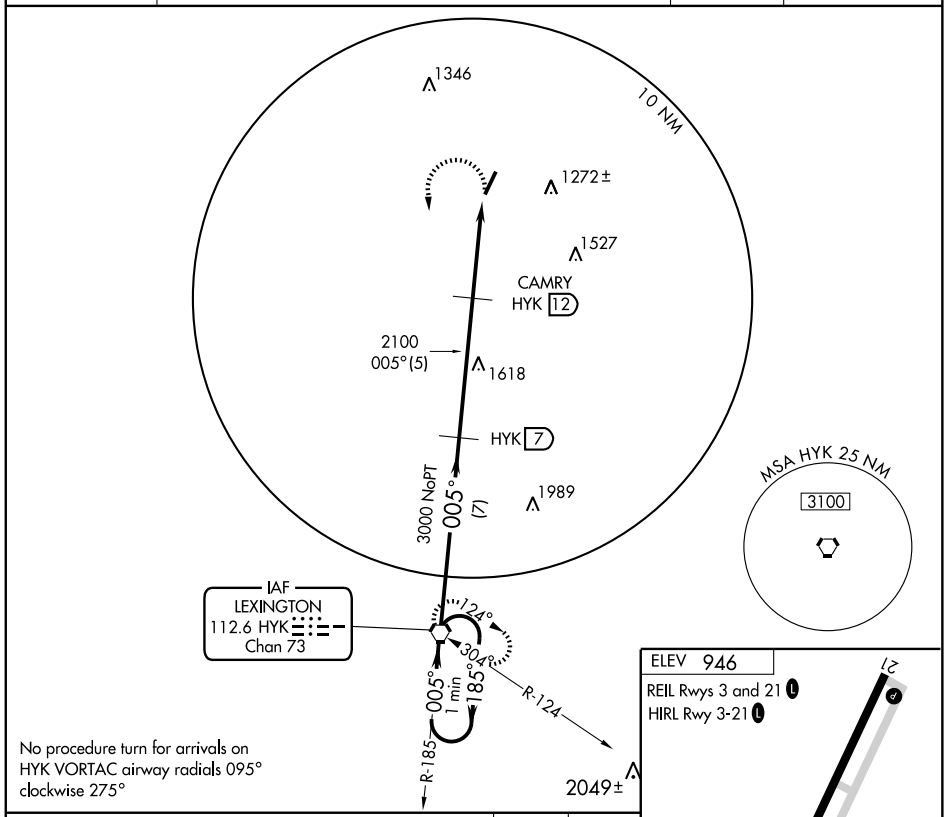
VOR/DME RWY 3

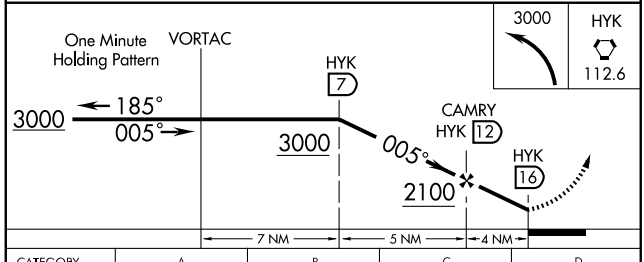
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

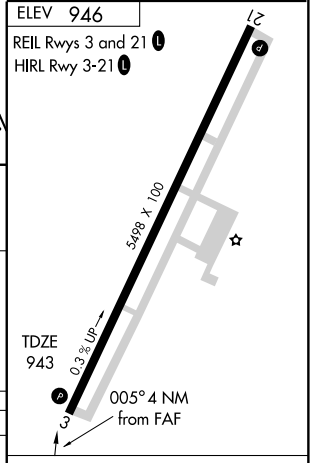
NA

MISSED APPROACH: Climbing left turn to 3000 direct HYK VORTAC and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	127.425	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1520-1	577 (600-1)	1520-1½ 577 (600-1½)	1520-1¾ 577 (600-1¾)
CIRCLING	1520-1	574 (600-1)	1520-1½ 574 (600-1½)	1660-2¼ 714 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

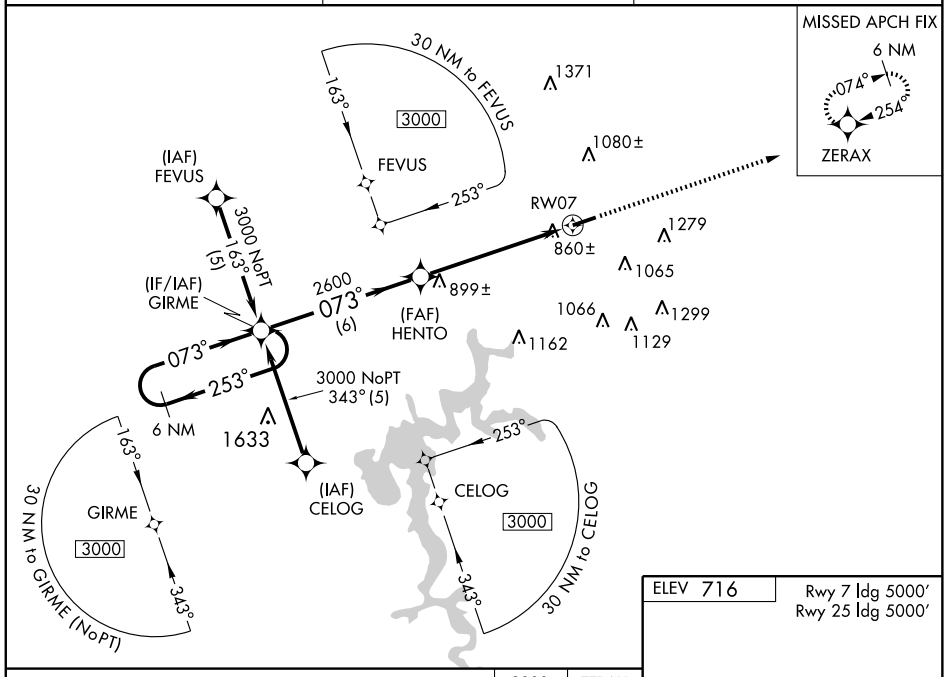
WAAS	APP CRS	Rwy Idg	5000
CH 77607	073°	TDZE	709
W07A		Apt Elev	716

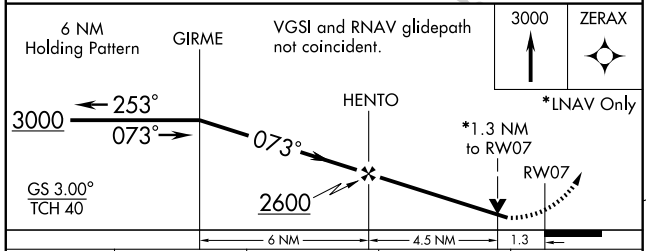
RNAV (GPS) RWY 7
GLASGOW MUNI (GLW)

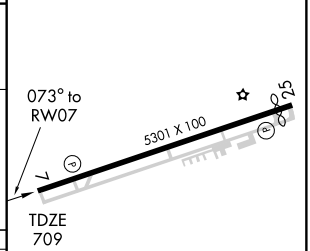
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1214 feet, LNAV/VNAV DA to 1313 feet, LPV and LNAV/VNAV all Cats. visibilities ½ mile, LNAV Cats. C and D visibilities ¼ mile, and Circling Cat. C visibility ½ mile, Cat. D visibility ¼ mile. VDP NA when using Bowling Green altimeter setting. Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1071-1¼ 362 (400-1¼)			
LNAV/VNAV DA	1170-1¾ 461 (500-1¾)			
LNAV MDA	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	1140-1½ 431 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

SE-1. 17 DEC 2009 to 14 JAN 2010

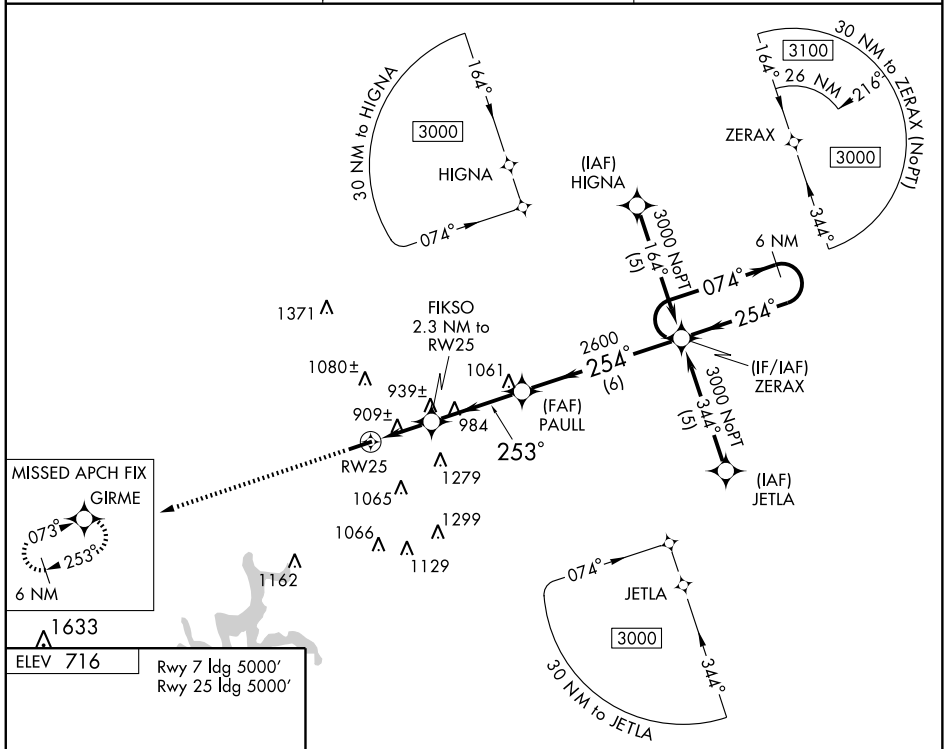
APP CRS	Rwy Idg	5000
253°	TDZE	715
	Apt Elev	716

RNAV (GPS) RWY 25
GLASGOW MUNI (GLW)

When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat. C and D visibility ½ mile, Circling Cat. C ½ mile, Cat. D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

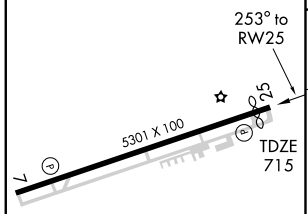
MISSED APPROACH: Climb to 3000 direct GIRME and hold.

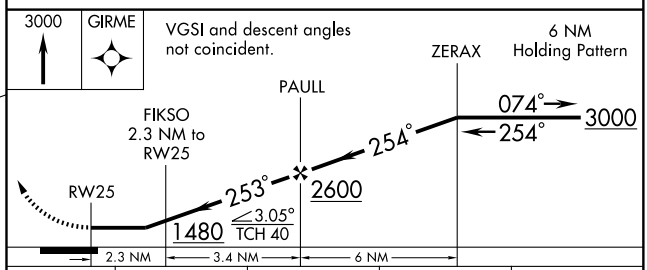
AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L



ELEV 716

Rwy 7 ldg 5000′
Rwy 25 ldg 5000′





CATEGORY	A	B	C	D
LNAV MDA	1200-1 485 (500-1)		1200-1¼ 485 (500-1¼)	1200-1½ 485 (500-1½)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

SE-1. 17 DEC 2009 to 14 JAN 2010

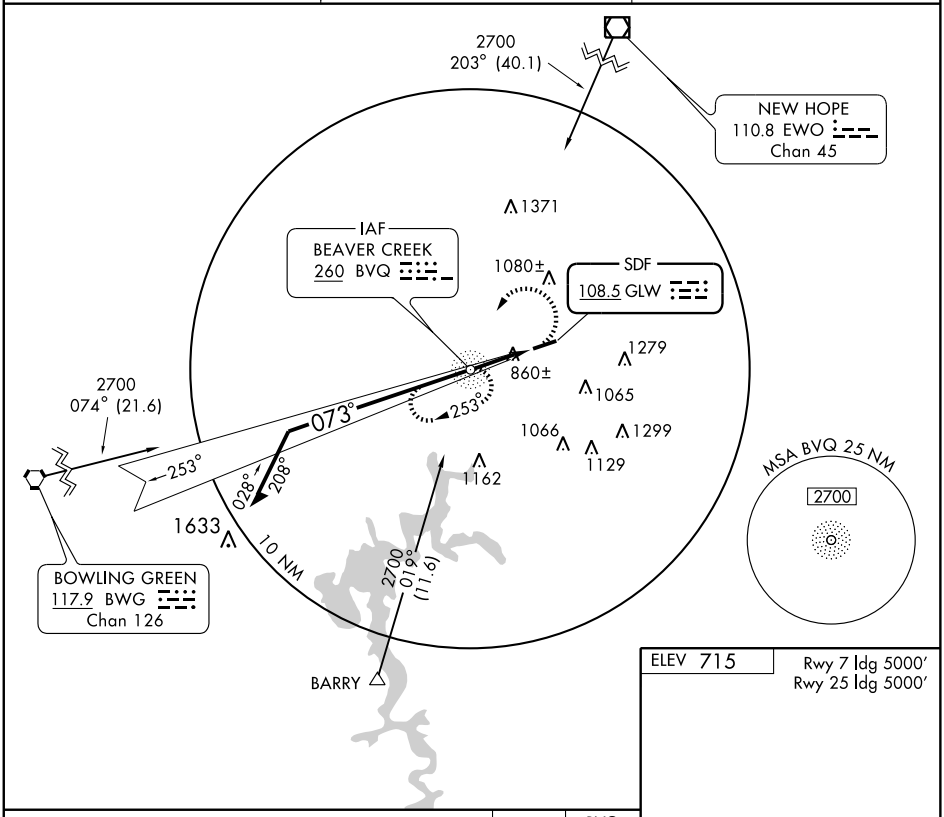
SDF GLW	APP CRS	Rwy Idg	5000
108.5	073°	TDZE	710
		Apt Elev	715

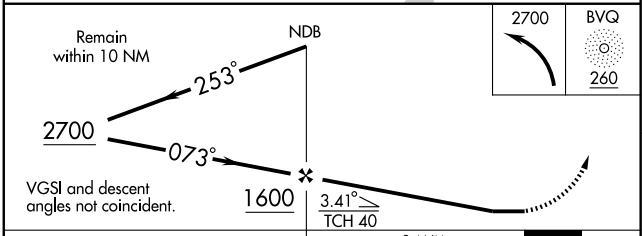
SDF RWY 7
GLASGOW MUNI (GLW)

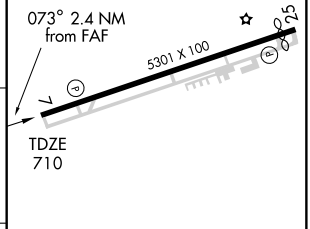
If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 140 feet.
NA ADF REQUIRED.

MISSED APPROACH: Climbing left turn to 2700 direct BVQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	1120-1	410 (500-1)	1120-1¼	410 (500-1¼)
CIRCLING	1220-1	505 (600-1)	1260-1½	1540-2¾
			545 (600-1½)	825 (900-2¾)

HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SE-1. 17 DEC 2009 to 14 JAN 2010

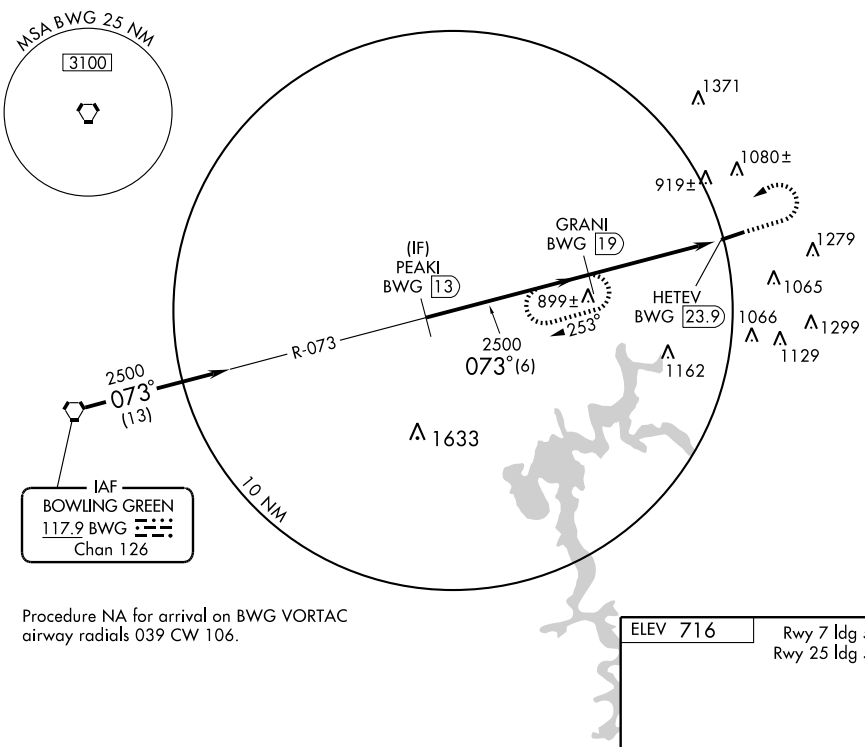
VORTAC BWG	APP CRS	Rwy Idg	5000
117.9	073°	TDZE	709
Chan 126		Apt Elev	716

VOR/DME RWY 7
GLASGOW MUNI (GLW)

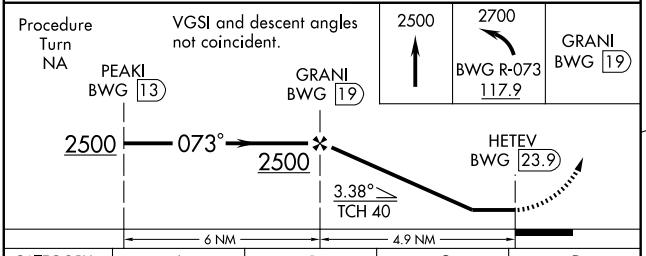
When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 160 feet, S-7 Cat. C and D visibility ¼ mile, Circling Cat. C visibility ½ mile, Cat. D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 via BWG VORTAC R-073 to GRANI/19 DME and hold

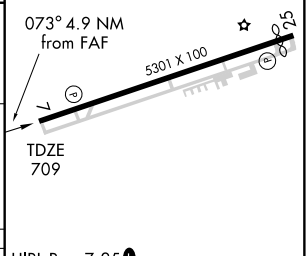
AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.1 263.1	122.8 (CTAF) L



Procedure NA for arrival on BWG VORTAC airway radials 039 CW 106.



CATEGORY	A	B	C	D
S-7	1180-1 471 (500-1)	1180-1¼ 471 (500-1¼)	1180-1½ 471 (500-1½)	1180-1¾ 471 (500-1¾)
CIRCLING	1220-1 504 (600-1)	1240-1¼ 524 (600-1¼)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)



HIRL Rwy 7-25 L
REIL Rwy 7 and 25 L

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC CCT	APP CRS	Rwy Idg	N/A
109.8 Chan 35	153°	TDZE	N/A
		Apt Elev	422

VOR/DME or GPS-A

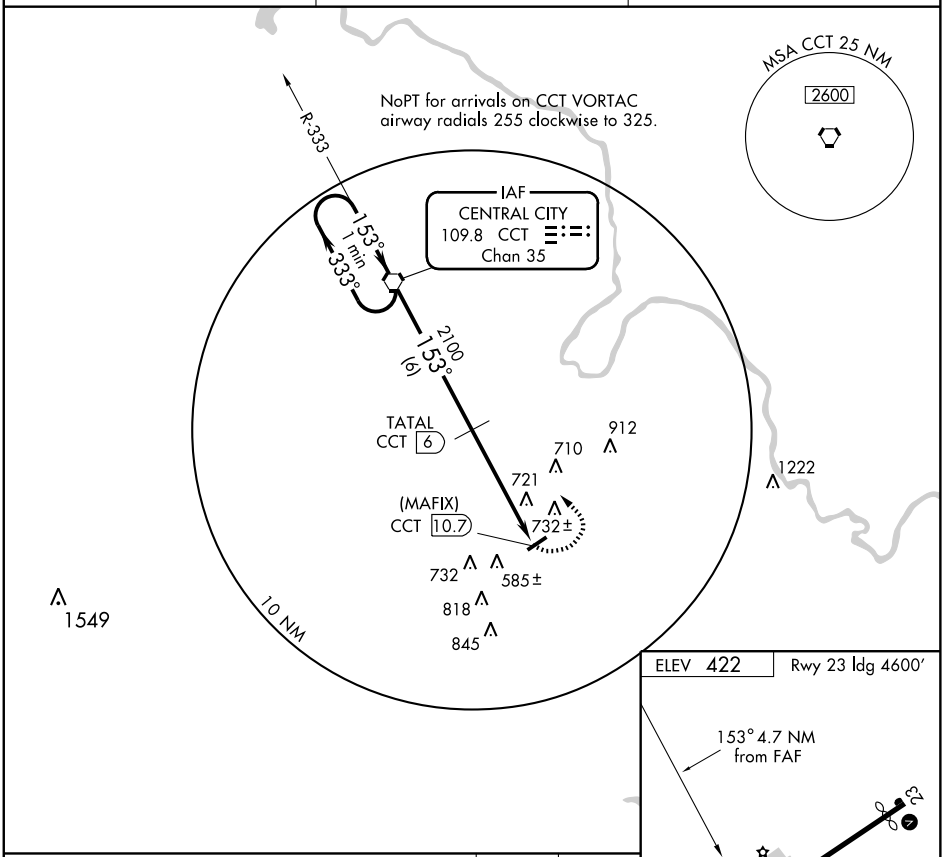
GREENVILLE/ MUHLENBERG COUNTY (M21)

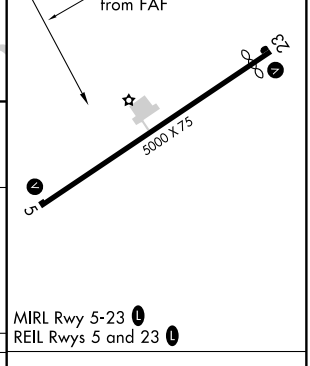
T
NA

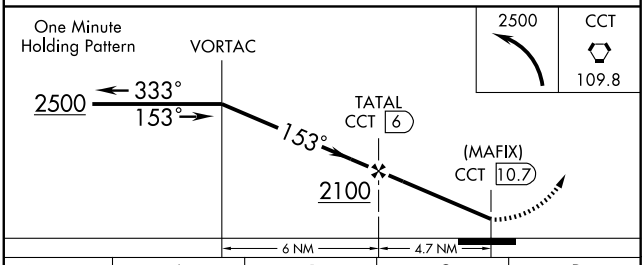
Use Bowling Green altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct CCT VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
120.375	126.4 226.4	123.0 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
CIRCLING	1200-1 778 (800-1)	1200-1¼ 778 (800-1¼)	1200-2¼ 778 (800-2¼)	1200-2½ 778 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4818
027°	TDZE	530
	Apt Elev	535

GPS RWY 3

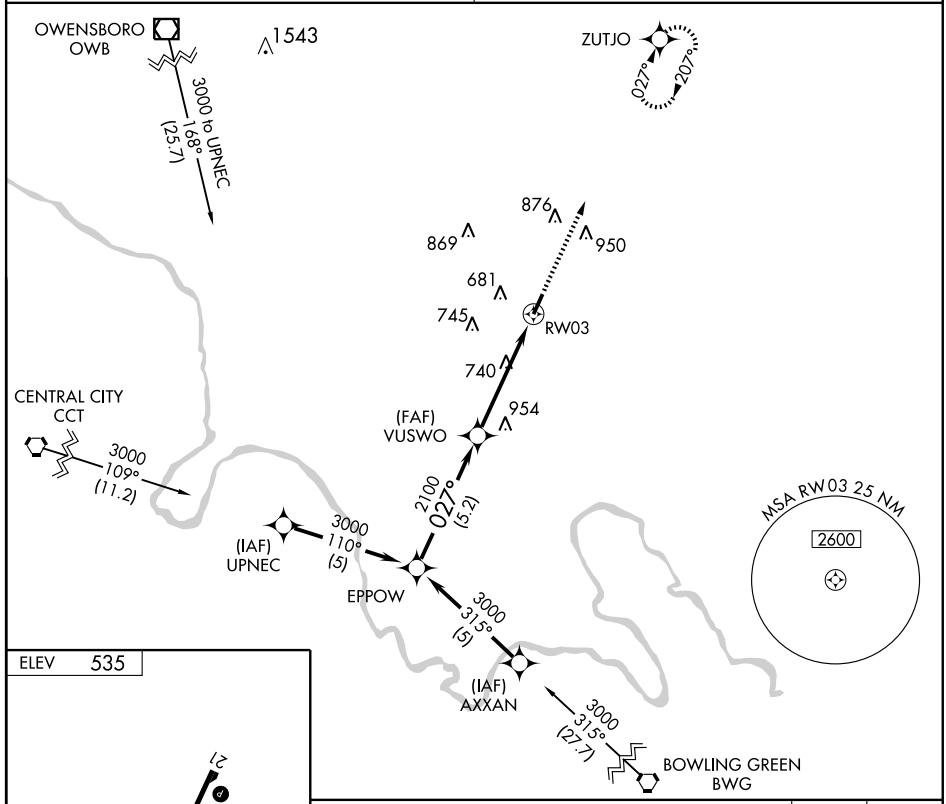
HARTFORD / OHIO COUNTY (7K4)

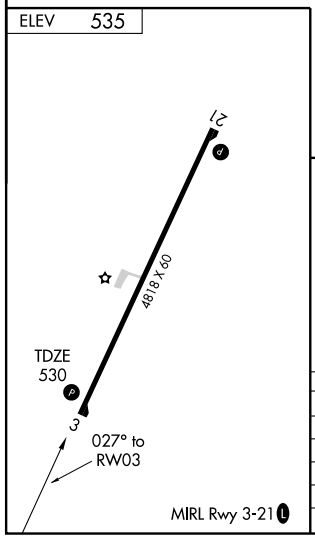
V
A NA

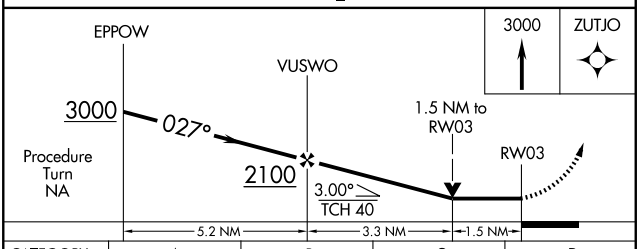
Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUTJO WP and hold.

EVANSVILLE APP CON ★	UNICOM
126.4 226.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1 510 (600-1)		NA	
CIRCLING	1040-1 505 (600-1)		NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-3	1140-1 610 (700-1)		NA	
CIRCLING	1140-1 605 (700-1)		NA	

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4818
207°	TDZE	535
	Apt Elev	535

GPS RWY 21

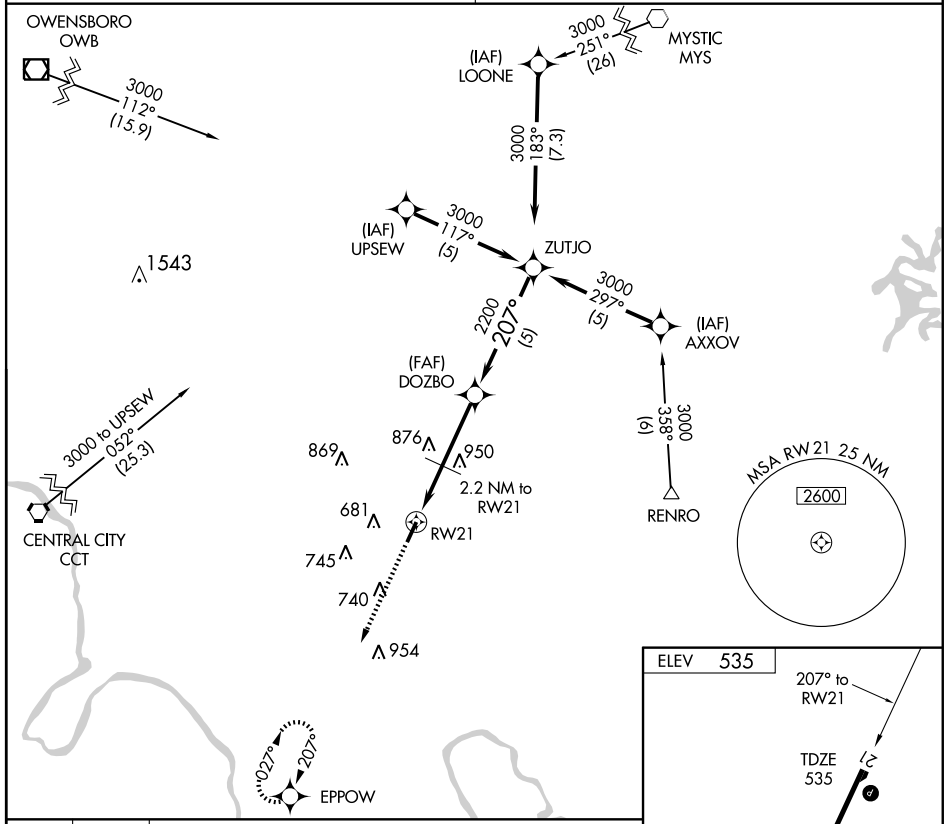
HARTFORD / OHIO COUNTY (7K4)

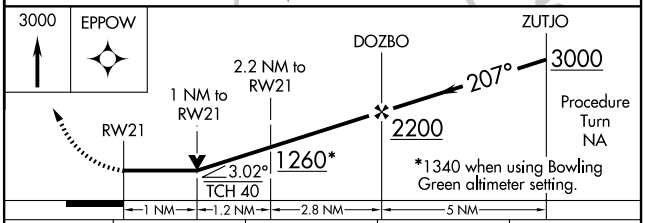
NA

Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

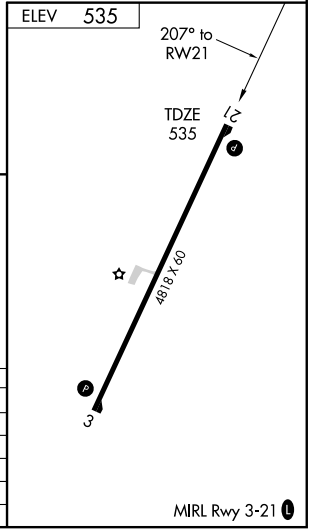
MISSED APPROACH: Climb to 3000 direct EPPOW WP and hold.

EVANSVILLE APP CON *	UNICOM
126.4 226.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-21	1060-1	525 (600-1)	NA	
CIRCLING	1060-1	525 (600-1)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-21	1160-1	625 (700-1)	NA	
CIRCLING	1160-1	625 (700-1)	NA	



SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC CCT	APP CRS	Rwy Idg	N/A
109.8	078°	TDZE	N/A
Chan 35		Apt Elev	535

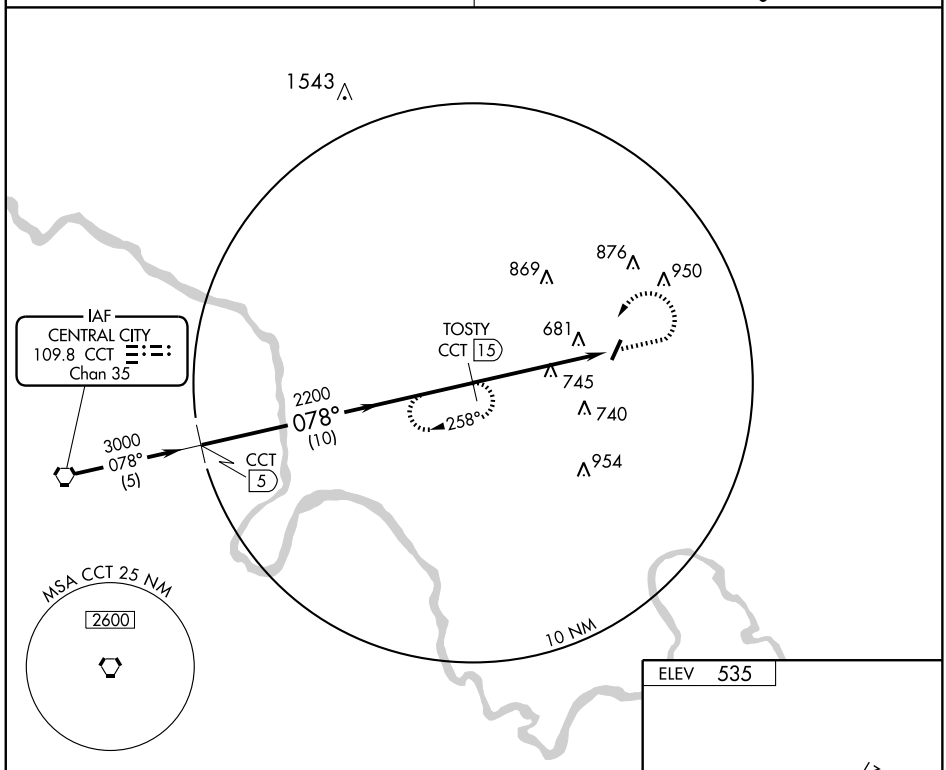
VOR/DME-A

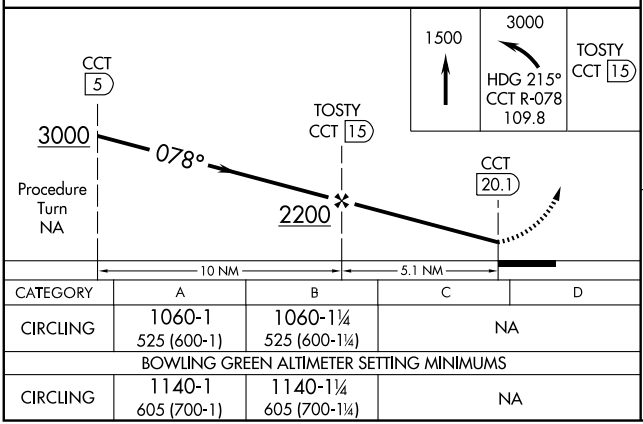
HARTFORD / OHIO COUNTY (7K4)

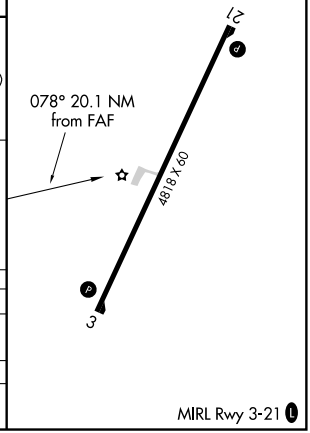
Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 215° and CCT R-078 to TOSTY/15 DME and hold.

EVANSVILLE APP CON ★	UNICOM
126.4 226.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1 525 (600-1)	1060-1¼ 525 (600-1¼)	NA	
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
CIRCLING	1140-1 605 (700-1)	1140-1¼ 605 (700-1¼)	NA	

MIRL Rwy 3-21 L

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
143°	Rwy Idg	5500
	TDZE	1243
	Apt Elev	1253

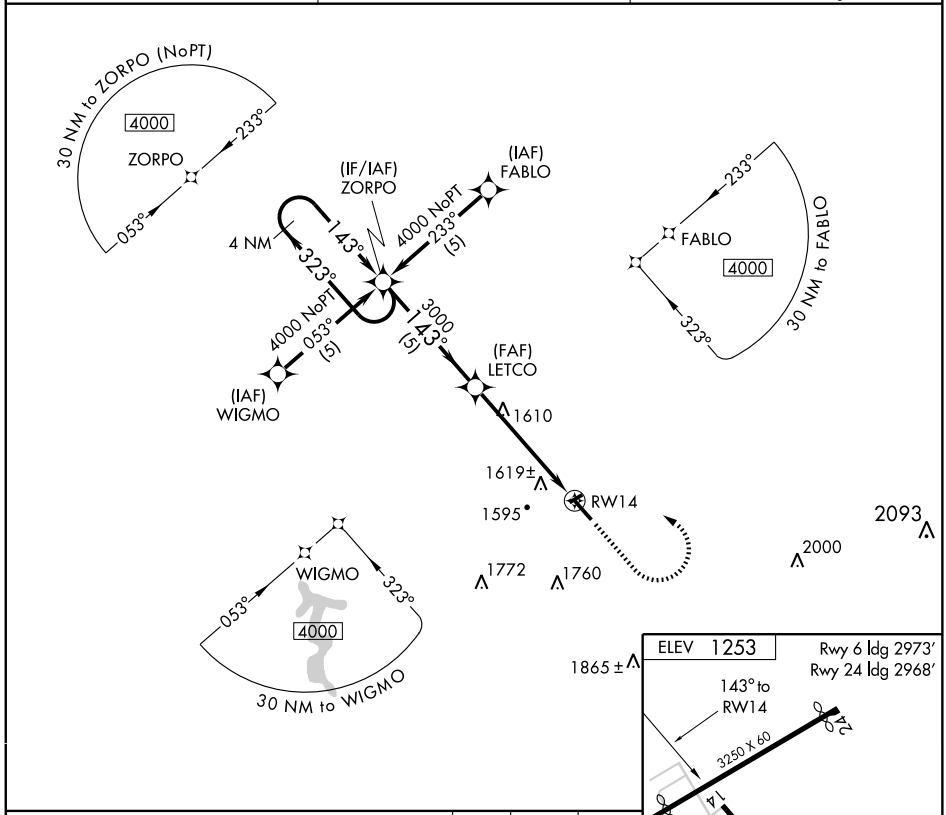
RNAV (GPS) RWY 14

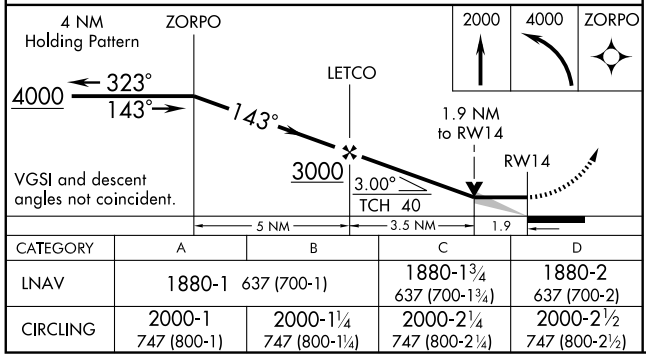
HAZARD/ WENDELL H. FORD (K20)

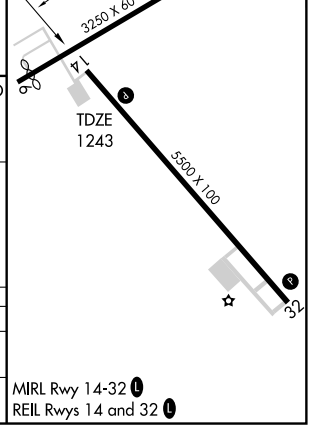
If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized. VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct ZORPO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1880-1 637 (700-1)		1880-1¾ 637 (700-1¾)	1880-2 637 (700-2)
CIRCLING	2000-1 747 (800-1)	2000-1¼ 747 (800-1¼)	2000-2¼ 747 (800-2¼)	2000-2½ 747 (800-2½)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME AZQ	APP CRS	Rwy Idg	5500
111.2	125°	TDZE	1243
Chan 49		Apt Elev	1253

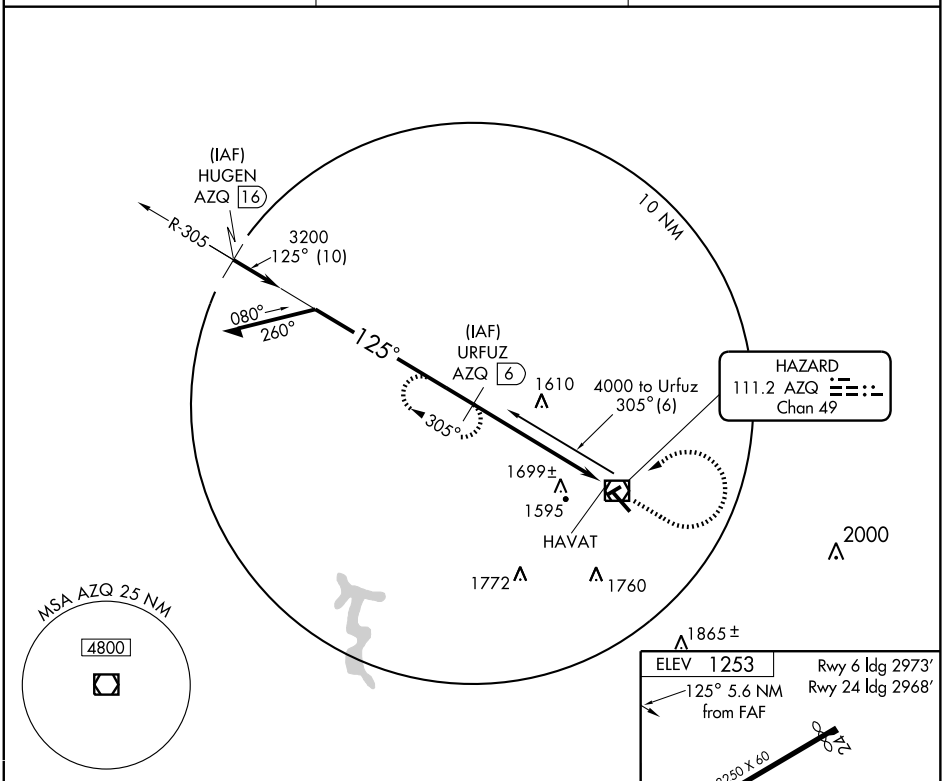
VOR/DME RWY 14

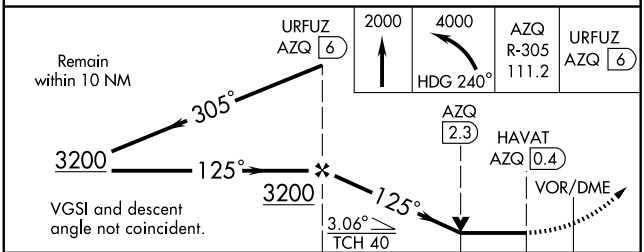
HAZARD/ WENDELL H. FORD (K20)

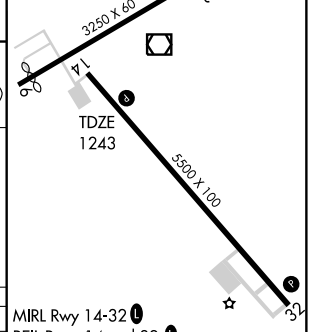
If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.
NA VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 240° and AZQ R-305 to URFUZ/6 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-14	1960-1 717 (800-1)		1960-2 717 (800-2)	1960-2¼ 717 (800-2¼)
CIRCLING	2000-1 747 (800-1)	2000-1¼ 747 (800-1¼)	2000-2¼ 747 (800-2¼)	2000-2½ 747 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB GVA	APP CRS		
224	087°	Rwy Idg	5504
		TDZE	386
		Apt Elev	386

NDB RWY 9

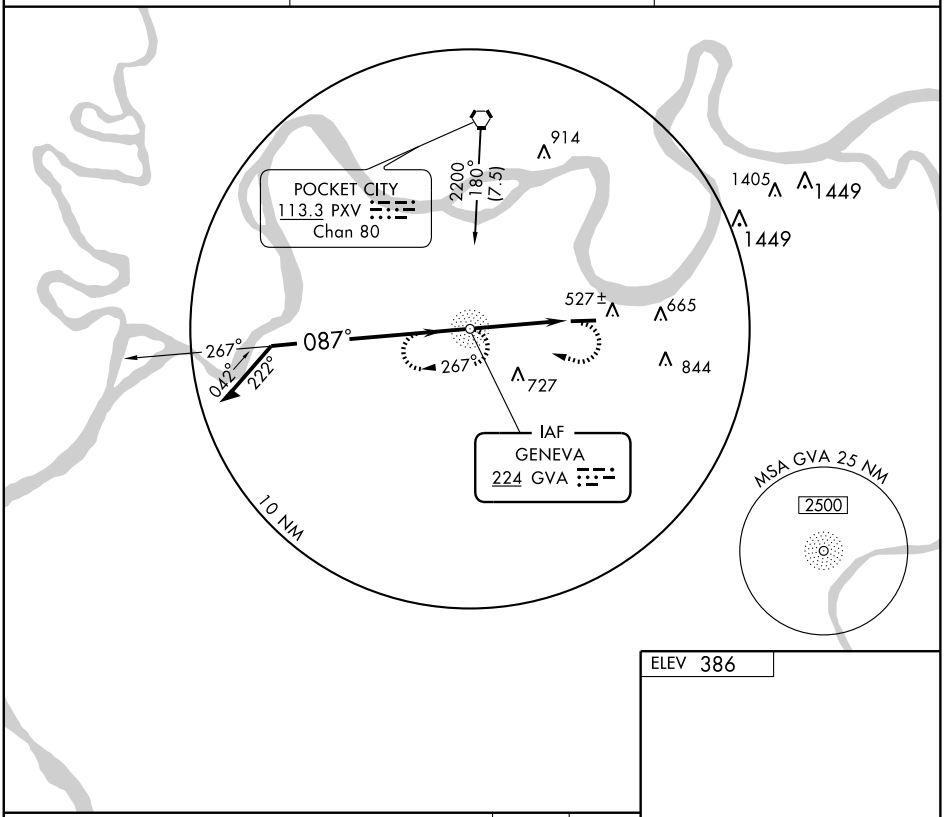
HENDERSON CITY-COUNTY (EHR)

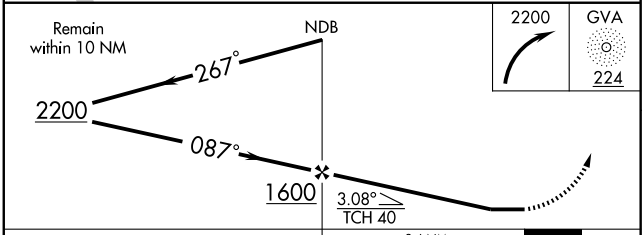
If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

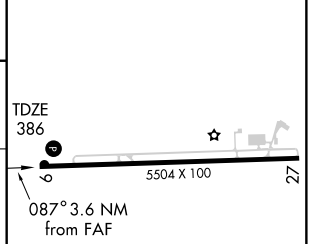
NA

MISSED APPROACH: Climbing right turn to 2200 direct GVA NDB and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L







REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	900-1 514 (600-1)		900-1½ 514 (600-1½)	900-1¾ 514 (600-1¾)
CIRCLING	900-1 514 (600-1)		900-1½ 514 (600-1½)	940-2 554 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 97709 W09A	APP CRS 089°	Rwy Idg 5504 TDZE 385 Apt Elev 387

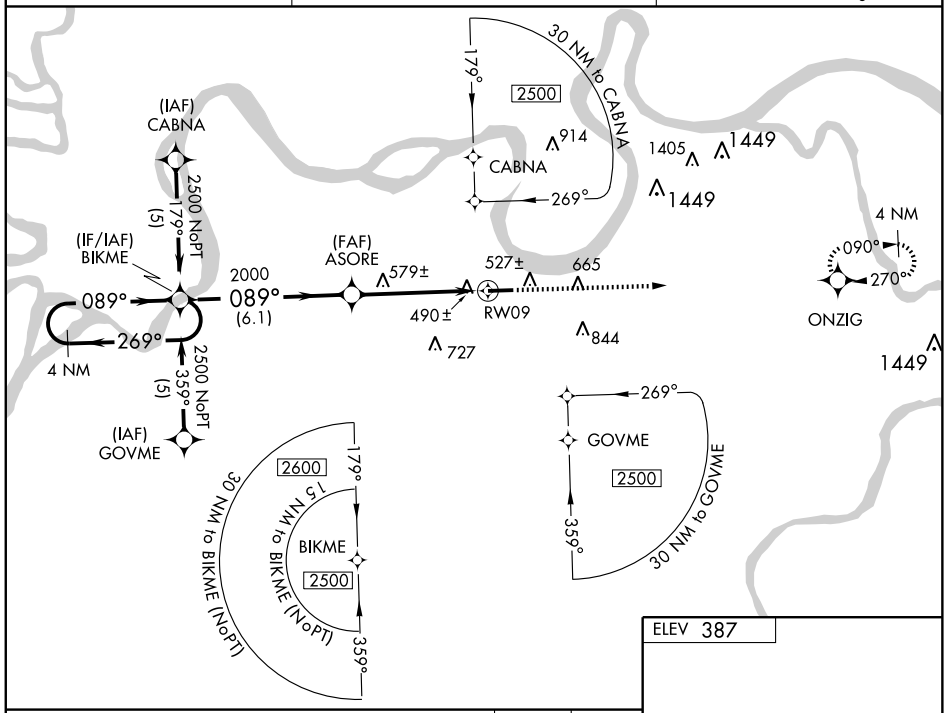
RNAV (GPS) RWY 9

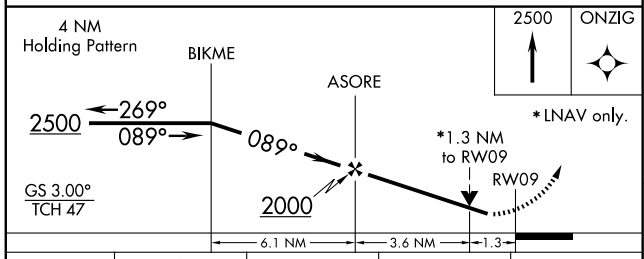
HENDERSON CITY-COUNTY (EHR)

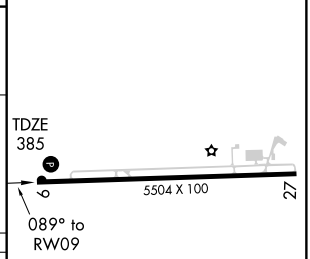
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/ VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)		840-1¼ 455 (500-1¼)	840-1½ 455 (500-1½)
CIRCLING	880-1 493 (500-1)		880-1½ 493 (500-1½)	940-2 553 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SE-1. 17 DEC 2009 to 14 JAN 2010

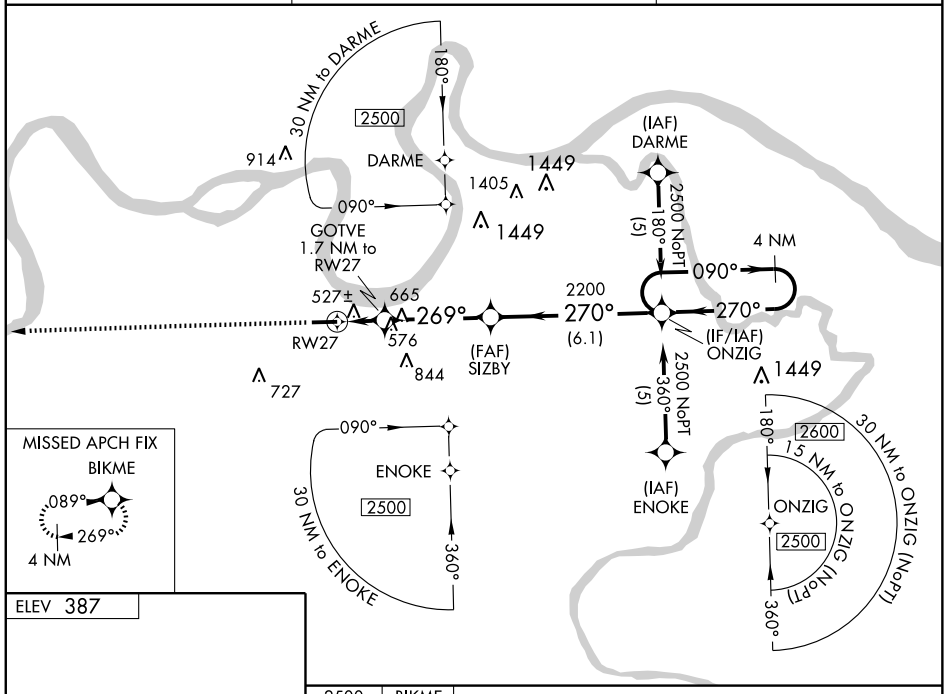
WAAS	APP CRS	Rwy Idg	5504
CH 77909	269°	TDZE	387
W27A		Apt Elev	387

RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

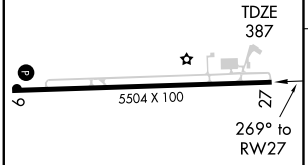
MISSED APPROACH: Climb to 2500 direct BIKME and hold.

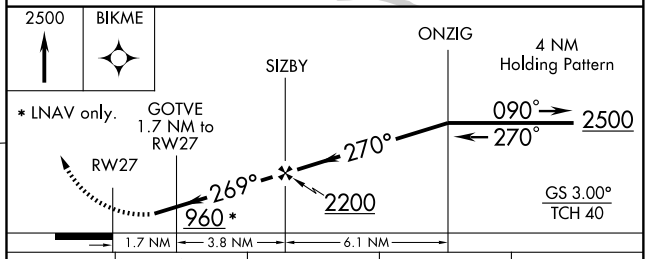
AWOS-3	EVANSVILLE APP CON *	UNICOM
128.175	126.4 257.8	122.8 (CTAF) L



MISSED APCH FIX
BIKME
089°
269°
4 NM

ELEV 387





CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/ VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1 453 (500-1)		840-1¼ 453 (500-1¼)	840-1½ 453 (500-1½)
CIRCLING	880-1 493 (500-1)		880-1½ 493 (500-1½)	940-2 553 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC PXV	APP CRS	Rwy Idg	N/A
113.3	150°	TDZE	N/A
Chan 80		Apt Elev	386

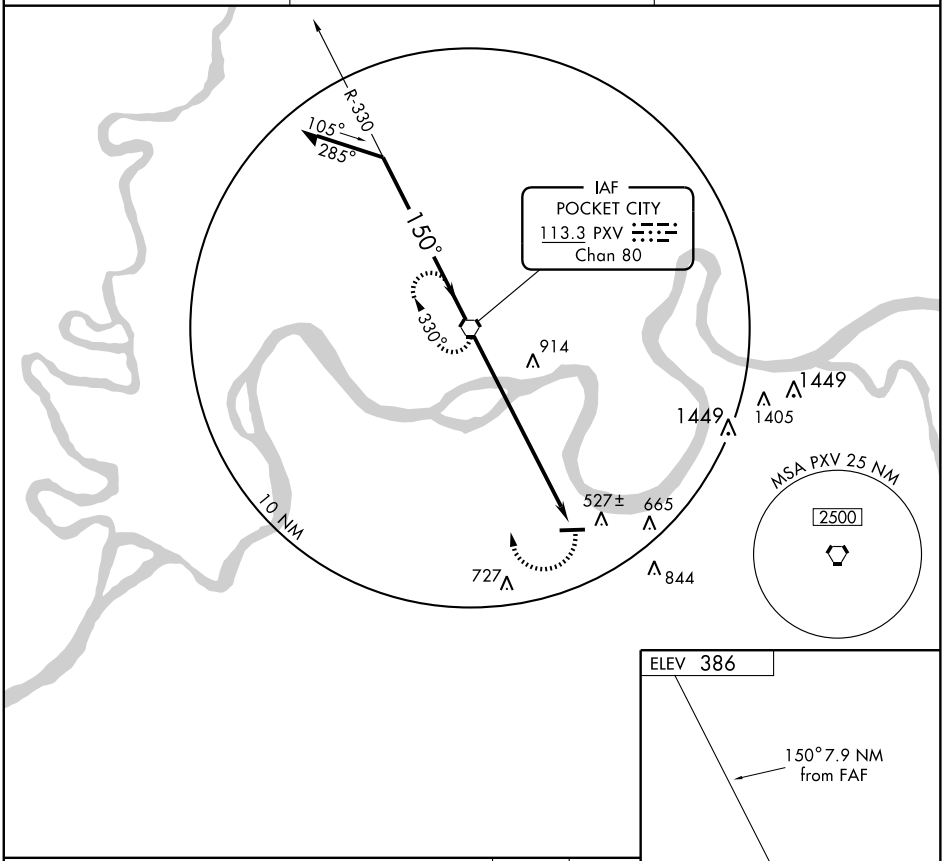
VOR-A

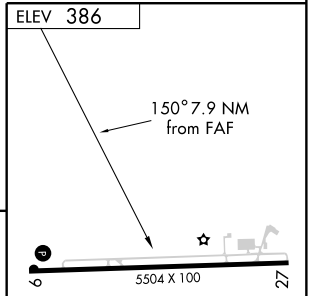
HENDERSON CITY-COUNTY (EHR)

▼ NA — If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

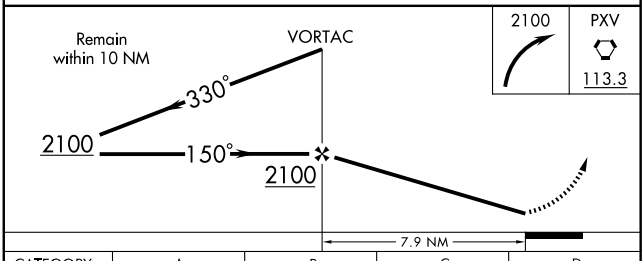
MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
128.175	126.4 257.8	122.8 (CTAF)





REIL Rwys 9 and 27 (L)
MIRL Rwy 9-27 (L)



CATEGORY	A	B	C	D
CIRCLING	920-1 534 (600-1)		920-1½ 534 (600-1½)	940-2 554 (600-2)

FAF to MAP 7.9 NM

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-HVC	APP CRS	Rwy Idg	5505
109.1	259°	TDZE	564
		Apt Elev	564

LOC RWY 26

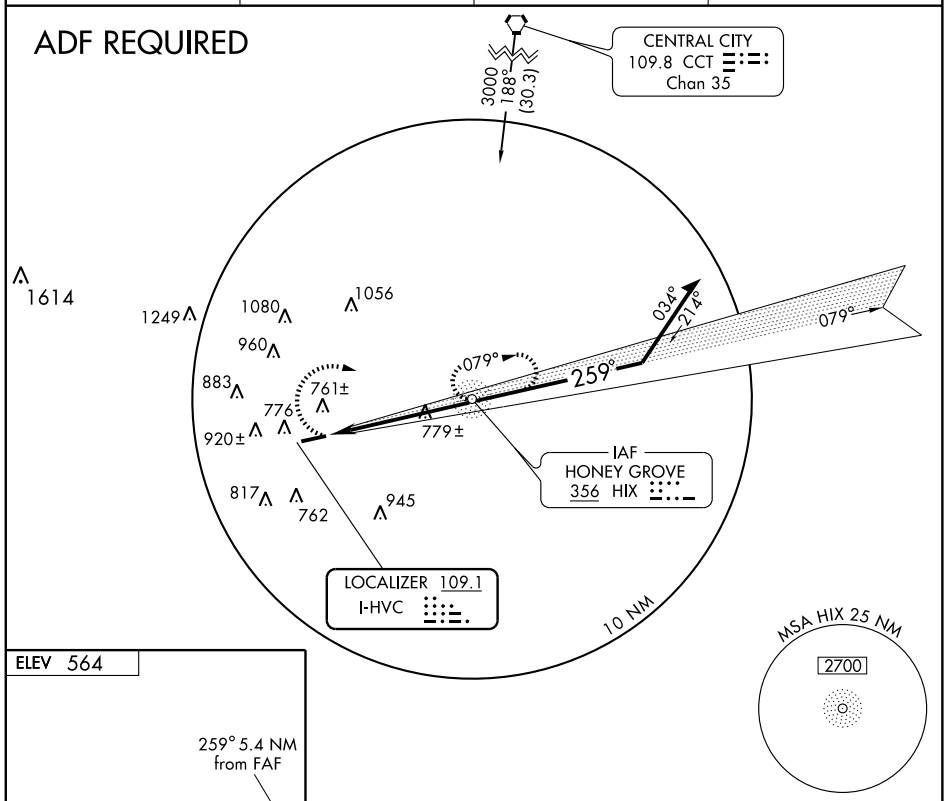
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

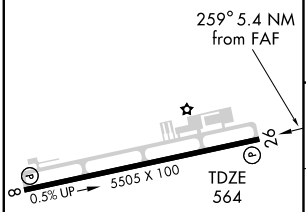
NA — ADF REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase S-26 Cat. C and D and Circling Cat. C and D visibility ¼ mile.

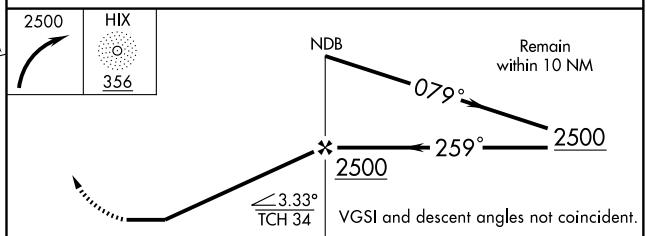
MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L

ADF REQUIRED







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1040-1	476 (500-1)	1040-1¼ 476 (500-1¼)	1040-1½ 476 (500-1½)
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

SE-1, 17 DEC 2009 to 14 JAN 2010

NDB HIX 356	APP CRS 257°	Rwy Idg 5505 / TDZE 564 / Apt Elev 564

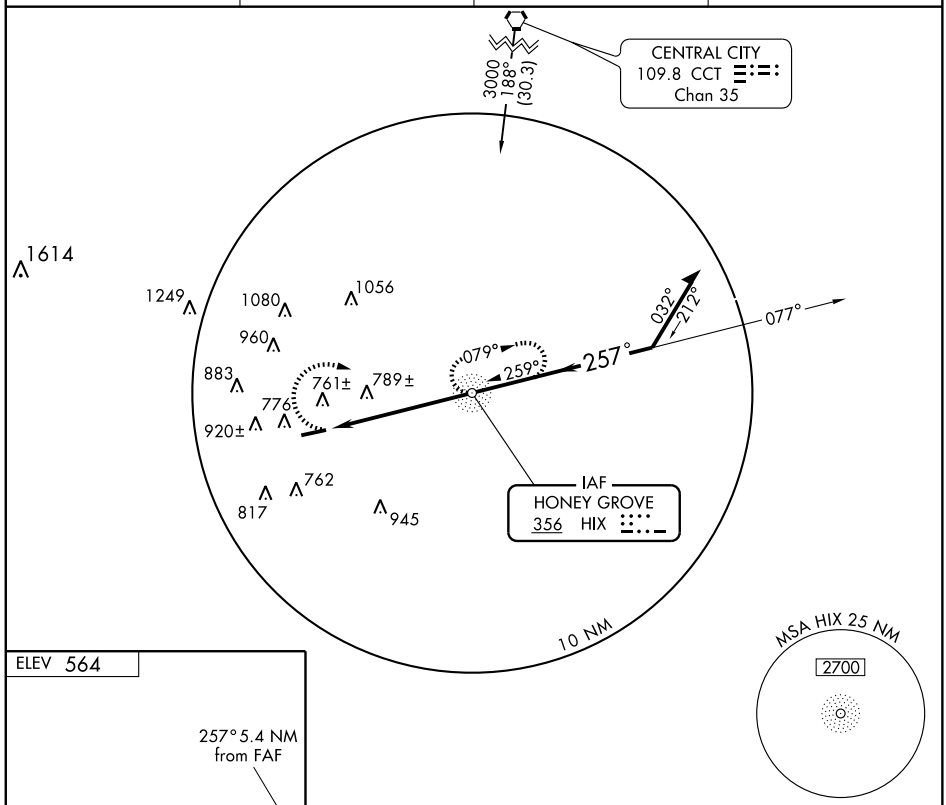
NDB RWY 26

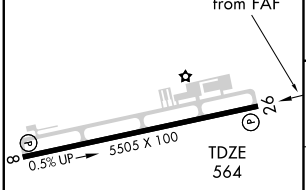
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

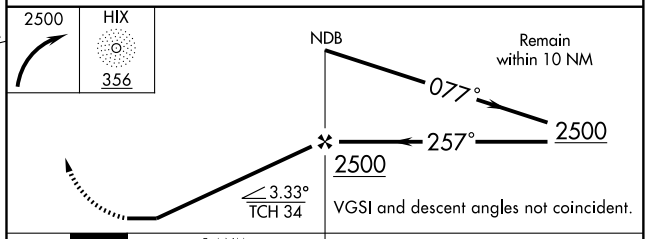
Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1100-1	536 (600-1)	1100-1½ 536 (600-1½)	1100-1¾ 536 (600-1¾)
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5505
079°	TDZE	540
	Apt Elev	564

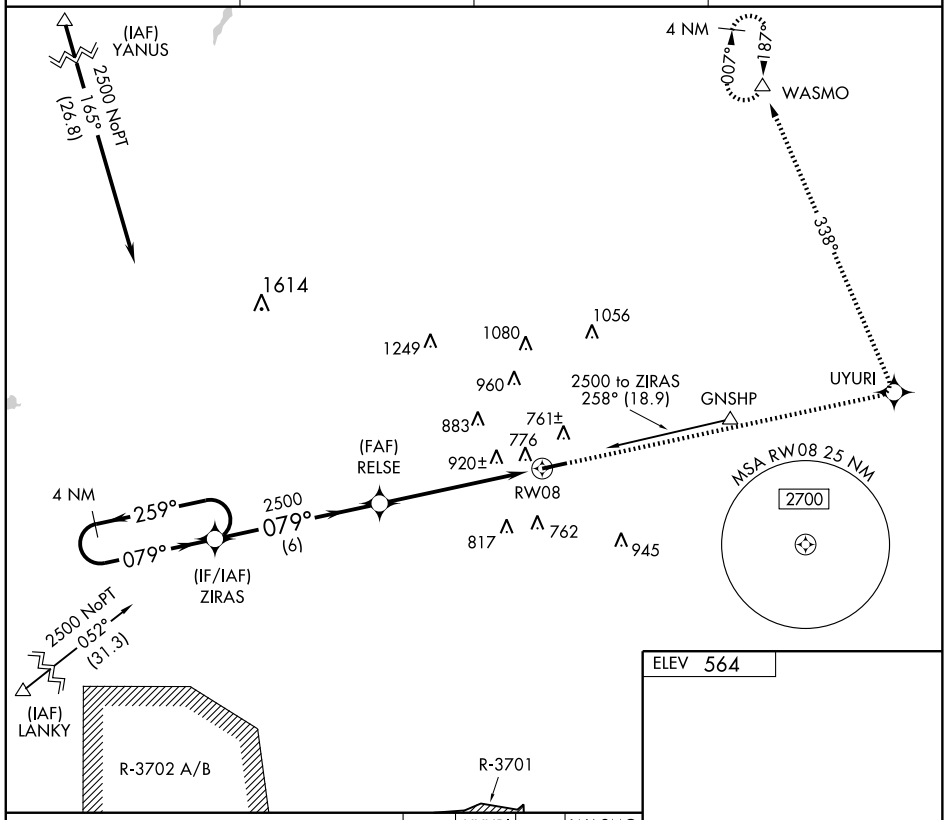
RNAV (GPS) RWY 8

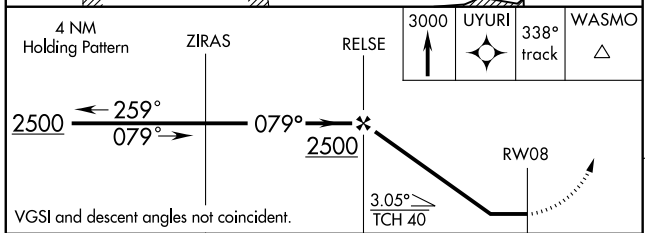
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

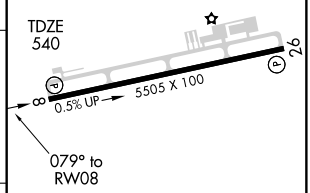
DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	680 (700-1)	1220-2 680 (700-2)	1220-2¼ 680 (700-2¼)
CIRCLING	1220-1	656 (700-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5505
259°	TDZE	564
	Apt Elev	564

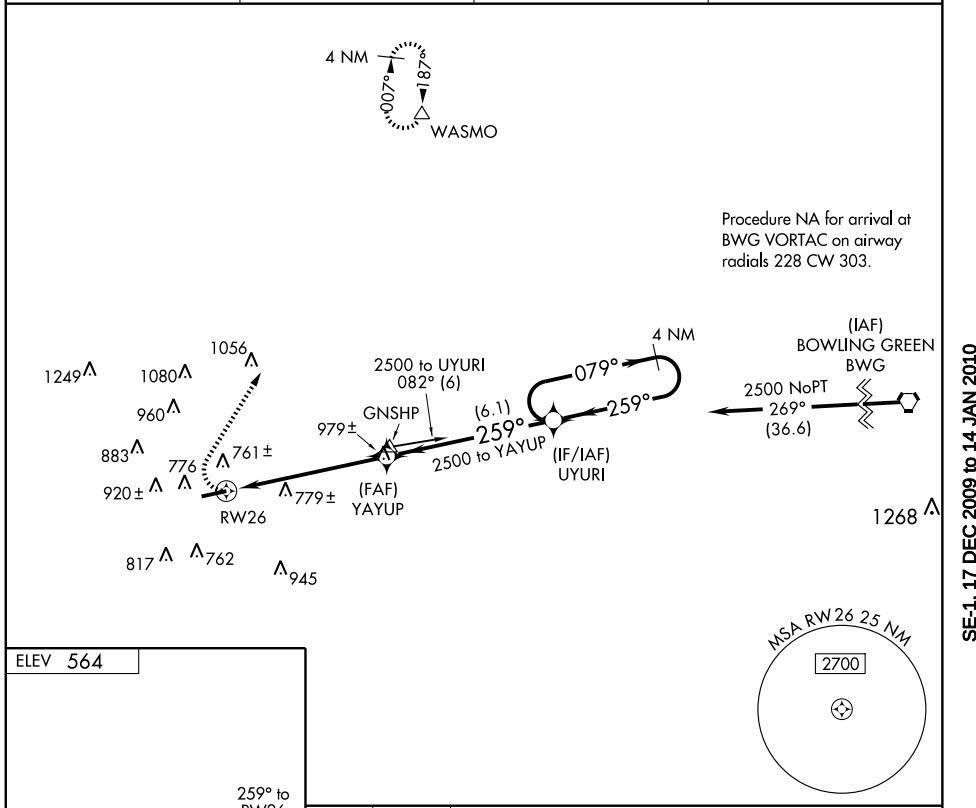
RNAV (GPS) RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

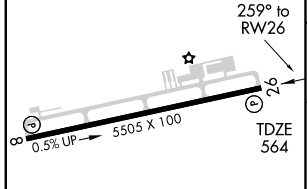
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat. C and D visibility ¼ mile.

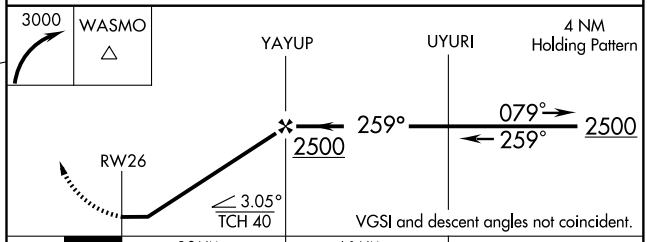
MISSED APPROACH: Climbing right turn to 3000 direct WASMO and hold.

AWOS-3	CAMPBELL APP CON	CLNC DEL	UNICOM
132.575	118.1 269.525	120.9	122.8 (CTAF) L



ELEV 564





CATEGORY	A	B	C	D
LNAV MDA	1040-1	476 (500-1)	1040-1¼ 476 (500-1¼)	1040-1½ 476 (500-1½)
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1280-2¼ 716 (800-2¼)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4400
012°	TDZE	1367
	Apt Elev	1381

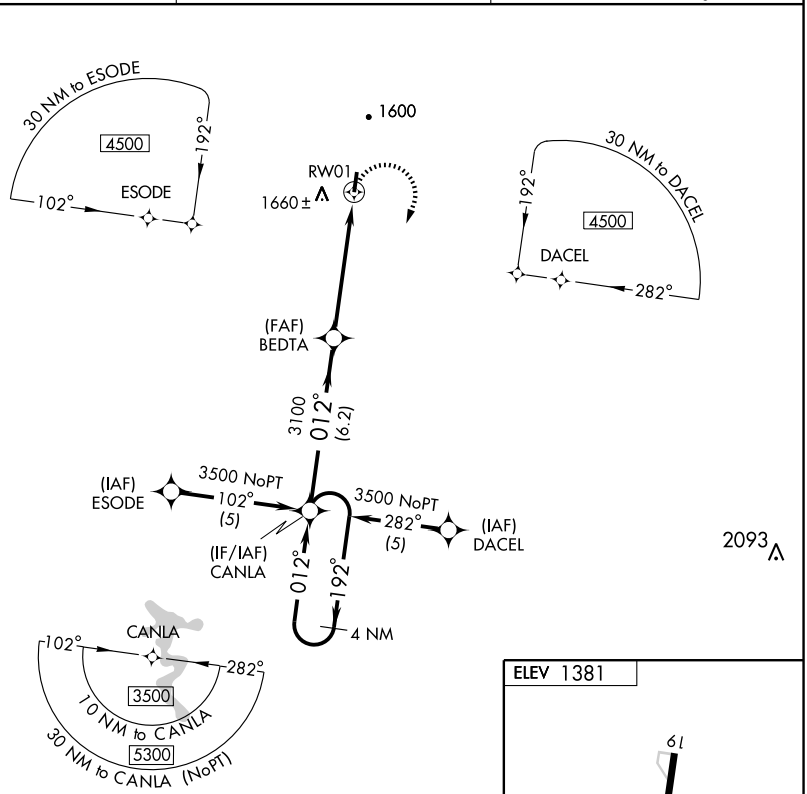
RNAV (GPS) RWY 1

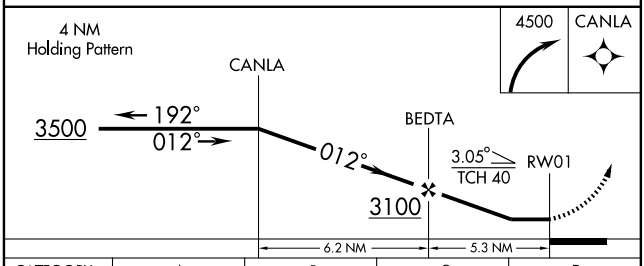
JACKSON/JULIAN CARROLL (JKL)

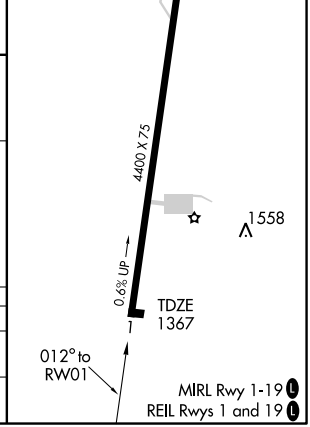
T A NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.57 253.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1860-1	493 (500-1)	1860-1¼ 493 (500-1¼)	1860-1½ 493 (500-1½)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME AZQ	APP CRS	Rwy Idg	4400
111.2	351°	TDZE	1367
Chan 49		Apt Elev	1381

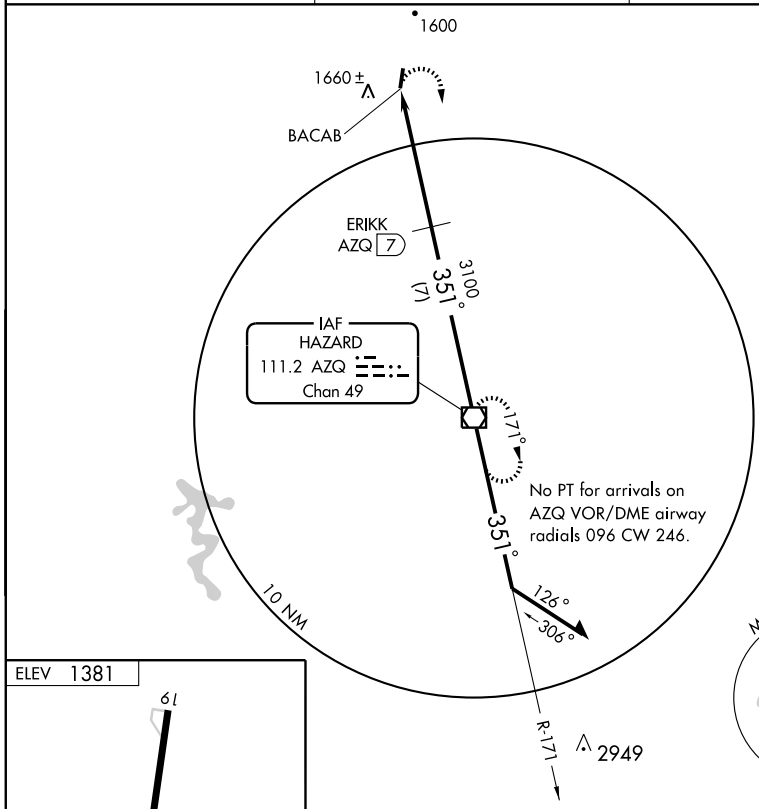
VOR/DME RWY 1

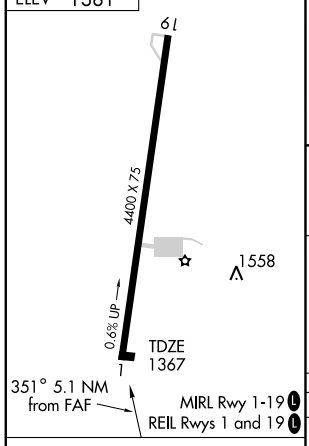
JACKSON/JULIAN CARROLL (JKL)

NA

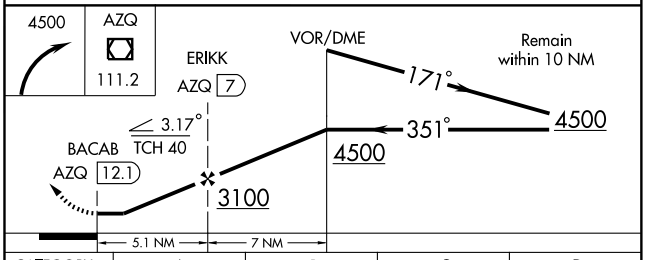
MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.57 253.5	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-1	1960-1	593 (600-1)	1960-1½ 593 (600-1½)	1960-1¾ 593 (600-1¾)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

JAMESTOWN, KENTUCKY AL-9250 (FAA)

APP CRS	Rwy Idg	5000
179°	TDZE	1011
	Apt Elev	1011

RNAV (GPS) RWY 17

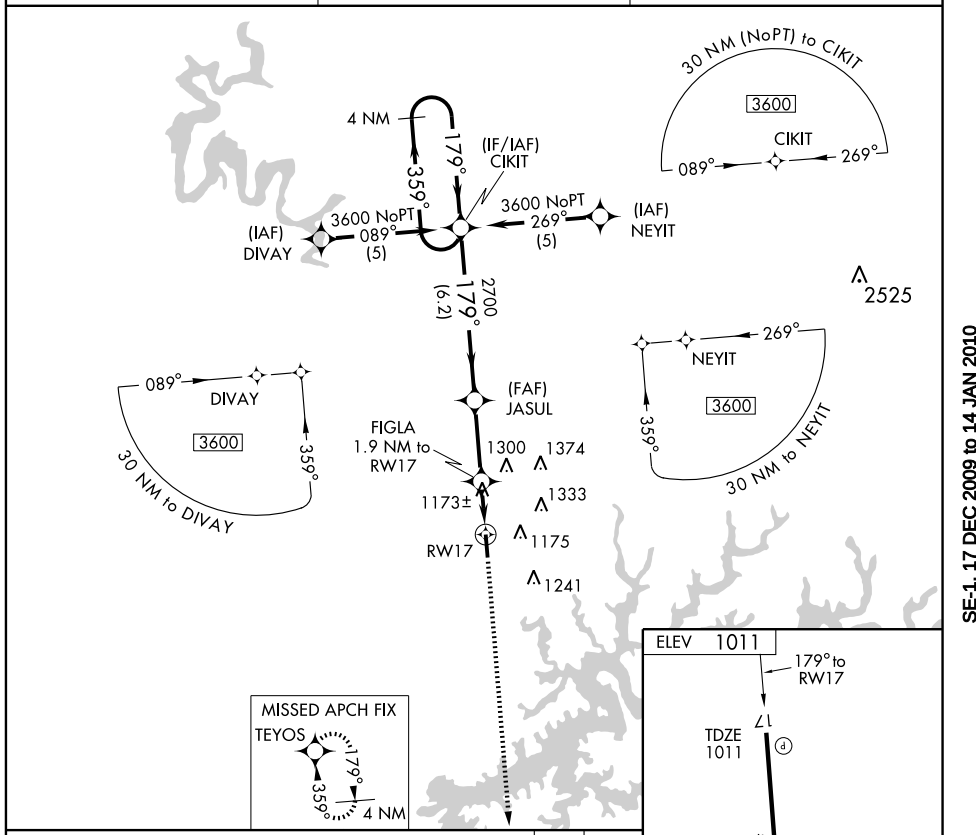
JAMESTOWN/ RUSSELL COUNTY (K24)

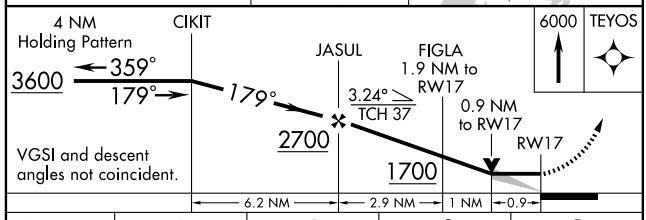
T
A NA

If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

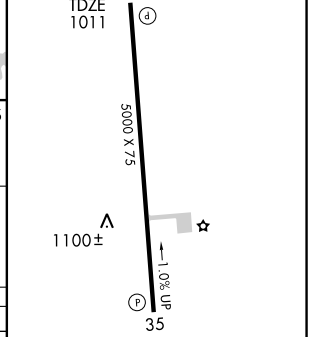
MISSED APPROACH: Climb to 6000 direct TEYOS WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1440-1	429 (500-1)	NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
359°	TDZE	967
	Apt Elev	1011

RNAV (GPS) RWY 35

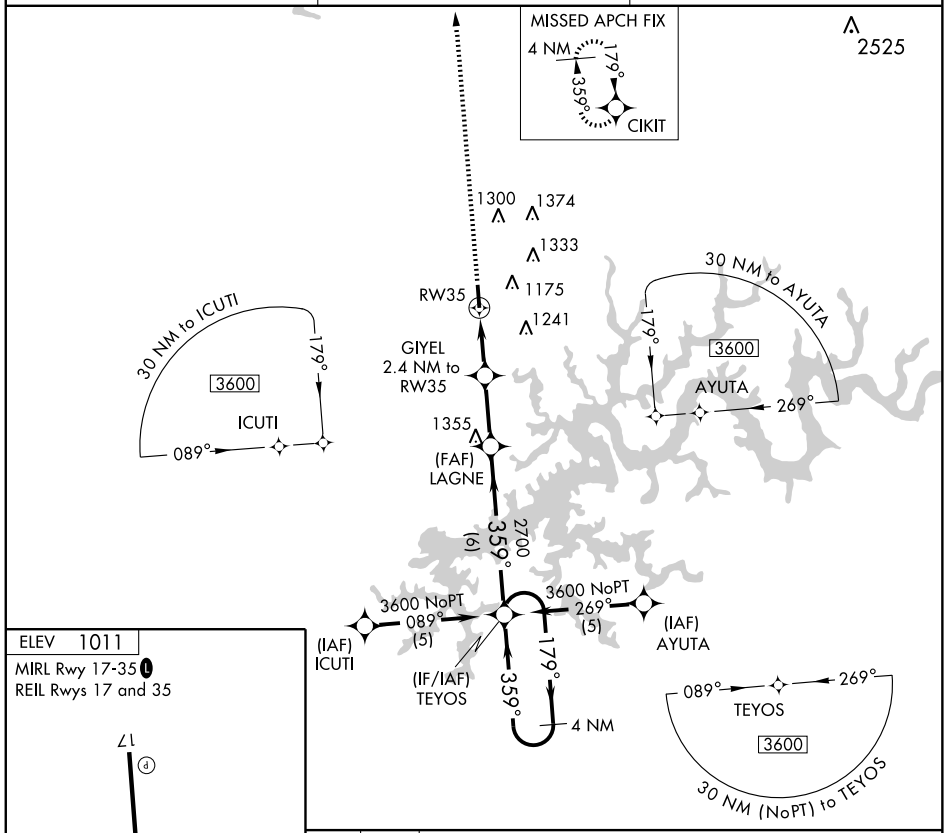
JAMESTOWN/ RUSSELL COUNTY (K24)

T
NA

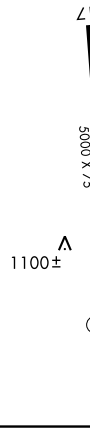
If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

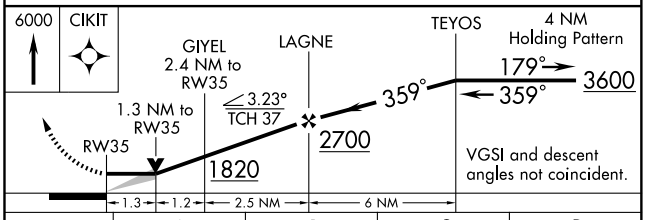
MISSED APPROACH: Climb to 6000 direct CIKIT WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L



ELEV 1011
MIRL Rwy 17-35 L
REIL Rwys 17 and 35





CATEGORY	A	B	C	D
LNAV MDA	1400-1 433 (400-1)		NA	NA
CIRCLING	1540-1 529 (600-1)	1620-1 609 (700-1)	NA	NA

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
045°	TDZE	411
	Apt Elev	412

RNAV (GPS) RWY 5

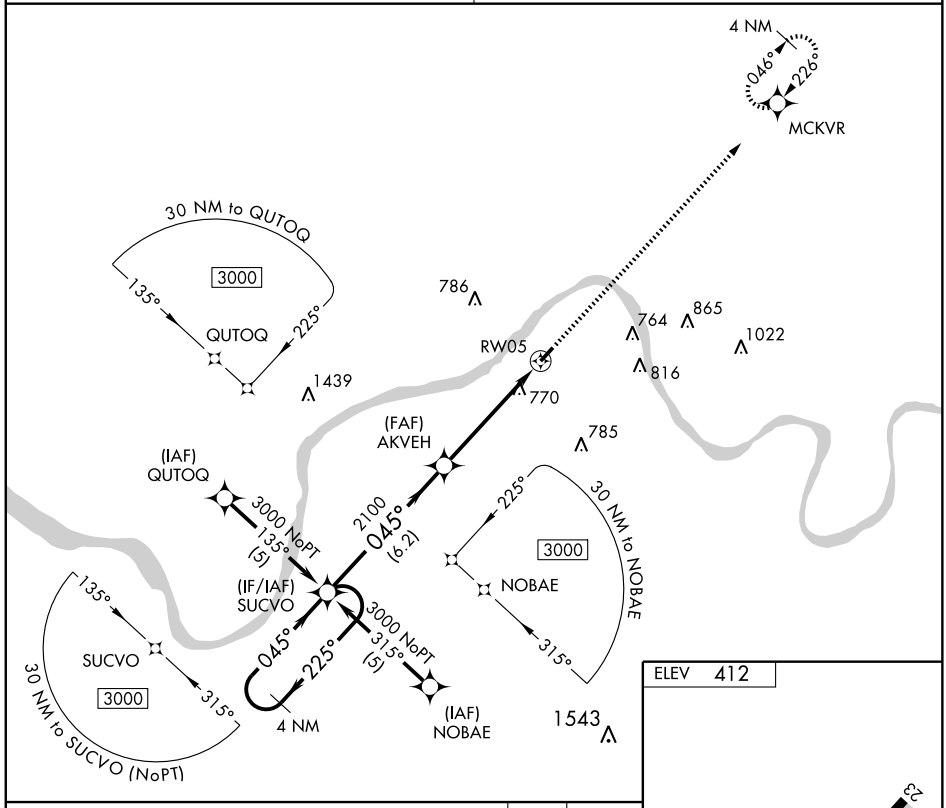
LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

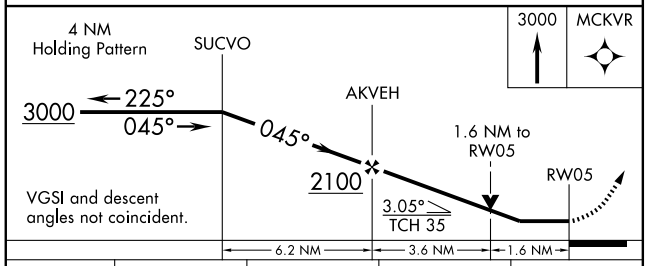
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

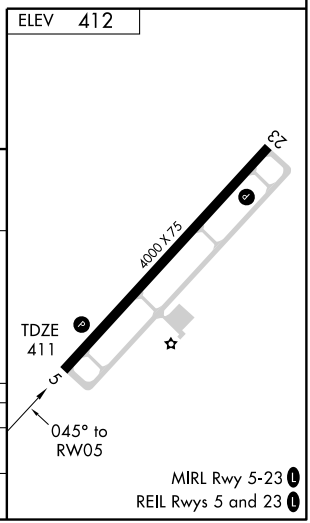
MISSED APPROACH: Climb to 3000 direct MCKVR and hold.

EVANSVILLE APP CON ★	UNICOM
126.4 226.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1 609 (700-1)		1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA



SE-1. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 23

LEWISPORT/ HANCOCK CO-RON LEWIS FIELD (KY8)

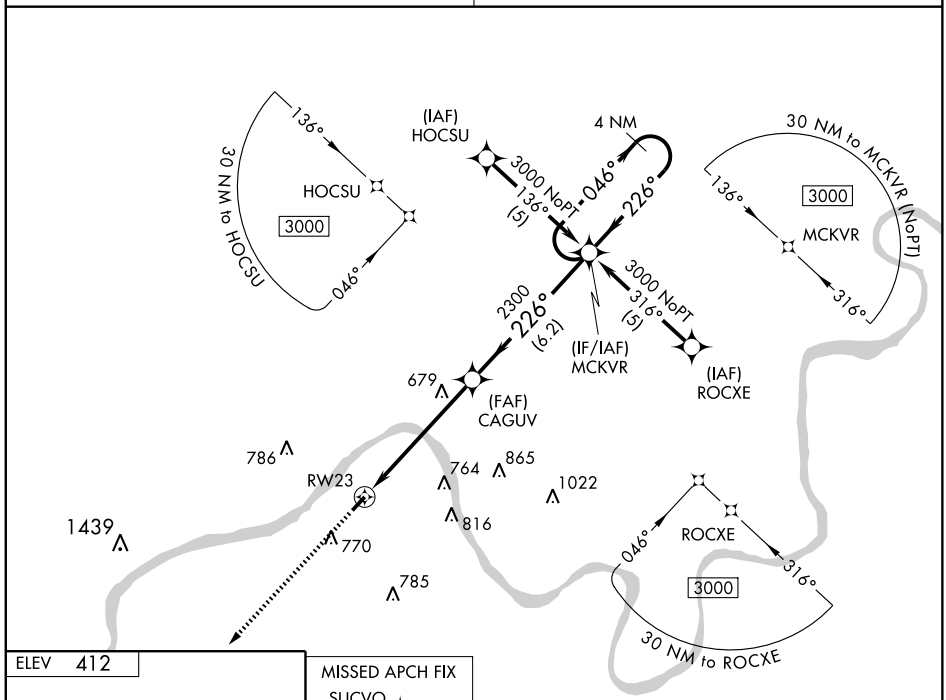
APP CRS	Rwy Idg	TDZE	Apt Elev
226°	4000	412	412

NA

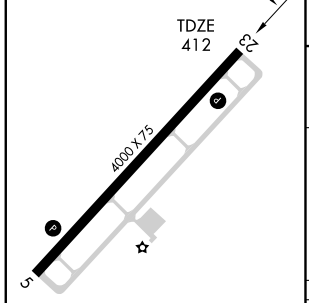
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SUCVO and hold.

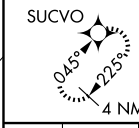
EVANSVILLE APP CON ★	UNICOM
126.4 226.4	123.0 (CTAF) L

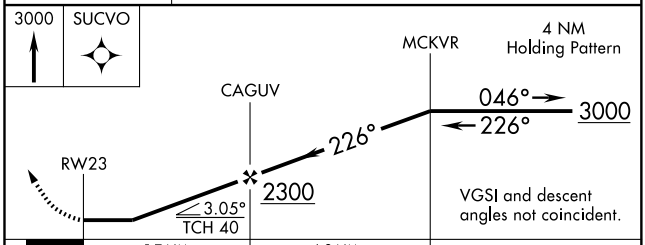


ELEV 412



MISSED APCH FIX

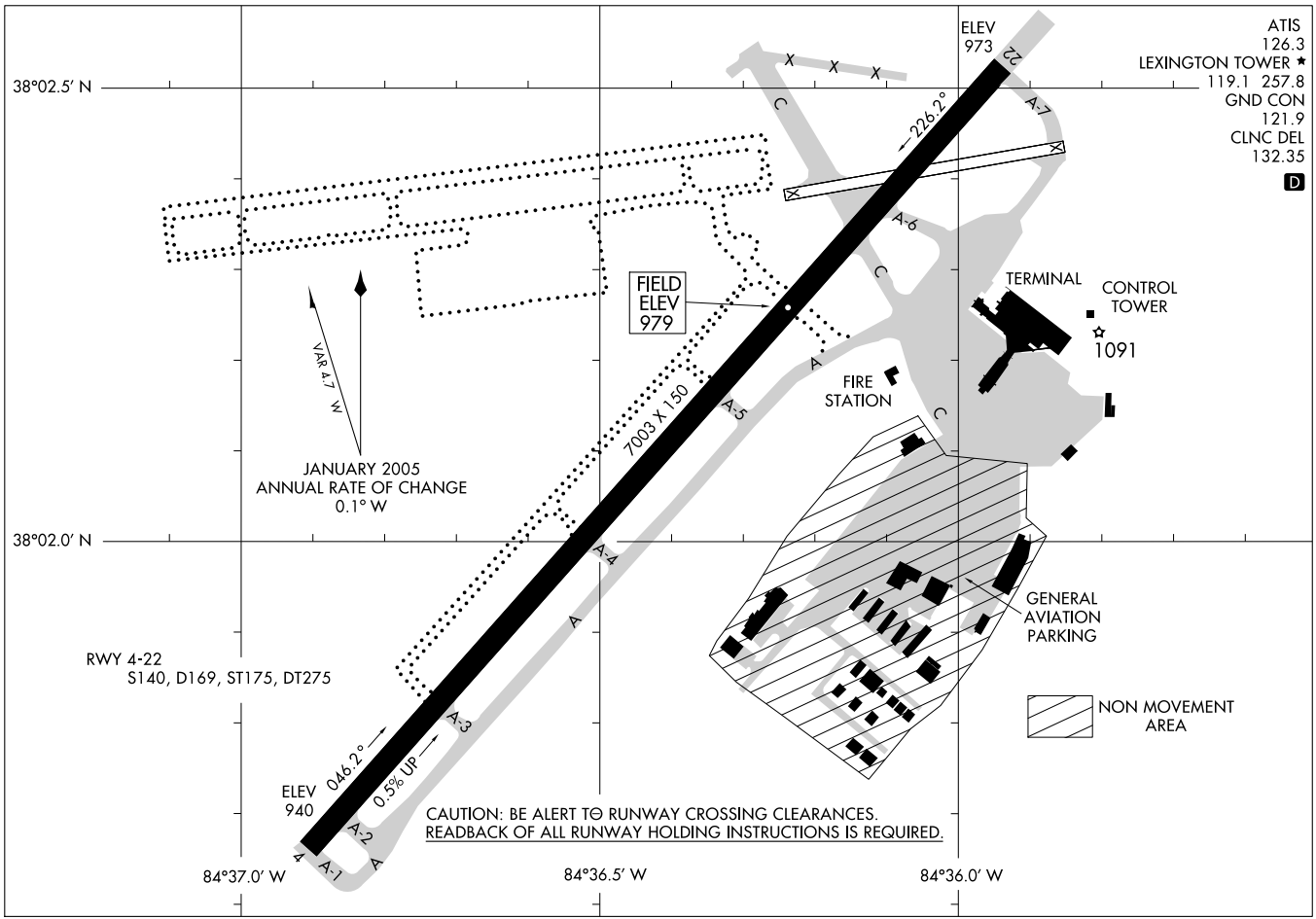




CATEGORY	A	B	C	D
LNAV MDA	940-1 528 (600-1)		940-1½ 528 (600-1½)	NA
CIRCLING	980-1 568 (600-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 17 DEC 2009 to 14 JAN 2010



09331

AIRPORT DIAGRAM

AL-697 (FAA)

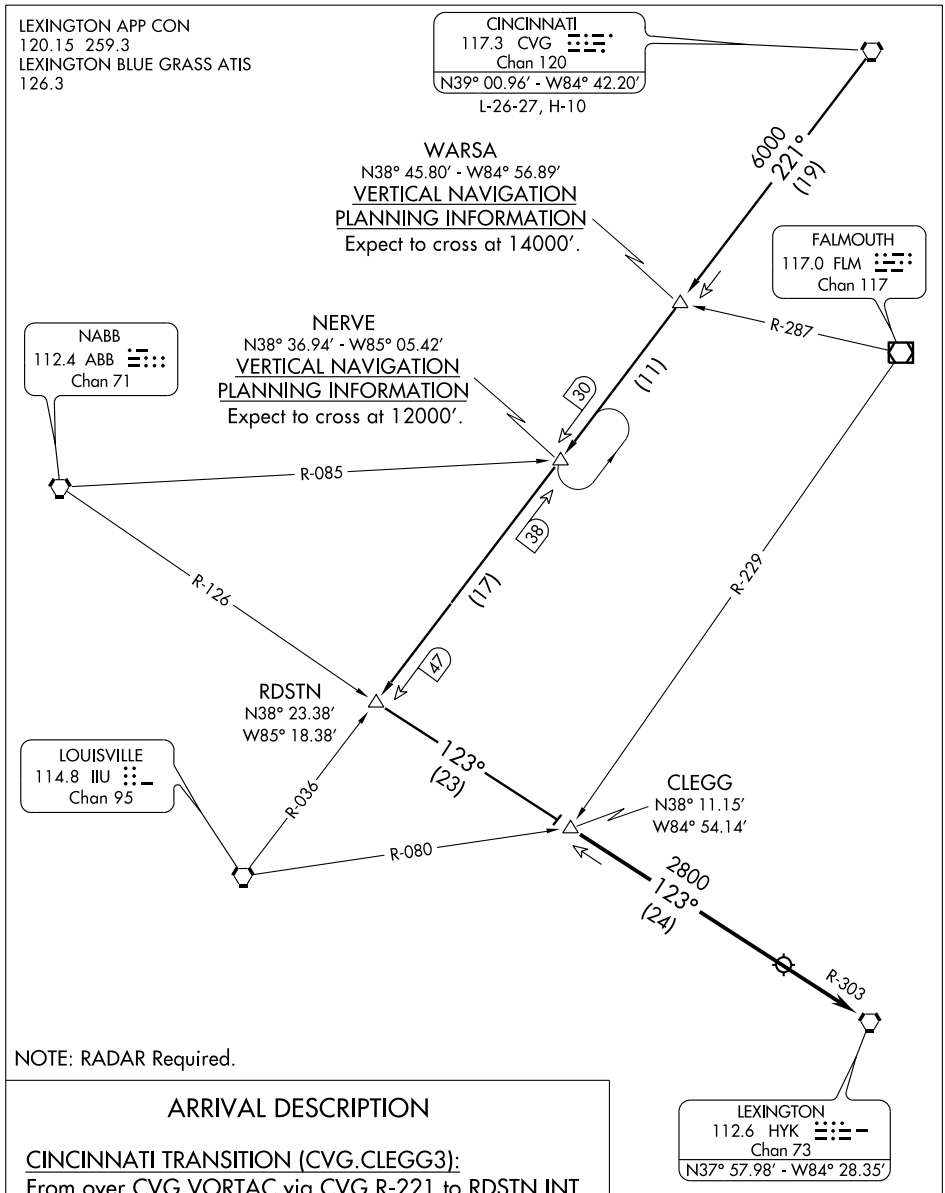
LEXINGTON/BLUE GRASS (LEX)

LEXINGTON, KENTUCKY

ST-697 (FAA)

CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

BLUE GRASS
LEXINGTON, KENTUCKY



NOTE: RADAR Required.

ARRIVAL DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG3):
From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC. Expect radar vectors to final approach course after CLEGG INT.

NOTE: Chart not to scale.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-LEX	APP CRS	Rwy Idg	6603
110.1	046°	TDZE	971
		Apt Elev	979

ILS or LOC RWY 4

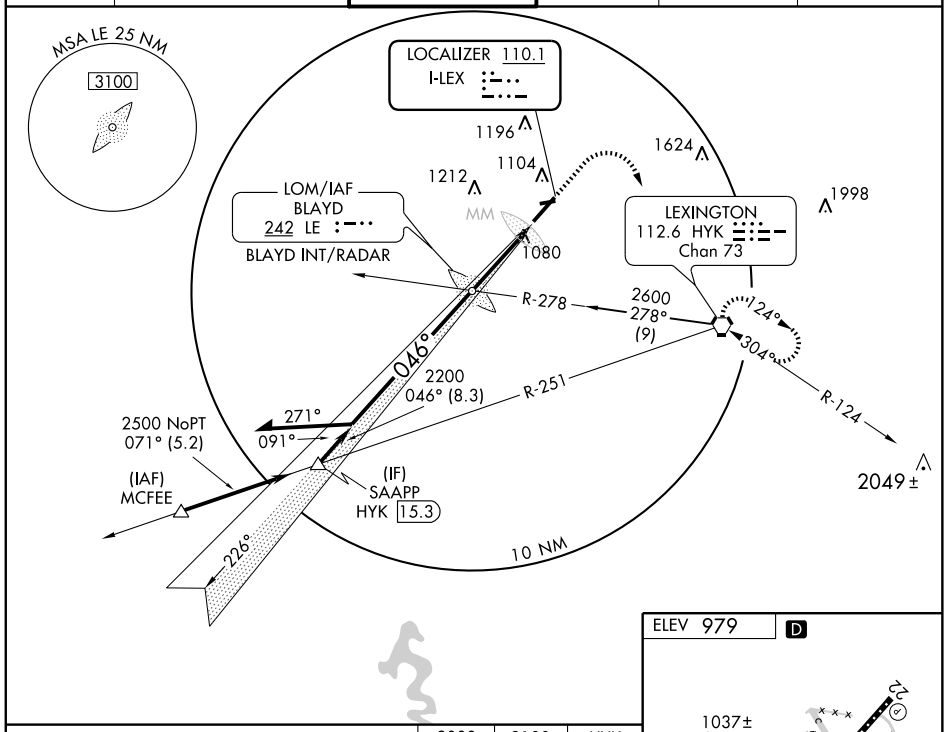
LEXINGTON/BLUE GRASS (LEX)

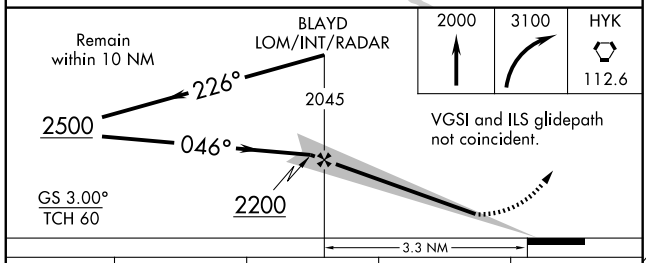
Inoperative table does not apply to S-ILS. For inoperative MALSR increase S-LOC all Cats visibility to RVR 5000. If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1234 and all MDAs 80 feet. Visibility reduction by helicopters NA.

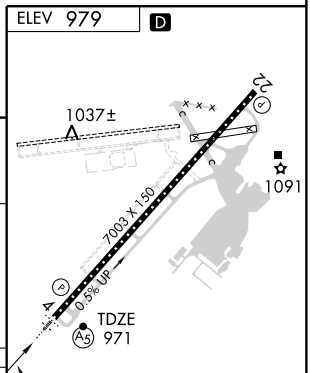
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950







CATEGORY	A	B	C	D
S-ILS 4	1171/40 200 (200-¾)			
S-LOC 4	1300/40 329 (400-¾)			
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1440-1½ 461 (500-1½)	1540-2 561 (600-2)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-GNJ	APP CRS	Rwy Idg	6603
111.75	226°	TDZE	979
		Apt Elev	979

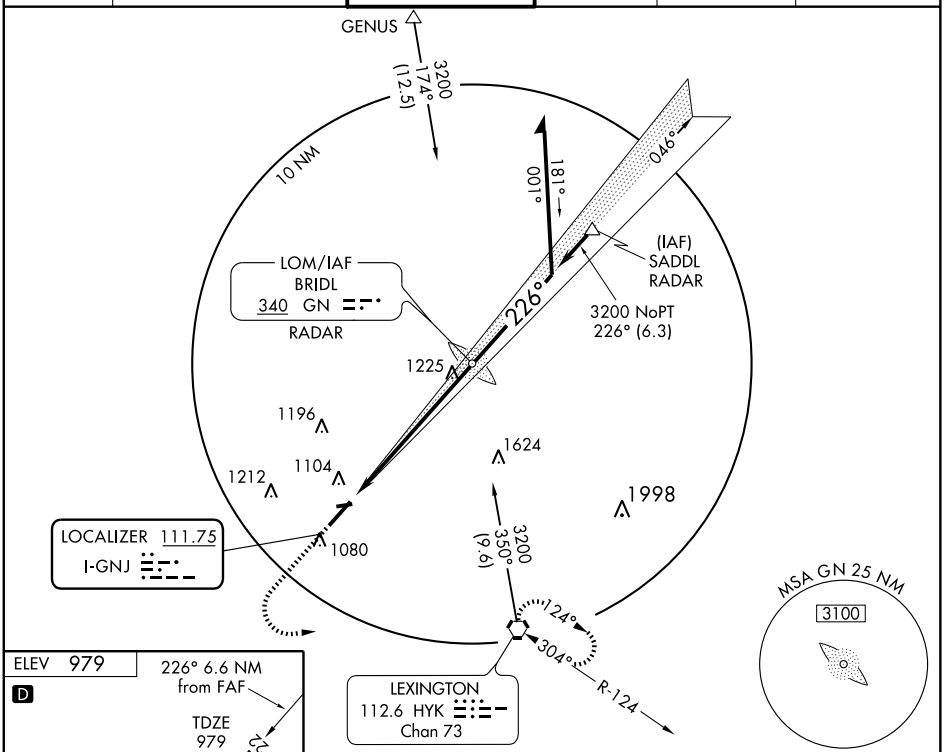
ILS or LOC RWY 22

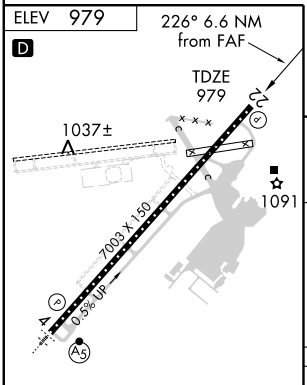
LEXINGTON/BLUE GRASS (LEX)

If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1242 and all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950



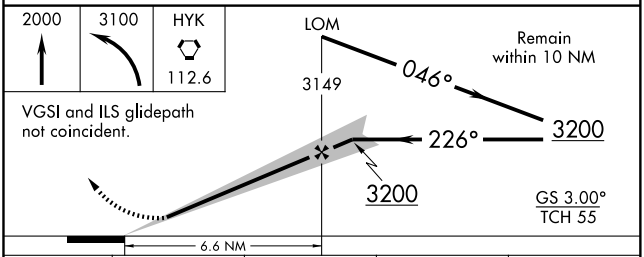


TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

2000	3100	HYK
		112.6

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 22	1179-¾ 200 (200-¾)			
S-LOC 22	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1540-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6603
CH 70401	046°	TDZE	971
W04A		Apt Elev	979

RNAV (GPS) RWY 4

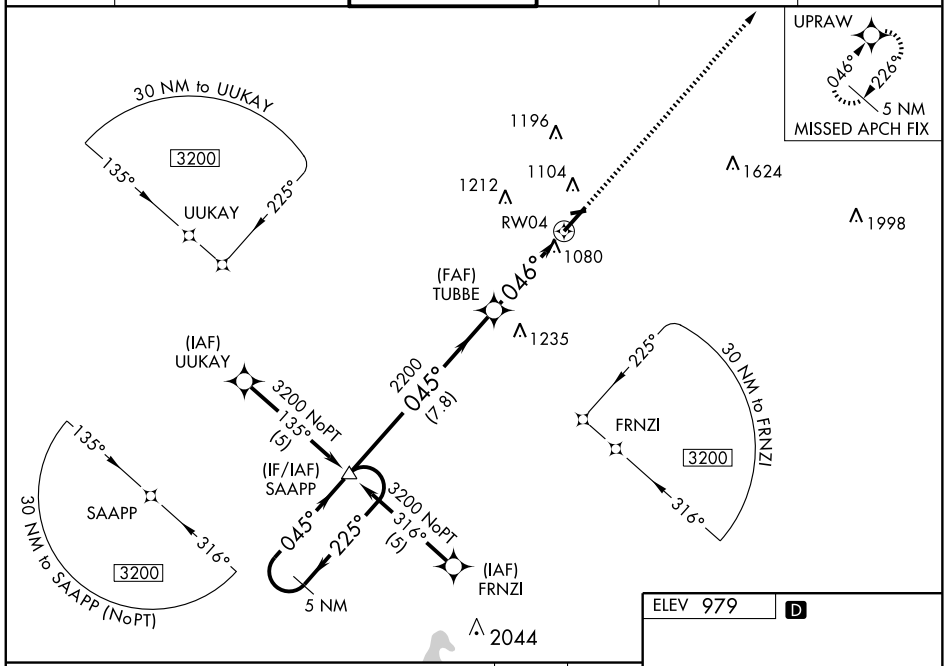
LEXINGTON/BLUE GRASS (LEX)

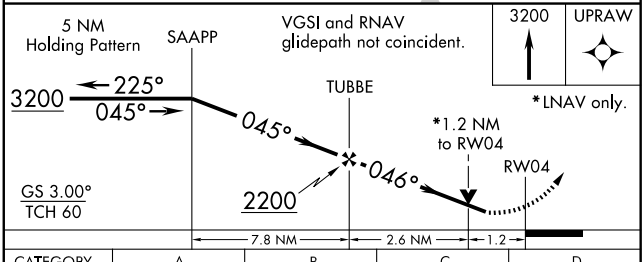
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibilities to RVR 5000, and LNAV Cats A, B, C to RVR 5000, Cat. D to RVR 6000. Visibility reduction by helicopters NA.

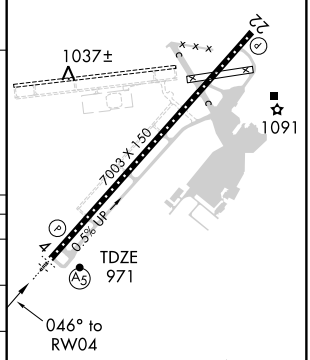
MALSR

MISSED APPROACH: Climb to 3200 direct UPRAW and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950







CATEGORY	A	B	C	D
LPV DA	1274/40 303 (300-¾)			
LNAV/ VNAV DA	1362/50 391 (400-1)			
LNAV MDA	1340/40 369 (400-¾)			1340/50 369 (400-1)
CIRCLING	1420-1½ 441 (500-1½)	1440-1½ 461 (500-1½)		1540-2 561 (600-2)

TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 90201 W22A	APP CRS 226°	Rwy Idg 6603 TDZE 979 Apt Elev 979

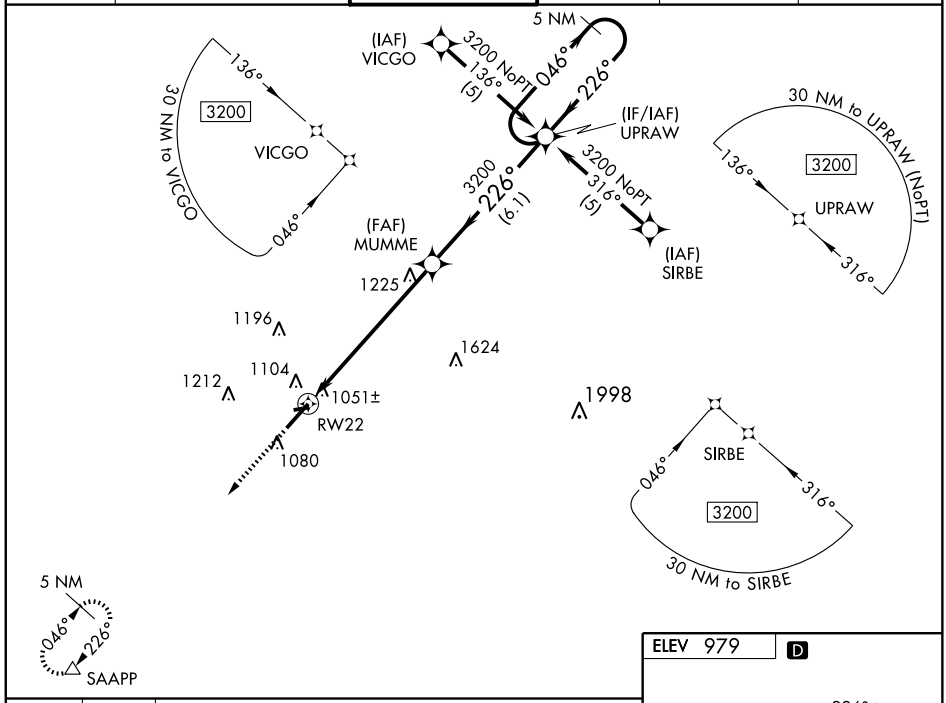
RNAV (GPS) RWY 22

LEXINGTON/BLUE GRASS (LEX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SAAPP and hold.

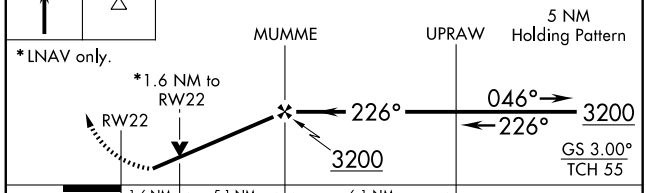
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL	UNICOM
126.3	120.15 259.3	119.1 257.8	121.9	132.35	122.950



3200 | SAAPP

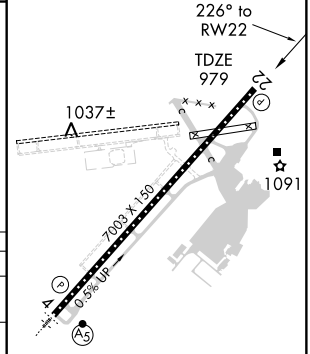
VGSI and RNAV glidepath not coincident.

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1267-1 288 (300-1)			
LNAV/VNAV DA	1332-1¼ 353 (400-1¼)			
LNAV MDA	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1¼ 541 (600-1¼)		1520-1½ 541 (600-1½)	1540-2 561 (600-2)

ELEV 979 D



TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC HYK	APP CRS	Rwy Idg	N/A
112.6	304°	TDZE	N/A
Chan 73		Apt Elev	979

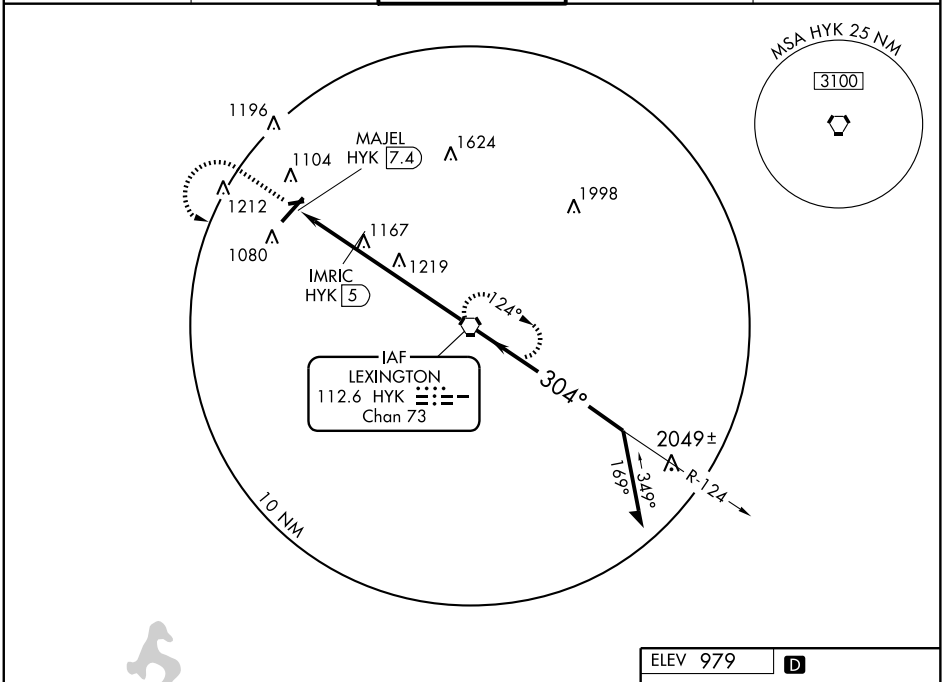
VOR-A

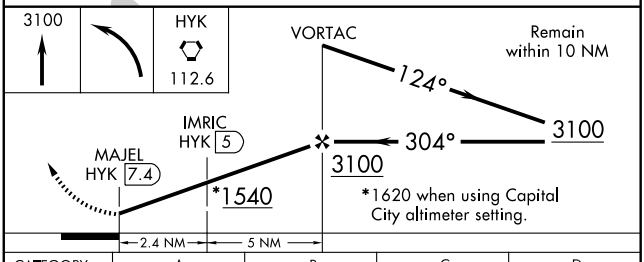
LEXINGTON/ BLUE GRASS (LEX)

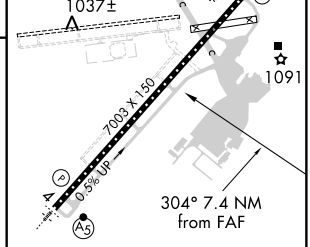
If local altimeter setting not received, use Capital City altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







TDZ/CL Rwy 4
REIL Rwy 22
HIRL Rwy 4-22

CATEGORY	A	B	C	D
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1540-2 561 (600-2)
IMRIC FIX MINIMUMS				
CIRCLING	1460-1 481 (500-1)		1460-1½ 481 (500-1½)	1540-2 561 (600-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LOZ	APP CRS	Rwy Idg	5650
110.9	057°	TDZE	1212
Chan 46		Apt Elev	1212

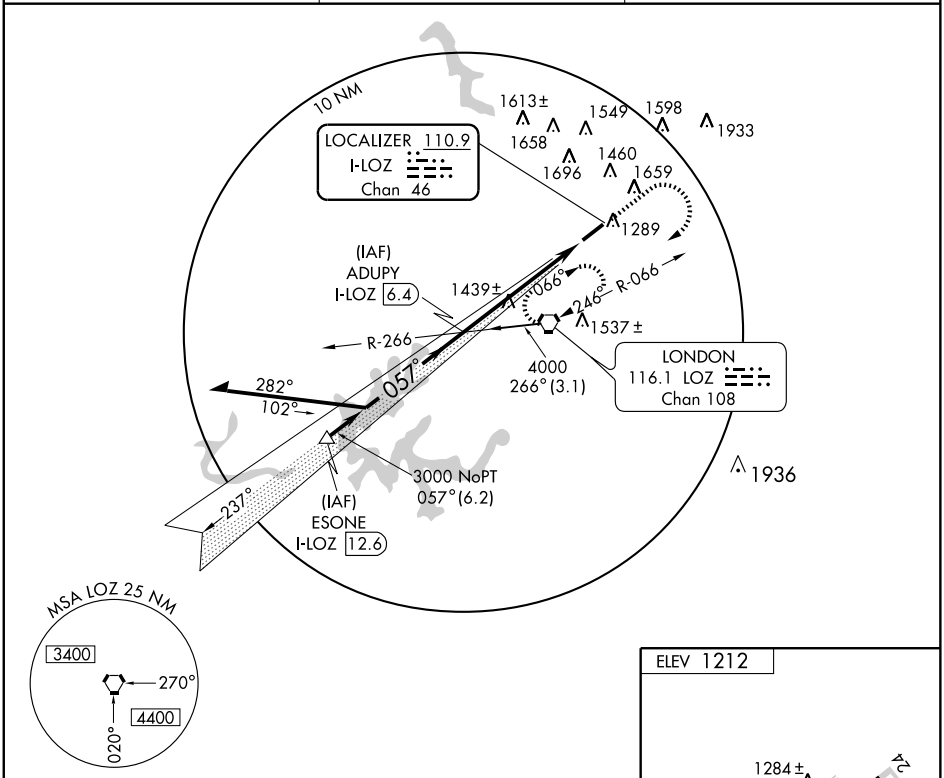
ILS or LOC RWY 6

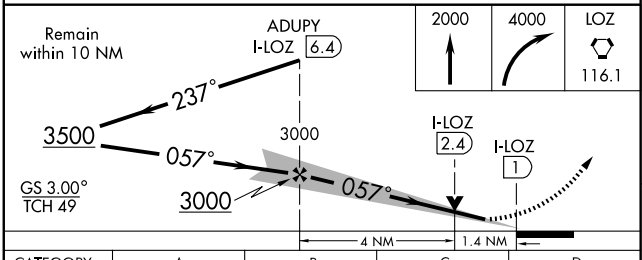
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

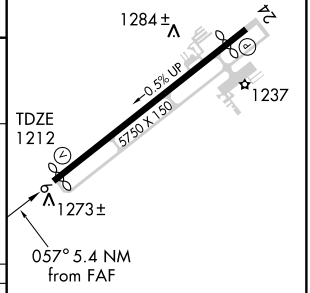
VDP NA when using Somerset altimeter setting.
If local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-ILS 6	1412-¾ 200 (200-¾)			
S-LOC 6	1700-1 488 (500-1)		1700-1¼ 488 (500-1¼)	1700-1½ 488 (500-1½)
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5650
CH 65799	057°	TDZE	1212
W06A		Apt Elev	1212

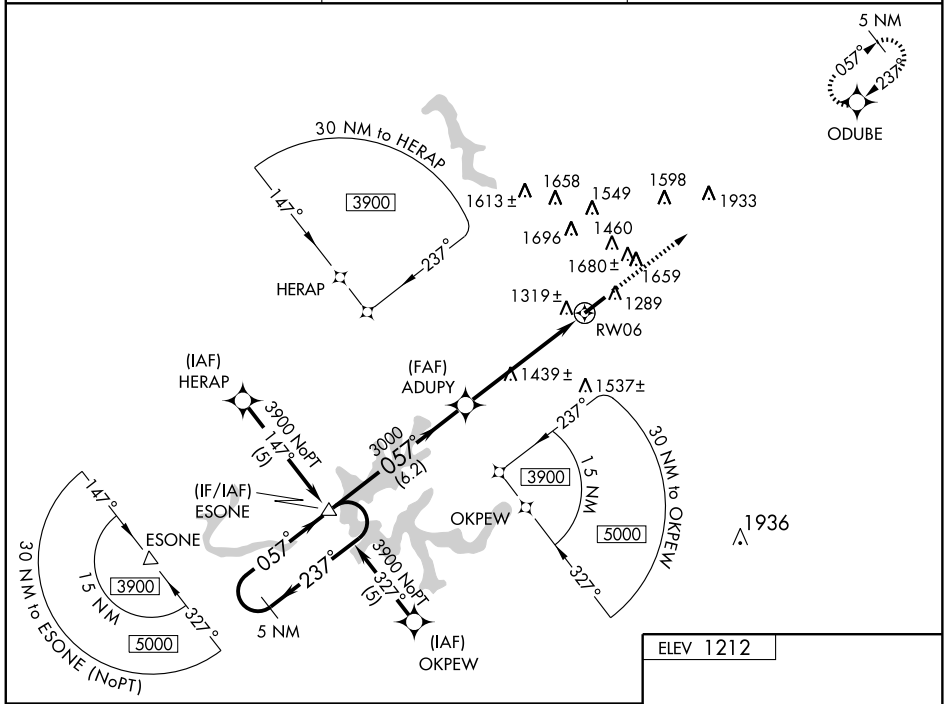
RNAV (GPS) RWY 6

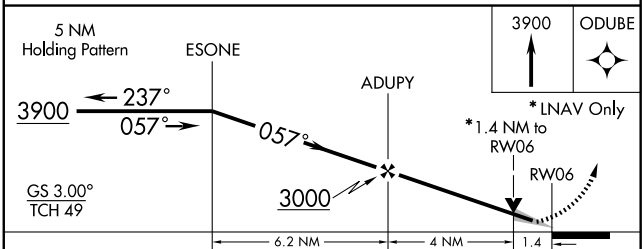
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

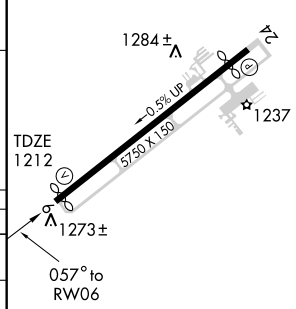
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F). Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1462-¾ 250 (300-¾)			
LNAV/VNAV DA	1589-1¼ 377 (400-1¼)			
LNAV MDA	1700-1 488 (500-1)		1700-1¼ 488 (500-1¼)	1700-1½ 488 (500-1½)
CIRCLING	1780-1¼ 568 (600-1¼)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

WAAS CH 78108 W24A	APP CRS 237°	Rwy ldg 5100 TDZE 1201 Apt Elev 1212

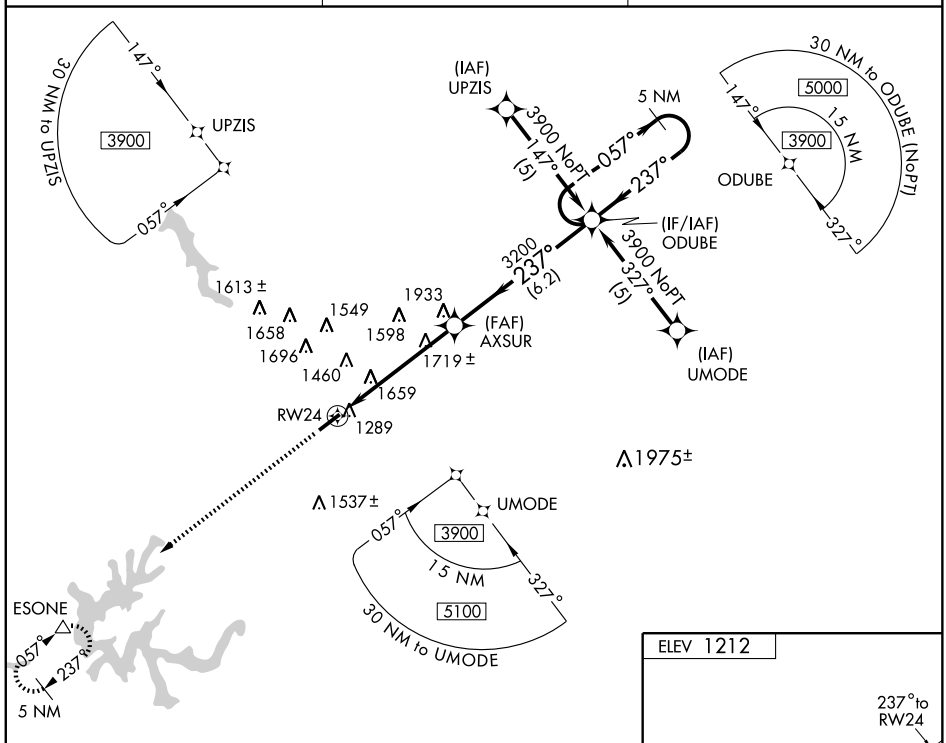
RNAV (GPS) RWY 24

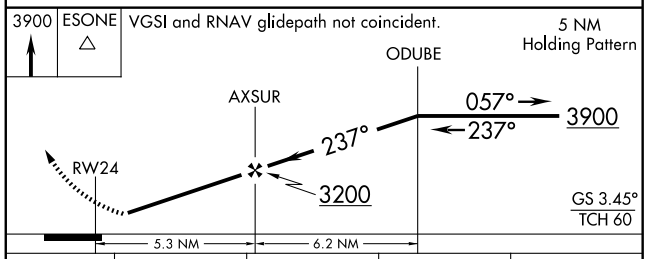
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

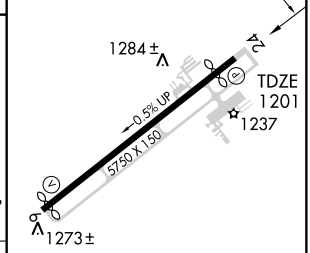
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 direct ESONE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1510-1 309 (300-1)			NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	1980-1¼ 768 (800-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC LOZ 116.1 Chan 108	APP CRS 025°	Rwy Idg 5650 TDZE 1212 Apt Elev 1212

VOR RWY 6

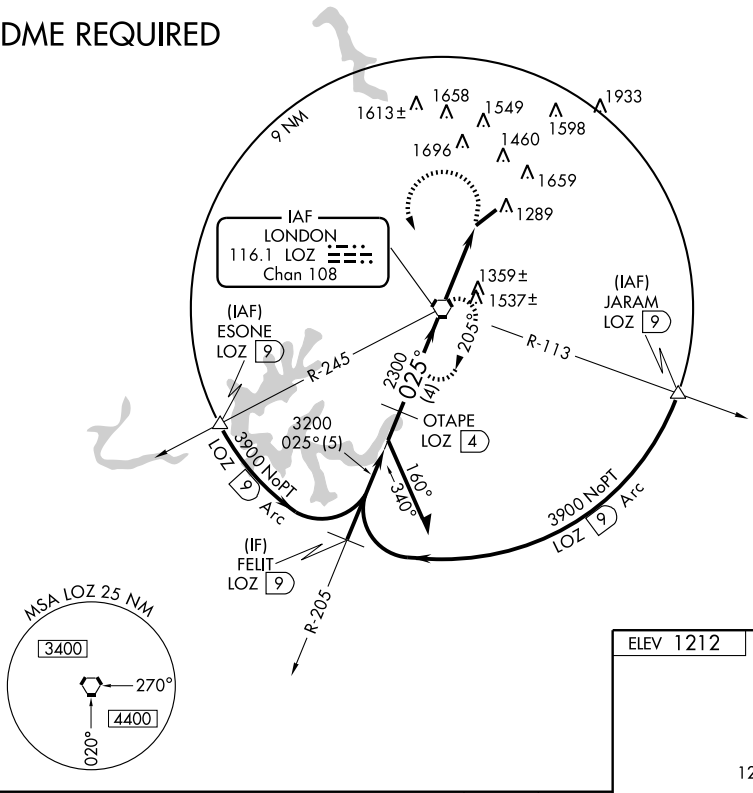
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

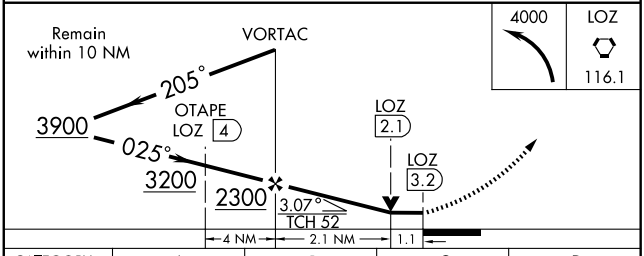
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. VDP NA when using Somerset altimeter setting.

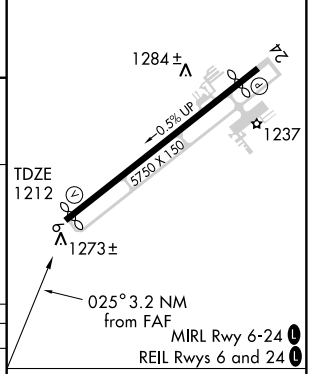
MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
S-6	1620-1	408 (500-1)	1620-1¼	408 (500-1¼)
CIRCLING	1780-1	568 (600-1)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-1. 17 DEC 2009 to 14 JAN 2010

09351

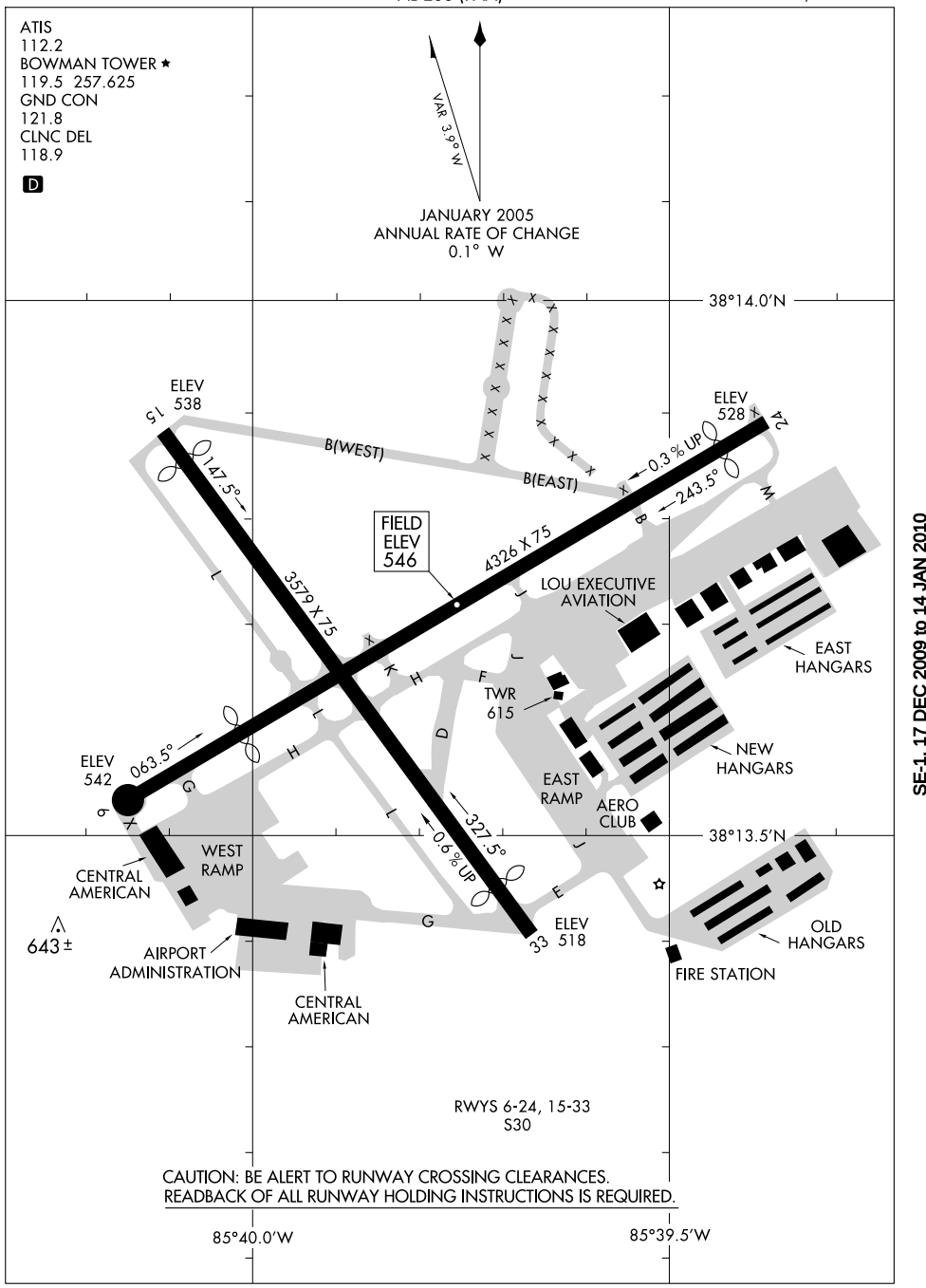
AIRPORT DIAGRAM

AL-238 (FAA)

LOUISVILLE/ BOWMAN FIELD (LOU)
LOUISVILLE, KENTUCKY

ATIS
112.2
BOWMAN TOWER ★
119.5 257.625
GND CON
121.8
CLNC DEL
118.9

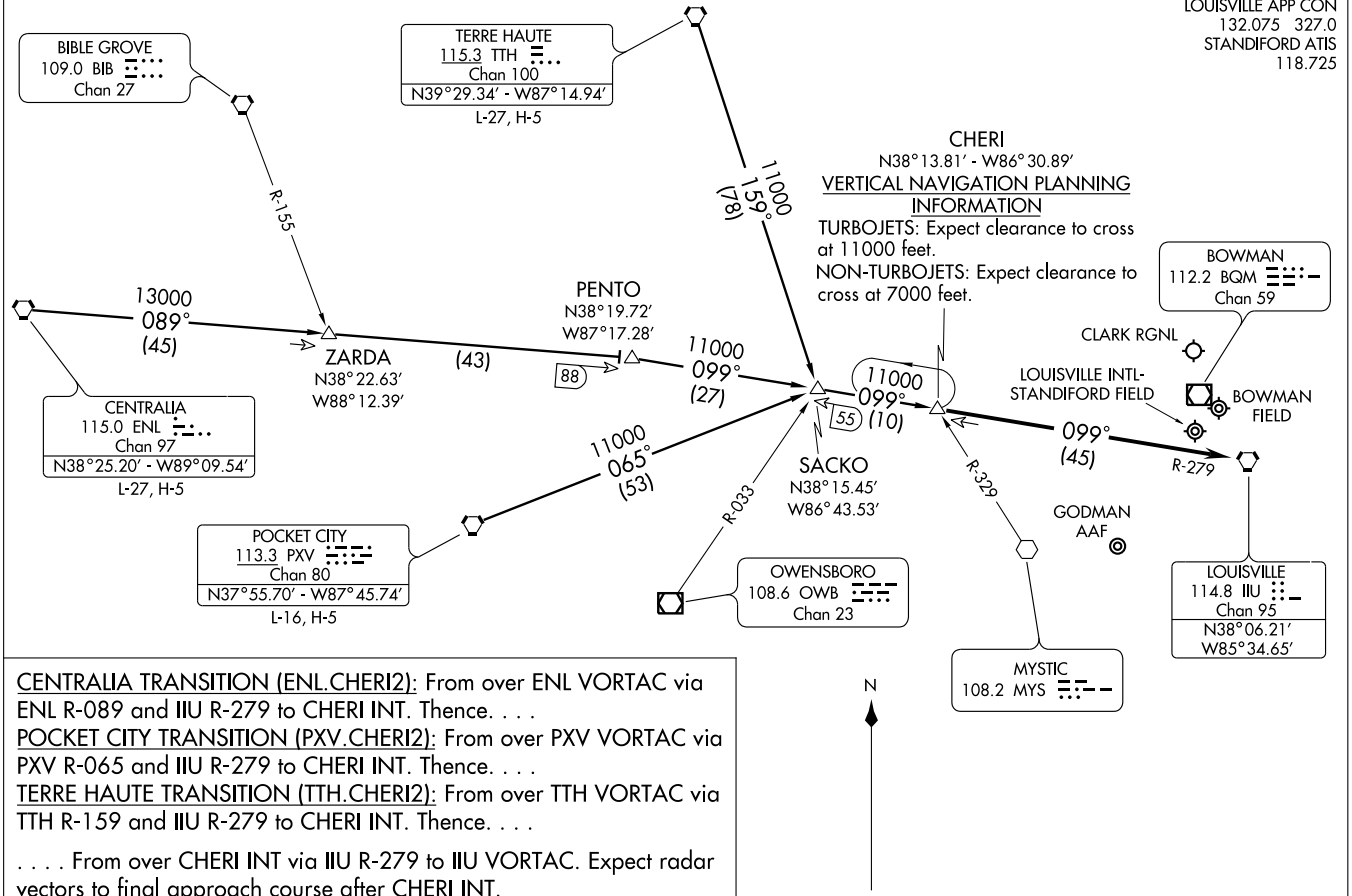
D



SE-1, 17 DEC 2009 to 14 JAN 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

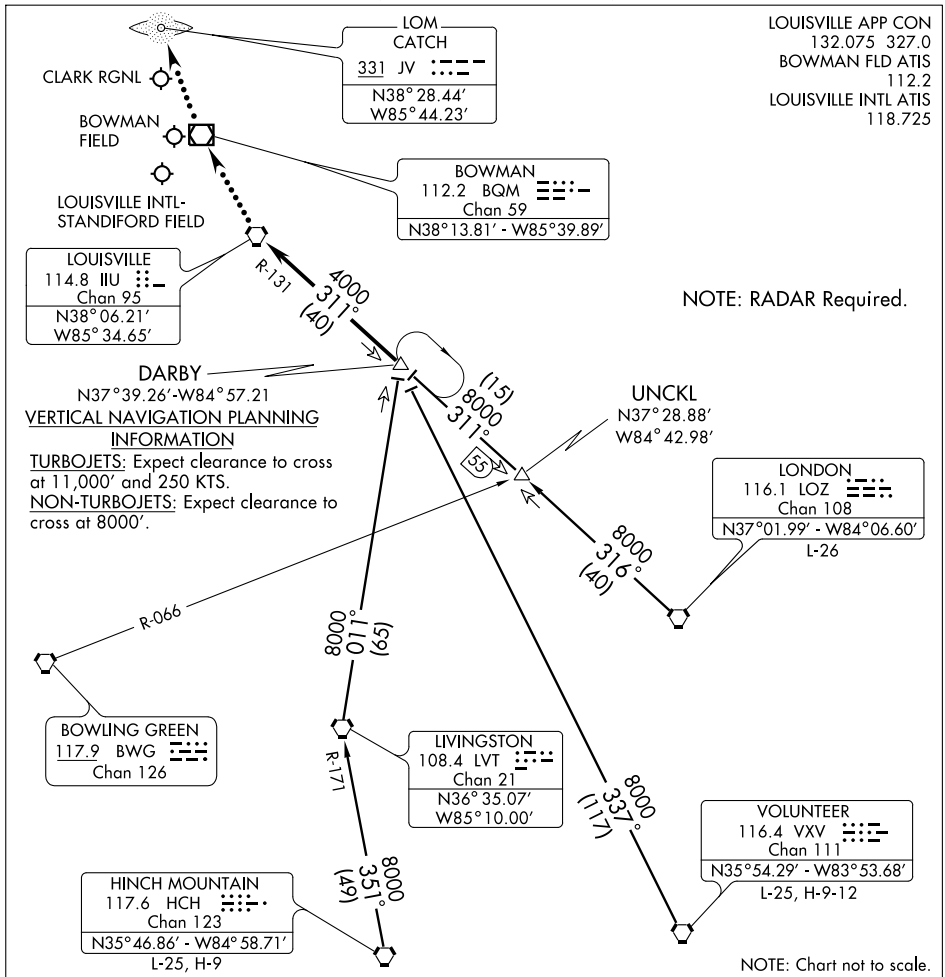
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOM LK	APP CRS	Rwy Idg	3125
414	347°	TDZE	546
		Apt Elev	547

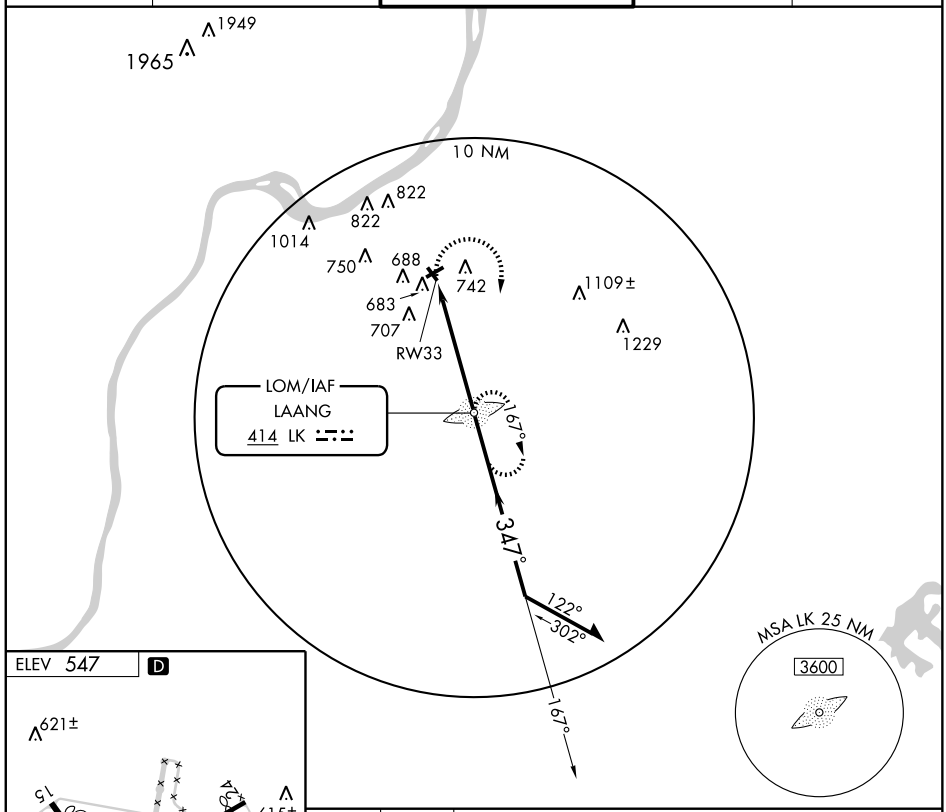
NDB or GPS RWY 33

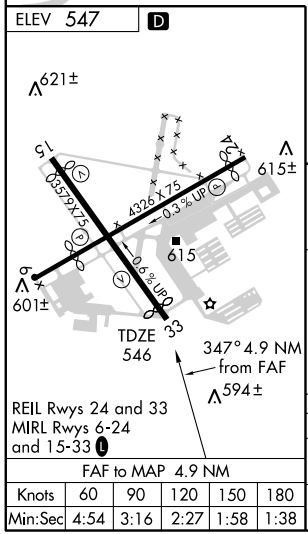
LOUISVILLE/ BOWMAN FIELD (LOU)

RADAR REQUIRED

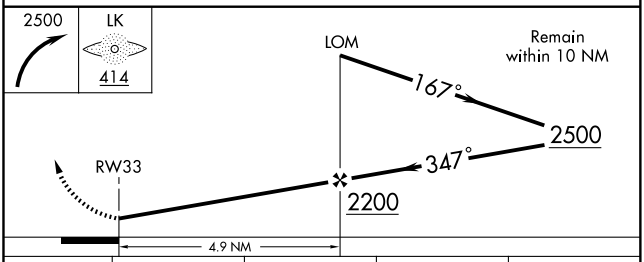
MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
112.2	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

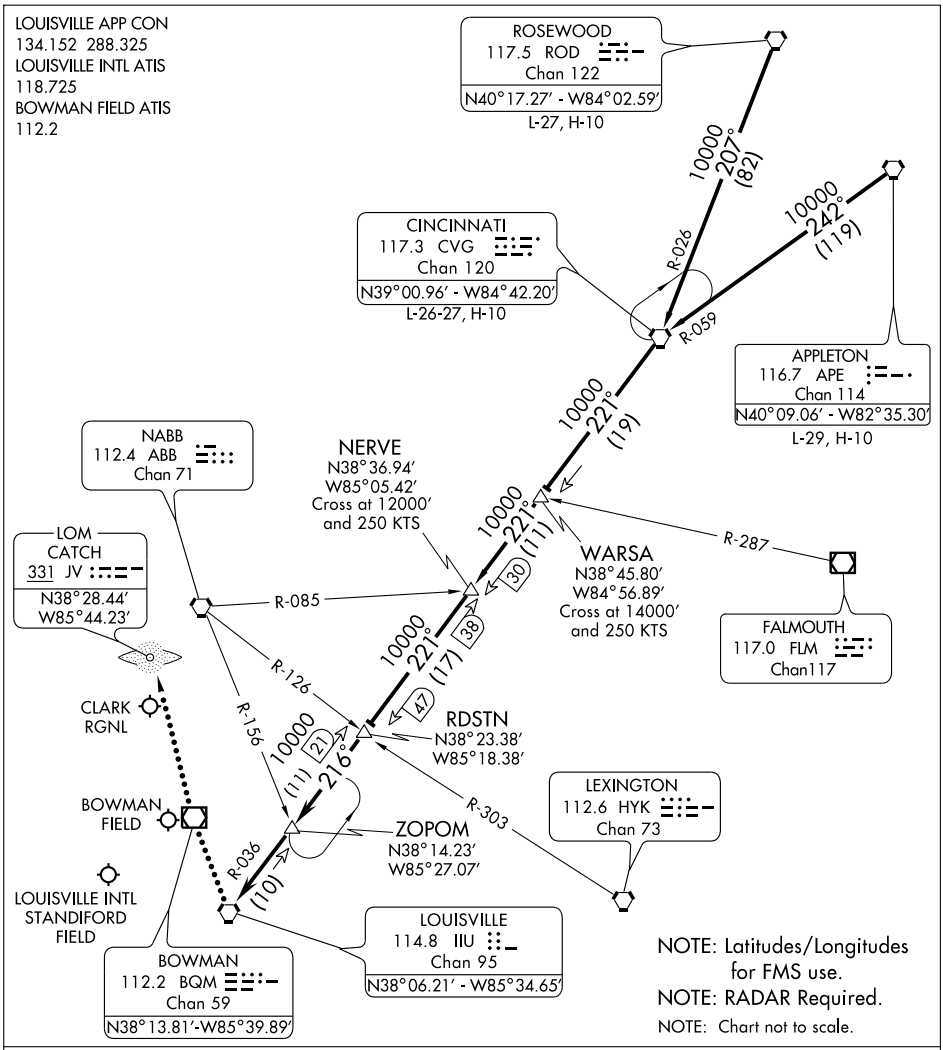


CATEGORY	A	B	C	D
S-33	1060-1	514 (600-1)	NA	
CIRCLING	1060-1	513 (600-1)	NA	

SE-1. 17 DEC 2009 to 14 JAN 2010

REDSTONE ONE ARRIVAL (RDSTN.RDSTN1)

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN1): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN1): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN1): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT (MEA 10000'), then via IIU R-036 to IIU VORTAC (MEA 10000'). Expect radar vectors to final approach after ZOPOM INT.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000' until CATCH LOM.

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45802 W24A	APP CRS 241°	Rwy Idg 3856 / TDZE 546 / Apt Elev 546

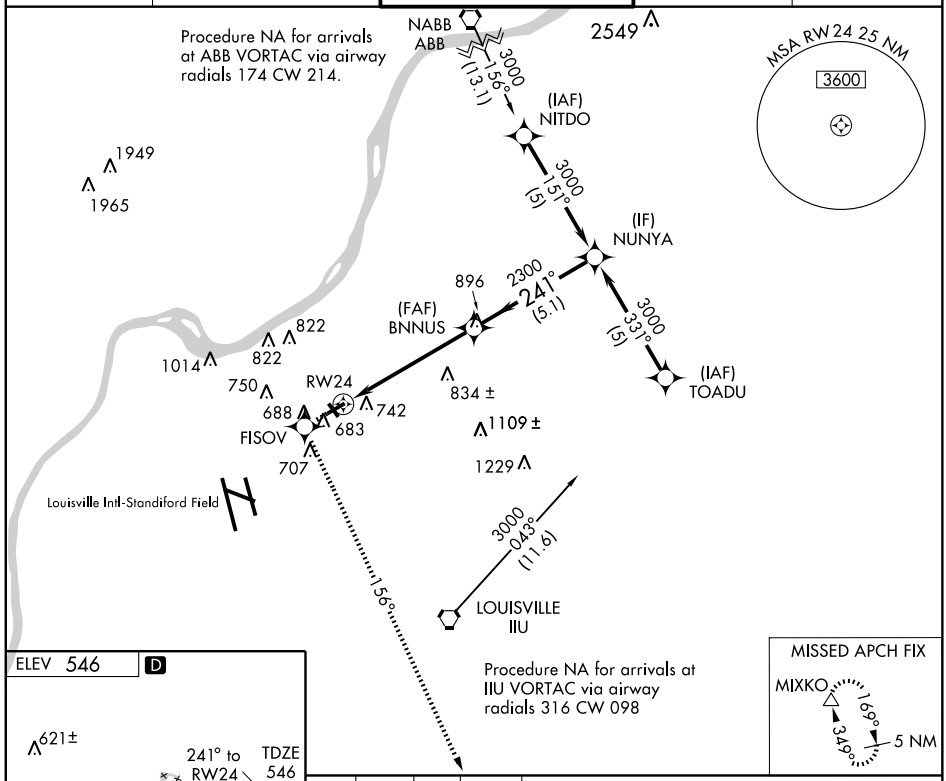
RNAV (GPS) RWY 24

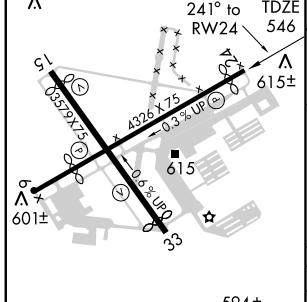
LOUISVILLE/BOWMAN FIELD (LOU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting.

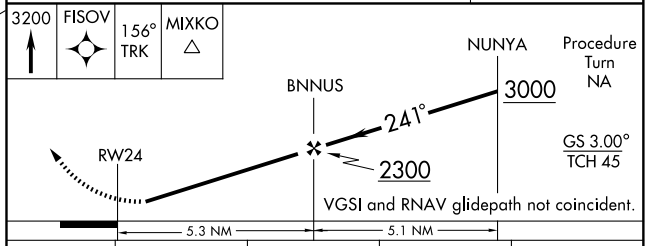
MISSED APPROACH: Climb to 3200 direct FISOV and via 156° track to MIXKO and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
112.2	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9





REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	840-1 294 (300-1)		NA	
LNAV MDA	1020-1 474 (500-1)		NA	
CIRCLING	1060-1 514 (600-1)		NA	

SE-1. 17 DEC 2009 to 14 JAN 2010

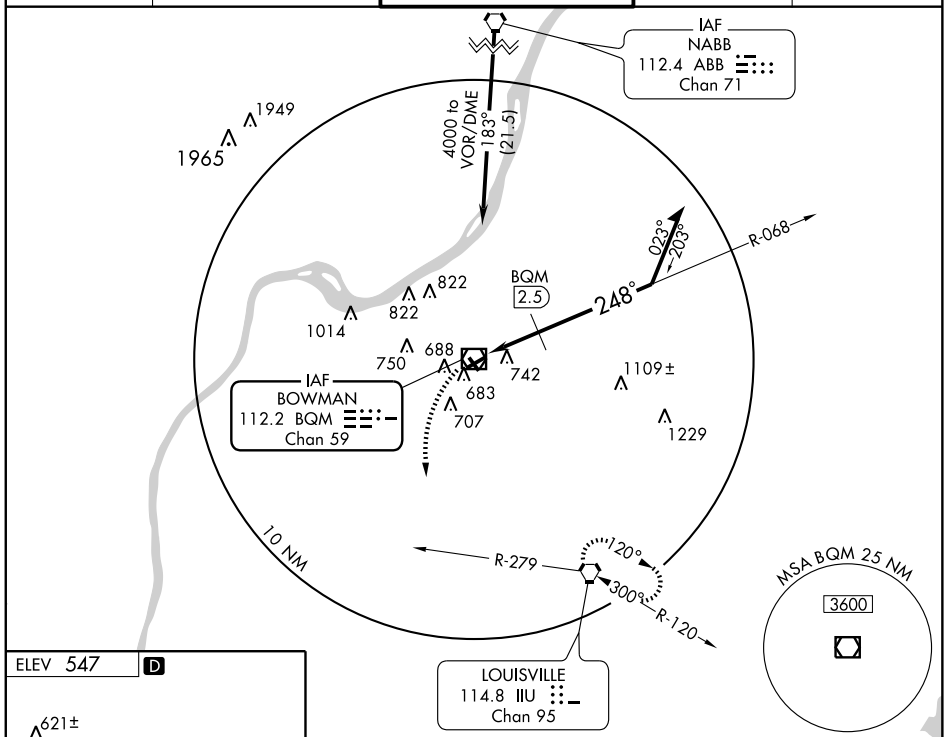
VOR/DME BQM	APP CRS	Rwy Idg	3856
112.2	248°	TDZE	546
Chan 59		Apt Elev	547

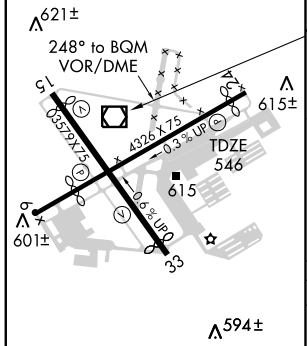
VOR RWY 24

LOUISVILLE/ BOWMAN FIELD (LOU)

MISSED APPROACH: Climbing left turn to 3000 via heading 180° and IIU VORTAC R-279 to IIU VORTAC and hold.

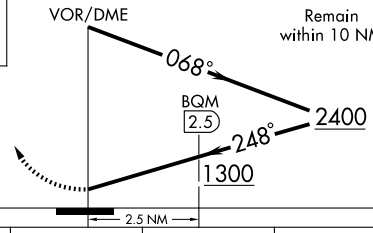
ATIS	LOUISVILLE APP CON	BOWMAN TOWER ★	GND CON	CLNC DEL
112.2	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9





REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

3000	IIU R-279	IIU
HDG 180°	114.8	114.8



CATEGORY	A	B	C	D
S-24	1300-1 754 (800-1)	1300-1¼ 754 (800-1¼)	NA	
CIRCLING	1300-1 753 (800-1)	1300-1¼ 753 (800-1¼)	NA	
DME MINIMUMS				
S-24	1000-1 454 (500-1)		NA	
CIRCLING	1060-1 513 (600-1)		NA	

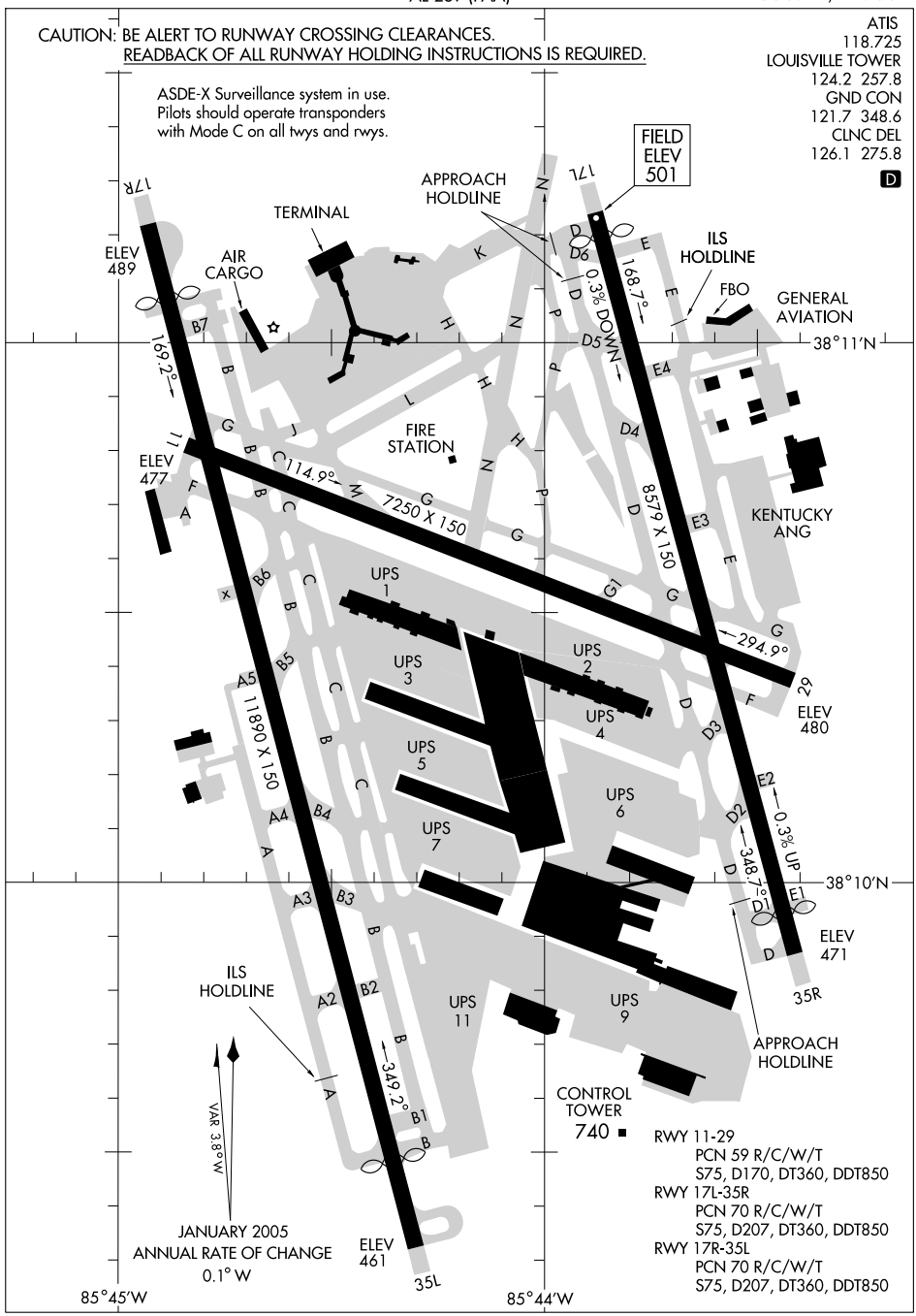
SE-1. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-239 (FAA)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

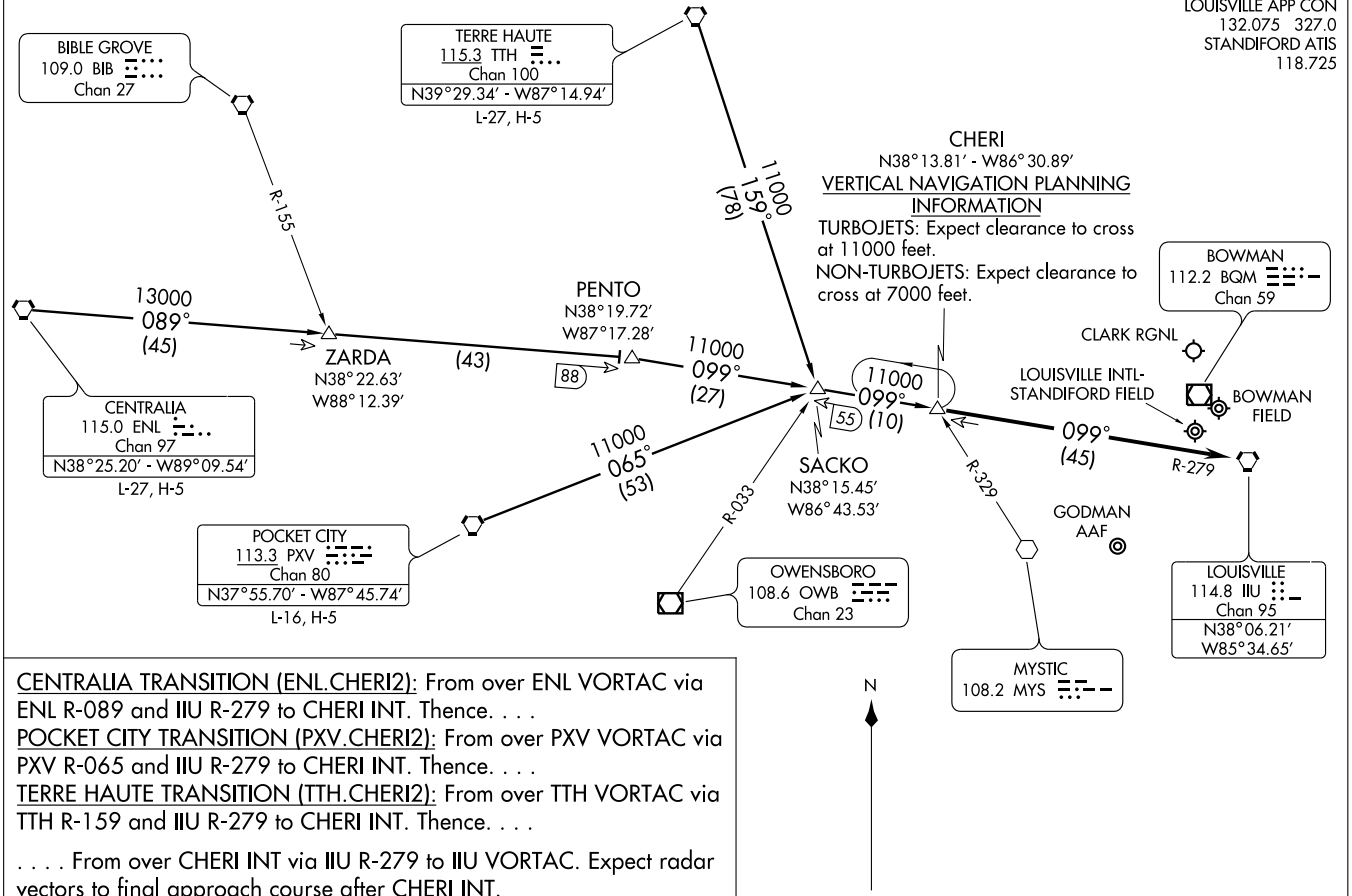
LOUISVILLE, KENTUCKY



SE-1, 17 DEC 2009 to 14 JAN 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

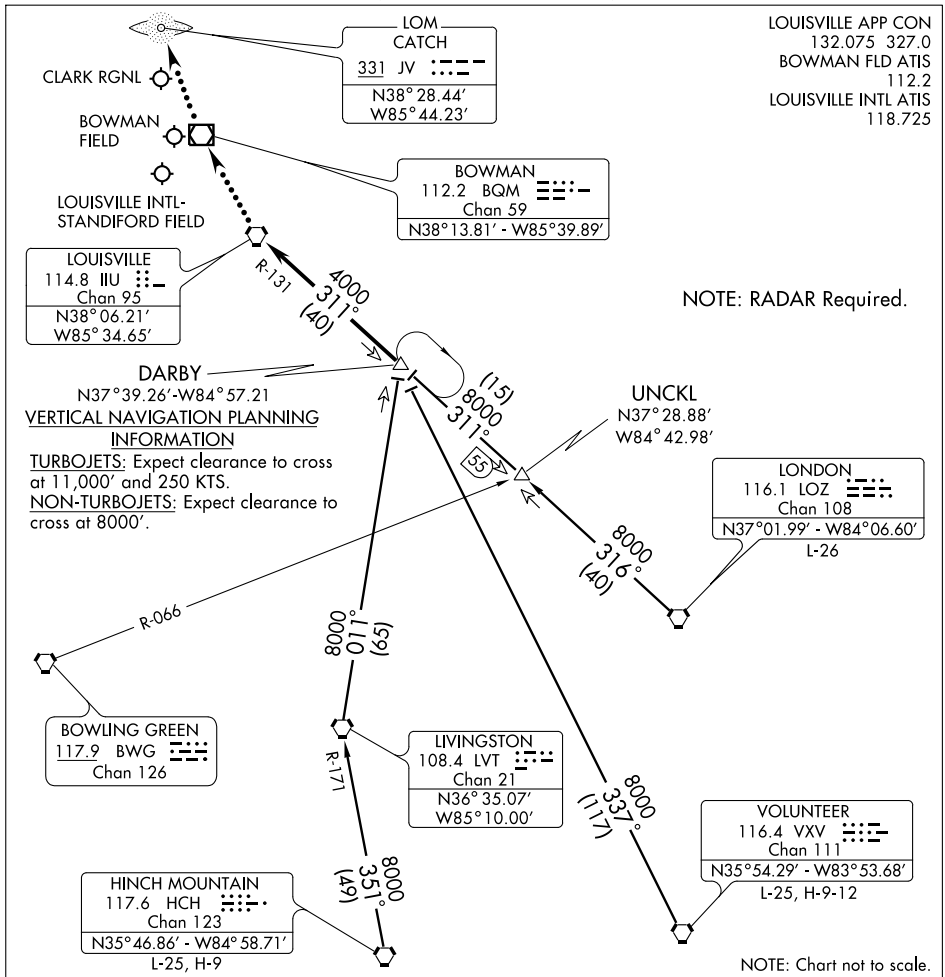
POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

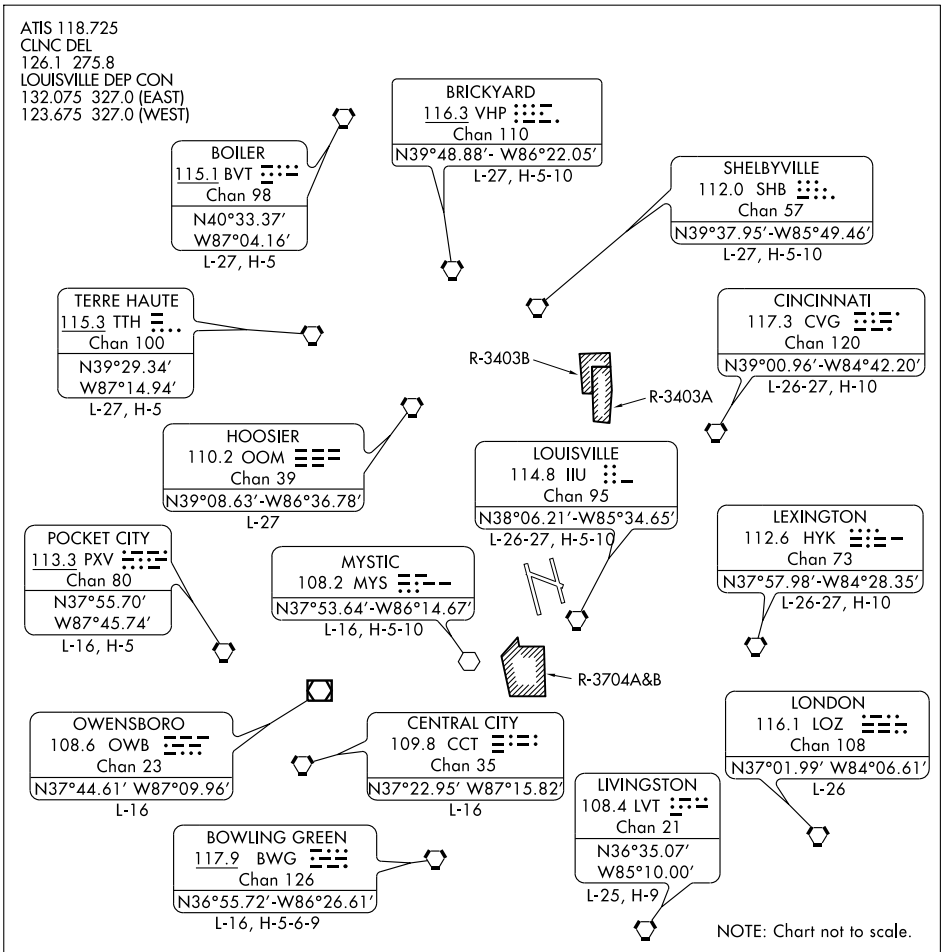
. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

SE-1, 17 DEC 2009 to 14 JAN 2010

DERBY CITY ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb on runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

LOC/DME I-PKI	APP CRS	Rwy Idg	7800
111.95	168°	TDZE	499
Chan 56 (Y)		Apt Elev	501

ILS or LOC RWY 17L

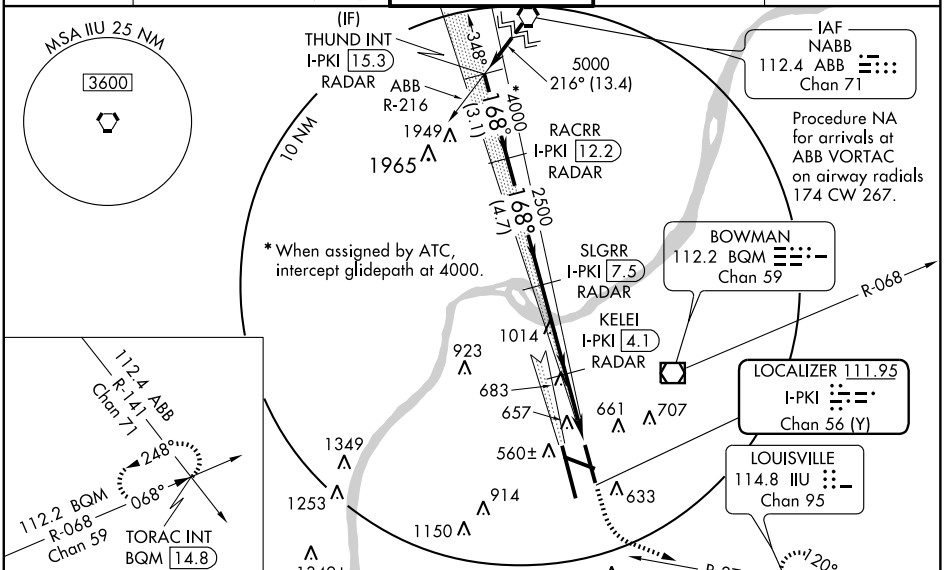
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

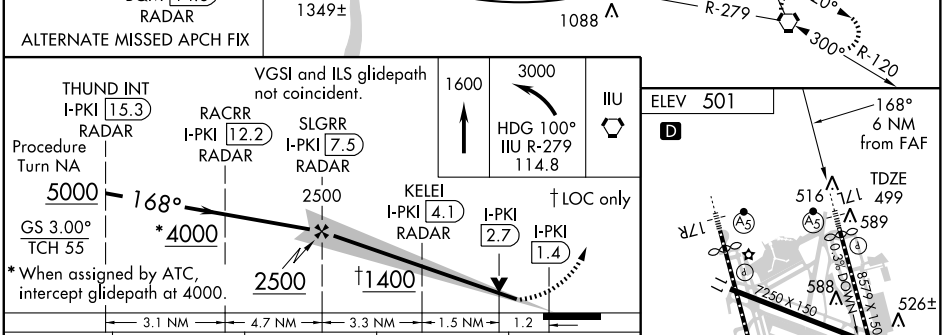
DME or RADAR Required.

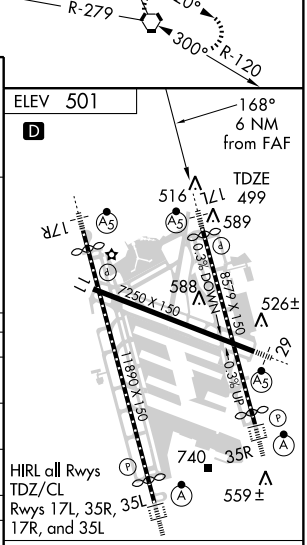
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 100° and IIU R-279 to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
S-ILS 17L	699/18 200 (200-½)			
S-LOC 17L	1400/40 901 (900-¾)		1400-2¼ 901 (900-2¼)	1400-2½ 901 (900-2½)
CIRCLING	1400-1¼ 899 (900-1¼)		1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
KELEI FIX MINIMUMS				
S-LOC 17L	1000/24 501 (500-½)		1000/50 501 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-SNU	APP CRS	Rwy Idg 10000
110.3	168°	TDZE 490
Chan 40		Apt Elev 501

ILS or LOC RWY 17R

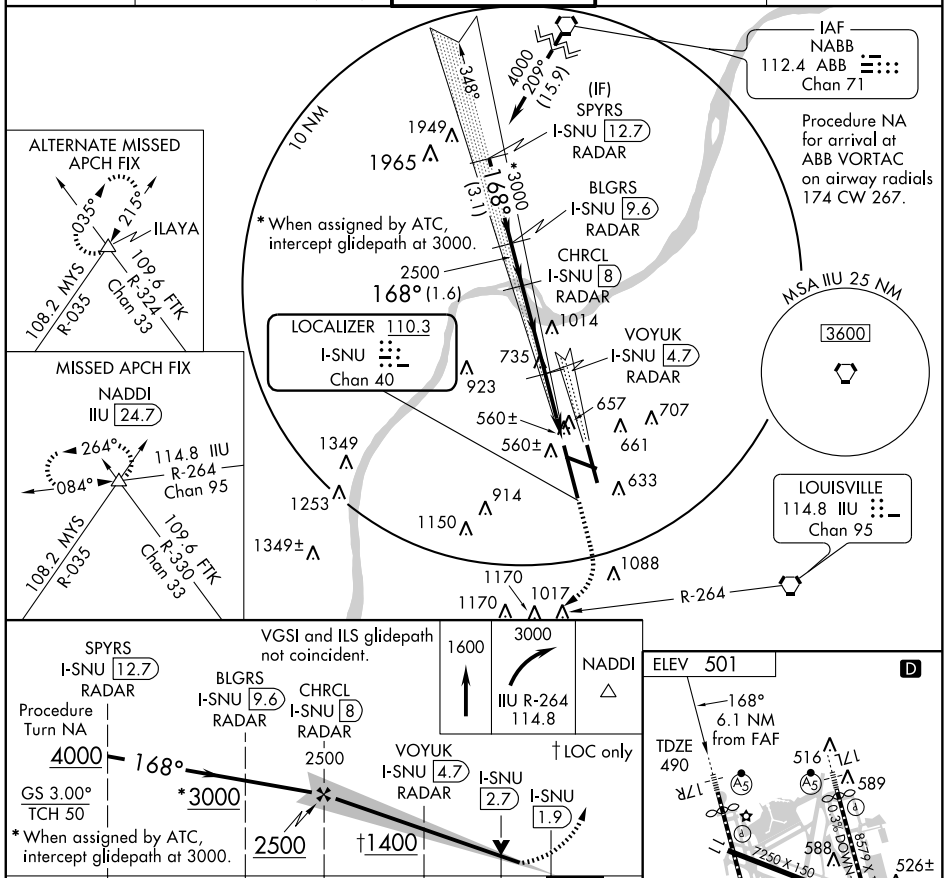
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

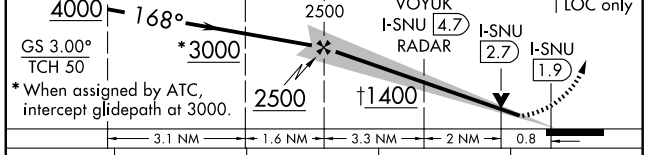
For inoperative MALSR, increase VOYUK FIX minimums S-LOC 17R Cat. D visibility to RVR 5000. DME or RADAR Required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

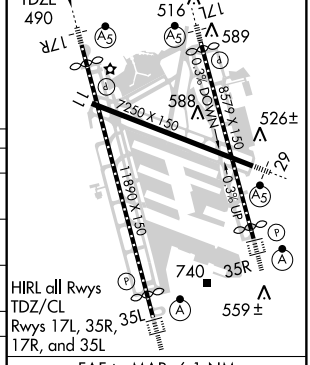
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via IIU R-264 to NADDI Int/IIU 24.7 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





CATEGORY	A	B	C	D
S-ILS 17R	**690/24 200 (200-½)			
S-LOC 17R	1400/40 910 (900-¾)		1400-2¼ 910 (900-2¼)	1400-2½ 910 (900-2½)
CIRCLING	1400-1¼ 899 (900-1¼)		1400-2¾ 899 (900-2¾)	1400-3 899 (900-3)
VOYUK FIX MINIMUMS				
S-LOC 17R	820/24 330 (400-½)			820/40 330 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-1. 17 DEC 2009 to 14 JAN 2010

LOUISVILLE, KENTUCKY

AL-239 (FAA)

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

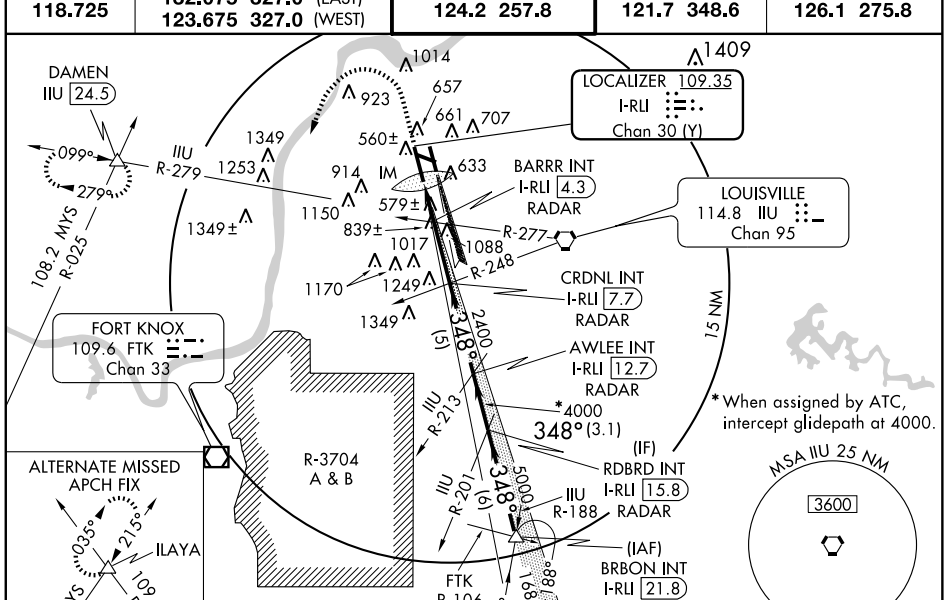
ILS or LOC RWY 35L

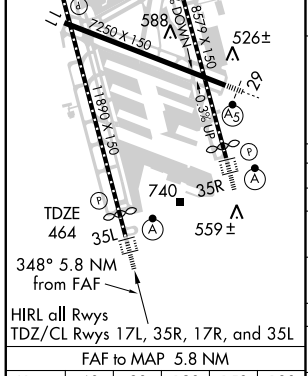
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

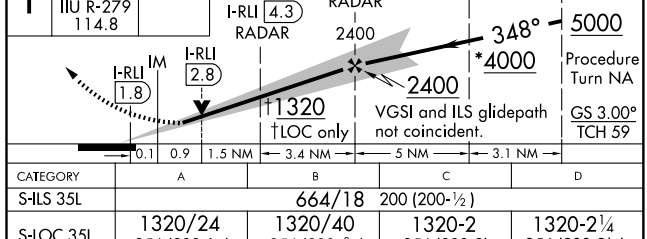
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
S-ILS 35L	664/18 200 (200-½)			
S-LOC 35L	1320/24 856 (900-½)	1320/40 856 (900-¾)	1320-2 856 (900-2)	1320-2¼ 856 (900-2¼)
CIRCLING	1320-1 819 (900-1)	1320-1¼ 819 (900-1¼)	1320-2½ 819 (900-2½)	1320-2¾ 819 (900-2¾)
BARRR FIX MINIMUMS				
S-LOC 35L	840/24 376 (400-½)			840/40 376 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS or LOC RWY 35R

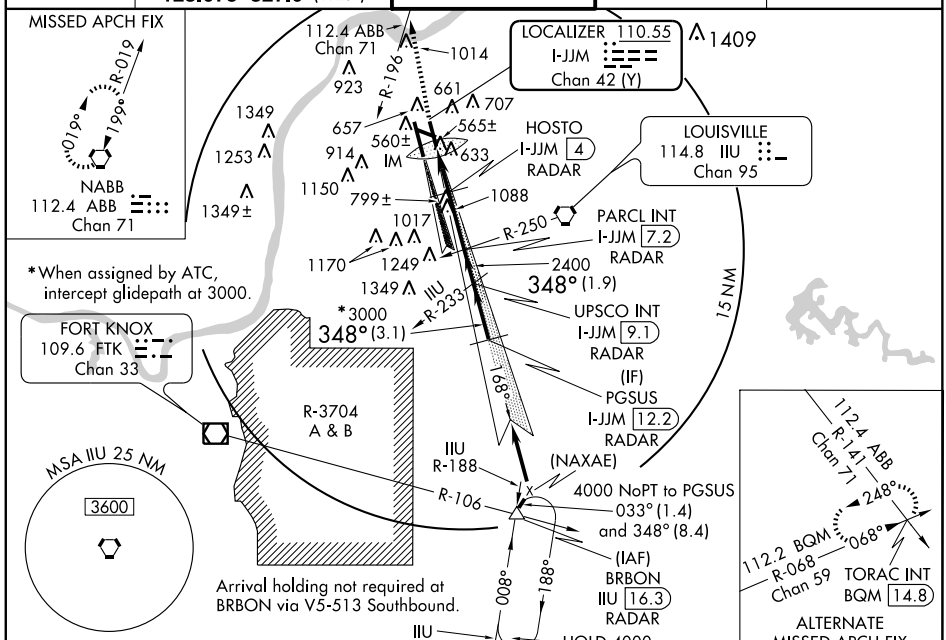
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

For inoperative ALSF-2, increase S-LOC 35R (DME MINIMUMS) Cat. D visibility to RVR 5000. DME or RADAR REQUIRED.

ALSF-2

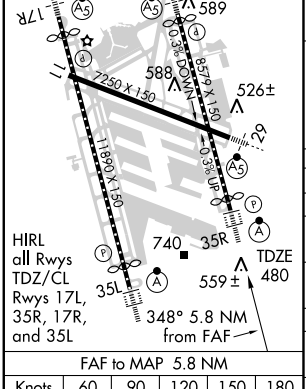
MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



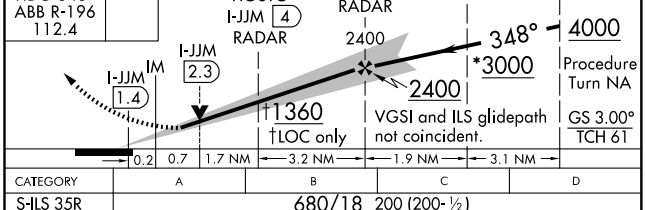
ELEV 501

D



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 35R	680/18 200 (200-½)			
S-LOC 35R	1360/24 880 (900-½)	1360/40 880 (900-¾)	1360-2 880 (900-2)	1360-2¼ 880 (900-2¼)
CIRCLING	1360-1 859 (900-1)	1360-1¼ 859 (900-1¼)	1360-2½ 859 (900-2½)	1360-2¾ 859 (900-2¾)
HOSTO FIX MINIMUMS				
S-LOC 35R	820/24 340 (400-½)			820/40 340 (400-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

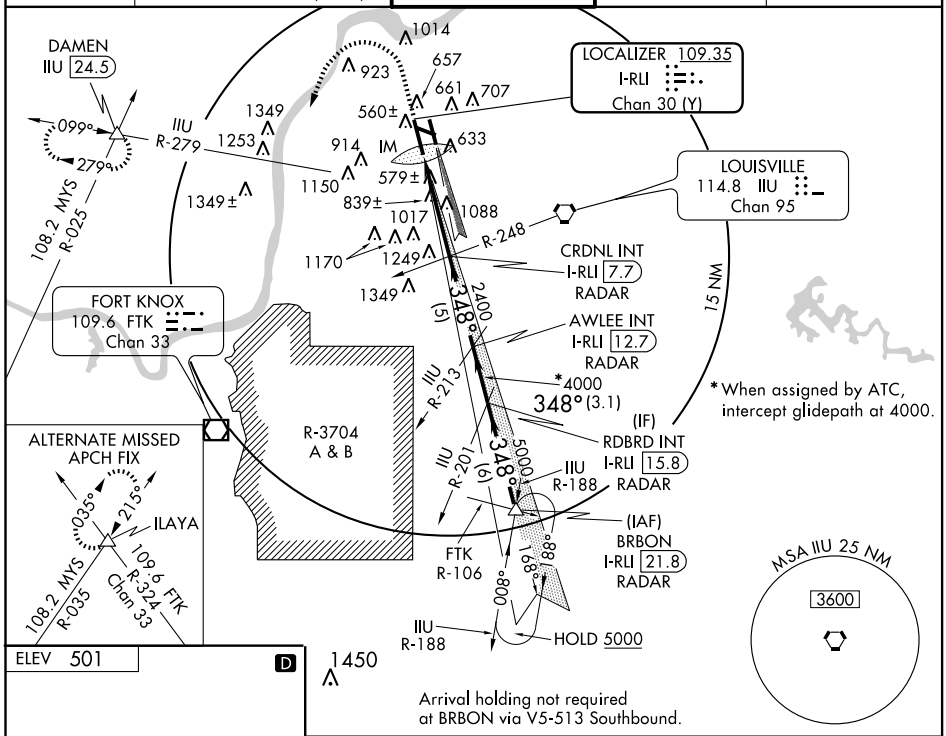
ILS RWY 35L (CAT II)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

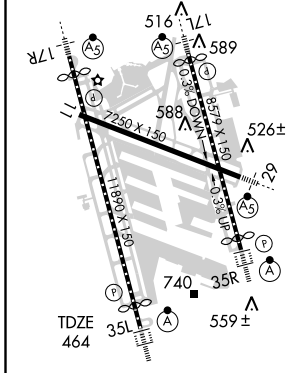
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

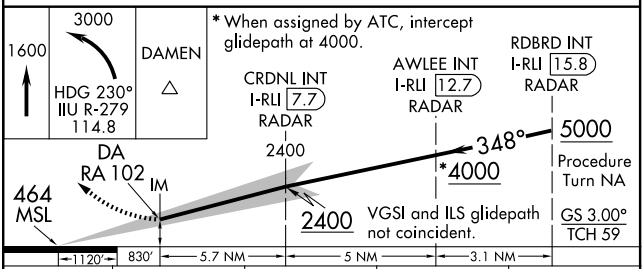
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



ELEV 501

D





CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	348°	TDZE	464
Chan 30 (Y)		Apt Elev	501

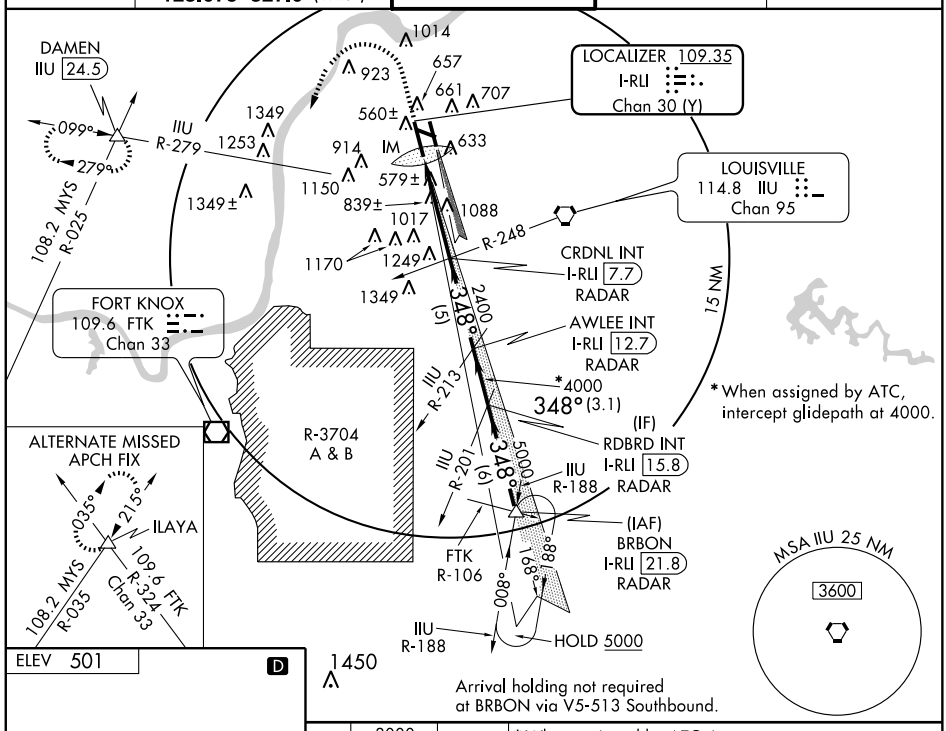
ILS RWY 35L (CAT III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

ALSF-2

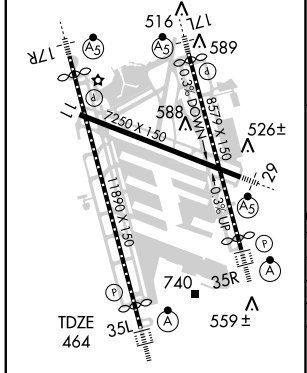
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

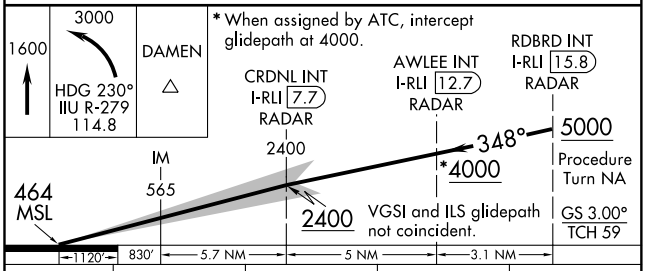
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



ELEV 501

D





CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS RWY 35R (CAT II)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

MISSED APCH FIX

NABB
112.4 ABB
Chan 71

LOCALIZER 110.55
I-JJM
Chan 42 (Y)

LOUISVILLE
114.8 IIU
Chan 95

PARCL INT
I-JJM 7.2
RADAR

UPSCO INT
I-JJM 9.1
RADAR

PGSUS
I-JJM 12.2
RADAR

(IF)

(NAXAE)

4000 NoPT to PGSUS
033° (1.4)
and 348° (8.4)

(IAF)
BRBON
IIU 16.3
RADAR

HOLD 4000

15 NM

*When assigned by ATC, intercept glidepath at 3000.

FORT KNOX
109.6 FTK
Chan 33

R-3704
A & B

MSA IIU 25 NM
3600

ALTERNATE MISSED APCH FIX
112.4 ABB
Chan 71
R-141
248°
068°
112.2 BQM
R-068
Chan 59
TORAC INT
BQM 14.8

Arrival holding not required at BRBON via V5-513 Southbound.

ELEV 501 D

HIRL all Rwys
TDZ/CL Rwys 17L, 35R, and 35L

3000
HDG 348°
ABB R-196
112.4
ABB

*When assigned by ATC, intercept glidepath at 3000.

PARCL INT
I-JJM 7.2
RADAR

UPSCO INT
I-JJM 9.1
RADAR

PGSUS INT
I-JJM 12.2
RADAR

2400
348°
4000
Procedure Turn NA
DA
RA 110
IM
480 MSL
*3000
2400
VGSI and ILS glidepath not coincident.
GS 3.00°
TCH 61
1100'
906'
5.6 NM
1.9 NM
3.1 NM

CATEGORY	A	B	C	D
S-ILS 35R	RA 110/12 100 DA 580			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	348°	TDZE	480
Chan 42 (Y)		Apt Elev	501

ILS RWY 35R (CAT III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

MISSED APCH FIX

019° R-019 190° R-196

NABB
112.4 ABB
Chan 71

LOCALIZER 110.55
I-JJM
Chan 42 (Y)

LOUISVILLE
114.8 IIU
Chan 95

112.4 ABB
Chan 71

1014 923 R-196 661 707 657 565± 560± 914 IM 633 1349 1253 1150 799± 1088 1017 1170 1249 2400 1349 IIU R-233 1349± 1088

PARCL INT
I-JJM 7.2
RADAR

R-250

348° (1.9)

UPSCO INT
I-JJM 9.1
RADAR

15 NM

*When assigned by ATC, intercept glidepath at 3000.

*3000
348° (3.1)

FORT KNOX
109.6 FTK
Chan 33

R-3704
A & B

168°

(IF)
PGSUS
I-JJM 12.2
RADAR

MSA IIU 25 NM
3600

IIU R-188 R-106

(NAXAE)

4000 NoPT to PGSUS
033° (1.4)
and 348° (8.4)

(IAF)
BRBON
IIU 16.3
RADAR

800 188

IIU R-188

HOLD 4000

1450
Arrival holding not required at BRBON via V5-513 Southbound.

112.4 ABB R-141 Chan 71 248° 068°
112.2 BQM R-068 Chan 59
TORAC INT
BQM 14.8

ALTERNATE MISSED APCH FIX

ELEV 501

D

516 517 589 588 526± 740 559± 17L 17R 35L 35R 7250 X 150 8579 X 150 11890 X 150 0.03% DOWN 0.03% UP TDZE 480

HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L

3000
HDG 348°
ABB R-196
112.4

ABB

*When assigned by ATC, intercept glidepath at 3000.

PARCL INT
I-JJM 7.2
RADAR

UPSCO INT
I-JJM 9.1
RADAR

PGSUS INT
I-JJM 12.2
RADAR

2400 348° 4000 Procedure Turn NA

IM 586 *3000

480 MSL

2400 VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 61

1100' 1021' 5.6 NM 1.9 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 35R	CAT IIIa	RVR 07		
S-ILS 35R	CAT IIIb	RVR 06		
S-ILS 35R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-LKS	APP CRS	Rwy Idg	7250
109.1	294°	TDZE	481
		Apt Elev	500

LOC RWY 29

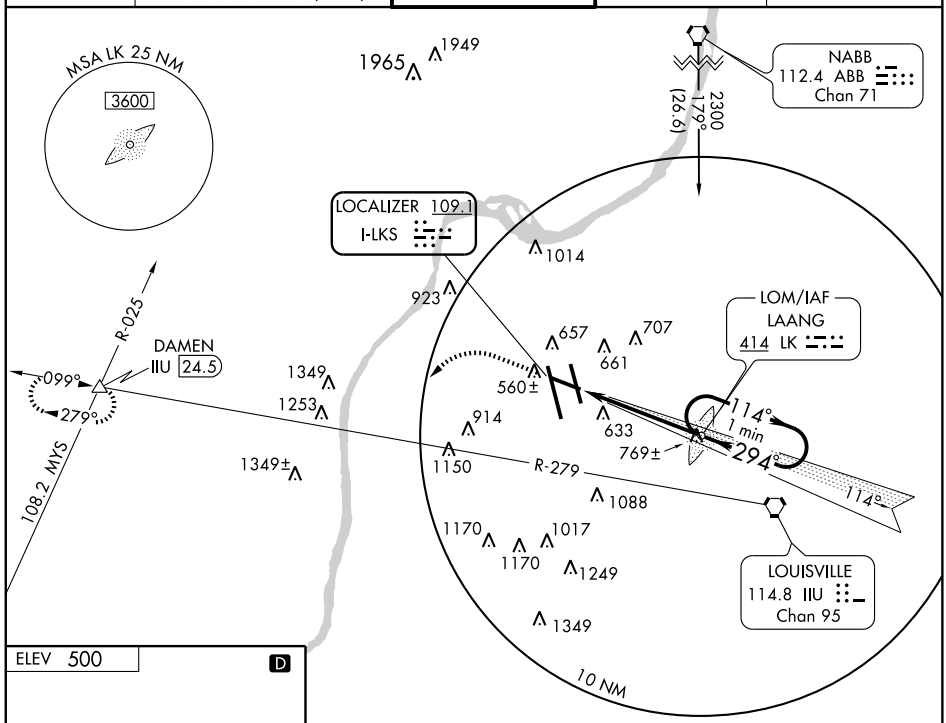
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

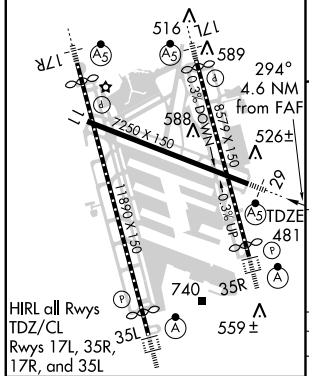
ADF Required.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

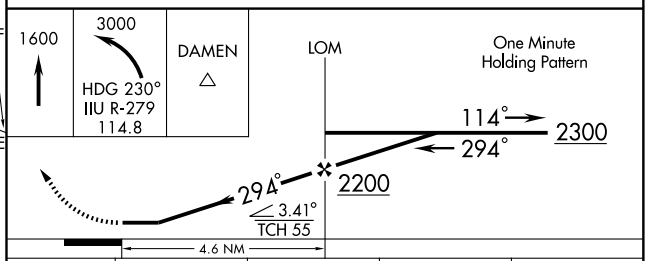
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

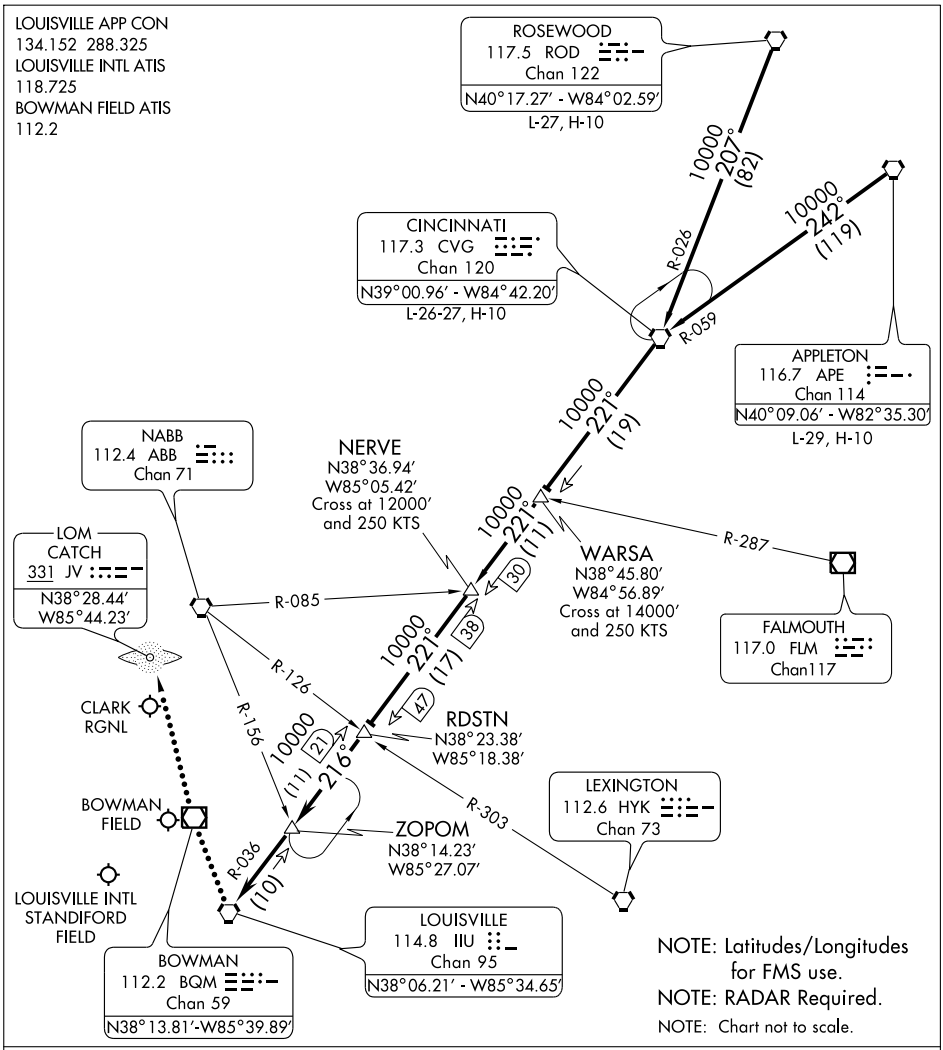


CATEGORY	A	B	C	D
S-29	980/24 499 (500-½)		980/40 499 (500-¾)	980/50 499 (500-1)
CIRCLING	1040-1 540 (600-1)	1140-1 640 (700-1)	1140-1¾ 640 (700-1¾)	1140-2 640 (700-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

REDSTONE ONE ARRIVAL (RDSTN.RDSTN1)

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN1): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN1): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN1): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT (MEA 10000'), then via IIU R-036 to IIU VORTAC (MEA 10000'). Expect radar vectors to final approach after ZOPOM INT.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000' until CATCH LOM.

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7800
CH 90101	168°	TDZE	499
W17B		Apt Elev	501

RNAV (GPS) RWY 17L

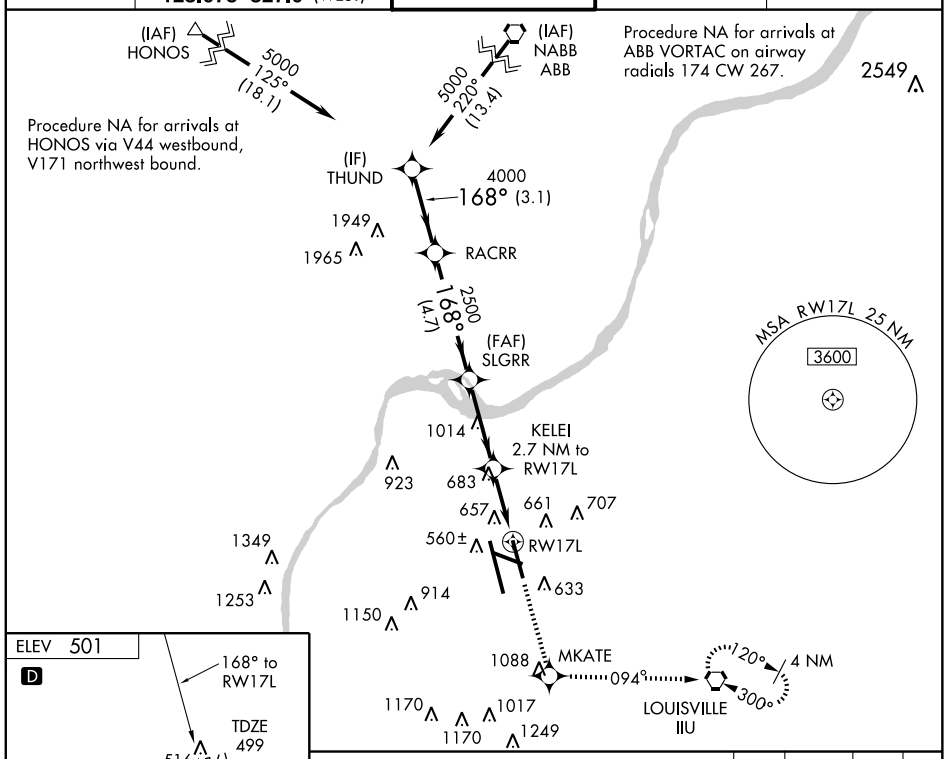
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

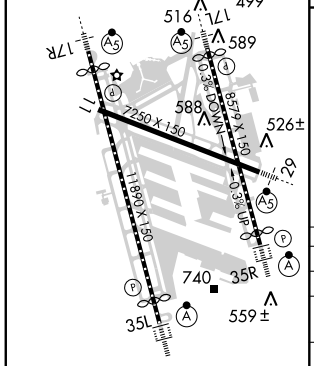
For inoperative MALSR. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

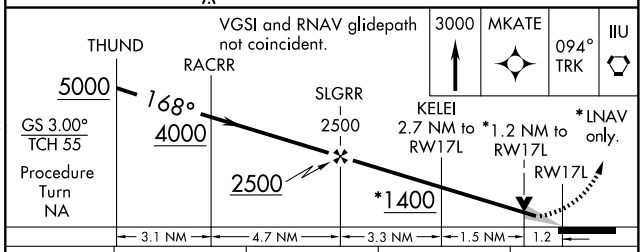
MISSED APPROACH: Climb to 3000 direct MKATE and via 094° track to IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L



CATEGORY	A	B	C	D
LPV DA	793/24 294 (300-½)			
LNAV/VNAV DA	943/50 444 (500-1)			
LNAV MDA	1000/24 501 (500-½)		1000/50 501 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 57909	168°	TDZE	490
W17A		Apt Elev	501

RNAV (GPS) RWY 17R

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

For inoperative MALSR. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct TEYUD and via 266° track to NADDI and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8

(IAF) HONOS — 3000 130° (18.9)

(IAF) NABB ABB — 3000 217° (15)

Procedure NA for arrivals at HONOS via V44 westbound, V171 northwest bound.

Procedure NA for arrivals at ABB VORTAC on airway radials 174 CW 267.

2549

1949 1965 (IF) MENDY — 3000 168° (4.5)

BLGRS — 2500 168° (1.6)

(FAF) CHRCL — 1014

735 923 683 657 707 661 560± VOYUK 2.8 NM to RW17R

RW17R — 633

1349 1253 1150 914 1349±

1088 TEYUD

266° 1170 1170 1017 1249

MISSED APCH FIX

4 NM 264° 084° NADDI

MSA RW17R 25 NM — 3600

Procedure Turn NA

VGSI and RNAV glidepath not coincident.

3000	TEYUD	266° TRK	NADDI

MENDY 3000 168° — BLGRS 3000 — CHRCL 2500 — VOYUK 2.8 NM to RW17R 2500 — *1.4 NM to RW17R *1400 — *LNAV only. RW17R

GS 3.00° TCH 50

4.5 NM | 1.6 NM | 3.3 NM | 1.4 NM | 1.4 NM

CATEGORY	A	B	C	D
LPV DA	755/24 265 (300-½)			
LNAV/VNAV DA	946/50 456 (500-1)			
LNAV MDA	1000/24 510 (500-½)		1000/50 510 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

ELEV 501 — D

168° to RW17R

TDZE 490

516 589 588 526± 740 559±

17L 17R 35R 35L

7250 X 150 — 8576 X 150 — 11890 X 150

0.3% DOWN — 0.3% UP

HIRL all Rwys TDZ/CL Rwys 17L, 35R, 17R, and 35L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg 7250
CH 81801	294°	TDZE 480
W29A		Apt Elev 501

RNAV (GPS) RWY 29

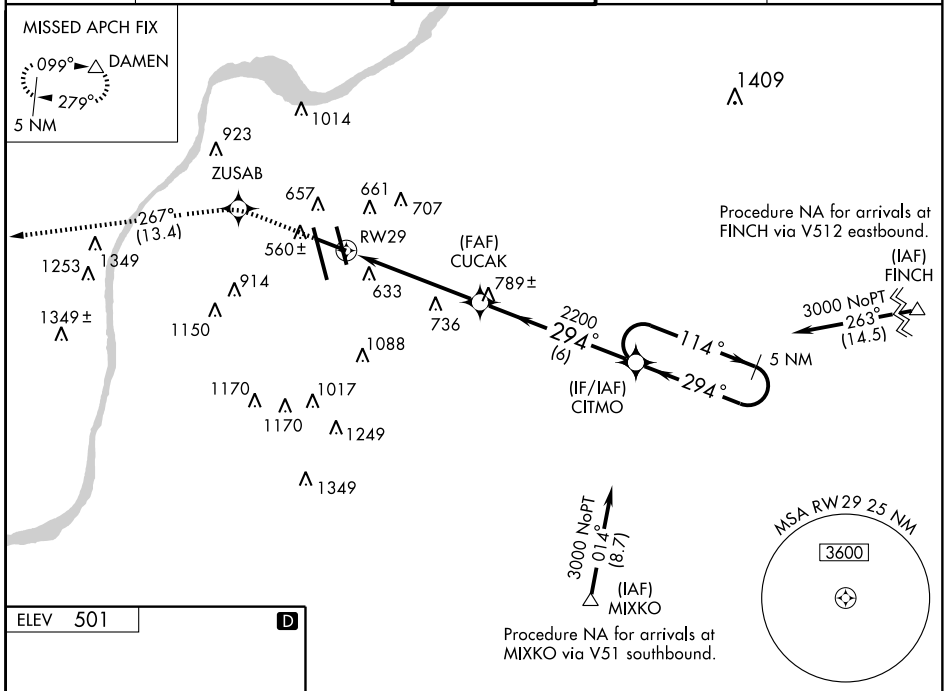
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

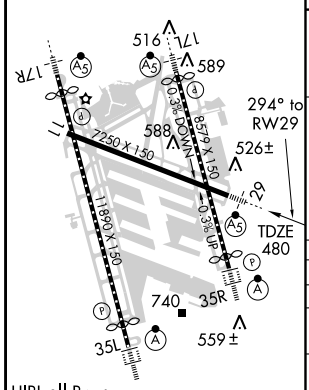
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). If local altimeter setting not received, use Bowman Field altimeter setting. Baro-VNAV NA when using Bowman Field altimeter setting. For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.

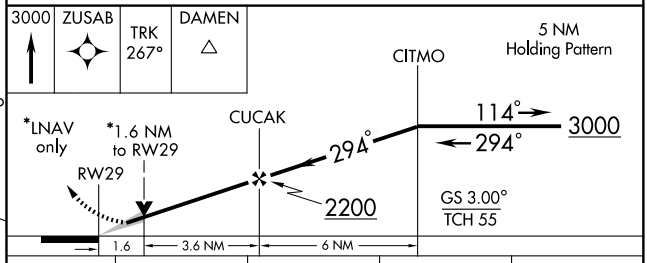
MALSR

MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	773/24 293 (300-½)			
LNAV/VNAV DA	917/50 437 (500-1)			
LNAV MDA	1040/24 560 (600-½)		1040/50 560 (600-1)	1040/60 560 (600-1¼)
CIRCLING	1040-1½ 539 (600-1½)	1160-1½ 659 (700-1½)	1160-1¾ 659 (700-1¾)	1180-2¼ 679 (700-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 70709 W35D	APP CRS 348°	Rwy Idg 7800 / TDZE 480 / Apt Elev 501

RNAV (GPS) RWY 35R

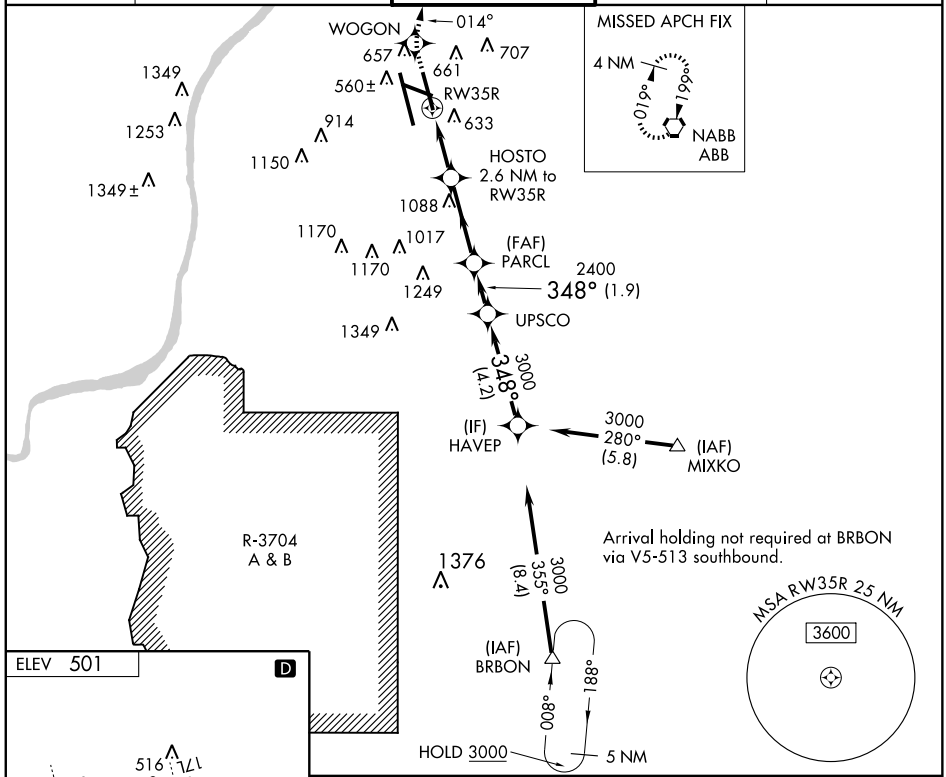
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

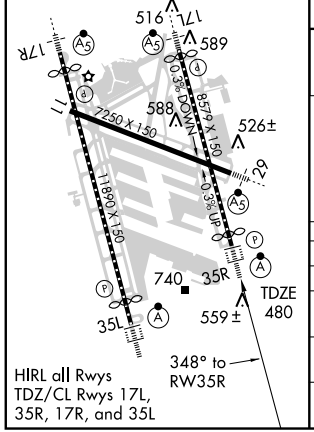
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

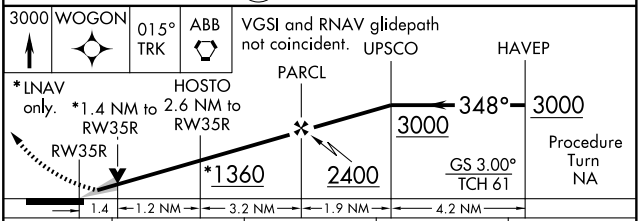
ALSF-2

MISSED APPROACH: Climb to 3000 direct WOGON and via 015° track to ABB VORTAC and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8







CATEGORY	A	B	C	D
LPV DA	680/18 200 (200-½)			
LNAV/VNAV DA	990/60 510 (500-1¼)			
LNAV MDA	1000/24 520 (500-½)		1000/50 520 (500-1)	1000/60 520 (500-1¼)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86203	348°	TDZE	464
W35A		Apt Elev	501

RNAV (GPS) Y RWY 35L

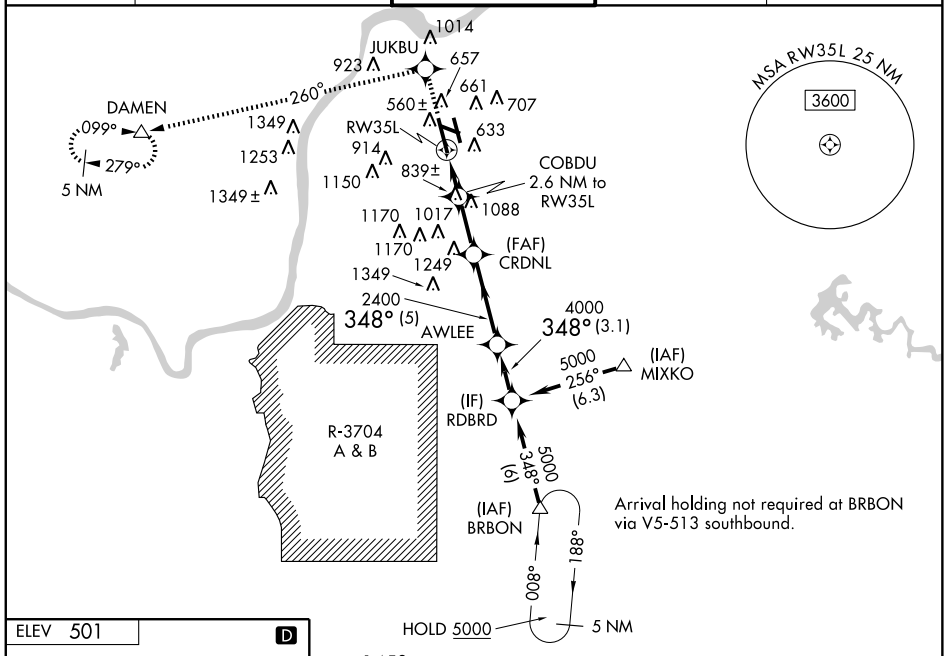
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

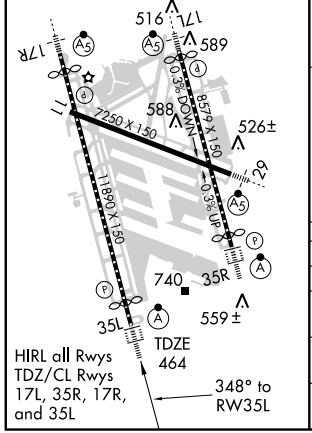
ALSF-2

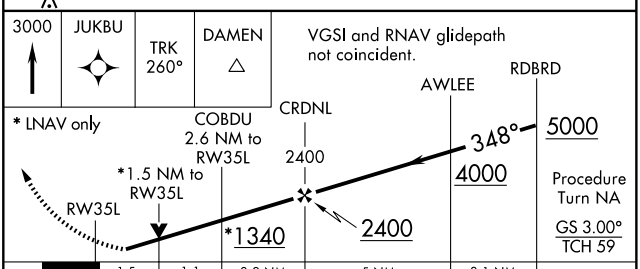
MISSED APPROACH: Climb to 3000 direct JUKBU and via 260° track to DAMEN and hold.

ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8



Arrival holding not required at BRBON via V5-513 southbound.





CATEGORY	A	B	C	D
LPV DA	714/24 250 (300-½)			
LNAV/VNAV DA	1648-5 1184 (1200-5)			
LNAV MDA	1000/24 536 (500-½)		1000/50 536 (500-1)	1000/60 536 (500-1¼)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1140-1¾ 639 (700-1¾)	1140-2 639 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
348°	TDZE	464
	Apt Elev	501

RNAV (RNP) Z RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

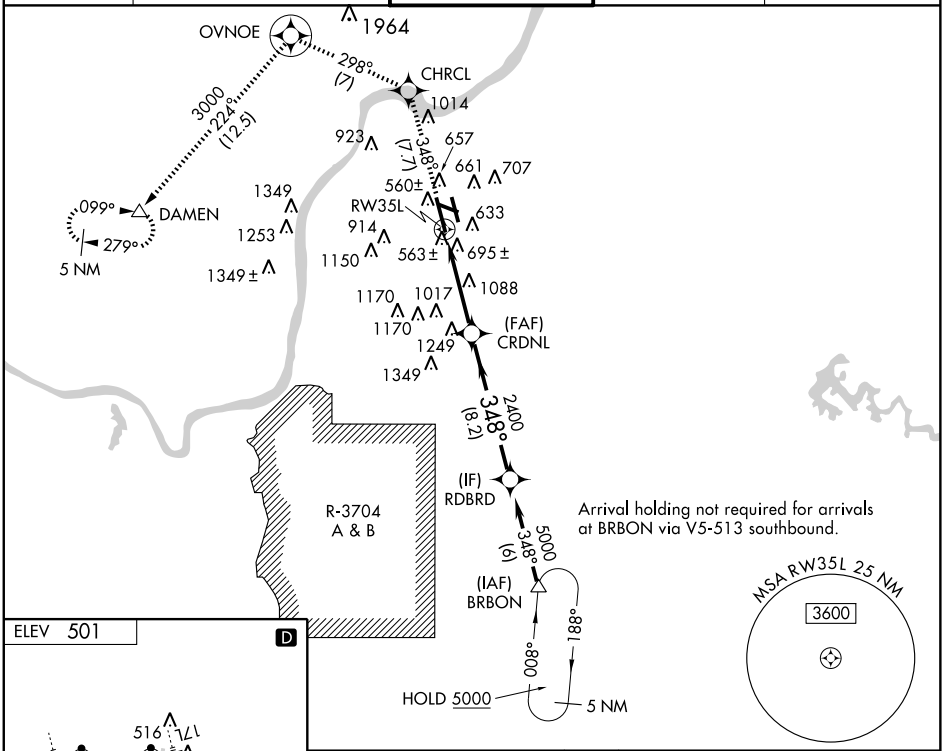
GPS Required. For inoperative ALSF-2, increase RNP 0.16 all Cats. visibility to 1½ miles, RNP 0.30 all Cats. visibility to 2 miles. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F).

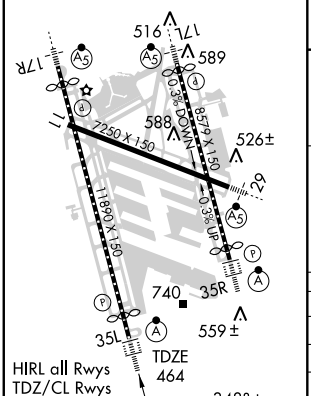
NA

ALSF-2

MISSED APPROACH: Climb to 3000 direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.

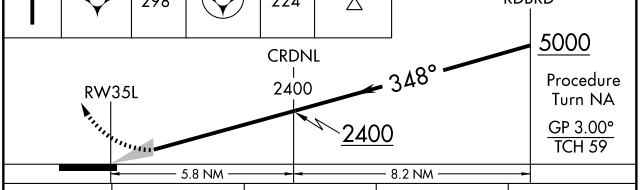
ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL
118.725	132.075 327.0 (EAST) 123.675 327.0 (WEST)	124.2 257.8	121.7 348.6	126.1 275.8





3000	CHRCL	TRK 298°	OVNOE	TRK 224°	DAMEN

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.16 DA	905/50 441 (500-1)			
RNP 0.30 DA	1057-1½ 593 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6050
CH 82512	054°	TDZE	439
W05A		Apt Elev	439

RNAV (GPS) RWY 5

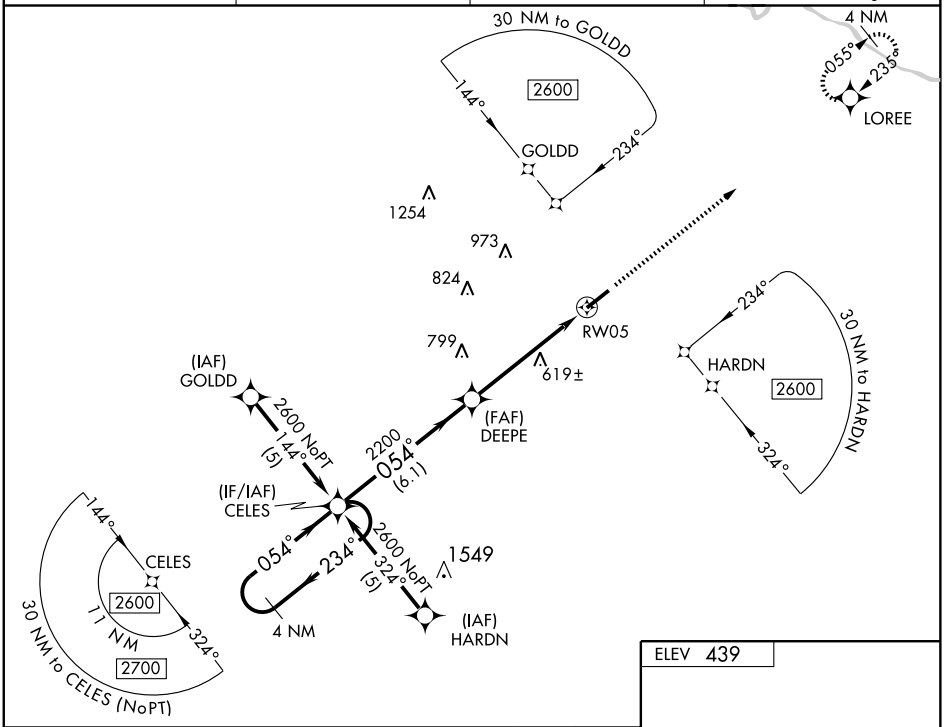
MADISONVILLE MUNI (2I0)

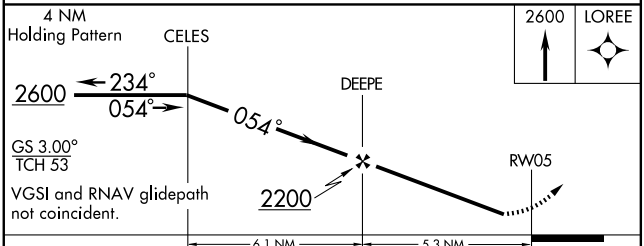
T NA

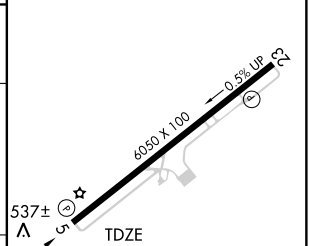
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA 99 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile. Baro VNAV NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct LOREE and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	775-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	807-1¼ 368 (400-1¼)			
LNAV MDA	880-1 441 (500-1)		880-1¼ 441 (500-1¼)	880-1½ 441 (500-1½)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6050
CH 77911	235°	TDZE	418
W23A		Apt Elev	439

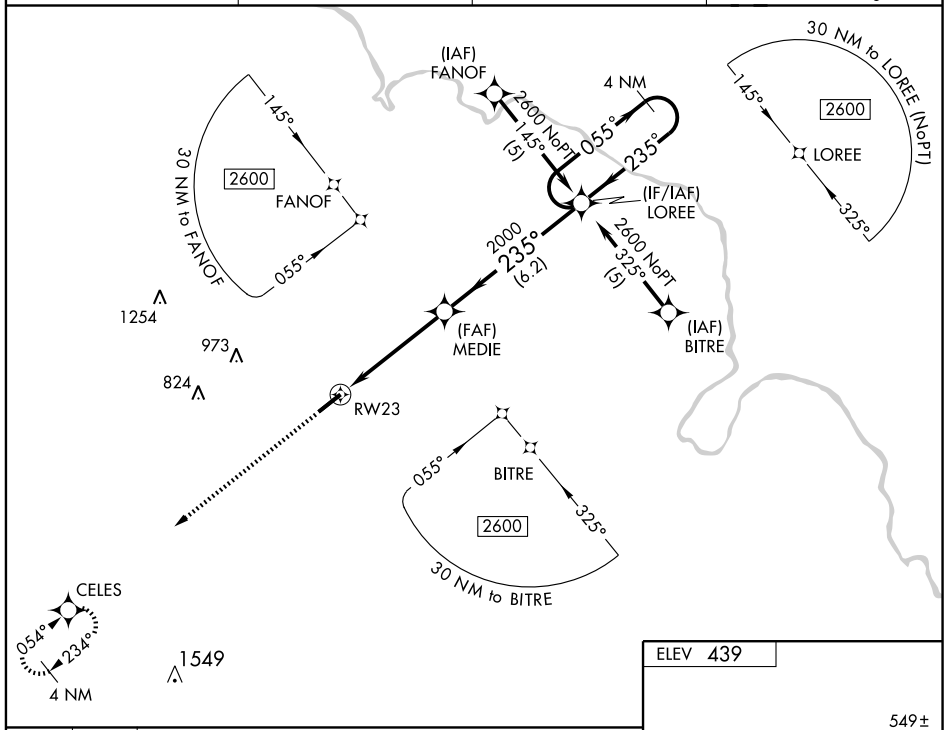
RNAV (GPS) RWY 23

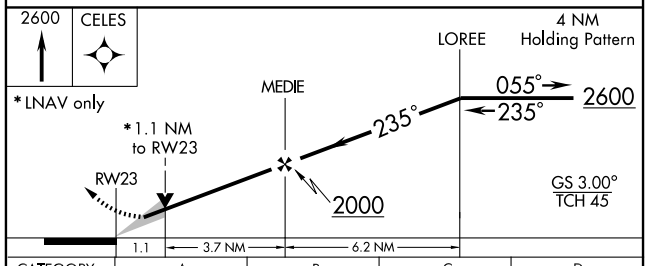
MADISONVILLE MUNI (2I0)

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cats. C and D visibility ¼ mile. Baro VNAV and VDP NA when using Evansville Rgnl altimeter setting.

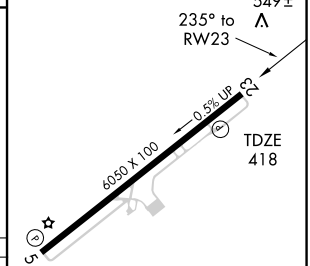
MISSED APPROACH: Climb to 2600 direct CELES and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	740-1¼ 322 (400-1¼)			
LNAV/VNAV DA	819-1½ 401 (400-1½)			
LNAV MDA	800-1 382 (400-1)			800-1¼ 382 (400-1¼)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 17 DEC 2009 to 14 JAN 2010

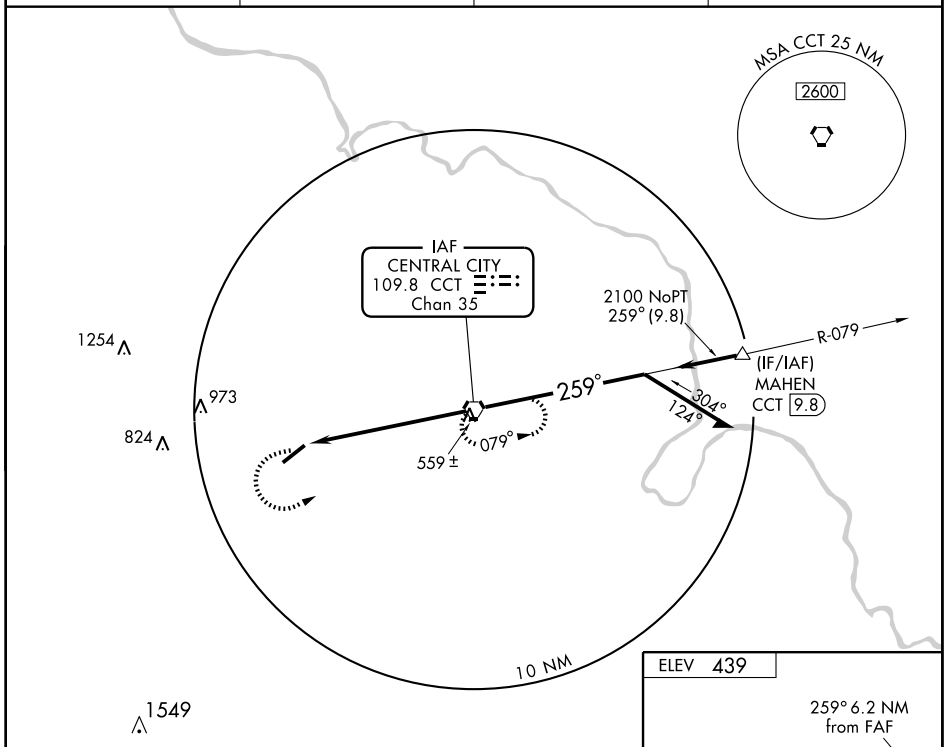
VORTAC CCT	APP CRS	Rwy Idg	6050
109.8	259°	TDZE	418
Chan 35		Apt Elev	439

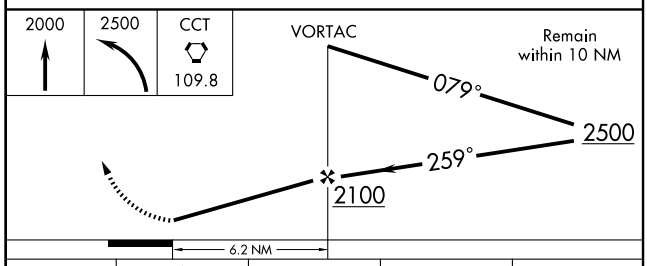
VOR RWY 23
MADISONVILLE MUNI (2I0)

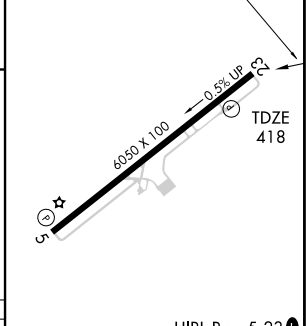
T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	126.4 226.4	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-23	820-1 402 (400-1)		820-1¼ 402 (400-1¼)	
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SE-1. 17 DEC 2009 to 14 JAN 2010

MARION, KENTUCKY

AL-9833 (FAA)

APP CRS	Rwy Idg	4400
068°	TDZE	650
	Apt Elev	652

RNAV (GPS) RWY 7

MARION-CRITTENDEN COUNTY (5M9)

NA	DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

STURGIS MUNI AWOS-3	MEMPHIS CENTER	CTAF
118.775	133.65 292.15	122.9 L

MSA RW07 25 NM
2400

1108

POCKET CITY
PXV

3500 to Fevod
217°
(49.1)

5 NM
068°
248°
HAMIV

CENTRAL CITY
CCT

3500 to Fevod
264°
(52.3)

925±

RW07

842

1076

(IF/IAF)
FEVOD

2600
068°
(6)

(FAF)
ELOCU

068°
248°

3500 NoPT
060°
(27.8)

5 NM

(IAF)
CUNNINGHAM
CNG

ELEV 652

3500 HAMIV

5 NM
Holding Pattern

FEVOD

3500
248°
068°

ELOCU

068°

2600

3.05°
TCH 32

RW07

VGSI and descent angles not coincident.

6 NM
5.9 NM

TDZE
650

4400 X 75
0.5% UP

25

068° to
RW07

CATEGORY	A	B	C	D
LNAV MDA	1160-1	510 (600-1)	1160-1½	510 (600-1½)
CIRCLING	1200-1	548 (600-1)	1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

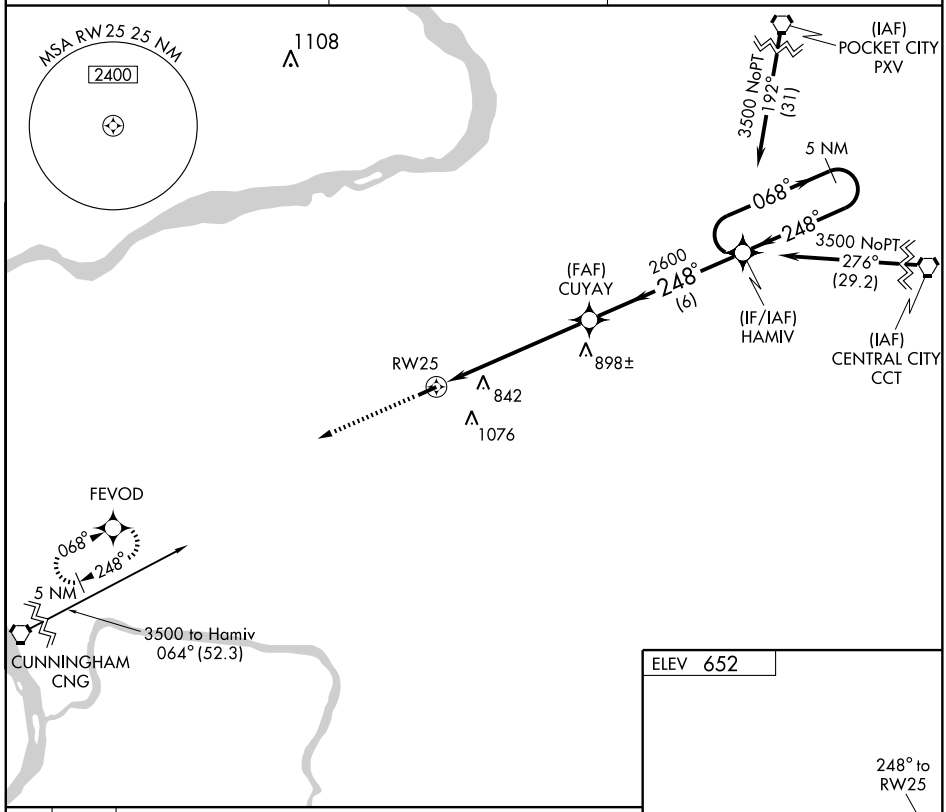
SE-1. 17 DEC 2009 to 14 JAN 2010

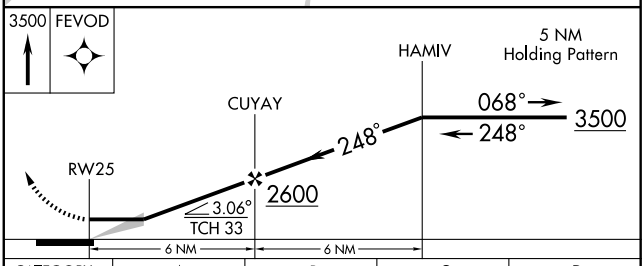
APP CRS	Rwy Idg	4400
248°	TDZE	643
	Apt Elev	652

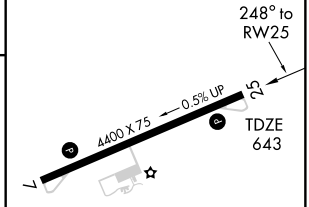
RNAV (GPS) RWY 25
MARION-CRITTENDEN COUNTY (5M9)

NA	DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

STURGIS MUNI AWOS-3	MEMPHIS CENTER	CTAF
118.775	133.65 292.15	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1220-1	577 (600-1)	1220-1½ 577 (600-1½)	1220-1¾ 577 (600-1¾)
CIRCLING	1220-1	568 (600-1)	1280-1¾ 628 (700-1¾)	1460-2½ 808 (900-2½)

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
004°	Rwy Idg	5001
	TDZE	522
	Apt Elev	522

GPS RWY 36

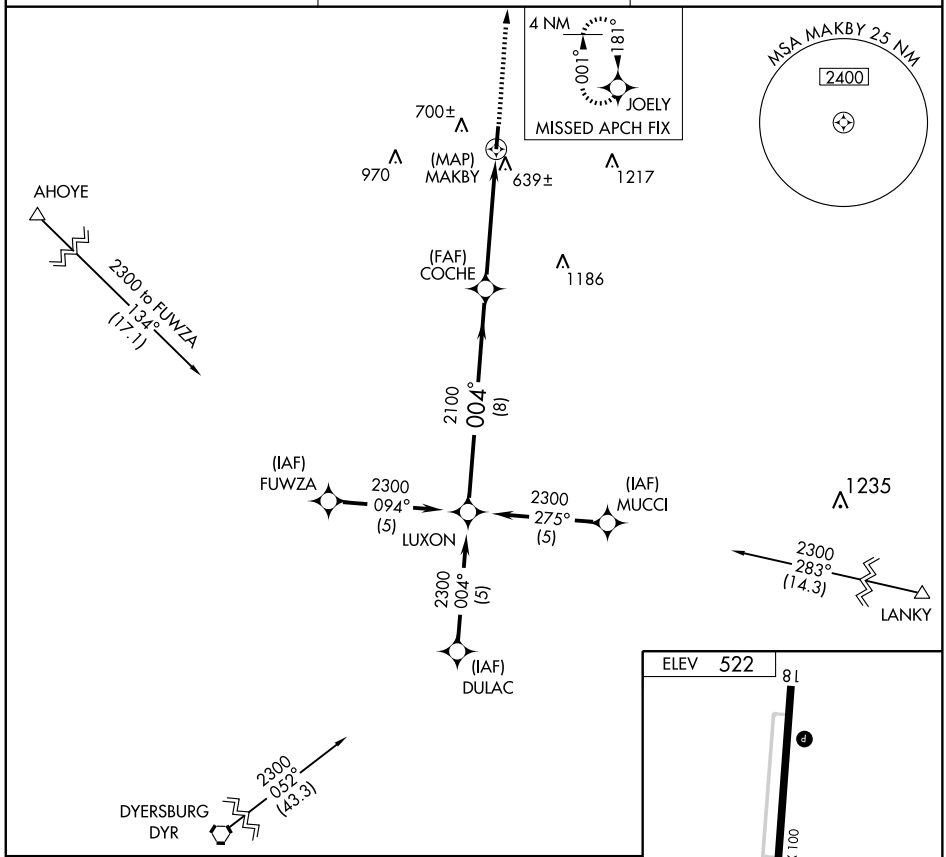
MAYFIELD GRAVES COUNTY (M25)

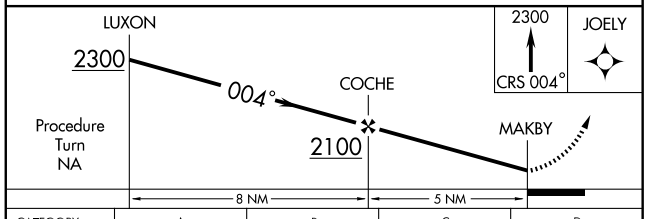
If local altimeter setting not received, use Paducah altimeter setting and increase all MDAs 60 feet.

NA

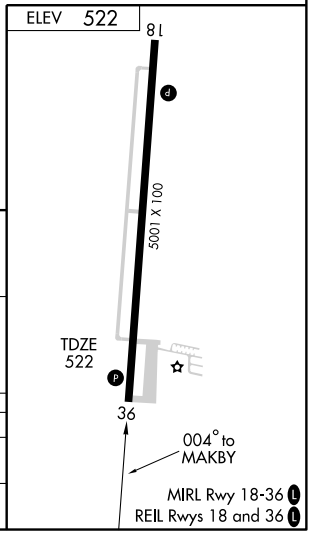
MISSED APPROACH: Climb to 2300 via 004° course to JOELY WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	900-1 378 (400-1)			900-1¼ 378 (400-1¼)
CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1080-2 558 (600-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

NDB GGK 401	APP CRS 004°	Rwy Idg 5001 TDZE 522 Apt Elev 522

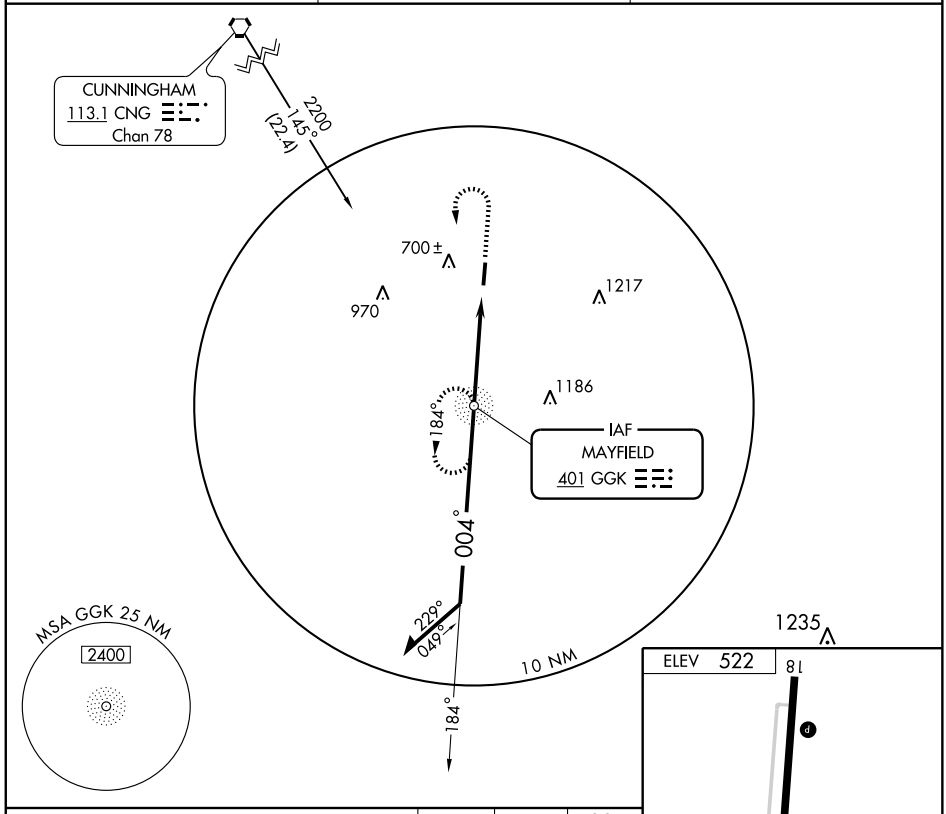
NDB RWY 36

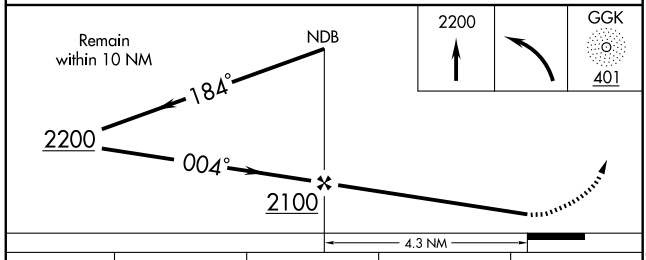
MAYFIELD GRAVES COUNTY (M25)

▼ NA If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2200 then left turn direct GGK NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1060-1¾ 538 (600-1¾)
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC CNG	APP CRS	Rwy Idg	N/A
113.1	137°	TDZE	N/A
Chan 78		Apt Elev	522

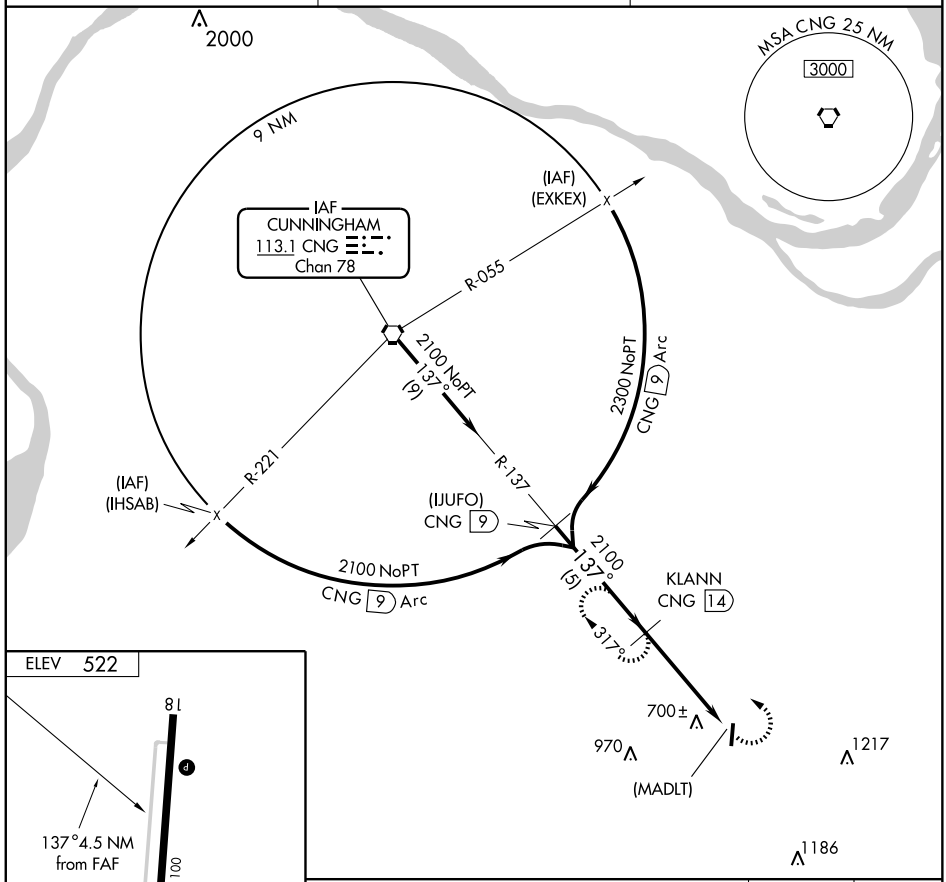
VOR/DME or GPS-A

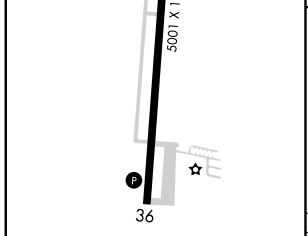
MAYFIELD GRAVES COUNTY (M25)

If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 via CNG R-137 to KLANN 14 DME and hold.

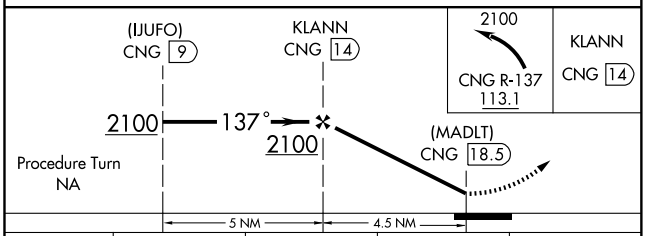
AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF)





MIRL Rwy 18-36

REIL Rwys 18 and 36



CATEGORY	A	B	C	D
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

MAYFIELD, KENTUCKY

AL-6223 (FAA)

VORTAC CNG	APP CRS	Rwy Idg	5001
113.1	181°	TDZE	520
Chan 78		Apt Elev	522

VOR/DME RNAV or GPS RWY 18

MAYFIELD GRAVES COUNTY (M25)

If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing left turn to 2300 direct JOELY WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L

IAF
CUNNINGHAM
113.1 CNG
Chan 78

2300 NoPT
104°
(13.5)

1325

4 NM

001°

181°

IAF
JOELY
N36° 56.51'-W88° 34.07'
113.1 CNG 104.1°-13.5

(FAF)
(CITBY)
5 NM from MAP WP
N36° 51.52'-W88° 34.56'

2100

181°

(5)

MAP
MEDWS
N36° 46.53'-W88° 35.05'
113.1 CNG 136.0°-18.5

970

700±

1217

1186

MSA MEDWS 25 NM
2400

ELEV 522

181° to MAP WP

TDZE
520

5001 X 100

36

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

2300

JOELY

4 NM Holding Pattern

(CITBY)
5 NM from MAP WP

JOELY WP

001°

2300

181°

181°

MEDWS MAP WP

2100

5 NM

5 NM

CATEGORY	A	B	C	D
S-18	1000-1	480 (500-1)	1000-1¼ 480 (500-1¼)	1000-1½ 480 (500-1½)
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1080-2 558 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

MIDDLESBORO, KENTUCKY AL-10316 (FAA)

RNAV (GPS)-A

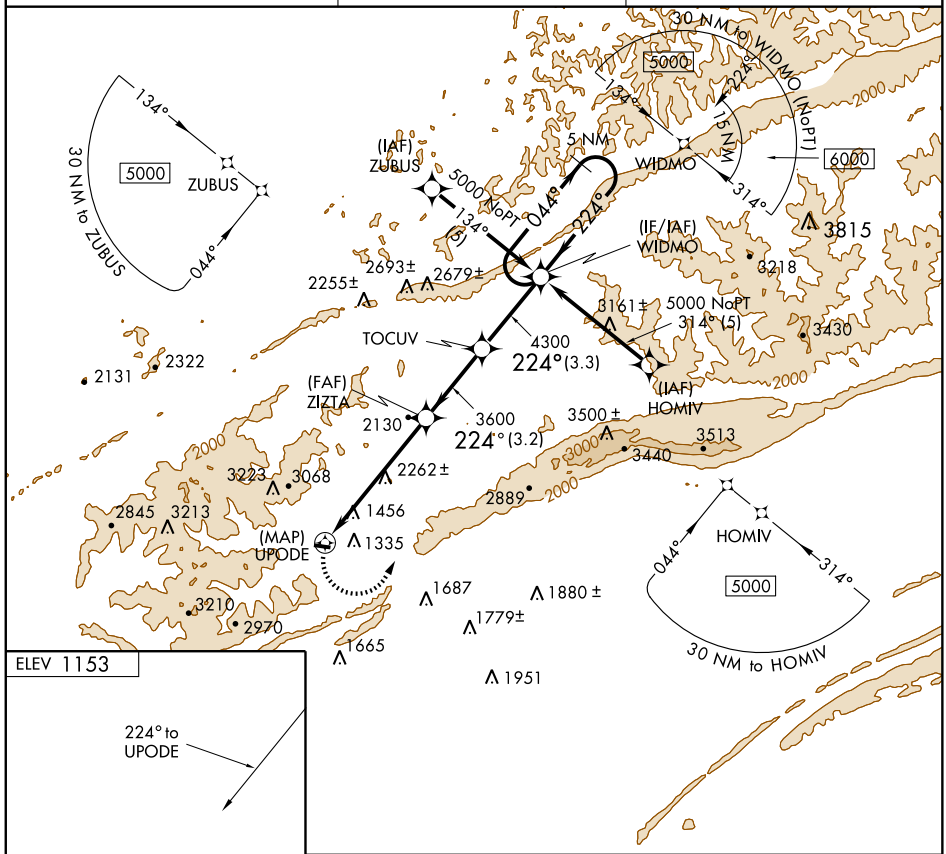
MIDDLESBORO-BELL COUNTY (1A6)

APP CRS	Rwy Idg	NA
224°	TDZE	NA
	Apt Elev	1153

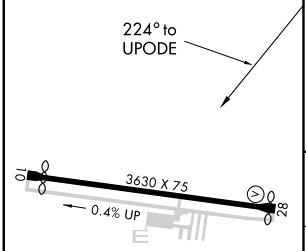
If local altimeter setting not received, use London altimeter setting and increase all MDAs 380 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

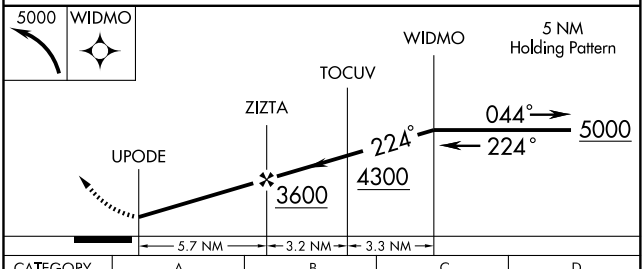
MISSED APPROACH: Climbing left turn to 5000 direct WIDMO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.625 371.925	122.8 (CTAF)



ELEV 1153





CATEGORY	A	B	C	D
CIRCLING	2820-1¼ 1667 (1700-1¼)	2880-1½ 1727 (1800-1½)	NA	

REIL Rwy 28

SE-1. 17 DEC 2009 to 14 JAN 2010

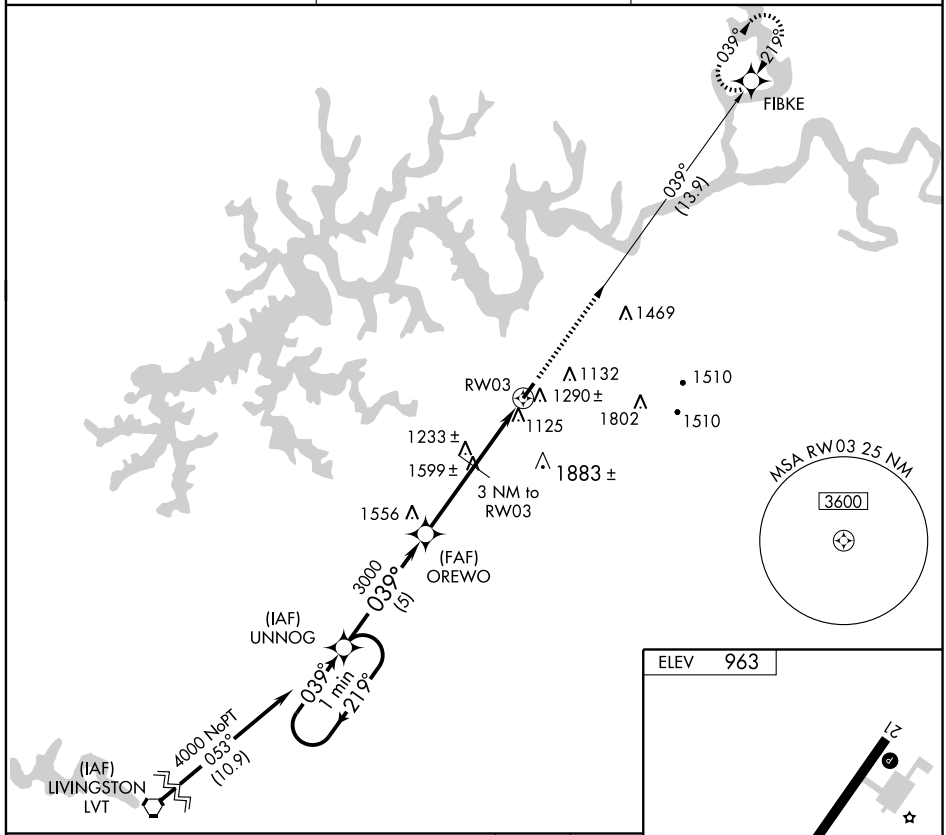
APP CRS	Rwy Idg	4000
039°	TDZE	962
	Apt Elev	963

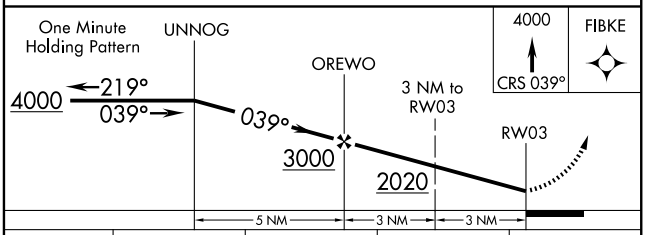
GPS RWY 3

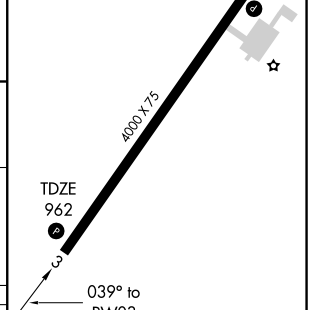
MONTICELLO/ WAYNE COUNTY (EKQ)

▼ Use Somerset altimeter setting; when not received, procedure not authorized.	MISSED APPROACH: Climb to 4000 via 039° course to FIBKE WP and hold.
▲ NA	

ASOS	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1580-1	618 (700-1)	1580-1¾ 618 (700-1¾)	1580-2 618 (700-2)
CIRCLING	1820-1 857 (900-1)	1820-1¼ 857 (900-1¼)	1820-2½ 857 (900-2½)	2060-3 1097 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
219°	TDZE	963
	Apt Elev	963

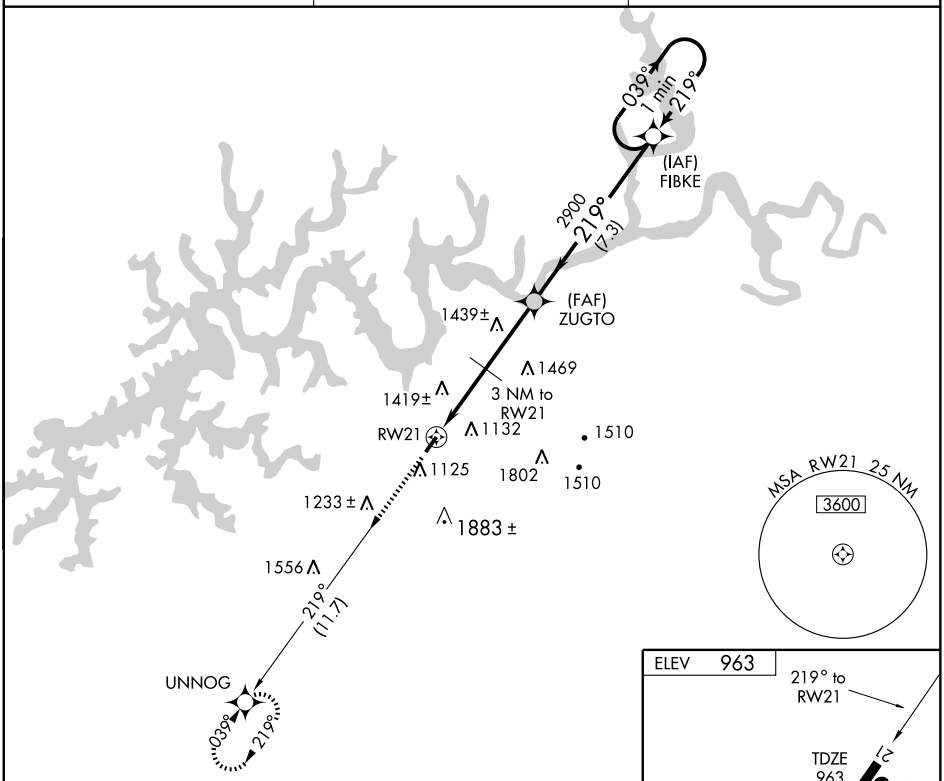
GPS RWY 21

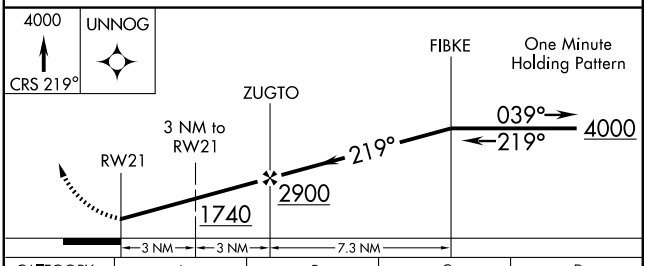
MONTICELLO/ WAYNE COUNTY (EKQ)

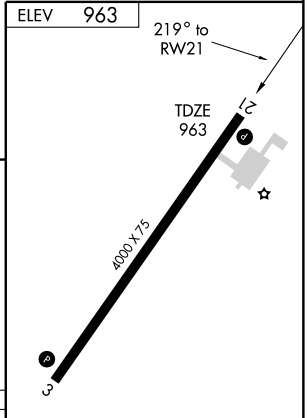
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 219° course to UNNOG WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1680-1 717 (800-1)		1680-2 717 (800-2)	1680-2¼ 717 (800-2¼)
CIRCLING	1820-1 857 (900-1)	1820-1¼ 857 (900-1¼)	1820-2½ 857 (900-2½)	2060-3 1097 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86909	026°	TDZE	1028
W02A		Apt Elev	1028

RNAV (GPS) RWY 2

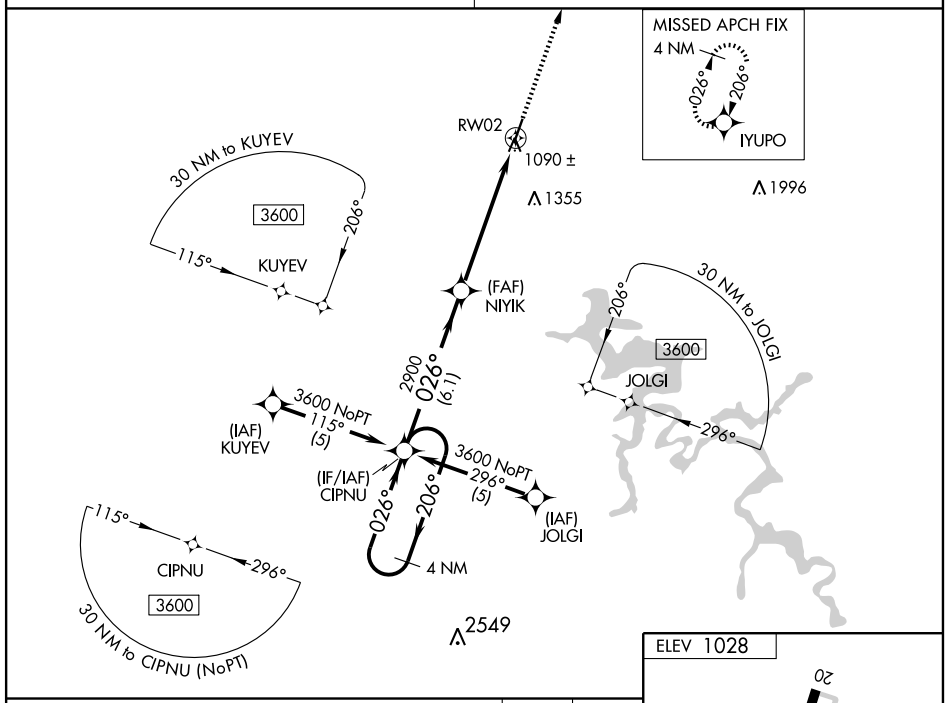
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

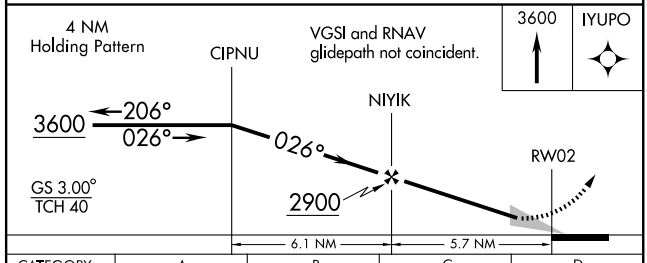
T
NA

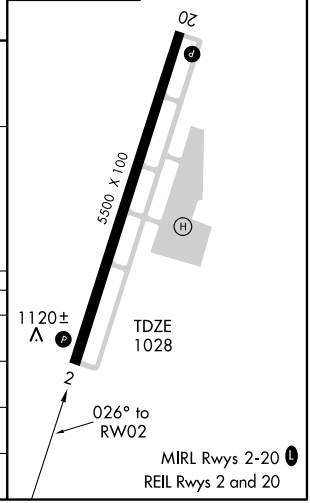
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IYUPO and hold.

INDIANAPOLIS CENTER	UNICOM
124.225 360.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1328-1 300 (300-1)			
LNAV/VNAV DA	1410-1¼ 382 (400-1¼)			
LNAV MDA	1420-1 392 (400-1)			1420-1¼ 392 (400-1¼)
CIRCLING	1480-1 452 (500-1)		1480-1½ 452 (500-1½)	1580-2 552 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 78209	206°	TDZE	1020
W20A		Apt Elev	1028

RNAV (GPS) RWY 20

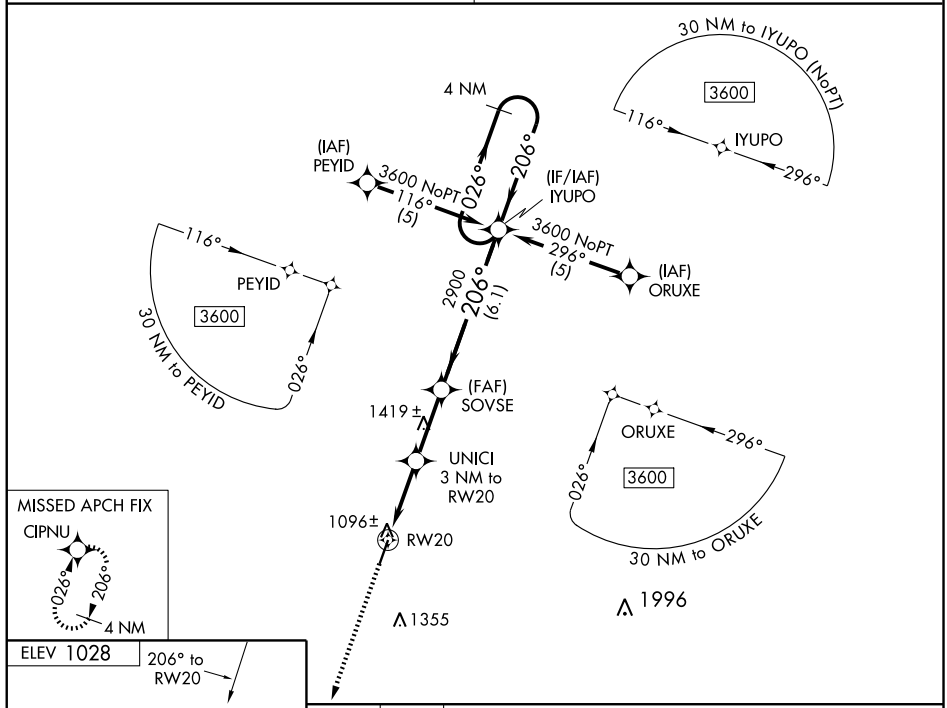
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

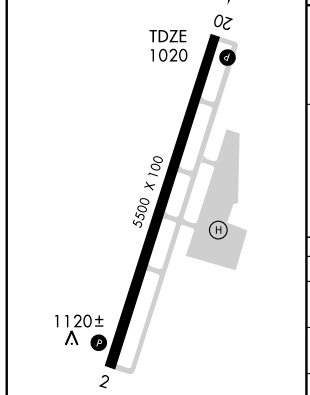
NA

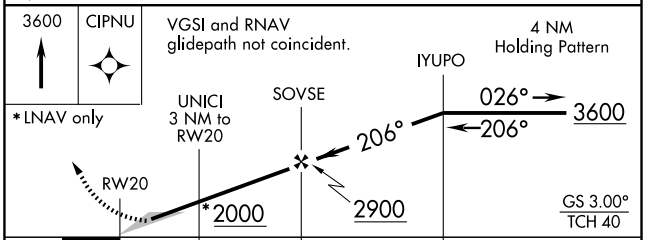
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, and LPV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CIPNU and hold.

INDIANAPOLIS CENTER	UNICOM
124.225 360.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1387-1¼ 367 (400-1¼)			
LNAV/VNAV DA	1416-1½ 396 (400-1½)			
LNAV MDA	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1480-1 452 (500-1)		1480-1½ 452 (500-1½)	1580-2 552 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
211°	TDZE	1006
	Apt Elev	1019

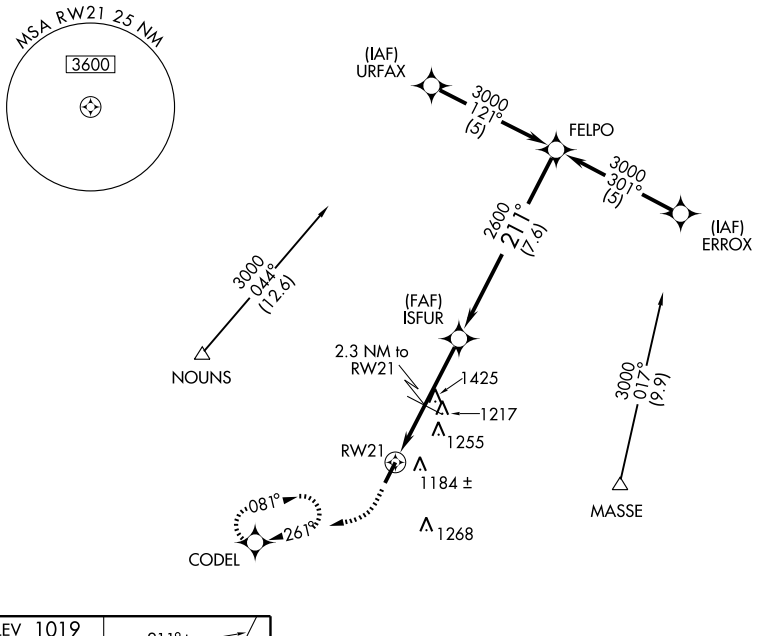
GPS RWY 21

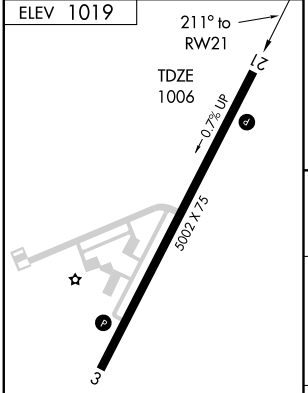
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

NA

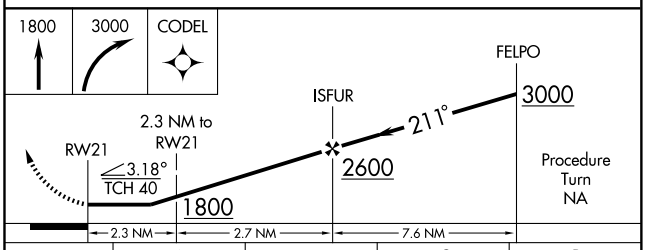
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CODEL WP and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L





2549



CATEGORY	A	B	C	D
S-21	1460-1	454 (500-1)	1460-1¼ 454 (500-1¼)	1460-1½ 454 (500-1½)
CIRCLING	1540-1	521 (600-1)	1540-1½ 521 (600-1½)	1580-2 561 (600-2)

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB IOB	APP CRS	Rwy Idg	5002
210	018°	TDZE	1020
		Apt Elev	1019

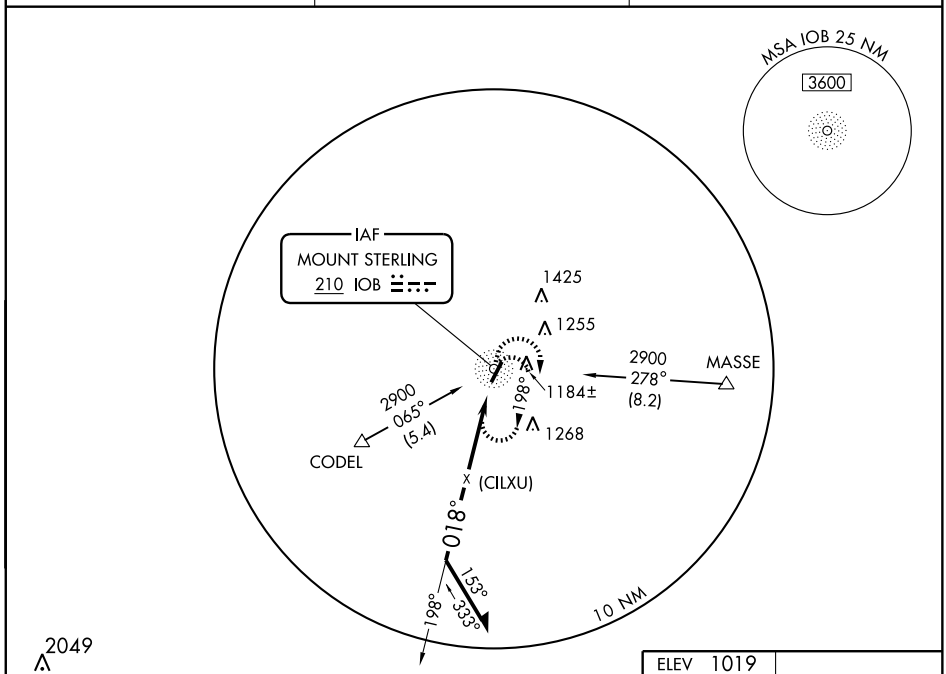
NDB or GPS RWY 3

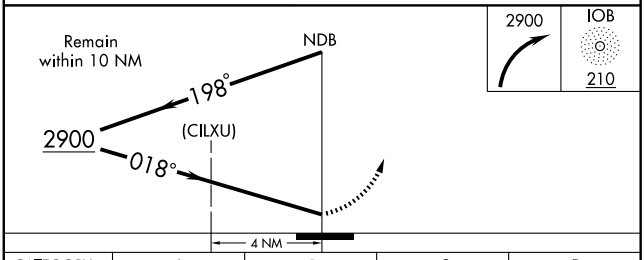
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

NA

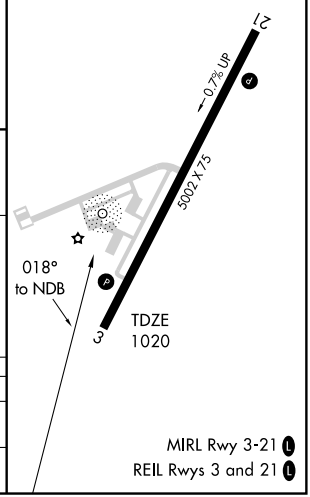
MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-3	1660-1	640 (700-1)	1660-1¾ 640 (700-1¾)	1660-2 640 (700-2)
CIRCLING	1660-1	640 (700-1)	1660-1¾ 640 (700-1¾)	1660-2 640 (700-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

NDB IOB	APP CRS	Rwy Idg	5002
210	221°	TDZE	1007
		Apt Elev	1019

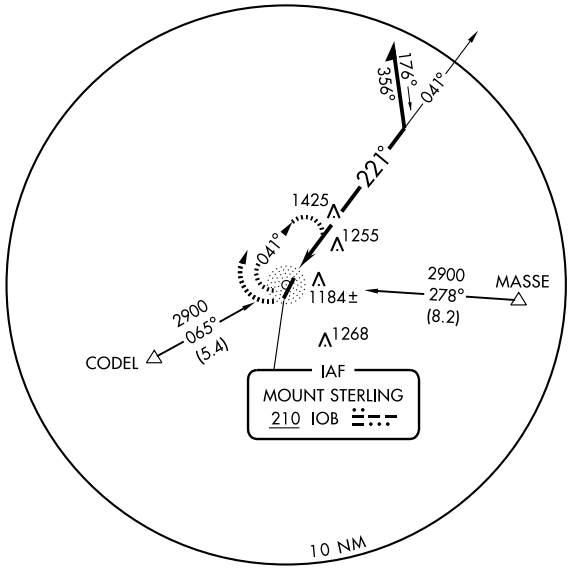
NDB RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

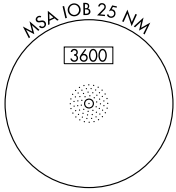
NA

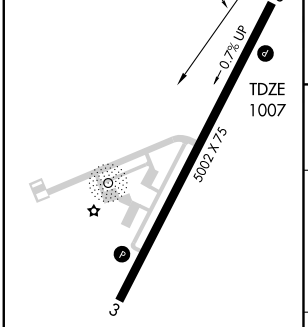
MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
120.675	120.15 259.3	122.8 (CTAF) L



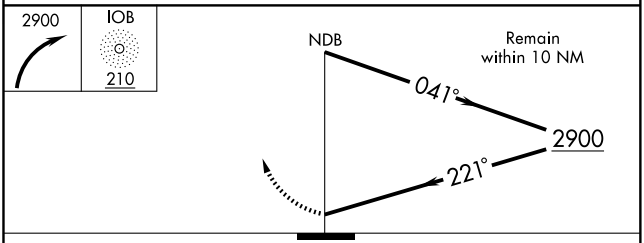
2049





MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
S-21	1840-1 833 (900-1)	1840-1¼ 833 (900-1¼)	1840-2½ 833 (900-2½)	1840-2¾ 833 (900-2¾)
CIRCLING	1840-1 820 (900-1)	1840-1¼ 820 (900-1¼)	1840-2½ 820 (900-2½)	1840-2¾ 820 (900-2¾)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6203
051°	TDZE	573
	Apt Elev	573

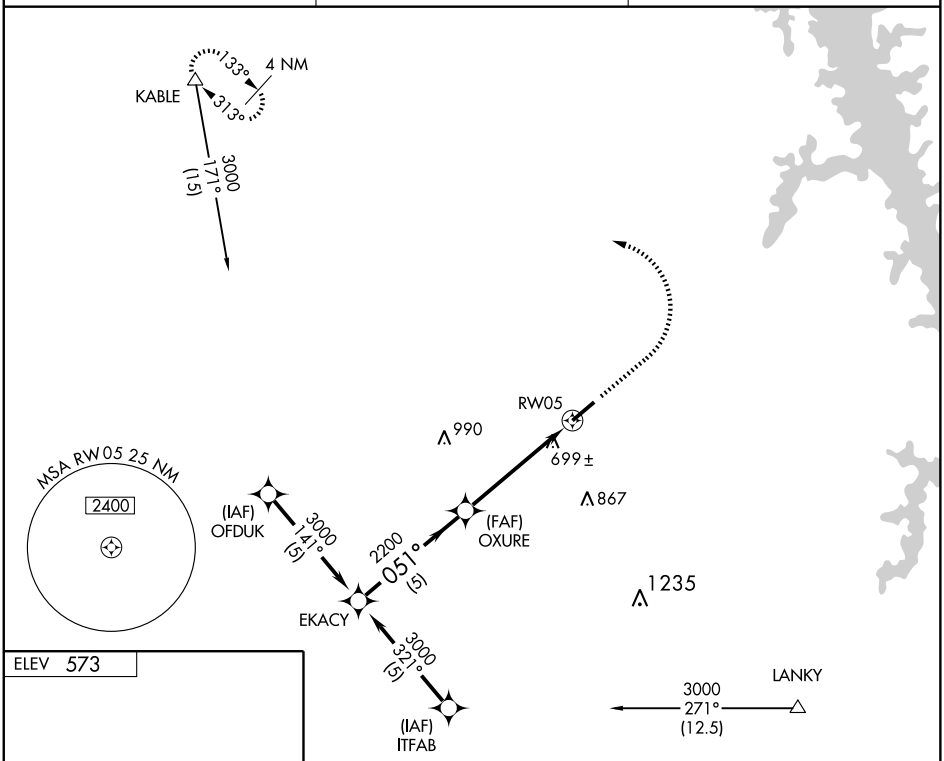
GPS RWY 5

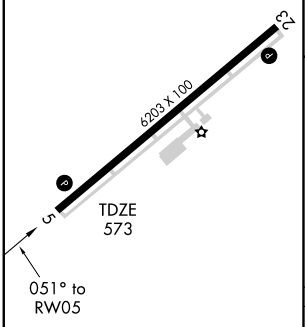
MURRAY/ KYLE-OAKLEY FIELD (CEY)

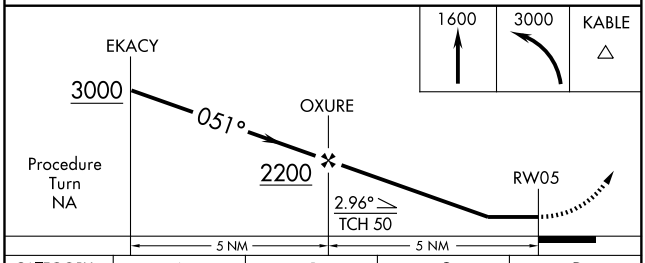
T
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct KABLE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	960-1 387 (400-1)			960-1¼ 387 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6203
231°	TDZE	567
	Apt Elev	573

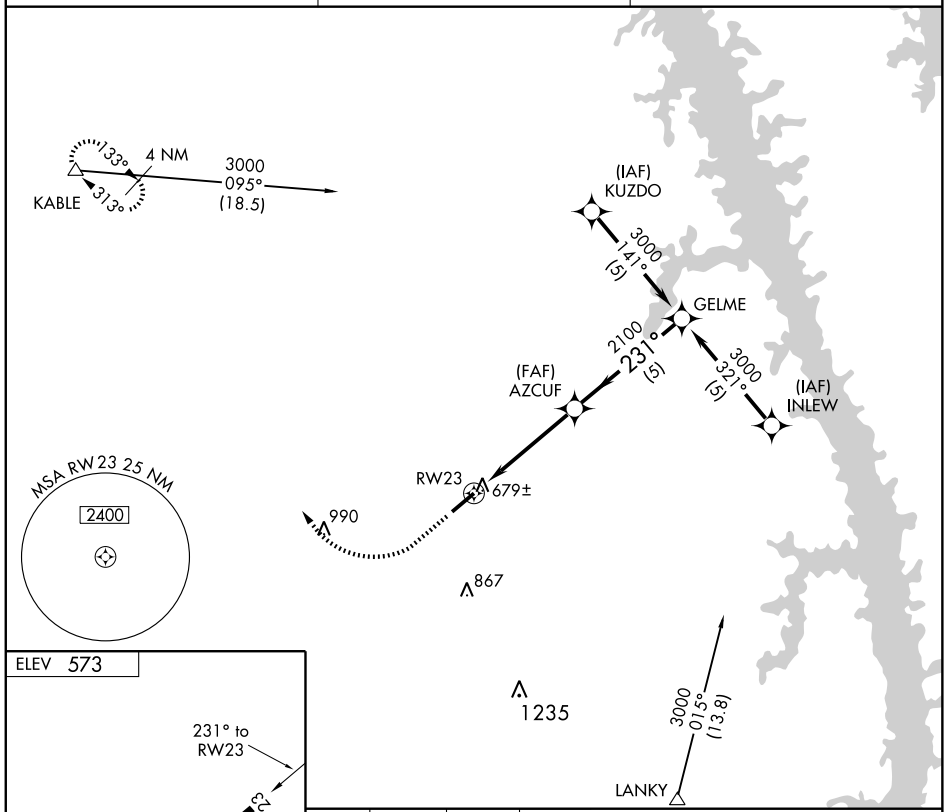
GPS RWY 23

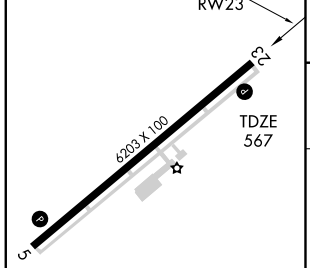
MURRAY/ KYLE-OAKLEY FIELD (CEY)

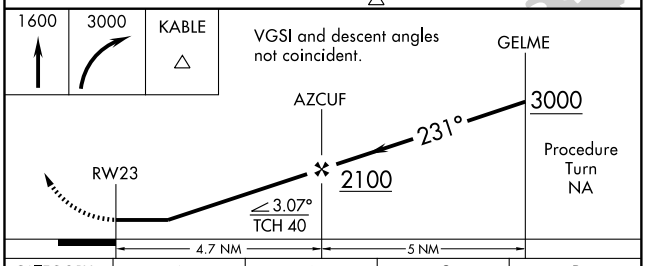
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct KABLE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-EUY	APP CRS	Rwy Idg	6203
110.5	231°	TDZE	567
		Apt Elev	573

LOC RWY 23

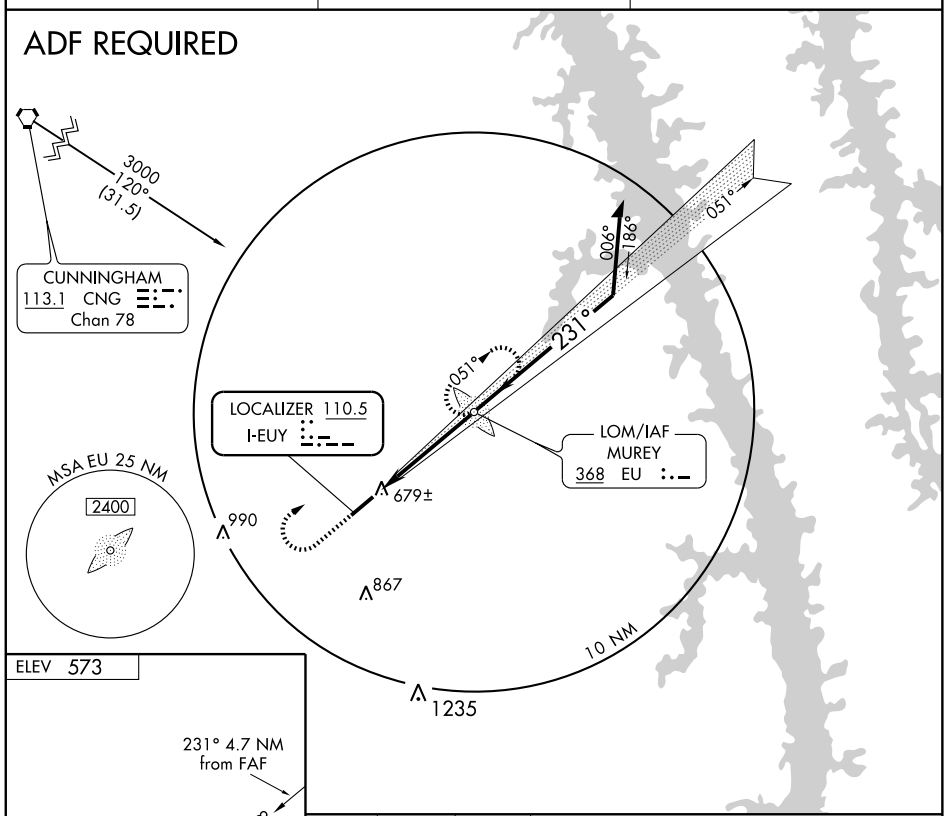
MURRAY/ KYLE-OAKLEY FIELD (CEY)

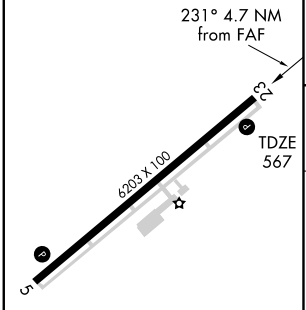
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct EU LOM and hold.

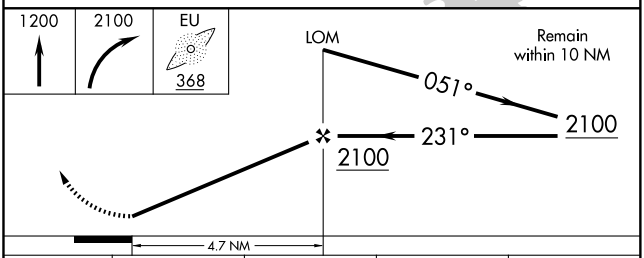
AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L

ADF REQUIRED





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-23	940-1 373 (400-1)			940-1¼ 373 (400-1¼)
CIRCLING	1000-1 427 (500-1)	1040-1 467 (500-1)	1040-1½ 467 (500-1½)	1140-2 567 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

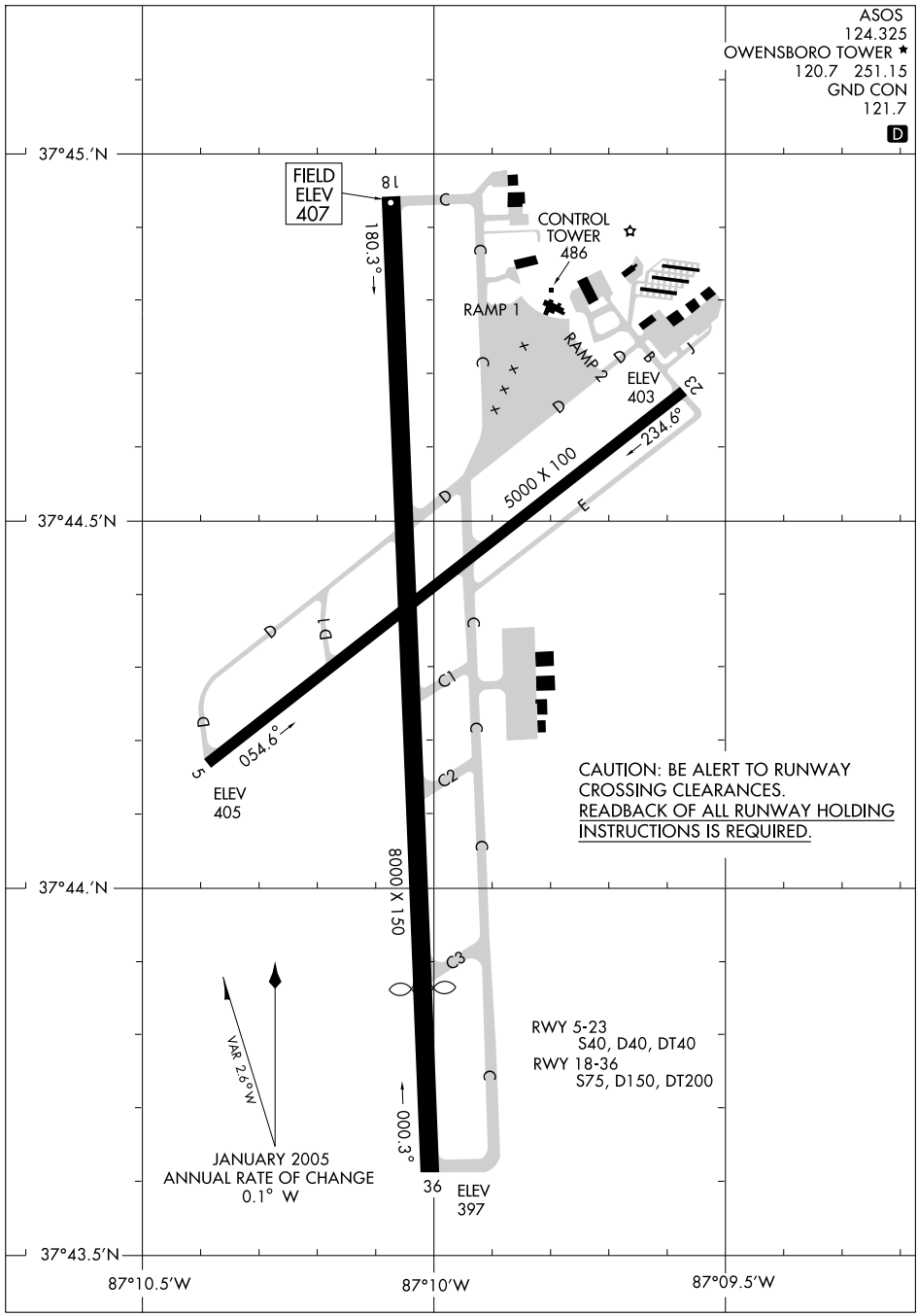
09071

AIRPORT DIAGRAM

AL-707 (FAA)

OWENSBORO-DAVIESS COUNTY (OWB)
OWENSBORO, KENTUCKY

ASOS
124.325
OWENSBORO TOWER ★
120.7 251.15
GND CON
121.7
D



SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-OWB	APP CRS	Rwy Idg	6500
111.5	359°	TDZE	400
		Apt Elev	406

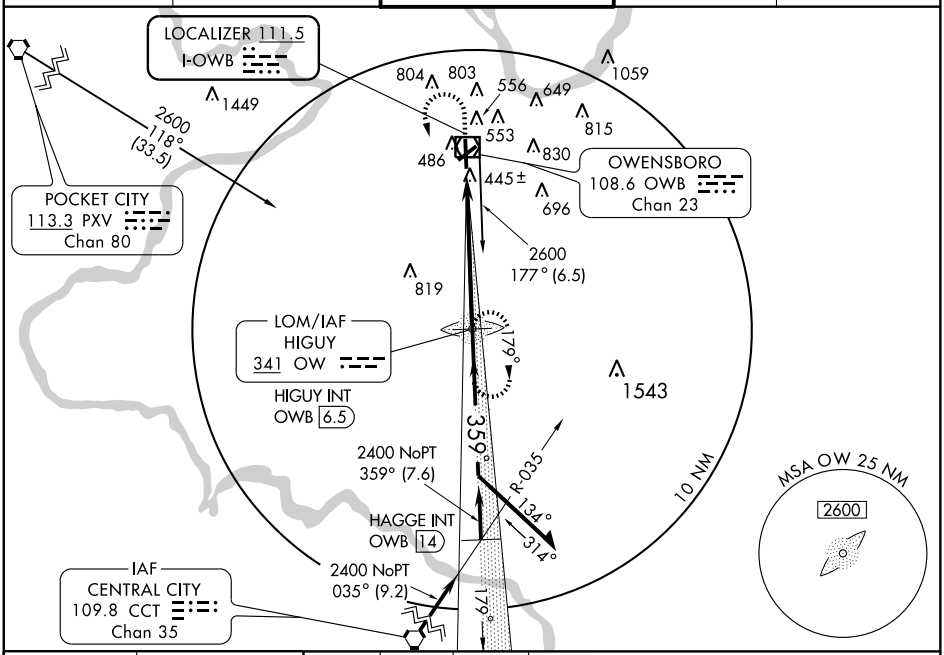
ILS or LOC RWY 36
OWENSBORO-DAVIESS COUNTY (OWB)

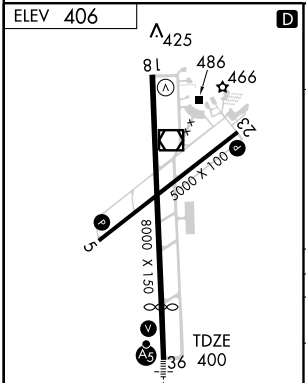
When control tower closed, use Evansville altimeter setting.
ADF REQUIRED.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct HIGUY LOM and hold.

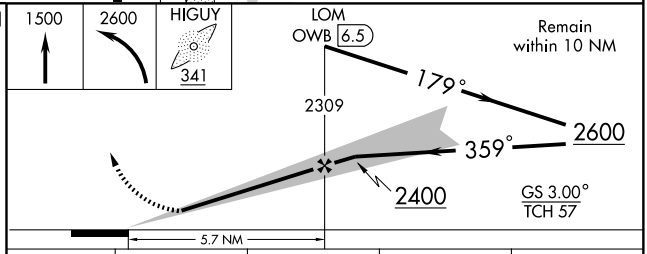
ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 36	600-½ 200 (200-½)			
S-LOC 36	780-½ 380 (400-½)			780-¾ 380 (400-¾)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 36	659-½ 259 (300-½)			
S-LOC 36	840-½ 440 (500-½)		840-¾ 440 (500-¾)	840-1 440 (500-1)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
053°	TDZE	405
	Apt Elev	406

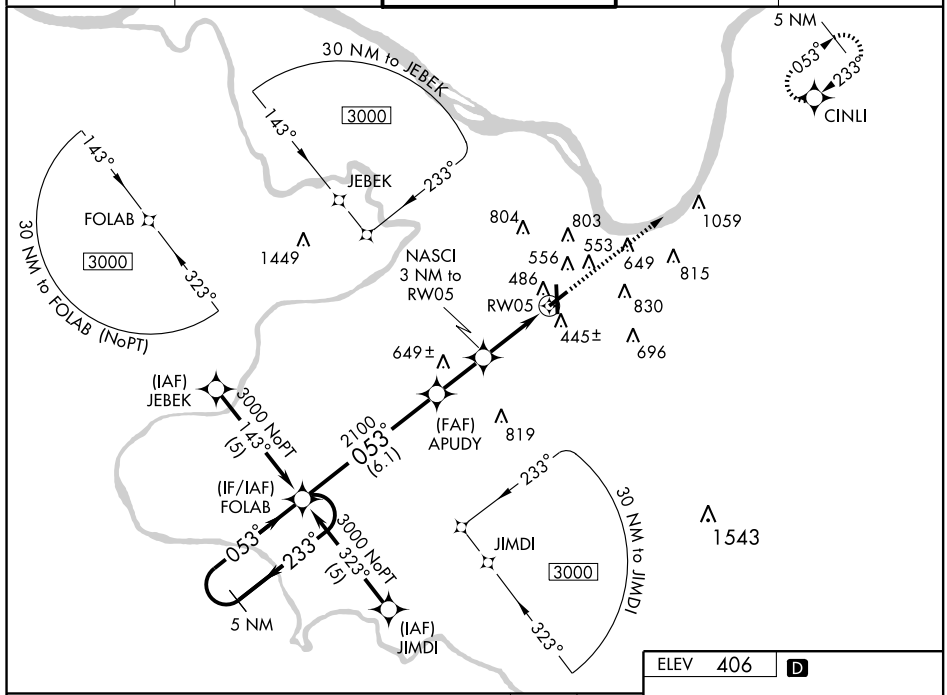
RNAV (GPS) RWY 5

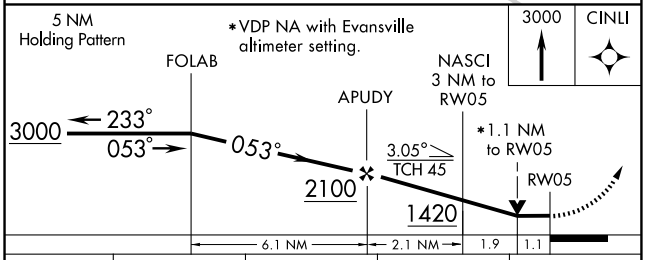
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

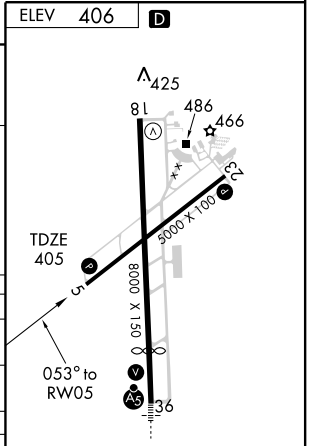
MISSED APPROACH: Climb to 3000 direct CINLI WP and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	800-1 395 (400-1)			800-1¼ 395 (400-1¼)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	860-1 455 (500-1)		860-1¼ 455 (500-1¼)	860-1½ 455 (500-1½)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)



SE-1. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 18

OWENSBORO-DAVIESS COUNTY (OWB)

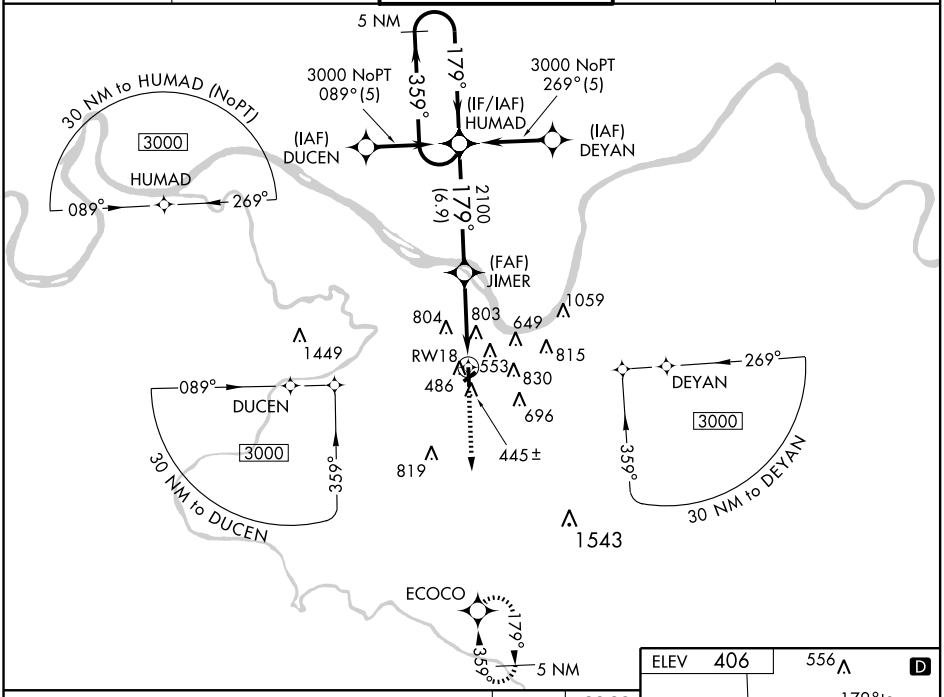
APP CRS	Rwy Idg	8000
179°	TDZE	406
	Apt Elev	406

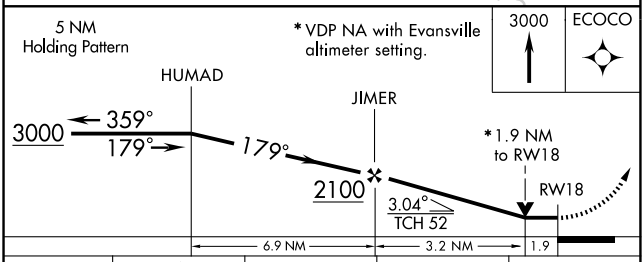
When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

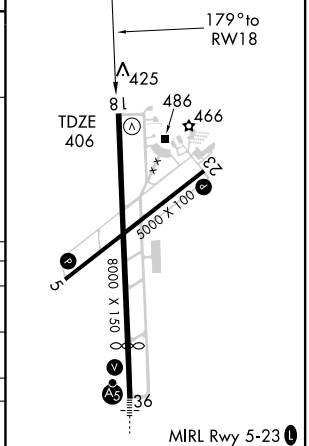
MISSED APPROACH: Climb to 3000 direct ECOCO WP and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	1060-1	654 (700-1)	1060-1¾ 654 (700-1¾)	1060-2 654 (700-2)
CIRCLING	1060-1	654 (700-1)	1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1120-1	714 (800-1)	1120-2 714 (800-2)	1120-2¼ 714 (800-2¼)
CIRCLING	1120-1	714 (800-1)	1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)



SE-1, 17 DEC 2009 to 14 JAN 2010

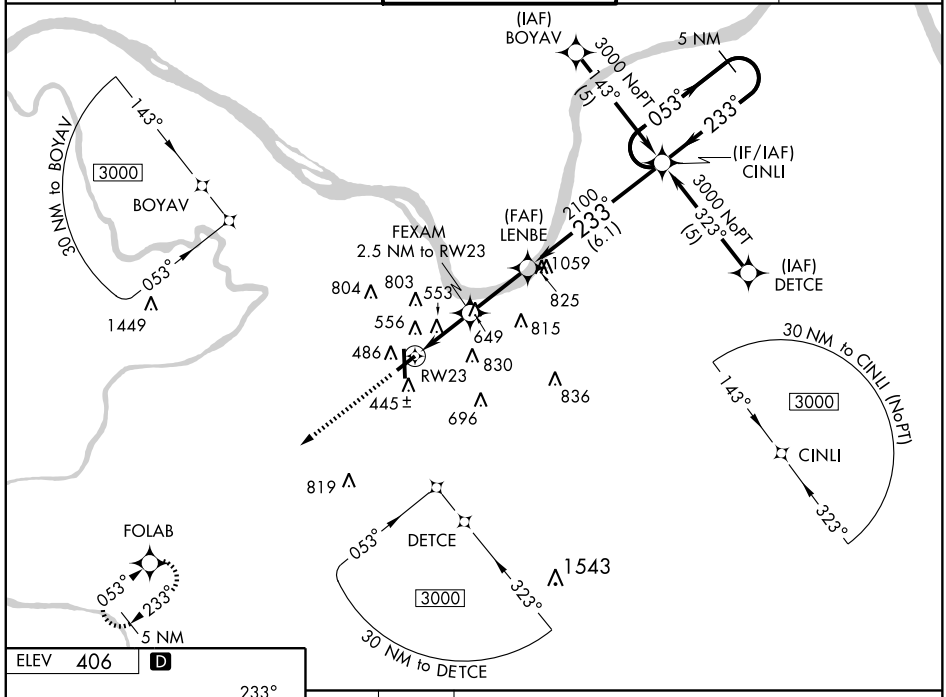
APP CRS	Rwy Idg	5000
233°	TDZE	403
	Apt Elev	406

RNAV (GPS) RWY 23
OWENSBORO-DAVIESS COUNTY (OWB)

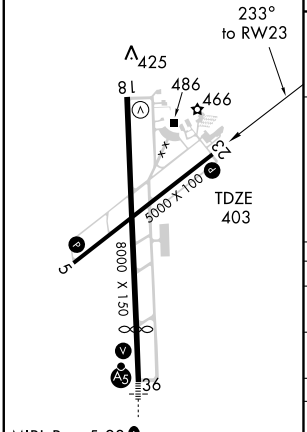
When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FOLAB WP and hold.

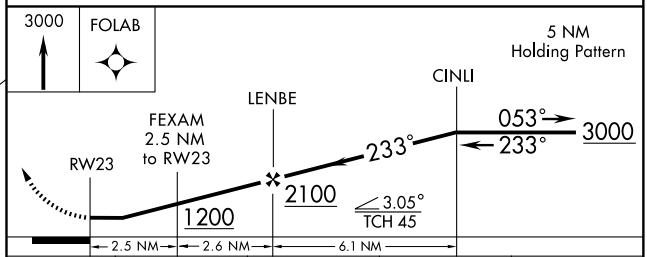
ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95



ELEV 406 D



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23 and 18 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 417 (500-1)		820-1¼ 417 (500-1¼)	
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 477 (500-1)		880-1¼ 477 (500-1¼)	880-1½ 477 (500-1½)
CIRCLING	920-1 514 (600-1)		1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6500
CH 45508	359°	TDZE	400
W36A		Apt Elev	406

RNAV (GPS) RWY 36

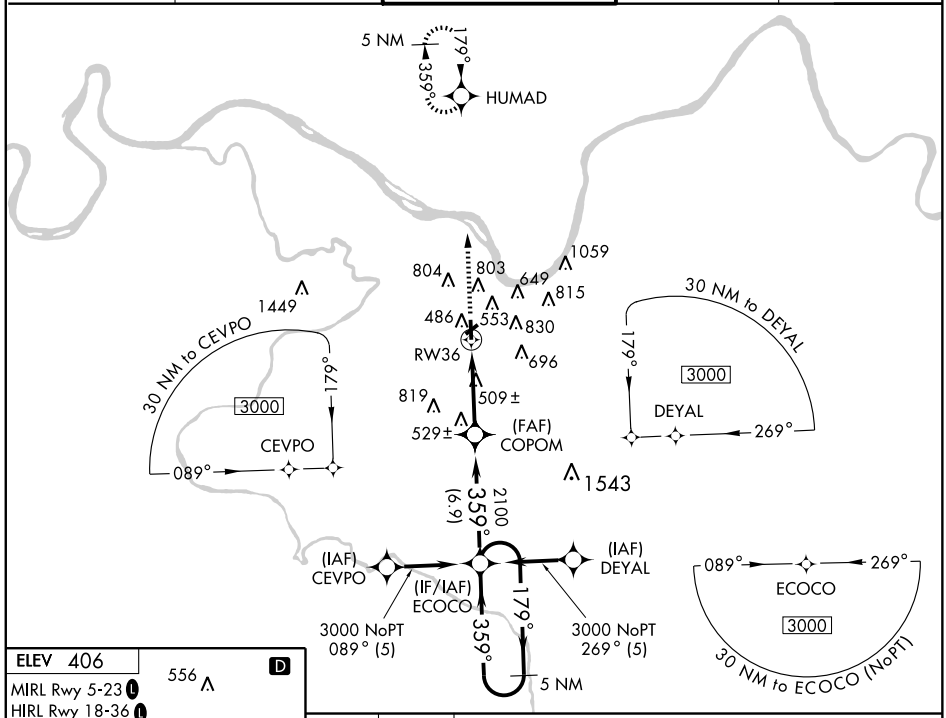
OWENSBORO-DAVIESS COUNTY (OWB)

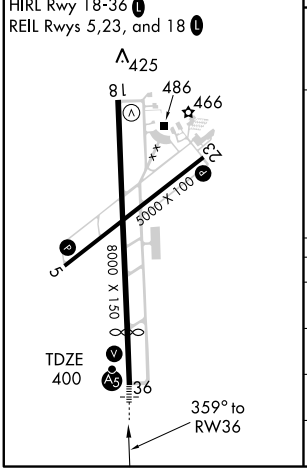
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When control tower closed, use Evansville altimeter setting, and increase all DAs/MDAs 60 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA with Evansville altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼.

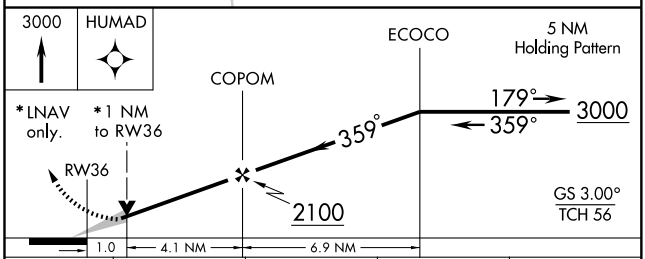
MALSR

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	650-½ 250 (300-½)			
LNAV/VNAV DA	820-1 420 (500-1)			
LNAV MDA	760-½ 360 (400-½)			760-1 360 (400-1)
CIRCLING	860-1½ 454 (500-1½)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

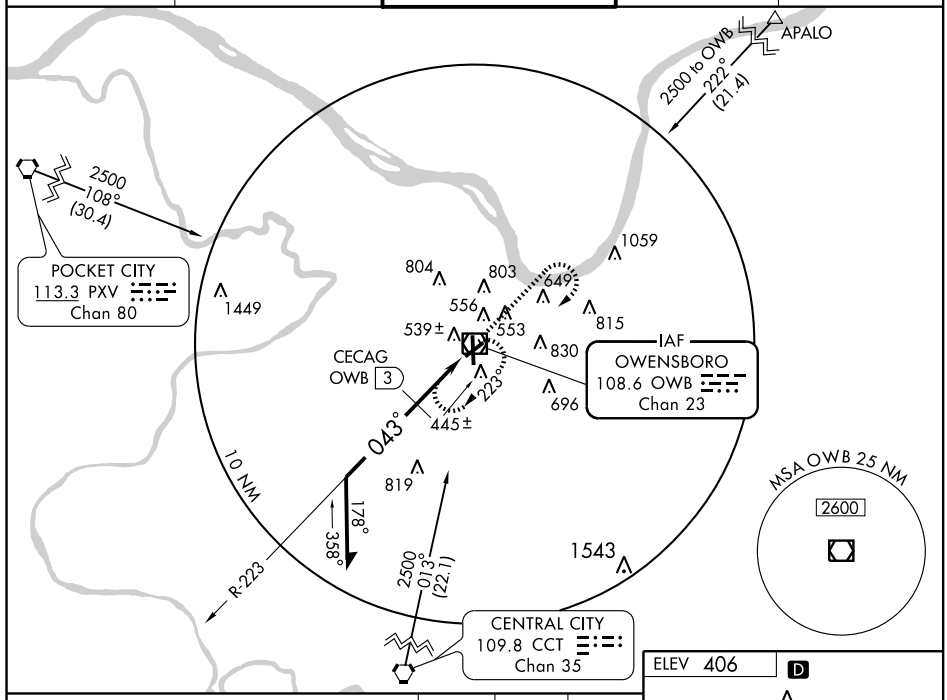
VOR/DME OWB	APP CRS	Rwy Idg	5000
108.6	043°	TDZE	405
Chan 23		Apt Elev	406

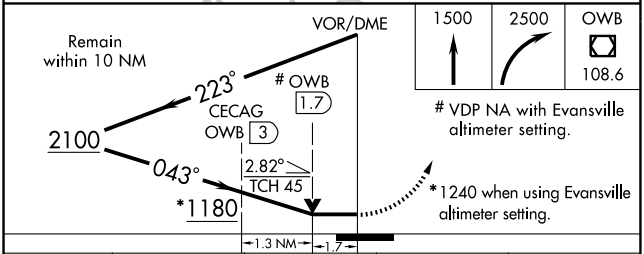
VOR RWY 5
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting and increase all MDAs 60 feet and visibility Cats. C and D ¼ mile.

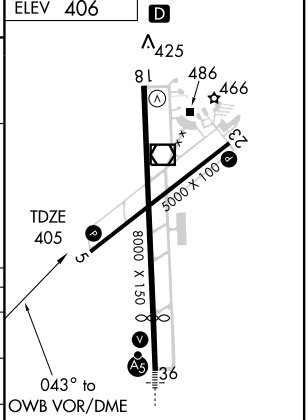
MISSED APPROACH: Climb to 1500, then climbing right turn to 2500 direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-5	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2¼ 775 (800-2¼)	1180-2½ 775 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CECAG FIX MINIMUMS				
S-5	820-1 415 (500-1)		820-1¼ 415 (500-1¼)	
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23, and 18 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME OWB	APP CRS	Rwy Idg	8000
108.6	171°	TDZE	406
Chan 23		Apt Elev	406

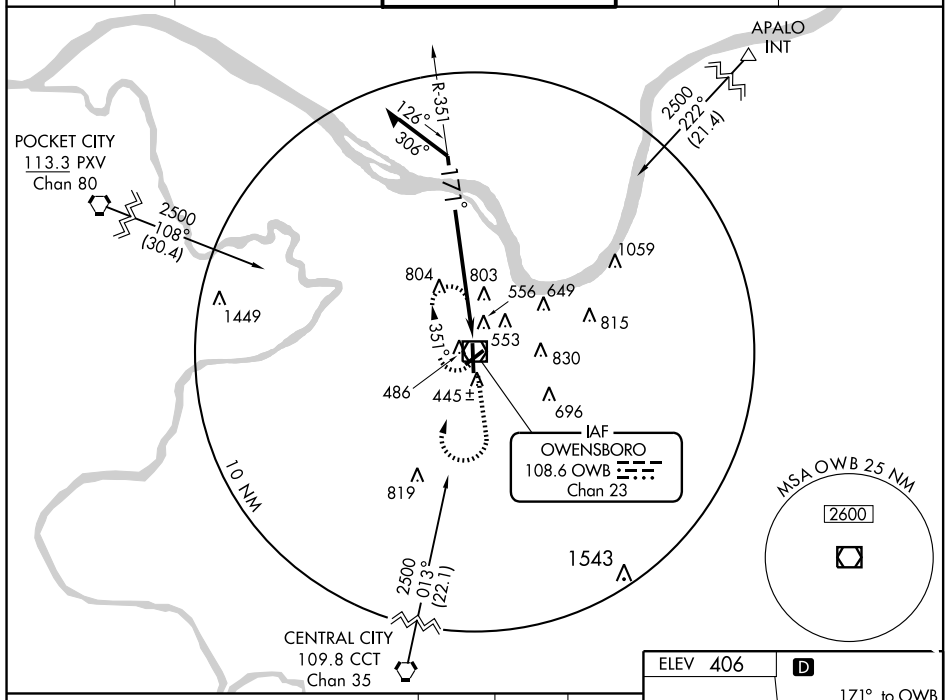
VOR RWY 18

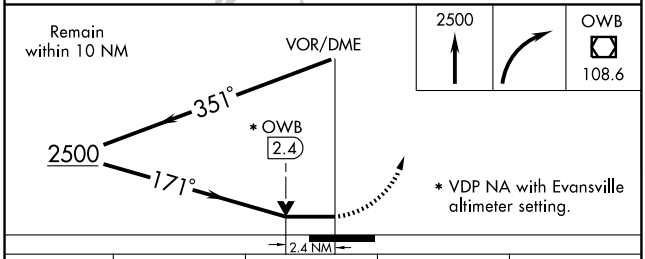
OWENSBORO-DAVIESS COUNTY (OWB)

When control tower closed, use Evansville altimeter setting.

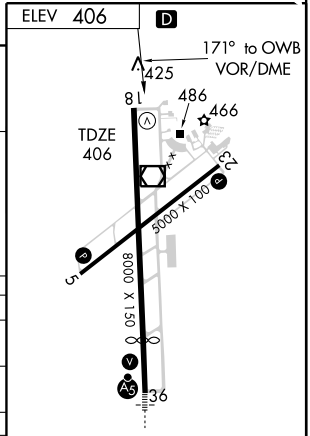
MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-18	1120-1 714 (800-1)		1120-2 714 (800-2)	1120-2¼ 714 (800-2¼)
CIRCLING	1120-1 714 (800-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-18	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1180-2½ 774 (800-2½)
CIRCLING	1180-1 774 (800-1)	1180-1¼ 774 (800-1¼)	1180-2¼ 774 (800-2¼)	1200-2½ 794 (800-2½)



MIRL Rwy 5-23 L
HIRL Rwy 18-36 L
REIL Rwys 5,23, and 18 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME OWB	APP CRS	Rwy Idg	6500
108.6	357°	TDZE	400
Chan 23		Apt Elev	406

VOR RWY 36

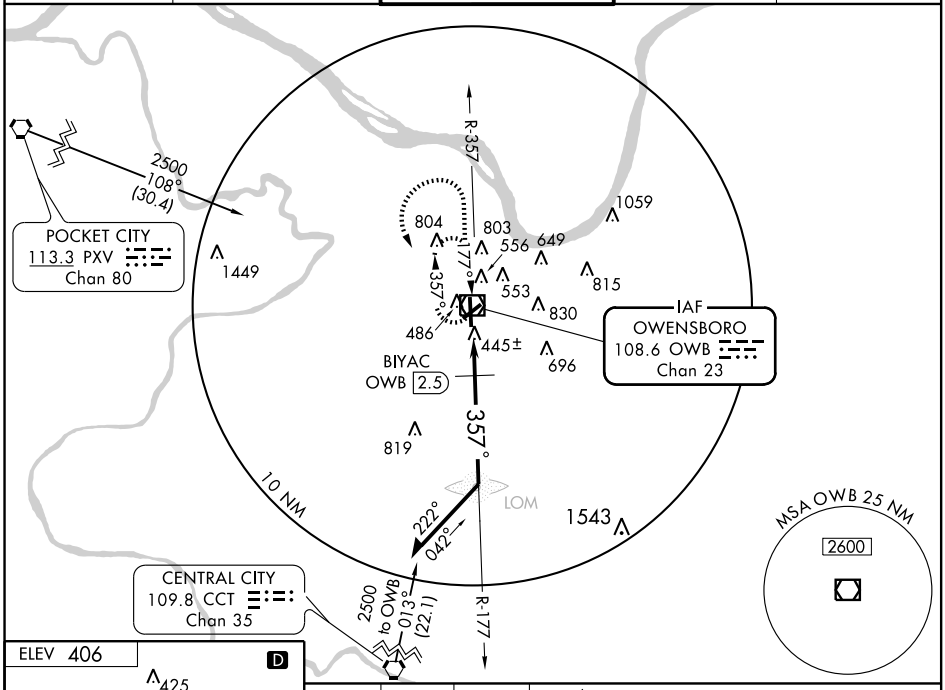
OWENSBORO-DAVIESS COUNTY (OWB)

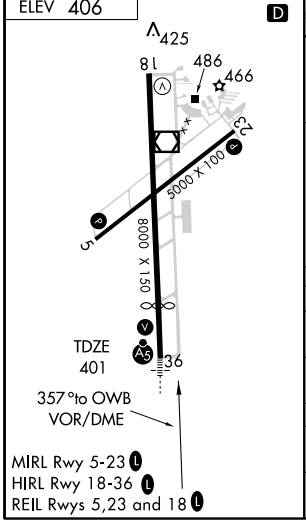
When control tower closed, use Evansville altimeter setting and increase all MDAs 60 feet and all visibility ½ mile. For inoperative MALSR, increase S-36 BIYAC FIX minimums Cat. D visibility to 1¼.

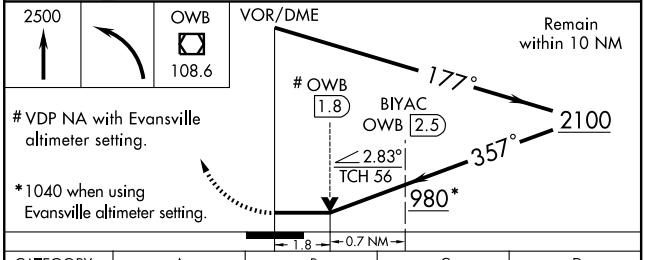
MALSR

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
124.325	126.4 226.4	120.7 (CTAF) L 251.15	121.7	122.95







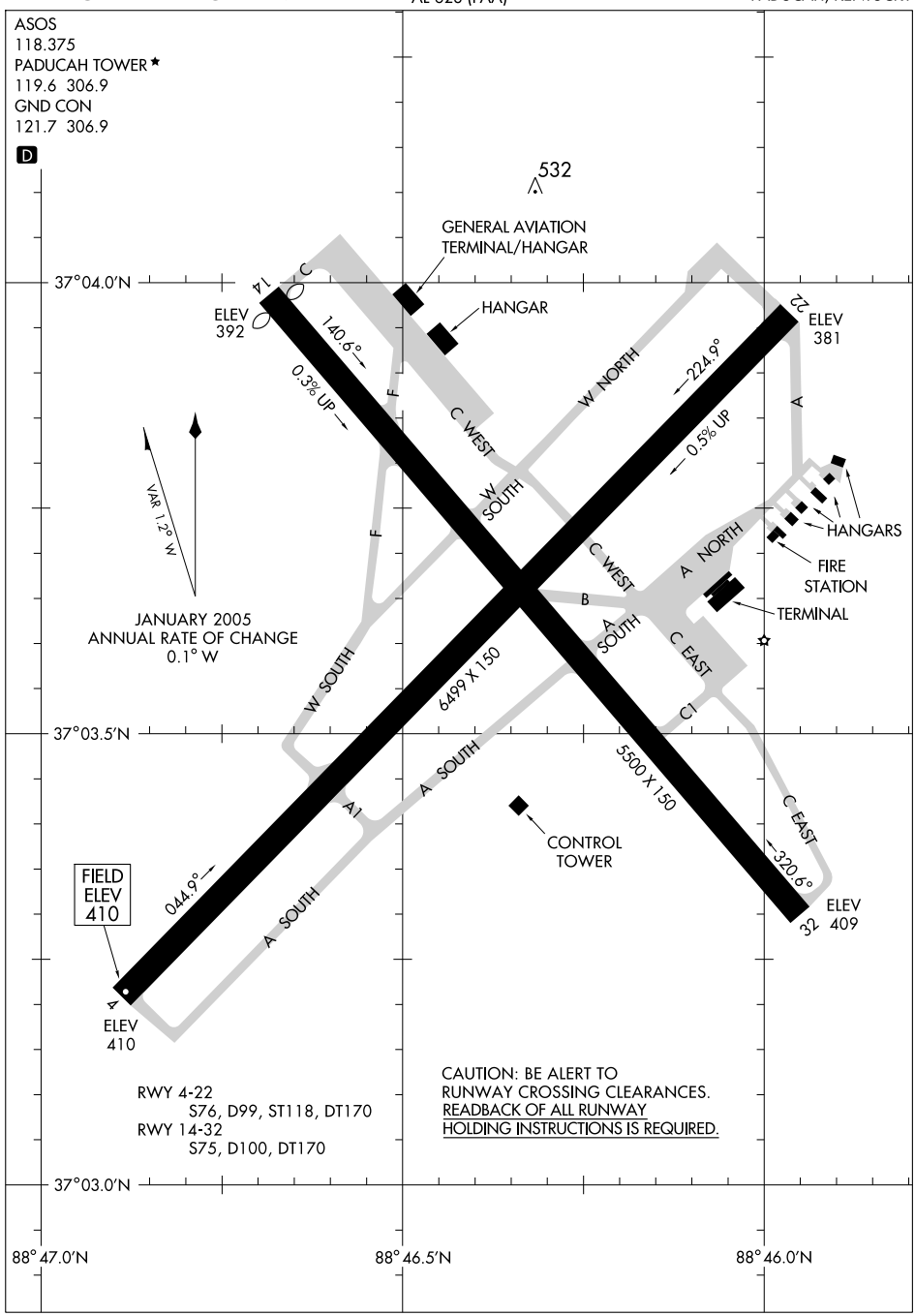
CATEGORY	A	B	C	D
S-36	980-½ 580 (600-½)		980-1 580 (600-1)	980-1¼ 580 (600-1¼)
CIRCLING	980-1 574 (600-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	780-½ 380 (400-½)			780-1 380 (400-1)
CIRCLING	860-1 454 (500-1)		1120-2 714 (800-2)	1140-2¼ 734 (800-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

PADUCAH/BARKLEY RGNL (PAH)
PADUCAH, KENTUCKY

AL-628 (FAA)



SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-PAH	APP CRS	Rwy Idg	6499
108.5	045°	TDZE	410
		Apt Elev	410

ILS or LOC RWY 4

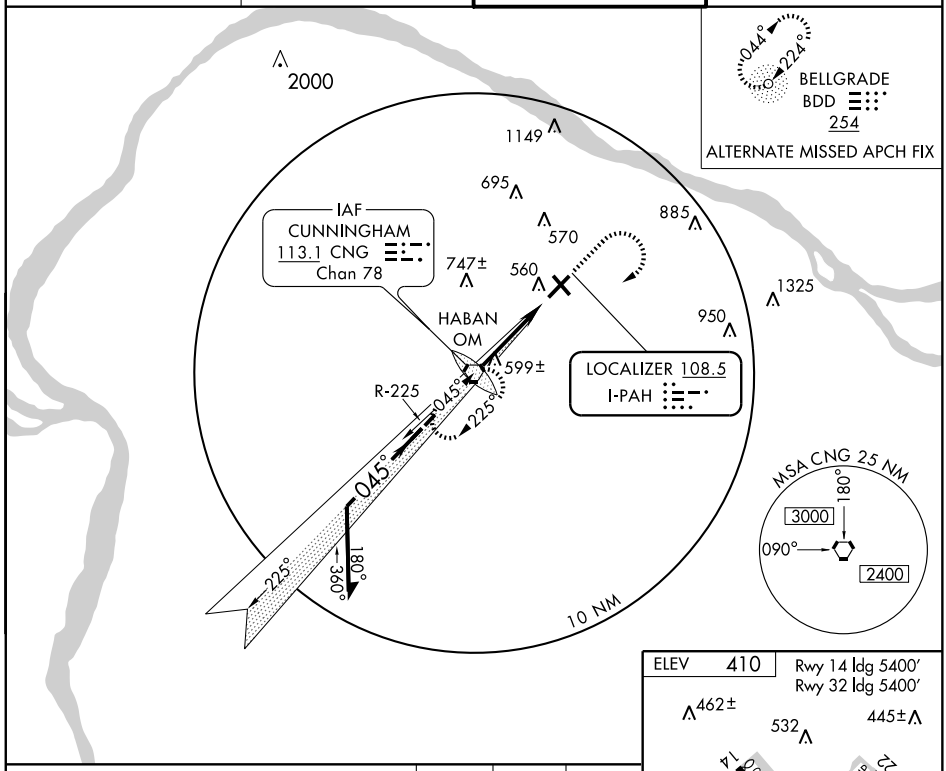
PADUCAH/BARKLEY RGNL (PAH)

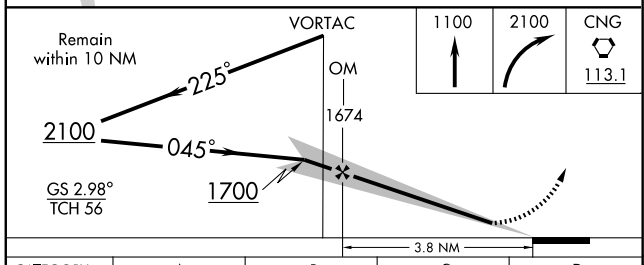
If local altimeter setting not received, use Mayfield altimeter setting and increase S-ILS 4 DA to 672, and all MDAs 80 feet.

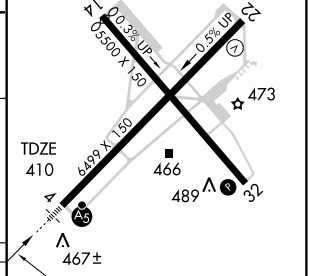
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

CATEGORY	A	B	C	D
S-ILS 4	610-½ 200 (200-½)			
S-LOC 4	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6499
CH 93701	045°	TDZE	410
W04A		Apt Elev	410

RNAV (GPS) RWY 4

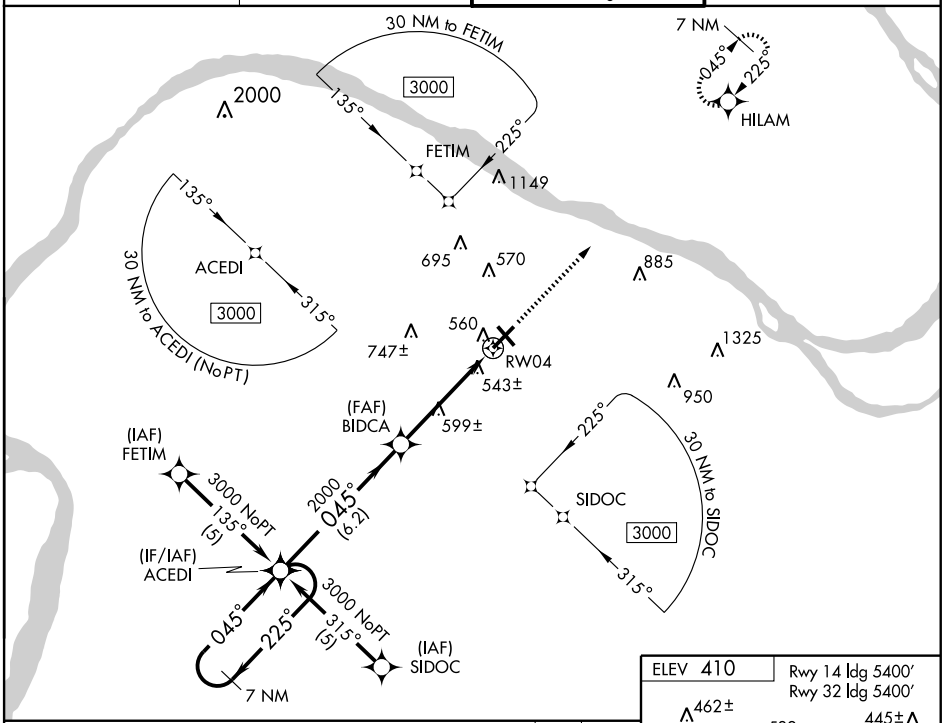
PADUCAH/BARKLEY RGNL (PAH)

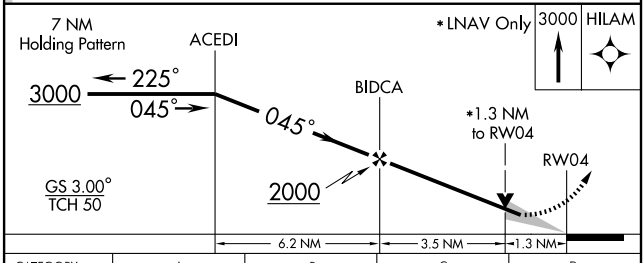
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Mayfield altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ .

MALSR

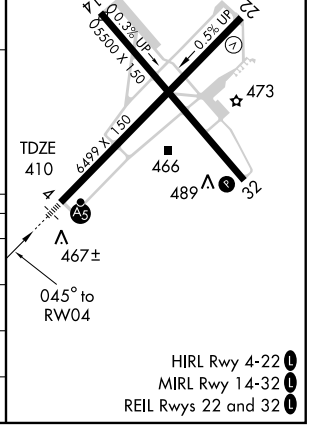
MISSED APPROACH: Climb to 3000 direct HILAM and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9





CATEGORY	A	B	C	D
LPV DA	756-¾ 346 (400-¾)			
LNAV/ VNAV DA	884-1¼ 474 (500-1¼)			
LNAV MDA	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1¾ 490 (500-1¾)			960-2 550 (600-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6499
CH 49001	225°	TDZE	401
W22A		Apt Elev	410

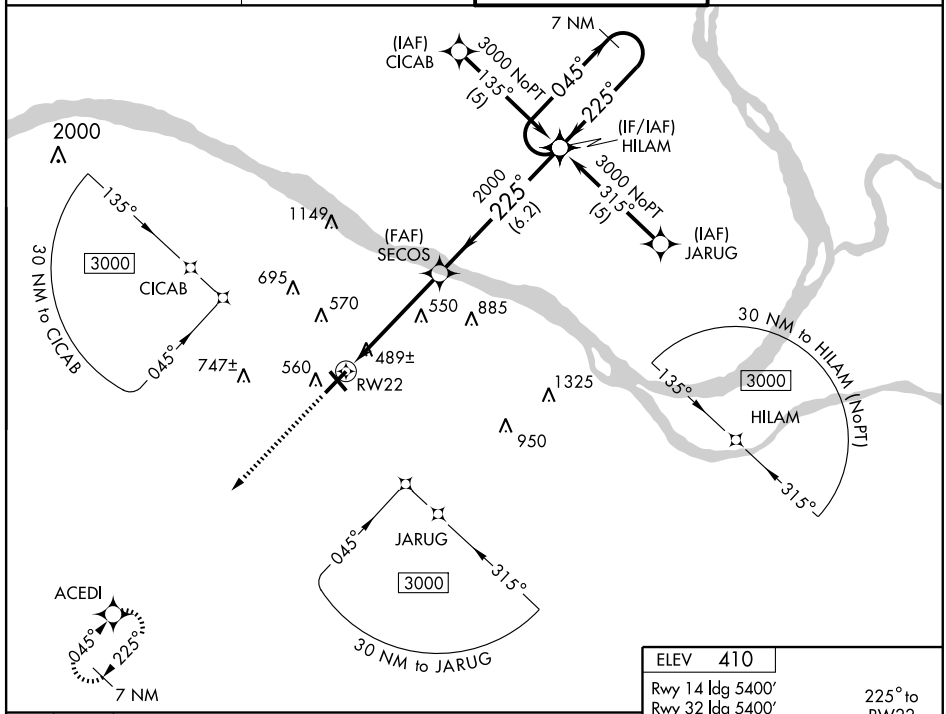
RNAV (GPS) RWY 22

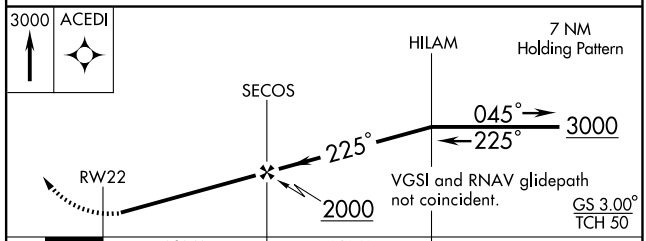
PADUCAH/BARKLEY RGNL (PAH)

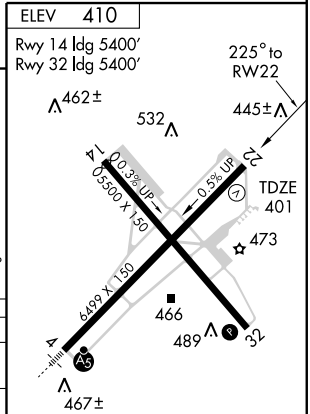
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA with Mayfield altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







CATEGORY	A	B	C	D
LPV DA	677-1 276 (300-1)			
LNAV/ VNAV DA	789-1½ 388 (400-1½)			
LNAV MDA	800-1 399 (400-1)			800-1¼ 399 (400-1¼)
CIRCLING	900-1½ 490 (500-1½)			960-2 550 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

SE-1. 17 DEC 2009 to 14 JAN 2010

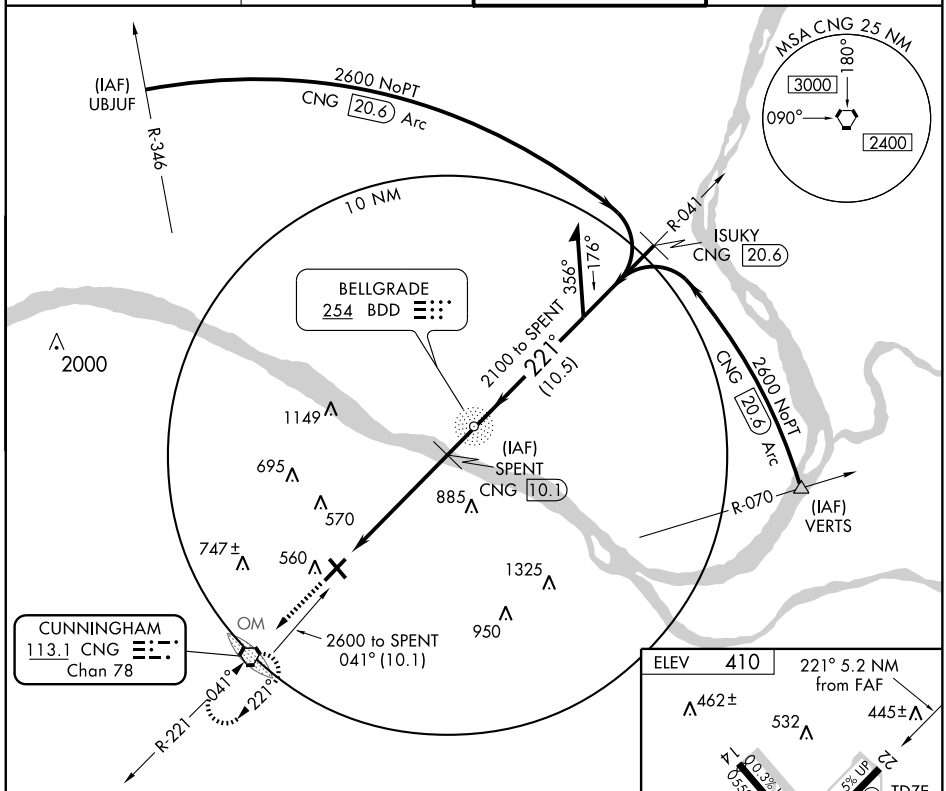
VORTAC CNG	APP CRS	Rwy Idg	6499
113.1	221°	TDZE	401
Chan 78		Apt Elev	410

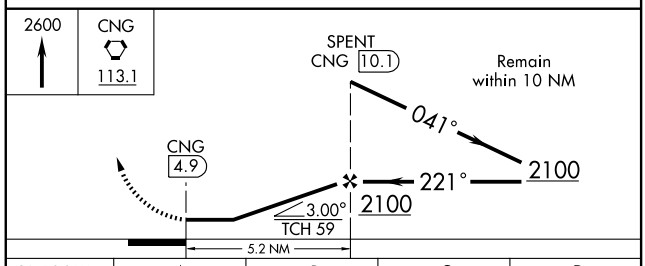
VOR/DME RWY 22

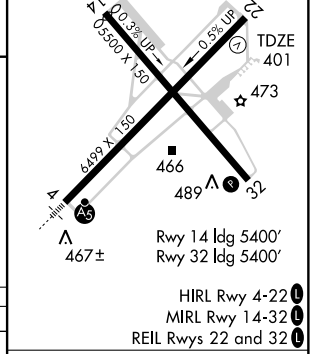
PADUCAH/BARKLEY RGNL (PAH)

MISSED APPROACH: Climb to 2600 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 22 and 32 L

CATEGORY	A	B	C	D
S-22	820-1	419 (500-1)	820-1¼	419 (500-1¼)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC CNG	APP CRS	Rwy Idg	6499
113.1	042°	TDZE	410
Chan 78		Apt Elev	410

VOR RWY 4

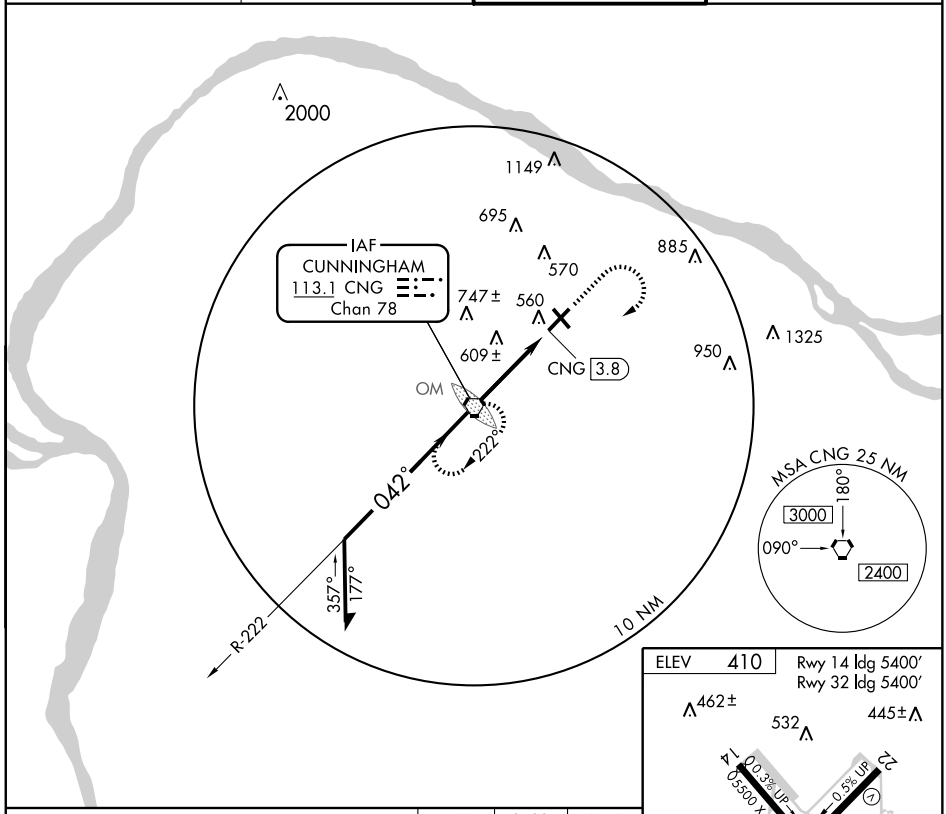
PADUCAH/ BARKLEY RGNL (PAH)

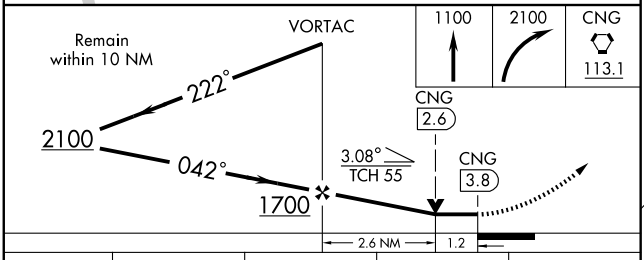
If local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet. VDP NA when using Mayfield altimeter setting.

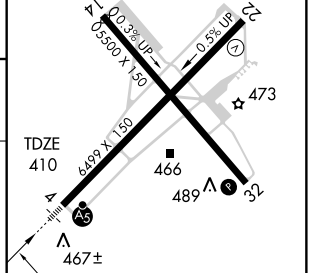
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9







CATEGORY	A	B	C	D
S-4	860-½	450 (500-½)	860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PBX	APP CRS	Rwy Idg	4650
109.7	273°	TDZE	1466
Chan 34		Apt Elev	1473

ILS or LOC/DME RWY 27

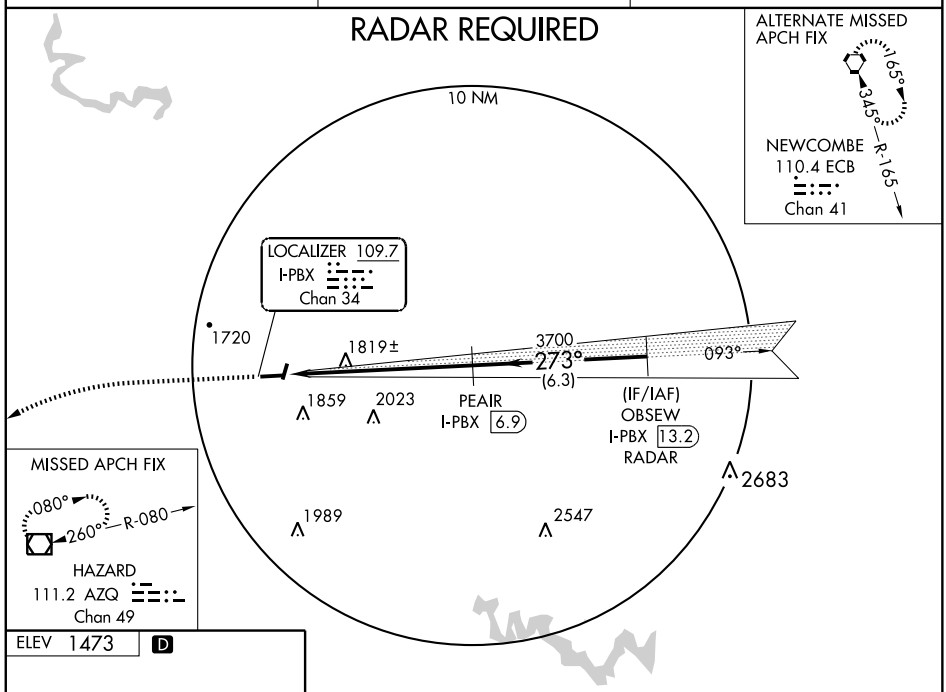
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase S-ILS 27 DA to 1762 and all MDA 100 feet; increase S-LOC 27 visibility Cat B ¼ mile and Cat C ½ mile; increase Circling visibility Cat B and C ¼ mile.

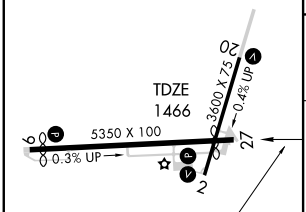
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct AZQ VOR/DME and hold.

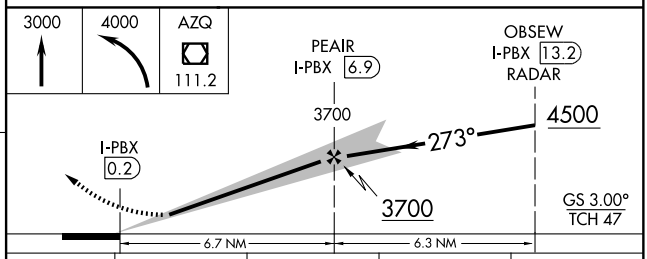
AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L

RADAR REQUIRED



ELEV 1473 D





CATEGORY	A	B	C	D
S-ILS 27	1666-1 200 (200-1)			NA
S-LOC 27	2120-1 654 (700-1)		2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1 647 (700-1)		2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 9, 20 and 27 L

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Ldg	4650
093°	TDZE	1454
	Apt Elev	1473

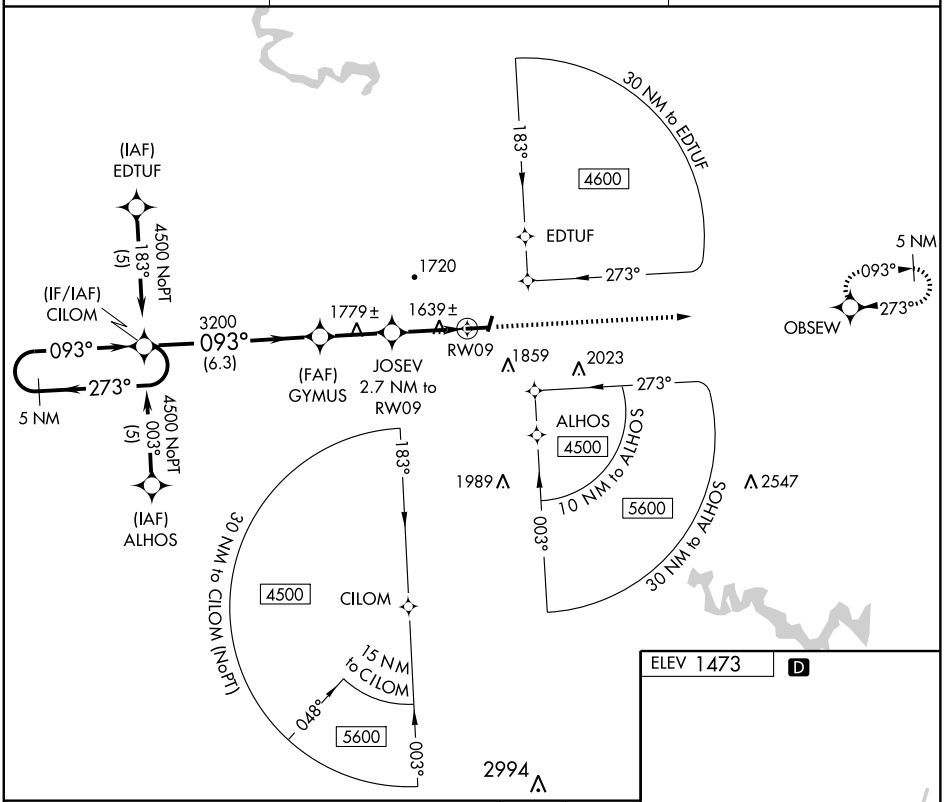
RNAV (GPS) RWY 9

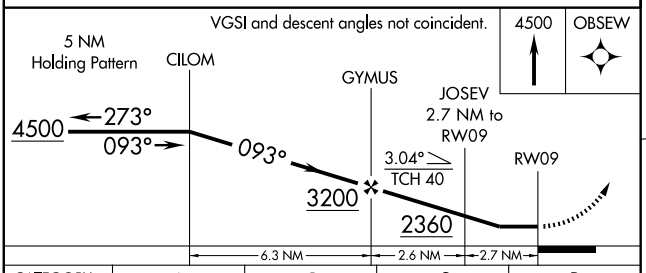
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

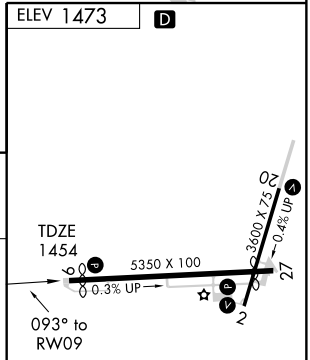
T
A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1960-1	506 (500-1)	1960-1½ 506 (500-1½)	NA
CIRCLING	2000-1 527 (600-1)	2080-1 607 (700-1)	2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2,9,20, and 27 L

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Ldg	4650
273°	TDZE	1466
	Apt Elev	1473

RNAV (GPS) RWY 27

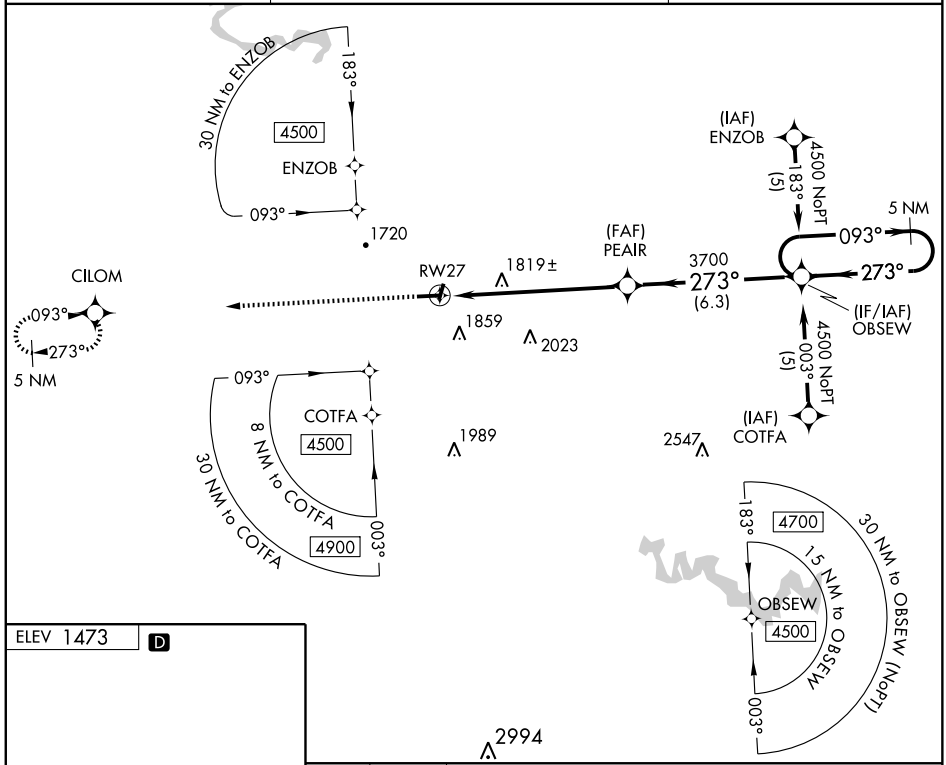
PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

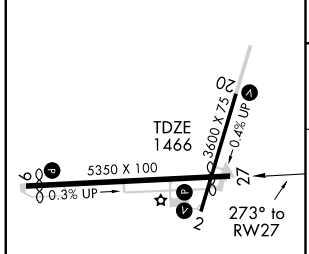
T
A NA

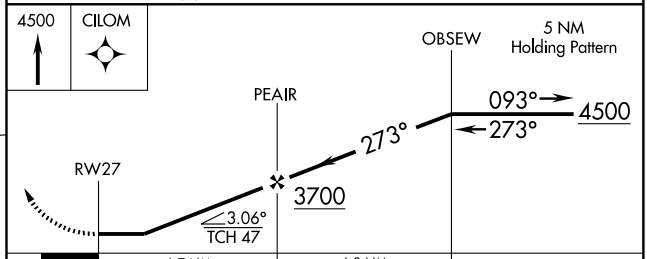
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and LNAV visibility Cat B ¼ mile, and Cat C ½ mile, and Circling visibility Cat B and C ¼ mile.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 654 (700-1)		2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1 647 (700-1)		2160-2 687 (700-2)	NA

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2,9,20, and 27 L

SE-1. 17 DEC 2009 to 14 JAN 2010

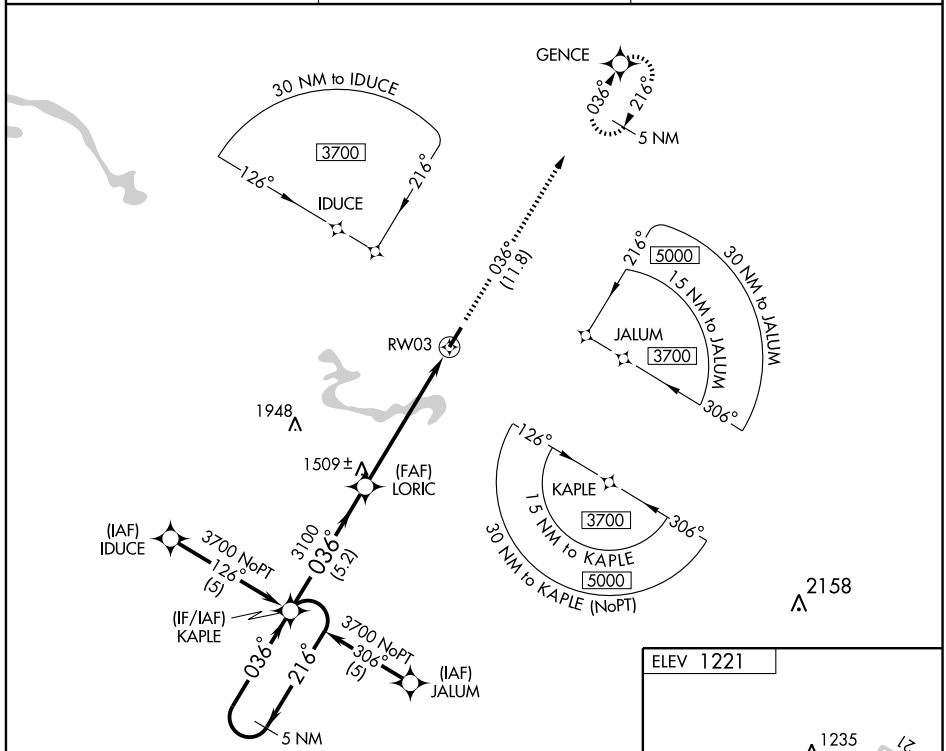
APP CRS	Rwy Idg	5000
036°	TDZE	1210
	Apt Elev	1221

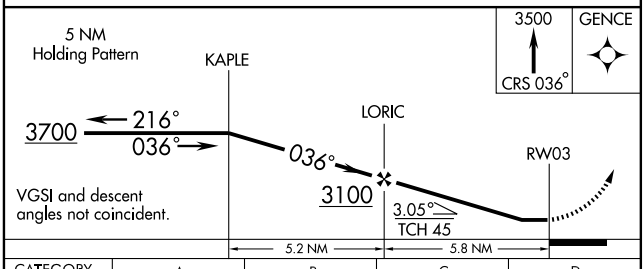
RNAV (GPS) RWY 3

PRESTONSBURG/ BIG SANDY RGNL (K22)

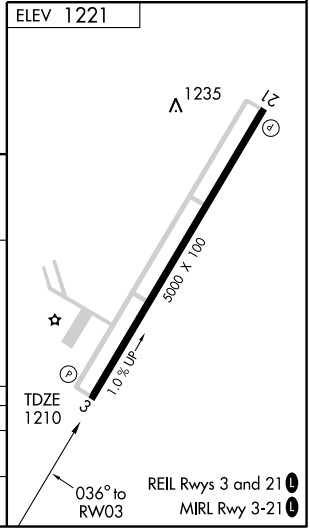
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 via 036° course to GENCE WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1680-1	470 (500-1)	1680-1¼ 470 (500-1¼)	1680-1½ 470 (500-1½)
CIRCLING	1840-1	619 (700-1)	1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 77801 W21A	APP CRS 216°	Rwy Idg 5000 TDZE 1221 Apt Elev 1221

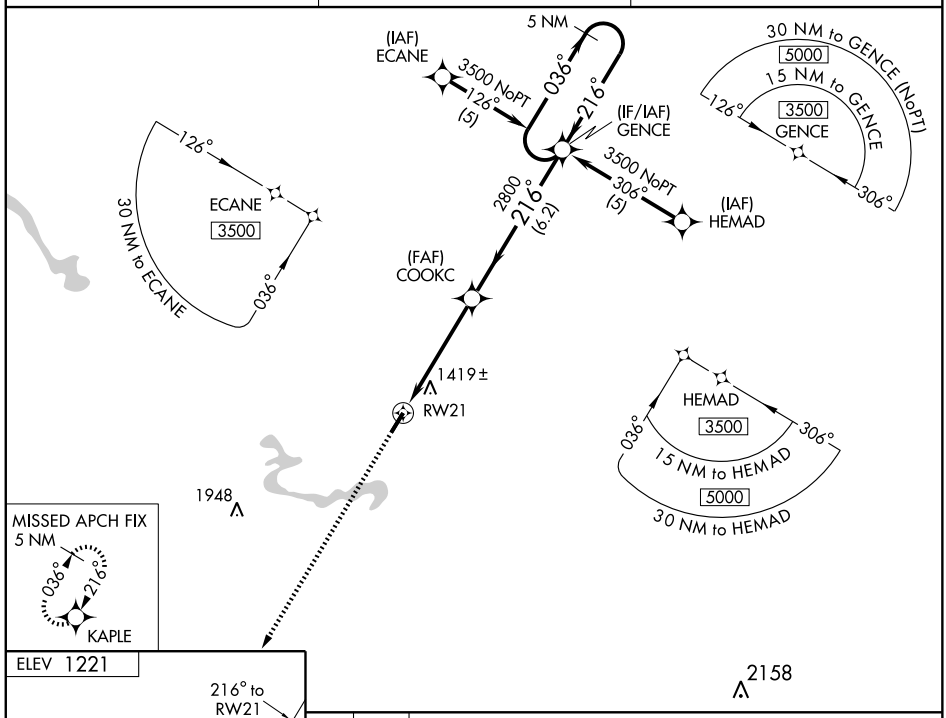
RNAV (GPS) RWY 21

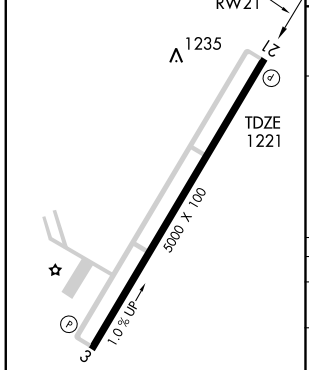
PRESTONSBURG/BIG SANDY RGNL (K22)

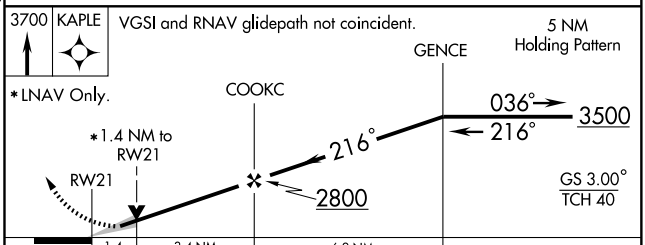
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pikeville altimeter setting and increase LPV DA to 1534 feet; LNAV/VNAV DA to 1802 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Pikeville altimeter setting.

MISSED APPROACH: Climb to 3700 direct KAPLE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1471-1 250 (300-1)			
LNAV/VNAV DA	1739-1¾ 518 (600-1¾)			
LNAV MDA	1680-1 459 (500-1)		1680-1¼ 459 (500-1¼)	1680-1½ 459 (500-1½)
CIRCLING	1840-1 619 (700-1)		1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-1. 17 DEC 2009 to 14 JAN 2010

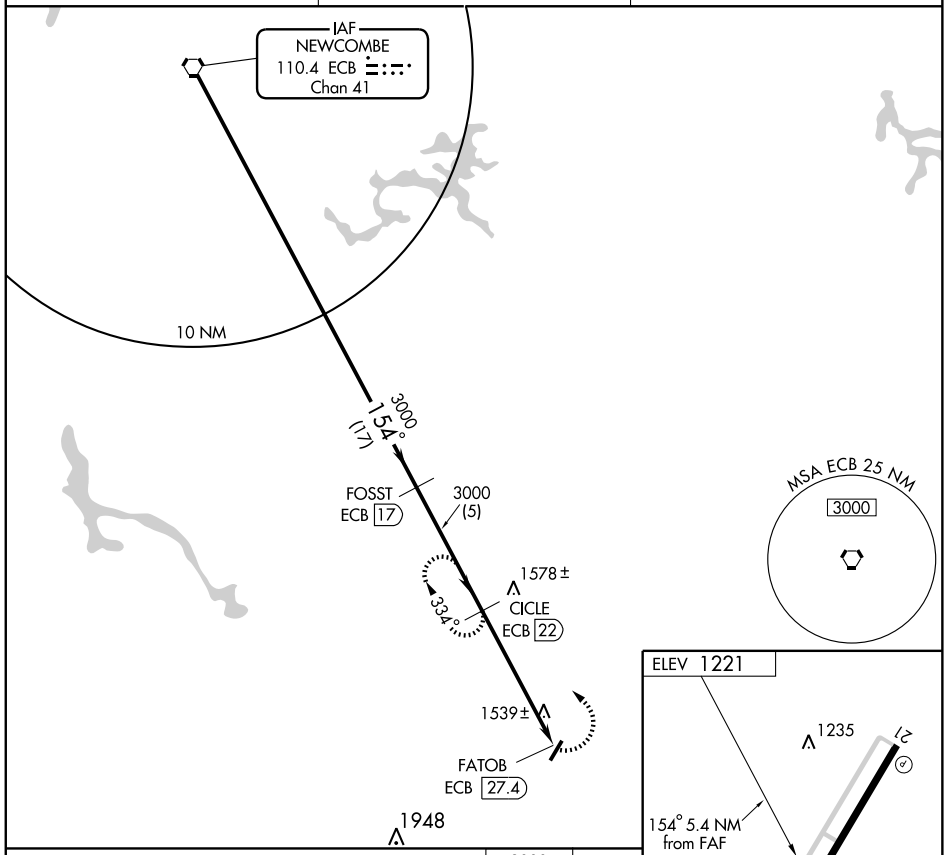
VORTAC ECB	APP CRS	Rwy Idg	N/A
110.4	154°	TDZE	N/A
Chan 41		Apt Elev	1221

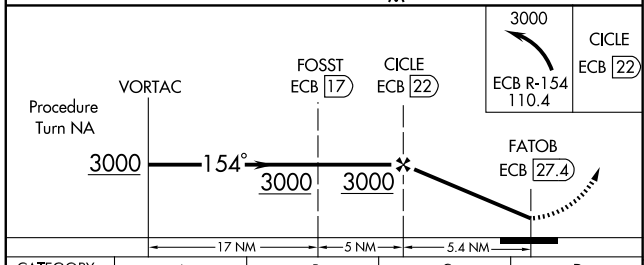
VOR/DME-A

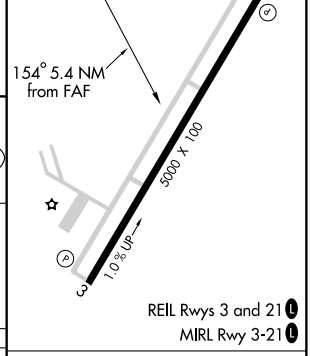
PRESTONSBURG/ BIG SANDY RGNL (K22)

MISSED APPROACH: Climbing left turn to 3000 via ECB R-154 to CICLE/ECB 22 DME and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1840-1 619 (700-1)	1840-1¼ 619 (700-1¼)	1840-1¾ 619 (700-1¾)	1840-2 619 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC HYK	APP CRS	Rwy Idg	4410
112.6	161°	TDZE	991
Chan 73		Apt Elev	1001

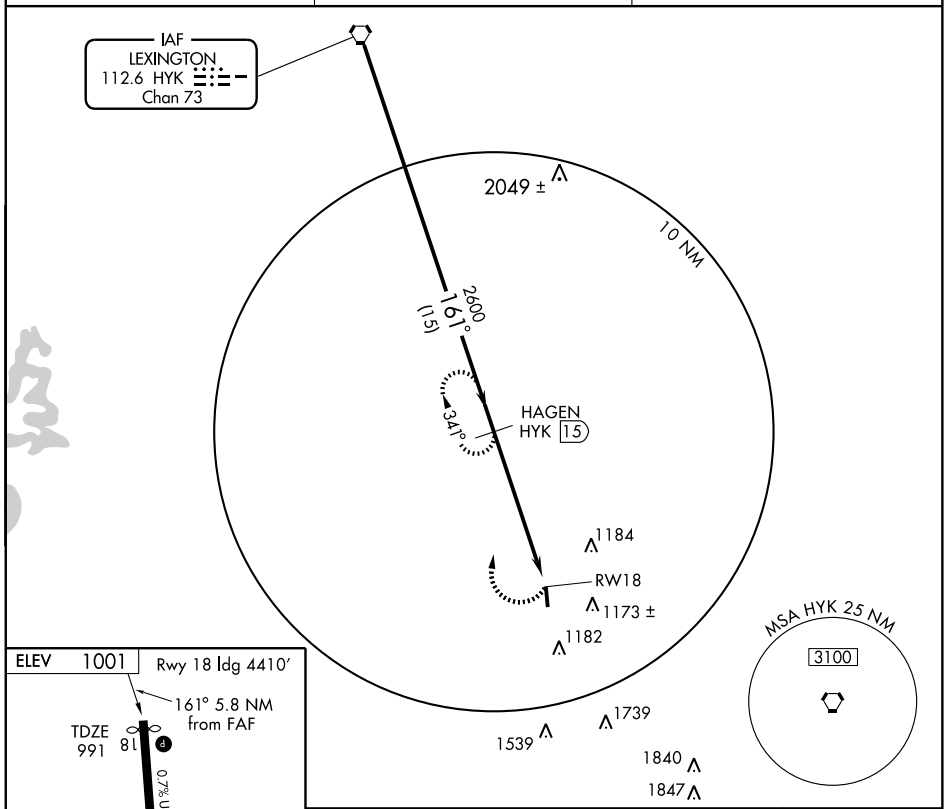
VOR/DME or GPS RWY 18

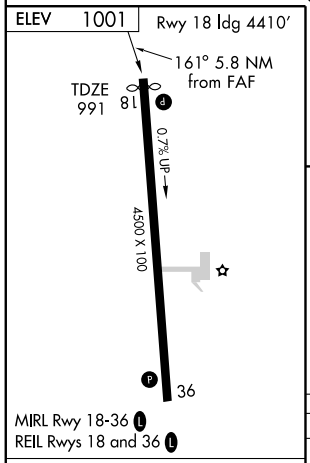
RICHMOND/MADISON (I39)

NA Use Lexington altimeter setting.

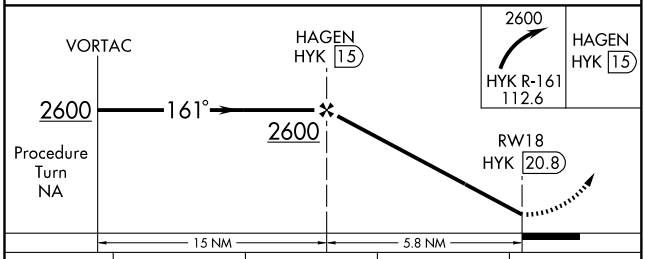
MISSED APPROACH: Climbing right turn to 2600 via HYK R-161 to HAGEN/15 DME and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1520-1 529 (600-1)	1520-1¼ 529 (600-1¼)	1520-1½ 529 (600-1½)	NA
CIRCLING	1540-1 539 (600-1)	1540-1¼ 539 (600-1¼)	1540-1½ 539 (600-1½)	NA

SE-1, 17 DEC 2009 to 14 JAN 2010

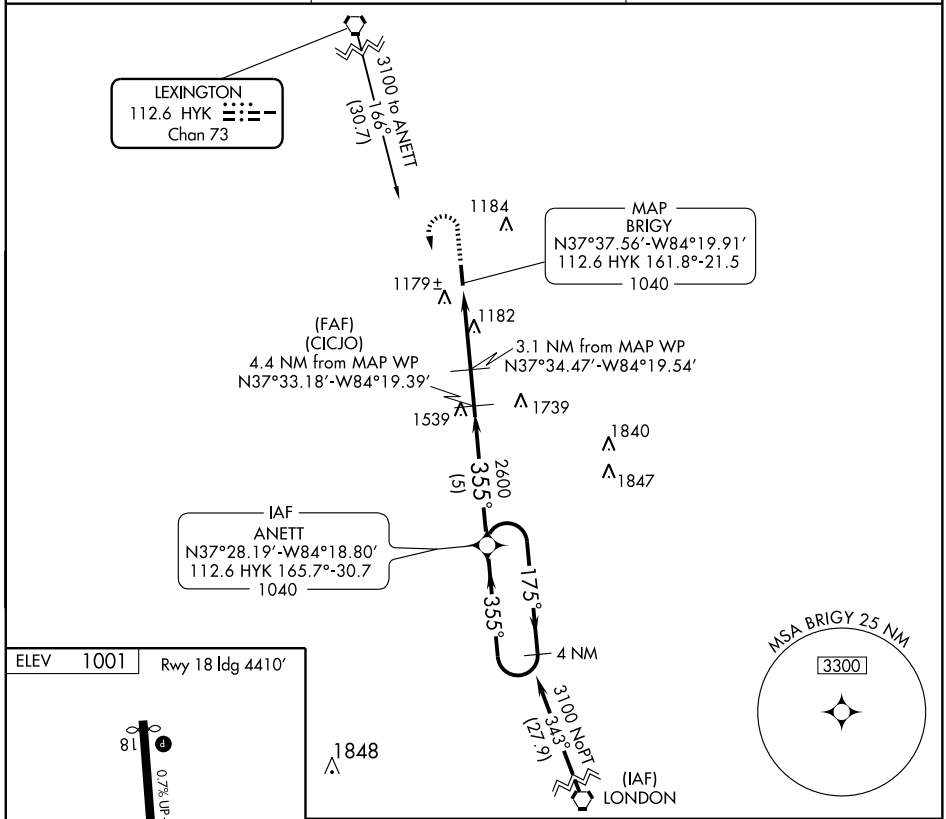
VORTAC HYK	APP CRS	Rwy Idg	4500
112.6	355°	TDZE	1001
Chan 73		Apt Elev	1001

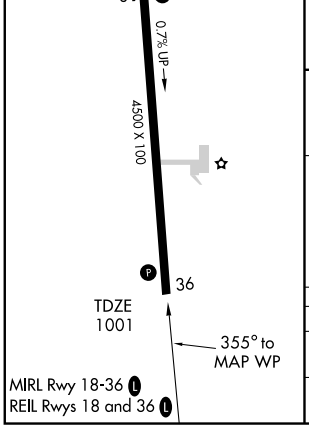
VOR/DME RNAV or GPS RWY 36

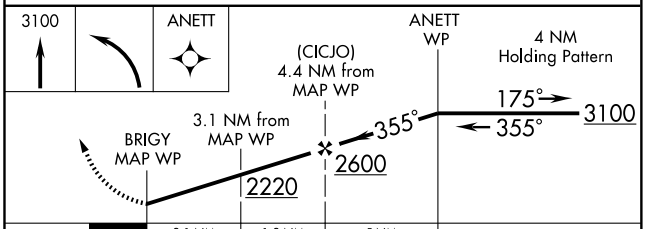
RICHMOND/MADISON (I39)

⚠ NA Use Lexington altimeter setting.	MISSED APPROACH: Climb to 3100 then left turn direct ANETT WP and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1600-1	599 (600-1)	1600-1½ 599 (600-1½)	1600-1¾ 599 (600-1¾)
CIRCLING	1640-1	639 (700-1)	1640-1¾ 639 (700-1¾)	1640-2 639 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BWG	APP CRS	Rwy Idg	3999
117.9	245°	TDZE	686
Chan 126		Apt Elev	686

VOR/DME or GPS RWY 24

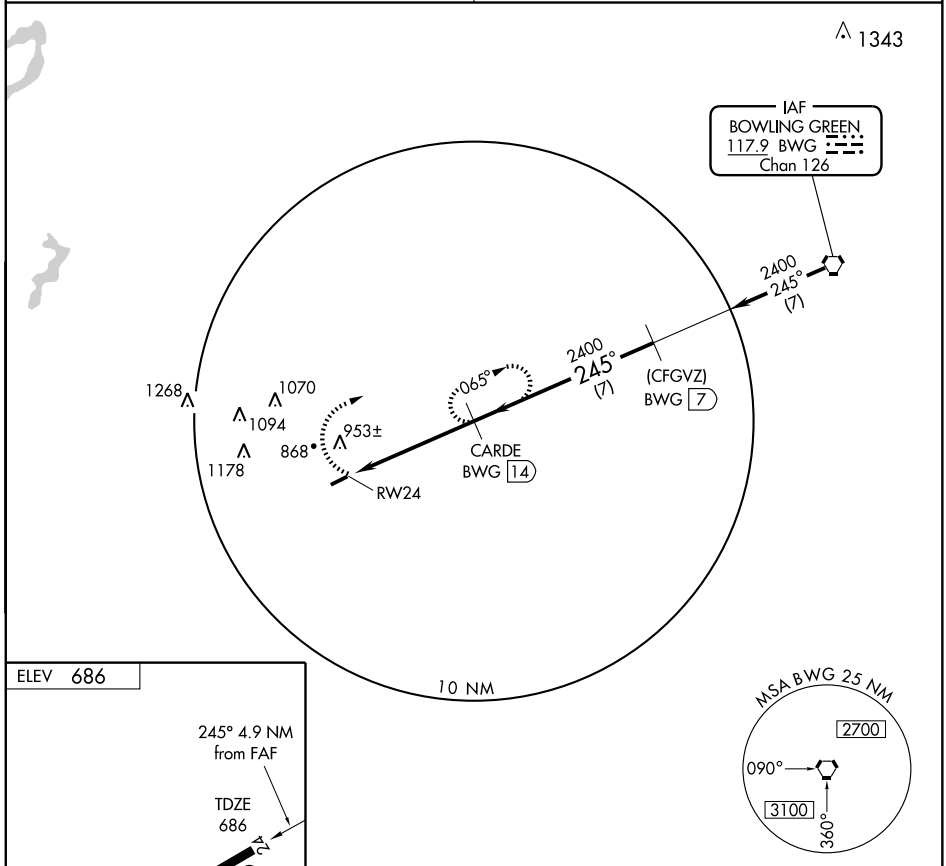
RUSSELLVILLE-LOGAN COUNTY (4M7)

NA

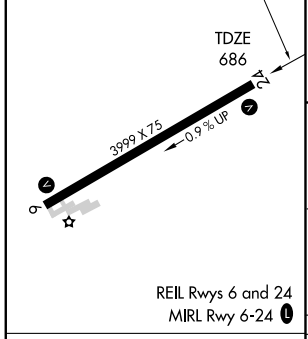
Use Bowling Green altimeter setting.

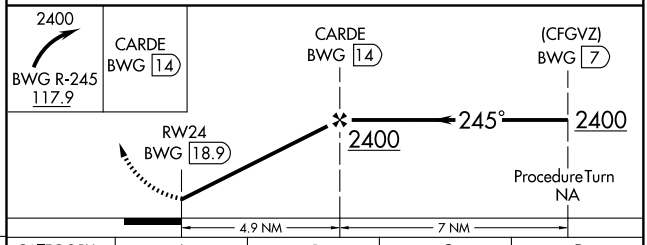
MISSED APPROACH: Climbing right turn to 2400 via BWG R-245 CARDE/14 DME and hold.

MEMPHIS CENTER	UNICOM
133.85 317.6	122.7 (CTAF) L



ELEV 686





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	1280-1	594 (600-1)	NA	
CIRCLING	1340-1	654 (700-1)	NA	

SE-1. 17 DEC 2009 to 14 JAN 2010

SOMERSET, KENTUCKY AL-5424 (FAA)

LOC/DME I-SME	APP CRS	Rwy ldg	5287
109.3	048°	TDZE	927
Chan 30		Apt Elev	927

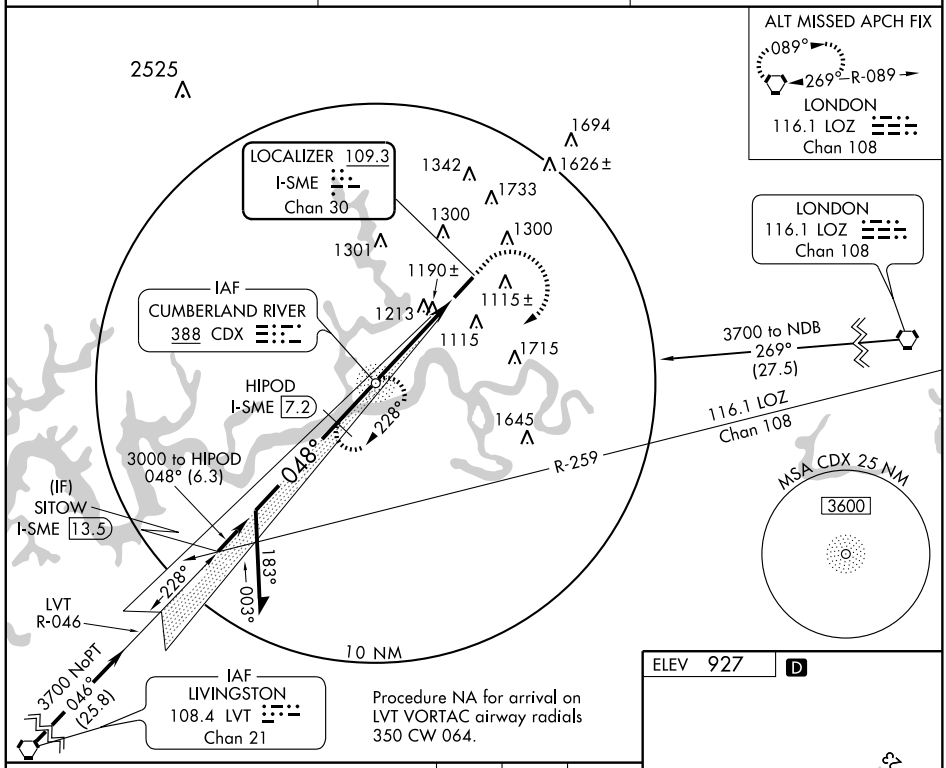
ILS or LOC/DME RWY 5

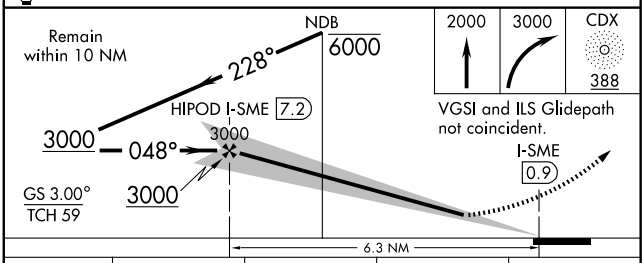
SOMERSET / LAKE CUMBERLAND RGNL (SME)

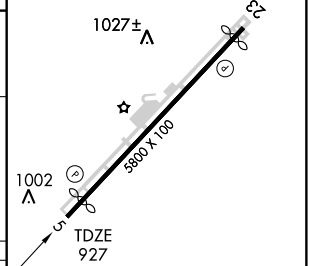
ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello altimeter setting and increase DA 44 feet and all MDA 60 feet; increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 5	1482-2 555 (600-2)			
S-LOC 5	1460-1 533 (600-1)		1460-1½ 533 (600-1½)	1460-1¾ 533 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
243°	Rwy Idg	5500
	TDZE	927
	Apt Elev	927

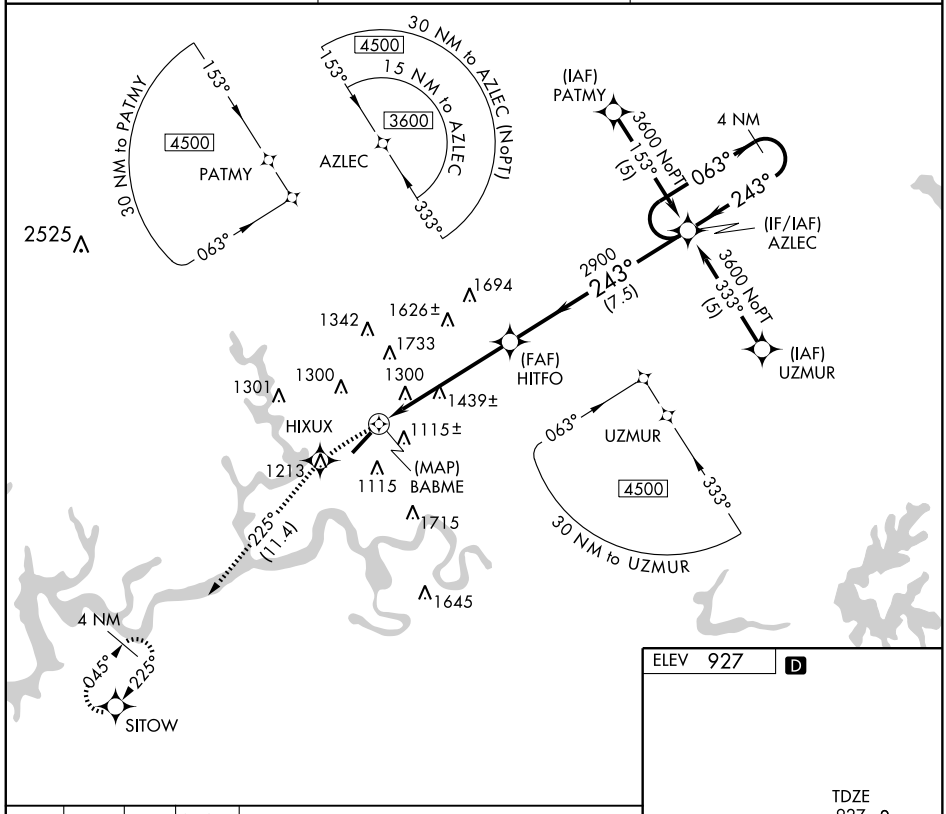
RNAV (GPS) RWY 23

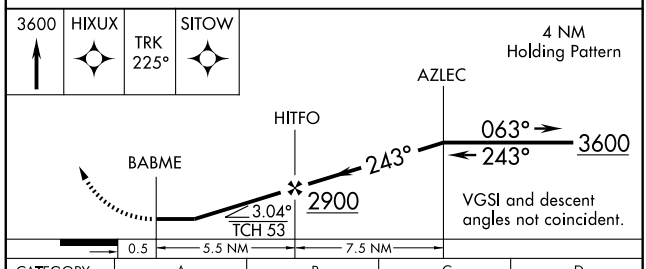
SOMERSET / LAKE CUMBERLAND RGNL (SME)

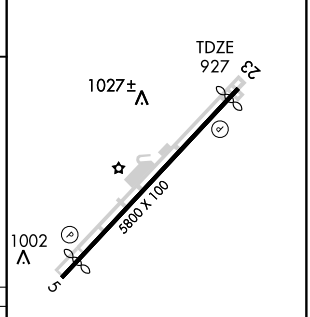
DME/DME RNP-0.3 NA. If local altimeter setting not received, use London altimeter setting and increase all MDAs 180 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct HIXUX and via 225° track to SITOW and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1700-1 773 (800-1)	1700-1¼ 773 (800-1¼)	1700-2¼ 773 (800-2¼)	1700-2½ 773 (800-2½)
CIRCLING	1700-1 773 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5287
048°	TDZE	927
	Apt Elev	927

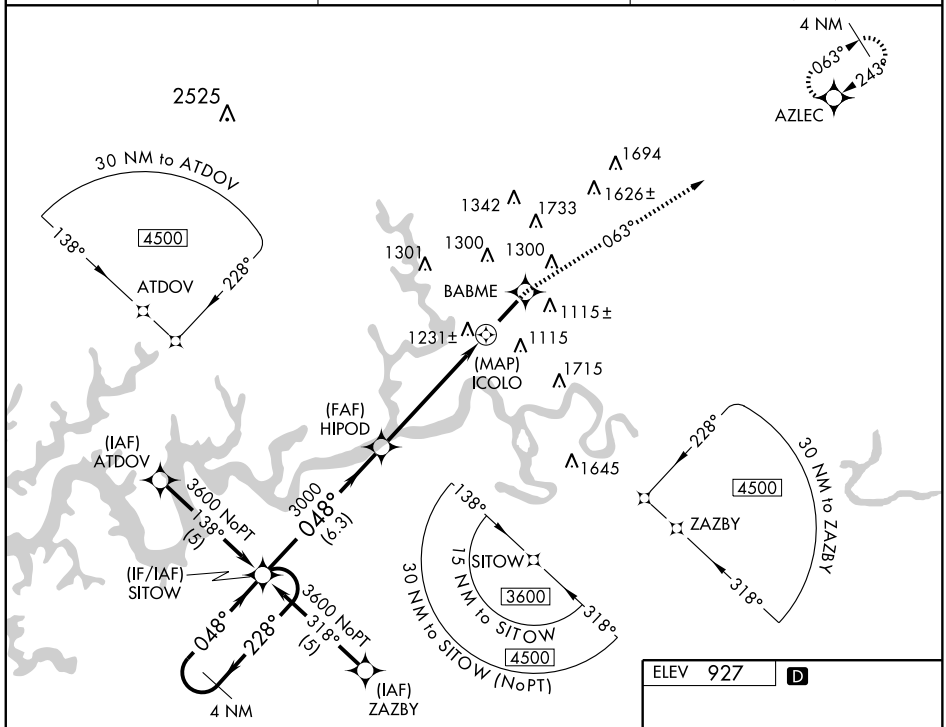
RNAV (GPS) Y RWY 5

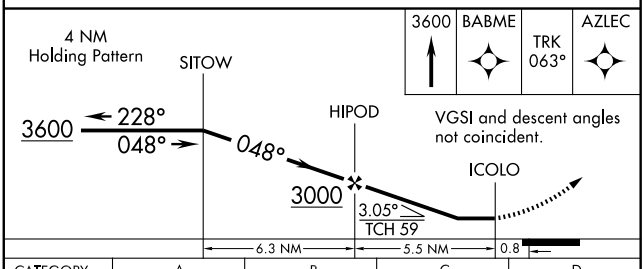
SOMERSET / LAKE CUMBERLAND RGNL (SME)

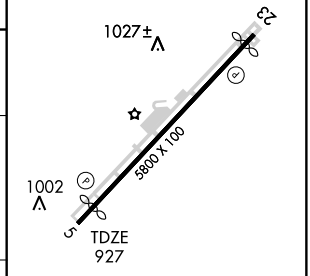
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet; increase LNAV Cat. C/D, and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1500-1 573 (600-1)		1500-1½ 573 (600-1½)	1500-1¾ 573 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH **97510**	**048°**	Rwy Idg	**5287**
W05A		TDZE	**927**
		Apt Elev	**927**

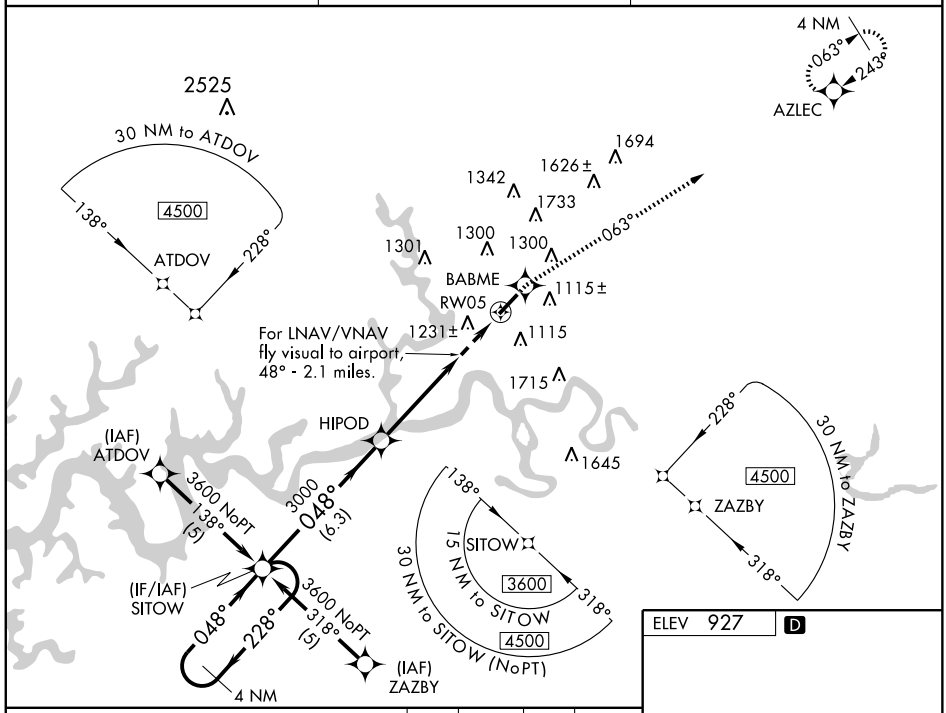
RNAV (GPS) Z RWY 5

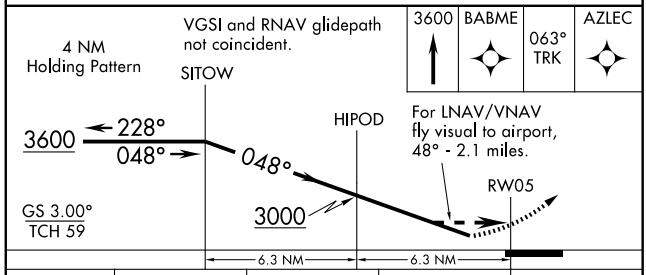
SOMERSET / LAKE CUMBERLAND RGNL (SME)

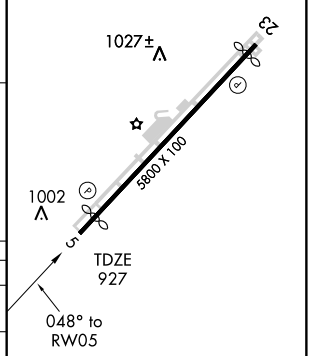
Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling requires descent on glidepath to CMDA.
When local altimeter not received, use Monticello altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV Cat. D and Circling Cat. C visibilities ¼mile.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	**124.625 371.925**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LPV DA	1460-2 533 (600-2)			
LNAV/VNAV DA	1584-2 657 (700-2)			
CIRCLING	1620-2 693 (700-2)	1720-2 793 (800-2)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB IKY 429	APP CRS 101°	Rwy Idg 4875 TDZE 855 Apt Elev 865

NDB RWY 11

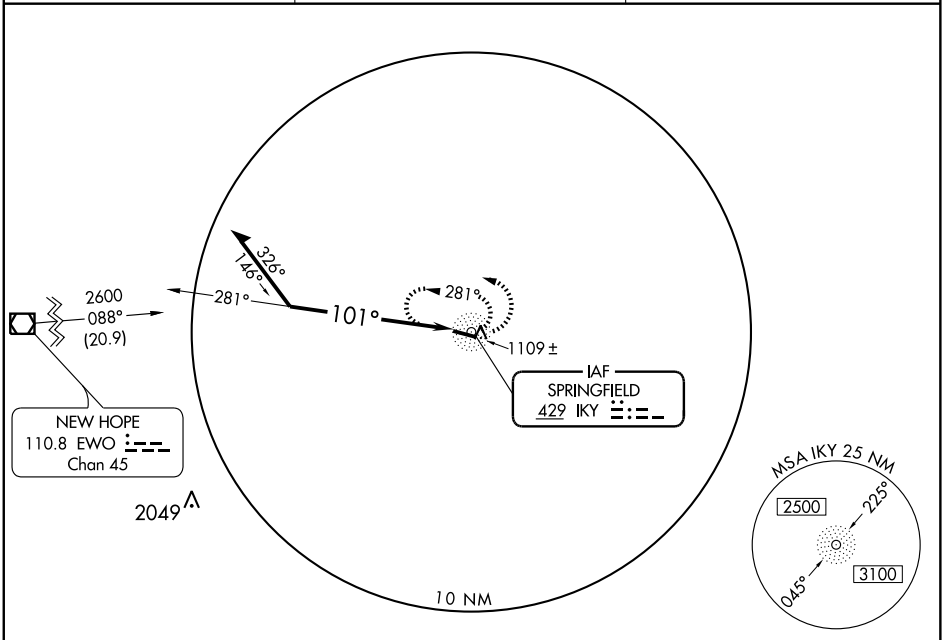
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

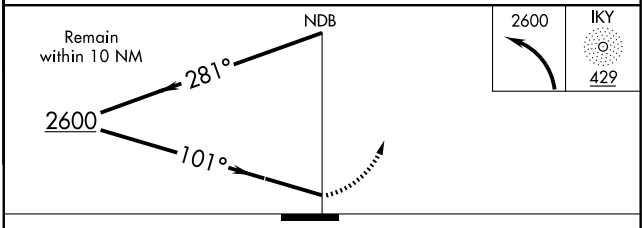
Obtain local altimeter on CTAF, when not received use Louisville Intl altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2600 in IKY NDB holding pattern.

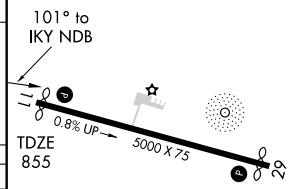
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-11	1600-1 745 (800-1)	1600-1¼ 745 (800-1¼)	1600-2¼ 745 (800-2¼)	1600-2½ 745 (800-2½)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2¼ 735 (800-2¼)	1600-2½ 735 (800-2½)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1780-1¼ 925 (1000-1¼)		1780-2¾ 925 (1000-2¾)	1780-3 925 (1000-3)
CIRCLING	1780-1¼ 915 (1000-1¼)		1780-2¾ 915 (1000-2¾)	1780-3 915 (1000-3)

ELEV 865



MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME EWO	APP CRS	Rwy Idg	4875
110.8	088°	TDZE	855
Chan 45		Apt Elev	865

VOR/DME or GPS RWY 11

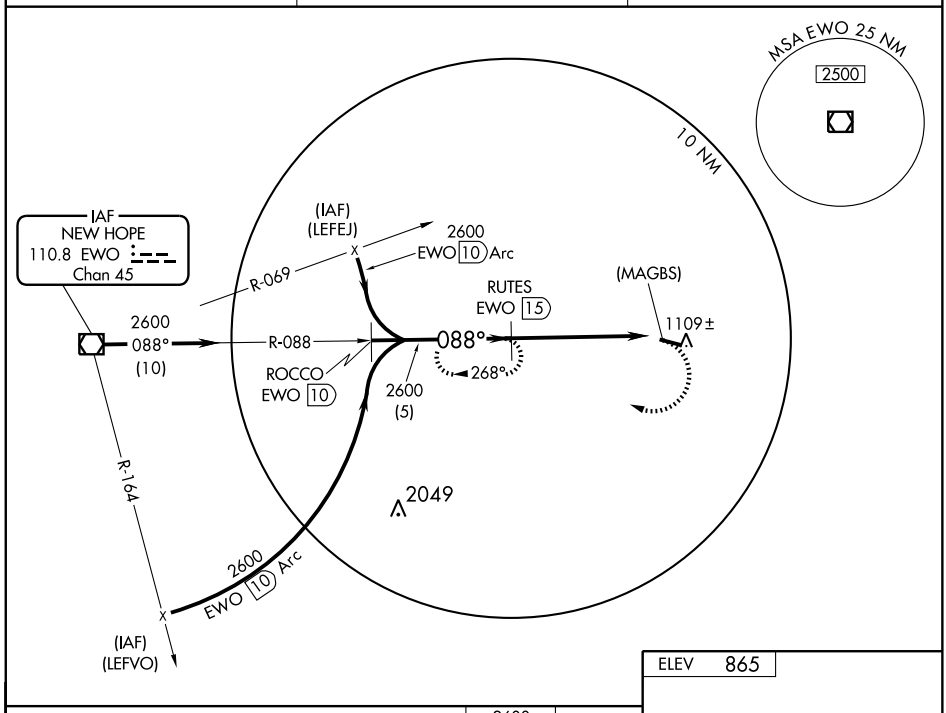
SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

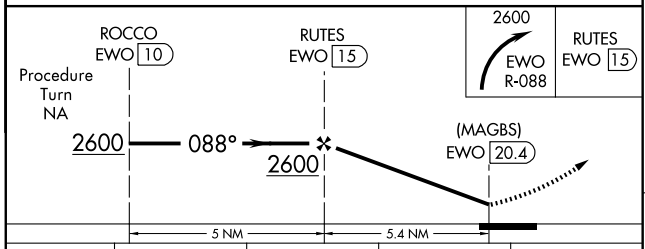
Obtain local altimeter on CTAF, when not received use Louisville Intl altimeter setting.

NA

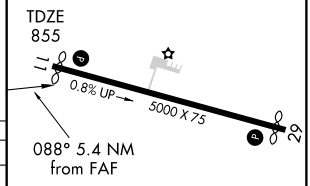
MISSED APPROACH: Climbing right turn to 2600 via EWO R-088 to RUTES 15 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L





ELEV 865



CATEGORY	A	B	C	D
S-11	1260-1 405 (400-1)	1260-1¼ 405 (400-1¼)	1260-1½ 405 (400-1½)	1260-1¾ 405 (400-1¾)
CIRCLING	1420-1 555 (600-1)	1420-1¼ 555 (600-1¼)	1420-1½ 555 (600-1½)	1420-2 555 (600-2)
LOUISVILLE INTL ALTIMETER SETTING MINIMUMS				
S-11	1440-1 585 (600-1)	1440-1¼ 585 (600-1¼)	1440-1½ 585 (600-1½)	1440-1¾ 585 (600-1¾)
CIRCLING	1600-1 735 (800-1)	1600-1¼ 735 (800-1¼)	1600-2 735 (800-2)	1600-2¼ 735 (800-2¼)

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB TWT	APP CRS	Rwy Idg	5000
276	356°	TDZE	372
		Apt Elev	372

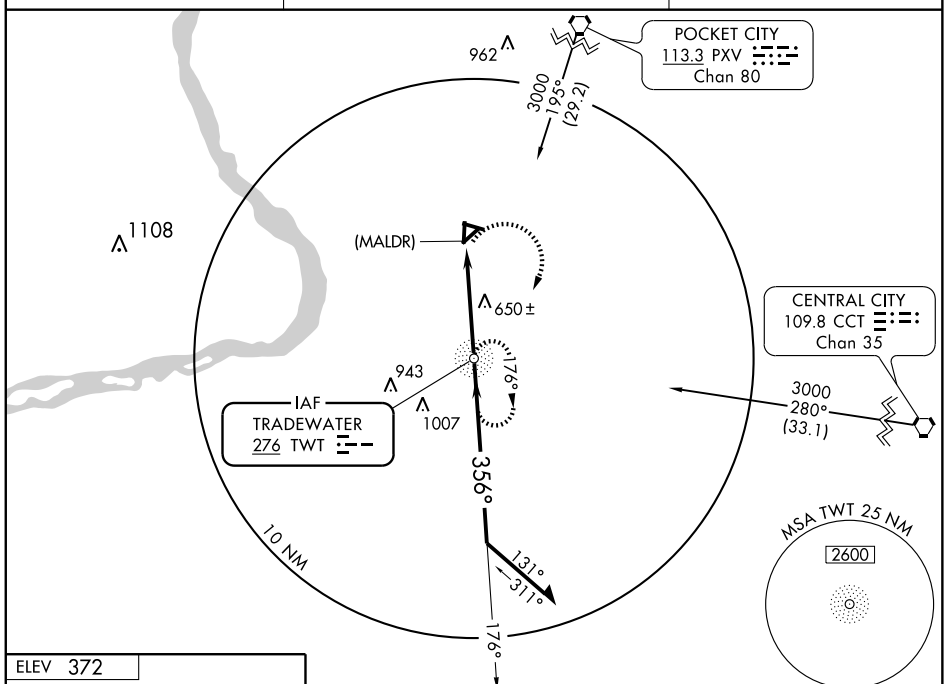
NDB or GPS RWY 36

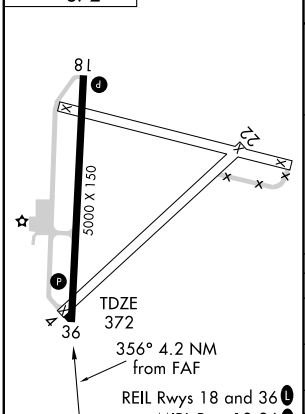
STURGIS MUNI (TWT)

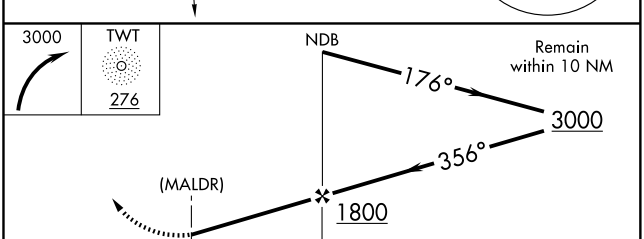
Obtain local altimeter setting on CTAF; if not received, use Evansville altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct TWT NDB and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	126.4 226.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	960-1 588 (600-1)		960-1½ 588 (600-1½)	960-1¾ 588 (600-1¾)
CIRCLING	960-1 588 (600-1)		1000-1¾ 628 (700-1¾)	1000-2 628 (700-2)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-36	1120-1 748 (800-1)	1120-1¼ 748 (800-1¼)	1120-2¼ 748 (800-2¼)	1120-2½ 748 (800-2½)
CIRCLING	1120-1 748 (800-1)	1120-1¼ 748 (800-1¼)	1160-2¼ 788 (800-2¼)	1160-2½ 788 (800-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
029°	TDZE	1033
	Apt Elev	1036

RNAV (GPS) RWY 4

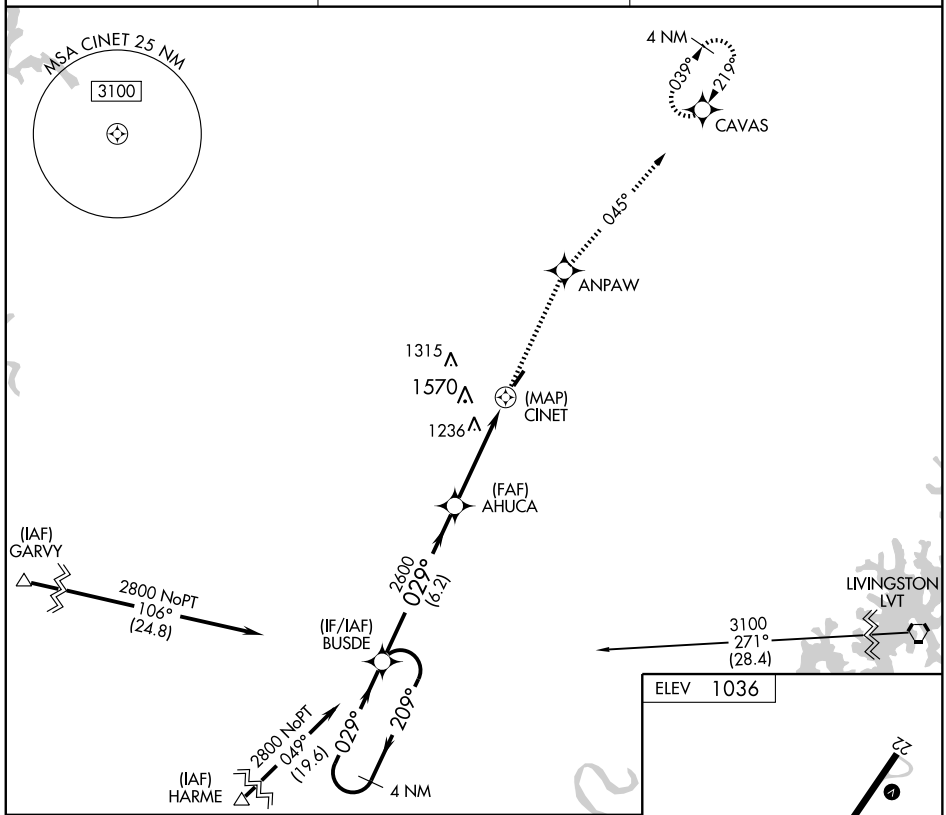
TOMPKINSVILLE-MONROE COUNTY (TZV)

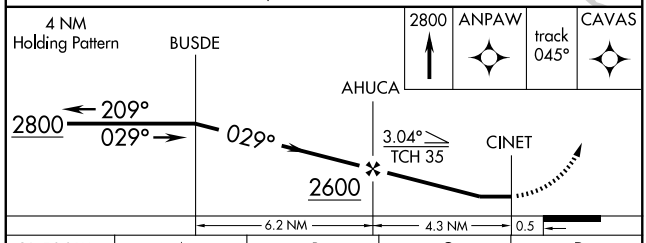
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

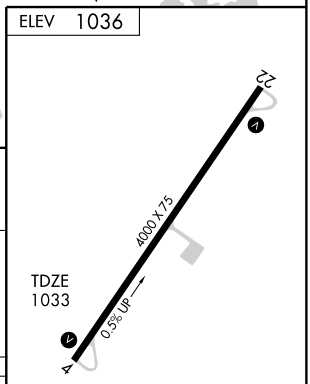
NA

MISSED APPROACH: Climb to 2800 direct ANPAW and via track 045° to CAVAS and hold.

LIVINGSTON AWOS-3	MEMPHIS CENTER	UNICOM
126.175	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1	627 (700-1)	1660-1¾ 627 (700-1¾)	NA
CIRCLING	1680-1	644 (700-1)	1680-1¾ 644 (700-1¾)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1. 17 DEC 2009 to 14 JAN 2010

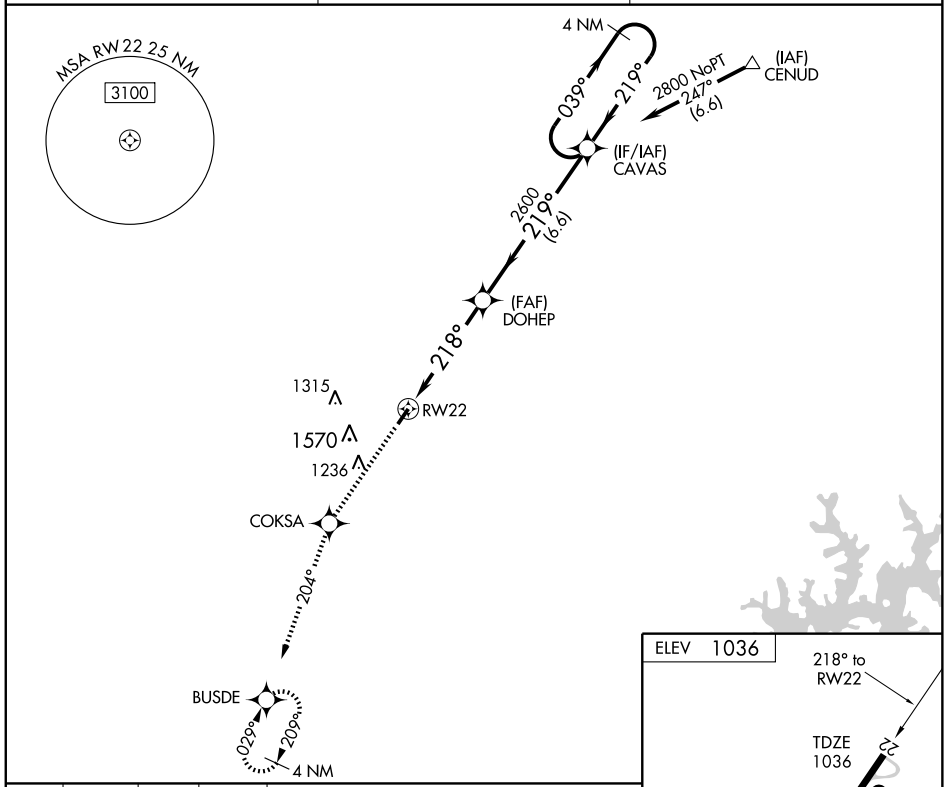
WAAS	APP CRS	Rwy Idg	4000
CH 56314	218°	TDZE	1036
W22A		Apt Elev	1036

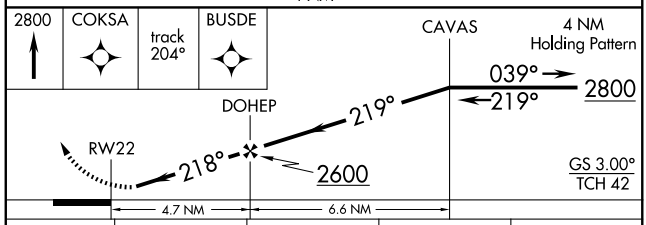
RNAV (GPS) RWY 22
TOMPKINSVILLE-MONROE COUNTY (TZV)

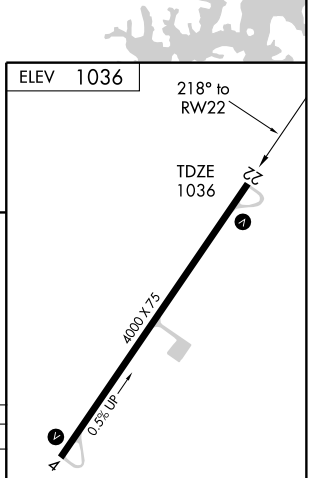
DME/DME RNP-0.3 NA.
NA
Visibility reduction by helicopters NA.
Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct COKSA and via track 204° to BUSDE and hold.

LIVINGSTON AWOS-3	MEMPHIS CENTER	UNICOM
126.175	132.1 263.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1391-1¼ 355 (400-1¼)			NA
LNAV MDA	1680-1 644 (700-1)		1680-1¾ 644 (700-1¾)	NA
CIRCLING	1680-1 644 (700-1)		1680-1¾ 644 (700-1¾)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53312	023°	TDZE	1168
W02A		Apt Elev	1178

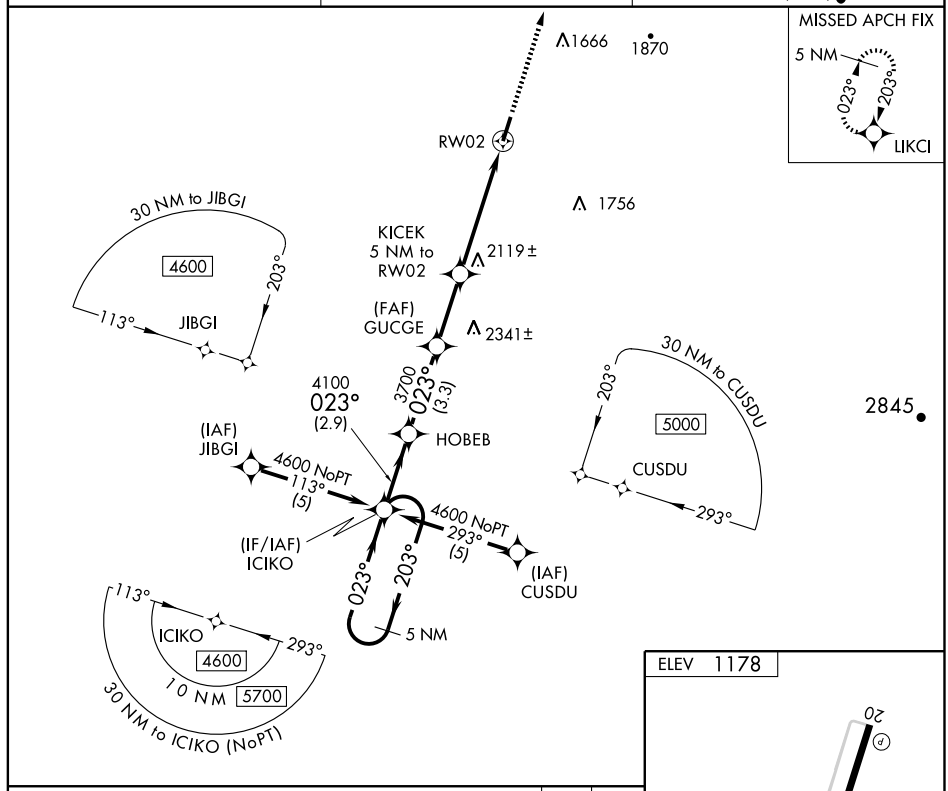
RNAV (GPS) RWY 2

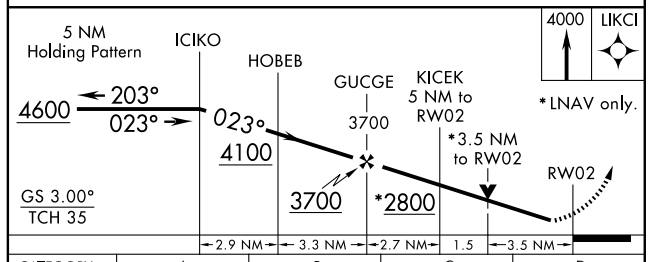
WILLIAMSBURG-WHITLEY COUNTY (W38)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase DA 48 feet and MDA 60 feet. Circling to Rwy 20 NA at night.

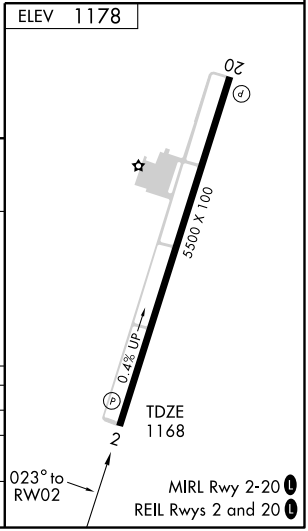
MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1418-1 250 (300-1)			
LNAV MDA	2380-1¼ 1212 (1300-1¼)	2380-1½ 1212 (1300-1½)	2380-3 1212 (1300-3)	
CIRCLING	2380-1¼ 1202 (1300-1¼)	2380-1½ 1202 (1300-1½)	2380-3 1202 (1300-3)	



WAAS	APP CRS	Rwy Idg	5500
CH 70403	203°	TDZE	1178
W20A		Apt Elev	1178

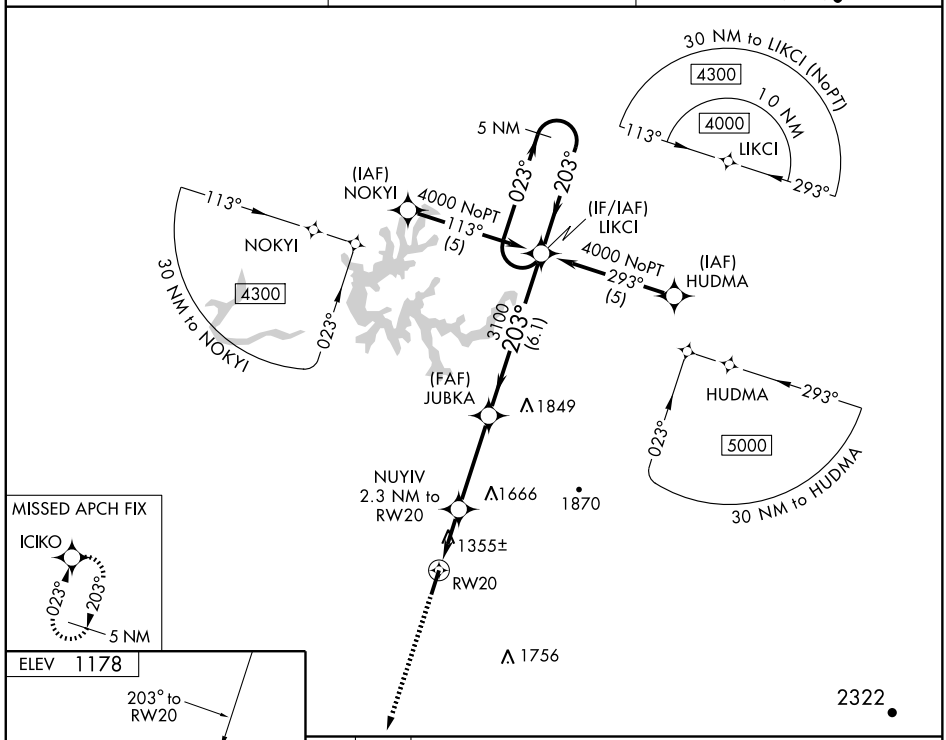
RNAV (GPS) RWY 20

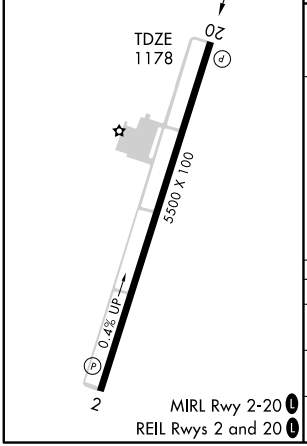
WILLIAMSBURG-WHITLEY COUNTY (W38)

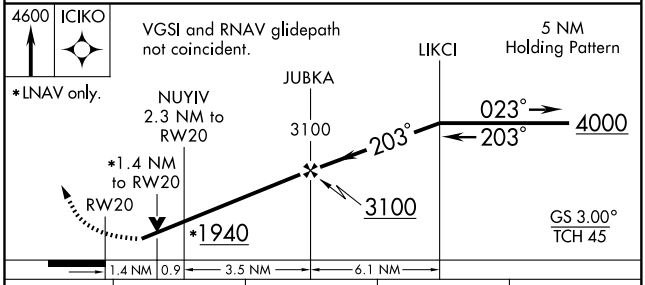
If local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. VDP NA when using London-Corbin Arpt-Magee Fld altimeter setting.

MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1614-1½ 436 (500-1½)			
LNAV MDA	1680-1 502 (600-1)		1680-1½ 502 (600-1½)	
CIRCLING	1680-1 502 (600-1)		1680-1½ 502 (600-1½)	1960-2 782 (800-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC LOZ	APP CRS	Rwy Idg	5500
116.1	200°	TDZE	1178
Chan 108		Apt Elev	1178

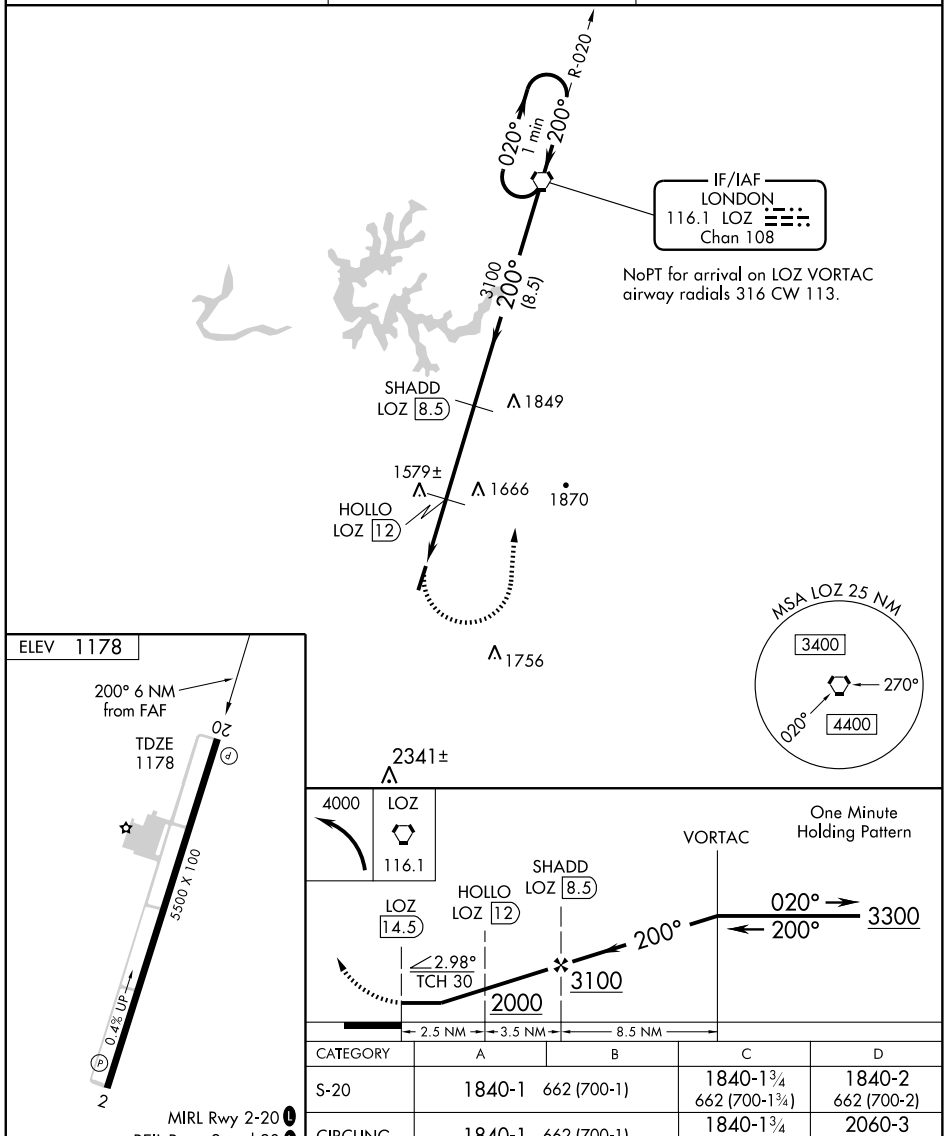
VOR/DME RWY 20

WILLIAMSBURG-WHITLEY COUNTY (W38)

Visibility reduction by helicopters NA. Straight-in/Circling Rwy 20 NA at night. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all MDA 60 feet and increase S-20 Cats. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-20	1840-1	662 (700-1)	1840-1¾ 662 (700-1¾)	1840-2 662 (700-2)
CIRCLING	1840-1	662 (700-1)	1840-1¾ 662 (700-1¾)	2060-3 882 (900-3)

SE-1. 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ..... **ILS Rwy 22L[1]**
NDB or GPS Rwy 22L[2]

NA when control tower closed.
[1]ILS, Categories B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ANDERSON, SC

ANDERSON RGNL ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[35]
RADAR-1, 900-2¾[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL . **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]Category E, NA.

CHARLESTON EXECUTIVE.. ..... **ILS or LOC Rwy 9**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL ..... **ILS or LOC Rwy 23**

ILS, Categories A,B,C,D, 700-2.

CLEMSON, SC

OCONEE COUNTY RGNL.. **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY.. ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

COLUMBIA, SC

COLUMBIA METROPOLITAN ..... **ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 11[2]
ILS or LOC Rwy 29[2]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

CONCORD, NC

CONCORD RGNL ..... **ILS or LOC Rwy 20**[1]
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]

Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

CURRITUCK, NC

CURRITUCK COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A

NA when local weather not available.

EDENTON, NC

NORTHEASTERN RGNL ..... **LOC Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL . **ILS or LOC Rwy 10**[1][2]
RNAV (GPS) Rwy 10

NA when local weather not available.
[1]ILS, Category D 700-2.
[2]ILS,LOC,NA when control tower closed.

ERWIN, NC

HARNETT RGNL JETPORT ..... **LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/ GRANNIS FIELD ..... **LOC BC Rwy 22**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.
[1]NA when control tower closed.

FLORENCE, SC

FLORENCE RGNL ..... **ILS or LOC Rwy 9**[1][2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

FRANKLIN, NC

MACON COUNTY ..... **RNAV (GPS)-A**

NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

GASTONIA, NC

GASTONIA MUNI ..... **RNAV (GPS) Rwy 21**

NA when local weather not available.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

GREENVILLE, NC

PITT-GREENVILLE ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

ALTERNATE MINS

09351

NAME	ALTERNATE MINIMUMS

GREENVILLE, SC

DONALDSON CENTER ..... **ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

GREENVILLE DOWNTOWN ..... **ILS or LOC Rwy 1[123]**
RNAV (GPS) Rwy 1[24]
RNAV (GPS) Rwy 10[24]
RNAV (GPS) Rwy 19[24]
RADAR-1[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

GREENWOOD, SC

GREENWOOD COUNTY ..... **NDB or GPS Rwy 27**
VOR OR GPS Rwy 9
VOR Rwy 27
NA when local weather not available.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN ..... **ILS or LOC Rwy 4**
RADAR-1
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

JEFFERSON, NC

ASHE COUNTY ..... **RNAV (GPS) Rwy 28**
Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3.
NA when local weather not available.

KINGSTREE, SC

WILLIAMSBURG RGNL .... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 1000-3.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD ..... **ILS Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 23[1]

[1]NA when control tower closed.
[2]Category D, 700-2.
[3]NA when local weather not available.

NAME	ALTERNATE MINIMUMS

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

LOUISBURG, NC

FRANKLIN COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MORGANTON, NC

FOOTHILLS RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36
ILS, Category D, 700-2.
[1]NA when local weather not available.

NEW BERN, NC

COASTAL CAROLINA RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

NEWBERRY, SC
NEWBERRY COUNTY ..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

NORTH MYRTLE BEACH, SC
GRAND STRAND ..... **ILS Rwy 23[1]**
VOR Rwy 5
VOR Rwy 23[2]
NA when control tower closed.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ORANGEBURG, SC
ORANGEBURG MUNI ..... **NDB Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD ..... **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[2]
NDB Rwy 23L[3]
VOR Rwy 32[4]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH ..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2
NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22
NA when local weather not available.

ROXBORO, NC
PERSON COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/
MARCHMAN FIELD ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL ..... **NDB Rwy 23[1]**
RNAV (GPS) Rwy 5
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

STATESVILLE, NC
STATESVILLE RGNL ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

SUMTER, SC
SUMTER ..... **RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

WADESBORO, NC
ANSON COUNTY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

WALLACE, NC

HENDERSON FIELD ..... **NDB Rwy 27**
Category D, 800-2½.

WASHINGTON, NC

WARREN FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WHITEVILLE, NC

COLUMBUS COUNTY
MUNI ..... **NDB Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

WILMINGTON, NC

WILMINGTON INTL .. **ILS or LOC/DME Rwy 6[12]**
ILS or LOC/DME Rwy 24[12]
ILS Rwy 35[23]
RADAR-1[3]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 24[1]
RNAV (GPS) Rwy 35[1]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]NA when control tower closed.

WINSTON-SALEM, NC

SMITH REYNOLDS ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[34]
RNAV (GPS) Rwy 33[35]
VOR/DME Rwy 15[5]
[1]NA when control tower closed.
[2]ILS,Categories B,C, 700-2,Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV **2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34		AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
			D	**2800**-1½	660	(700-1½)				
	16		A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING			A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV **10**

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		ABC	**440**-1¼	430	(500-1¼)				
CIRCLING			AB	**500**-1¼	490	(500-1¼)	C	**500**-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[25]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	125-½	100	(100-½)
	14	3.0°/40/768	ABCDE	132-½	100	(100-½)
	5[25]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
PAR[1] W/O GS	23[4]		ABCDE	320-¾	304	(300-¾)
	5[4]		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	440-¾	403	(500-¾)
			CD	440-1	403	(500-1)
			E	440-1¼	403	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 600 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA) ELEV 22

RADAR [1] **- (E)** 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23[2]	3.0°/37/706	ABCDE	271-1	250	(300-1)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. [2]CAUTION: 20:1 visual area penetrated. Procedure NA at night.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1] [3]	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L[2]		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R[4]		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCDE to 1 mile.[3]CAUTION: PAR RPI and PAPI RRP are not coincident. [4]When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV **236**

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**700**/24	472	(500-½)	C	**700**/40	472	(500-¾)
		D	**700**/50	472	(500-1)				
	11	AB	**680**/24	444	(500-½)	C	**680**/40	444	(500-¾)
		D	**680**/50	444	(500-1)				
	29	AB	**720**/24	493	(500-½)	C	**720**/40	493	(500-¾)
		D	**720**/50	493	(500-1)				
	23	AB	**680**/50	467	(500-1)	C	**680**/60	467	(500-1¼)
		D	**680**-1½	467	(600-1½)				
CIRCLING		AB	**740**-1	504	(600-1)	C	**840**-1¾	604	(700-1¾)
		D	**880**-2	644	(700-2)				

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2, OCT 22, 2009 (FAA)

ELEV **193**

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31	AB	**720**-1¼	535	(600-1¼)	C	**720**-1½	535	(600-1½)
		D	**720**-1¾	535	(600-1¾)				
CIRCLING		NA							

Use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV **146**

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠NA.

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**480**-1	346	(400-1)	D	**480**-1¼	346	(400-1¼)
	9*	AB	**680**-½	534	(600-½)	C	**680**-1	534	(600-1)
		D	**680**-1¼	534	(600-1¼)				
	19**	AB	**860**-1	717	(800-1)	C	**860**-2	717	(800-2)
		D	**860**-2¼	717	(800-2¼)				
	27	AB	**560**-1	421	(500-1)	CD	**560**-1¼	421	(500-1¼)
CIRCLING		AB	**640**-1	494	(500-1)	C	**640**-1½	494	(500-1½)
		D	**740**-2	594	(600-2)				
CIRCLING*		AB	**680**-1	534	(600-1)	C	**680**-1½	534	(600-1½)
		D	**740**-2	594	(600-2)				
CIRCLING**		AB	**860**-1	714	(800-1)	C	**860**-2	714	(800-2)
		D	**860**-2¼	714	(800-2¼)				

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		ABC	**1480**-1¼	465	(500-1¼)	D	**1480**-1½	465	(500-1½)
CIRCLING			AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
			D	**1740**-2¼	692	(700-2¼)				

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**1340**/40	376	(400-¾)	D	**1340**/50	376	(400-1)
	4		ABC	**1420**/40	471	(500-¾)	D	**1420**/50	471	(500-1)
CIRCLING			AB	**1420**-1¼	456	(500-1¼)	C	**1420**-1½	456	(500-1½)
			D	**1520**-2	556	(600-2)				

When APP CON closed, ASR NA.
For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.
If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF) ELEV 252

RADAR[12] 125.4 385.6 143.55 281.525 316.4x 269.05x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR[4]	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¾	628	(700-1¾)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

[1]If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. [2]Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA) ELEV **19**

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4	ABC	**400**-1	383	(400-1)	D	**400**-1¼	383	(400-1¼)
	22	AB	**540**-1	525	(600-1)	C	**540**-1½	525	(600-1½)
		D	**540**-1¾	525	(600-1¾)				
CIRCLING		AB	**560**-1	541	(600-1)	C	**560**-1½	541	(600-1½)
		D	**580**-2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorize

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NEW RIVER MCAS (KNCA),

(MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **ELEV 26**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/45/877	ABCD	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5[2]		ABCD	400-1	374	(400-1)
	1[2]		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5[3]		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 USA) ELEV 244

RADAR[1] - (E) 120.8 124.2 257.65 284.675

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/36/628	ABC	**428-½**	200	(200-½)
			D	NA	NA	NA

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC Amdt. 6C, NOV 20, 2008 (FAA) ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		ABC	**460**-1¼	428	(500-1¼)	D	**460**-1½	428	(500-1½)
	24		ABC	**460**-1¼	433	(500-1¼)	D	**460**-1½	433	(500-1½)
			ABC	**480**-1¼	451	(500-1¼)	D	**480**-1½	451	(500-1½)
	35		AB	**540**/40	509	(600-¾)	CD	**540**/50	509	(600-1)
CIRCLING			AB	**540**-1¼	508	(600-1¼)	C	**540**-1½	508	(600-1½)
			D	**640**-2	608	(700-2)				

When control tower closed procedure not authorized.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7,** terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25,** tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L,22R,** NA-VFR runway. **Rwy 4R,** 300-1½ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R,** trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L,** multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5,** multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. **Rwy 17,** multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23,** transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35,** multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL

TAKE-OFF MINIMUMS: **Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Andrews-Murphy Airport while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy s18, 36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 18,** tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36,** tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 230' per NM to 1200. **Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34,** climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16,** tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34,** tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 165° to 1100 before turning. **Rwy 23,** climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5,** trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17,** trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23,** trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35,** trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/ 359' MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21,** tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1700 before turning right. **Rwy 25,** climb runway heading to 300 before turning right.

NOTE: **Rwy 25,** tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

ORIG 09155 (FAA)

NOTE: **Rwy 6,** trees beginning 383' from DER, 425' left of centerline, up to 100' AGL/249' MSL. Trees beginning 667' from DER, 420' right of centerline, up to 100' AGL/249' MSL. **Rwy 24,** trees beginning 653' from DER, 570' left of centerline, upt o 100' AGL/239' MSL. Trees beginning 866' from DER, 422' right of centerline, up to 100' AGL/239' MSL.

BOGUE MCALF (KNJM)

SWANSBORO, NC 07270

TAKE-OFF OBSTACLES: **Rwy 05**, Trees, 82' MSL (60' AGL) 1253' from DER, 257' left of centerline. **Rwy 23**, Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 608' from DER, 54' right of centerline.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1200 before turning left.

CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6,** light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14,** trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32,** trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 1400 before turning southwest. **Rwy 27,** climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9,** trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27,** trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15,** multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21,** multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33,** trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 22,** climb to 700 before turning west.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 1700 before turning right. **Rwy 36C,** climb heading 003°to 1400 before turning left. **Rwy 36L,** climb heading 003° to 1800 58before turning left.

NOTE: **Rwy 5,** trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L,** tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C,** trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23,** trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C,** trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R,** pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8,** multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26,** trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17,** trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23,** trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35,** vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7,** multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25,** multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ)

AMDT 1 09267 (FAA)

NOTE: **Rwy 6,** trees beginning 9' from DER , 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24,** trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 20,** 200-1¾ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 2200 before proceeding on course. **Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2000 before proceeding on course.

NOTE: **Rwy 2,** multiple poles and trees beginning 2444' from departure end of runway, 6' left of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from departure end of runway, 242' right of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from departure end of runway, 2049' left of centerline, 164' AGL/908' MSL. **Rwy 20,** multiple street lights beginning 3047' from departure end of runway, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from departure end of runway, 1581' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4,** multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. **Rwy 22,** multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)
AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1300 before proceeding on course. **Rwy 23,** climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10,** multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16,** multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23,** antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28,** multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34,** tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25,** climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)
ORIG 09211 (FAA)

NOTE: **Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10,** climb runway heading to 4000 before turning south. **Rwy 19,** climb to 4000 via ECG R-160 before turning east. **Rwy 28,** climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 2100 before turning left. **Rwy 33,** climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 270' per NM to1300. **Rwy 25,** 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25,** climb to 3900 before turning north.

ERWIN, NC

HARNETT RGNL JETPORT

NOTE: **Rwy 5,** multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23,** trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

ORIG 08213 (FAA)

NOTE: **Rwy 4,** trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10,** trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22,** vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 4 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 049° to 2600 before proceeding West or North. **Rwy 21,** climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3,** multiple trees beginning 1200' from departure end of runway, 433' left of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from departure end of runway, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21,** antenna and multiple trees beginning 269' from departure end of runway, 210' left of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from departure end of runway, 264' right of centerline, up to 136' AGL/885' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34,** climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: **Rwy 5,** tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23,** tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)
AMDT 1 09295 (FAA)

NOTE: **Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 ½ or std. with a min. climb of 220' per NM to 300. **Rwy 20,** 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2,** tree 1633' from departure end of runway, 741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. **Rwy 8,** tree 181' from departure end of runway, 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. **Rwy 15,** tower 1.2 NM from departure end of runway,1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. **Rwy 20,** tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. **Rwy 26,** tree 1026' from departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. **Rwy 33,** tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5,** antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23,** stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2¼ or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 2400 before turning left. **Rwy 28,** climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1,** numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10,** tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19,** pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28,** tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)
ORIG 08017 (FAA)

NOTE: **Rwy 9,** tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 038° to 2800 before turning left.

NOTE: **Rwy 4,** tree 1454' from departure end of runway, 146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)

NOTE: **Rwy 3,** trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21,** trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)
ORIG 09267 (FAA)

NOTE: **Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24,** std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1,** tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19,** tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24,** tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3,** numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21,** numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23,** climb on runway heading to 500 before turning right.

JEFFERSON, NC

ASHE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28,** climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23,** trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1 or std. w/ min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading132° to 800 before turning north.

NOTE: **Rwy 32,** multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5,** multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23,** multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.

NOTE: **Rwy 1,** tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19,** tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD (LKR)
AMDT 1 09351 (FAA)

NOTE: **Rwy 6,** trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24,** trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 3200 before turning right. **Rwy 23,** climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 400-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2,** trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20,** trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35,** 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1 or std. with a min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5,** road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13,** aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23,** tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31,** trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy 5***

..... **Rwy 23****

..... **Rwy 32*****

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: **Rwy 5,** For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

09351

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1

NOTE: **Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/ 929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.

NOTE: **Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE

NOTES: **Rwy 5,** multiple trees beginning 57' from departure end of runway, 379' right of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from departure end of runway, 998' left of centerline, up to 100' AGL/ 759' MSL. **Rwy 23,** tree 3637' from departure end of runway, 733' right of centerline, 100' AGL/769' MSL. Tree 7880' from departure end of runway, 1254' left of centerline, 100' AGL/757' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21,** climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound)to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18,** climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36,** climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36,** 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD

DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 2100 before turning east.

MYRTLE BEACH, SC

MYRTLE BEACH INTL

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 400 before turning left.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32,** climb runway heading to 900' before turning north.

NOTES: **Rwy 22,** 75' AGL trees 958 ' from departure end of runway, 705' right of centerline. **Rwy 14,** 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32,** 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22,** multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5,** Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6,** Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24,** Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL. **Rwy 23,** trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1000 before proceeding on course. **Rwy 35,** climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5,** tree 1415' from departure end of runway, 260' left of centerline, 58' AGL/254' MSL. **Rwy 23,** tree 2096' from departure end of runway, 371' right of centerline, 89' AGL/260' MSL. **Rwy 35,** tree 2316' from departure end of runway, 228' right of centerline, 76' AGL/248' MSL. Terrain 13' from departure end of runway, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6,** trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. **Rwy 24,** trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5,** trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23,** trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 18,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23,** climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5,** tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23,** tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)
ORIG 09183 (FAA)

NOTE: **Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE , NC. 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23,** standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5,** multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23,** fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 142° to 1400 before turning right. **Rwy 23L,** climb heading 232° to 1900 before turning left. **Rwy 23R,** climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L,** tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R,** tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14,** multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L,** tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32,** multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 231' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 20,** trees beginning 984' from departure end of runway, 704' left of centerline, up to 100' AGL/779' MSL. Trees beginning 2342' from departure end of runway, 64' left of centerline, up to 100' AGL/788' MSL. Terrain beginning 208' from departure end of runway, 275' right of centerline, up to 0' AGL/688' MSL. Trees beginning 1520' from departure end of runway, 747' right of centerline, up to 100' AGL/788' MSL. Trees beginning 2708' from departure end of runway, 3' right of centerline, up to 100' AGL/763' MSL. **Rwy 2,** trees beginning 1380' from departure end of runway, 166' left of centerline, up to 100' AGL/729' MSL. Powerline tower 5476' from departure end of runway, 780' left of centerline, 180' AGL/819' MSL. Vehicle on road and trees beginning 12' from departure end of runway, 448' right of centerline, up to 100' AGL/759' MSL. Trees beginning 1856' from departure end of runway, 26' right of centerline, up to 100' AGL/739' MSL. Powerline tower 4535' from departure end of runway, 1712' right of centerline, 180' AGL/789' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY

DEPARTURE PROCEDURE: **Rwys 13, 22, 31,** climb runway heading to 900 before turning north. **Rwy 4,** right turn climb to 900 on 090° heading before turning north.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4,** tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22,** tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6,** trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24,** trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19,** climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1,** trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19,** trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5,** tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23,** tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** climb on heading 160° to 1200 before turning west.

SALUDA, SC

SALUDA COUNTY (6J4)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

SANFORD-LEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1400 before turning right. **Rwy 21,** climb runway heading to 1400 before turning left.

SHAW AFB (KSSC)

SUMTER, SC 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL. **Rwy 23,** trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG, NC . . . . . .AMDT 1, 07354

Rwy 27, 400-2½*

* Or standard with minimum climb of 350 ft/NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093 to 1200 before proceeding on course. **Rwy 27**, climb heading 273 to 1200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 27**, antenna 1.9 NM from DER, 3602' right of centerline, 292' AGL/584' MSL.

SMITHFIELD, NC

JOHNSTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 500-1.

DEPARTURE PROCEDURE: **Rwy 3,** climb to 1300 before turning left. **Rwy 21,** climb to 1000 before turning right.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5,** trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23,** trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28,** powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

ORIG-A 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 054° to 600 before procedding on course. **Rwy 24,** climb heading 234° to 600 before turning north.

NOTE: **Rwy 6,** tree 842' from departure end of runway, 413' right of centerline, 413' right of centerline, 84' AGL/114' MSL. Tree 647' from departure end of runway, 6' left of centerline, 62' AGL/92' MSL. Tree 642' from departure end of runway, 31' left of centerline, 58' AGL/88' MSL. **Rwy 24,** tree 1169' from departure end of runway, 96' left of centerline, 72' AGL/99' MSL. Tree 1183' from departure end of runway, 159' right of centerline, 70' AGL/97' MSL. Tree 1176' from departure end of runway, 59' left of centerline, 69' AGL/96' MSL. Tree 846' from departure end of runway, 227' left of centerline, 65' AGL/92' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-VFR only. **Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5,** tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23,** tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16,** terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34,** tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/ 368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

NOTE: **Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD

TAKE-OFF MINIMUMS: **Rwys 16,34,** 800-2 or std. with a min. climb of 270' per NM to 3000.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: **Rwy 5,** 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9,** 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17,** 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23,** 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35,** 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 17, 29, 35,** climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: **Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY

NOTE: **Rwy 3,** trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21,** trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL

NOTE: **Rwy 6,** tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17,** multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24,** tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35,** tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27,** climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21,** climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33,** climbing left turn to 2500 on heading 320° before proceeding on course.

WINSTON-SALEM, NC

SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4,** multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15,** bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22,** multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

APP CRS	Rwy Idg	4502
008°	TDZE	68
	Apt Elev	68

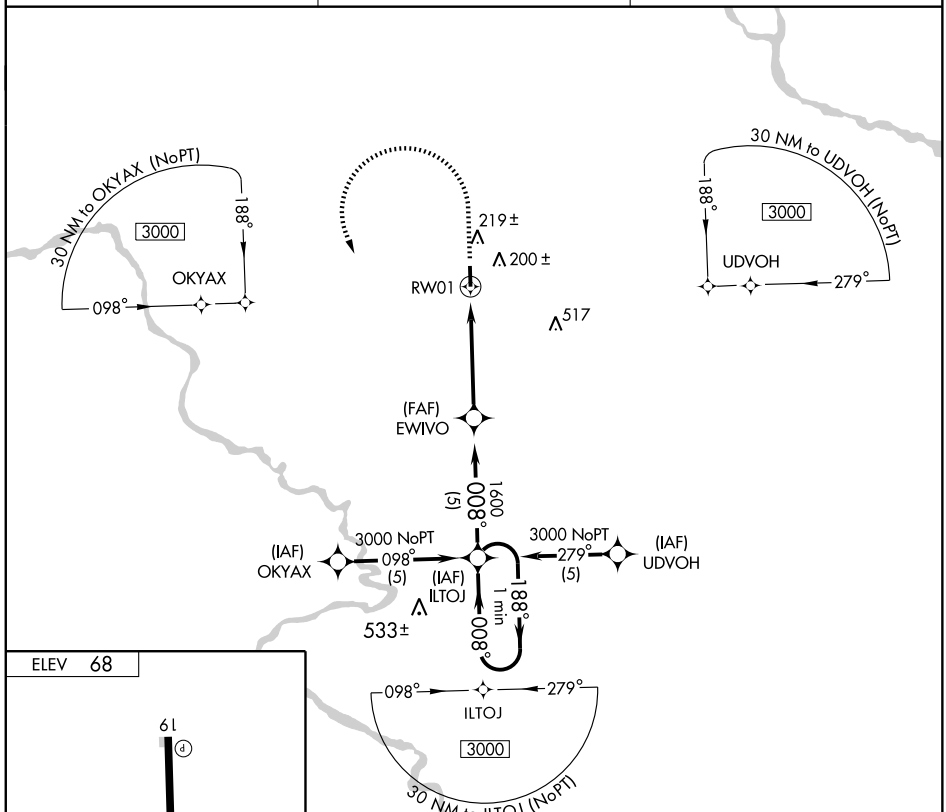
GPS RWY 1

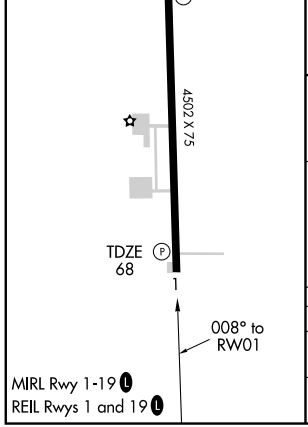
AHOSKIE/ TRI-COUNTY (ASJ)

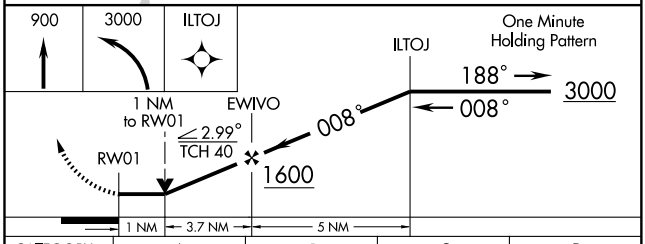
NA

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct ILTOJ WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	440-1 372 (400-1)			440-1¼ 372 (400-1¼)
CIRCLING	520-1 452 (500-1)		520-1½ 452 (500-1½)	620-2 552 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS		
188°	Rwy Idg	4502
	TDZE	68
	Apt Elev	68

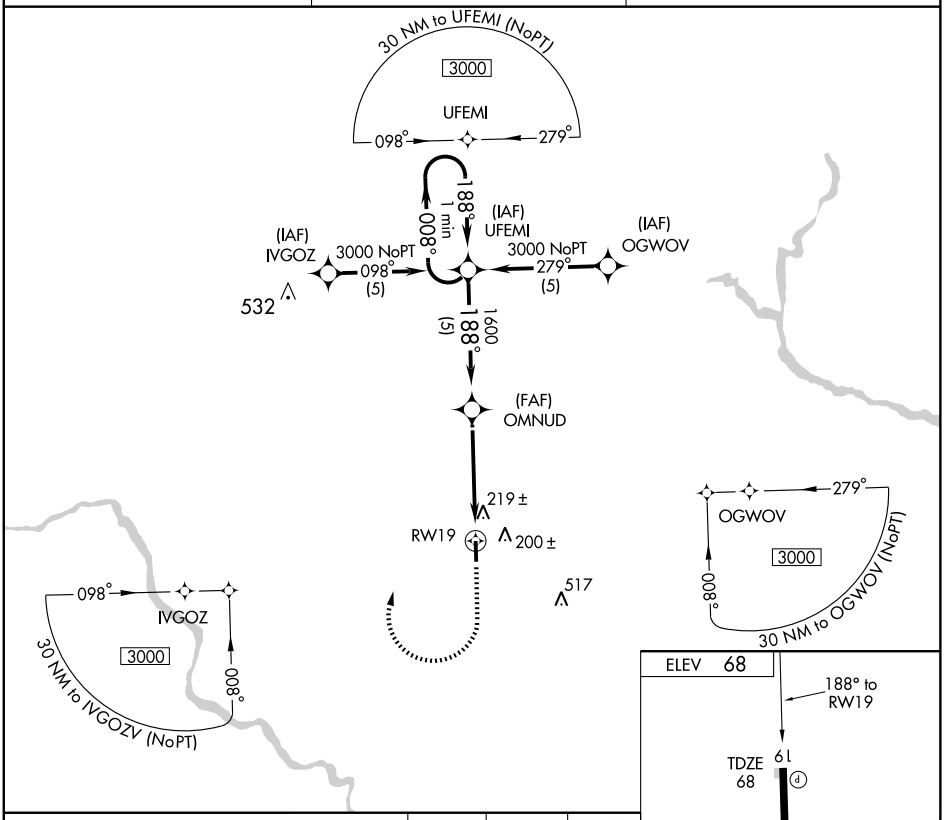
GPS RWY 19

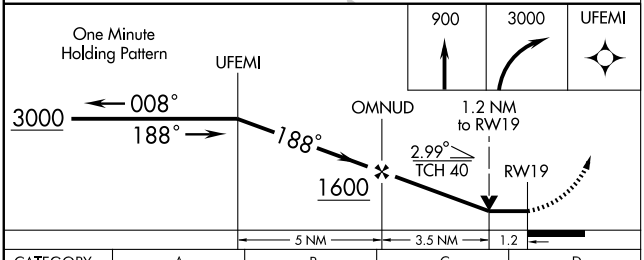
AHOSKIE/TRI-COUNTY (ASJ)

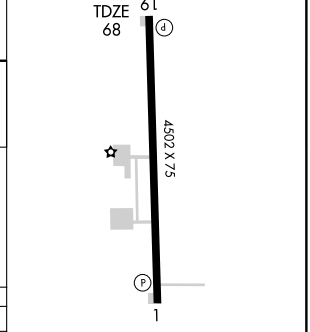
NA

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct UFEMI WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	480-1	412 (500-1)	480-1¼	412 (500-1¼)
CIRCLING	520-1	452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CVI 114.6 Chan 93	APP CRS 262°	Rwy Idg N/A TDZE N/A Apt Elev 68

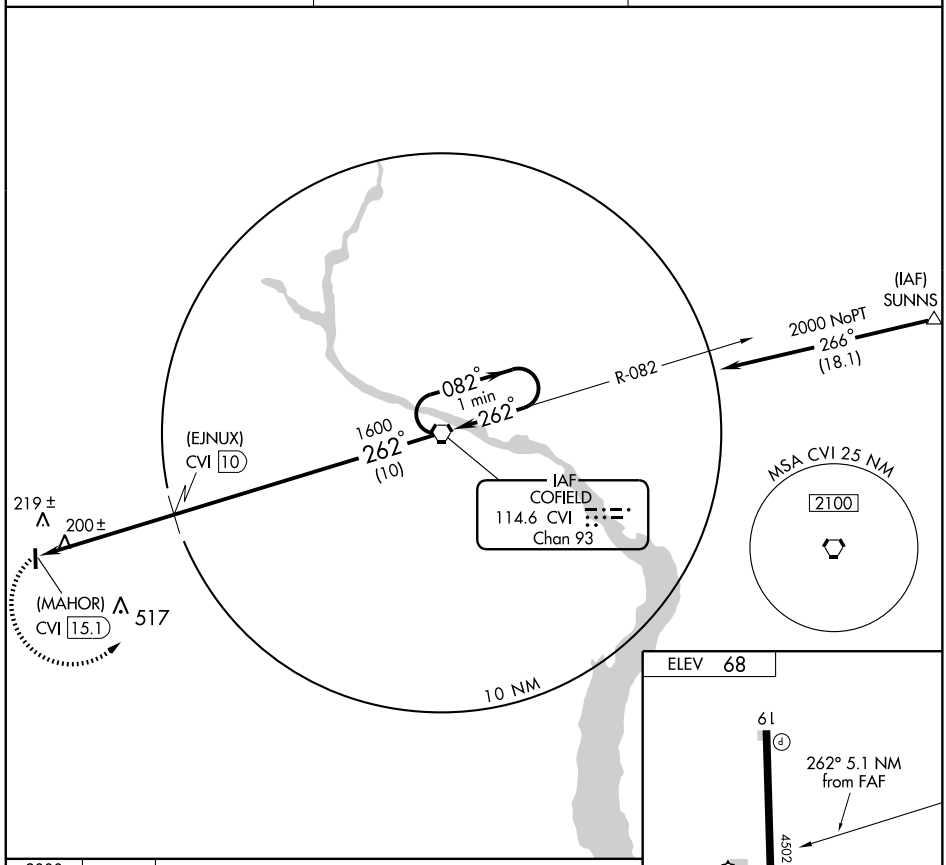
VOR/DME or GPS-A

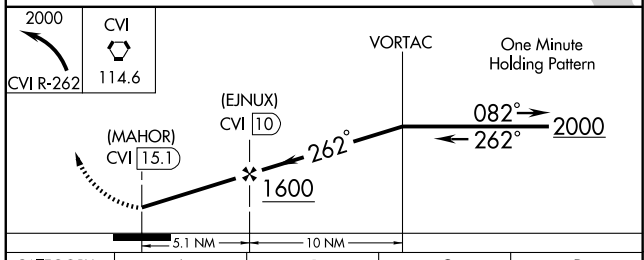
AHOSKIE/ TRI-COUNTY (ASJ)

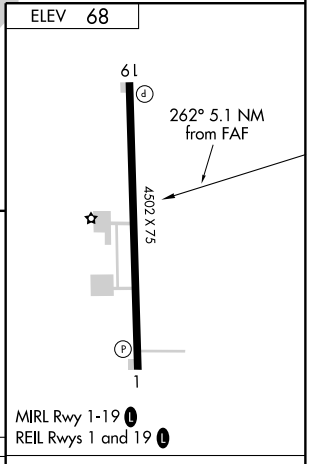
⚠ NA

MISSED APPROACH: Climbing left turn to 2000 via CVI R-262 to CVI VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.075	123.85 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 652 (700-1)		720-1¾ 652 (700-1¾)	720-2 652 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

ALBEMARLE, NORTH CAROLINA AL-6707 (FAA)

APP CRS	Rwy Idg	5500
043°	TDZE	609
	Apt Elev	609

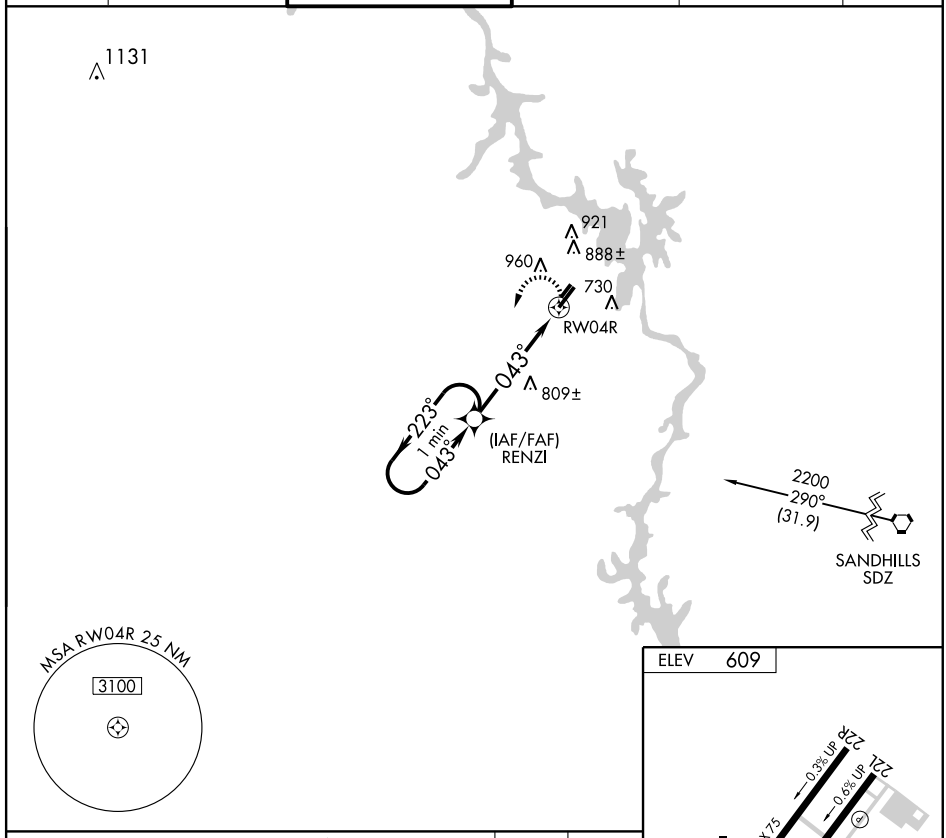
GPS RWY 4R

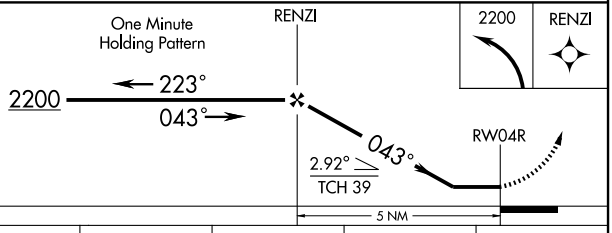
ALBEMARLE/ STANLY COUNTY (VUJ)

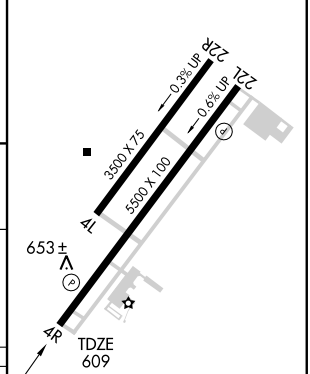
NA

MISSED APPROACH: Climbing left turn to 2200 direct RENZI WP and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0







CATEGORY	A	B	C	D
S-4R	1080-1	471 (500-1)	1080-1¼ 471 (500-1¼)	1080-1½ 471 (500-1½)
CIRCLING	1320-1	711 (800-1)	1320-2 711 (800-2)	1320-2¼ 711 (800-2¼)

REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-VUJ	APP CRS	Rwy Idg	5500
110.55	223°	TDZE	584
		Apt Elev	609

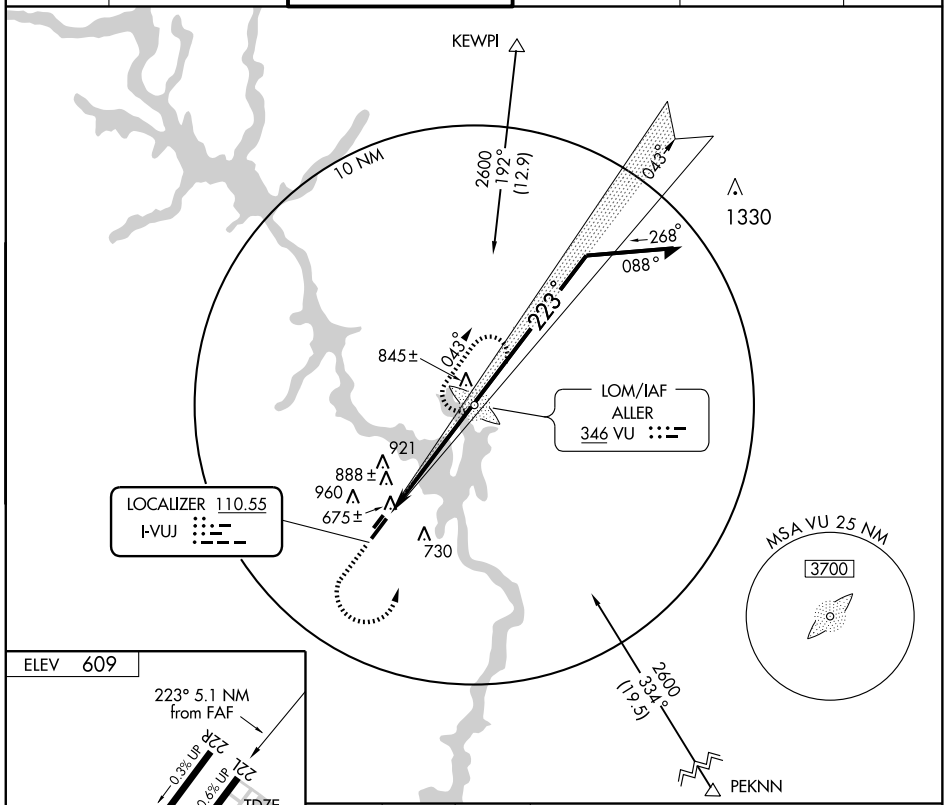
ILS RWY 22L

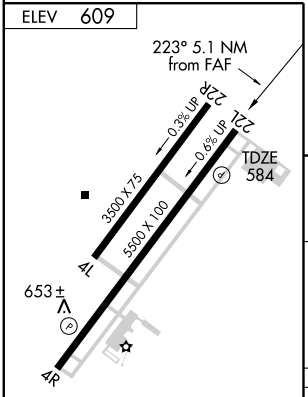
ALBEMARLE/ STANLY COUNTY (VUJ)

ADF Required.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ALLER LOM and hold.

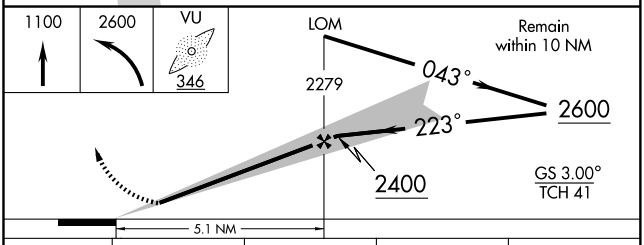
AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0





REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

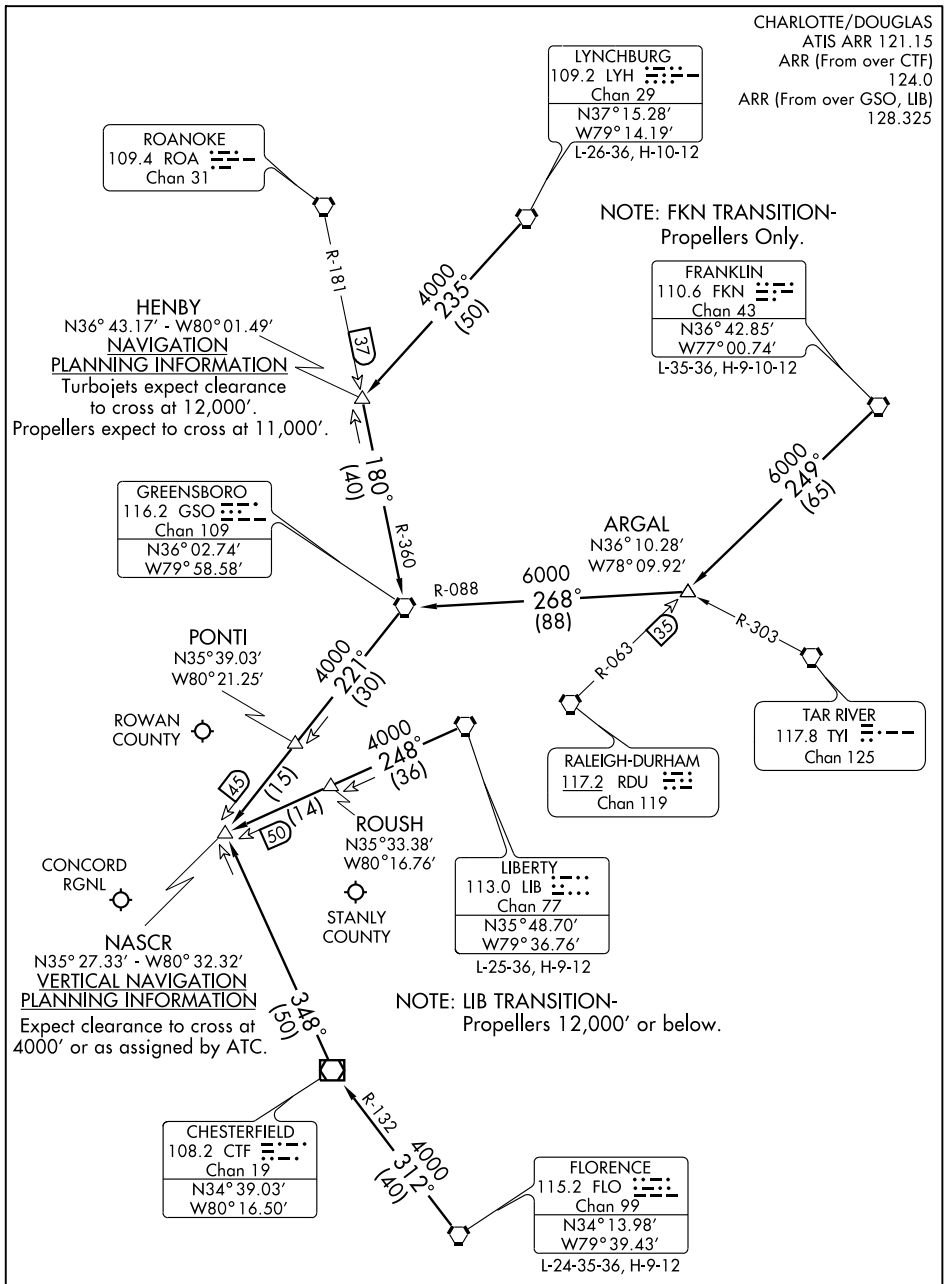


CATEGORY	A	B	C	D
S-ILS 22L	797-¾ 213 (200-¾)			
S-LOC 22L	940-1 356 (400-1)			940-1¼ 356 (400-1¼)
CIRCLING	1320-1 711 (800-1)		1320-2 711 (800-2)	1320-2¼ 711 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

NASCR ONE ARRIVAL

CONCORD, NORTH CAROLINA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOM VU	APP CRS	Rwy Idg 5500
346	224°	TDZE 584
		Apt Elev 609

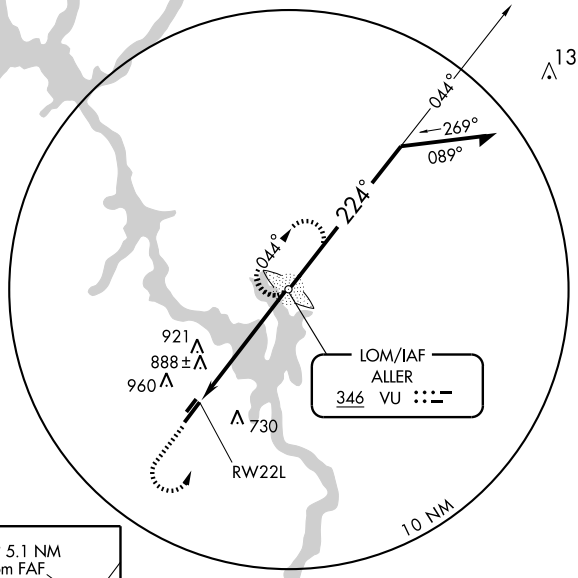
NDB or GPS RWY 22L

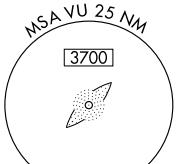
ALBEMARLE/ STANLY COUNTY (VUJ)

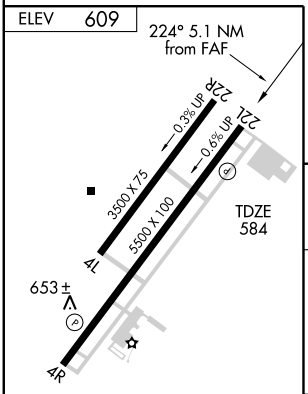
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ALLER LOM and hold.

AWOS-3	CHARLOTTE APP CON	STANLY COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
128.175	128.32 307.8	126.275 (CTAF) L 291.9	121.75 254.375	121.75 254.375	123.0

RADAR REQUIRED

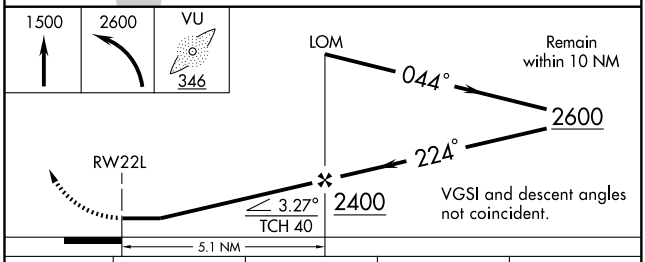






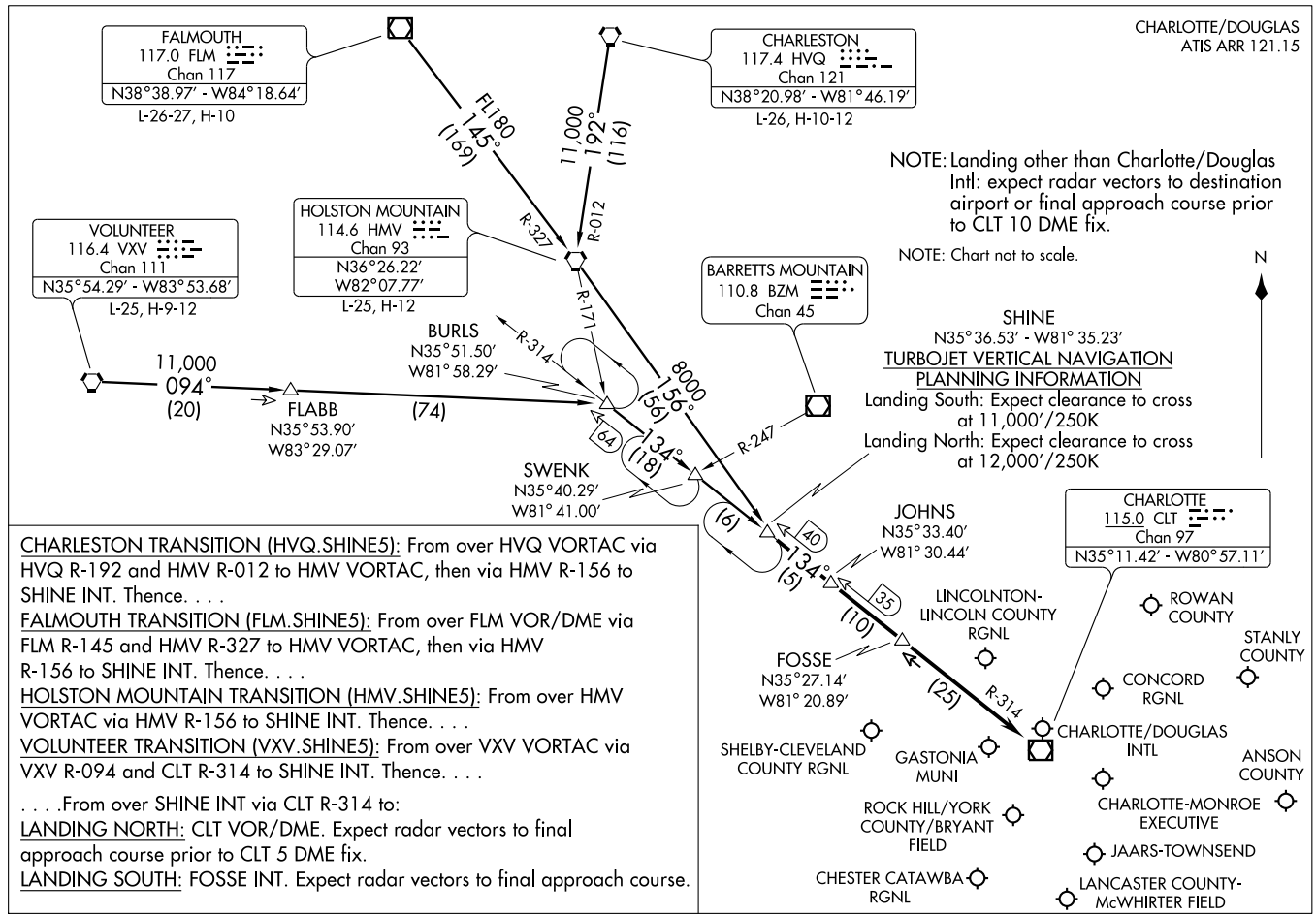
REIL Rwys 4R and 22L L
MIRL Rwys 4R-22L and 4L-22R L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-22L	1260-1 676 (700-1)		1260-2 676 (700-2)	1260-2¼ 676 (700-2¼)
CIRCLING	1320-1 711 (800-1)		1320-2 711 (800-2)	1320-2¼ 711 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

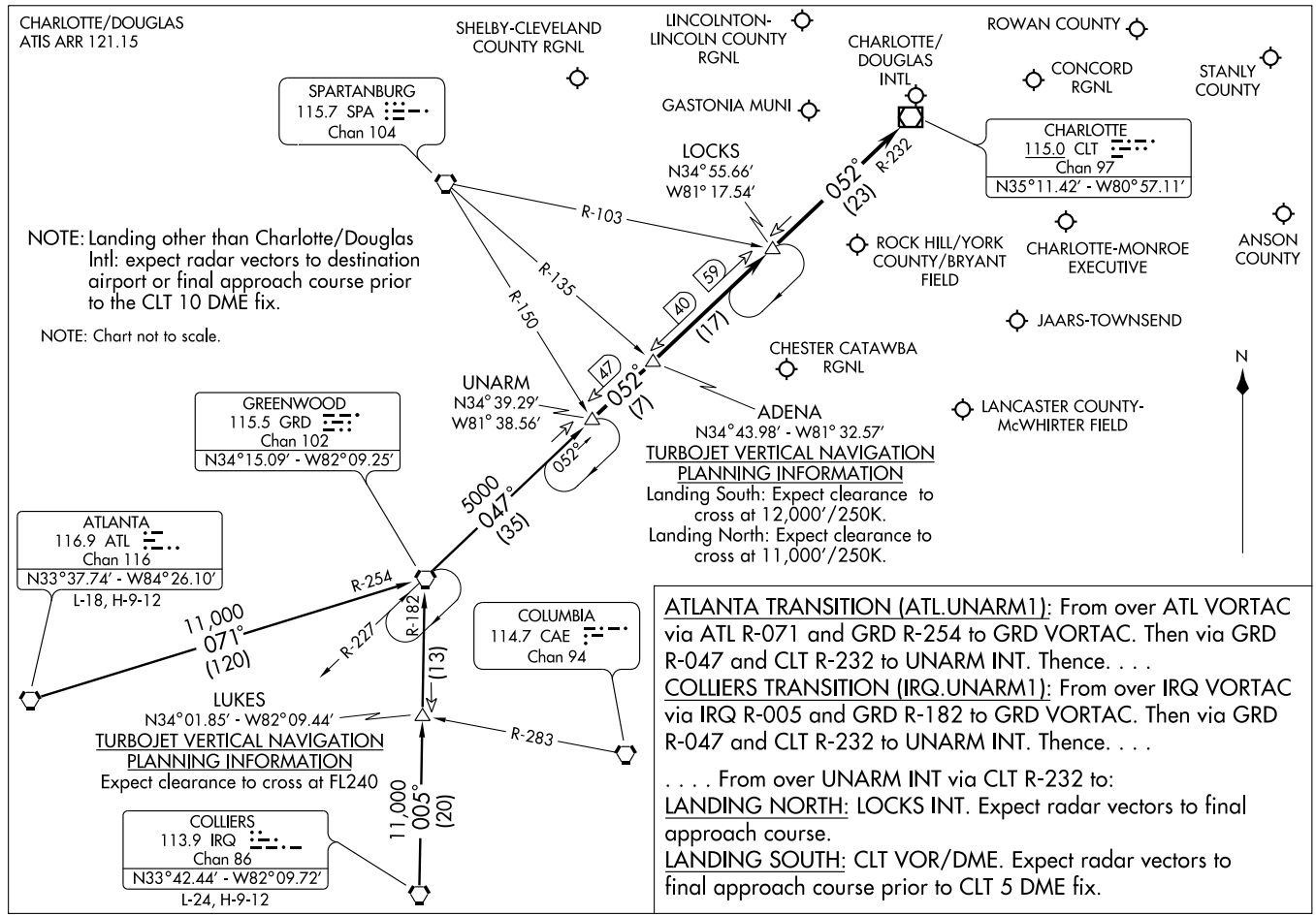
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

APP CRS	Rwy Idg	5500
061°	TDZE	1691
	Apt Elev	1697

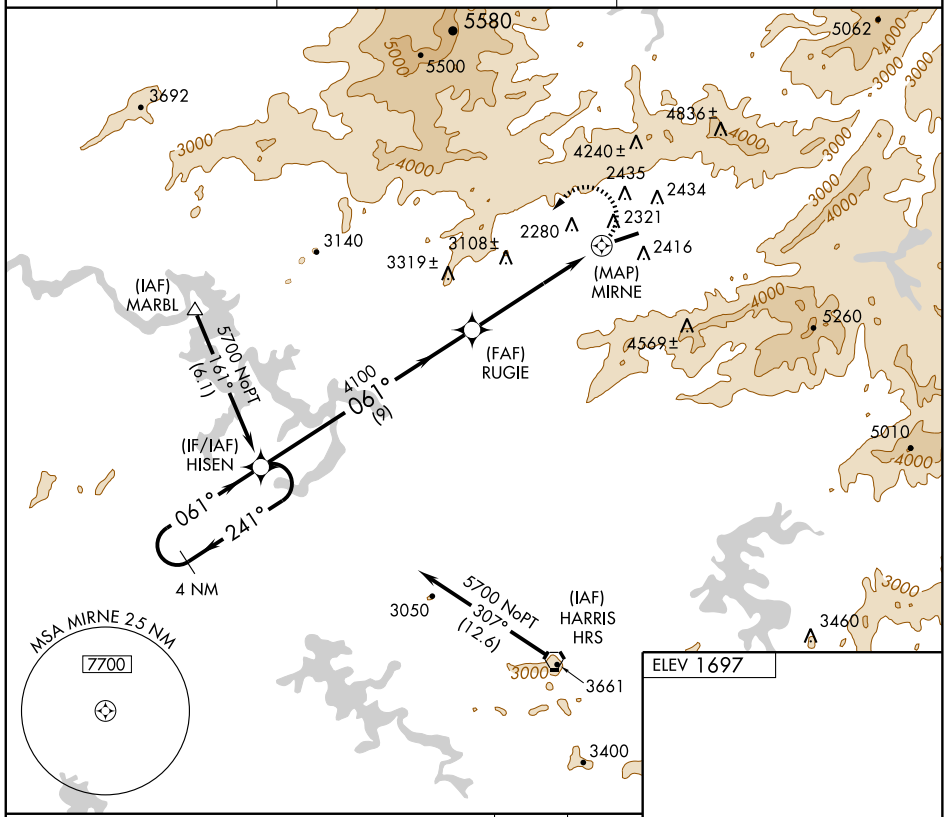
RNAV (GPS) RWY 8

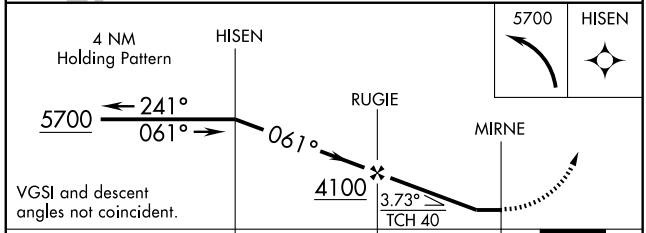
ANDREWS/WESTERN CAROLINA RGNL (RHP)

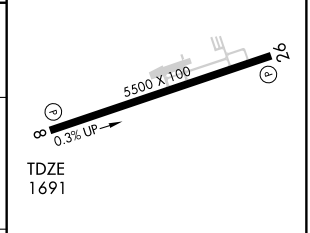
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 5700 direct HISEN WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.675	134.8 307.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4020-1¼ 2329 (2400-1¼)	4020-1½ 2329 (2400-1½)	4020-3 2329 (2400-3)	NA
CIRCLING	4020-1¼ 2323 (2400-1¼)	4020-1½ 2323 (2400-1½)	4020-3 2323 (2400-3)	NA

REIL Rwy 8 L
MIRL Rwy 8-26 L

ANDREWS, NORTH CAROLINA
Orig-A 17DEC09

ANDREWS/WESTERN CAROLINA RGNL (RHP)
35°12'N - 83°52'W
RNAV (GPS) RWY 8

SE-2, 17 DEC 2009 to 14 JAN 2010

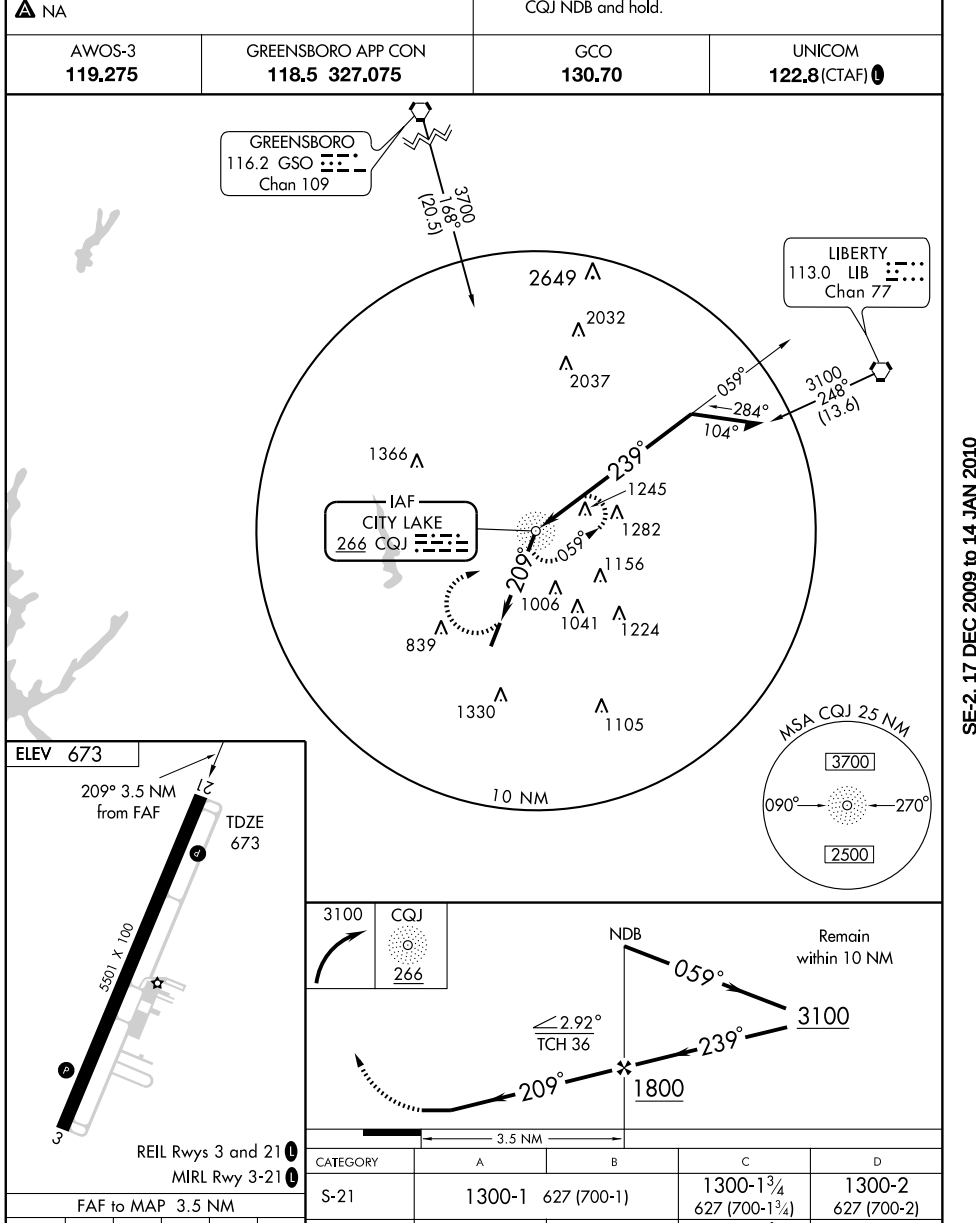
NDB CQJ	APP CRS	Rwy Idg	5501
266	209°	TDZE	673
		Apt Elev	673

NDB RWY 21
ASHEBORO RGNL (HBI)

NA

MISSED APPROACH: Climbing right turn to 3100 direct CQJ NDB and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L



FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-21	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1300-2 627 (700-2)
CIRCLING	1300-1 627 (700-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5501
030°	TDZE	667
	Apt Elev	673

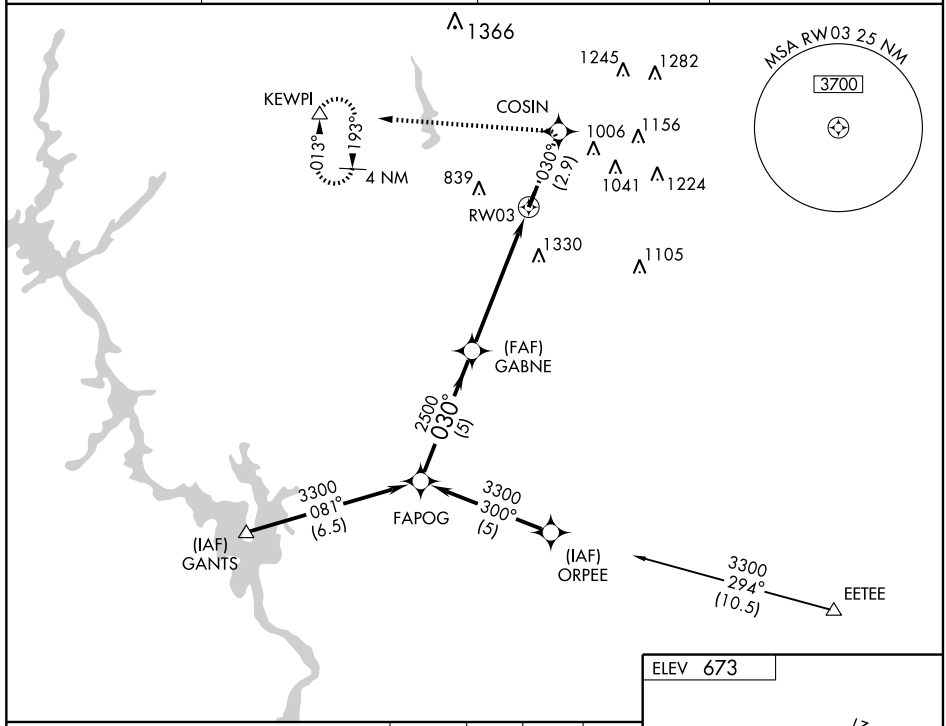
RNAV (GPS) RWY 3
ASHEBORO RGNL (HBI)

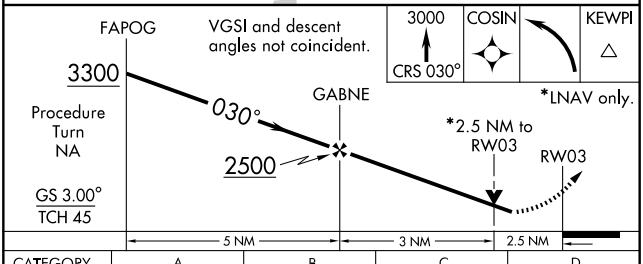
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -16°C (3°F)

NA

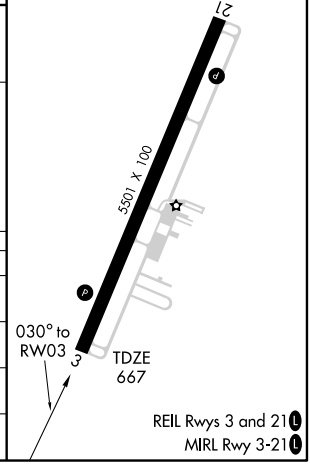
MISSED APPROACH: Climb to 3000 via 030° course to COSIN WP then turn left direct KEWPI WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1320-2¼ 653 (700-2¼)			
LNAV MDA	1520-1 853 (900-1)	1520-1¼ 853 (900-1¼)	1520-2½ 853 (900-2½)	1520-2¾ 853 (900-2¾)
CIRCLING	1520-2¼ 847 (900-2¼)		1520-2½ 847 (900-2½)	1680-3 1007 (1100-3)



SE-2. 17 DEC 2009 to 14 JAN 2010

ASHEBORO, NORTH CAROLINA AL-5777 (FAA)

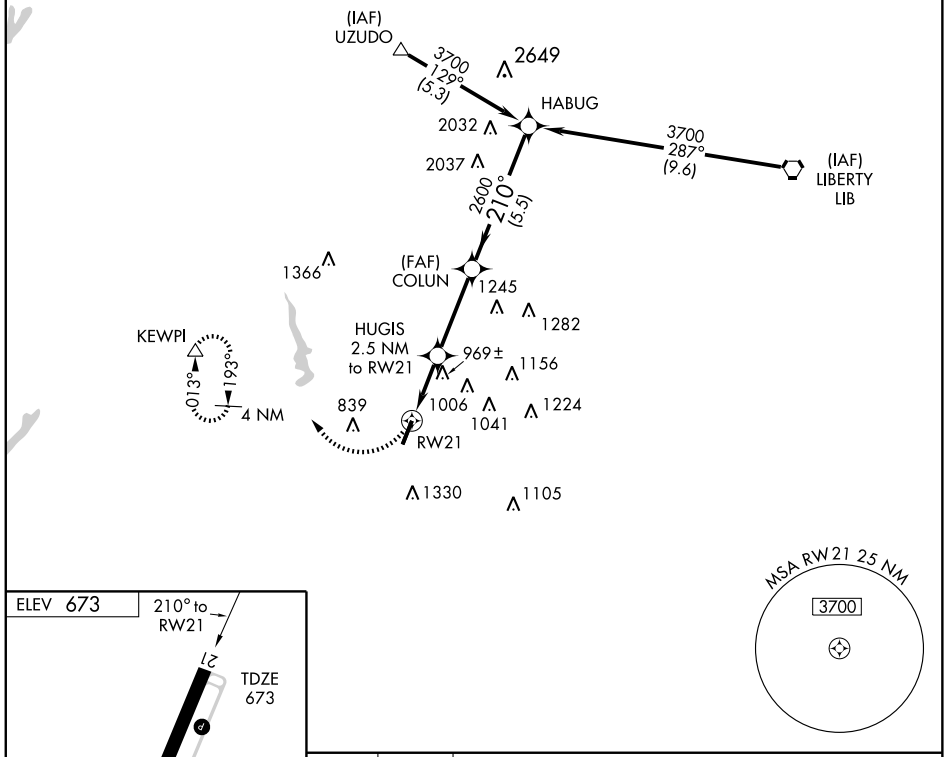
APP CRS	Rwy Idg	5501
210°	TDZE	673
	Apt Elev	673

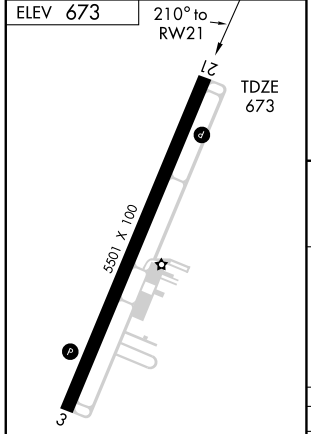
RNAV (GPS) RWY 21

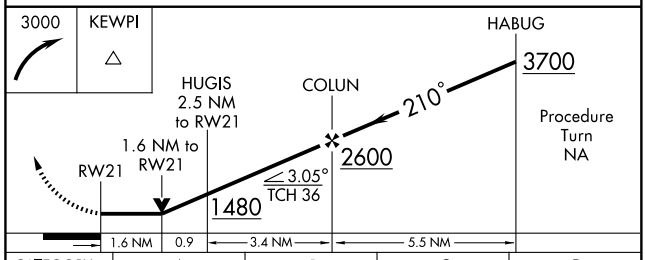
ASHEBORO RGNL (HBI)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct KEWPI WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 547 (600-1)		1220-1½ 547 (600-1½)	1220-1¾ 547 (600-1¾)
CIRCLING	1260-1 587 (600-1)	1360-1 687 (700-1)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GSO 116.2 Chan 109	APP CRS 173°	Rwy Idg N/A TDZE N/A Apt Elev 673

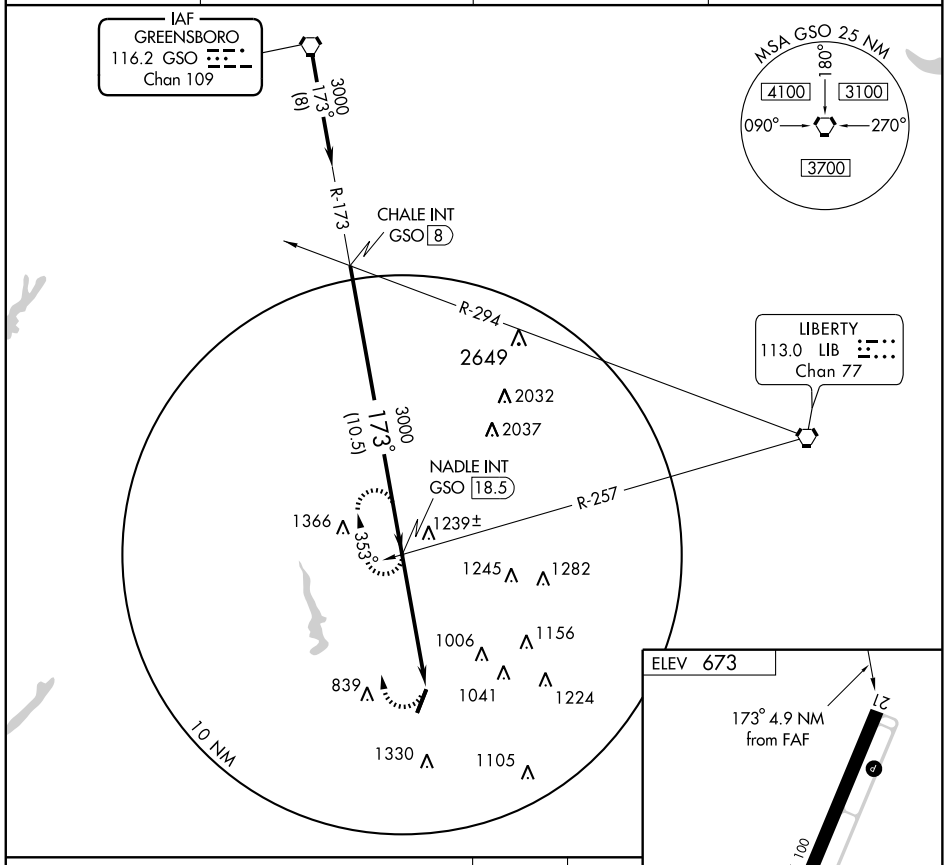
VOR-A

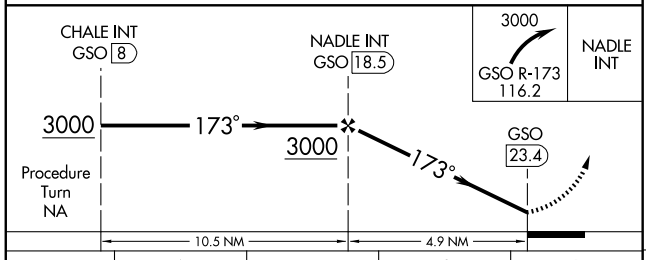
ASHEBORO RGNL (HBI)

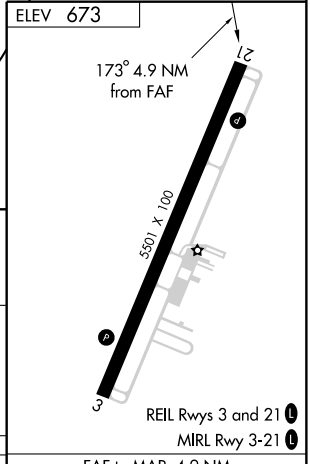
NA

MISSED APPROACH: Climbing right turn to 3000 via GSO R-173 to NADLE Int and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.275	118.5 327.075	130.70	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1320-1 647 (700-1)	1360-1¼ 687 (700-1¼)	1440-2¼ 767 (800-2¼)	1680-3 1007 (1100-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

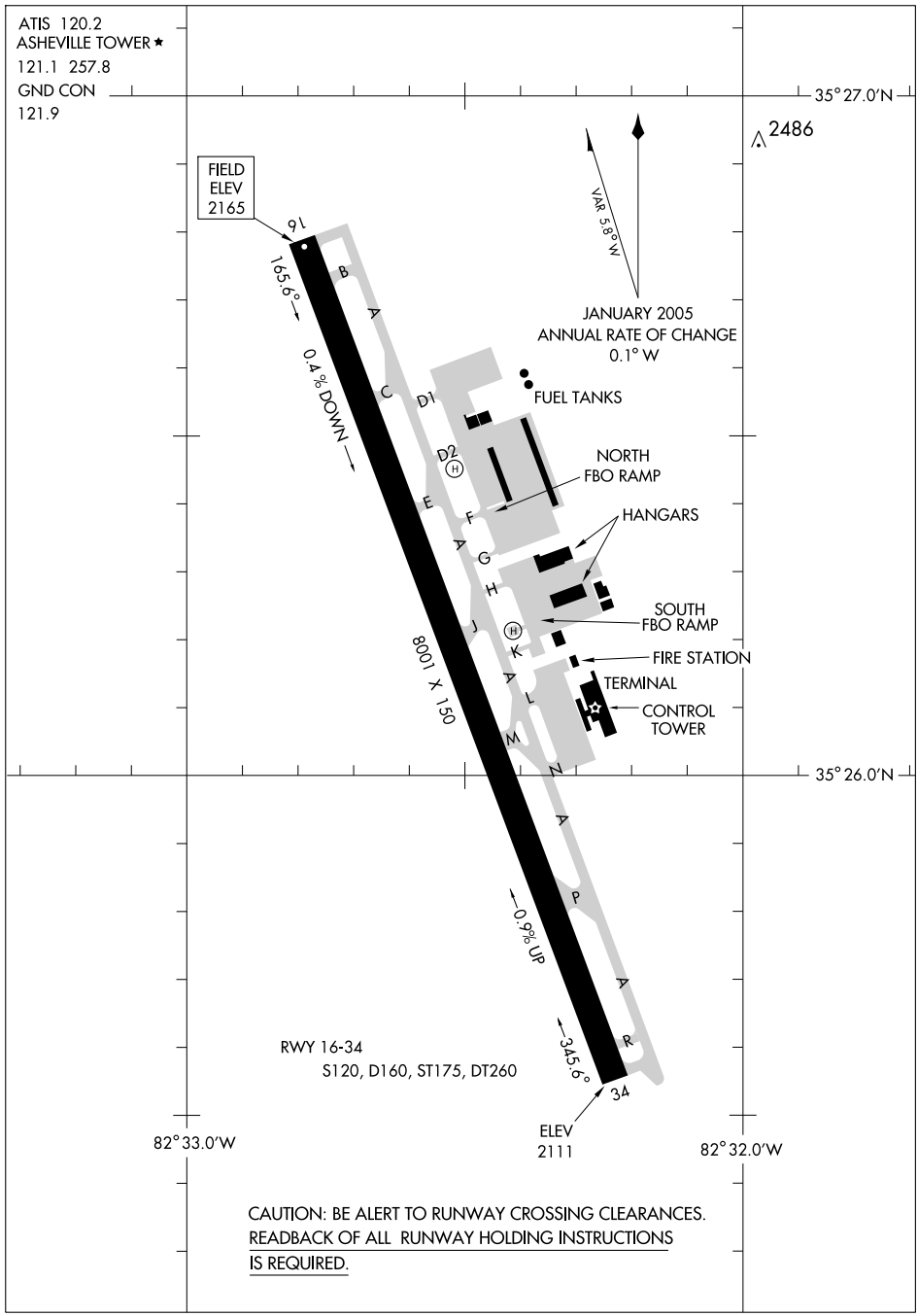
SE-2. 17 DEC 2009 to 14 JAN 2010

08101

AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA

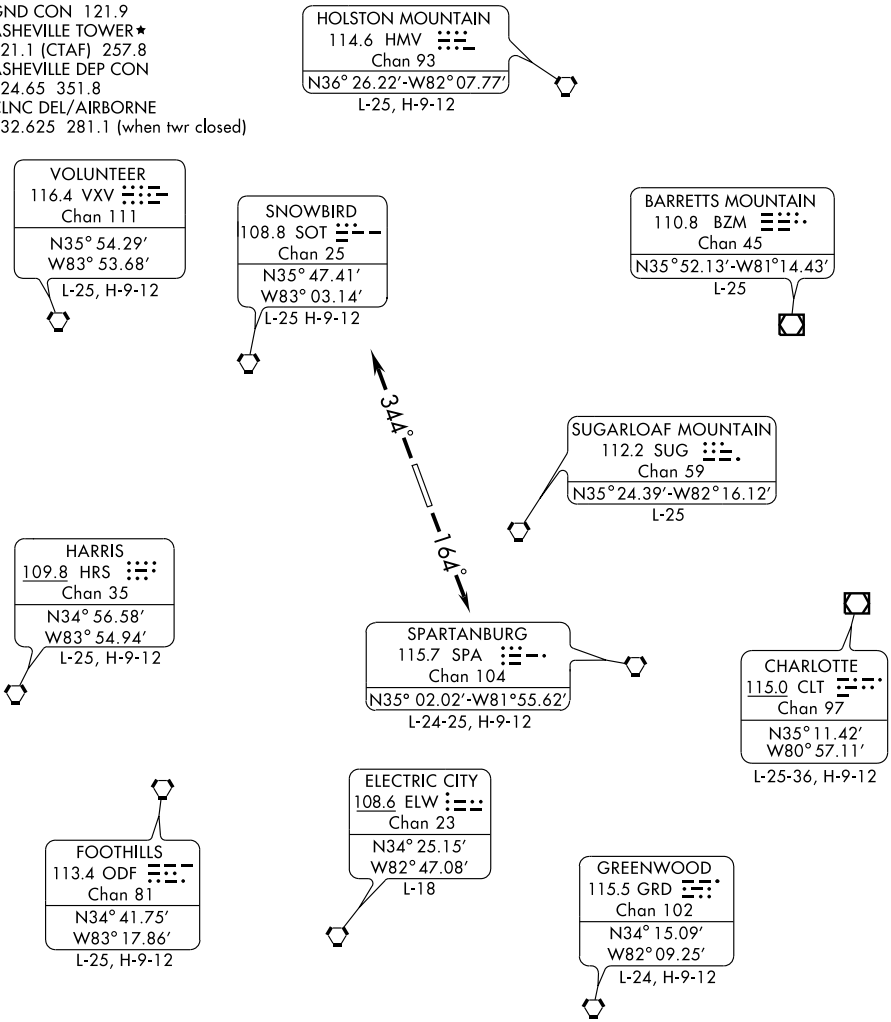


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 17 DEC 2009 to 14 JAN 2010

ASHEVILLE THREE DEPARTURE

ATIS 120.2
GND CON 121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON
124.65 351.8
CLNC DEL/AIRBORNE
132.625 281.1 (when twr closed)

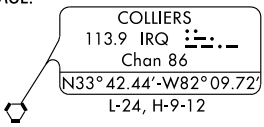


TAKE-OFF OBSTACLE NOTES:

Rwy 16: Tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL.
Rwy 34: Tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.
Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

TAKE-OFF MINIMUMS:

Rwy 16: Standard with minimum climb of 360' per NM to 6100'.
Rwy 34: Standard with minimum climb of 380' per NM to 5700'.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 164° to 10000′ or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 6100′. Thence....

TAKE-OFF RUNWAY 34: Climb heading 344° to 10000′ or lower filed altitude. Expect radar vectors to join filed route/fix when leaving 5700′. Thence....

....Aircraft filed at or above 11000′ maintain 10000′ and expect filed altitude/flight level ten minutes after departure.

SE-2, 17 DEC 2009 to 14 JAN 2010

ASHEVILLE, NORTH CAROLINA AL-5061 (FAA)

LOC I-IMO	APP CRS	Rwy Idg	8001
110.9	164°	TDZE	2165
		Apt Elev	2165

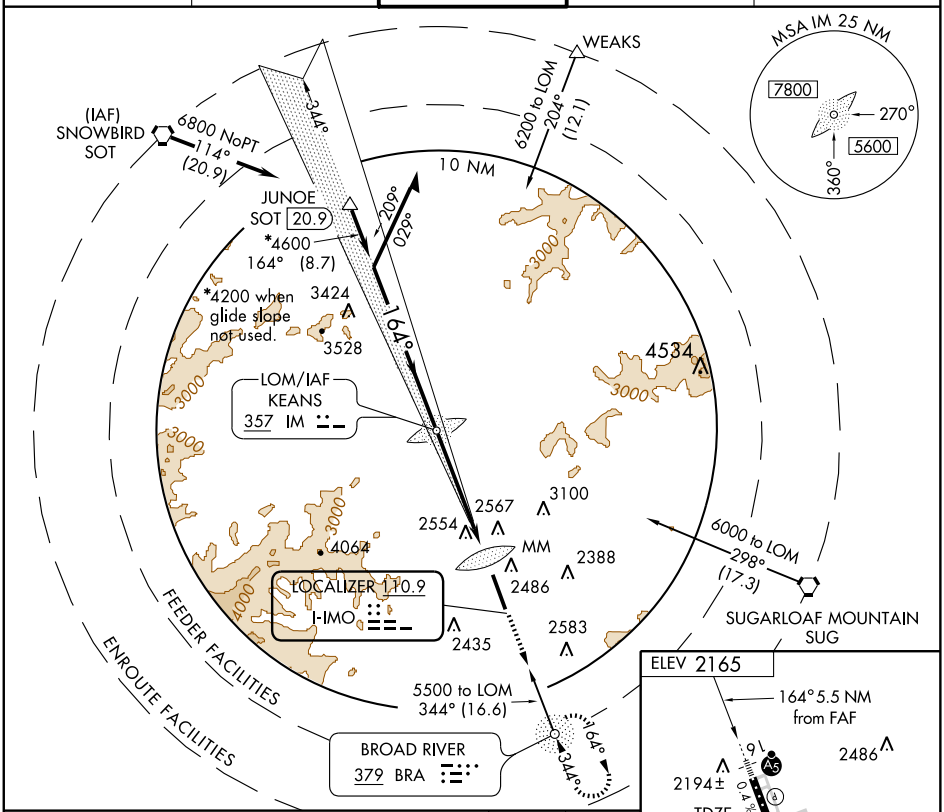
ILS or LOC RWY 16
ASHEVILLE RGNL (AVL)

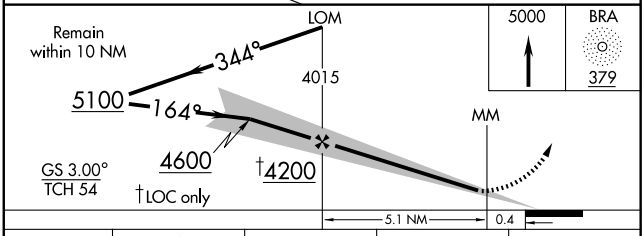
T A ASR — ADF Required. Circling NA west of runway 16-34, night circling NA.

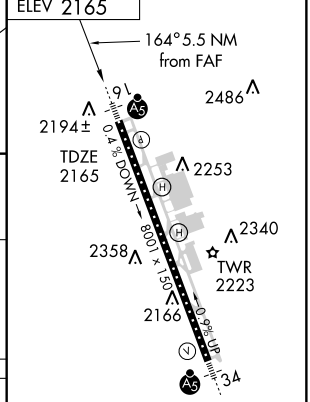
MALSR

MISSED APPROACH: Climb to 5000 direct BRA NDB and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 16		2379/40 214 (300-¾)		
S-LOC 16	2840/50 675 (700-1)		2840-2 675 (700-2)	2840-2¼ 675 (700-2¼)
CIRCLING	2880-1 715 (800-1)		2900-2 735 (800-2)	2900-2¼ 735 (800-2¼)

TDZ/CL Rwy 34
HIRL Rwy 16-34 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-AVL	APP CRS	Rwy Idg	8001
110.5	344°	TDZE	2140
		Apt Elev	2165

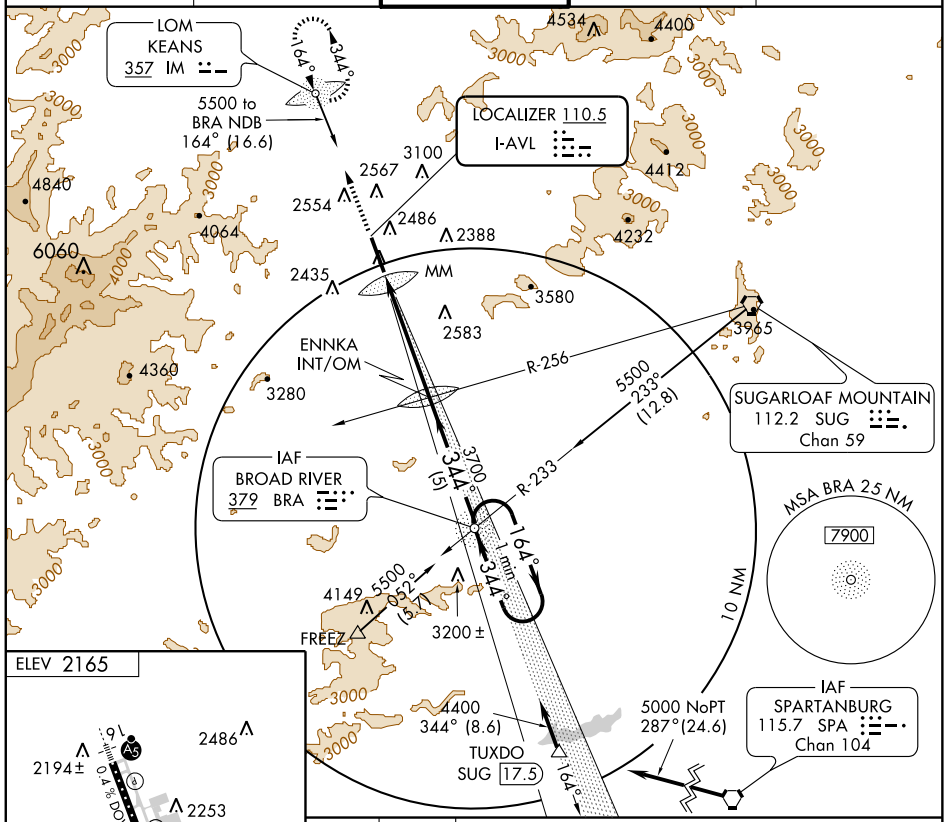
ILS OR LOC RWY 34
ASHEVILLE RGNL (AVL)

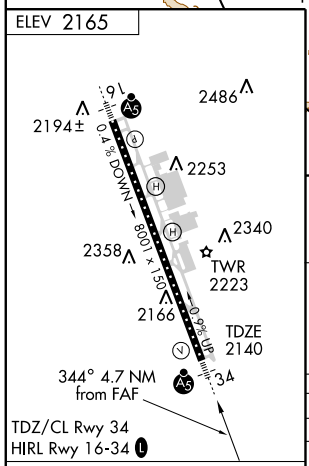
ASR — Circling NA West of runway 16-34.Circling NA at night. ADF REQUIRED. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

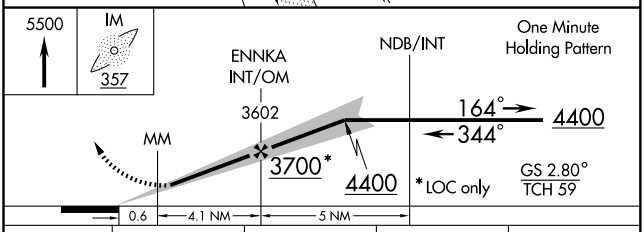
MALSR

MISSED APPROACH: Climb to 5500 direct IM LOM and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER ★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 34	**2340/24200 (200-½)			
S-LOC 34	2800/24 660 (700-½)		2800/60 660 (700-1¼)	2800-1½ 660 (700-1½)
CIRCLING	2880-1 715 (800-1)		2920-2¼ 755 (800-2¼)	2920-2½ 755 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8001
CH 90501	164°	TDZE	2165
W16A		Apt Elev	2165

RNAV (GPS) RWY 16

ASHEVILLE RGNL (AVL)

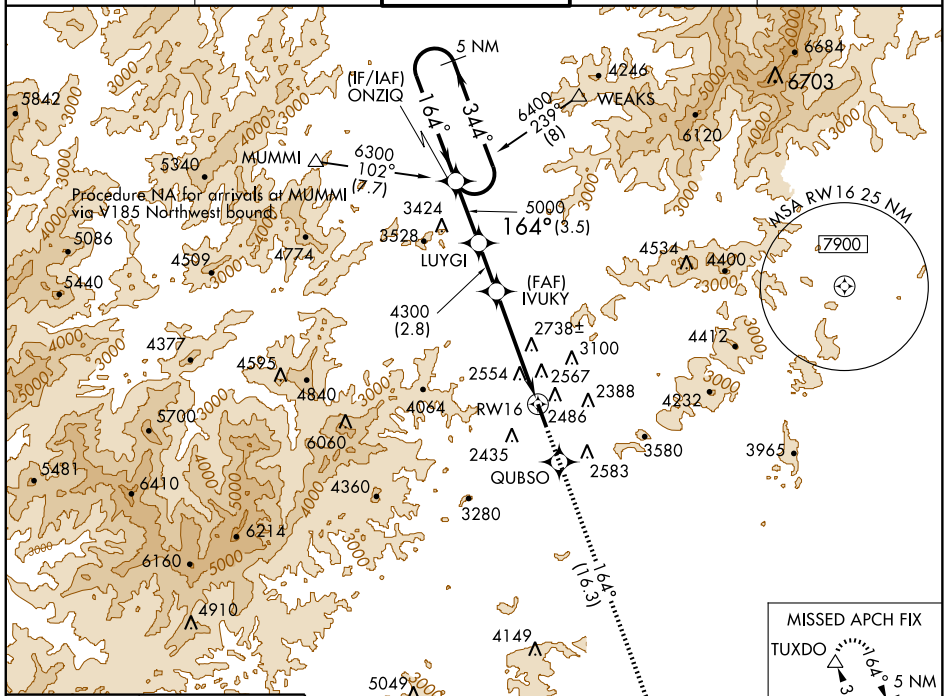
ASR

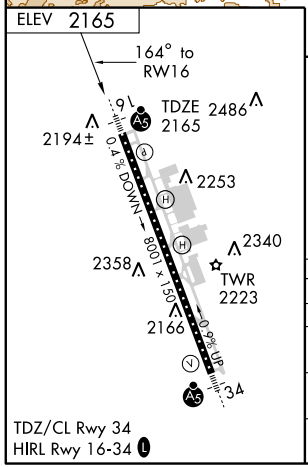
Circling NA West of runway 16/34. Circling NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, increase LNAV Cat A visibility to RVR 5000. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet.
VDP NA when using Rutherfordton altimeter setting. DME/DME RNP-0.3 NA.

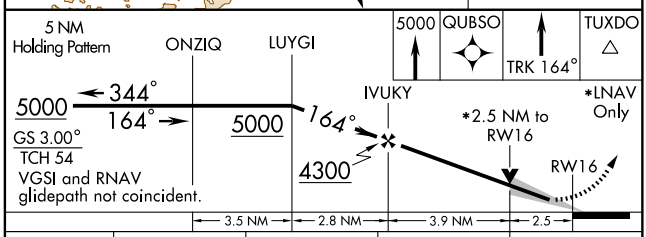
MALSR

MISSED APPROACH: Climb to 5000 direct QUBSO and via 164° track to TUXDO and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	2415/24 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3020/40 855 (900-¾)		3020-2 855 (900-2)	3020-2¼ 855 (900-2¼)
CIRCLING	3020-1 855 (900-1)	3020-1¼ 855 (900-1¼)	3020-2½ 855 (900-2½)	3020-2¾ 855 (900-2¾)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8001
CH 50501	344°	TDZE	2140
W34A		Apt Elev	2165

RNAV (GPS) RWY 34

ASHEVILLE RGNL (AVL)

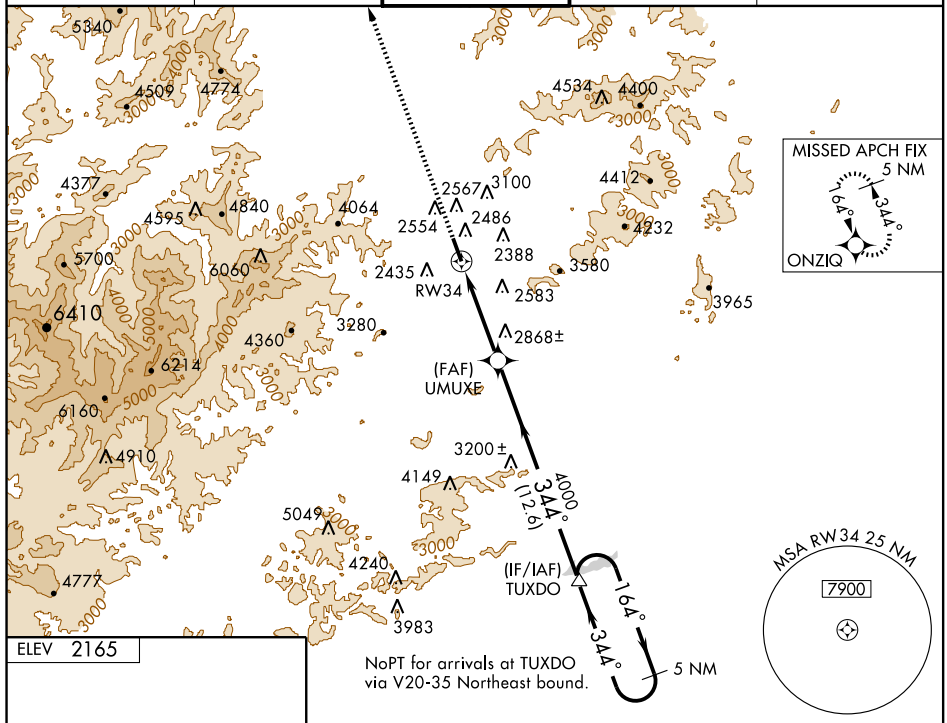
ASR

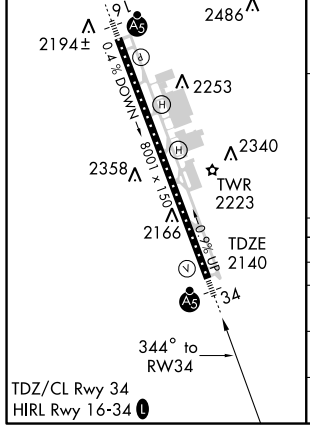
Circling NA West of Rwy 16/34. Circling NA at night. If local altimeter setting not received, use Rutherfordton altimeter setting and increase all DA/MDAs 240 feet. VDP NA with Rutherfordton altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct ONZIQ and hold.

ATIS	ASHEVILLE APP CON	ASHEVILLE TOWER★	GND CON	UNICOM
120.2	124.65 269.575	121.1 (CTAF) L 257.8	121.9	122.95

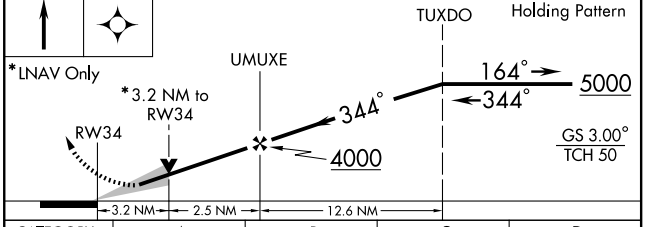




5000 | ONZIQ

VGSI and RNAV glidepath not coincident.

5 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	2390/24 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	3120/40 980 (1000-¾)	3120/50 980 (1000-1)	3120-2½ 980 (1000-2½)	
CIRCLING	3120-1¼ 955 (1000-1¼)	3120-1½ 955 (1000-1½)	3120-3 955 (1000-3)	

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-BFO	APP CRS	Rwy Idg	4249
108.5	256°	TDZE	8
		Apt Elev	11

LOC RWY 26

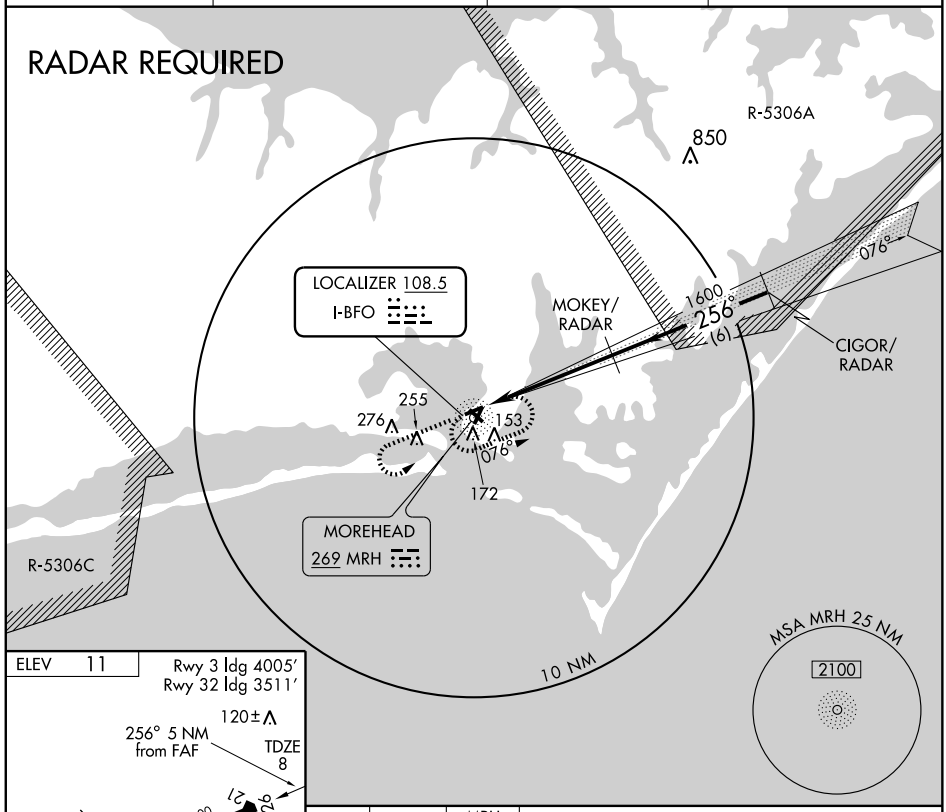
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

NOTE: ATC clearance required to penetrate R-5306A and R-5306C. If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. ADF REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

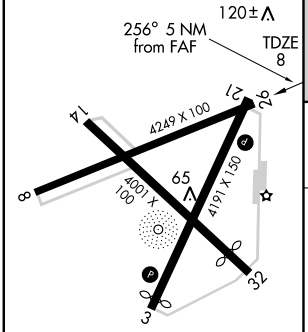
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L

RADAR REQUIRED



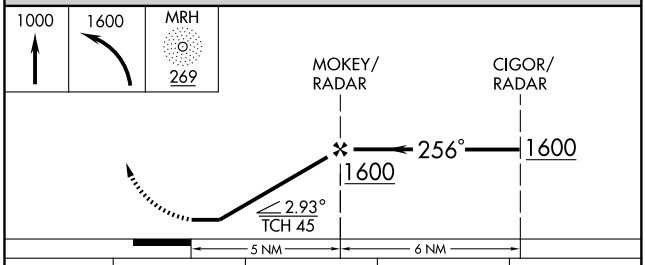
ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 and 8-26 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-26	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB MRH	APP CRS	Rwy Idg	4001
269	148°	TDZE	10
		Apt Elev	11

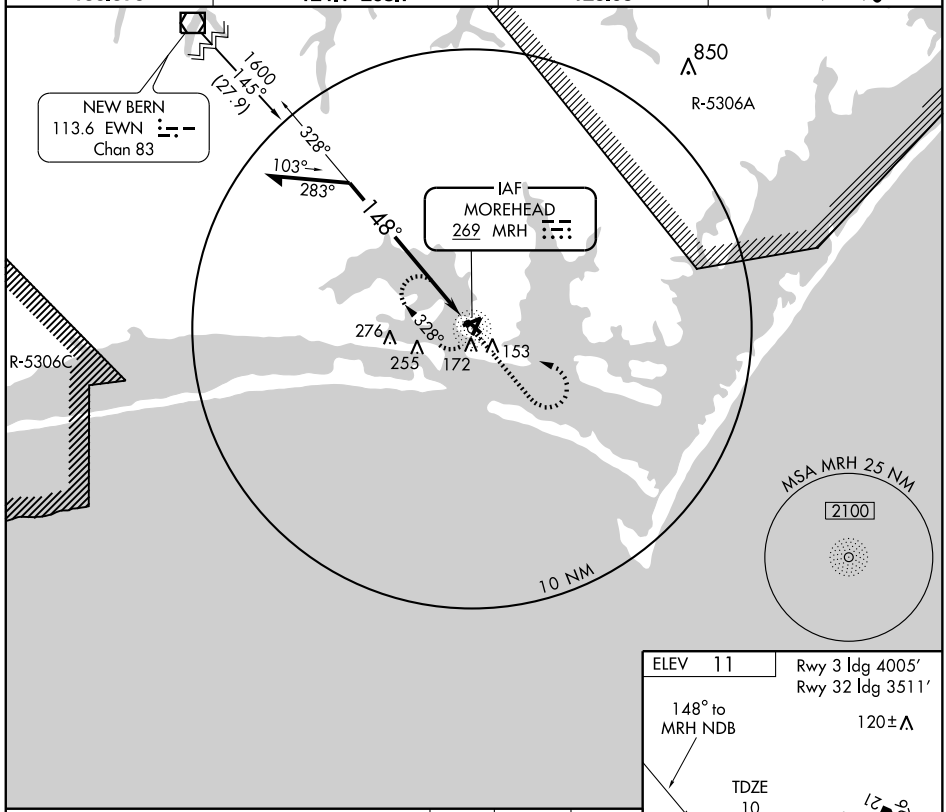
NDB RWY 14

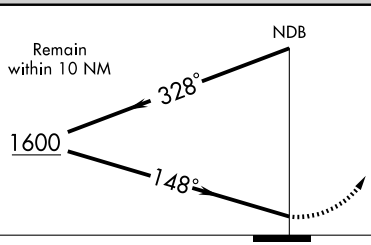
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

T
NA If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. NOTE: ATC clearance required to penetrate R-5306A and R-5306C.

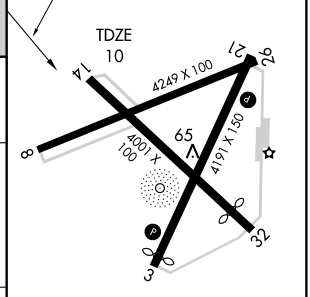
MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L





1000	1600	MRH 269



CATEGORY	A	B	C	D
S-14	700-1	690 (700-1)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)
CIRCLING	700-1	689 (700-1)	700-2 689 (700-2)	700-2¼ 689 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB MRH	APP CRS	Rwy Idg	4191
269	219°	TDZE	10
		Apt Elev	11

NDB RWY 21

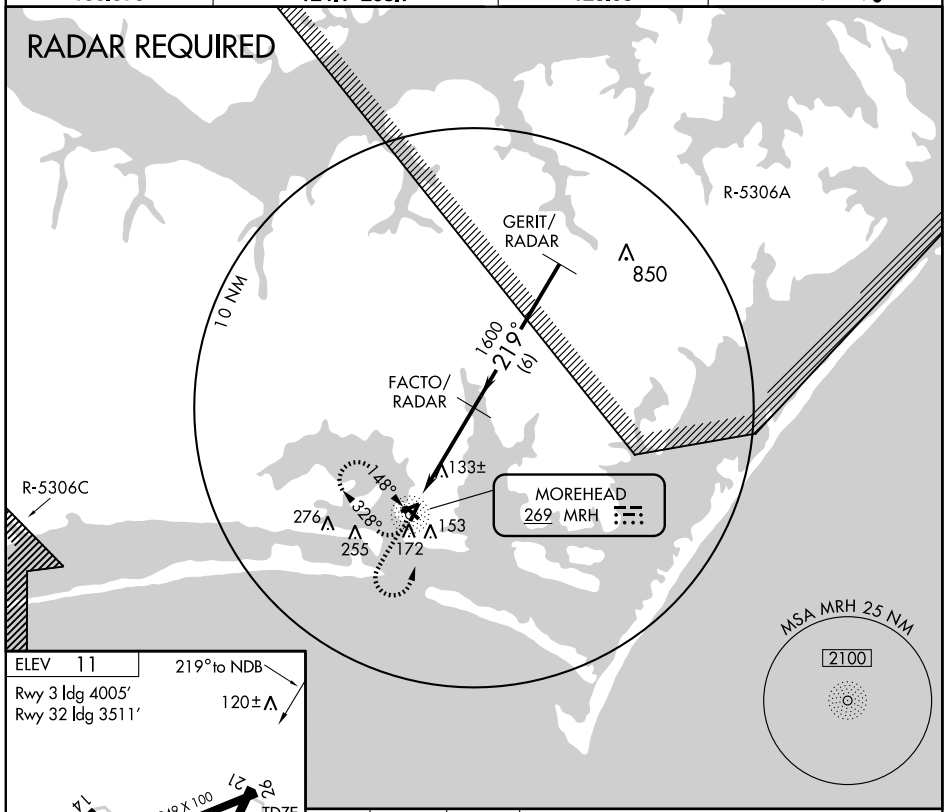
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

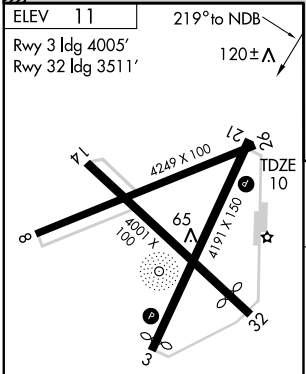
T A NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. RADAR REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct MRH NDB and hold.

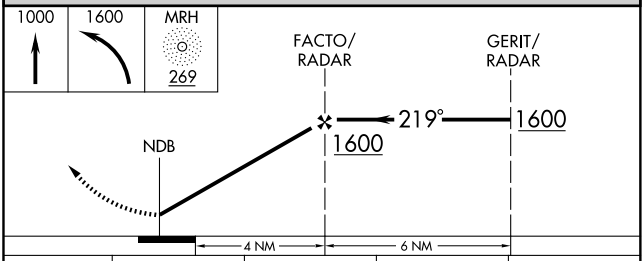
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 and 8-26 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-21	440-1	430 (500-1)	440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4005
033°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 3

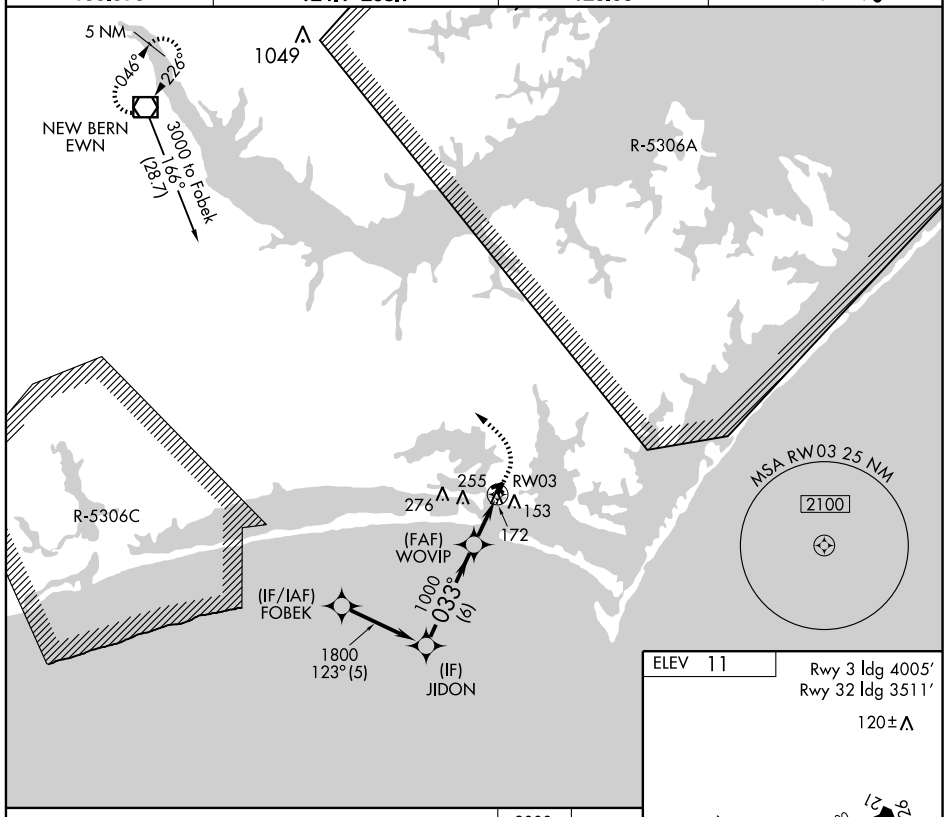
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

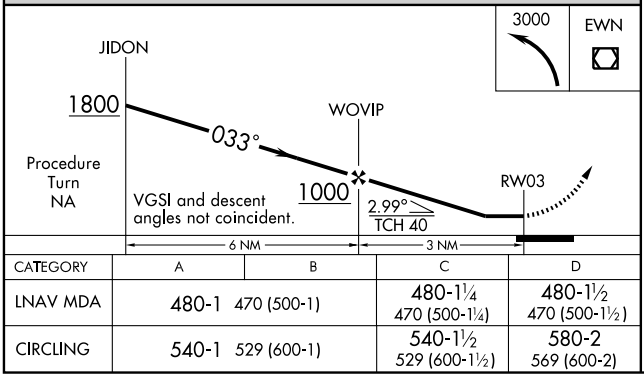
T
NA

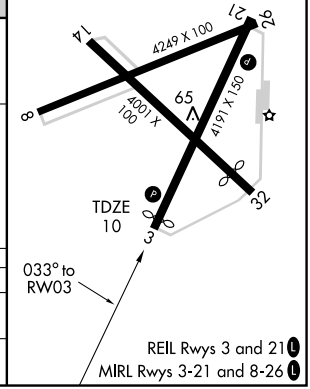
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	470 (500-1)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4249
076°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 8

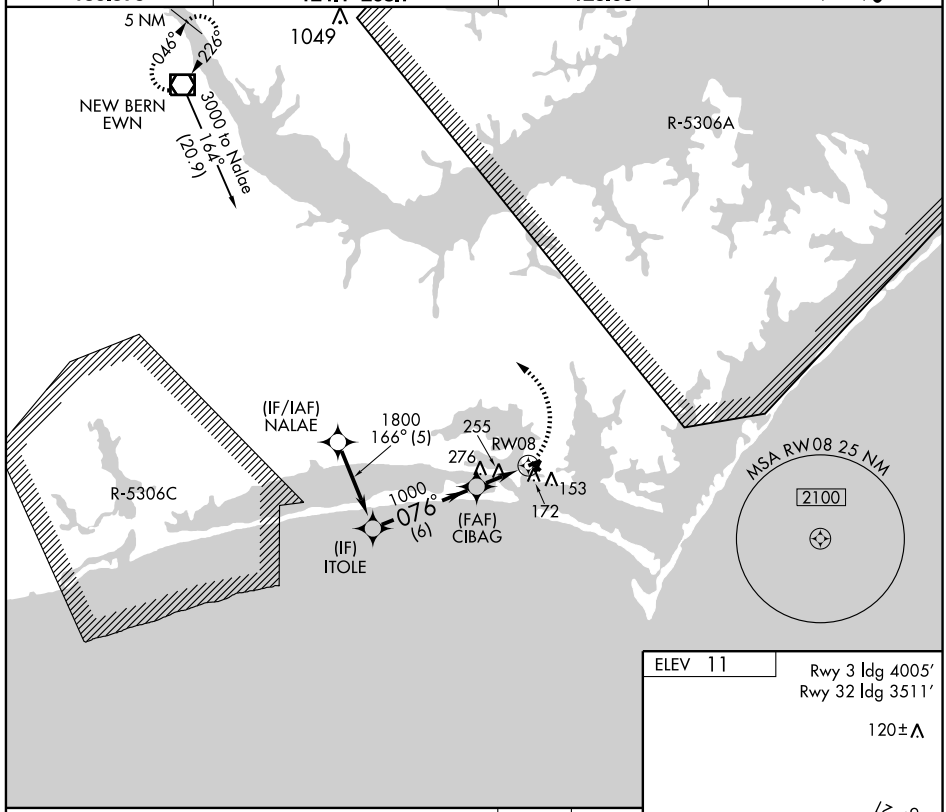
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

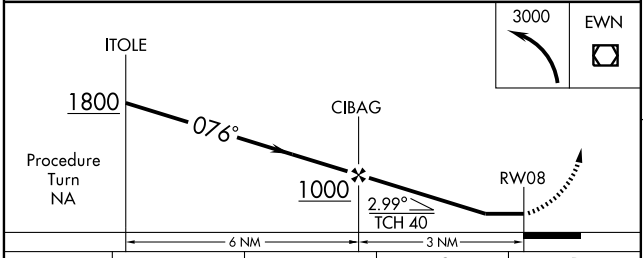
T
NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Straight-in minimums NA at night. Circling NA at night to Rwys 3, 8 and 32.

MISSED APPROACH: Climbing left turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



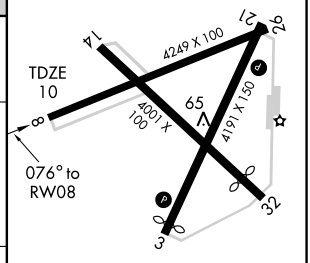


CATEGORY	A	B	C	D
LNAV MDA	540-1	532 (600-1)	540-1½ 532 (600-1½)	540-1¾ 532 (600-1¾)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′

120±



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4001
141°	TDZE	10
	Apt Elev	11

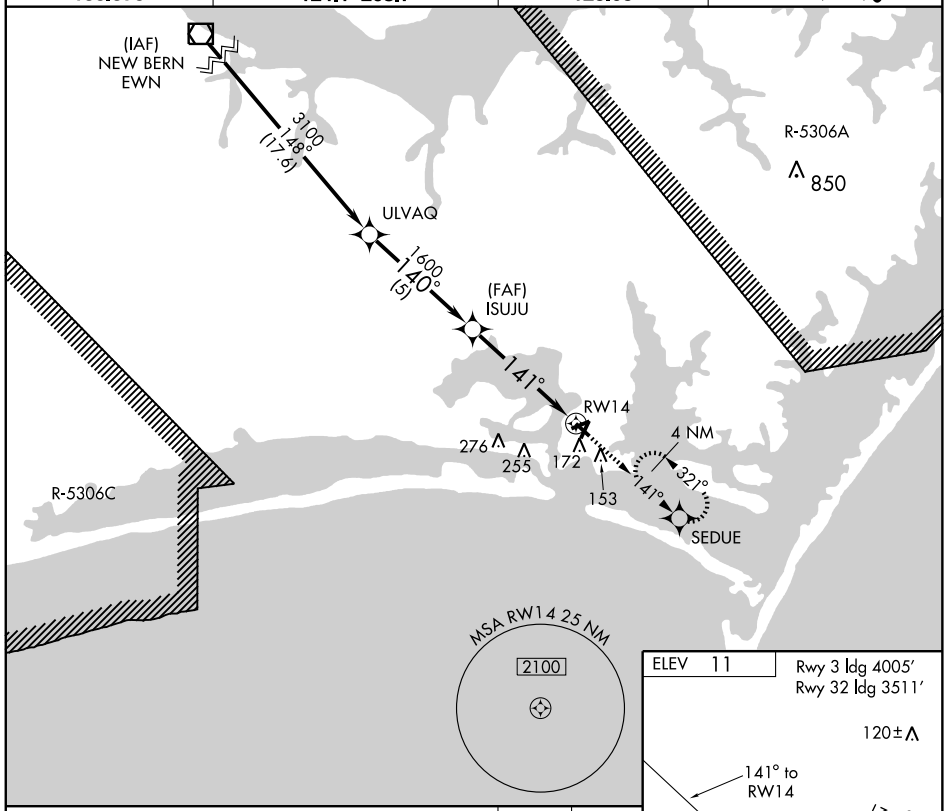
RNAV (GPS) RWY 14

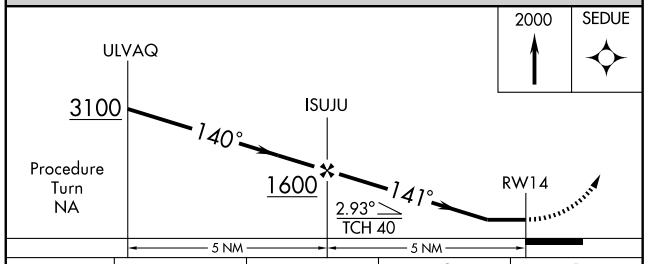
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

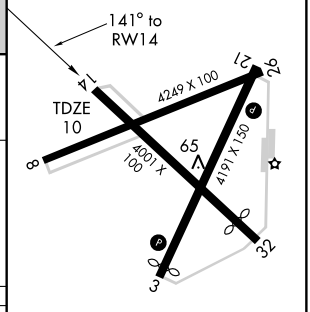
If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet.
NA NOTE: ATC clearance required to penetrate R-5306A and R-5306C. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct SEDUE WP and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4191
213°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 21

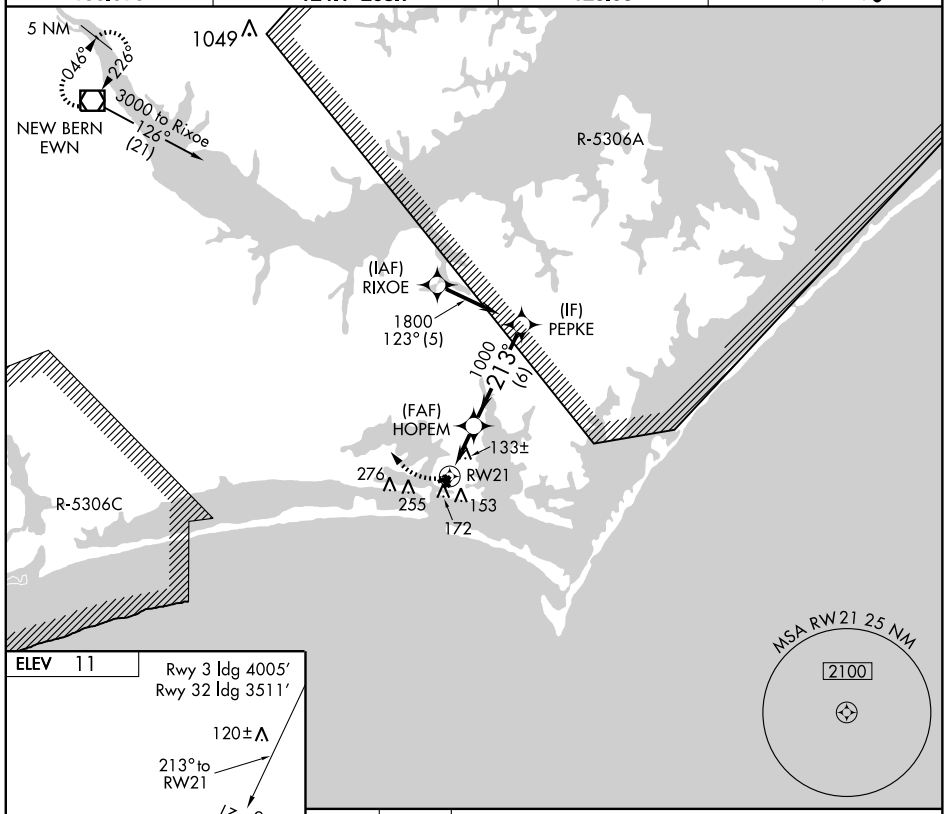
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

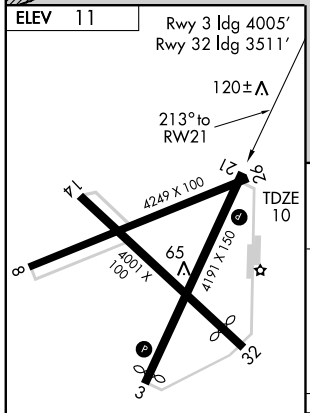
T
NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32.

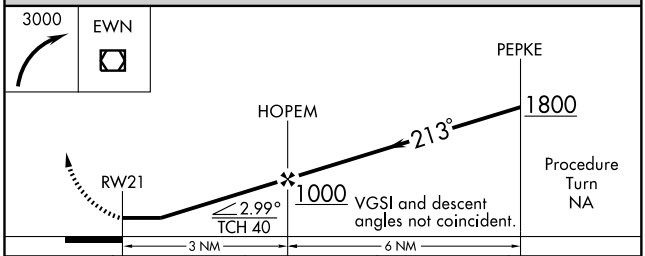
MISSED APPROACH: Climbing right turn to 3000 direct EWN VOR/DME and hold.

ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L





REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4249
256°	TDZE	8
	Apt Elev	11

RNAV (GPS) RWY 26

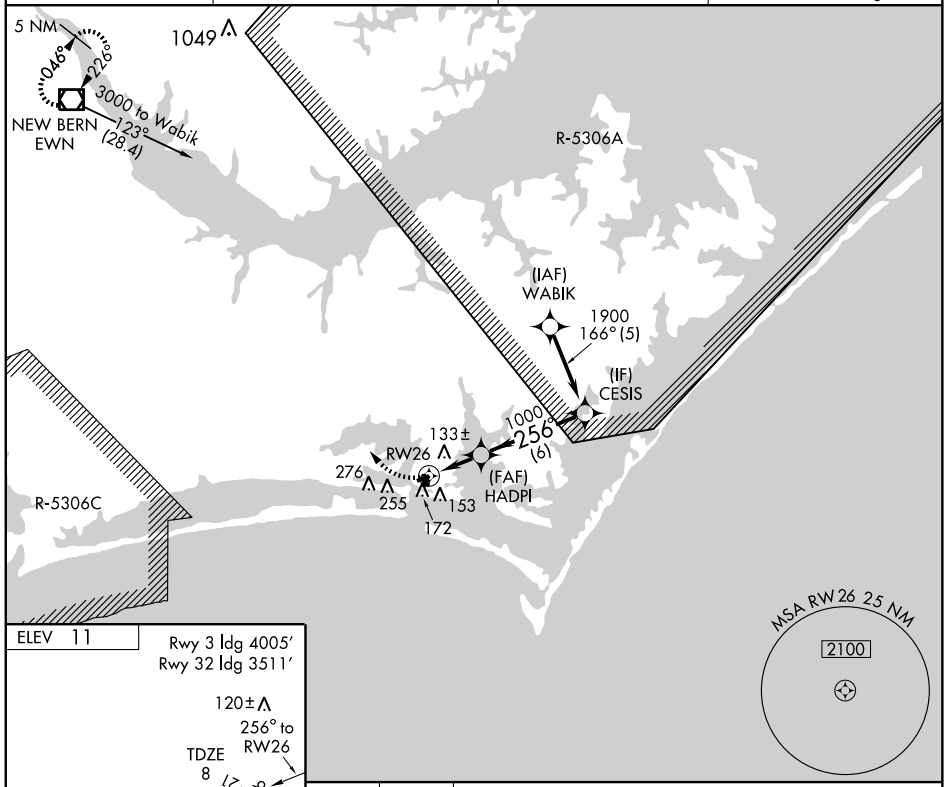
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

T NA

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting.

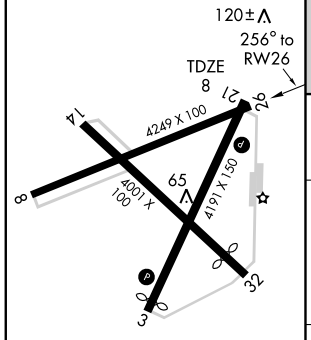
MISSED APPROACH: Climbing right turn to 3000 direct EWN VOR/DME and hold.

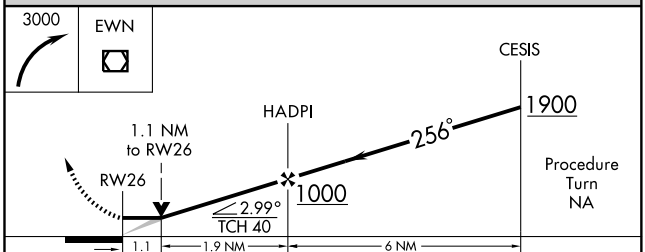
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′





CATEGORY	A	B	C	D
LNAV MDA	400-1 392 (400-1)			400-1¼ 392 (400-1¼)
CIRCLING	540-1 529 (600-1)		540-1½ 529 (600-1½)	580-2 569 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 17 DEC 2009 to 14 JAN 2010

BEAUFORT, NORTH CAROLINA AL-5095 (FAA)

APP CRS	Rwy Idg	3511
321°	TDZE	10
	Apt Elev	11

RNAV (GPS) RWY 32

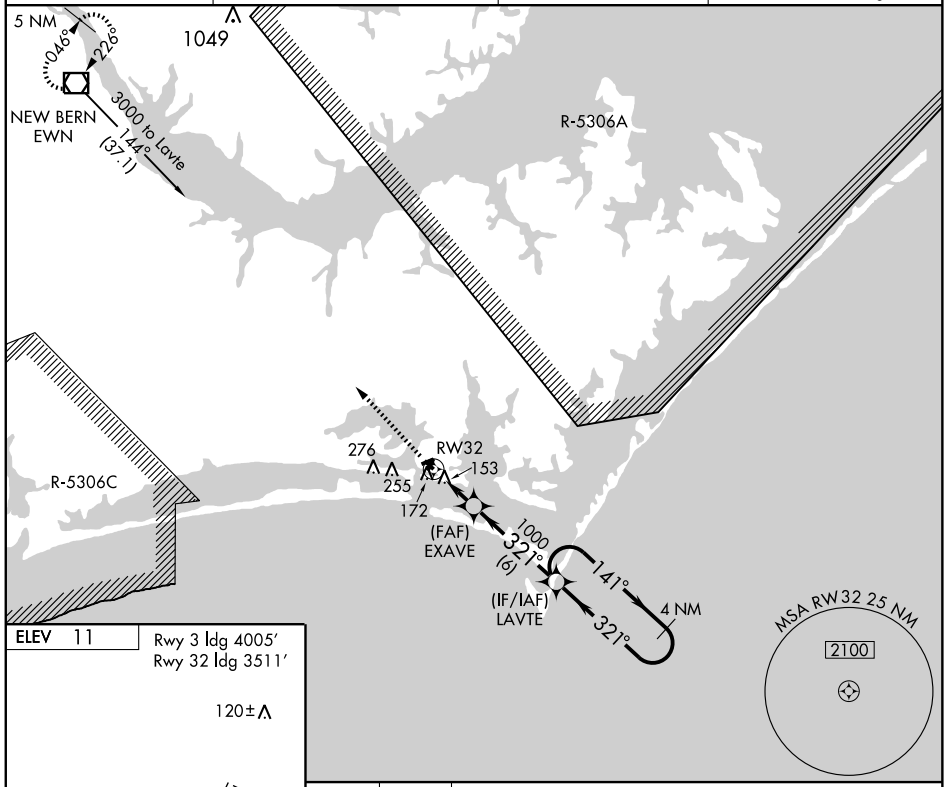
BEAUFORT/MICHAEL J. SMITH FIELD (MRH)

If local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. NOTE: ATC clearance required to penetrate R-5306A and R-5306C. Circling NA at night to Rwys 3, 8 and 32. VDP NA with Cherry Point MCAS altimeter setting. Straight-in minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct EWN VOR/DME and hold.

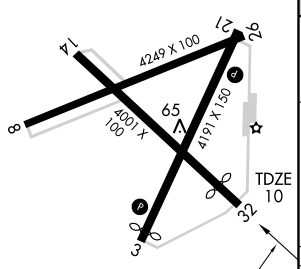
ASOS	MARINE CHERRY POINT APP CON	CHERRY POINT CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



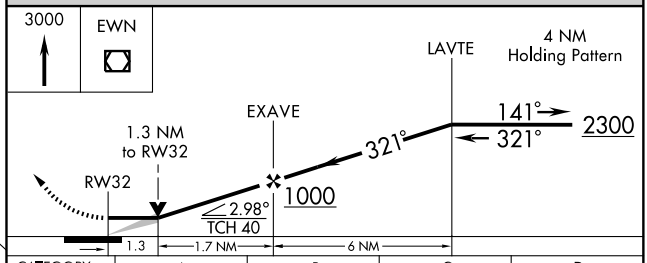
ELEV 11

Rwy 3 ldg 4005′
Rwy 32 ldg 3511′

120±



REIL Rwys 3 and 21 L
MIRL Rwys 3-21 and 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	480-1	470 (500-1)	480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1	529 (600-1)	540-1½ 529 (600-1½)	580-2 569 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

BURLINGTON, NORTH CAROLINA AL-5694 (FAA)

APP CRS	Rwy Idg	4999
240°	TDZE	609
	Apt Elev	616

GPS RWY 24

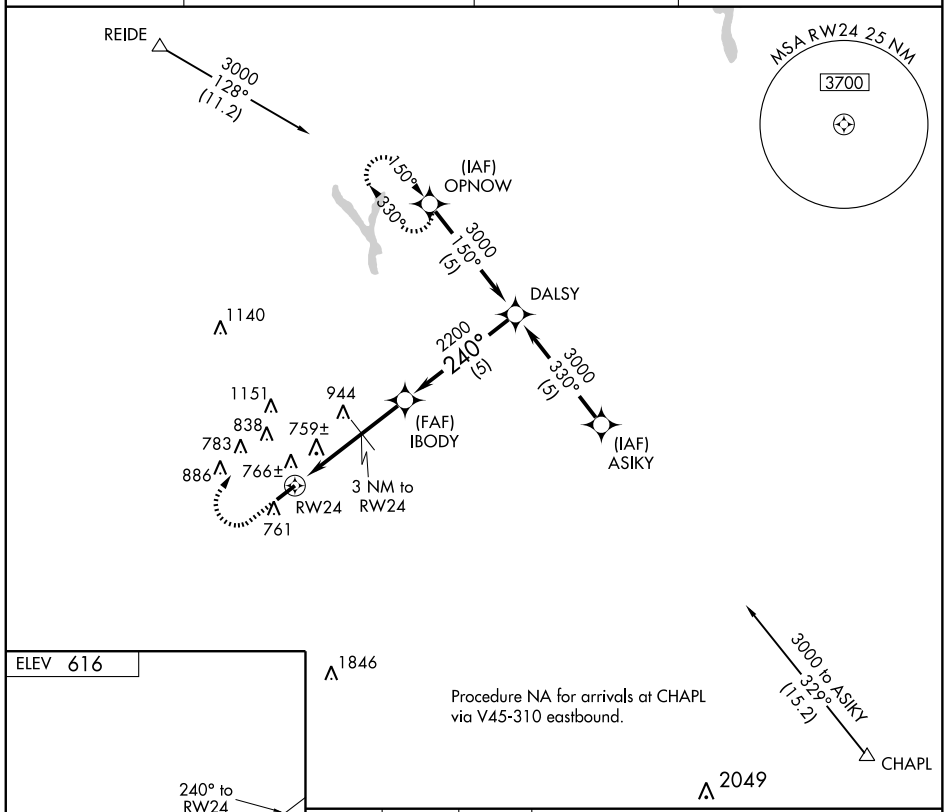
BURLINGTON-ALAMANCE RGNL (BUY)

NA

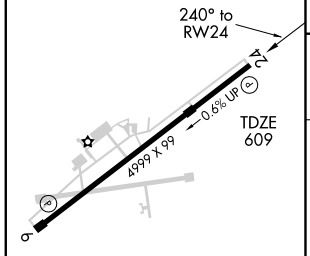
Visibility reduction by helicopters NA.

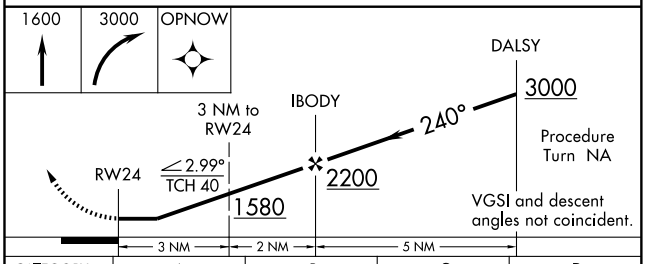
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPNOW WP and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L



ELEV 616





CATEGORY	A	B	C	D
S-24	1020-1 411 (500-1)		1020-1¼ 411 (500-1¼)	
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-HBJ	APP CRS	Rwy ldg	4999
111.35	060°	TDZE	616
		Apt Elev	616

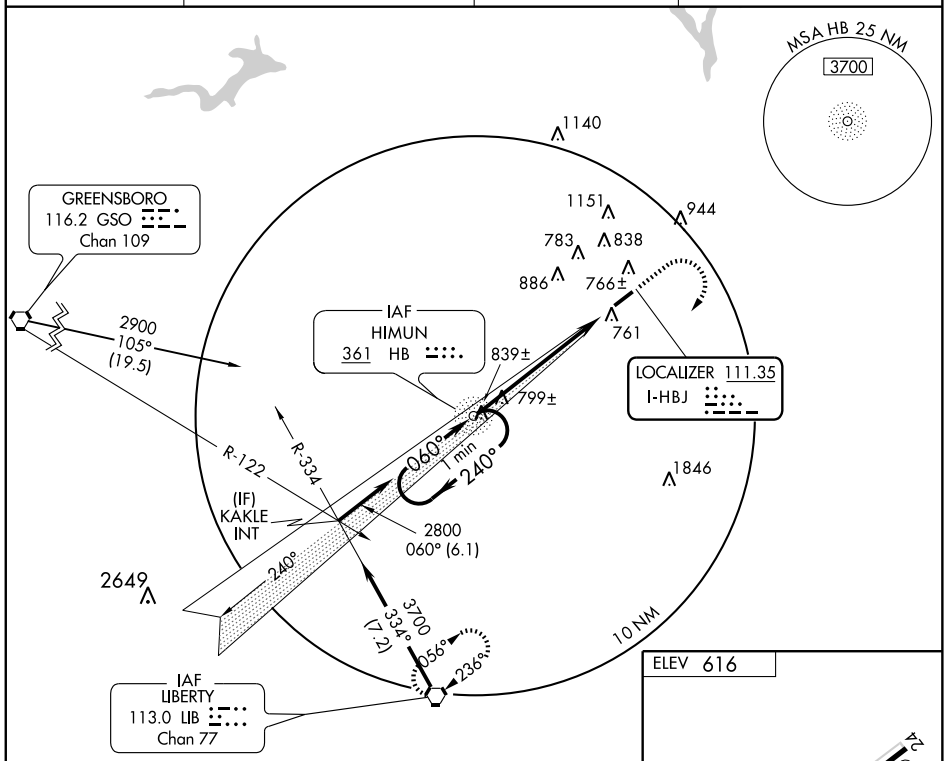
ILS or LOC/NDB RWY 6

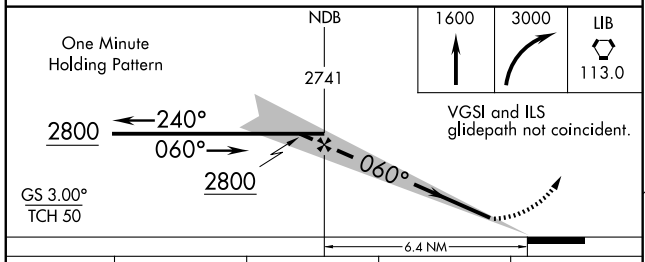
BURLINGTON-ALAMANCE RGNL (BUY)

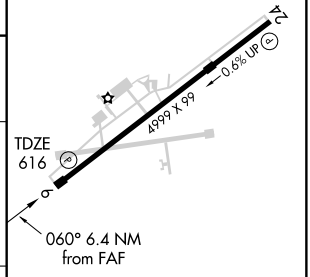
When local altimeter setting not received, use Greensboro altimeter setting and increase S-ILS 6 DA 96 feet and all MDA 100 feet and S-ILS 6 all Cats., S-LOC 6 Cat. C/D, and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF)







CATEGORY	A	B	C	D
S-ILS 6	816-¾ 200 (200-¾)			
S-LOC 6	1080-1 464 (500-1)		1080-1¼ 464 (500-1¼)	1080-1½ 464 (500-1½)
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)

HIRL Rwy 6-24 (L)
REIL Rwys 6 and 24 (L)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 42911 W06A	APP CRS 060°	Rwy Idg 4999 TDZE 616 Apt Elev 616

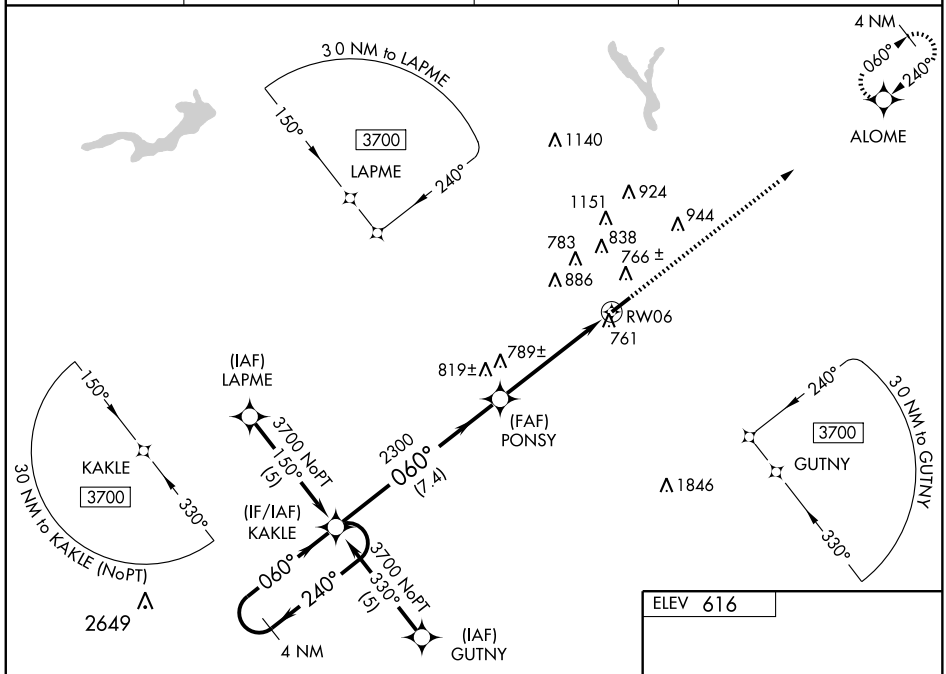
RNAV (GPS) RWY 6

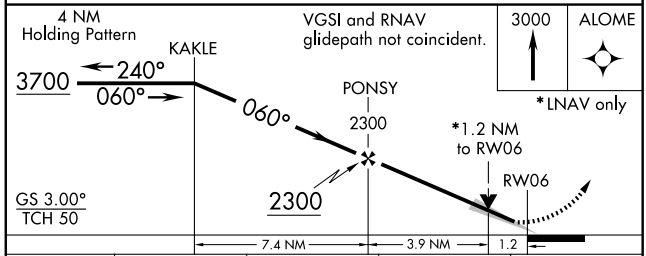
BURLINGTON-ALAMANCE RGNL (BUY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, Use Greensboro altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. D visibilities ¼ mile and LNAV Cat. D visibility ½ mile. Baro-VNAV and VDP NA when using Greensboro alitmeter setting.

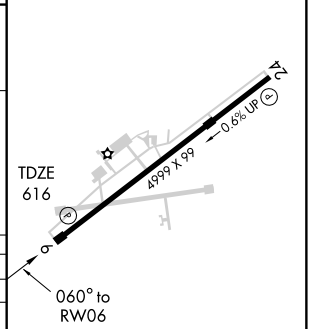
MISSED APPROACH: Climb to 3000 direct ALOME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	816-¾ 200 (200-¾)			
LNAV/ VNAV DA	1031-1½ 415 (500-1½)			
LNAV MDA	1040-1 424 (500-1)		1040-1¼ 424 (500-1¼)	
CIRCLING	1100-1 484 (500-1)		1100-1½ 484 (500-1½)	1300-2¼ 684 (700-2¼)



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC LIB	APP CRS	Rwy Idg	N/A
113.0	209°	TDZE	N/A
Chan 77		Apt Elev	617

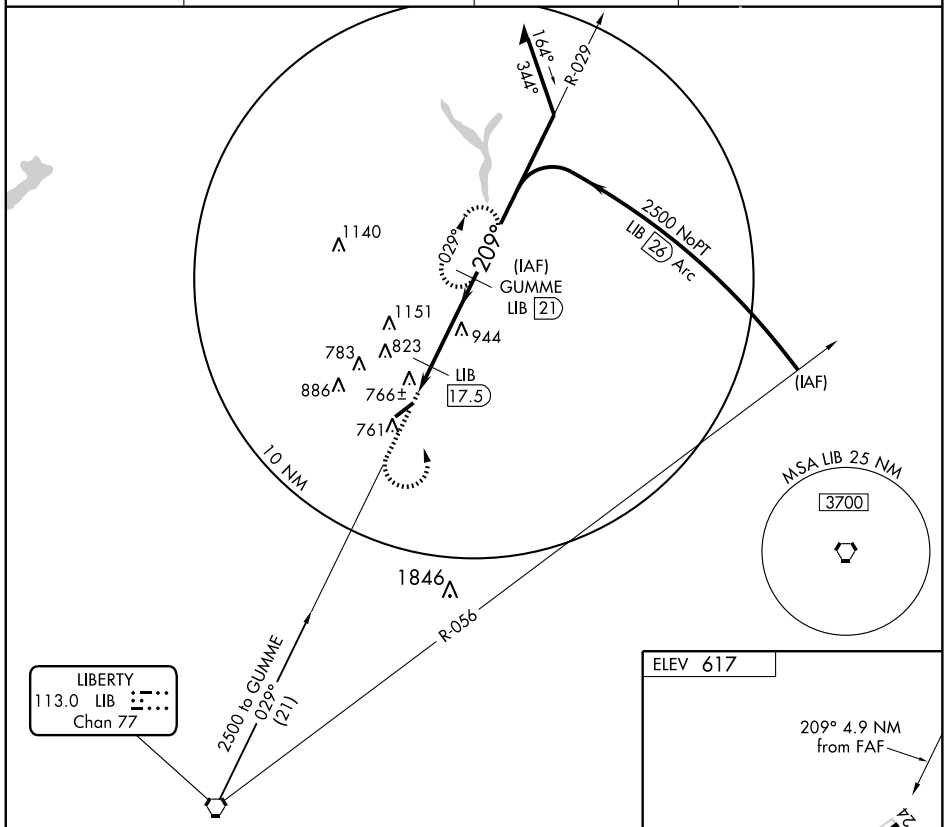
VOR/DME-A

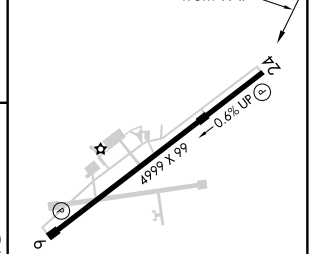
BURLINGTON-ALAMANCE RGNL (BUY)

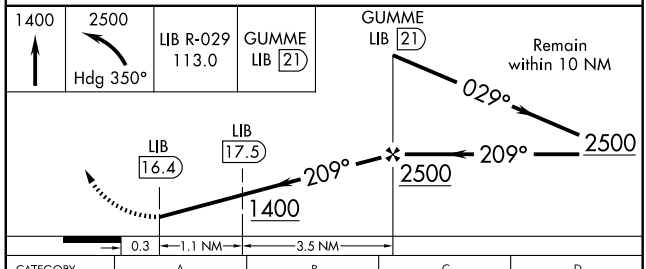
NA

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 via heading 350° and LIB R-029 to GUMME/21 DME and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	118.5 327.075	120.25	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1120-1 503 (600-1)		1120-1½ 503 (600-1½)	1300-2¼ 683 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB or GPS RWY 11

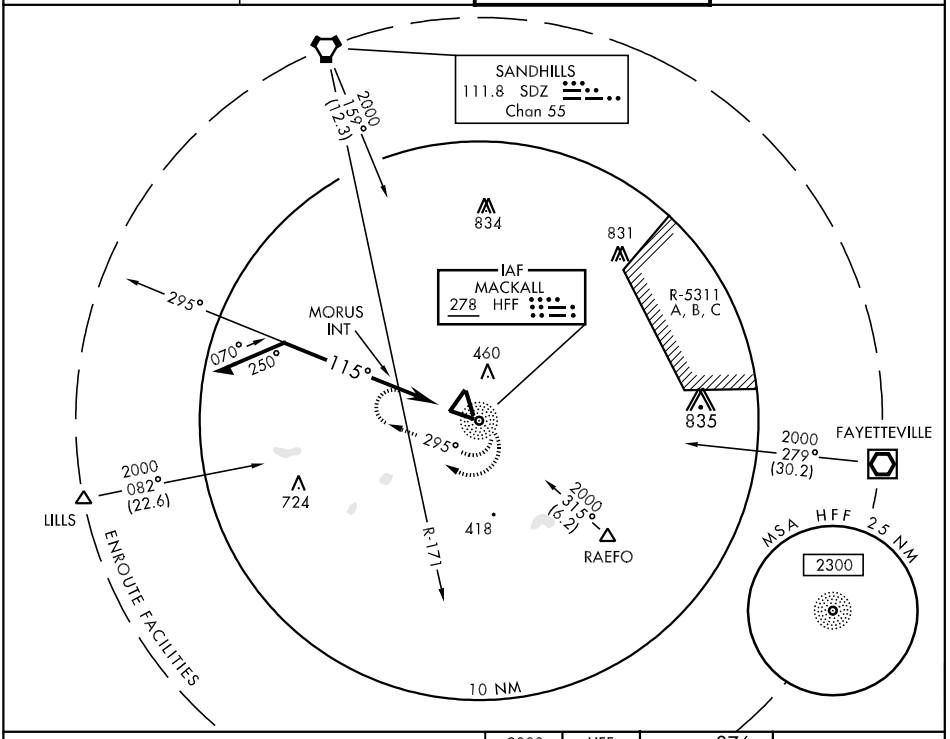
MACKALL AAF (HFF)

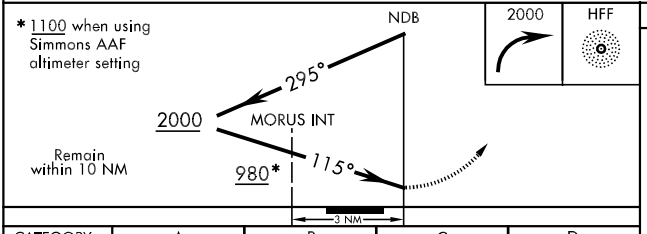
NDB HFF 278	APCH CRS 115°	Rwy ldg 4239 TDZE 375 Arpt Elev 376	AL-6315 [USA]

NA Procedure not authorized at night when tower closed. When local altimeter setting not available, use SIMMONS AAF altimeter setting and increase all MDA's 120 feet.

MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.

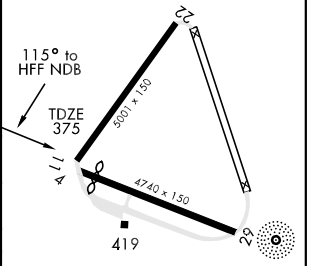
ATIS	FAYETTEVILLE APP CON	MACKALL TOWER ★	GND CON
141.4	127.8 343.725	121.0 254.4	41.75 251.05





ELEV 376

Rwy 11 ldg 4239'

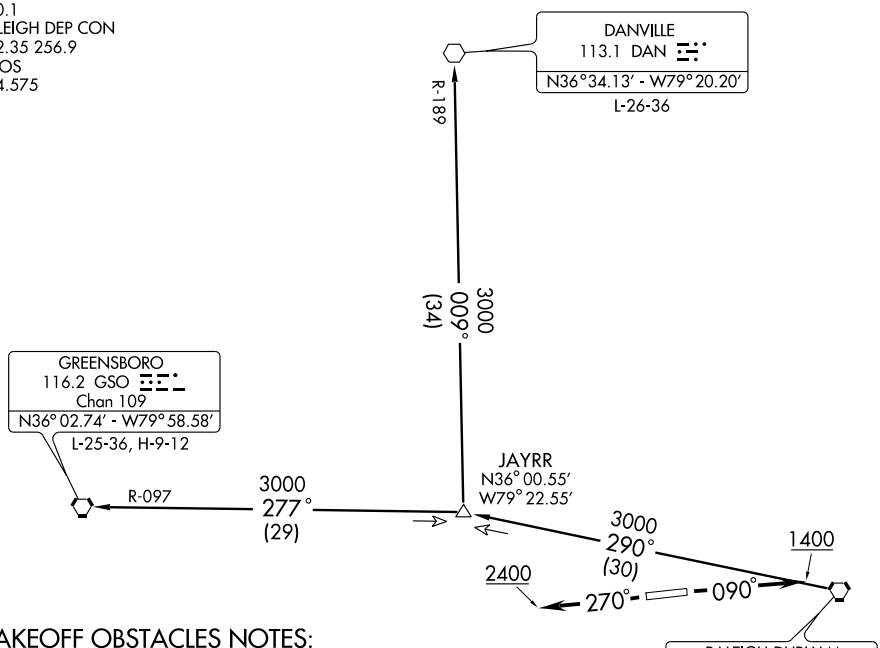


CATEGORY	A	B	C	D
S-11	980-1	605 (700-1)	980-1¾ 605 (700-1¾)	980-2 605 (700-2)
CIRCLING	980-1	604 (700-1)	980-1¾ 604 (700-1¾)	980-2 604 (700-2)
NDB/VOR MINIMUMS				
S-11	860-1	485 (500-1)	860-1¼ 485 (500-1¼)	860-1½ 485 (500-1½)
CIRCLING	860-1	484 (500-1)	860-1½ 484 (500-1½)	940-2 564 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

BLUE DEVIL FOUR DEPARTURE

RALEIGH CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9
ASOS
134.575



TAKEOFF OBSTACLES NOTES:
Rwy 9: Trees 1084 feet from DER, 250 feet left of centerline, 82 feet AGL/551 feet MSL. Trees 785 feet from DER, 401 feet right of centerline, 56 feet AGL/520 feet MSL.
Rwy 27: Trees 200 feet from DER, 240 feet left of centerline, 43 feet AGL/542 feet MSL.

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 9, 27, STANDARD

DEPARTURE ROUTE DESCRIPTION

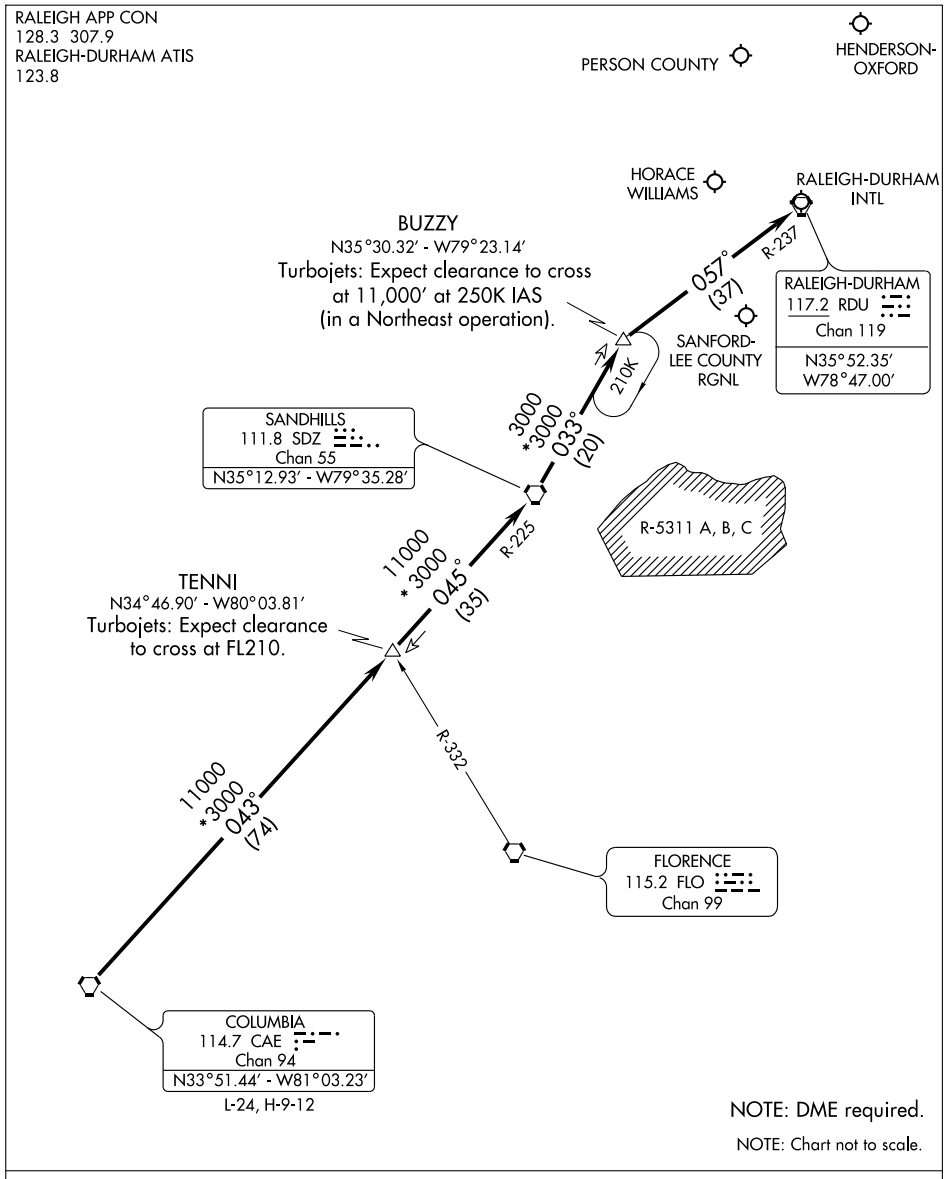
TAKE-OFF RWY 9: Climb heading 090° to 1400, thence....
TAKE-OFF RWY 27: Climb heading 270° to 2400, thence....
....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

SE-2, 17 DEC 2009 to 14 JAN 2010

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
090°	Rwy Idg	4005
	TDZE	512
	Apt Elev	512

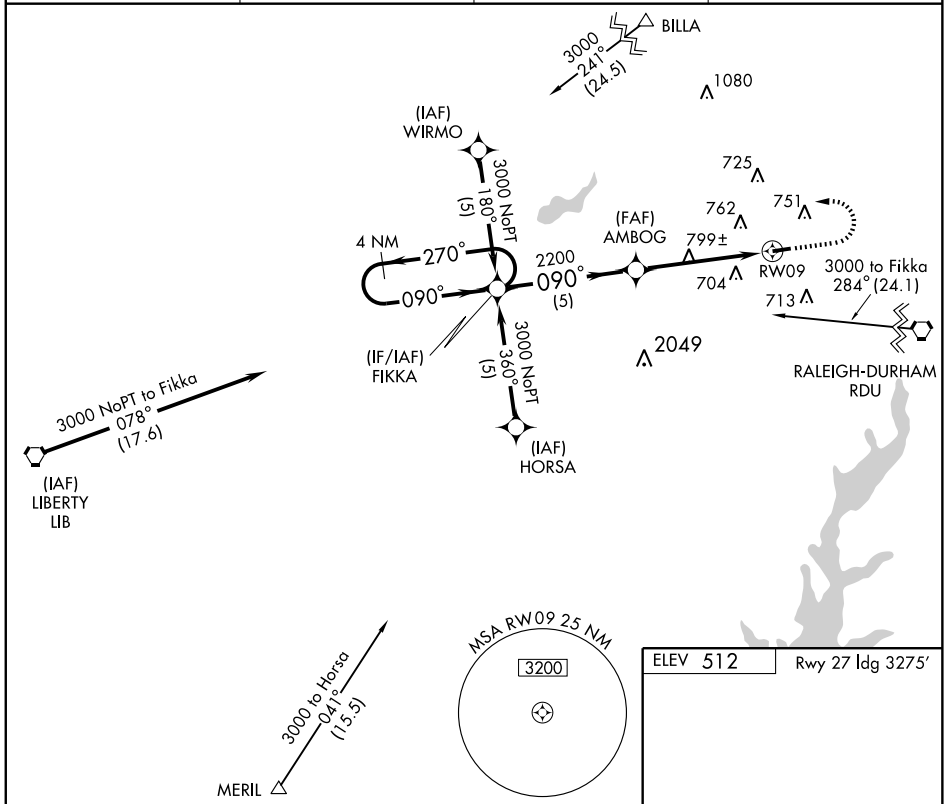
RNAV (GPS) RWY 9

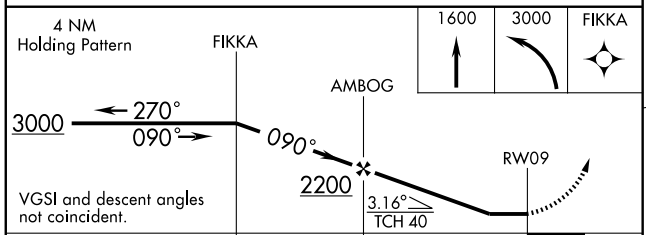
CHAPEL HILL/ HORACE WILLIAMS (IGX)

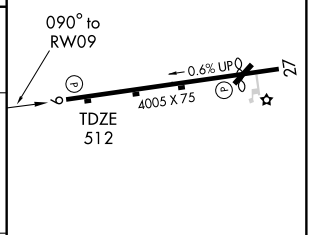
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct FIKKA WP and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 548 (600-1)		1060-1½ 548 (600-1½)	1060-1¾ 548 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
270°	Rwy ldg	3275
	TDZE	510
	Apt Elev	512

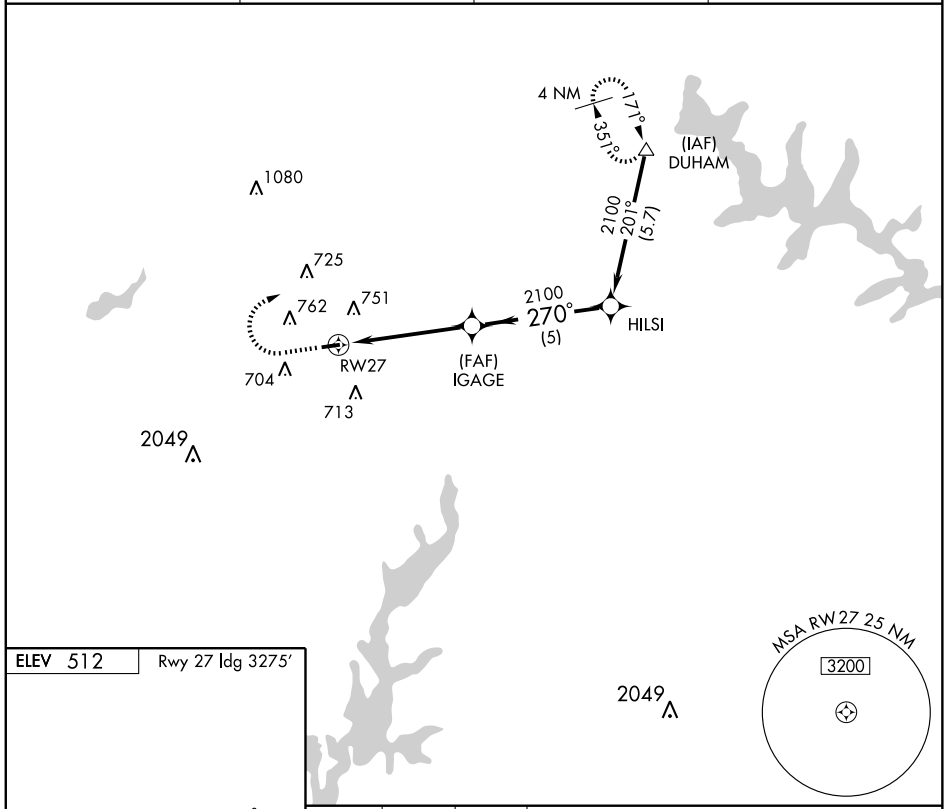
RNAV (GPS) RWY 27

CHAPEL HILL/HORACE WILLIAMS (IGX)

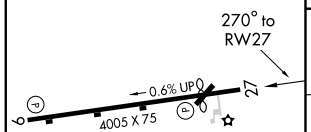
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

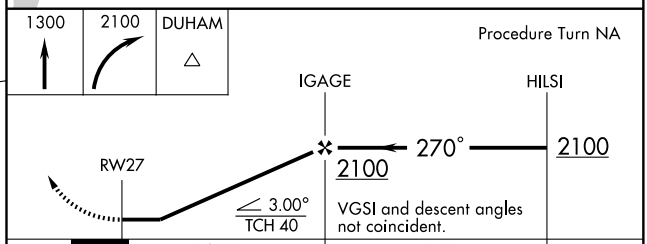
MISSED APPROACH: Climb to 1300 then climbing right turn to 2100 direct DUHAM WP and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L



ELEV 512 | Rwy 27 ldg 3275′



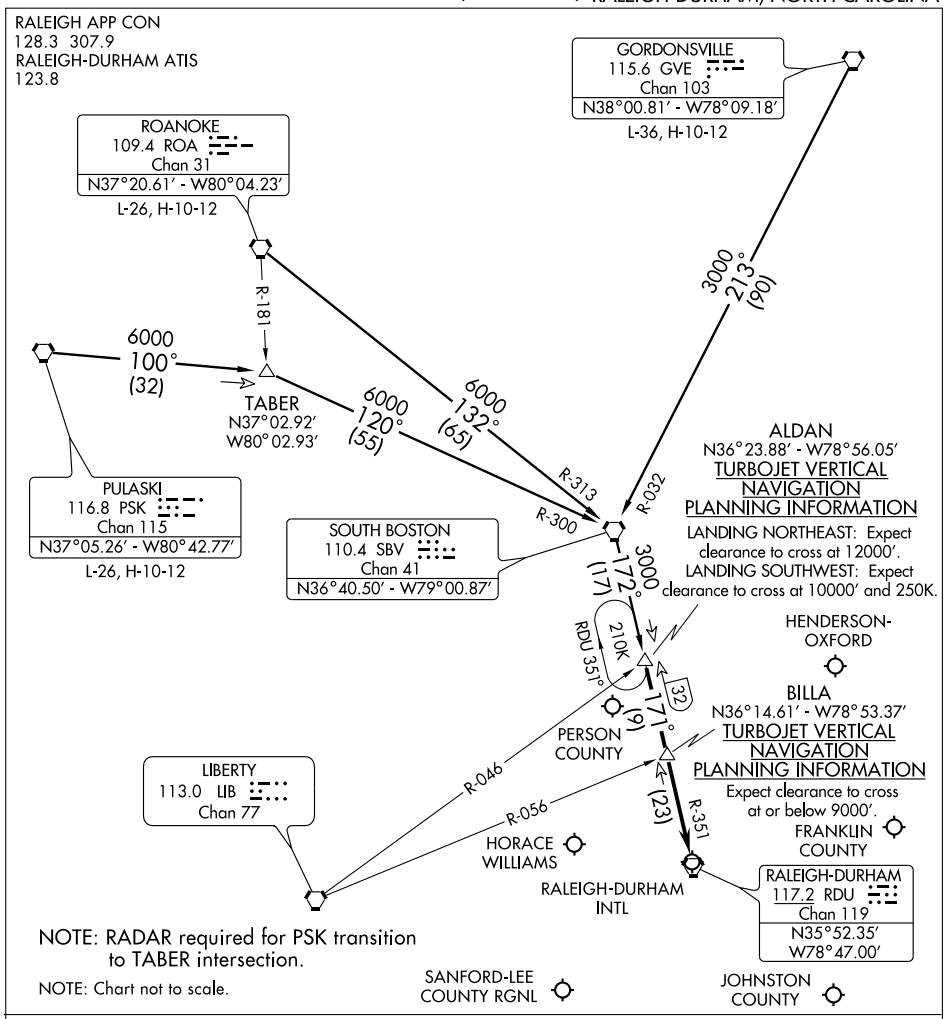


CATEGORY	A	B	C	D
LNAV MDA	920-1 410 (500-1)		920-1¼ 410 (500-1¼)	
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC RDU	APP CRS	Rwy ldg	3275
117.2	290°	TDZE	510
Chan 119		Apt Elev	512

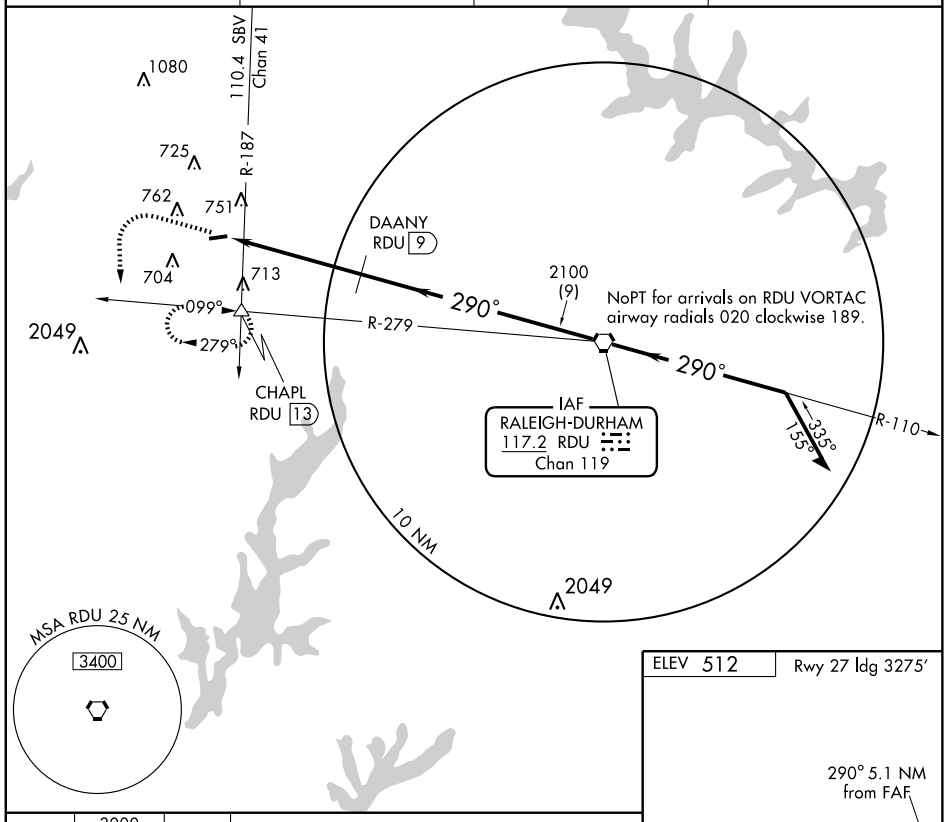
VOR/DME RWY 27

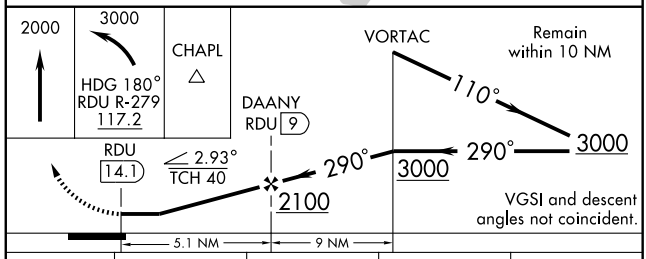
CHAPEL HILL/HORACE WILLIAMS (IGX)

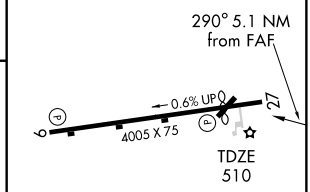
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 180° and RDU R-279 to CHAPL Int/13 DME and hold.

ASOS	RALEIGH APP CON	CLNC DEL	UNICOM
134.575	132.35 256.9	126.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1060-1 550 (600-1)		1060-1½ 550 (600-1½)	1060-1¾ 550 (600-1¾)
CIRCLING	1100-1 588 (600-1)	1120-1 608 (700-1)	1120-1¾ 608 (700-1¾)	1120-2 608 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

ADENA TWO ARRIVAL (RNAV)

(ADENA.ADENA2) 09127

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

ATLANTA TRANSITION (ATL.ADENA2):
COLLIERS TRANSITION (IRQ.ADENA2):
GREENWOOD TRANSITION (GRD.ADENA2):

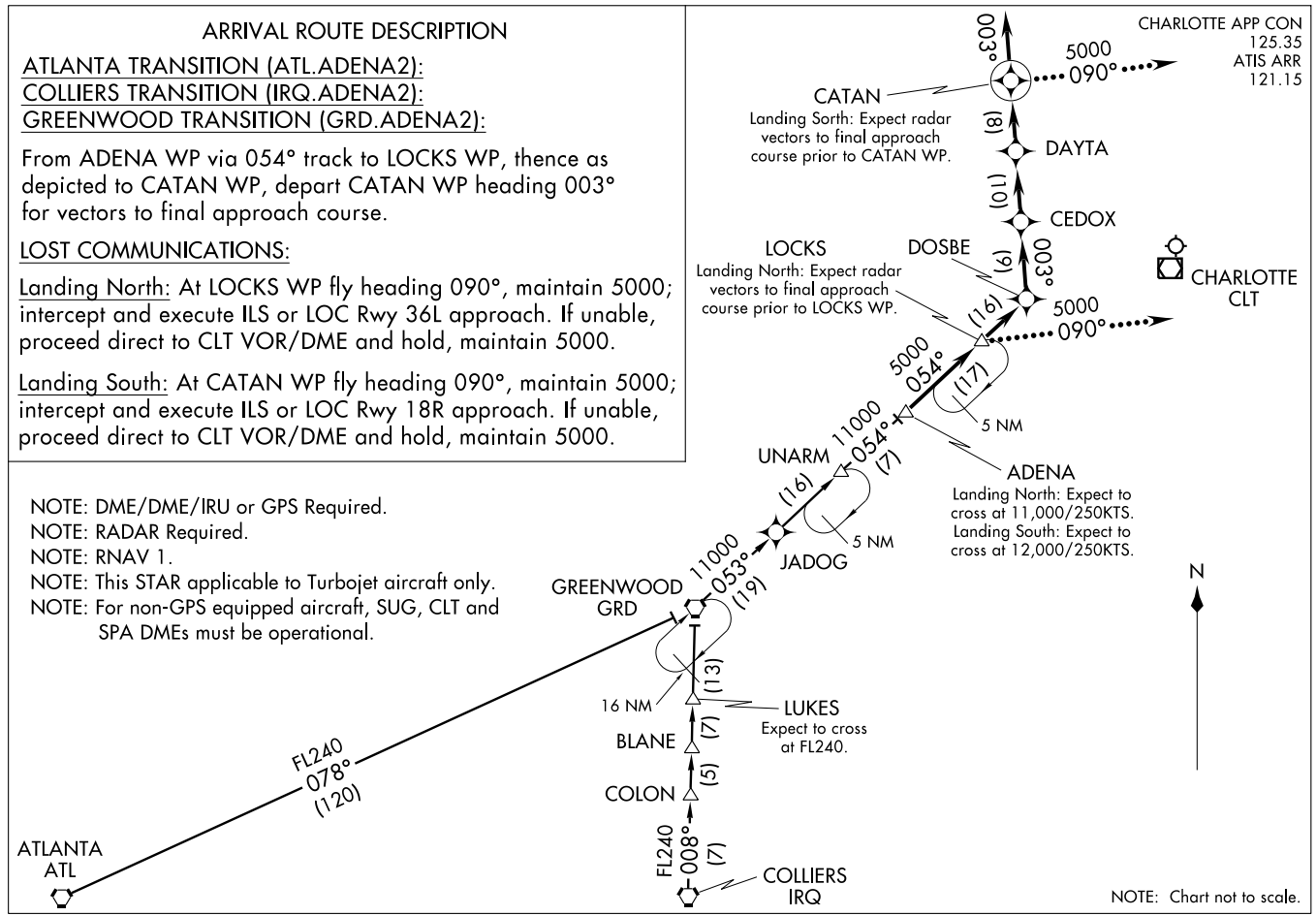
From ADENA WP via 054° track to LOCKS WP, thence as depicted to CATAN WP, depart CATAN WP heading 003° for vectors to final approach course.

LOST COMMUNICATIONS:

Landing North: At LOCKS WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

Landing South: At CATAN WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 18R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, SUG, CLT and SPA DMEs must be operational.



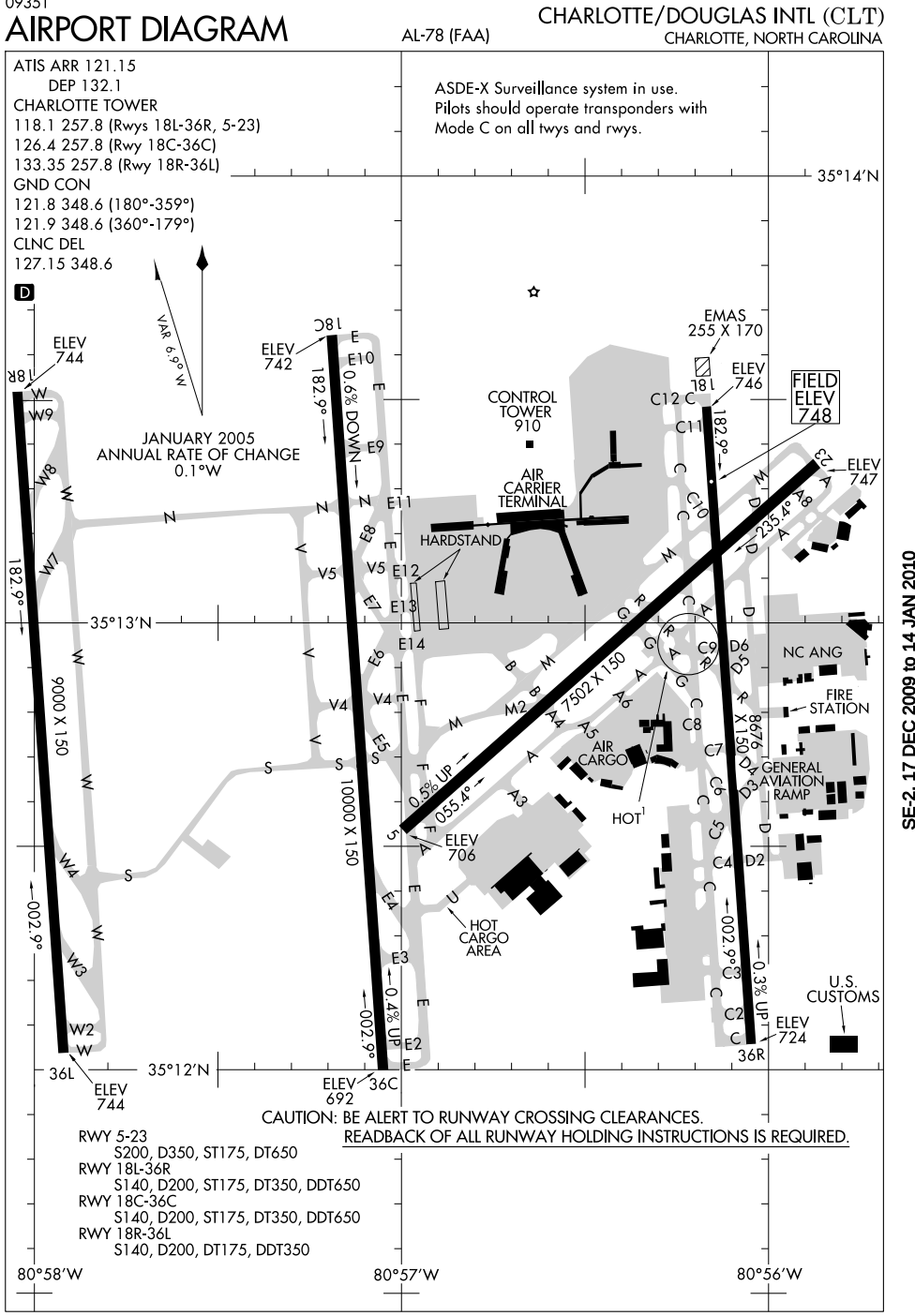
09351

AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA



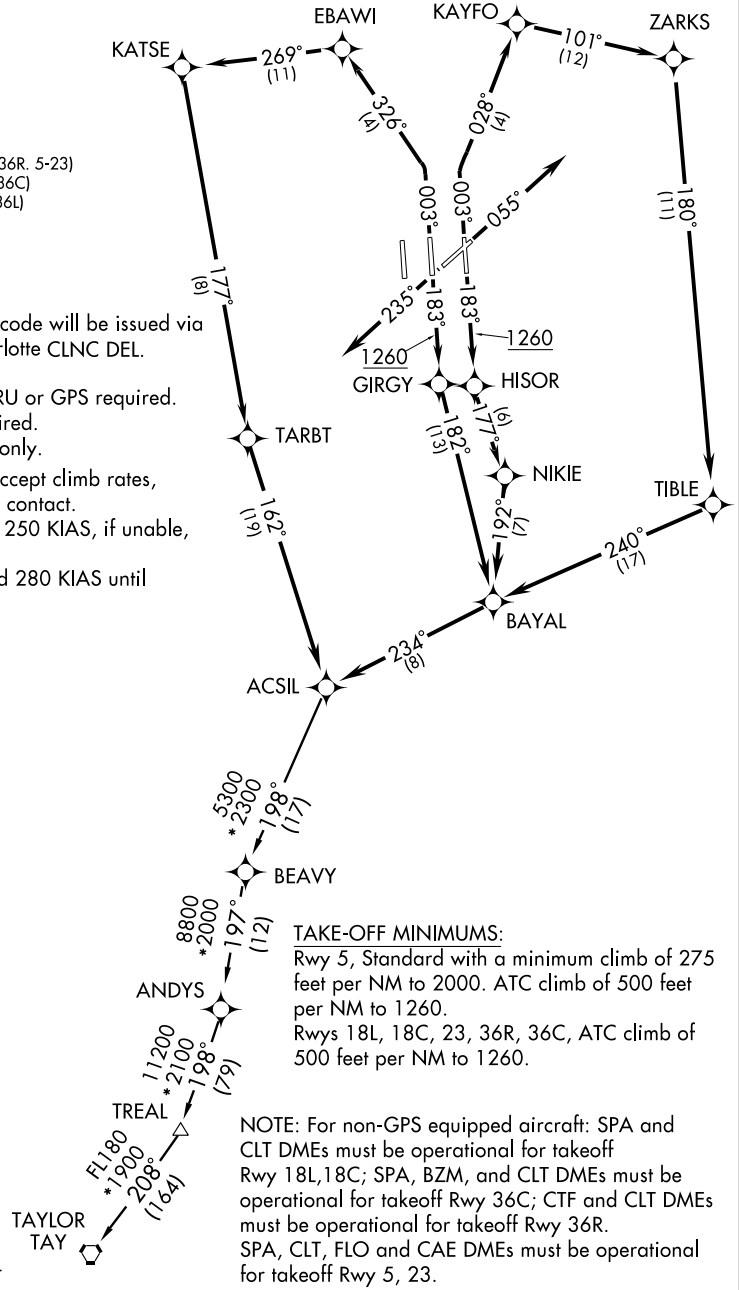
SE-2, 17 DEC 2009 to 14 JAN 2010

ANDYS FIVE DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R. 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
124.0 307.8

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR Required.
NOTE: For turbojets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 5, Standard with a minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: For non-GPS equipped aircraft: SPA and CLT DMEs must be operational for takeoff Rwy 18L,18C; SPA, BZM, and CLT DMEs must be operational for takeoff Rwy 36C; CTF and CLT DMEs must be operational for takeoff Rwy 36R.
SPA, CLT, FLO and CAE DMEs must be operational for takeoff Rwy 5, 23.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to ACSIL, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to ACSIL, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to ACSIL, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, Expect vectors to ACSIL, then via depicted route. thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to ACSIL, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then left turn via 177° track to TARBT, then via depicted route to ACSIL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAYLOR TRANSITION (ANDYS5.TAY):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2

VOLUNTEER
116.4 VXV
Chan 111
N35° 54.29'-W83° 53.68'
L-25, H-9-12

HARRIS
109.8 HRS
Chan 35
N34° 56.58'-W83° 54.94'
L-25, H-9-12

CHOO CHOO
115.8 GQO
Chan 105
N34° 57.68'-W85° 09.20'
L-25, H-9-12

SPARTANBURG
115.7 SPA
Chan 104
N35° 02.02'-W81° 55.62'
L-24-25, H-9-12

ATHENS
109.6 AHN
Chan 33
N33° 56.86'-W83° 19.49'
L-18, H-9-12

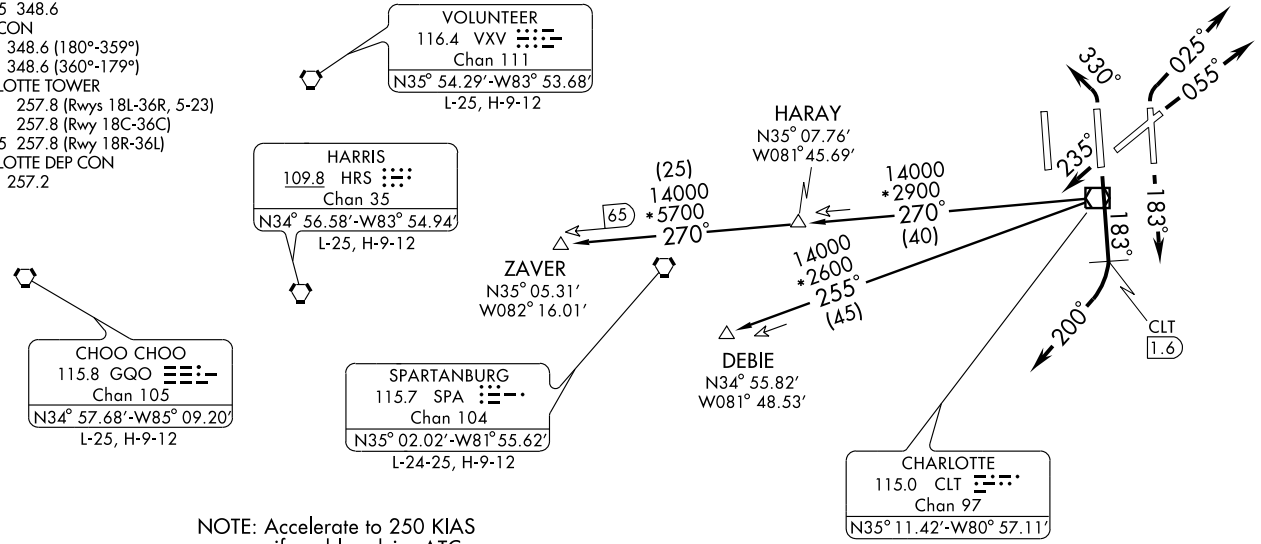
HARAY
N35° 07.76'
W081° 45.69'

ZAVER
N35° 05.31'
W082° 16.01'

DEBIE
N34° 55.82'
W081° 48.53'

CLT
1.6

CHARLOTTE
115.0 CLT
Chan 97
N35° 11.42'-W80° 57.11'



NOTE: Accelerate to 250 KIAS if unable advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.

N

TAKEOFF MINIMUMS:
RWY 5,18L, 18C, 23, 36R, 36C: STANDARD.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence....
TAKEOFF RWY 18L: Climb heading 183°. Thence....
TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence....
TAKEOFF RWY 23: Climb heading 235°. Thence....
TAKEOFF RWY 36C: Climbing left turn heading 330°. Thence....
TAKEOFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.
ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

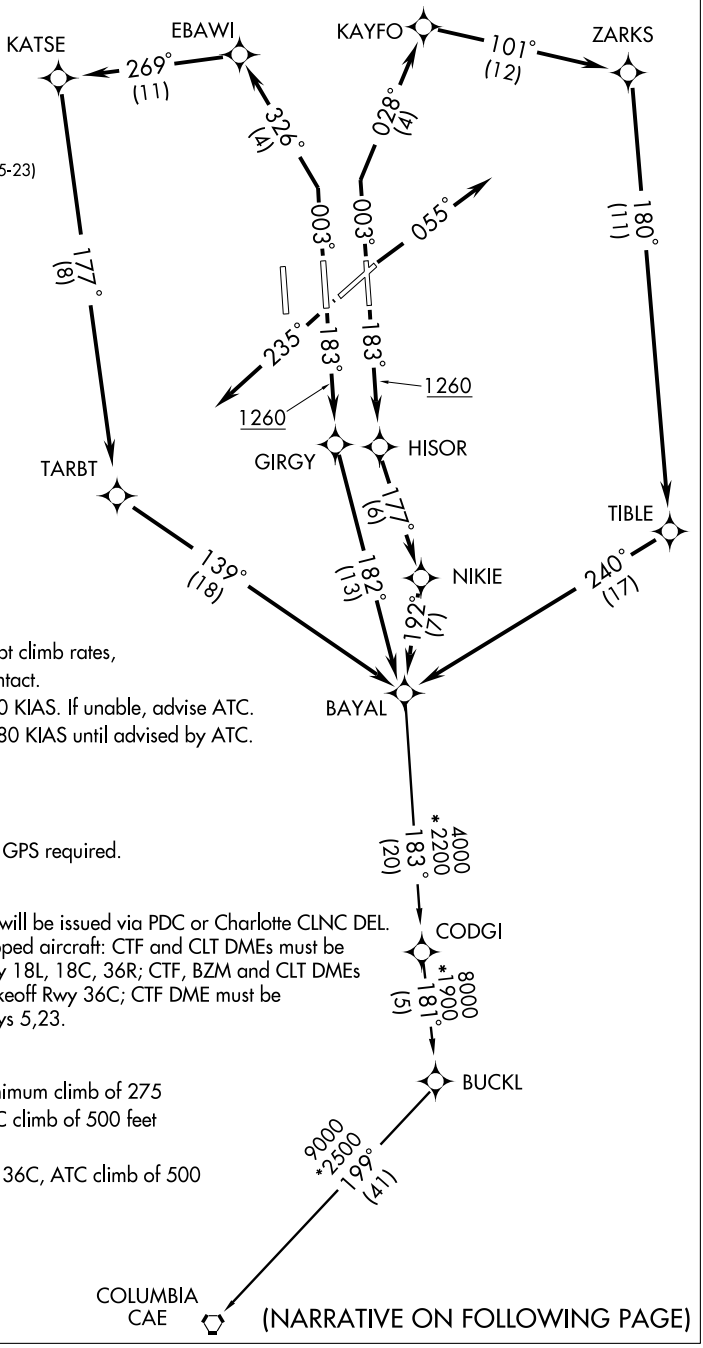
(BUCKL5.BUCKL) 09351

SL-78 (FAA)

BUCKL FIVE DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
124.0 307.8



NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS. If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: For non-GPS equipped aircraft: CTF and CLT DMEs must be operational for takeoff Rwy 18L, 18C, 36R; CTF, BZM and CLT DMEs must be operational for takeoff Rwy 36C; CTF DME must be operational for takeoff Rwys 5,23.

TAKE-OFF MINIMUMS:

Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC. Expect vectors to BAYAL, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to BAYAL, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to BAYAL, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to BAYAL, then via depicted route, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to BAYAL, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via 269° track to KATSE, then left turn via 177° track to TARBT, then via depicted route to BAYAL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

COLUMBIA TRANSITION (BUCKL5.CAE):

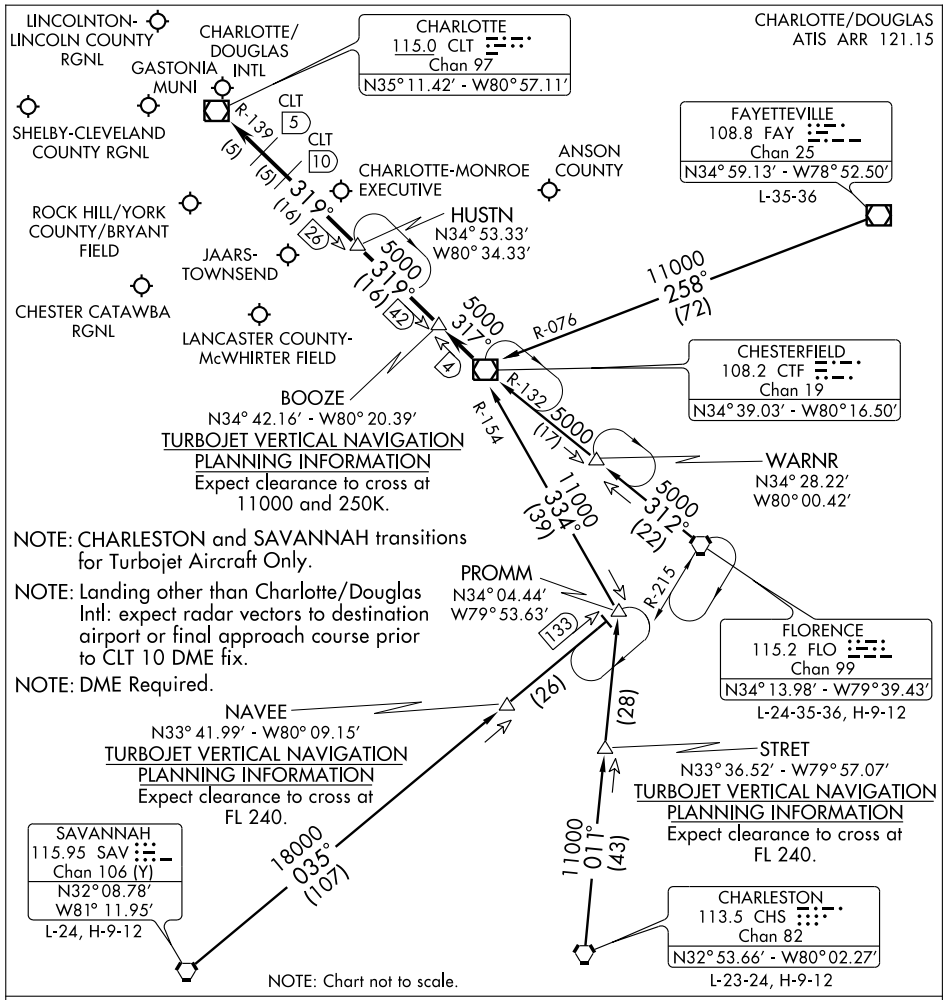
TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

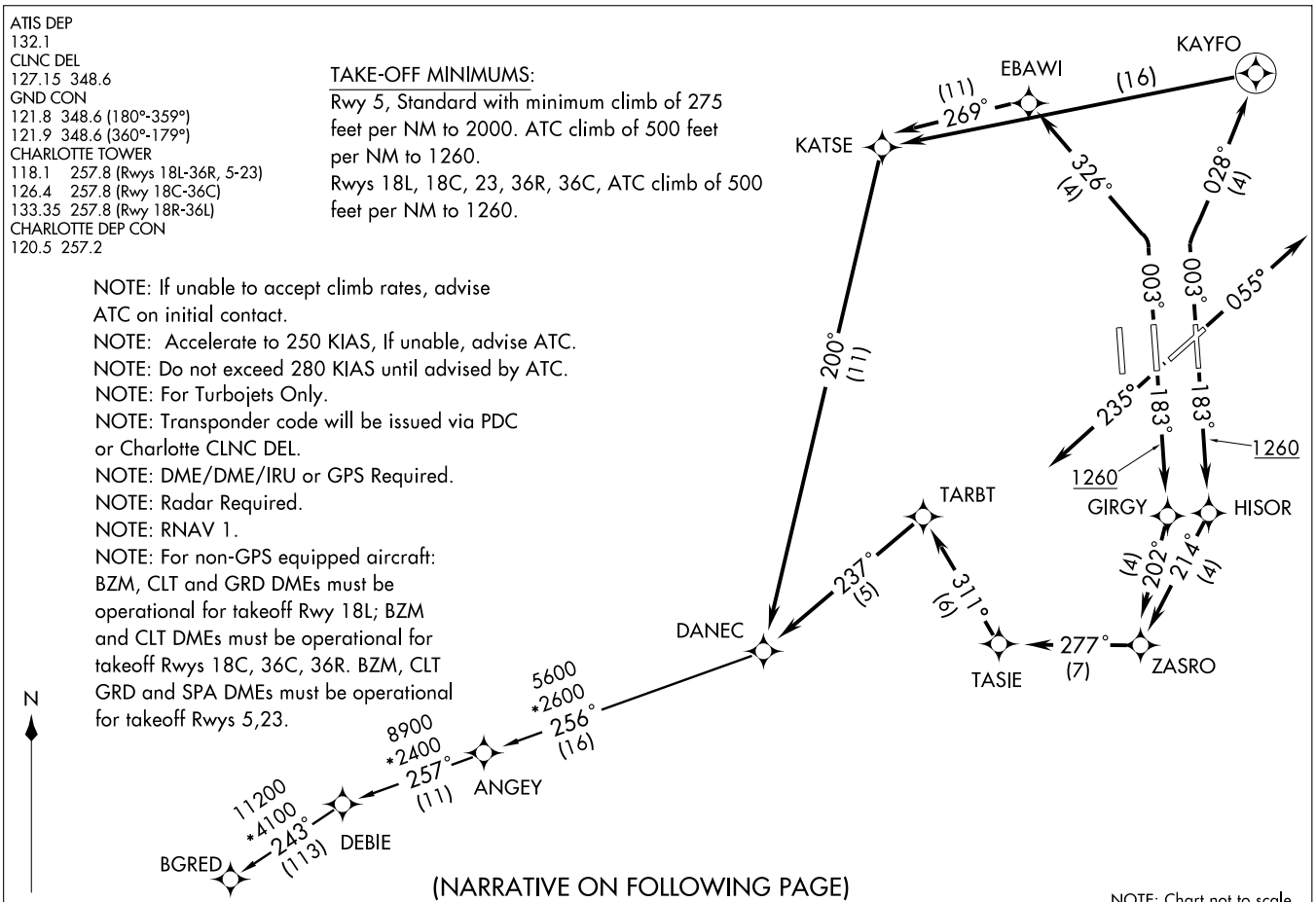
ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2

TAKE-OFF MINIMUMS:

Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.

Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS, If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: For Turbojets Only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM, CLT and GRD DMEs must be operational for takeoff Rwy 18L; BZM and CLT DMEs must be operational for takeoff Rwys 18C, 36C, 36R. BZM, CLT GRD and SPA DMEs must be operational for takeoff Rwys 5,23.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(DEBIE4.DEBIE) 09351

DEBIE FOUR DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to DANEC, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to DANEC, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to DANEC, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to DANEC, then via depicted route, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to DANEC, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then left turn direct KATSE, , then via depicted route to DANEC, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

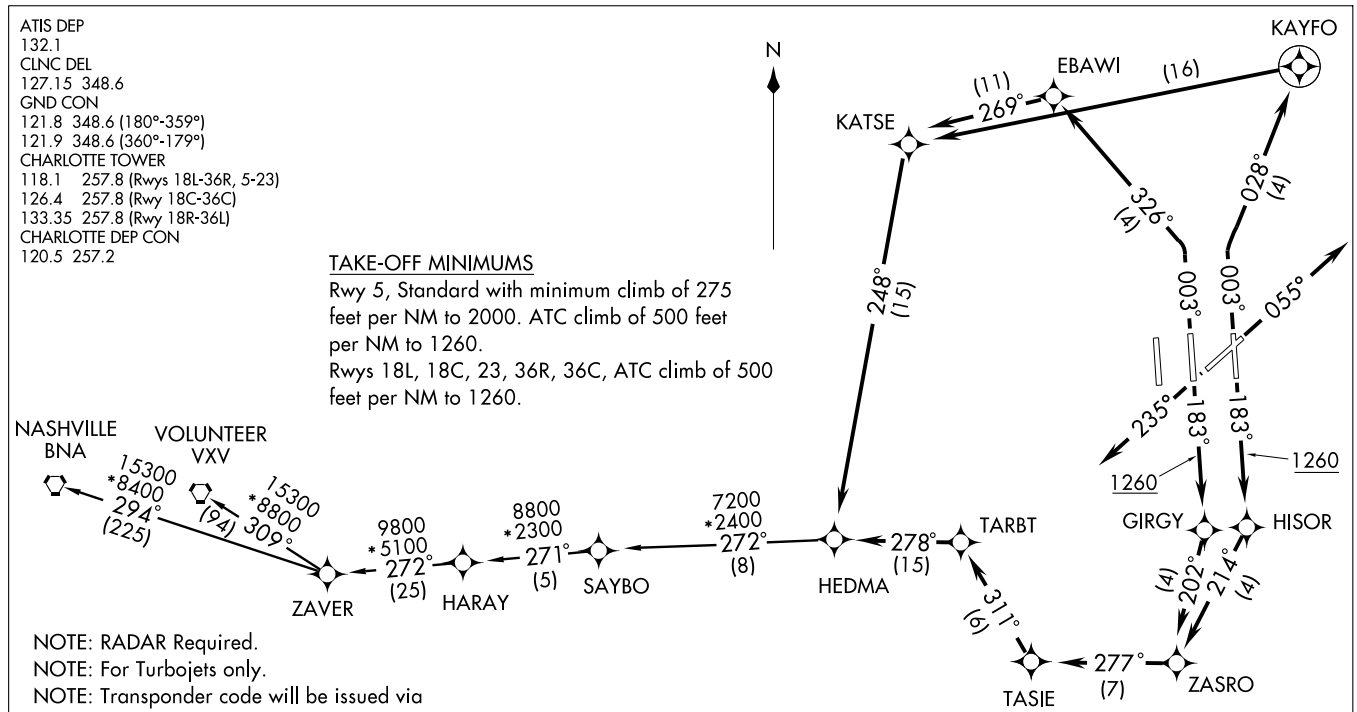
BGRED TRANSITION (DEBIE4.BGRED):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2



TAKE-OFF MINIMUMS

Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: RADAR Required.
NOTE: For Turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for takeoff Rwys 18L, 18C, 36R, 36C; BZM, SUG and SPA DMEs must be operational for takeoff Rwys 5, 23.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS. If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to HEDMA, then via depicted route, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to HEDMA, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to HEDMA, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to HEDMA, then via depicted route. Thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then left turn direct KATSE, then via depicted route to HEDMA, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to HEDMA, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (HARAY4.BNA):
VOLUNTEER TRANSITION (HARAY4.VXV):

TAKE-OFF OBSTACLES:

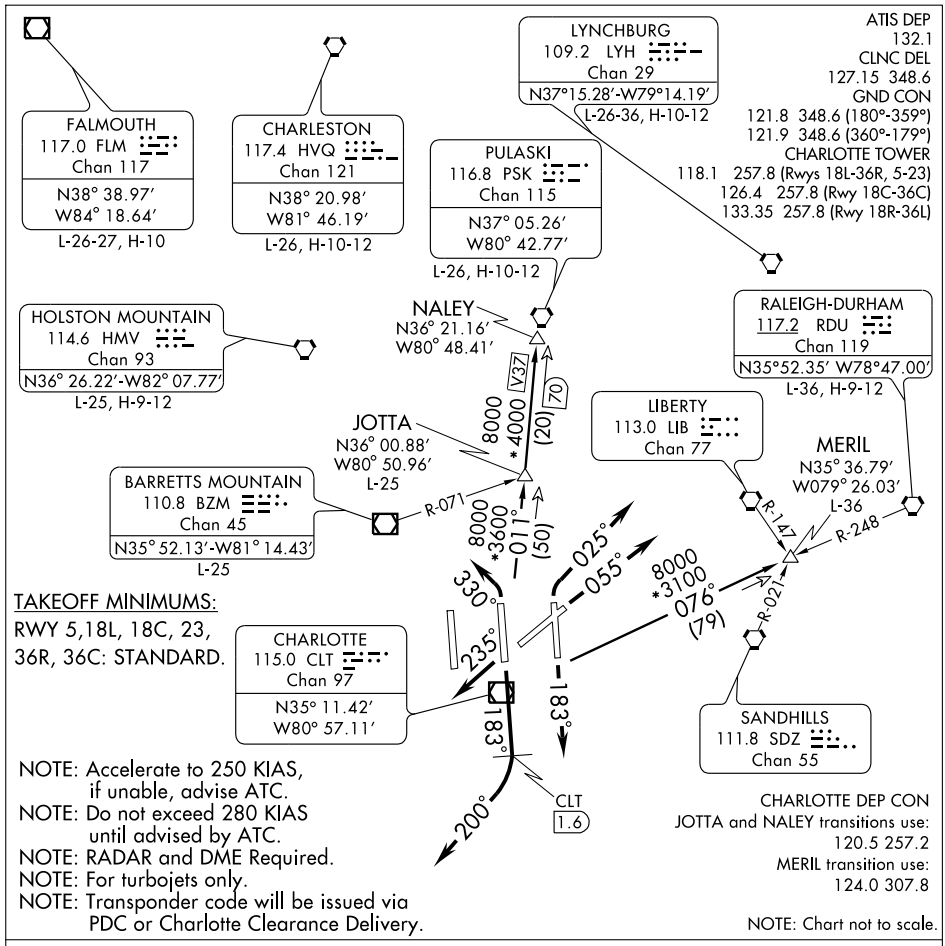
NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL(CLT)
CHARLOTTE, NORTH CAROLINA



TAKEOFF MINIMUMS:
RWY 5,18L, 18C, 23, 36R, 36C: STANDARD.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.

CHARLOTTE DEP CON
JOTTA and NALEY transitions use:
120.5 257.2
MERIL transition use:
124.0 307.8

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055°. Thence....
TAKE-OFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence....
TAKE-OFF RWY 18L: Climb heading 183°. Thence....
TAKE-OFF RWY 23: Climb heading 235°. Thence....
TAKE-OFF RWY 36C: Climbing left turn heading 330°. Thence....
TAKE-OFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

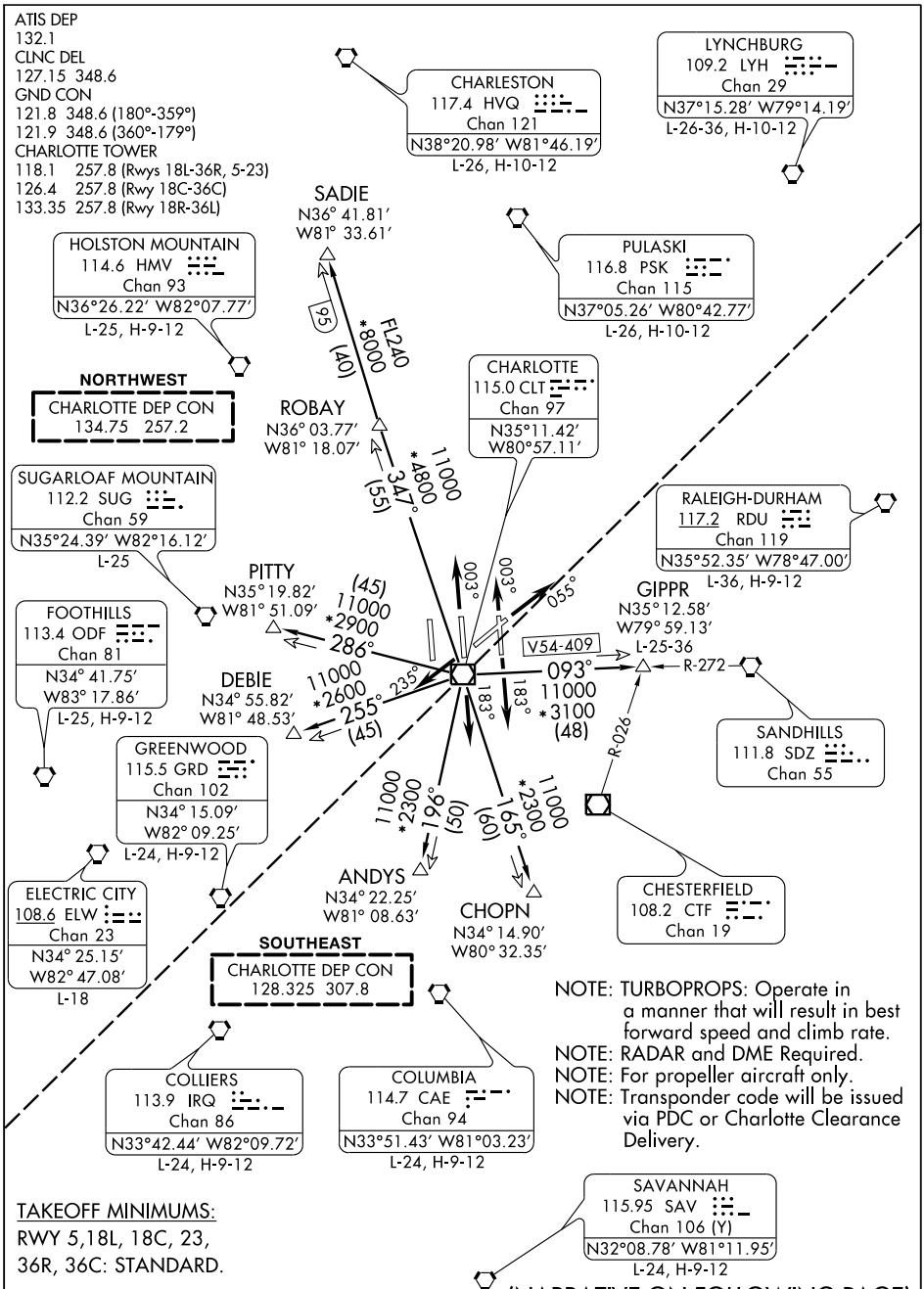
SE-2, 17 DEC 2009 to 14 JAN 2010

(HUG8.HUG) 09351

HUGO EIGHT DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

HUGO EIGHT DEPARTURE SL-78 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence....
TAKEOFF RWY 18C: Climb heading 183°. Thence....
TAKEOFF RWY 18L: Climb heading 183°. Thence....
TAKEOFF RWY 23: Climb heading 235°. Thence....
TAKEOFF RWY 36C: Climbing heading 003°. Thence....
TAKEOFF RWY 36R: Climbing heading 003°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

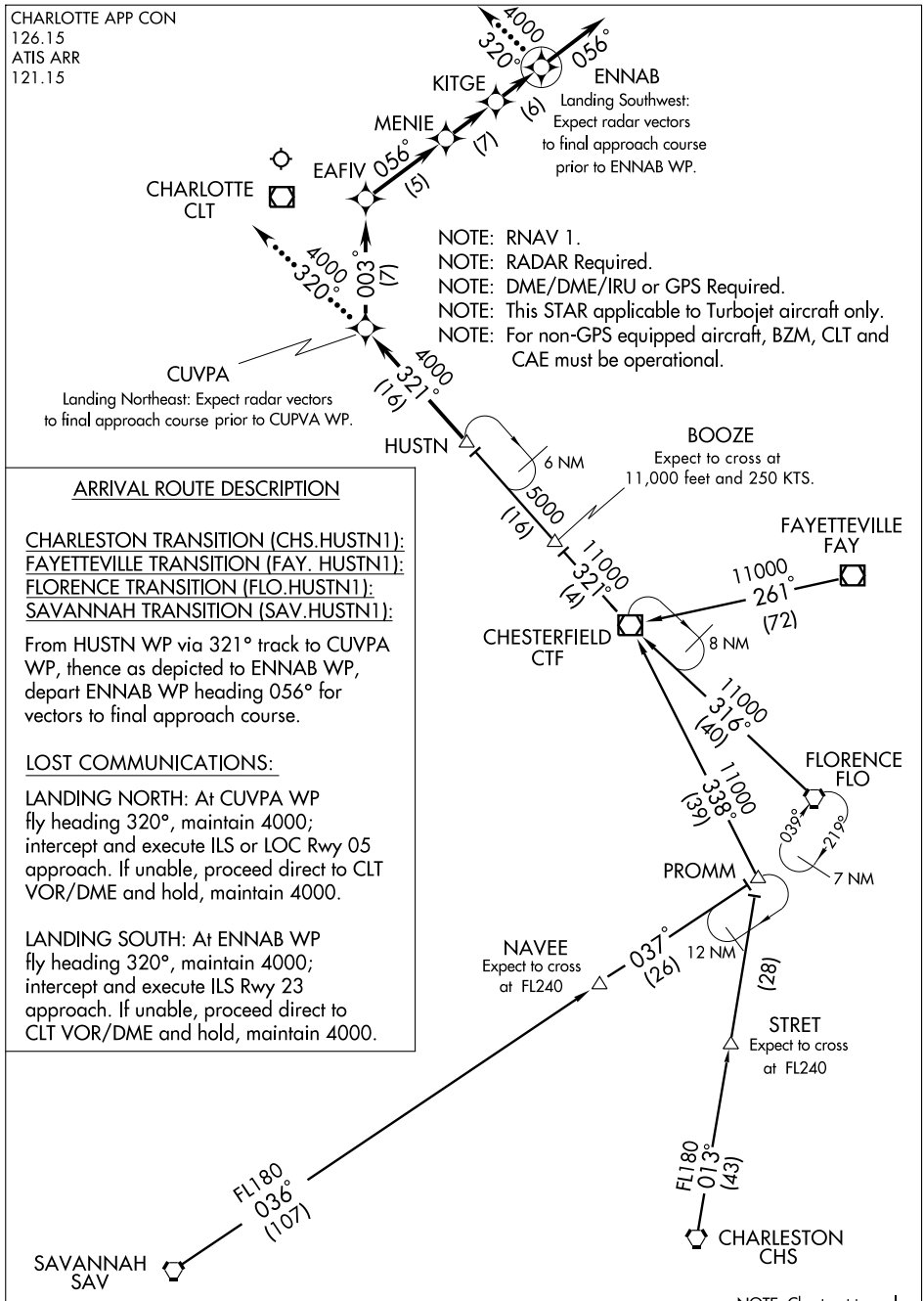
SE-2, 17 DEC 2009 to 14 JAN 2010

(HUSTN.HUSTN1) 09351

ST-78 (FAA)

HUSTN ONE ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

CHARLESTON TRANSITION (CHS.HUSTN1):
FAYETTEVILLE TRANSITION (FAY. HUSTN1):
FLORENCE TRANSITION (FLO.HUSTN1):
SAVANNAH TRANSITION (SAV.HUSTN1):

From HUSTN WP via 321° track to CUVPA WP, thence as depicted to ENNAB WP, depart ENNAB WP heading 056° for vectors to final approach course.

LOST COMMUNICATIONS:

LANDING NORTH: At CUVPA WP fly heading 320°, maintain 4000; intercept and execute ILS or LOC Rwy 05 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH: At ENNAB WP fly heading 320°, maintain 4000; intercept and execute ILS Rwy 23 approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

NOTE: Chart not to scale.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CLT	APP CRS	Rwy Idg	7092
110.95	055°	TDZE	716
		Apt Elev	748

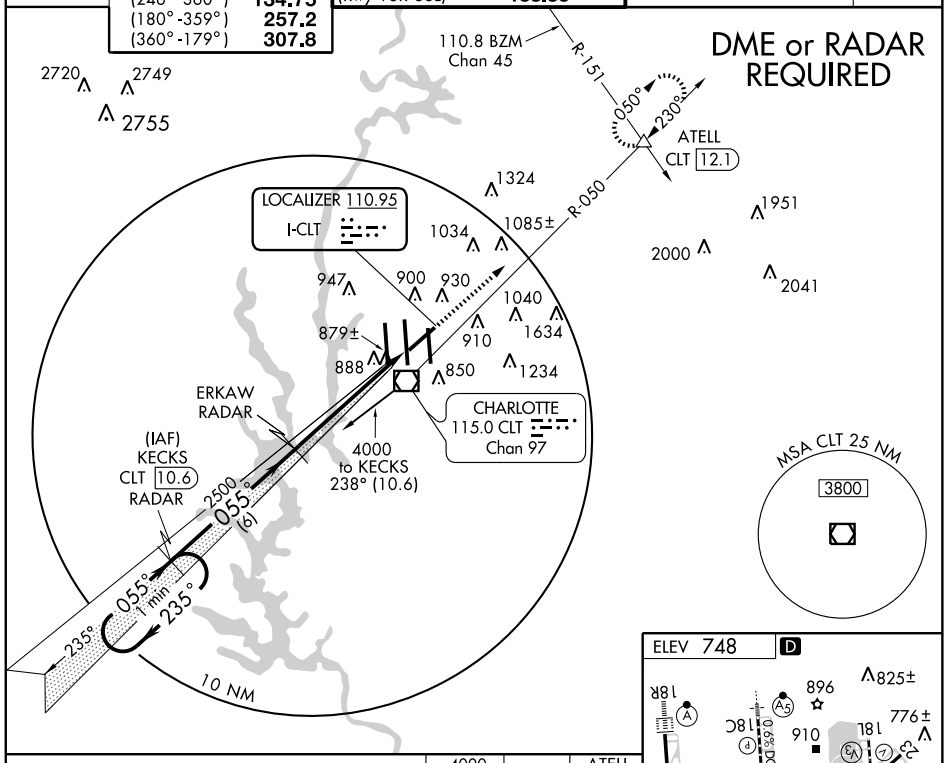
ILS or LOC RWY 5
CHARLOTTE/DOUGLAS INTL (CLT)

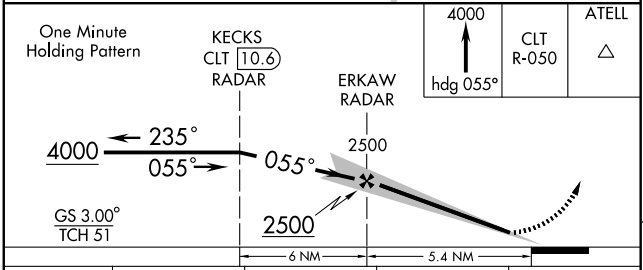
RADAR Required.
* RVR 1800 authorized with use of FD or AP or HUD to DA.
Circling NA at night.

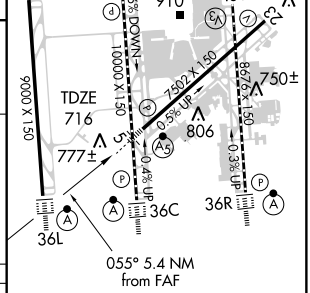
MALSR

MISSED APPROACH: Climb to 4000 via heading 055° and CLT R-050 to ATELL INT/CLT 12.1 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						







HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

CATEGORY	A	B	C	D
S-ILS 5	*916/24 200 (200-½)			
S-LOC 5	1140/24 424 (400-½)		1140/40 424 (400-¾)	
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-PEP	APP CRS	Rwy Idg	10000
111.3	183°	TDZE	742
		Apt Elev	748

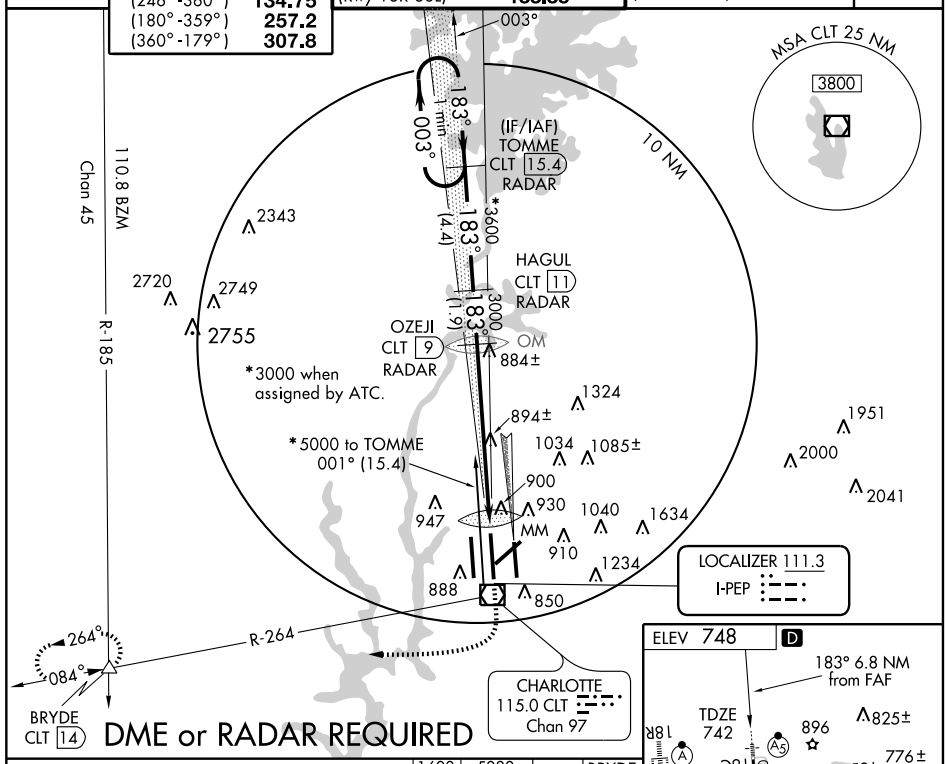
ILS or LOC RWY 18C
CHARLOTTE/DOUGLAS INTL (CLT)

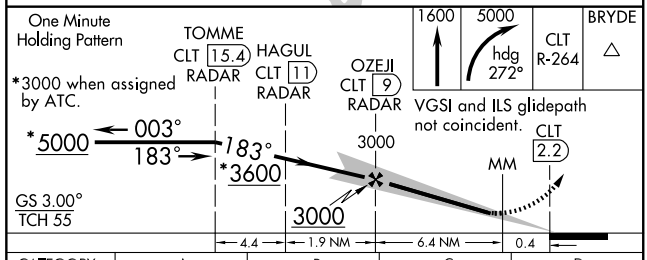
Simultaneous approach authorized with runway 18L. DME or RADAR REQUIRED. Circling NA at night. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

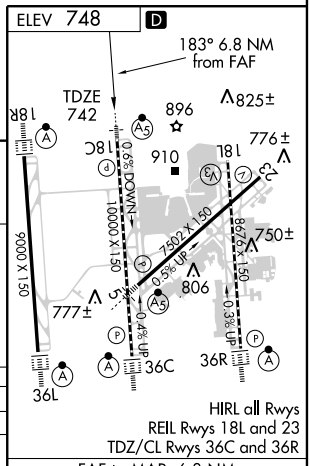
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 5000 via heading 272° and CLT VOR/DME R-264 to BRYDE Int/ CLT 14 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						







CATEGORY	A	B	C	D
S-ILS 18C	** 942/24 200 (200-½)			
S-LOC 18C	1200/24 458 (500-½)		1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-VKQ	APP CRS	Rwy Idg	8676
110.35	183°	TDZE	748
		Apt Elev	748

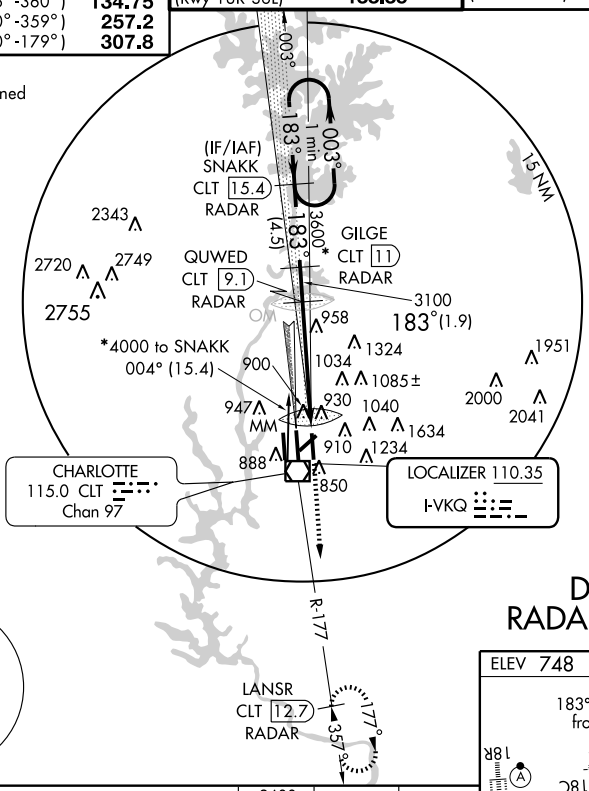
ILS or LOC RWY 18L
CHARLOTTE/DOUGLAS INTL (CLT)

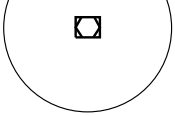
DME or RADAR REQUIRED. Circling NA at night. Simultaneous approach authorized with Rwy 18C.

MISSED APPROACH: Climb to 2600 via heading 183° then climb to 4000 via CLT VOR/DME R-177 to LANSR/CLT 12.7 DME/RADAR and hold.

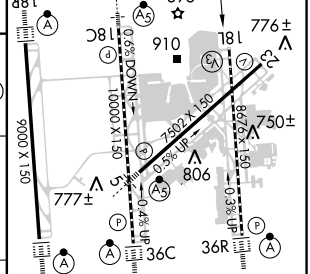
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						

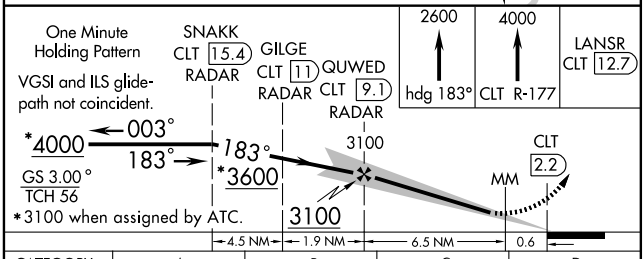
*3100 when assigned by ATC.





DME OR RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 18L	1022/50 274 (300-1)			
S-LOC 18L	1280/50 532 (600-1)		1280-1½ 532 (600-1½)	1280-1¾ 532 (600-1¾)
CIRCLING	1280-1 532 (600-1)		1280-1½ 532 (600-1½)	1300-2 552 (600-2)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SE-2, 17 DEC 2009 to 14 JAN 2010

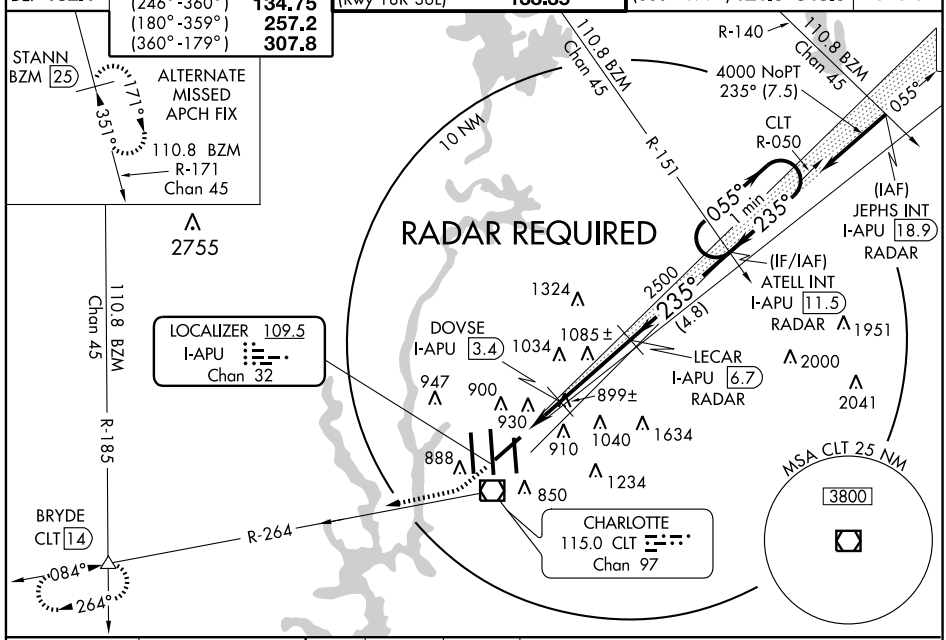
LOC/DME I-APU	APP CRS	Rwy Idg	7502
109.5	235°	TDZE	747
Chan 32		Apt Elev	748

ILS or LOC RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

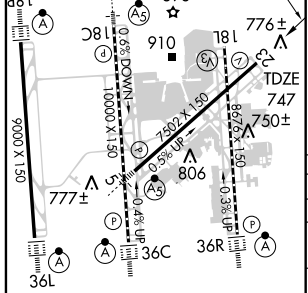
Circling NA at night.
DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3600 via CLT R-264 to BRYDE Int/CLT 14 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						



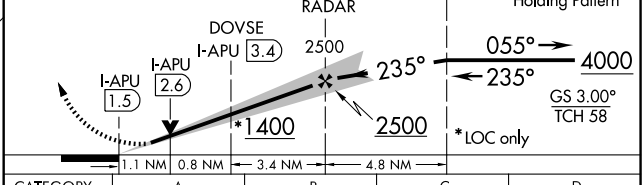
ELEV 748 D



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 23	947/40 200 (200-¾)			
S-LOC 23	1400/50 653 (700-1)		1400-1¾ 653 (700-1¾)	1400-2 653 (700-2)
CIRCLING	1400-1 652 (700-1)		1400-1¾ 652 (700-1¾)	1400-2 652 (700-2)
DOVSE FIX MINIMUMS				
S-LOC 23	1160/50 413 (500-1)		1160/60 413 (500-1¼)	
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

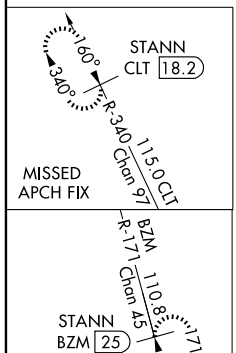
ILS or LOC RWY 36C
CHARLOTTE/DOUGLAS INTL (CLT)

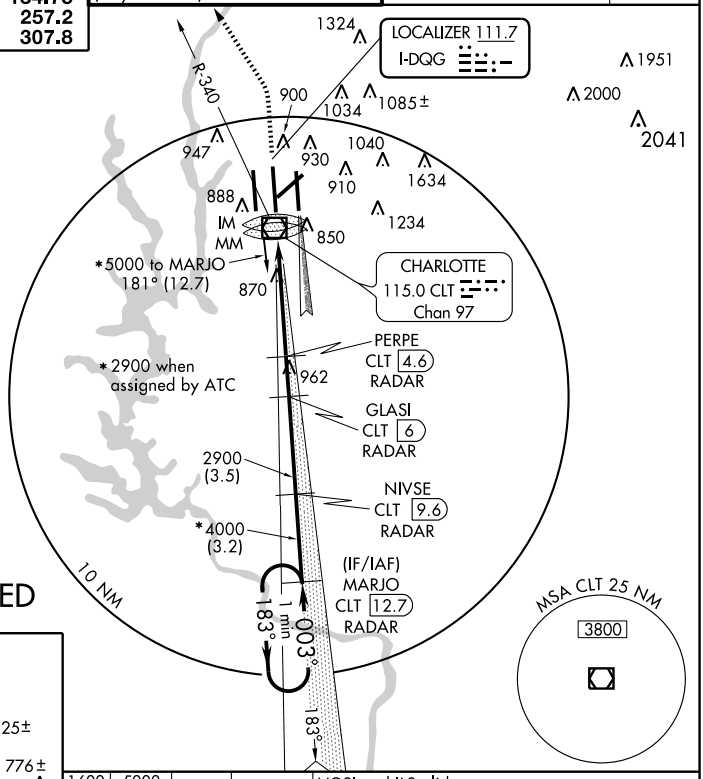
Circling NA at night. Simultaneous approach authorized with runway 36R. DME REQUIRED. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 314° and CLT R-340 to STANN/CLT 18.2 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						

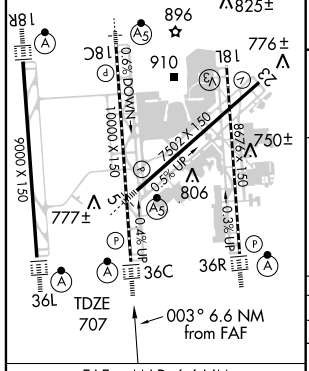


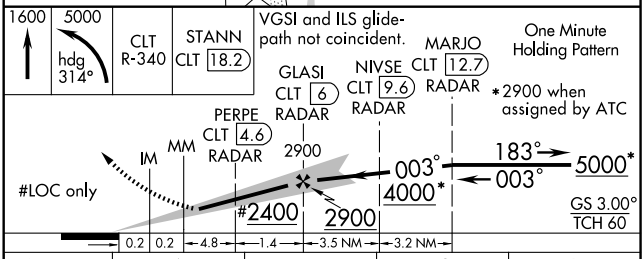


DME OR RADAR REQUIRED

ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R





FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-ILS 36C	907/18 200 (200-½)			
S-LOC 36C	1120/24 413 (400-½)		1120/40 413 (400-¾)	
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

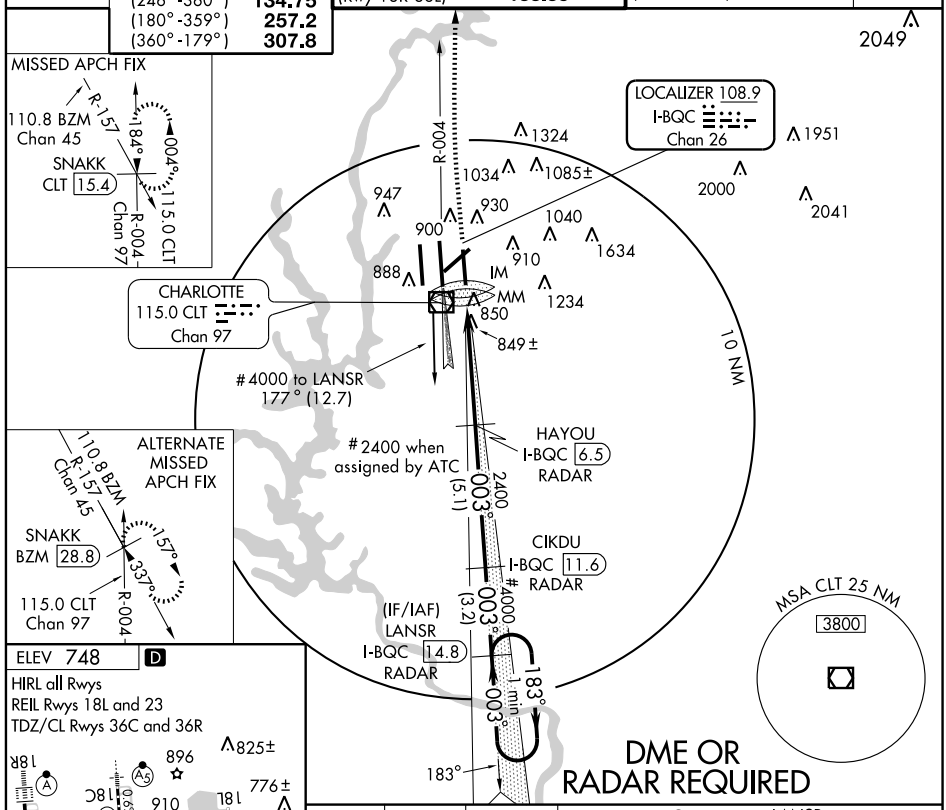
ILS or LOC RWY 36R
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
Simultaneous approach authorized with runway 36C.
DME or RADAR REQUIRED.

ALSF-2

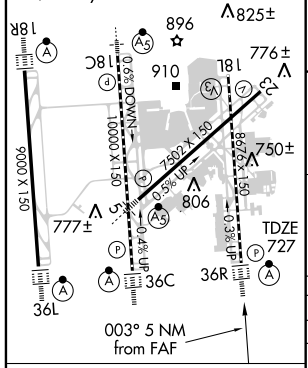
MISSED APPROACH: Climb to 2600 via heading 003° then climb to 4000 via CLT R-004 to SNAKK/CLT 15.4 DME and hold.

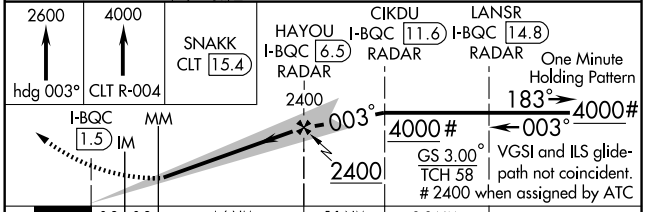
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						



ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R





FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 36R	927/18 200 (200-½)			
S-LOC 36R	1100/24 373 (400-½)			1100/40 373 (400-¾)
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

ILS RWY 36C (CAT II)

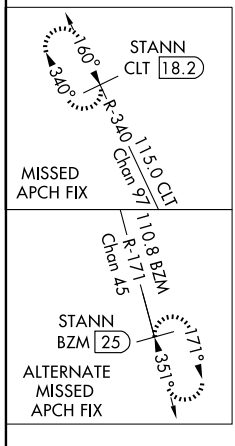
CHARLOTTE/DOUGLAS INTL (CLT)

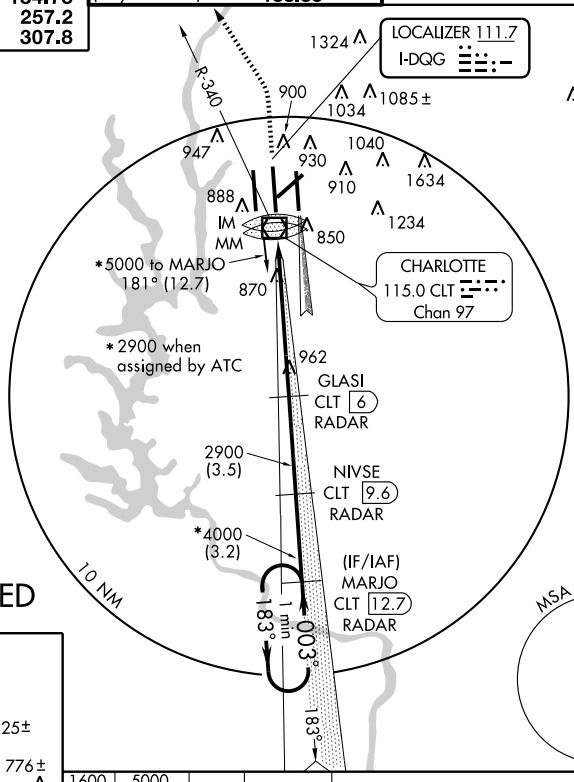
Circling NA at night. Simultaneous approach authorized with runway 36R. DME REQUIRED. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

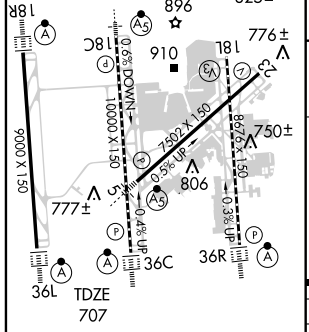
MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 314° and CLT R-340 to STANN/CLT 18.2 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						

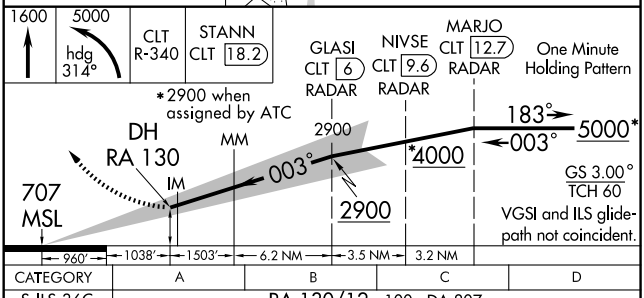




DME OR RADAR REQUIRED



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36C	RA 130/12 100 DA 807			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-DQG	APP CRS	Rwy Idg	10000
111.7	003°	TDZE	707
		Apt Elev	748

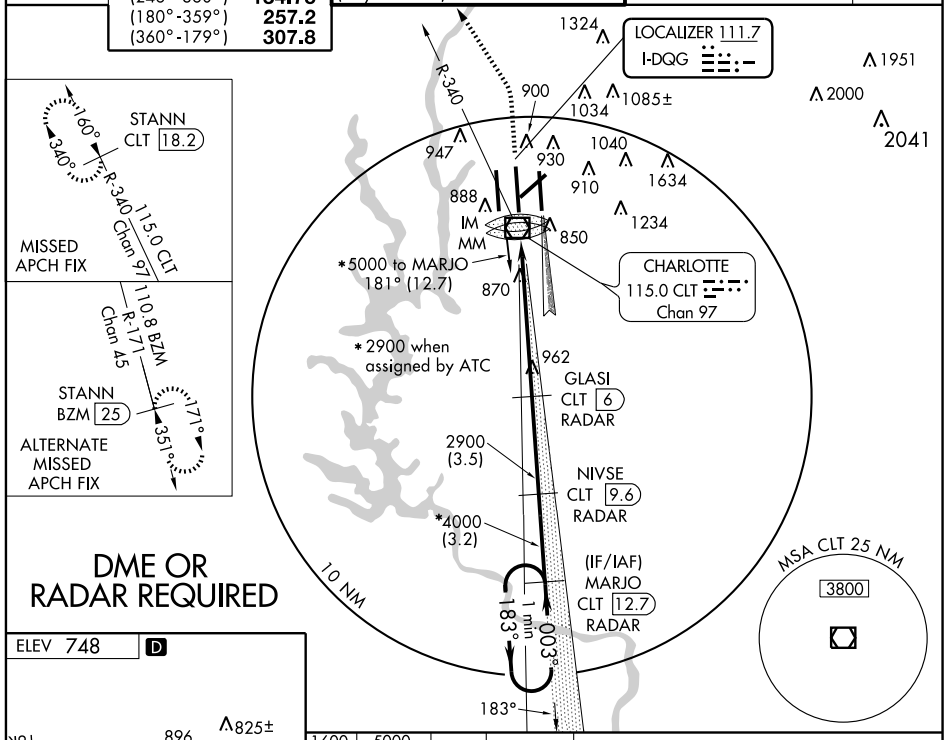
ILS RWY 36C (CAT III)
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. Simultaneous approach authorized with runway 36R. DME REQUIRED. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

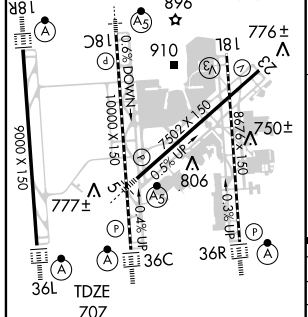
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 314° and CLT R-340 to STANN/CLT 18.2 DME and hold.

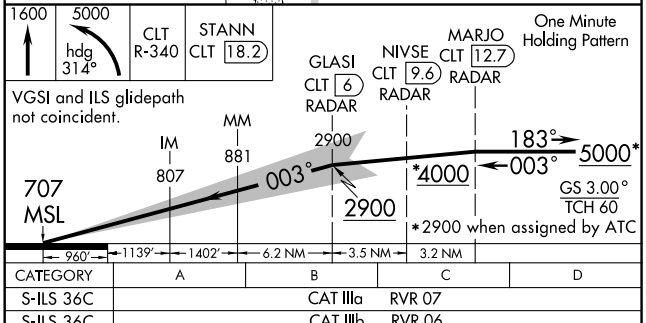
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						



DME OR RADAR REQUIRED



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R



CATEGORY	A	B	C	D
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 06		
S-ILS 36C	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

ILS RWY 36R (CAT II)

CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
Simultaneous approach authorized with Rwy 36C.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 2600 via heading 003° then climb to 4000 via CLT R-004 to SNAKK/CLT 15.4 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35			
	(180°-359°)	257.2					
	(360°-179°)	307.8					

2049

MISSED APCH FIX

110.8 BZM R-157 Chan 45

SNAKK CLT 15.4

184° 004° 115.0 CLT R-004 Chan 97

LOCALIZER 108.9 I-BQC Chan 26

1951 1324 1034 1085± 2000 2041 947 900 930 1040 1634 910 888 IM MM 1234 850 849±

R-004

CHARLOTTE 115.0 CLT Chan 97

10 NM

#4000 to LANSR 177° (12.7)

#2400 when assigned by ATC

HAYOU I-BQC 6.5 RADAR

2400 003° (5.1)

CIKDU I-BQC 11.6 RADAR #4000 003° (3.2)

(IF/IAF) LANSR I-BQC 14.8 RADAR

1 min 183° 003°

183°

ALTERNATE MISSED APCH FIX

110.8 BZM R-157 Chan 45

SNAKK BZM 28.8

157° 337° R-004

115.0 CLT Chan 97

MSA CLT 25 NM 3800

ELEV 748 D

DME OR RADAR REQUIRED

18R 18C 18L 23 36L 36C 36R TDZE 727

896 825± 776± 910 750± 806 777± 9000 X 150 10000 X 150 7502 X 150 8775 X 150 0.5% DOWN 0.5% UP 0.4% UP 0.3% UP

2600	4000	SNAKK CLT 15.4
hdg 003°	CLT R-004	

CIKDU I-BQC 11.6 RADAR

LANSR I-BQC 14.8 RADAR

HAYOU I-BQC 6.5 RADAR

One Minute Holding Pattern

DH RA 119 727 MSL

MM IM 2400 003° 4000# 183° 4000# 003°

GS 3.00° TCH 58

VGSI and ILS glide-path not coincident.

2400 when assigned by ATC

1042' 874' 1476' 4.6 NM 5.1 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA 119/12 100 DA 827			

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BQC	APP CRS	Rwy Idg	8676
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

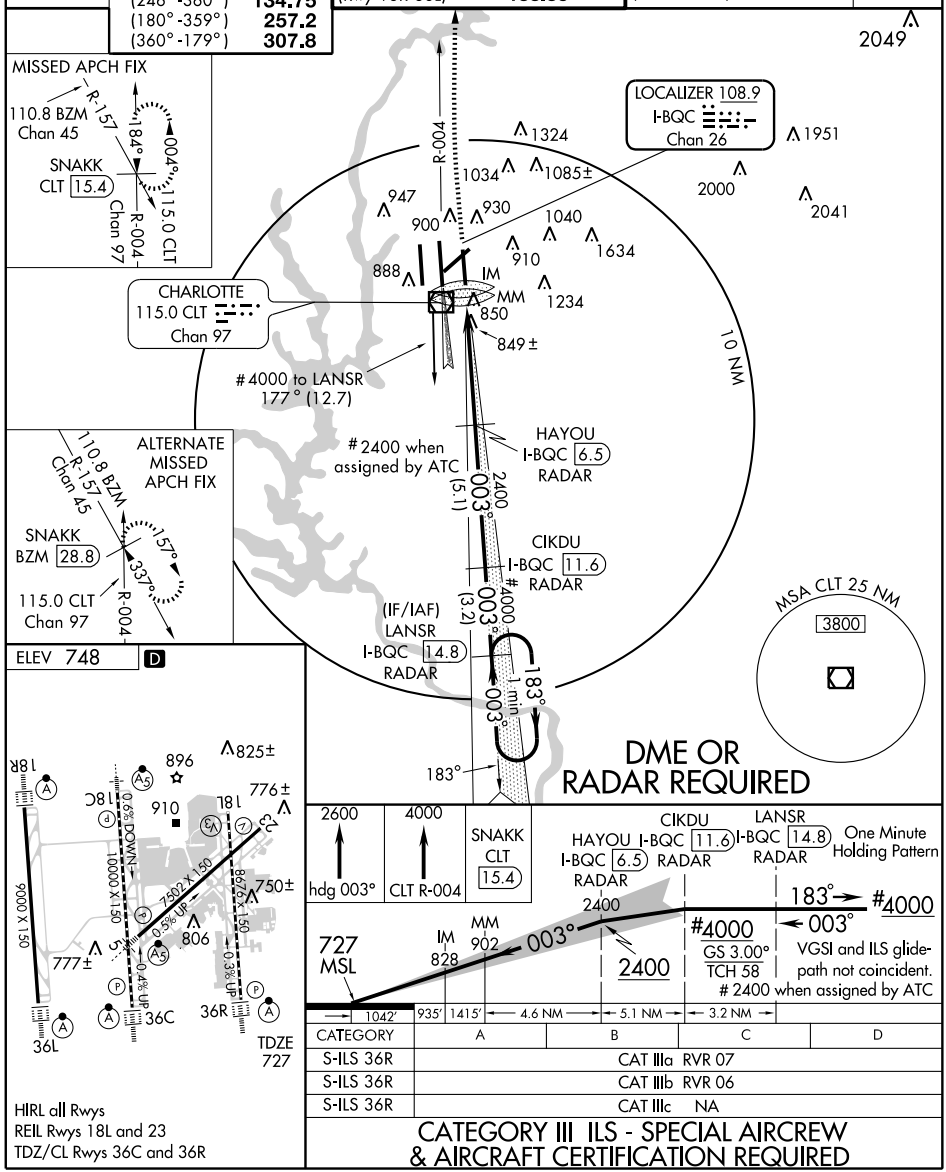
ILS RWY 36R (CAT III)
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night.
Simultaneous approach authorized with Rwy 36C.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 2600 via heading 003° then climb to 4000 via CLT R-004 to SNAKK/CLT 15.4 DME and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						



CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

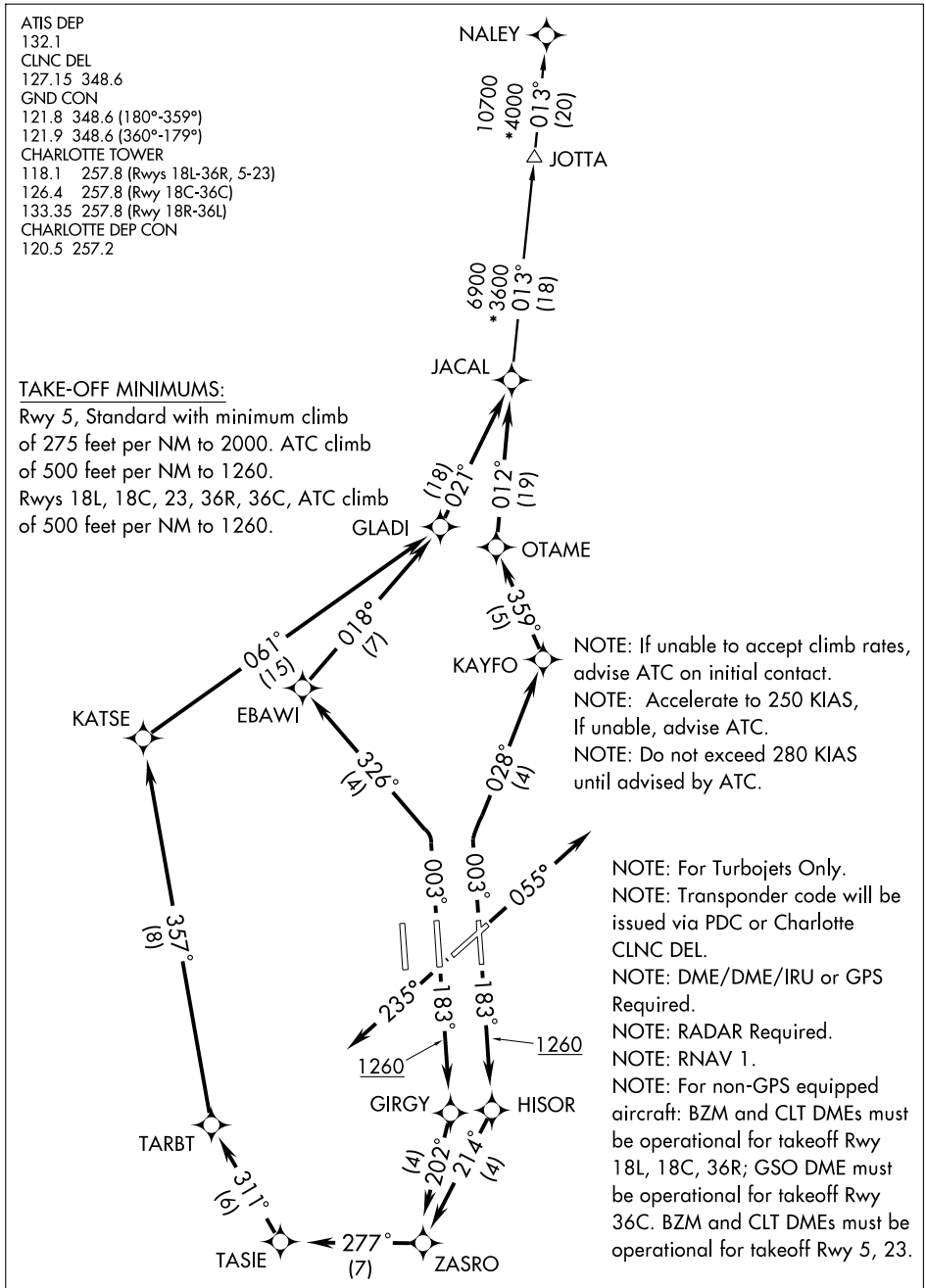
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

JACAL FOUR DEPARTURE (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2



TAKE-OFF MINIMUMS:
Rwy 5, Standard with minimum climb of 275 feet per NM to 2000. ATC climb of 500 feet per NM to 1260.
Rwys 18L, 18C, 23, 36R, 36C, ATC climb of 500 feet per NM to 1260.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250 KIAS, If unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: For Turbojets Only.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: BZM and CLT DMEs must be operational for takeoff Rwy 18L, 18C, 36R; GSO DME must be operational for takeoff Rwy 36C. BZM and CLT DMEs must be operational for takeoff Rwy 5, 23.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC. Expect vectors to JACAL, Thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to JACAL, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to JACAL, thence....
TAKEOFF RWY 23: Climb heading 235° or as assigned by ATC. Expect vectors to JACAL, Thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then via depicted route to JACAL, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to JACAL, thence....

....maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NALEY TRANSITION (JACAL4.NALEY):

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

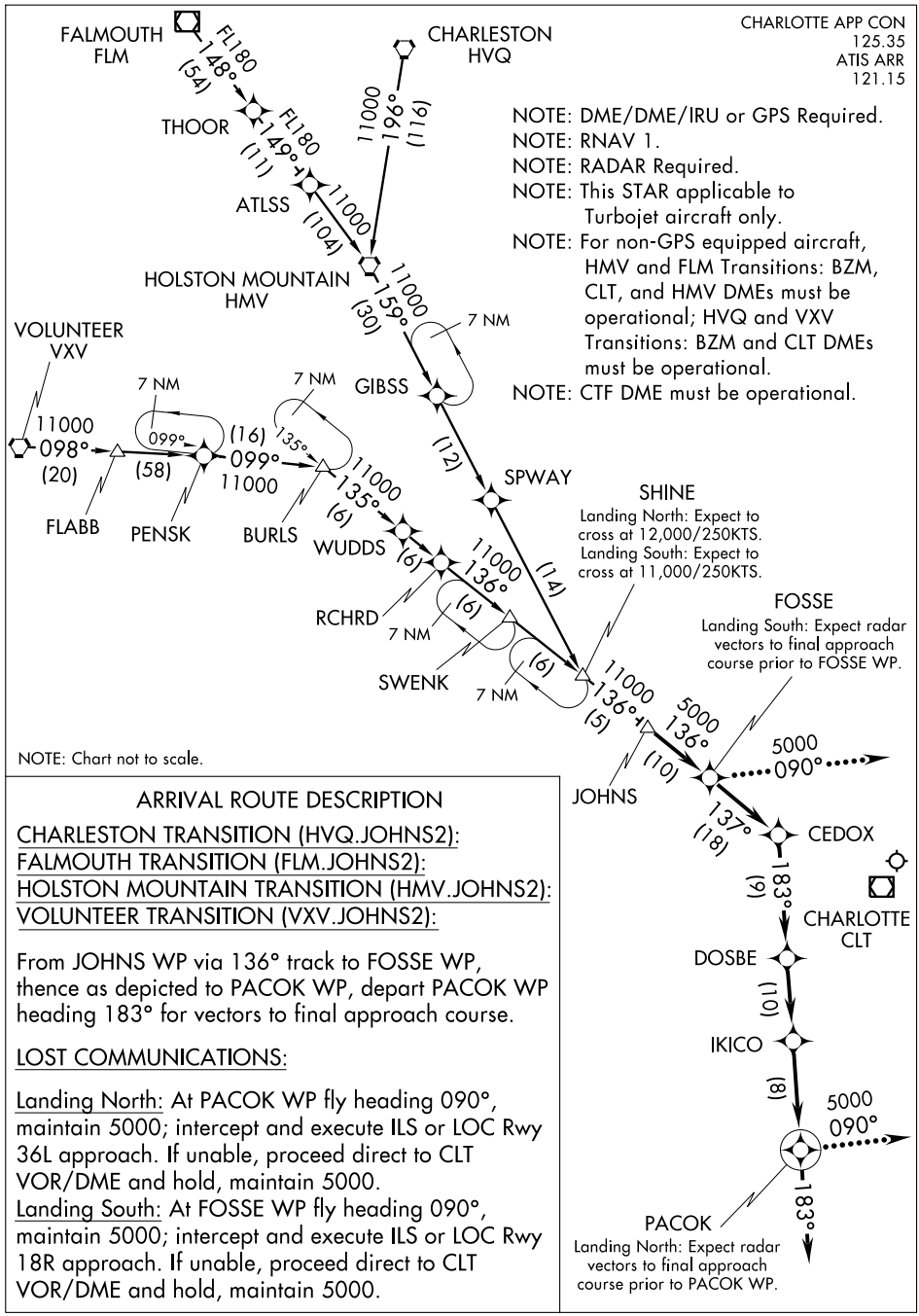
SE-2, 17 DEC 2009 to 14 JAN 2010

JOHNS TWO ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA

CHARLOTTE APP CON
125.35
ATIS ARR
121.15



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, HMV and FLM Transitions: BZM, CLT, and HMV DMEs must be operational; HVQ and VXV Transitions: BZM and CLT DMEs must be operational.
NOTE: CTF DME must be operational.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

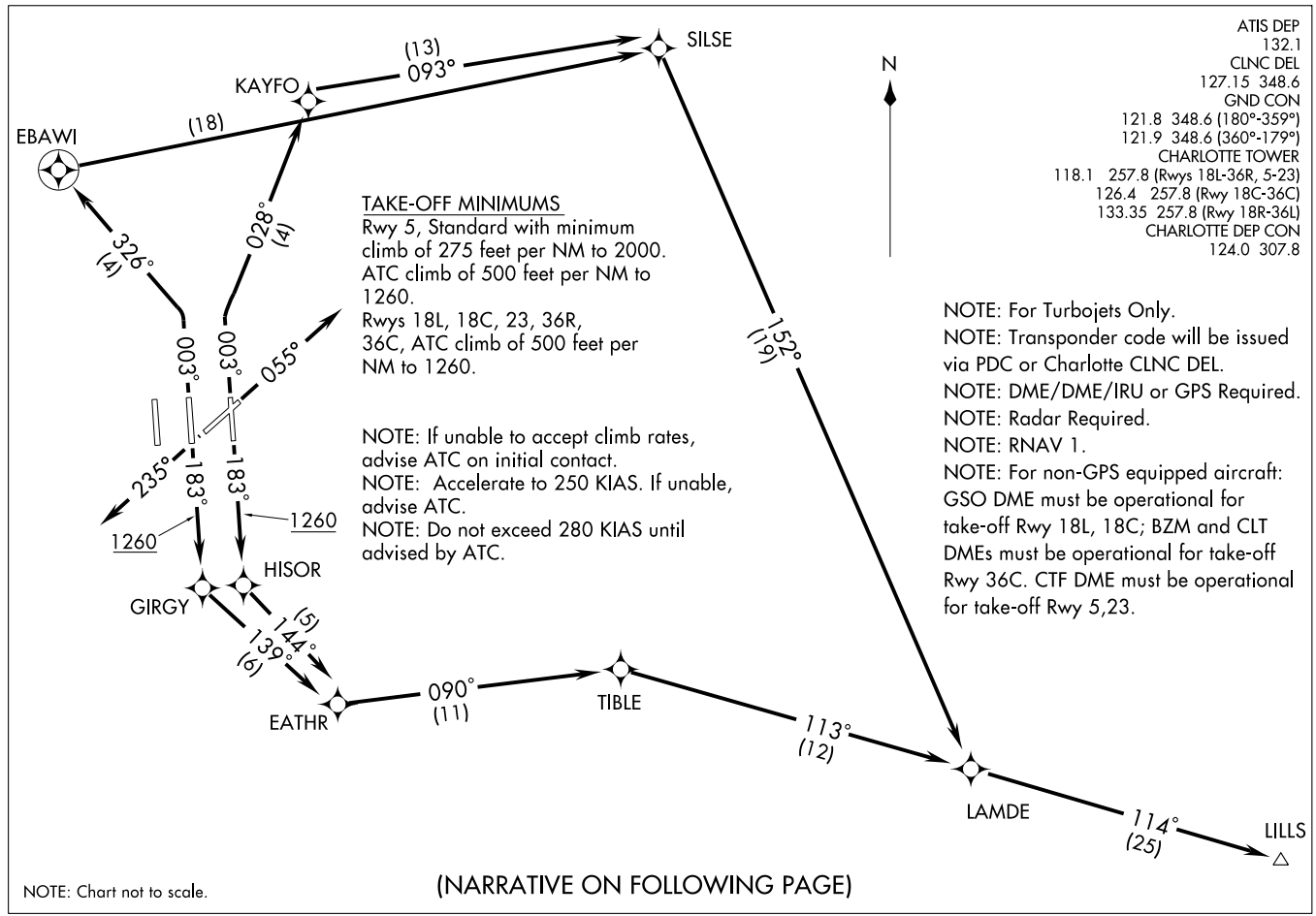
CHARLESTON TRANSITION (HVQ.JOHNS2):
FALMOUTH TRANSITION (FLM.JOHNS2):
HOLSTON MOUNTAIN TRANSITION (HMV.JOHNS2):
VOLUNTEER TRANSITION (VXV.JOHNS2):

From JOHNS WP via 136° track to FOSSE WP, thence as depicted to PACOK WP, depart PACOK WP heading 183° for vectors to final approach course.

LOST COMMUNICATIONS:

Landing North: At PACOK WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 36L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.
Landing South: At FOSSE WP fly heading 090°, maintain 5000; intercept and execute ILS or LOC Rwy 18R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 5000.

SE-2, 17 DEC 2009 to 14 JAN 2010



(LILLS4.LILLS) 09351

LILLS FOUR DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to LAMDE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to LAMDE, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to LAMDE, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then right turn direct SILSE, then via depicted route to LAMDE, thence....

....via depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

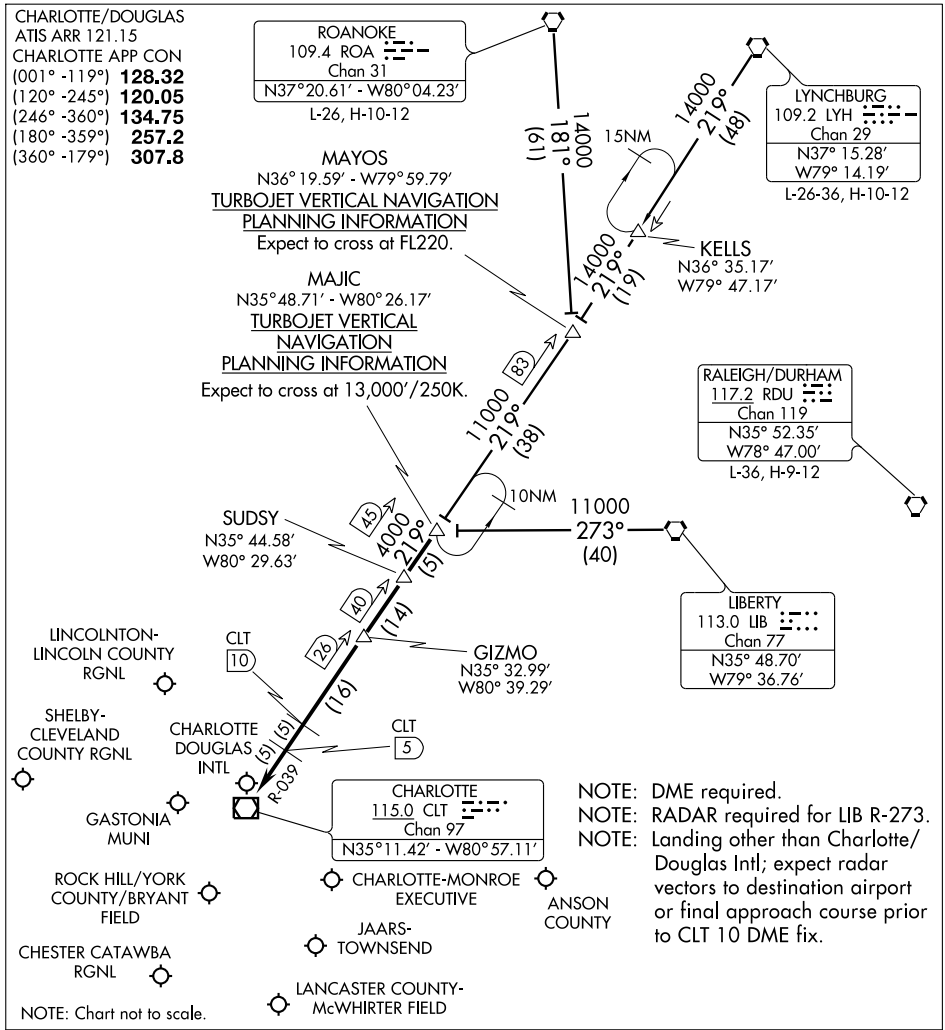
TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

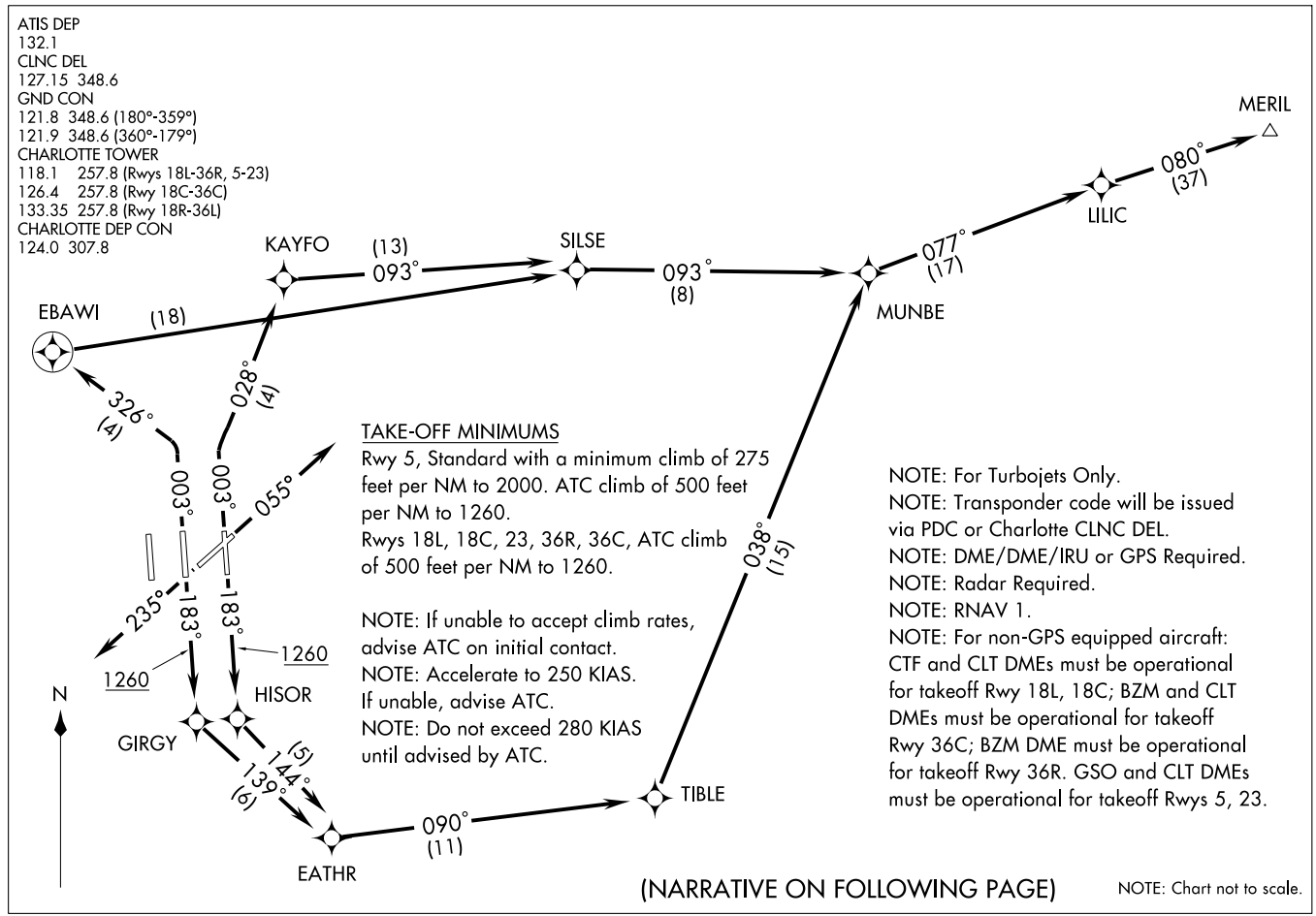
ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010



(MERIL4.MERIL) 09351

MERIL FOUR DEPARTURE (RNAV)

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 055° or as assigned by ATC, expect vectors to MUNBE, thence....
TAKE-OFF RWY 18L: Climb heading 183° to 1260, then direct HISOR, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 18C: Climb heading 183° to 1260, then direct GIRGY, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 23: Climb heading 235° or as assigned by ATC, expect vectors to MUNBE, thence....
TAKE-OFF RWY 36R: Climb heading 003° to intercept the 028° course to KAYFO, then via depicted route to MUNBE, thence....
TAKE-OFF RWY 36C: Climb heading 003° to intercept the 326° course to EBAWI, then right turn direct SILSE, then via depicted route to MUNBE, thence....

....via depicted route to MERIL. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline, up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

(PAN8.PAN) 09351

PANTHER EIGHT DEPARTURE

SL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP
132.1
CLNC DEL
127.15 348.6
GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
124.0 307.8

CHARLOTTE
115.0 CLT
Chan 97
N35° 11.42′ W80° 57.11′

330°
025°
055°
183°
235°
183°
200°
8000
*2700
112°
(53)
R-228
SANDHILLS
111.8 SDZ
Chan 55
R-271
FAYETTEVILLE
108.8 FAY
Chan 25
CLT 1.6
8000
*2300
(50)
196°
180°
(40)
*2300
8000
LILLS
N34° 56.13′
W79° 55.81′
L-25-35-36
R-345
ANDYS
N34° 22.25′
W81° 08.63′
BUCKL
N34° 31.50′
W80° 52.89′
FLORENCE
115.2 FLO
Chan 99
COLLIERS
113.9 IRQ
Chan 86
R-056
15000
*2100
196°
(79)
8000
194°
*2500
(41)
R-014
COLUMBIA
114.7 CAE
Chan 94
N33° 51.43′
W81° 03.23′
L-24, H-9-12
R-205
129
TREAL
N33° 04.18′
W81° 26.46′
R-178
VANCE
110.4 VAN
Chan 41
FL 180
*1900
205°
(71)
175
R-227
SAVANNAH
115.95 SAV
Chan 106 (Y)
122
DUNKN
N31° 58.70′
W81° 57.93′
R-262
TAKEOFF MINIMUMS:
RWY 5,18L, 18C, 23, 36R, 36C: STANDARD.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via PDC or Charlotte Clearance Delivery.
FL 180
*1800
202°
(93)
175
R-350
R-022
TAYLOR
112.9 TAY
Chan 76
N30° 30.28′
W82° 33.17′
L-21-24, H-8
CRAIG
114.5 CRG
Chan 92
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055°. Thence....
TAKEOFF RWY 18L: Climb heading 183°. Thence....
TAKEOFF RWY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°. Thence....
TAKEOFF RWY 23: Climb heading 235°. Thence....
TAKEOFF RWY 36C: Climbing left turn heading 330°. Thence....
TAKEOFF RWY 36R: Climbing right turn heading 025°. Thence....

.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5: Multiple trees beginning 1031 feet from DER, 480 feet left of centerline, up to 127 feet AGL/856 feet MSL.
NOTE: RWY 18L: Tower and pole beginning 981 feet from DER, 708 feet left of centerline, up to 160 feet AGL/850 feet MSL. Multiple trees beginning 1235 feet from DER, 707 feet right of centerline, up to 48 feet AGL/767 feet MSL.
NOTE: RWY 18C: Multiple trees beginning 1688 feet from DER, 735 feet left of centerline, up to 108 feet AGL/787 feet MSL. Multiple trees beginning 3251 feet from DER, 995 feet right of centerline, up to 102 feet AGL/841 feet MSL.
NOTE: RWY 23: Multiple trees beginning 3493 feet from DER, 198 feet left of centerline, up to 99 feet AGL/818 feet MSL. Multiple trees beginning 1491 feet from DER, 603 feet right of centerline, up to 74 feet AGL/823 feet MSL.
NOTE: RWY 36C: Multiple trees beginning 1937 feet from DER, 725 feet left of centerline, up to 54 feet AGL/823 feet MSL. Multiple trees beginning 1420 feet from DER, 309 feet right of centerline up to 104 feet AGL/823 feet MSL.
NOTE: RWY 36R: Pole and multiple trees beginning 921 feet from DER, 416 feet left of centerline, up to 94 feet AGL/853 feet MSL. Railroad, antenna, multiple poles and trees beginning 471 feet from DER, 93 feet right of centerline, up to 96 feet AGL/855 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7092
CH 70300	055°	TDZE	716
W05A		Apt Elev	748

RNAV (GPS) RWY 5

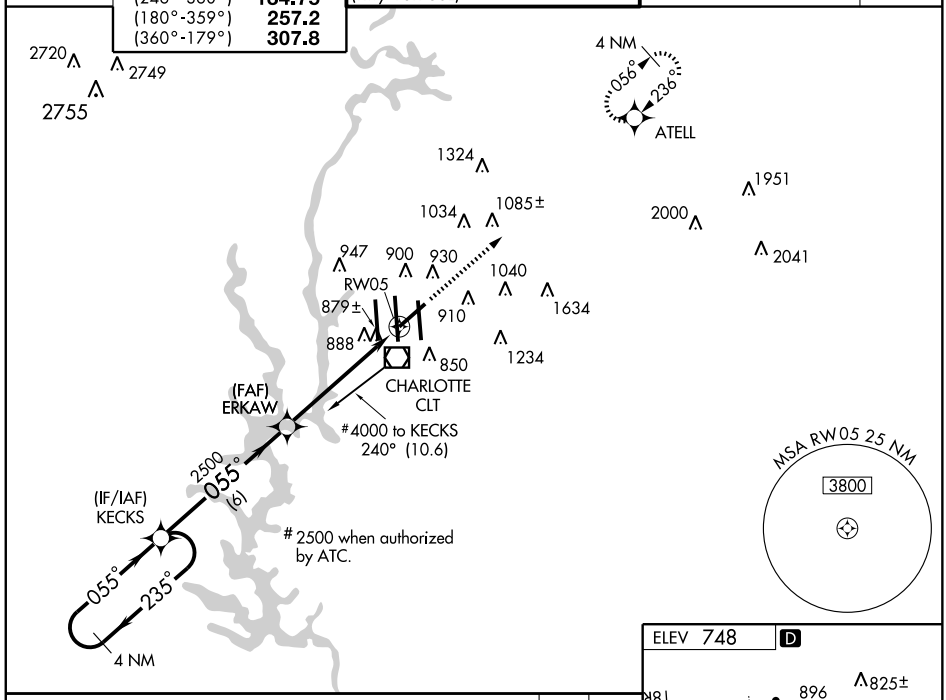
CHARLOTTE/DOUGLAS INTL (CLT)

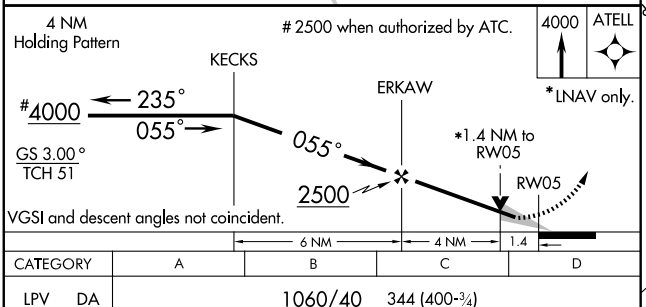
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LNAV Cat. D visibility to RVR 6000. Circling NA at night.

MALSR

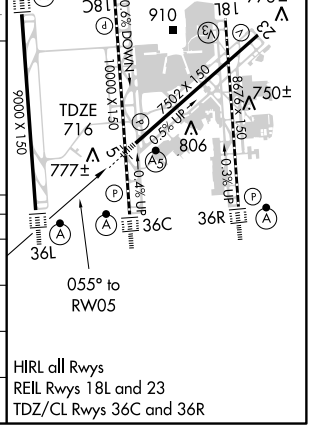
MISSED APPROACH: Climb to 4000 direct ATELL and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1 257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4 257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35			
	(180°-359°)	257.2					
	(360°-179°)	307.8					





CATEGORY	A	B	C	D
LPV DA	1060/40	344 (400-¾)		
LNAV/VNAV DA	1180/60	464 (500-1¼)		
LNAV MDA	1140/24	424 (400-½)	1140/40 424 (400-¾)	1140/50 424 (400-1)
CIRCLING	1240-1¾	492 (500-1¾)		1300-2 552 (600-2)



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 81800	183°	TDZE	742
W18B		Apt Elev	748

RNAV (GPS) RWY 18C

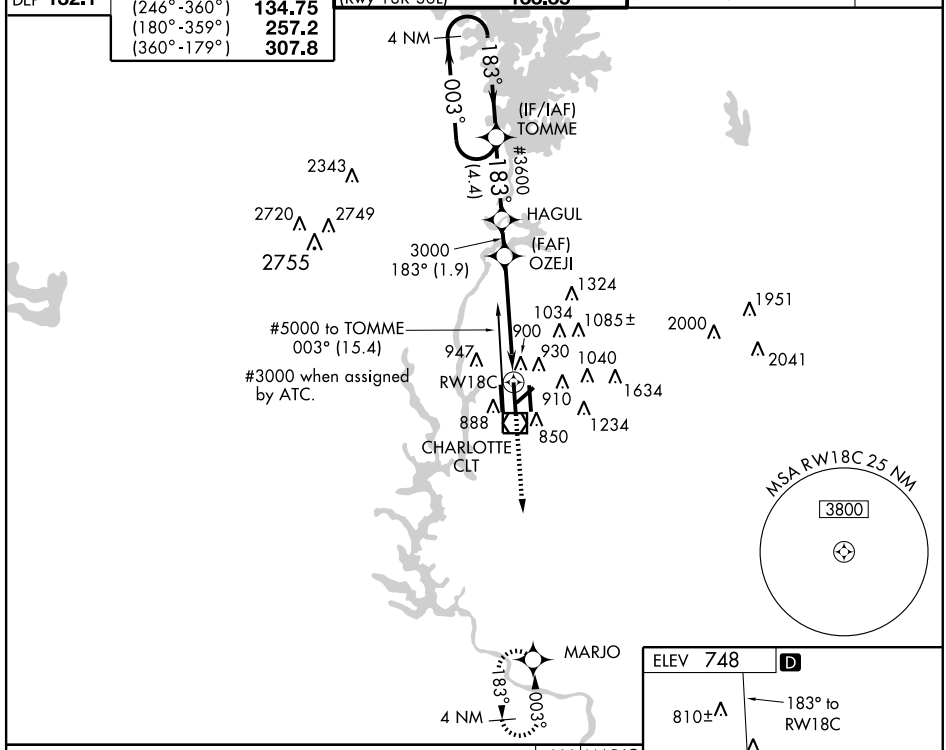
CHARLOTTE/DOUGLAS INTL (CLT)

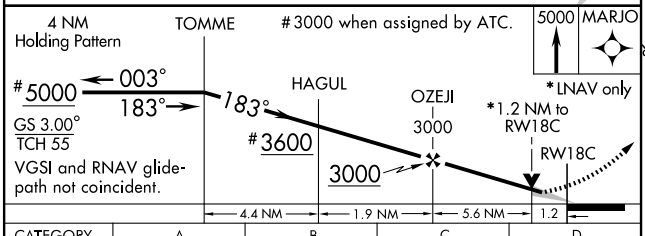
Circling NA at night. For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

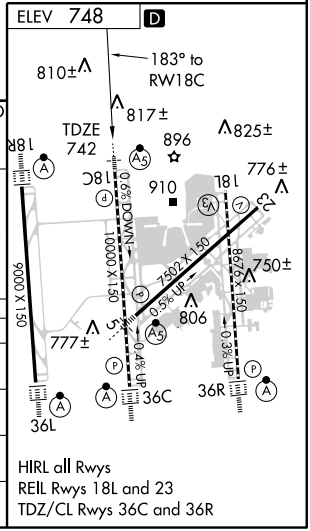
MISSED APPROACH: Climb to 5000 direct to MARJO and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8	348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9	348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35					
	(180°-359°)	257.2							
	(360°-179°)	307.8							





CATEGORY	A	B	C	D
LPV DA	1039/24 297 (300-½)			
LNAV/VNAV DA	1200/50 458 (500-1)			
LNAV MDA	1200/24 458 (500-½)		1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1240-1 492 (500-1)		1240-1½ 492 (500-1½)	1300-2 552 (600-2)



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R

SE-2. 17 DEC 2009 to 14 JAN 2010

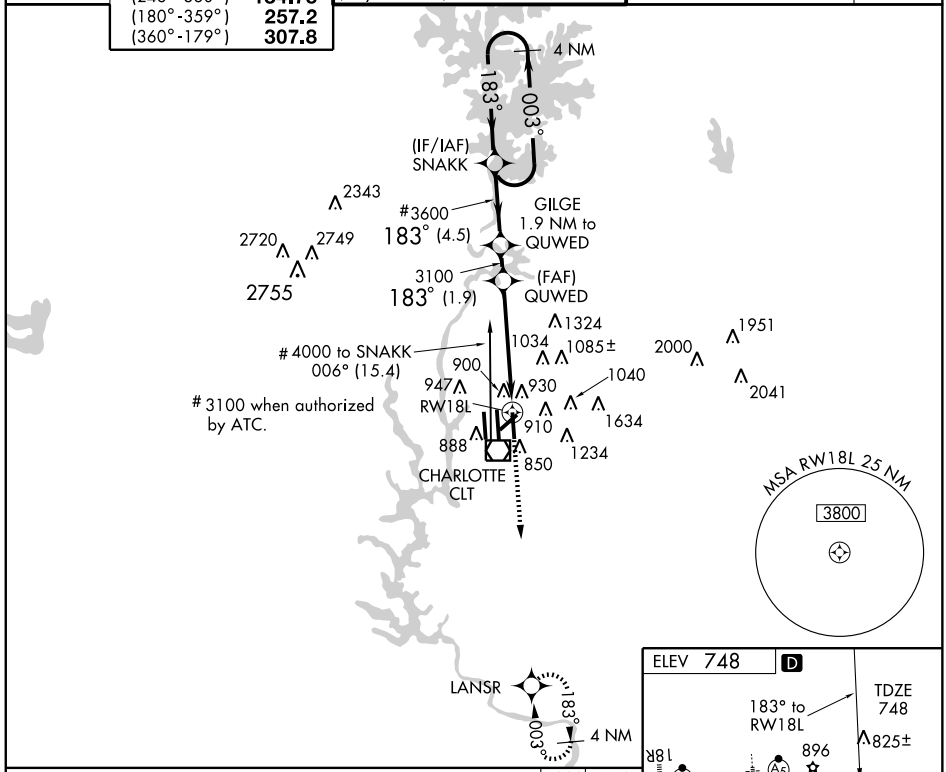
WAAS	APP CRS	Rwy Idg	8676
CH 77500	183°	TDZE	748
W18A		Apt Elev	748

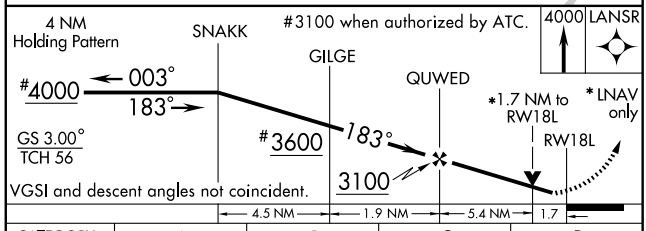
RNAV (GPS) RWY 18L
CHARLOTTE/DOUGLAS INTL (CLT)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (4° F). Circling NA at night.

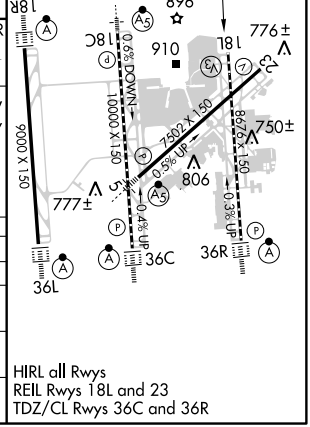
MISSED APPROACH: Climb to 4000 direct LANSR and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						





CATEGORY	A	B	C	D
LPV DA	1080/60 332 (400-1¼)			
LNAV/VNAV DA	1240-1¾ 492 (500-1¾)			
LNAV MDA	1280/50 532 (600-1)		1280-1½ 532 (600-1½)	1280-1¾ 532 (600-1¾)
CIRCLING	1280-1¾ 532 (600-1¾)			1300-2 552 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

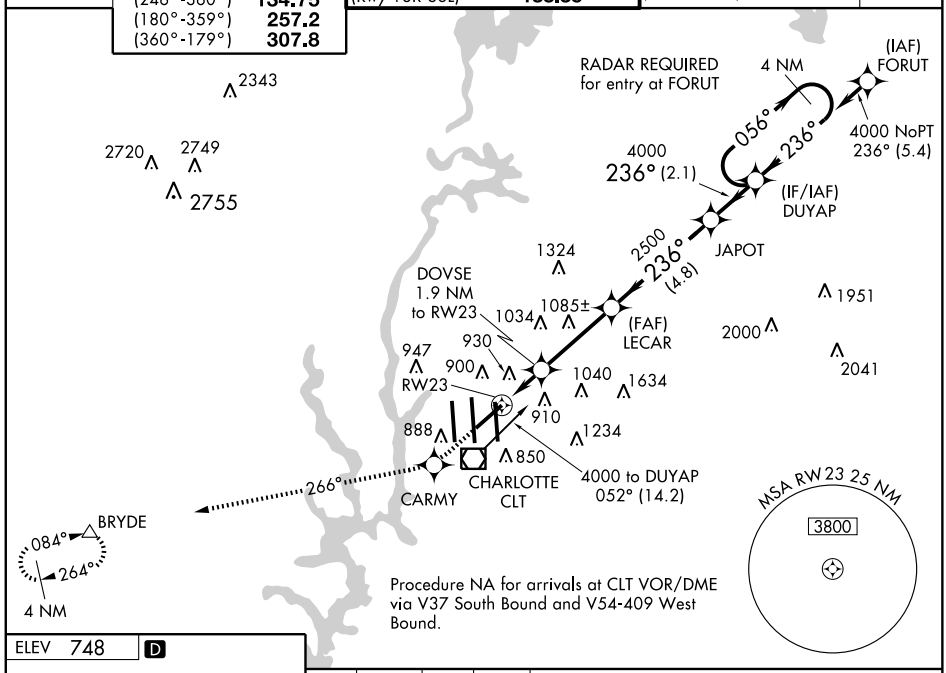
WAAS	APP CRS		
CH **45906**	**236°**	Rwy Idg	**7502**
W23A		TDZE	**747**
		Apt Elev	**748**

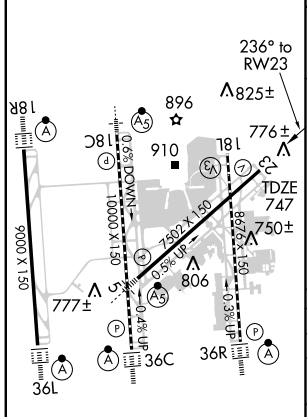
RNAV (GPS) RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

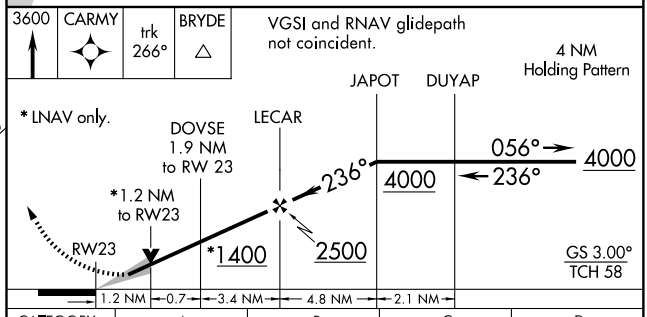
MISSED APPROACH: Climb to 3600 direct CARMY and via 266° track to BRYDE and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR **121.15**	(001°-119°)	**128.32**	(Rwys 18L-36R, 5-23)	**118.1**	**257.8**	(180°-359°)	**121.8**	**348.6**	**127.15**
DEP **132.1**	(120°-245°)	**120.05**	(Rwy 18C-36C)	**126.4**	**257.8**	(360°-179°)	**121.9**	**348.6**	**348.6**
	(246°-360°)	**134.75**	(Rwy 18R-36L)	**133.35**					
	(180°-359°)	**257.2**							
	(360°-179°)	**307.8**							





HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R



CATEGORY	A	B	C	D
LPV DA	1095/60		348 (400-1¼)	
LNAV/VNAV DA	1222-1¾		475 (500-1¾)	
LNAV MDA	1180/50	433 (500-1)	1180/60 433 (500-1¼)	1180-1½ 433 (500-1½)
CIRCLING	1240-1	492 (500-1)	1240-1½ 492 (500-1½)	1300-2 552 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86200	003°	TDZE	707
W36B		Apt Elev	748

RNAV (GPS) RWY 36C

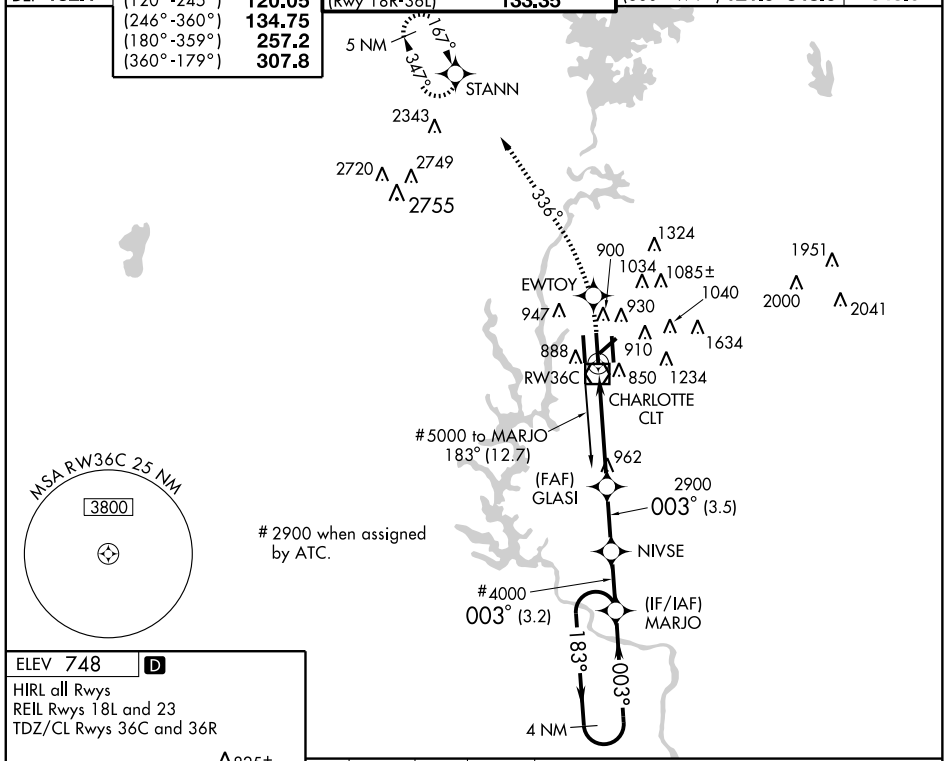
CHARLOTTE/DOUGLAS INTL (CLT)

Circling NA at night. For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

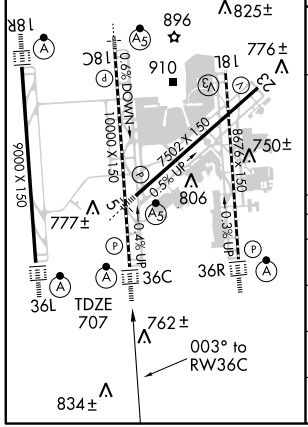
MISSED APPROACH: Climb to 5000 direct EWTOY and via 336° track to STANN and hold.

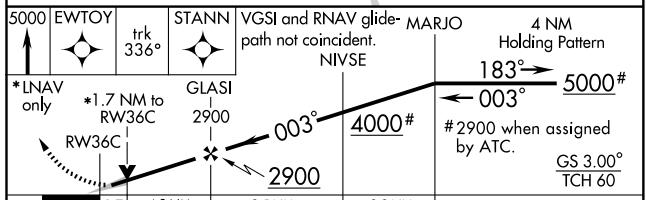
ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						



ELEV 748 D

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 36C and 36R





CATEGORY	A	B	C	D
LPV DA	990/24 283 (300-½)			
LNAV/VNAV DA	1140/50 433 (400-1)			
LNAV MDA	1300/24 593 (600-½)		1300/50 593 (600-1)	1300/60 593 (600-1¼)
CIRCLING	1300-1 552 (600-1)		1300-1½ 552 (600-1½)	1300-2 552 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8676
CH 90100	003°	TDZE	727
W36A		Apt Elev	748

RNAV (GPS) RWY 36R

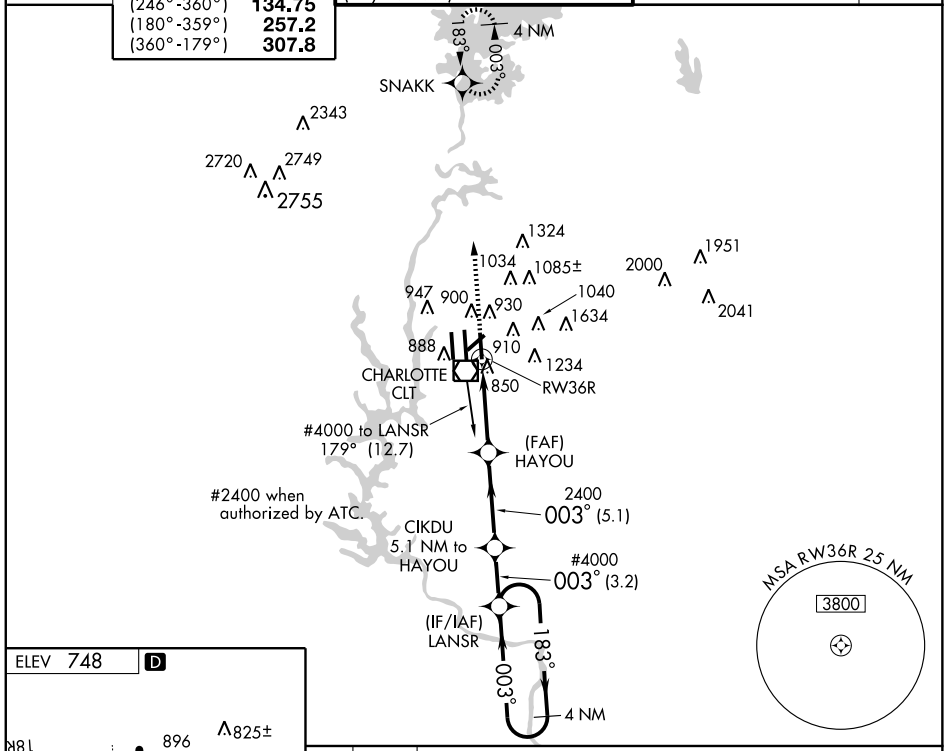
CHARLOTTE/DOUGLAS INTL (CLT)

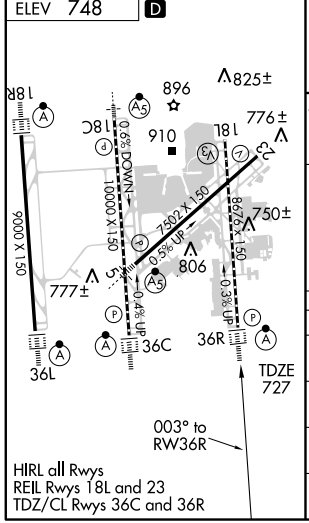
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). Circling NA at night.

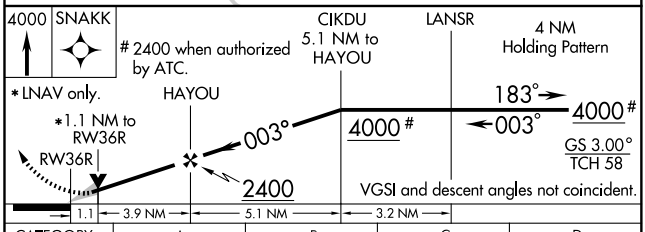
ALSF-2

MISSED APPROACH: Climb to 4000 direct SNAKK and hold.

ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	(180°-359°)	121.8 348.6	127.15
DEP 132.1	(120°-245°)	120.05	(Rwy 18C-36C)	126.4	257.8	(360°-179°)	121.9 348.6	348.6
	(246°-360°)	134.75	(Rwy 18R-36L)	133.35				
	(180°-359°)	257.2						
	(360°-179°)	307.8						

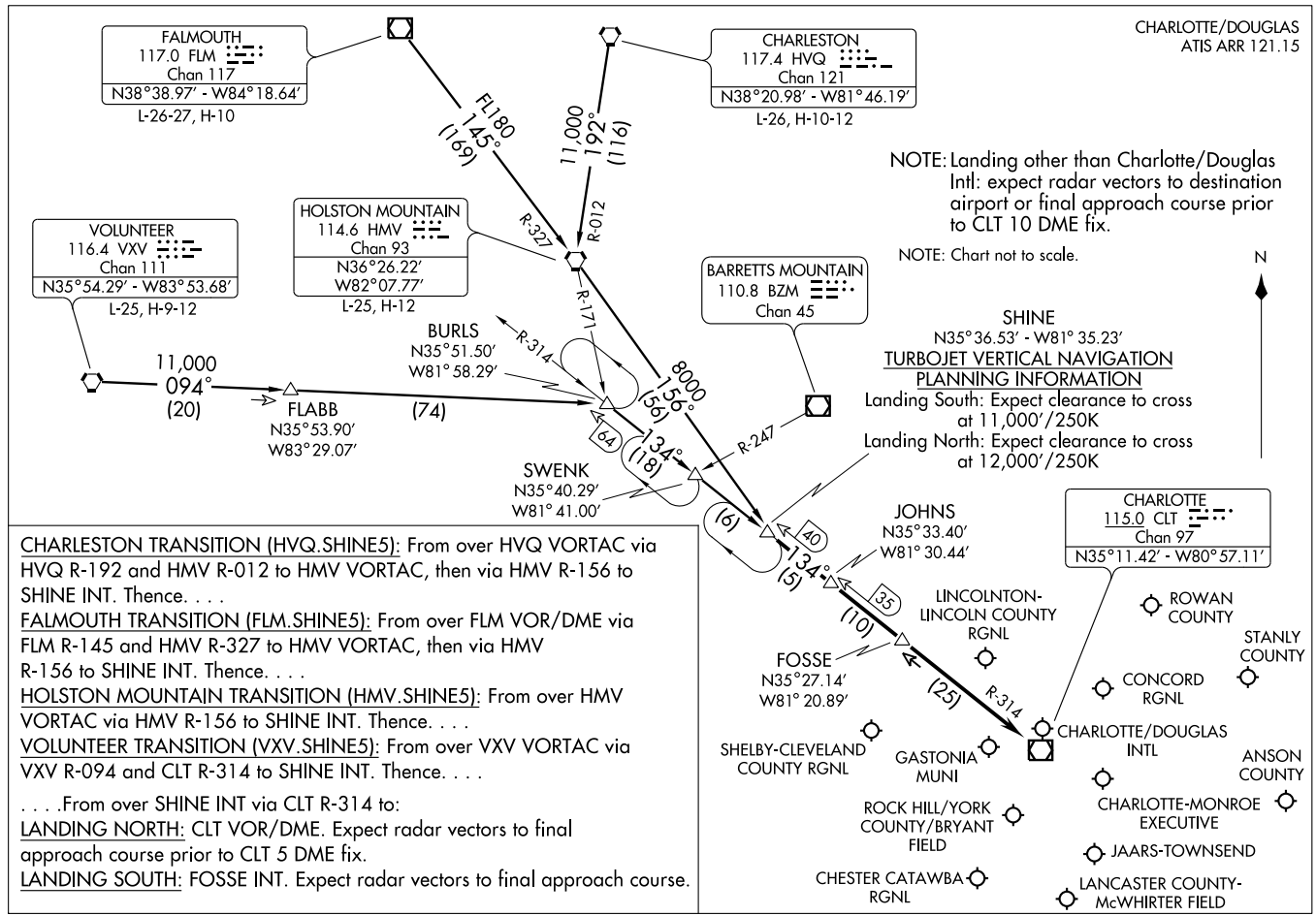






CATEGORY	A	B	C	D
LPV DA	1010/24 283 (300-½)			
LNAV/VNAV DA	1180/50 453 (500-1)			
LNAV MDA	1140/24 413 (400-½)		1140/40 413 (400-¾)	1140/50 413 (400-1)
CIRCLING	1240-1½ 492 (500-1½)			1300-2 552 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

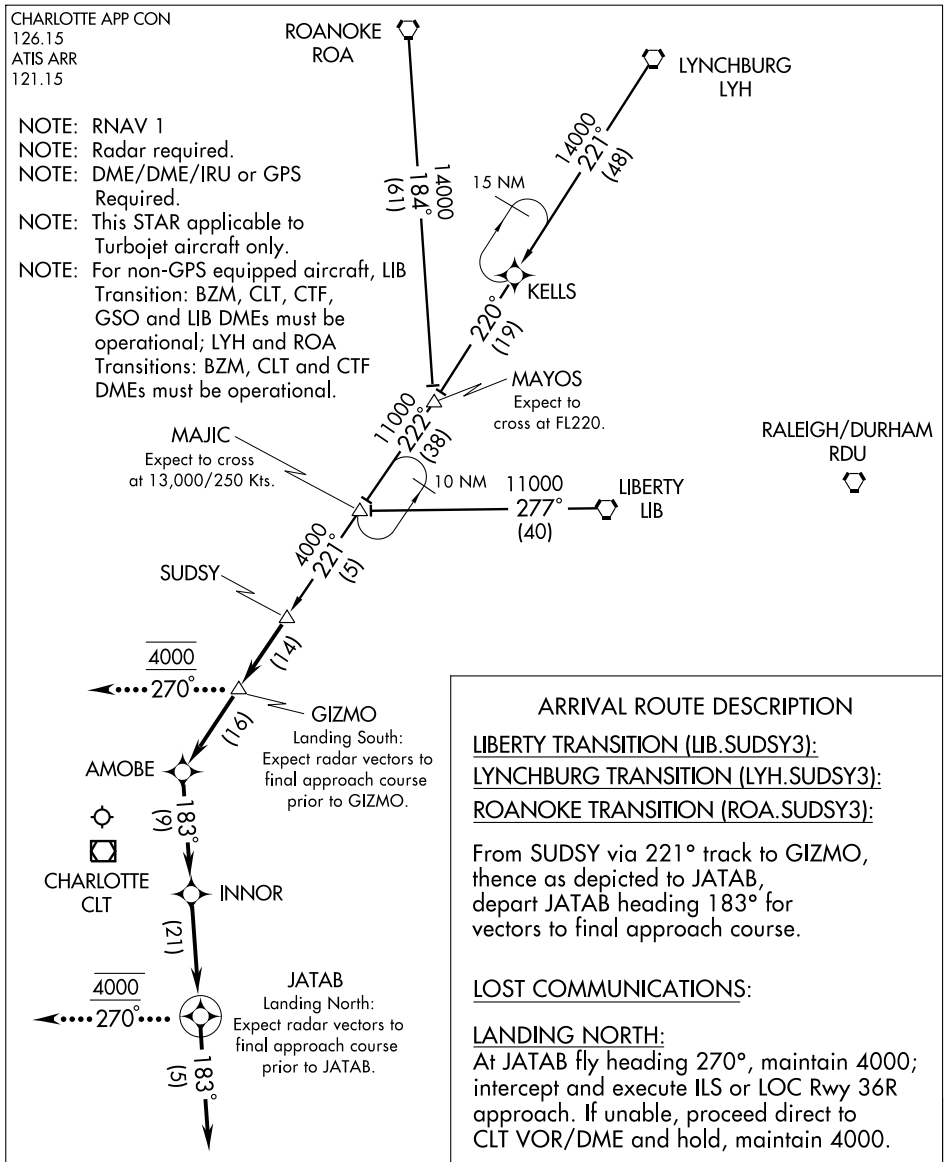
LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.

(SUDSY.SUDSY3) 08269

SUDSY THREE ARRIVAL (RNAV)

ST-78 (FAA)

CHARLOTTE/DOUGLAS INTL
CHARLOTTE, NORTH CAROLINA



ARRIVAL ROUTE DESCRIPTION

LIBERTY TRANSITION (LIB.SUDSY3):

LYNCHBURG TRANSITION (LYH.SUDSY3):

ROANOKE TRANSITION (ROA.SUDSY3):

From SUDSY via 221° track to GIZMO, thence as depicted to JATAB, depart JATAB heading 183° for vectors to final approach course.

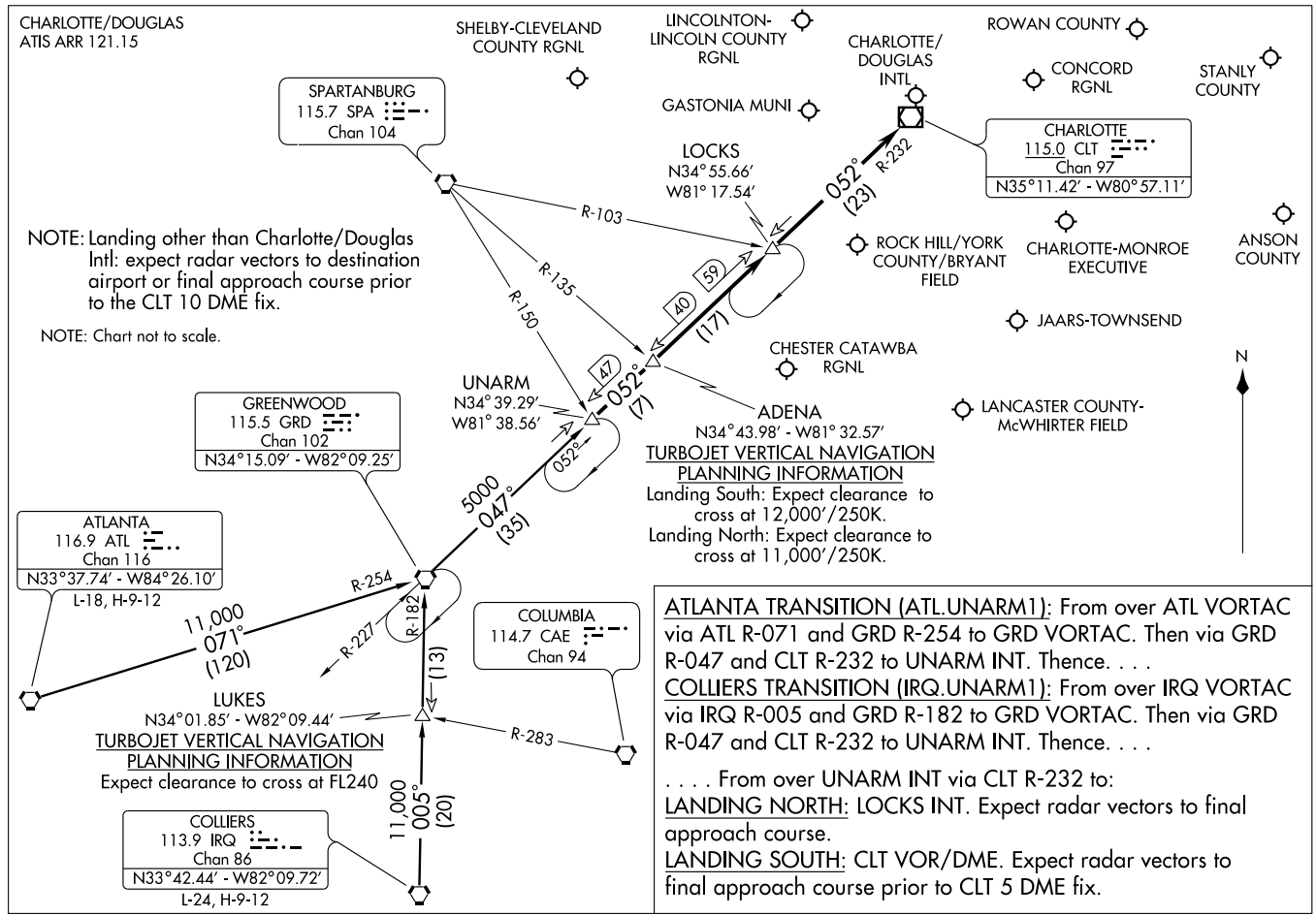
LOST COMMUNICATIONS:

LANDING NORTH:
At JATAB fly heading 270°, maintain 4000; intercept and execute ILS or LOC Rwy 36R approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

LANDING SOUTH:
At GIZMO fly heading 270°, maintain 4000; intercept and execute ILS or LOC Rwy 18L approach. If unable, proceed direct to CLT VOR/DME and hold, maintain 4000.

NOTE: Chart not to scale.

SE-2, 17 DEC 2009 to 14 JAN 2010



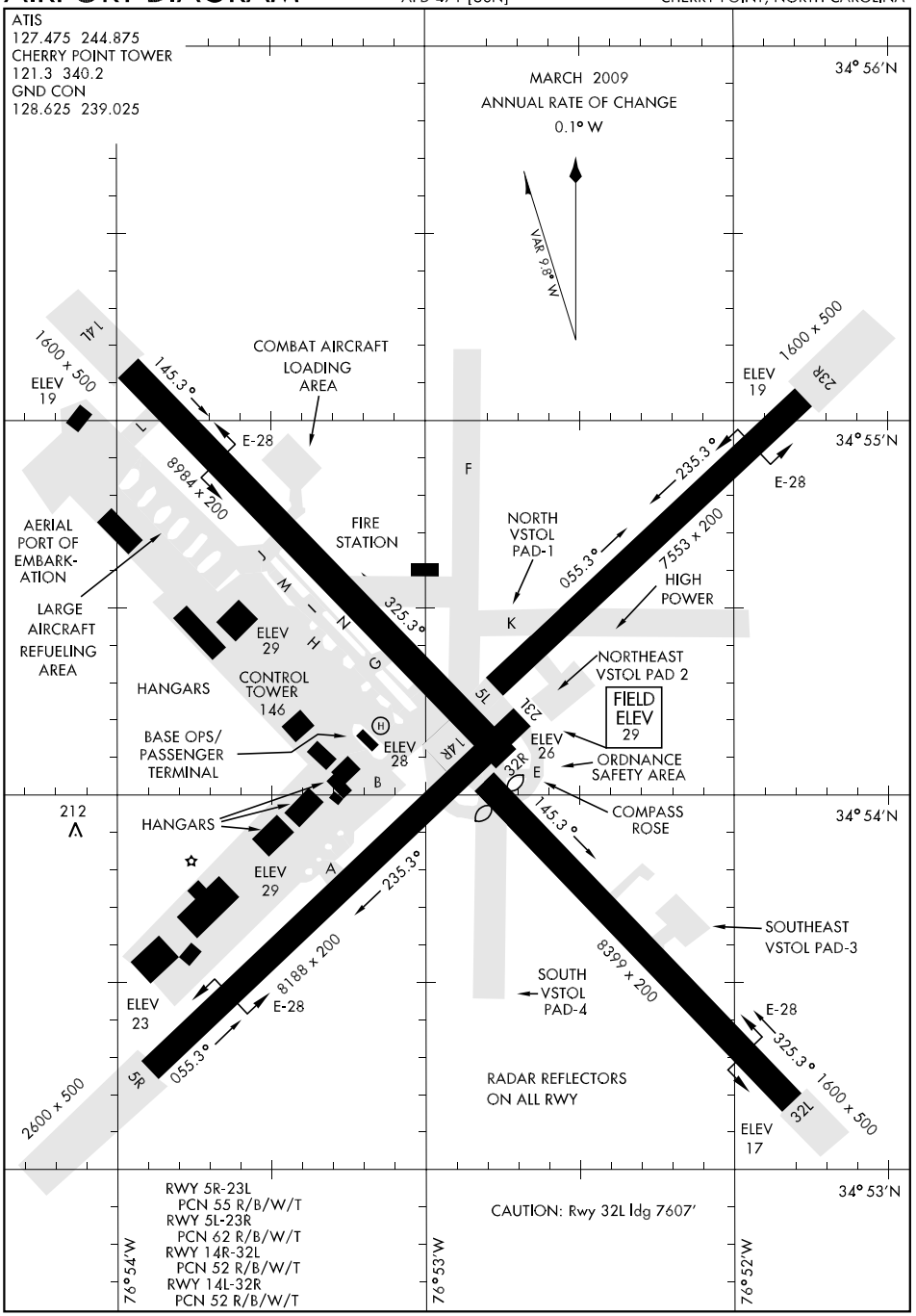
ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.



RWY 5R-23L
PCN 55 R/B/W/T
RWY 5L-23R
PCN 62 R/B/W/T
RWY 14R-32L
PCN 52 R/B/W/T
RWY 14L-32R
PCN 52 R/B/W/T

CAUTION: Rwy 32L ldg 7607'

COPTER TACAN RWY 23R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NKT Chan 75	225°	7553	23	29

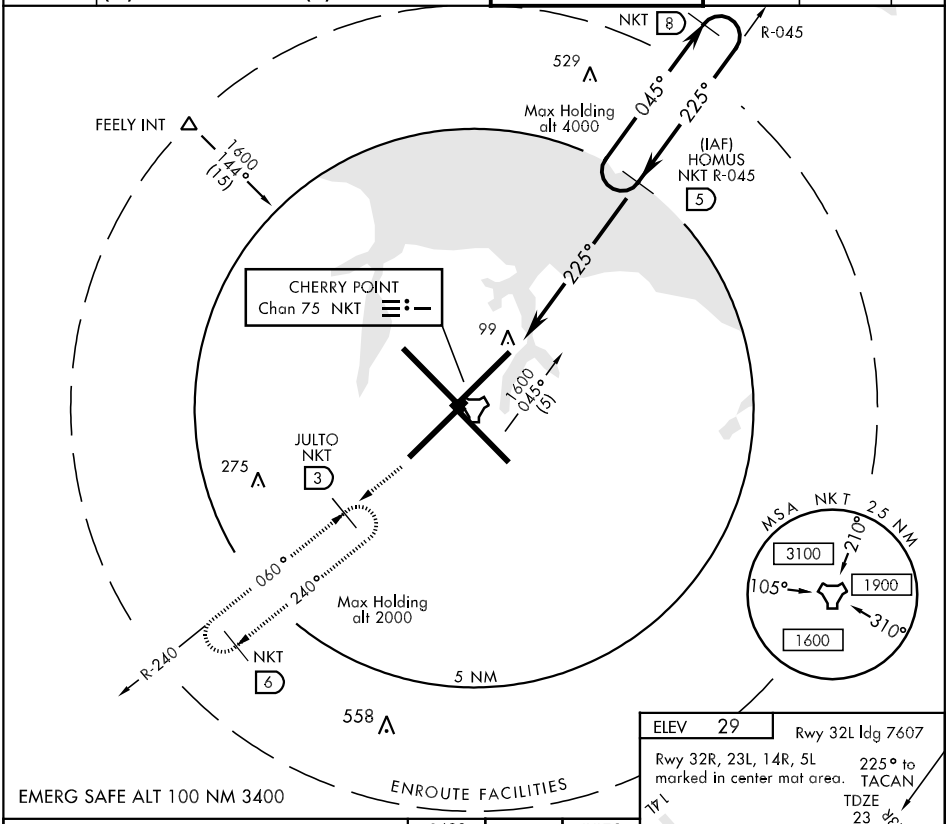
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

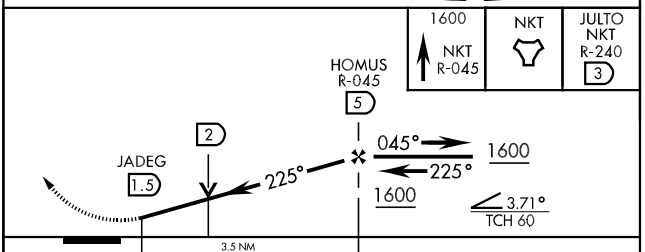
Procedure not authorized for tiltrotor aircraft.

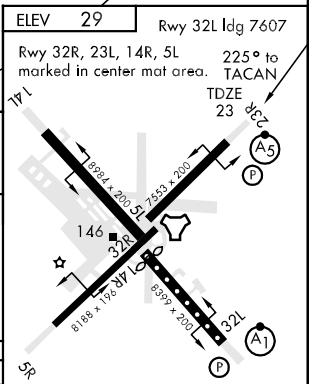
MALSR

MISSED APPROACH: Climb to 1600 via NKT R-045 to NKT TACAN, then via R-240 to JULTO and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	







CATEGORY	COPTER			
S-23R	360-½	337	(400-½)	
CIRCLING	NOT AUTHORIZED			
S-PAR 23R	273-¾	250	(300-¾)	GS 3.00°

HIRL all Rwys
REIL Rwys 5L and 14R

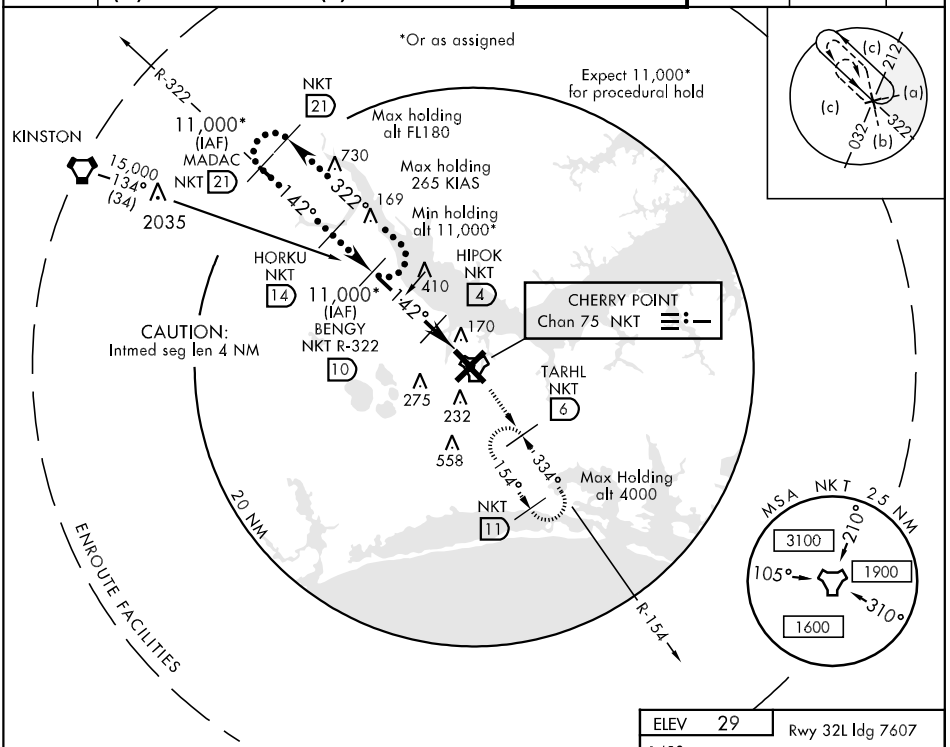
HI-TACAN RWY 14L

TACAN	APCH CRS	Rwy ldg	8984
NKT	142°	TDZE	26
Chan 75		Arpt Elev	29

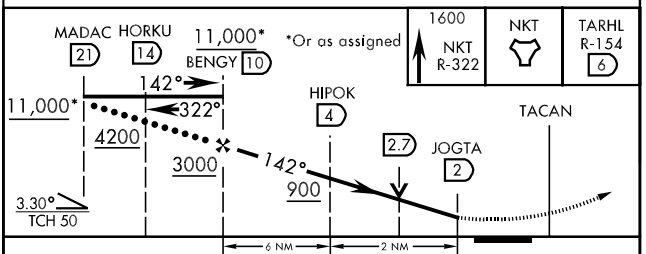
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

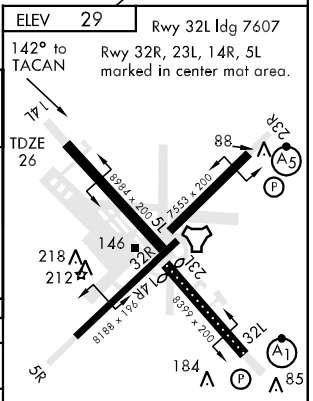
MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN then via R-154 to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400





CATEGORY	C	D	E
S-14L	420-1 394 (400-1)	420-1¼ 394 (400-1¼)	420-1½ 394 (400-1½)
CIRCLING	540-1½ 511 (600-1½)	580-2 551 (600-2)	
S-PAR 14L	126-½	100 (100-½)	GS 3.00°

SE-2, 17 DEC 2009 to 14 JAN 2010

HI-TACAN Y RWY 32L

TACAN	APCH CRS	Rwy ldg	7607
NKT Chan 75	334°	TDZE	26
		Arpt Elev	29

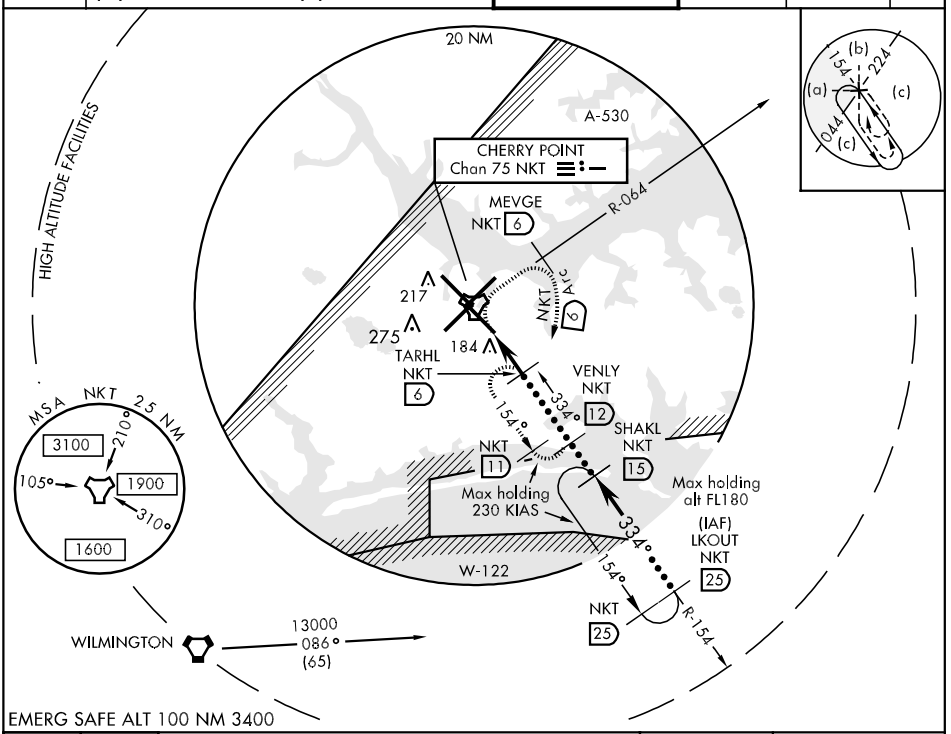
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

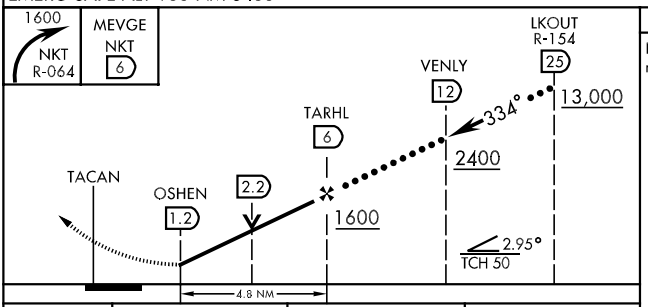
* When ALS inop, increase vis CAT CD to 1¼ mile, CAT E to 1½ mile. PAR to ½ mile.

ALSF-1

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

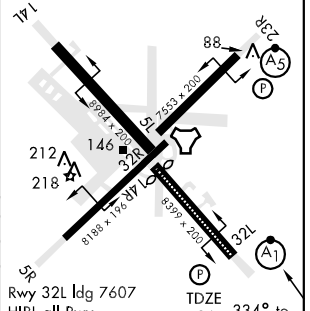
ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				





ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwy
REIL Rwys 5L and 14R

CATEGORY	C	D	E
S-32L *	440- ¾ 414	(500-¾)	440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2 551	(600-2)
S-PAR 32L *	126-¼	100 (100-¼)	GS 3.00 °

HI-TACAN Z RWY 32L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NKT Chan 75	334°	7607	26	29

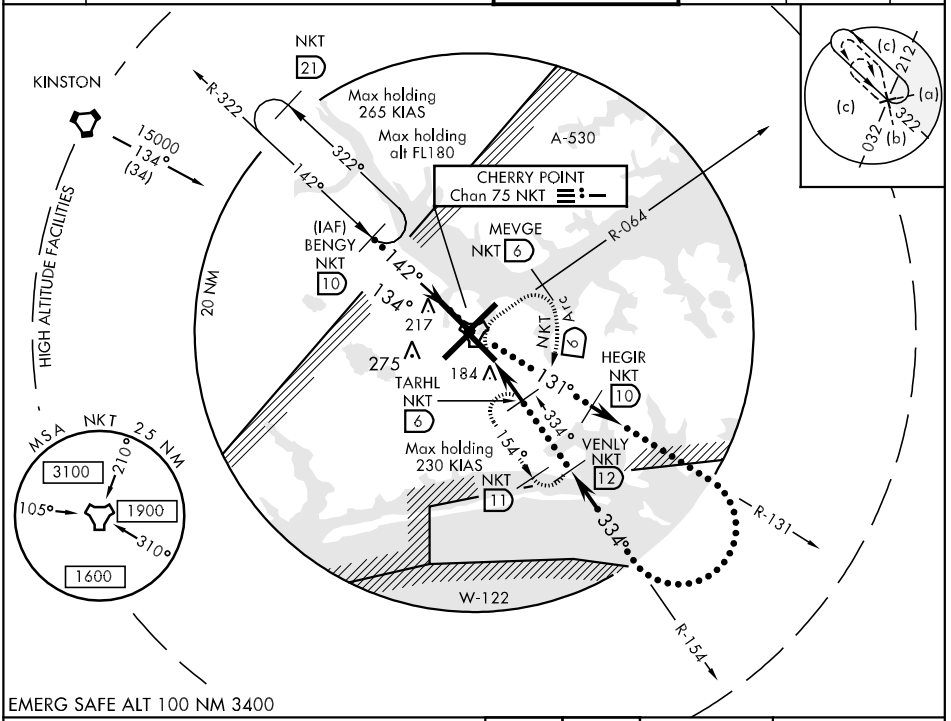
JAL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ * When ALS inop, increase vis CAT CD to 1¼ mile, CAT E to 1½ mile. PAR to ½ mile.

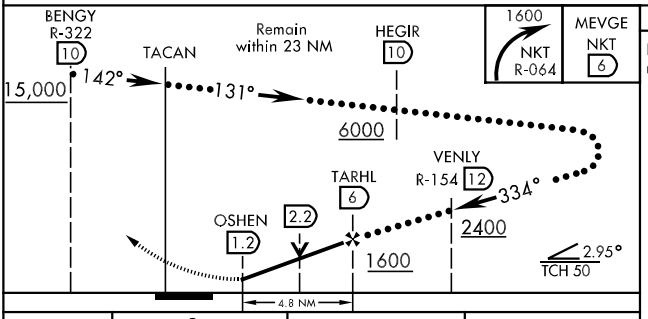
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



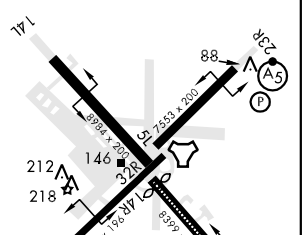
EMERG SAFE ALT 100 NM 3400



CATEGORY	C	D	E
S-32L *	440- ¾ 414 (500-¾)		440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2 551 (600-2)	
S-PAR 32L *	126-¼ 100 (100-¼)	GS 3.00°	

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwy
REIL Rwys 5L and 14R

ILS Y or LOC/DME RWY 23R

LOC I-NKT	APCH CRS	Rwy ldg	7553
108.9	235°	TDZE	23
Chan 26		Arpt Elev	29

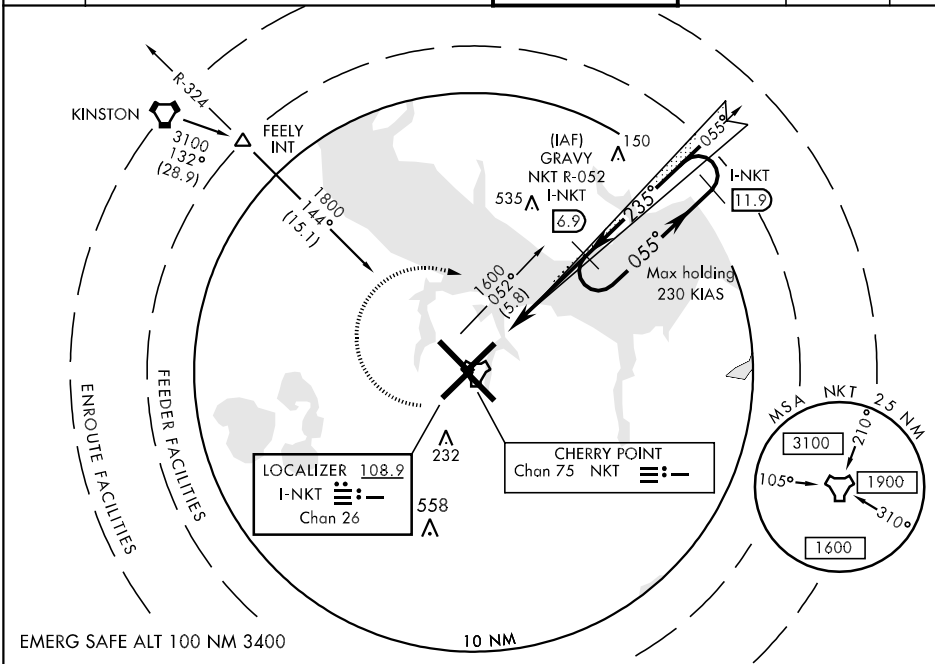
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

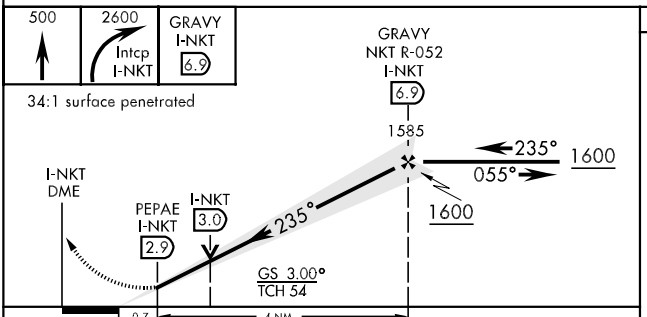
CAUTION: ILS RPI and PAPI RRP are not coincident.

MALSR (A5)

MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via I-NKT north crs to GRAVY INT and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				



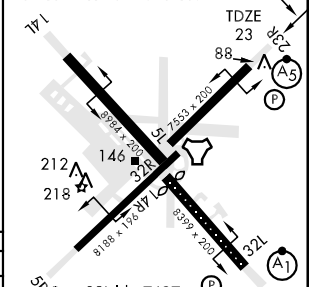


CATEGORY	A	B	C	D
S-ILS 23R	273-¾ 250 (300-¾)		273-1 250 (300-1)	
S-LOC/ DME 23R	340-1 317 (400-1)			
CIRCLING	520-1½ 491 (500-1½)		540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.

235° 4.7 NM from FAF



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ILS Z or RNAV (GPS) RWY 23R

LOC I-NKT	APCH CRS	Rwy ldg 7553
108.9	235°	TDZE 23
Chan 26		Arpt Elev 29

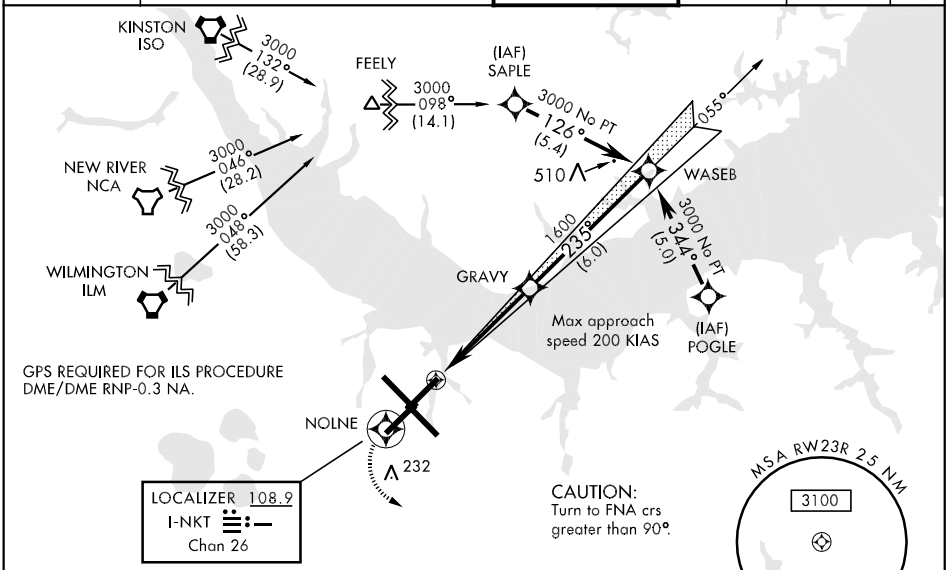
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT ABCD to 1¼miles.
** When ALS inop, increase vis CAT ABCD to 1 mile.
BARO VNAV NA below -0.6°(31° F).

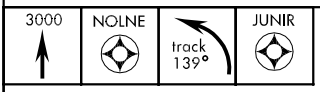
MALSR

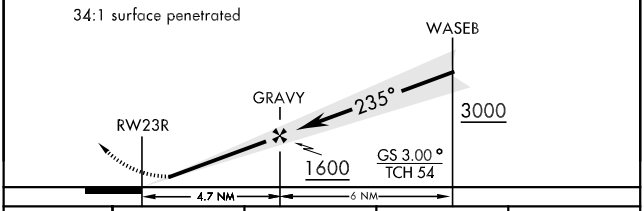
MISSED APPROACH: Climb to 3000 direct NOLNE, then via 139° track to JUNIR and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

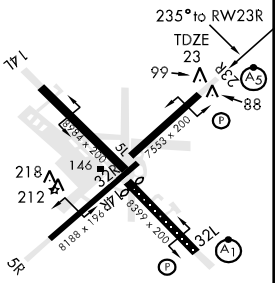




CATEGORY	A	B	C	D
S-ILS		273-¾	250 (300-¾)	
LNAV / VNAV DA *		360-¾	337 (400-¾)	
LNAV MDA**		360-¾	337 (400-¾)	
CIRCLING	520-1½ 491 (500-1½)		540-1½ 511 (600-1½)	580-2 551 (600-2)

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R

RNAV (GPS) RWY 5R

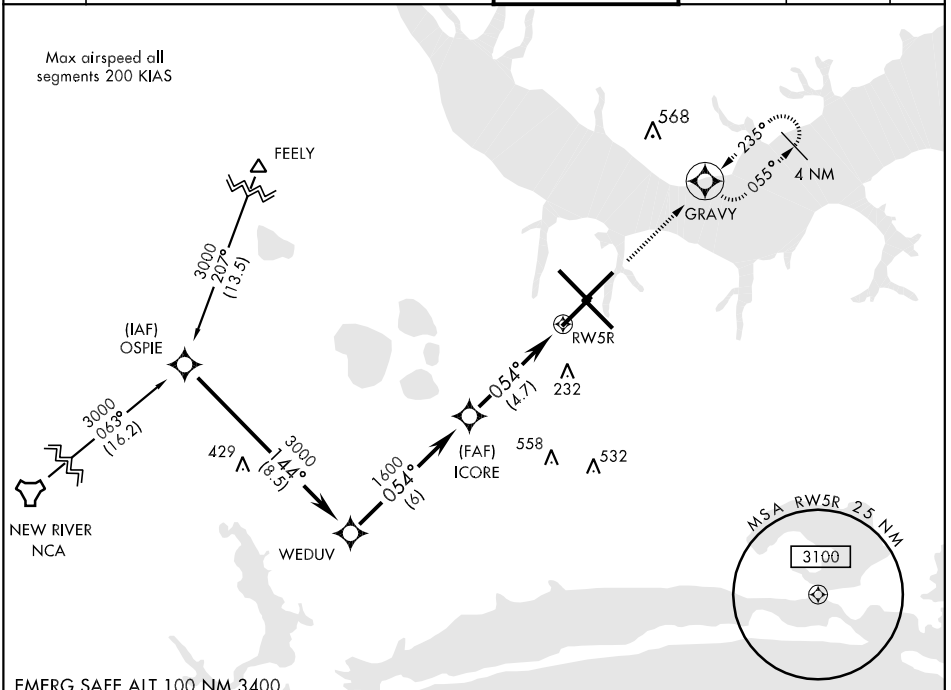
WAAS	APCH CRS	Rwy ldg	8188
Chan 71199	054°	TDZE	27
W05A		Arpt Elev	29

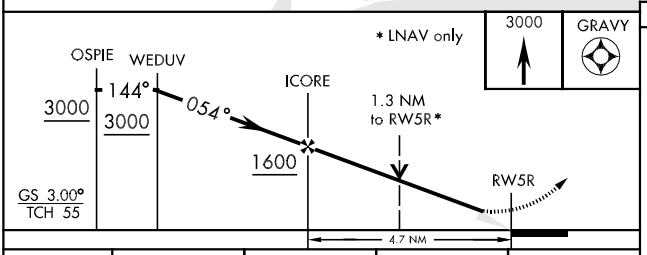
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

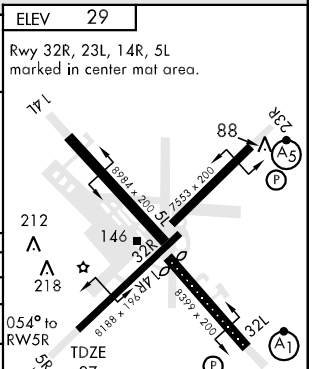
MISSED APPROACH: Climb to 3000 direct GRAVY and hold, continue climb in hold to 3000.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600')		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				





CATEGORY	A	B	C	D
LPV DA	227-¾	200	(200-¾)	
LNAV/ VNAV DA	380-1¼	353	(400-1¼)	
LNAV MDA	480-1 453 (500-1)		480-1¼ 453 (500-1¼)	480-1½ 453 (500-1½)
CIRCLING	520-1¼ 491 (500-1¼)		540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 5R	127-½	100 (100-½)		GS 3.00°



RNAV (GPS) RWY 32L

WAAS	APCH CRS	Rwy ldg	7607
Chan 54304	325°	TDZE	26
W32A		Arpt Elev	29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

▼ *When ALS inop, increase CAT ABCD vis to ¾ mile.
**When ALS inop, increase CAT ABCD vis to 1¼ miles.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct GRAVY and hold, continue climb in hold to 3000.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E) 124.1 268.7 (abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E) 132.575 299.6 (at/blw 2600′)		239.025	316.125	
	(W) 119.35 377.175 (N) 119.75 360.775				

† When ALS inop, increase CAT ABCD vis to ½ mile.

FEELY
3000
145°
(26.8)

568

GRAVY
235°
055°
4 NM

MSA RW32L 25 NM
3100

MAX airspeed all segments
200 KIAS.

RW32L

232

325°

(FAF)
KKING

345

DME/DME RNP-0.3 NA.
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

558
532

1600
325°
(5)

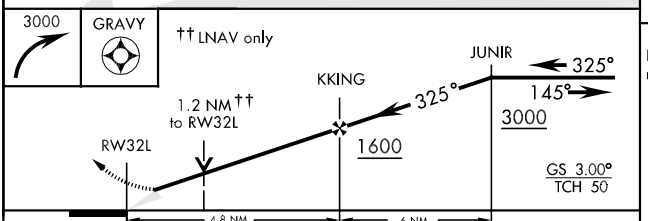
(IAF)
JUNIR

145°
325°
4 NM

Max holding
200 KIAS

Max holding
alt 4000

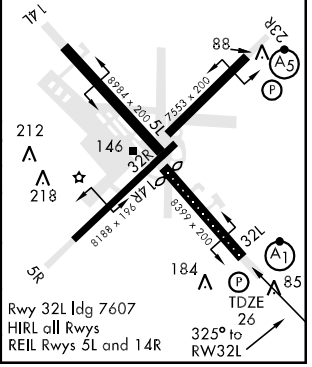
EMERG SAFE ALT 100 NM 3400



CATEGORY	A	B	C	D
LPV DA *	226-½	200 (200-½)		
LNAV/VNAV DA **	360-¾	334 (400-¾)		
LNAV MDA***	440-½ 414 (500-½)		440-¾ 414 (500-¾)	
CIRCLING	520-1¼ 491 (500-1¼)		540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 32L †	126-¼ 100 (100-¼) GS 3.00			

ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R

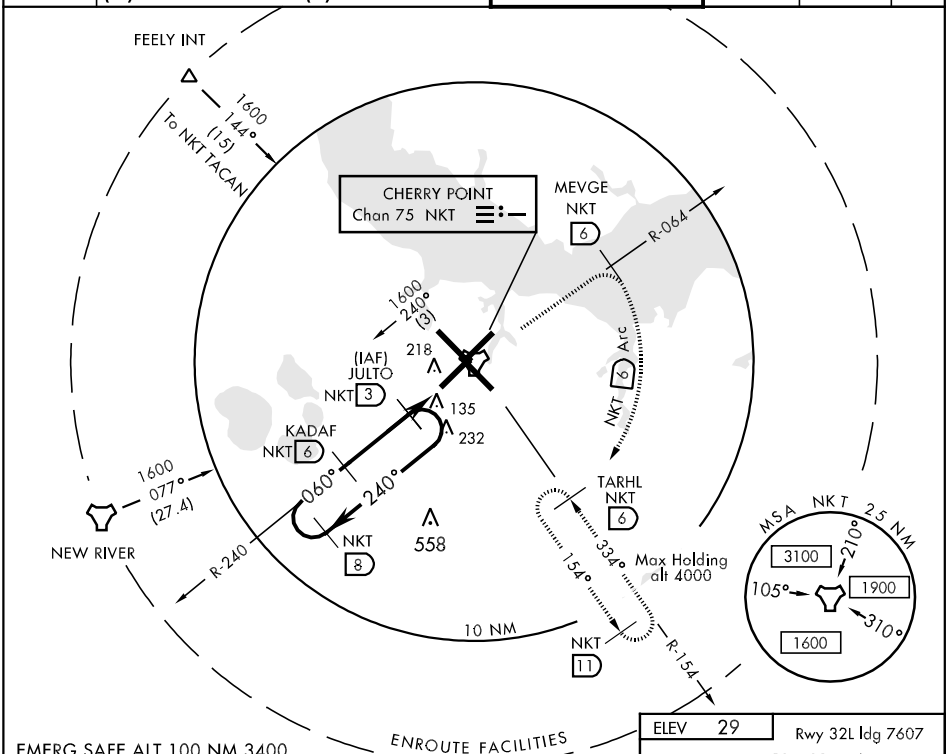
TACAN RWY 5R

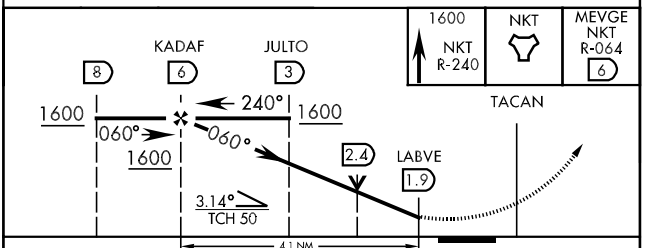
TACAN NKT Chan 75	APCH CRS 060°	Rwy ldg 8188 TDZE 27 Arpt Elev 29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-240 to NKT TACAN, then via R-064 to MEVGE. Arc East of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



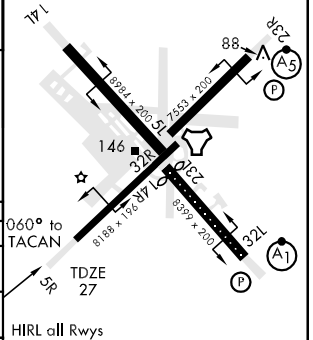


CATEGORY	A	B	C	D
S-5R	400-1	373	(400-1)	400-1¼ 373 (400-1¼)
CIRCLING	520-1	491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 5R	127-½	100	(100-½)	GS 3.00°

ELEV 29

Rwy 32L ldg 7607

Rwy 32R, 23L, 14R, 5L marked in center mat area.



HIRL all Rwys

REIL Rwys 5L and 14R

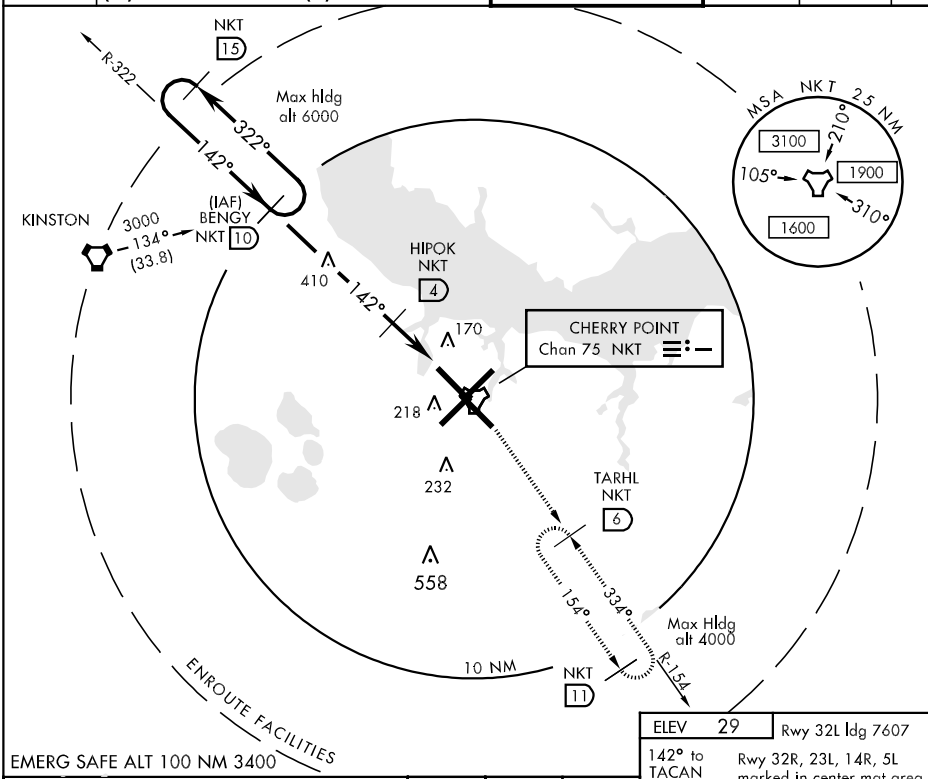
TACAN RWY 14L

TACAN	APCH CRS	Rwy ldg	8984
Chan 75	142°	TDZE	26
		Arpt Elev	29

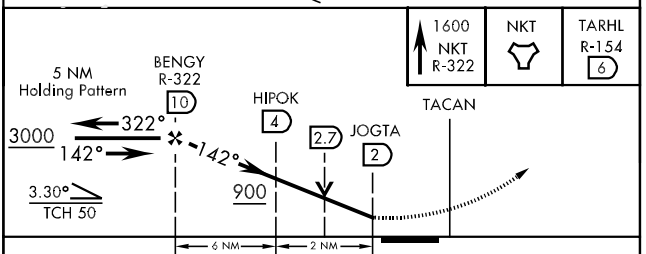
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 via NKT R-322 to NKT TACAN, then via R-154 to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	



EMERG SAFE ALT 100 NM 3400

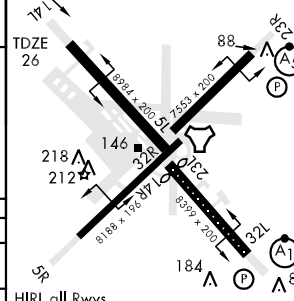


CATEGORY	A	B	C	D
S-14L	420-1	394	(400-1)	420-1¼ 394 (400-1¼)
CIRCLING	520-1	491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 14L	126-½	100	(100-½) GS 3.00°	

ELEV 29 Rwy 32L ldg 7607

142° to TACAN

Rwy 32R, 23L, 14R, 5L marked in center mat area.



SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 32L

TACAN	APCH CRS	Rwy ldg	7607
Chan 75	334°	TDZE	26
		Arpt Elev	29

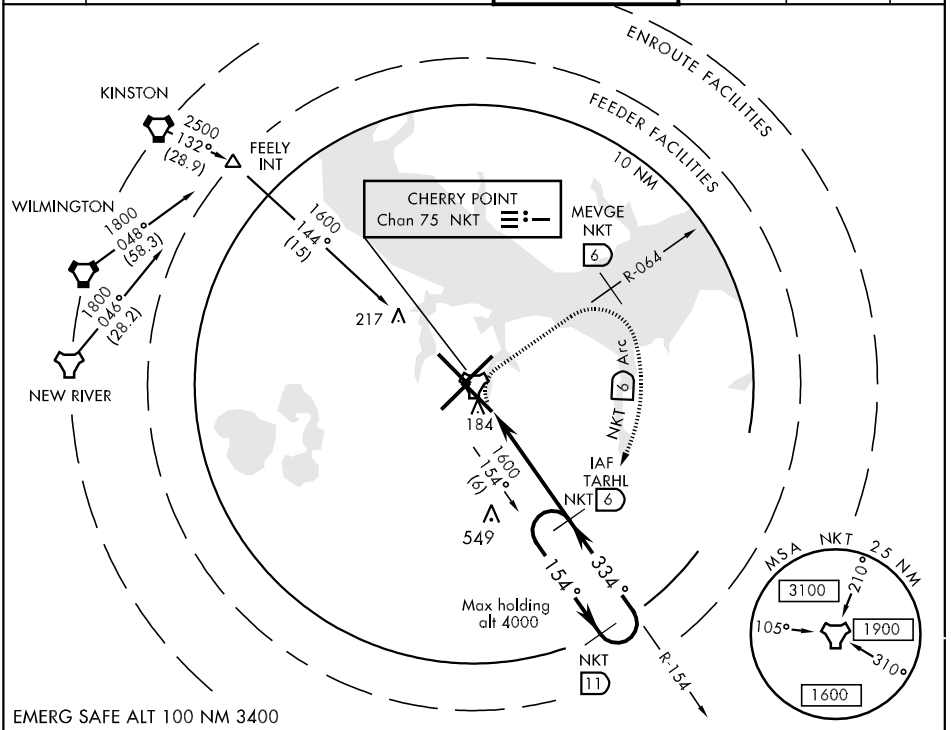
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile. PAR to ½ mile.

ALSF-1

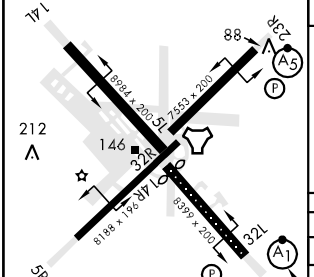
MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475 244.875	(E) 124.1 268.7 (abv 2600′) (E) 132.575 299.6 (at/blw 2600′) (W) 119.35 377.175 (N) 119.75 360.775	121.3 340.2	128.625 239.025	125.95 316.125	

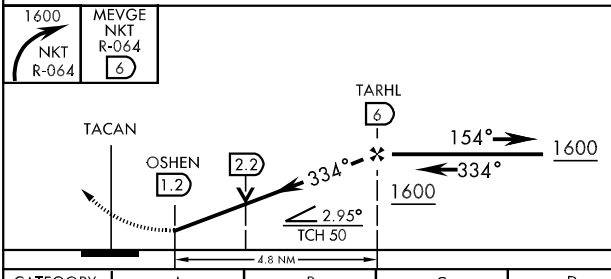


ELEV 29

Rwy 32R, 23L, 14R, 5L marked in center mat area.



Rwy 32L ldg 7607
HIRL all Rwys
REIL Rwys 5L and 14R



CATEGORY	A	B	C	D
S-32L *	440-½ 414 (500-½)		440-¾ 414 (500-¾)	
CIRCLING	520-1 491 (500-1)		540-1½ 511 (600-1½)	580-2 551 (600-2)
S-PAR 32L *	126-¼ 100 (100-¼) GS 3.00°			

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-SGO	APP CRS	Rwy Idg	5000
109.7	060°	TDZE	143
		Apt Elev	148

LOC RWY 6

CLINTON/ SAMPSON COUNTY (CTZ)

If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 via heading 270° and I-SGO SW Course to TUSTY INT and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L

RADAR REQUIRED

SEYMOUR JOHNSON ECHO MOA

FAYETTEVILLE
108.8 FAY
Chan 25

LOCALIZER 109.7
I-SGO

10 NM

415

314

481

259±

TUSTY INT

R-106

R-131

748

2000

060°

(9.1)

240°

MSA FAY 26 NM
2300

(IF/IAF)
ZUNIT INT

240°

1131

GAMECOCK A MOA

ELEV 148

24

5000 X 75

0.3% UP

TDZE
143

060° 5.6 NM
from FAF

ZUNIT INT

TUSTY INT

3000

060°

2000

3.05°
TCH 45

VGSI and descent angles not coincident.

Localizer unusable inside 1.1 NM.

9.1 NM 4.5 NM 1.1

1300	2000	HDG 270° I-SGO SW COURSE 109.7	TUSTY INT

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-6	520-1½ 377 (400-1½)			
CIRCLING	680-1½ 532 (600-1½)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
060°	TDZE	143
	Apt Elev	148

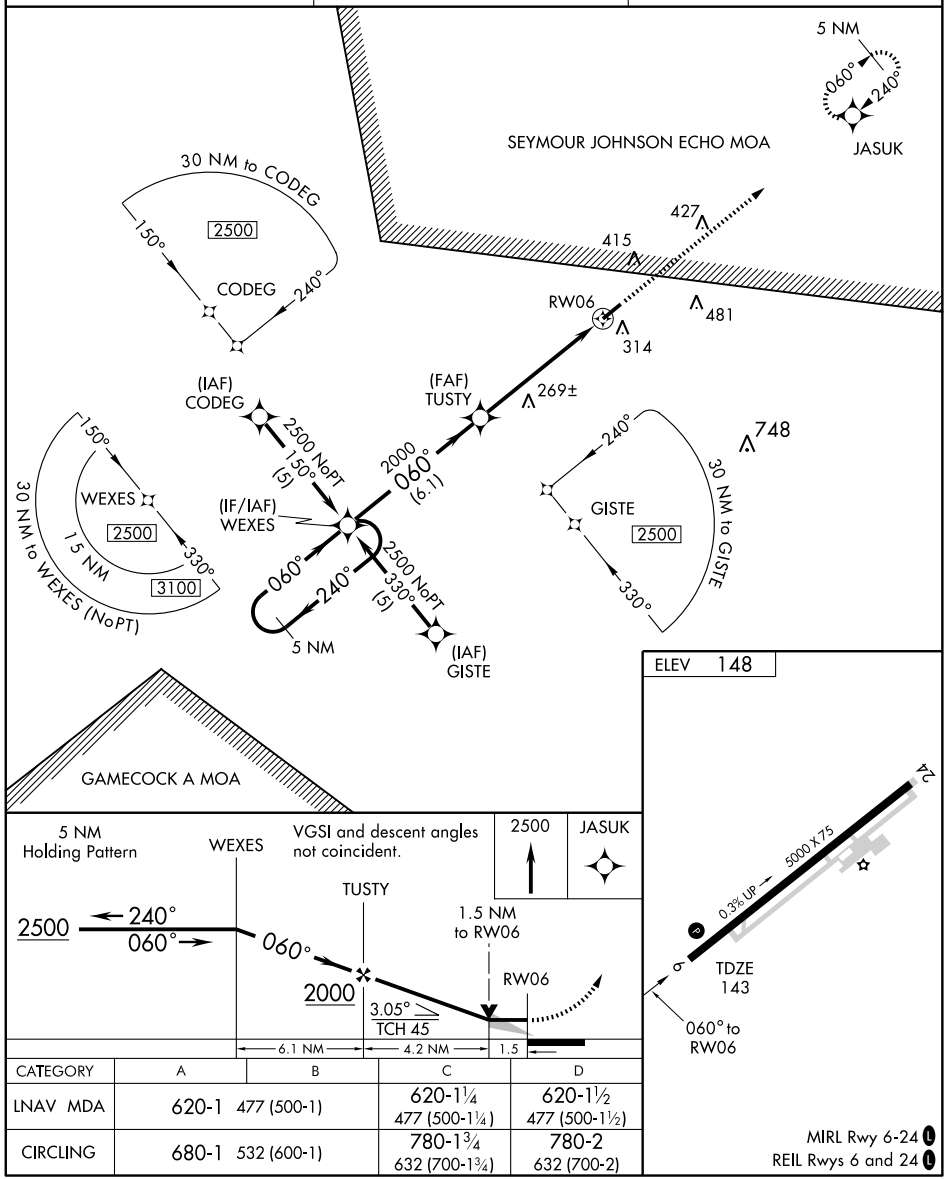
RNAV (GPS) RWY 6

CLINTON/ SAMPSON COUNTY (CTZ)

If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct JASUK and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1	477 (500-1)	620-1¼ 477 (500-1¼)	620-1½ 477 (500-1½)
CIRCLING	680-1	532 (600-1)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
240°	TDZE	144
	Apt Elev	148

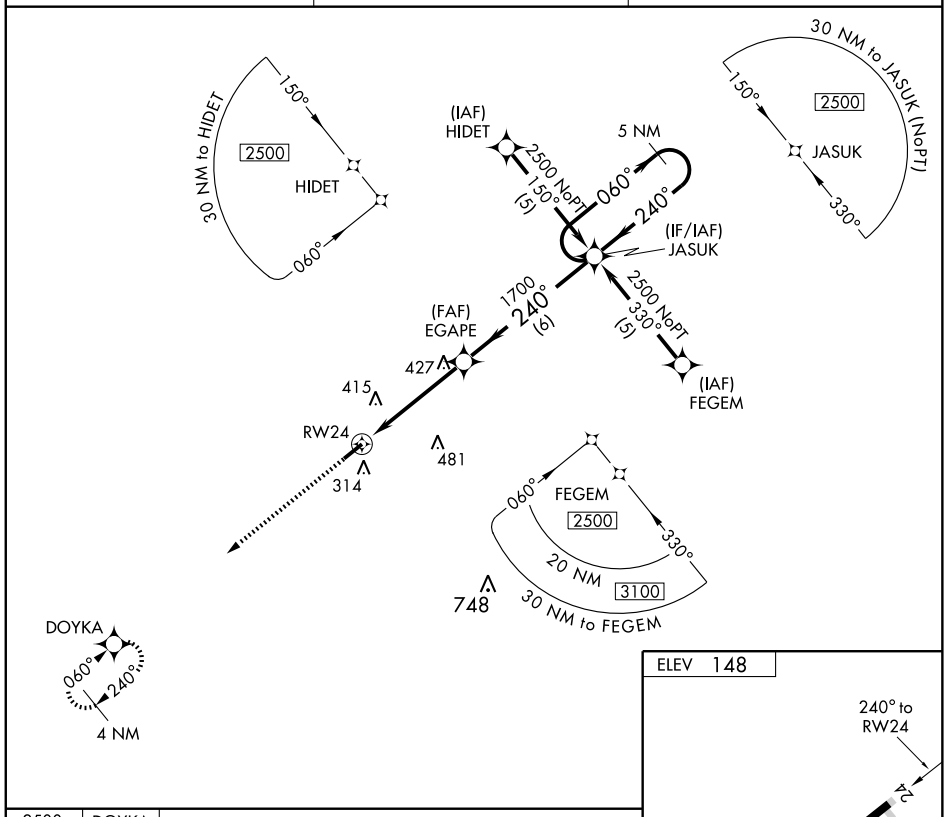
RNAV (GPS) RWY 24

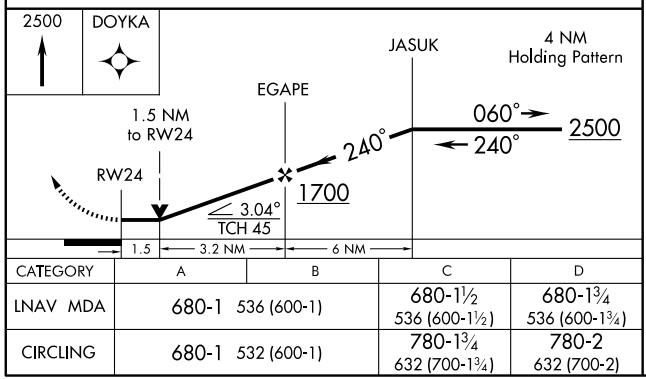
CLINTON/ SAMPSON COUNTY (CTZ)

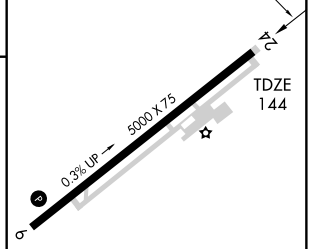
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet. VDP NA with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOYKA and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	680-1 532 (600-1)		780-1¾ 632 (700-1¾)	780-2 632 (700-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

CLINTON, NORTH CAROLINA AL-5782 (FAA)

VOR/DME FAY	APP CRS	Rwy Idg	N/A
108.8	095°	TDZE	N/A
Chan 25		Apt Elev	148

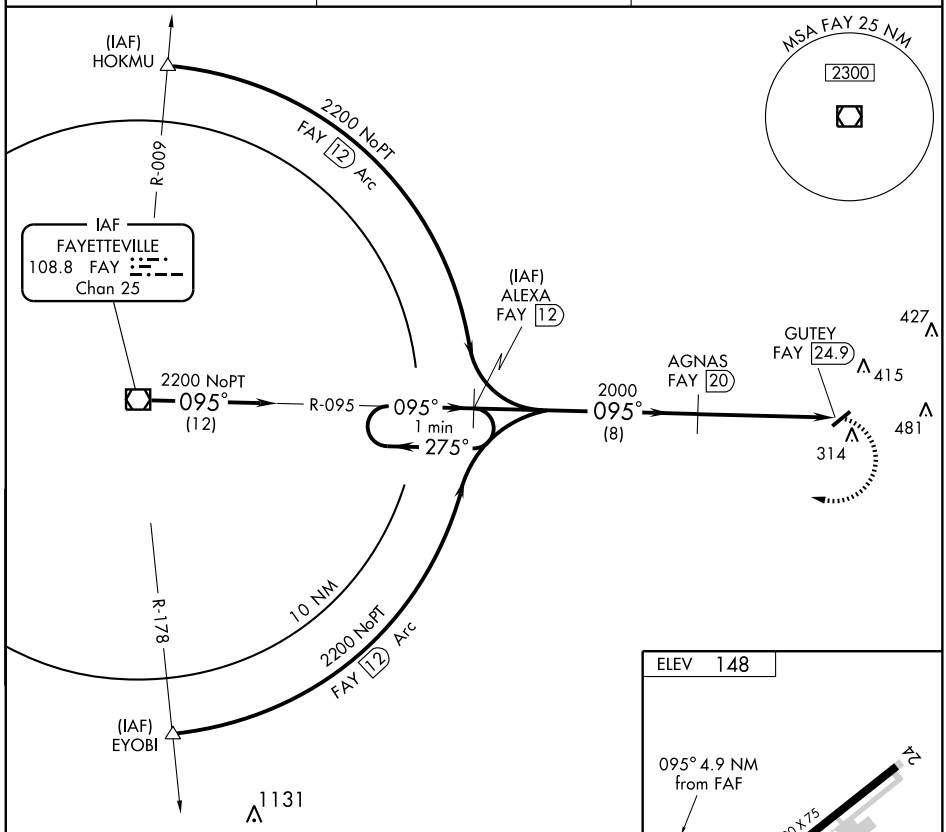
VOR/DME-A

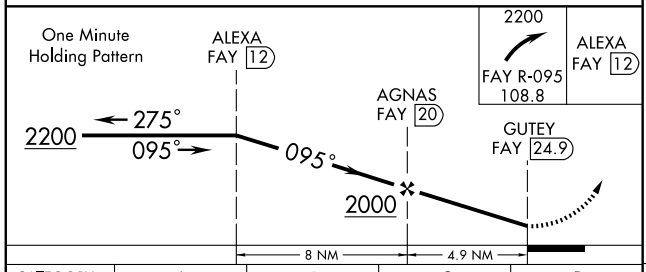
CLINTON/ SAMPSON COUNTY (CTZ)

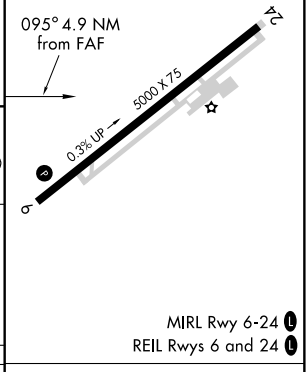
If local altimeter setting not received, use Fayetteville altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200 via FAY R-095 to ALEXA/FAY 12 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.125	133.0 295.0	122.8 (CTAF) L



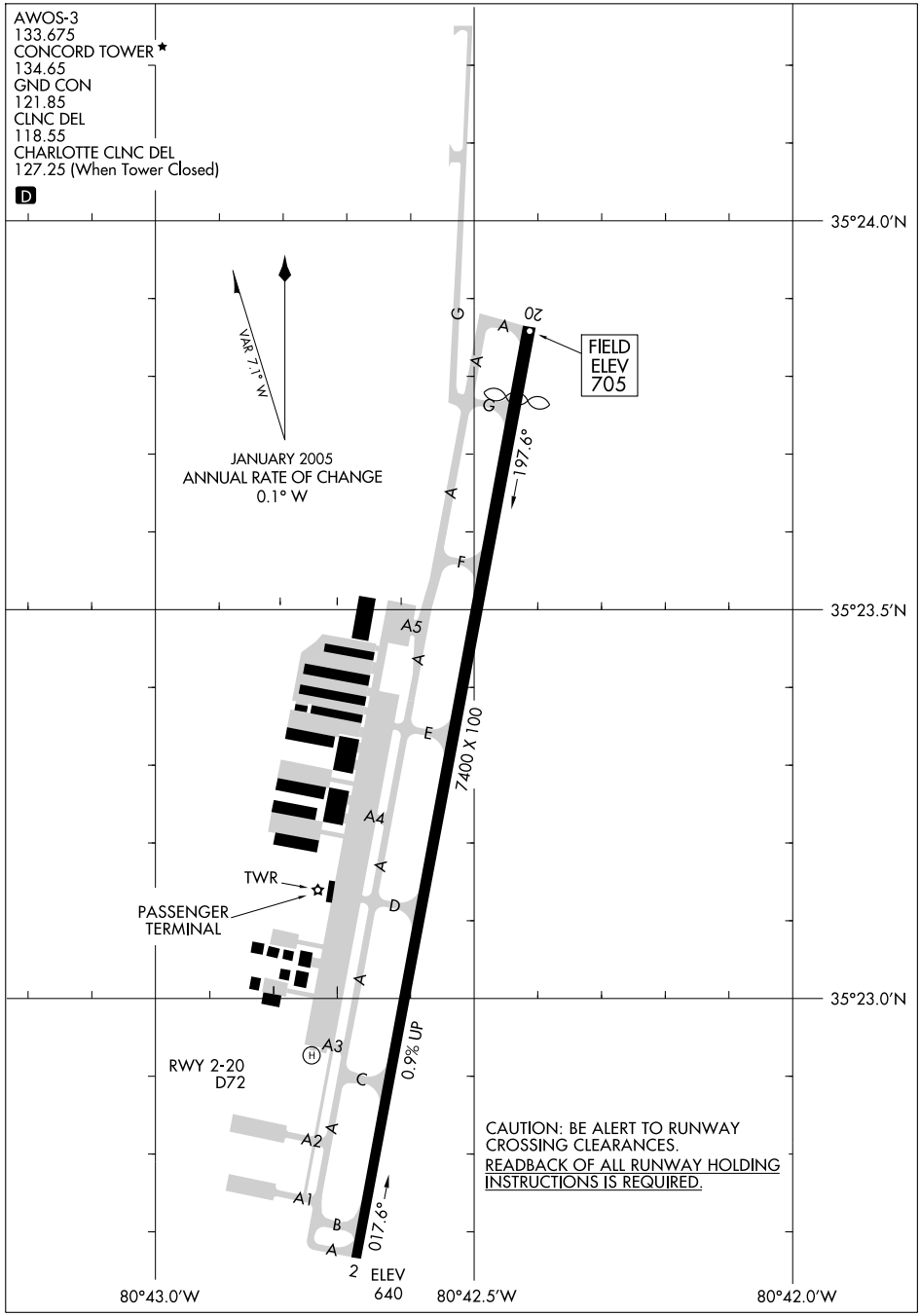




CATEGORY	A	B	C	D
CIRCLING	760-1 612 (700-1)	760-1¼ 612 (700-1¼)	780-1¾ 632 (700-1¾)	780-2 632 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010



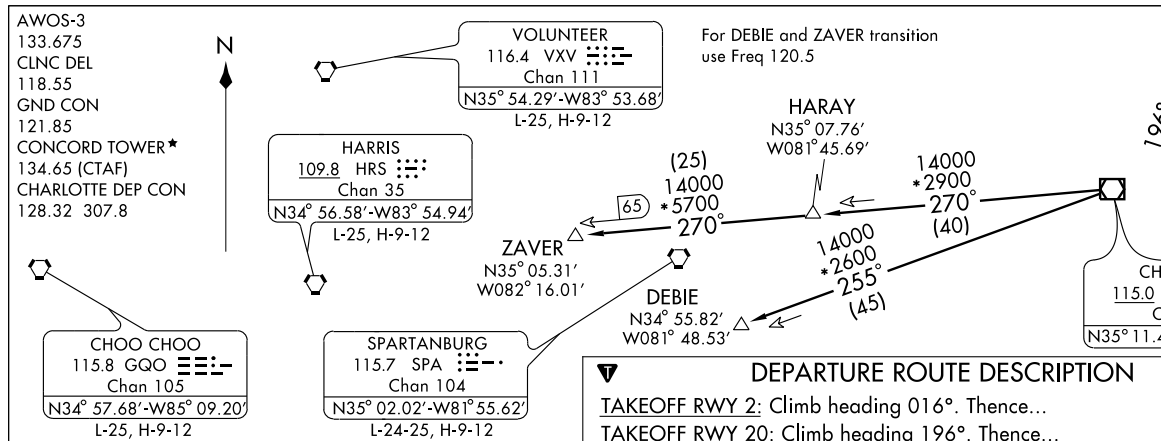
AIRPORT DIAGRAM

09239

CONCORD, NORTH CAROLINA
CONCORD RGNL (JQF)

SE-2, 17 DEC 2009 to 14 JAN 2010

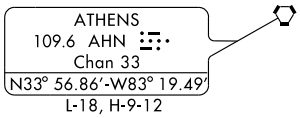
AWOS-3
133.675
CLNC DEL
118.55
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)
CHARLOTTE DEP CON
128.32 307.8



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.
RWY 20: Standard with minimum climb of 267 feet per NM to 2500.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

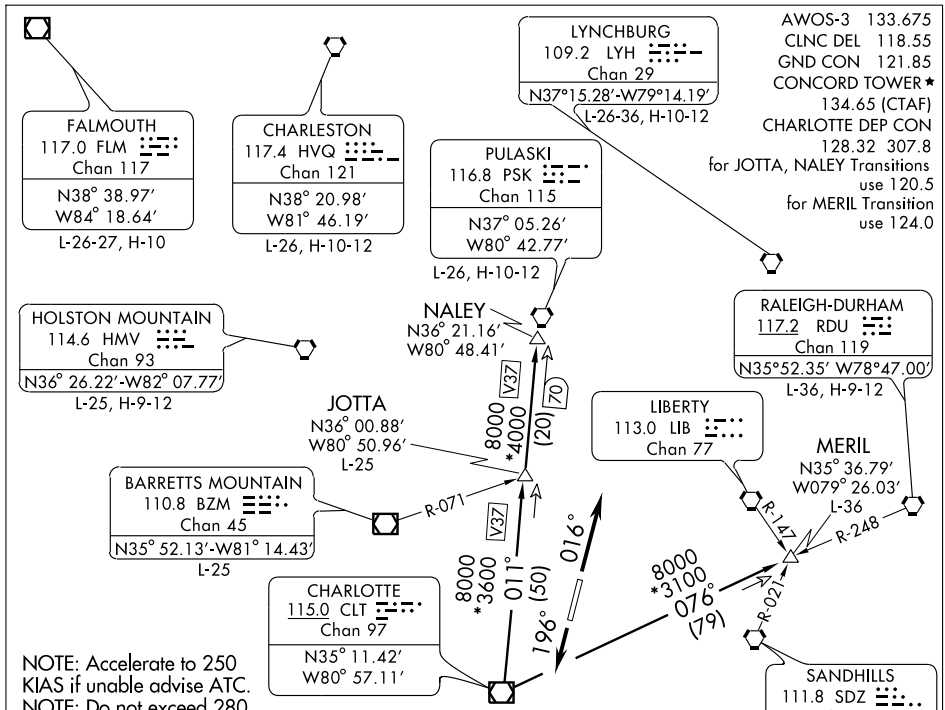
TAKEOFF RWY 2: Climb heading 016°. Thence...
TAKEOFF RWY 20: Climb heading 196°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.
DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.
ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

HORNET FOUR DEPARTURE SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



NOTE: Accelerate to 250 KIAS if unable advise ATC.
NOTE: Do not exceed 280 KIAS, until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.
RWY 20: Standard with minimum climb of 267 feet per NM to 2500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or Enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.

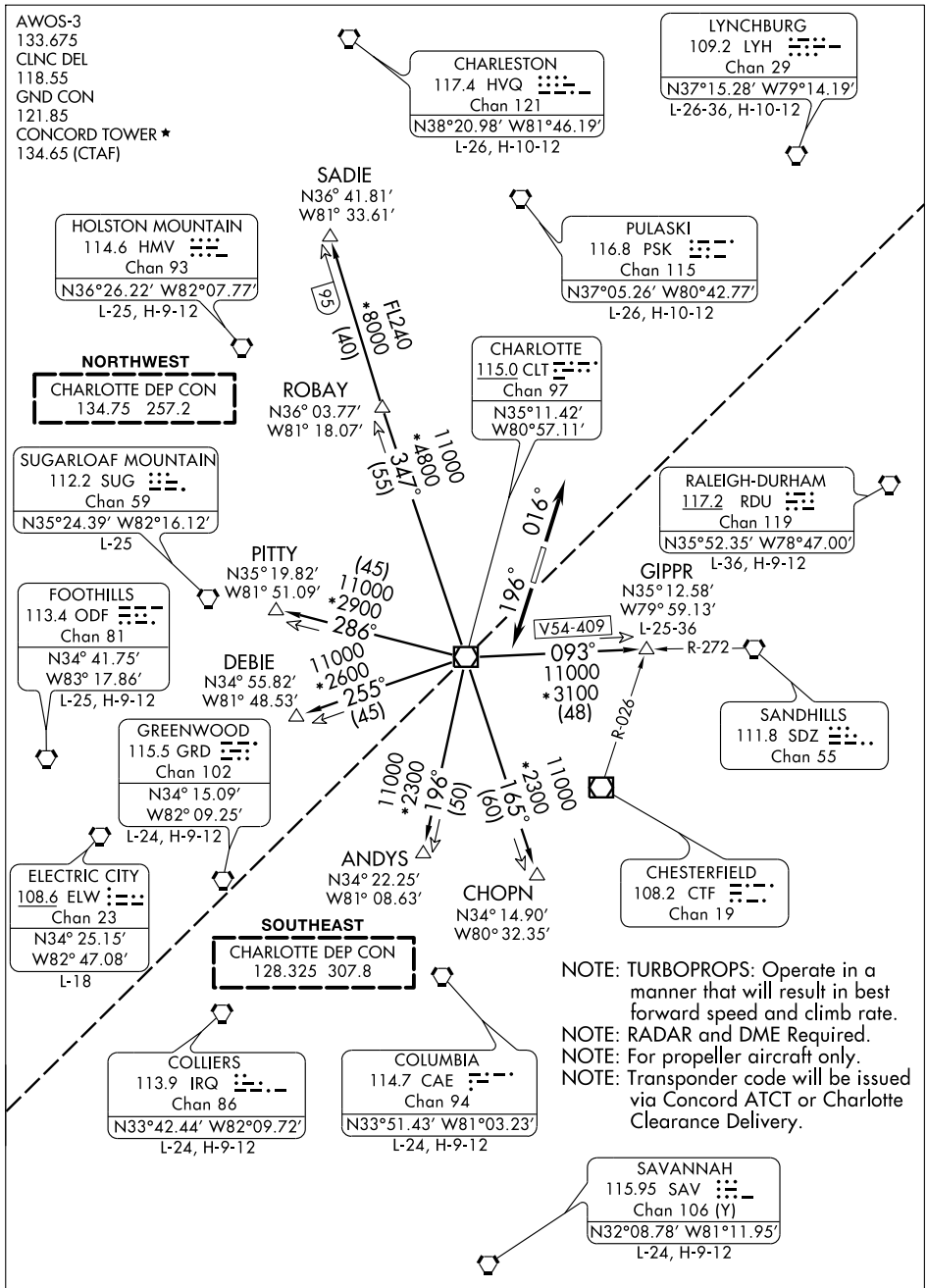
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

HUGO EIGHT DEPARTURE

SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL 786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet/ NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.
RWY 20: Standard with minimum climb of 267 feet per NM to 2500.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JQF	APP CRS	Rwy Idg	6350
111.95	196°	TDZE	705
Chan 56 (Y)		Apt Elev	705

ILS or LOC RWY 20

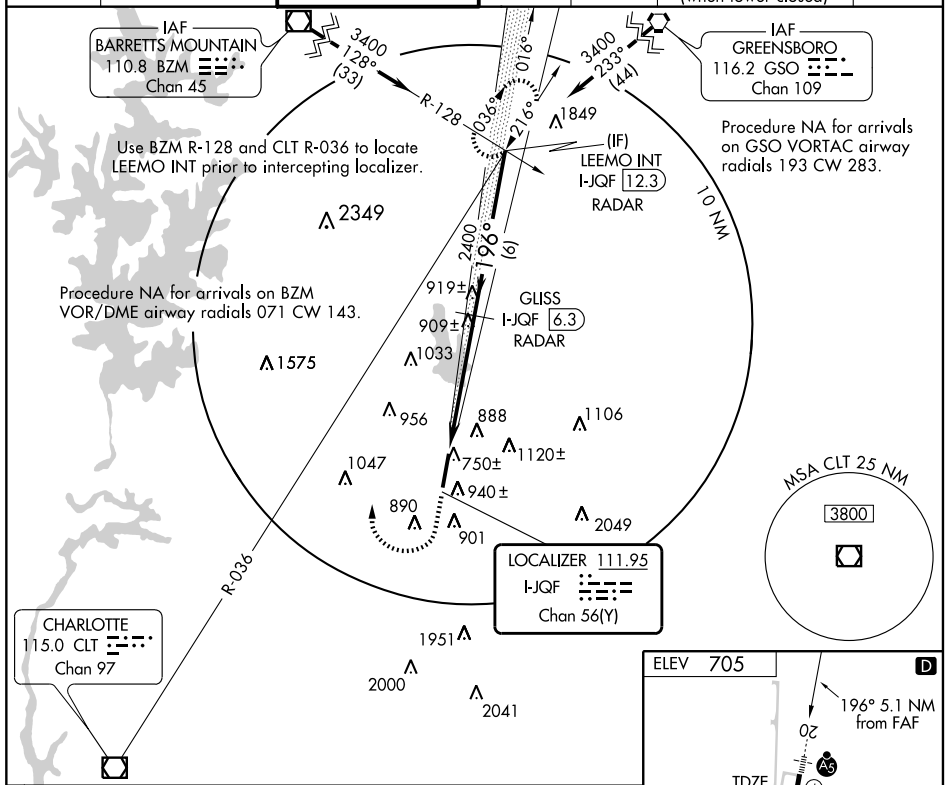
CONCORD RGNL (JQF)

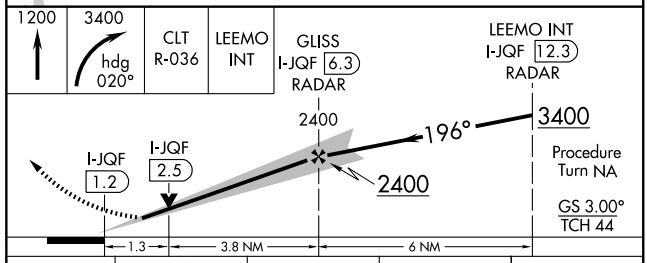
If local altimeter setting not received, use Charlotte altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Charlotte altimeter setting. Radar or DME Required.

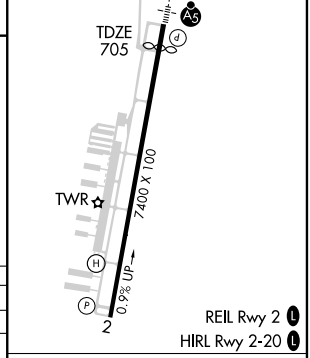
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 via heading 020° and CLT R-036 to LEEMO INT/I-JQF 12.3 DME and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 20	905-½ 200 (200-½)			
S-LOC 20	1160-½ 455 (500-½)		1160-¾ 455 (500-¾)	1160-1 455 (500-1)
CIRCLING	1300-1 595 (600-1)		1300-1½ 595 (600-1½)	1480-2½ 775 (800-2½)

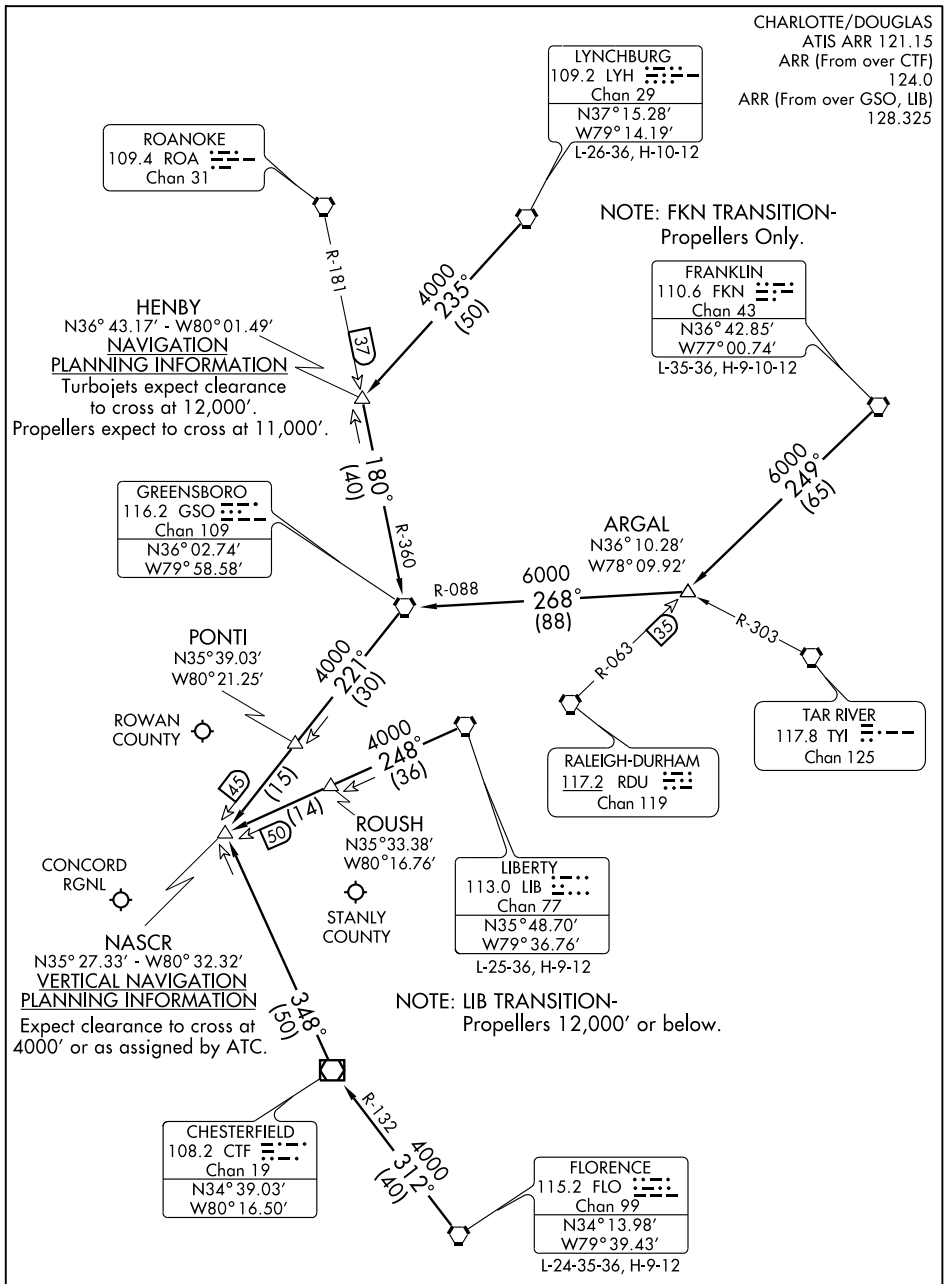
FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-2. 17 DEC 2009 to 14 JAN 2010

NASCR ONE ARRIVAL

CONCORD, NORTH CAROLINA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

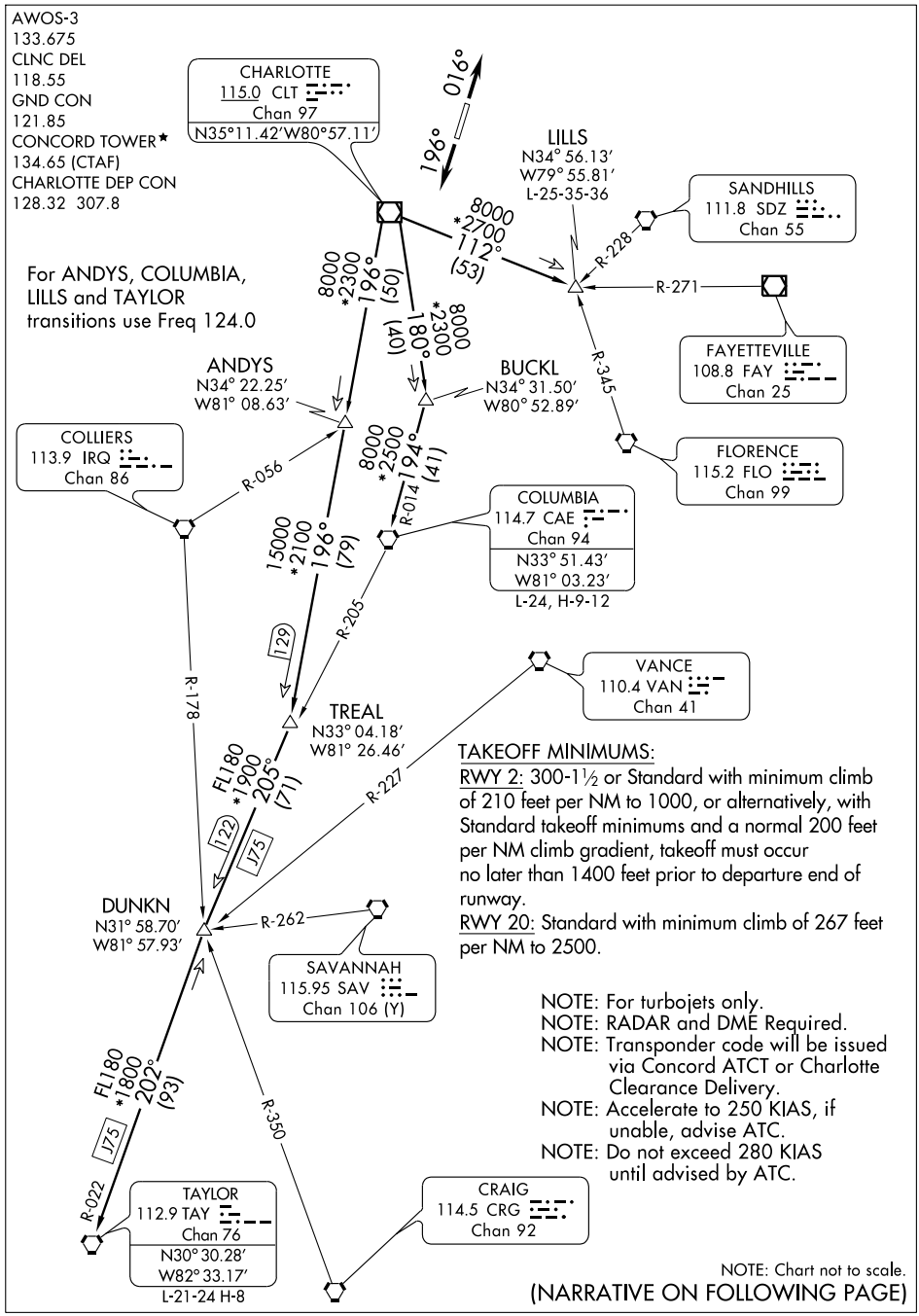
....From over NASCR INT expect vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

(PAN8.PAN) 08325

PANTHER EIGHT DEPARTURE SL-9155 (FAA)

CONCORD RGNL (JQF)
CONCORD, NORTH CAROLINA



TAKEOFF MINIMUMS:

RWY 2: 300-1½ or Standard with minimum climb of 210 feet per NM to 1000, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.

RWY 20: Standard with minimum climb of 267 feet per NM to 2500.

NOTE: For turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence...
TAKEOFF RWY 20: Climb heading 196°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY 2: Multiple poles and trees beginning 2444 feet from DER, 6 feet left of centerline, up to 43 feet AGL/ 792 feet MSL. Multiple poles and trees beginning 2104 feet from DER, 242 feet right of centerline, up to 27 feet AGL/786 feet MSL. Powerline 1.3 NM from DER, 2049 feet left of centerline, 164 feet AGL/ 908 feet MSL.
RWY 20: Multiple street lights beginning 3047 feet from DER, 196 feet right of centerline, up to 105 feet AGL/ 744 feet MSL. Trees 1.3 NM from DER, 1581 feet right of centerline, up to 100 feet AGL/ 849 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 56228 W02A	APP CRS 016°	Rwy Idg 7400 TDZE 667 Apt Elev 705

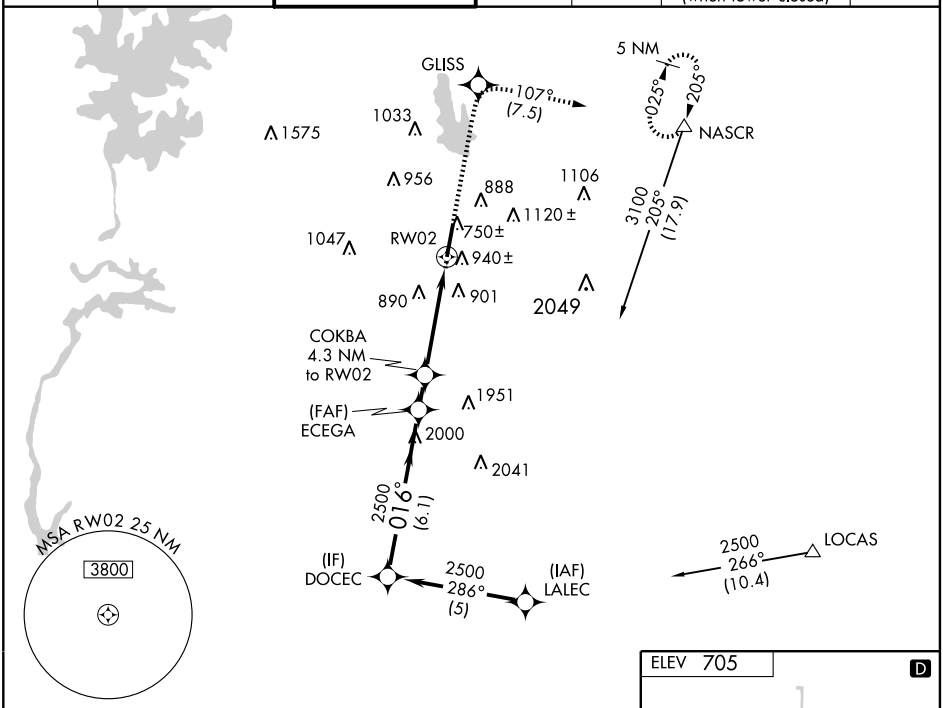
RNAV (GPS) RWY 2

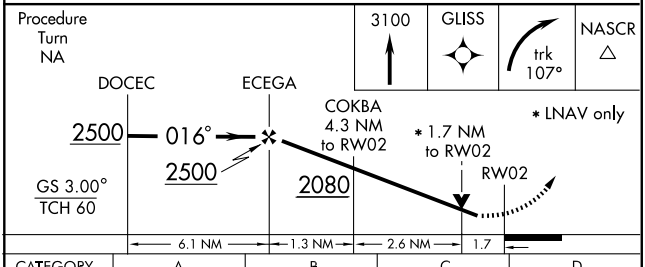
CONCORD RGNL (JQF)

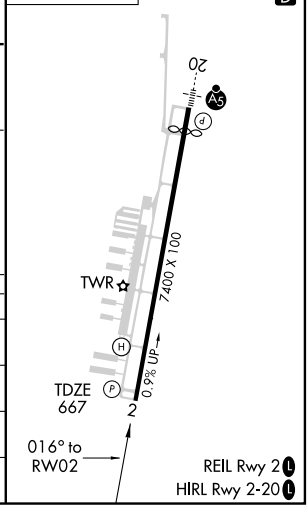
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

MISSED APPROACH: Climb to 3100 direct GLISS and right turn via 107° track to NASCR and hold.

AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF) L	121.85	118.55	127.25 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	983-1¼ 316 (300-1¼)			
LNAV/VNAV DA	1220-2 553 (600-2)			
LNAV MDA	1240-1 573 (600-1)		1240-1½ 573 (600-1½)	1240-1¾ 573 (600-1¾)
CIRCLING	1300-2 595 (600-2)			1480-2½ 775 (800-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 56499 W20A	APP CRS 196°	Rwy Idg 6350 TDZE 705 Apt Elev 705

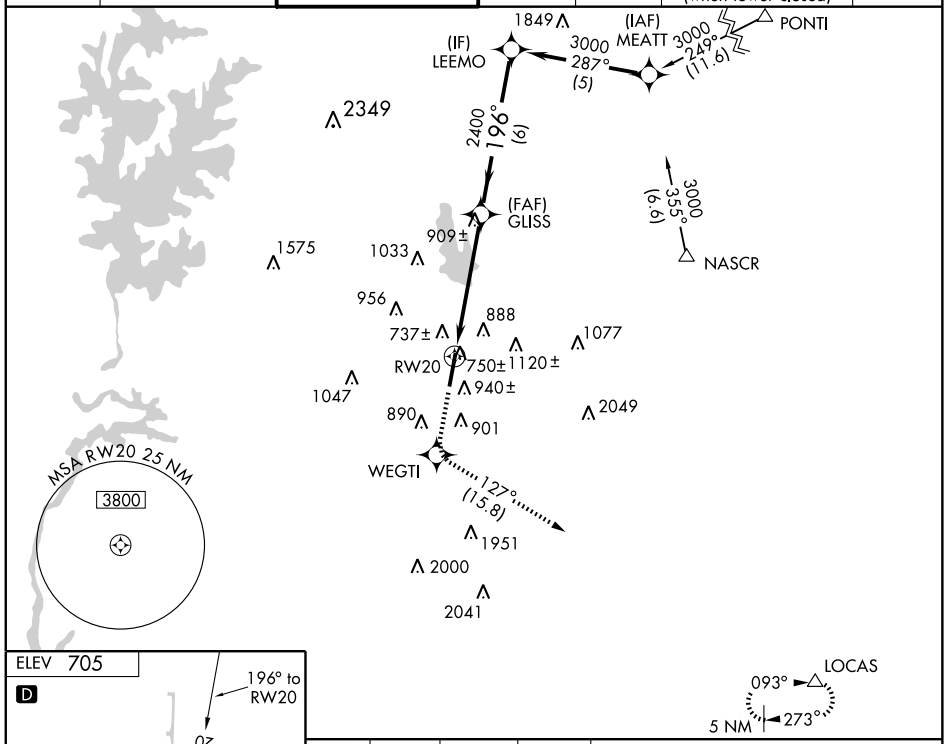
RNAV (GPS) RWY 20
CONCORD RGNL (JQF)

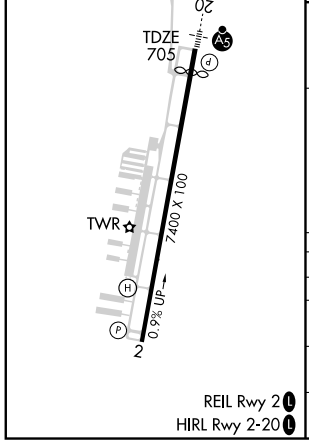
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility to 1. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

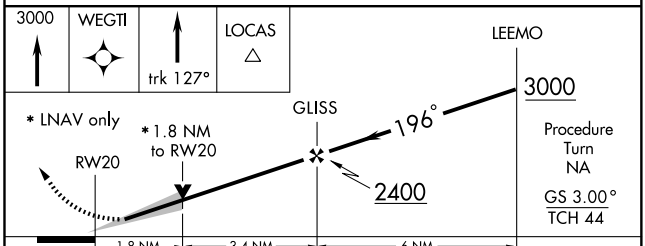
MALSR

MISSED APPROACH: Climb to 3000 direct WEGTI and via 127° track to LOCAS and hold.

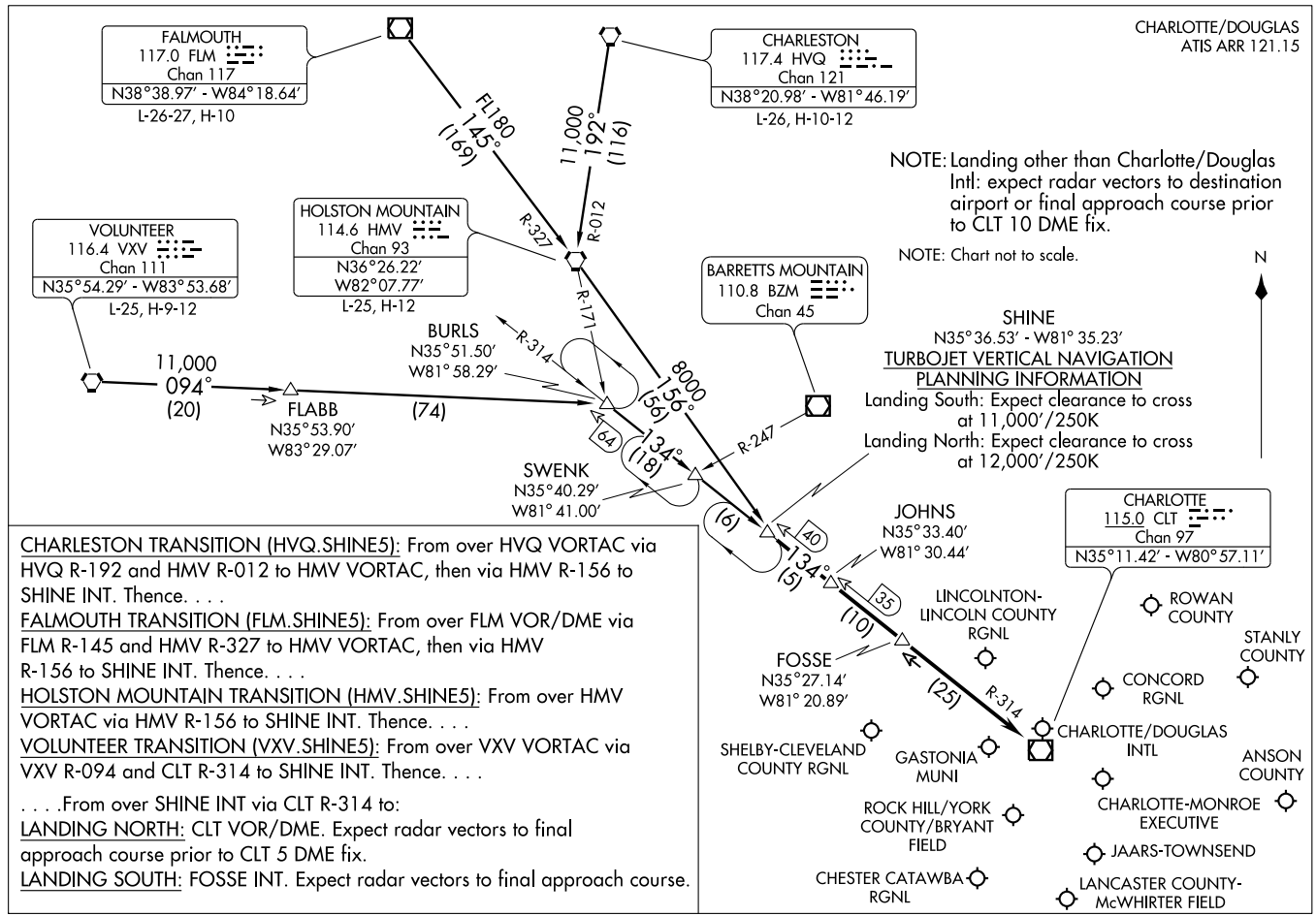
AWOS-3	CHARLOTTE APP CON	CONCORD TOWER ★	GND CON	CLNC DEL	CHARLOTTE CLNC DEL	UNICOM
133.675	128.32 307.8	134.65 (CTAF)	121.85	118.55	127.25 (when tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	955-½ 250 (300-½)			
LNAV/VNAV DA	1222-1¼ 517 (600-1¼)			
LNAV MDA	1300-½ 595 (600-½)		1300-1 595 (600-1)	1300-1¼ 595 (600-1¼)
CIRCLING	1300-1¾ 595 (600-1¾)			1480-2½ 775 (800-2½)



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

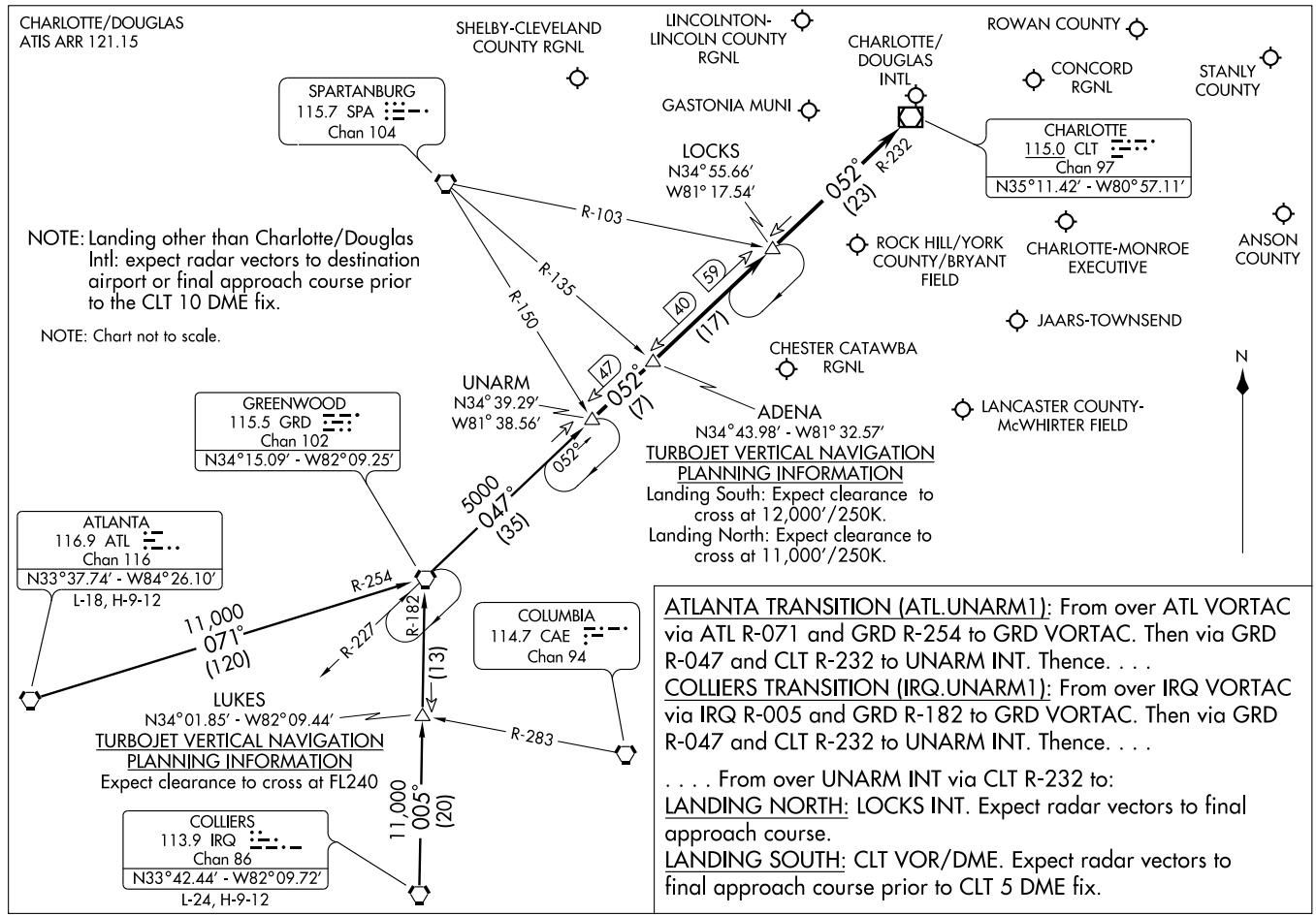
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

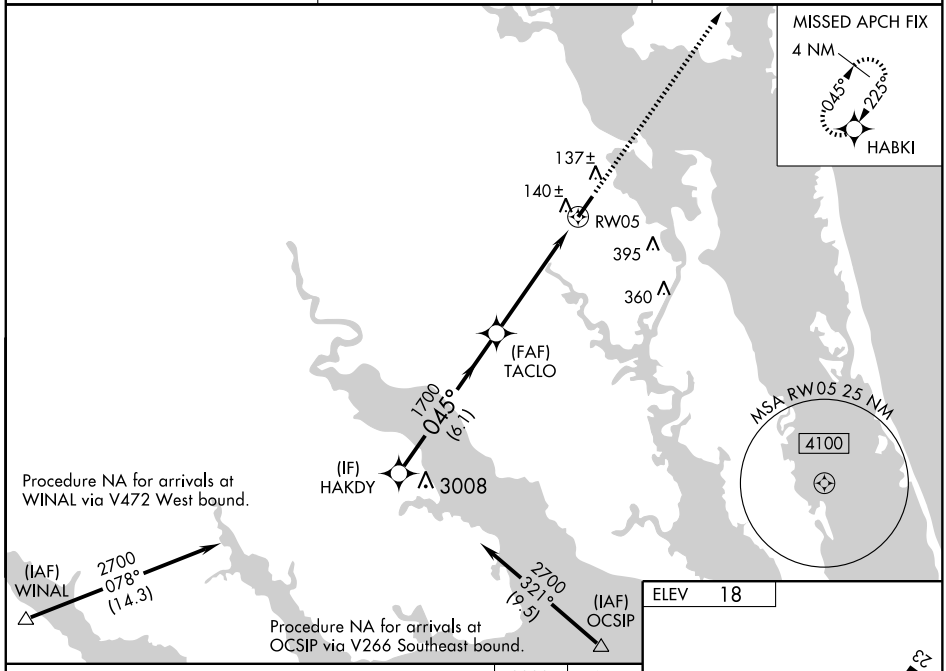
WAAS	APP CRS	Rwy Idg	5500
CH 49008	045°	TDZE	18
W05A		Apt Elev	18

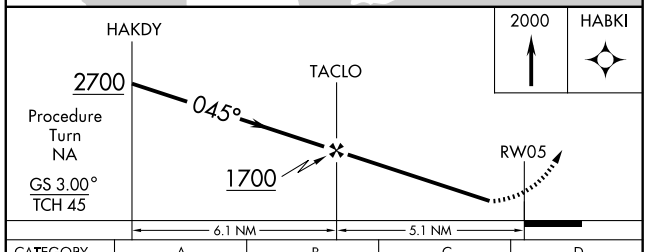
RNAV (GPS) RWY 5
CURRITUCK COUNTY RGNL (ONX)

Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼ mile.

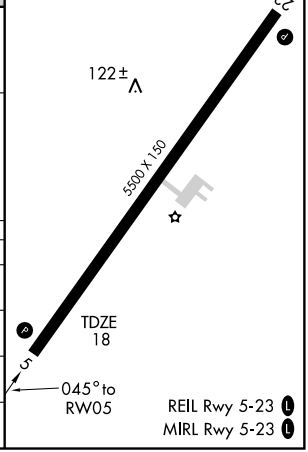
MISSED APPROACH: Climb to 2000 direct HABKI and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)





CATEGORY	A	B	C	D
LPV DA	343-1¼ 325 (400-1¼)			
LNAV/VNAV DA	410-1½ 392 (400-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

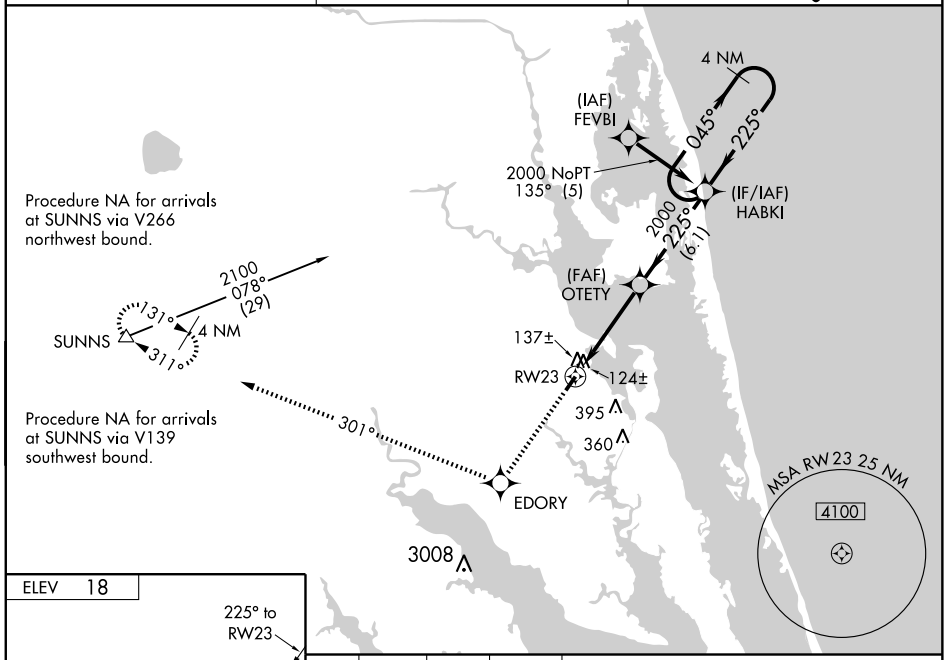
WAAS CH 97408 W23A	APP CRS 225°	Rwy Idg 5500 TDZE 18 Apt Elev 18

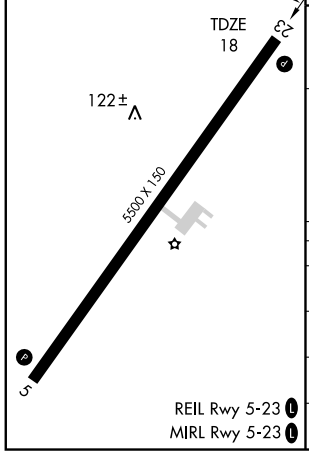
RNAV (GPS) RWY 23
CURRITUCK COUNTY RGNL (ONX)

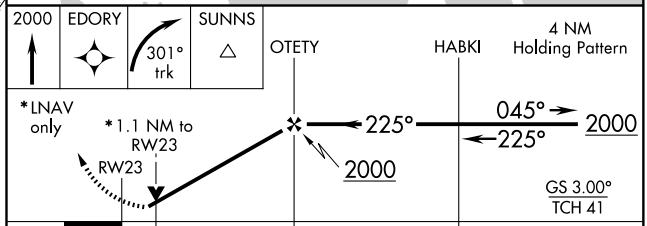
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. VDP NA when using Oceana NAS/Apollo Soucek altimeter setting. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet and all MDA 60 feet; increase LPV visibility and LNAV/VNAV visibility ¼ mile and LNAV Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct EDORY and right turn via 301° track to SUNNS and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	384-1¼ 366 (400-1¼)			
LNAV/VNAV DA	424-1½ 406 (500-1½)			
LNAV MDA	400-1 382 (400-1)			400-1¼ 382 (400-1¼)
CIRCLING	440-1 422 (500-1)	480-1 462 (500-1)	480-1½ 462 (500-1½)	580-2 562 (600-2)

REIL Rwy 5-23 (L)
MIRL Rwy 5-23 (L)

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME ECG	APP CRS	Rwy Idg	N/A
112.5	050°	TDZE	N/A
Chan 72		Apt Elev	18

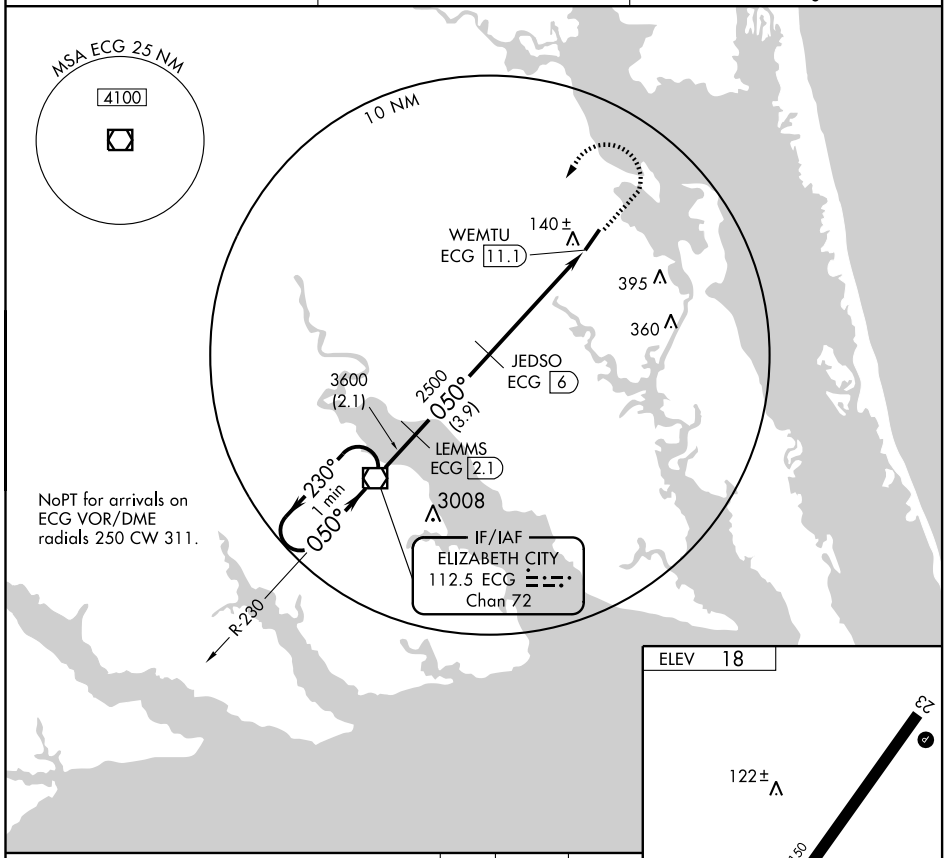
VOR/DME-A

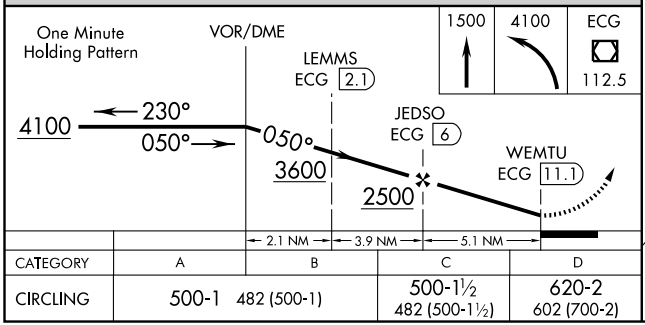
CURRITUCK COUNTY RGNL (ONX)

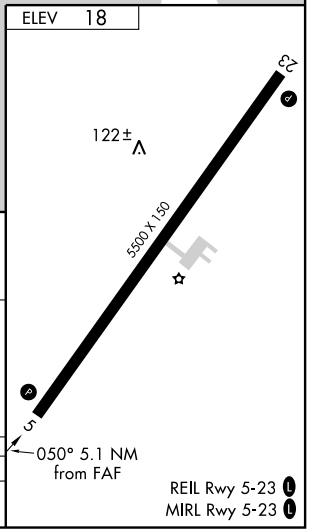
When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 L







CATEGORY	A	B	C	D
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	620-2 602 (700-2)

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-EDE	APP CRS	Rwy Idg	6000
110.95	190°	TDZE	20
Chan 46 (Y)		Apt Elev	20

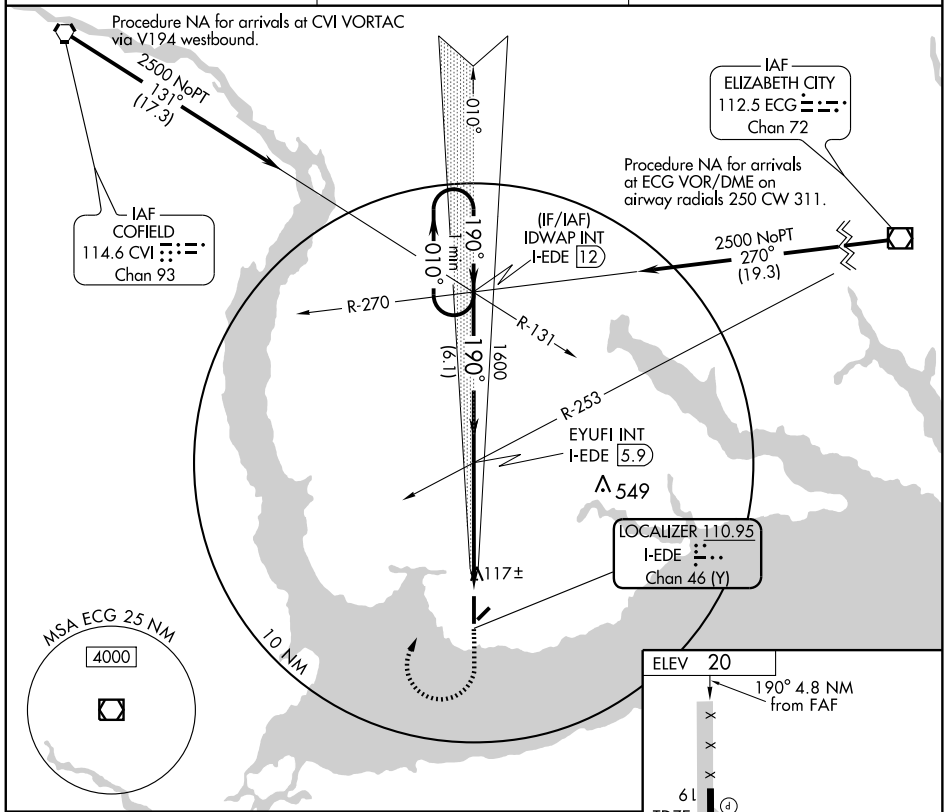
LOC RWY 19

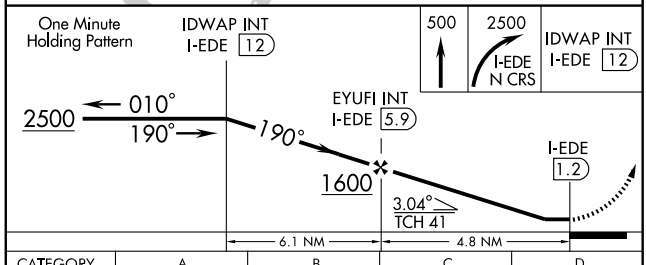
EDENTON/NORTHEASTERN RGNL (EDE)

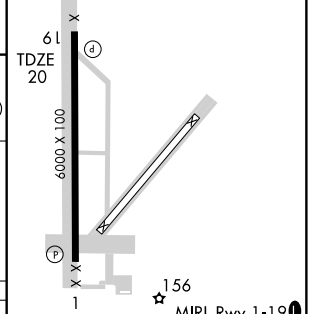
If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. DME or RADAR required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via I-EDE north course to IDWAP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	380-1 360 (400-1)			380-1¼ 360 (400-1¼)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB EDE	APP CRS	Rwy Idg	6000
265	182°	TDZE	20
		Apt Elev	20

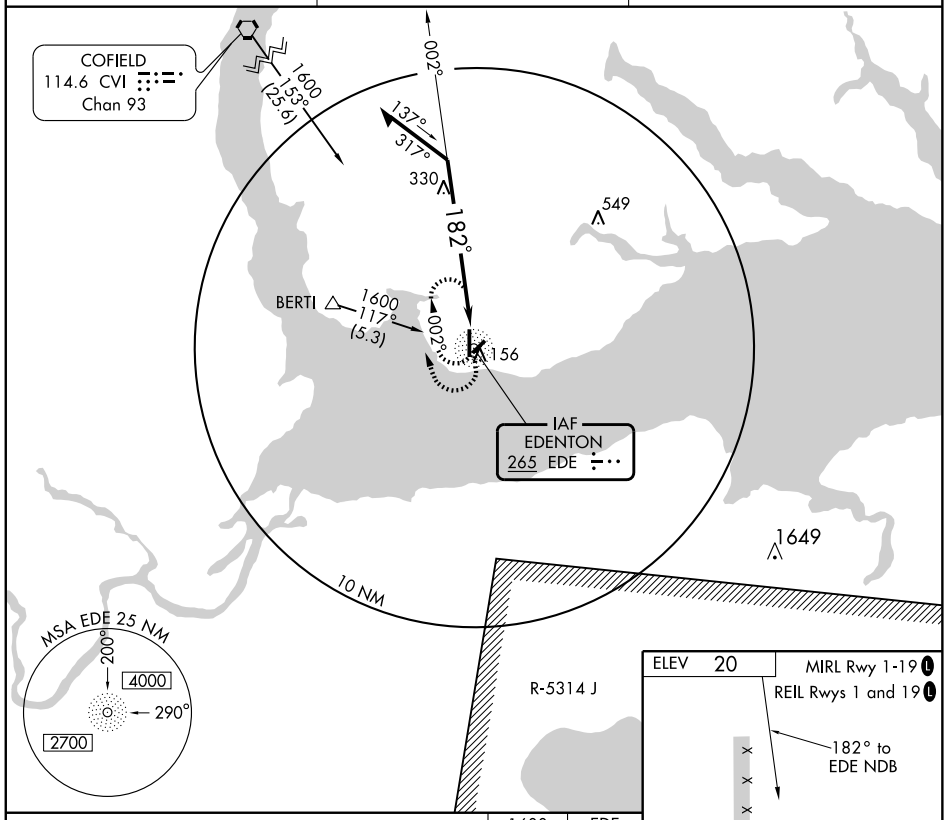
NDB RWY 19

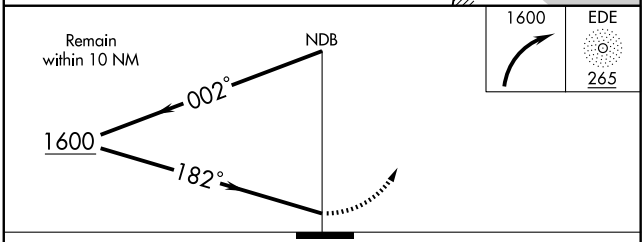
EDENTON/NORTHEASTERN RGNL (EDE)

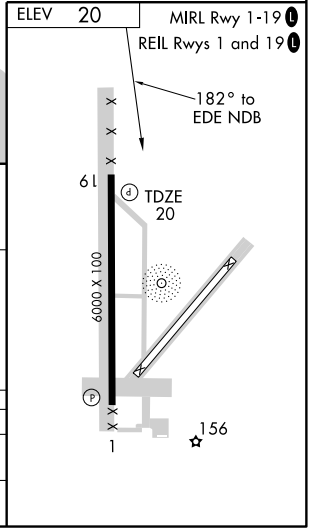
NA

MISSED APPROACH: Climbing right turn to 1600 in EDE NDB holding pattern.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	680-1	660 (700-1)	680-1¾ 660 (700-1¾)	680-2 660 (700-2)
CIRCLING	680-1	660 (700-1)	680-1¾ 660 (700-1¾)	680-2 660 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
025°	TDZE	20
	Apt Elev	20

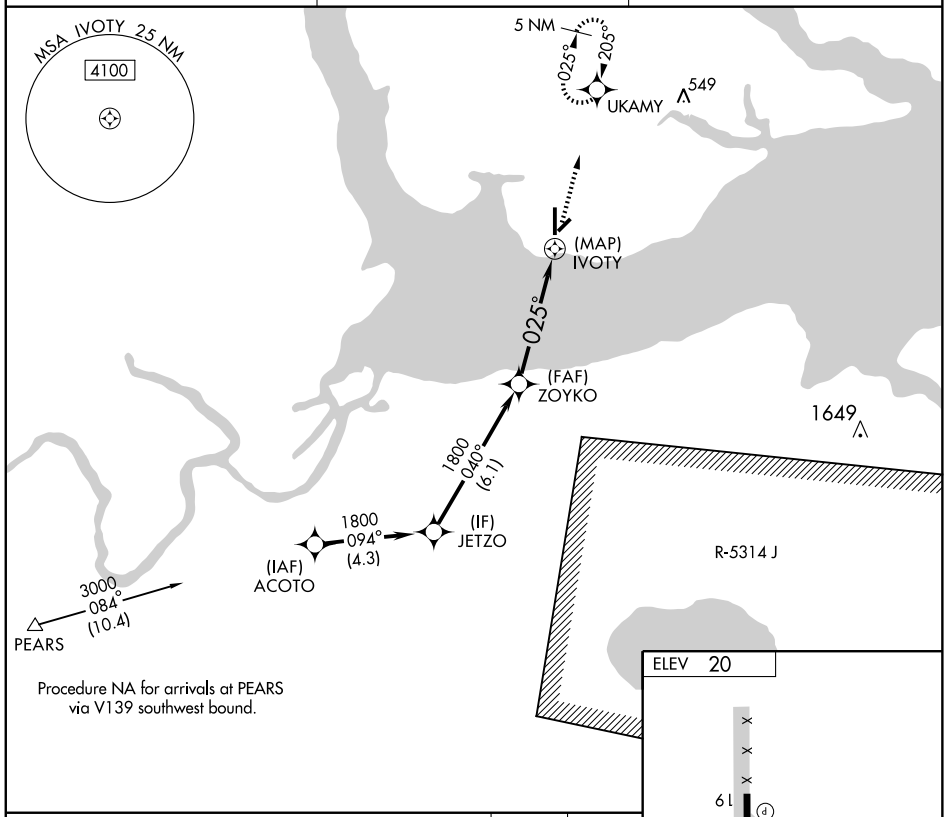
RNAV (GPS) RWY 1

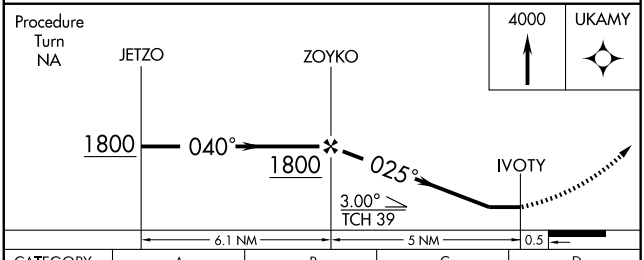
EDENTON/ NORTHEASTERN RGNL (EDE)

If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

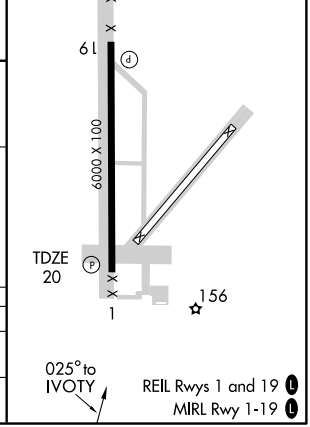
MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1	440 (500-1)	460-1¼ 440 (500-1¼)	460-1½ 440 (500-1½)
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	580-2 560 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 90503 W19A	APP CRS 190°	Rwy Idg 6000 / TDZE 20 / Apt Elev 20

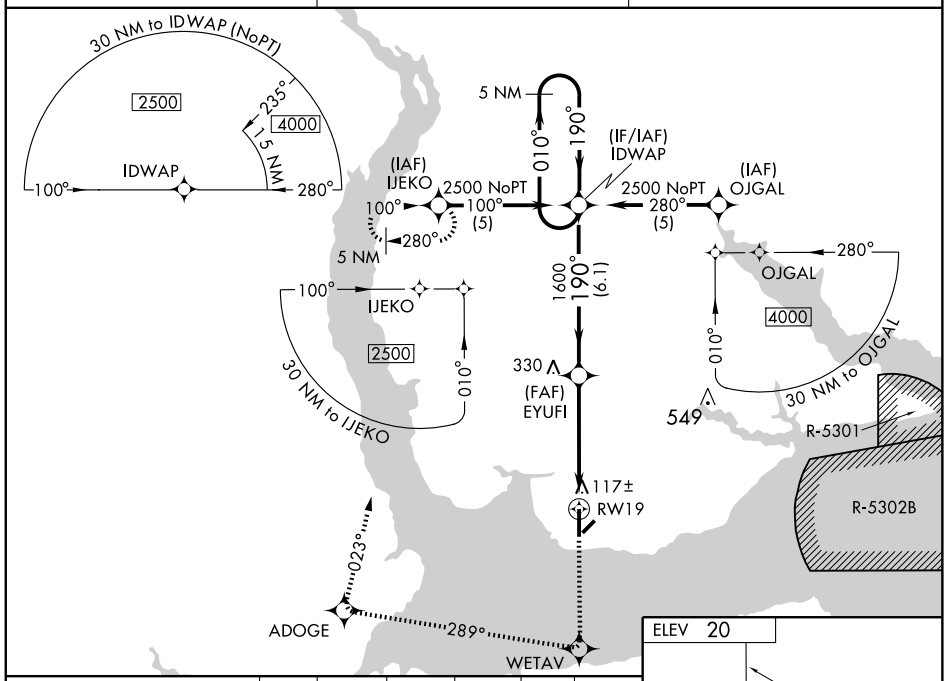
RNAV (GPS) RWY 19

EDENTON/ NORTHEASTERN RGNL (EDE)

Baro-VNAV NA when using Elizabeth City altimeter setting. If local altimeter setting not received, use Elizabeth City altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

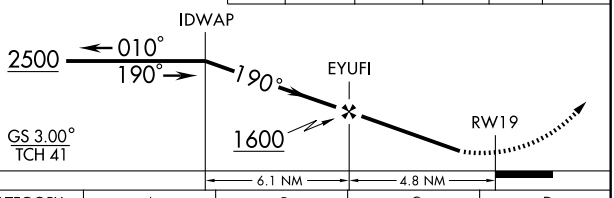
MISSED APPROACH: Climb to 2500 direct WETAV and right turn via 289° track to ADOGE and via 023° track to IJEKO and hold.

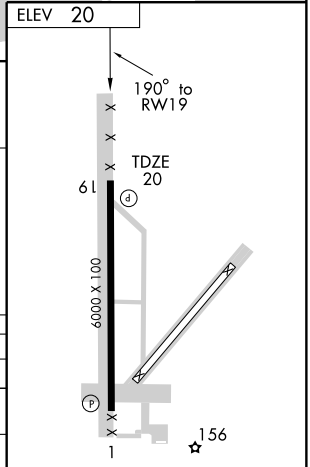
AWOS-3	WASHINGTON CENTER	UNICOM
121.125	123.85 323.0	123.0 (CTAF) L



5 NM Holding Pattern

2500	WETAV	289° TRK	ADOGE	023° TRK	IJEKO





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

CATEGORY	A	B	C	D
LPV DA	362-1¼ 342 (400-1¼)			
LNAV/ VNAV DA	407-1½ 387 (400-1½)			
LNAV MDA	380-1 360 (400-1)			380-1¼ 360 (400-1¼)
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	580-2 560 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

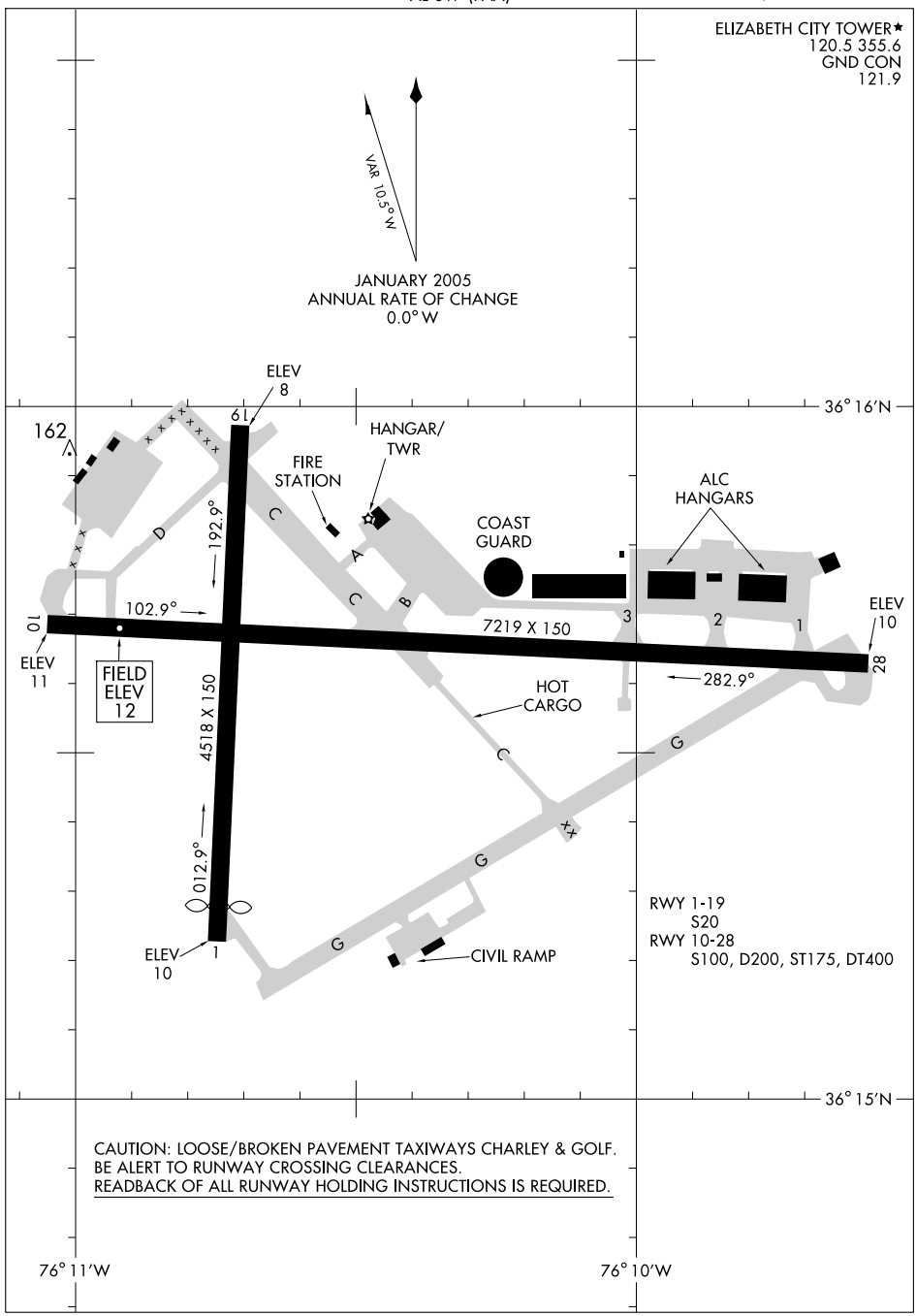
09295

AIRPORT DIAGRAM

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

AL-617 (FAA)

ELIZABETH CITY, NORTH CAROLINA



CAUTION: LOOSE/BROKEN PAVEMENT TAXIWAYS CHARLEY & GOLF.
BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-EPR	APP CRS	Rwy Idg 7219
111.35	099°	TDZE 11
Chan50 (Y)		Apt Elev 12

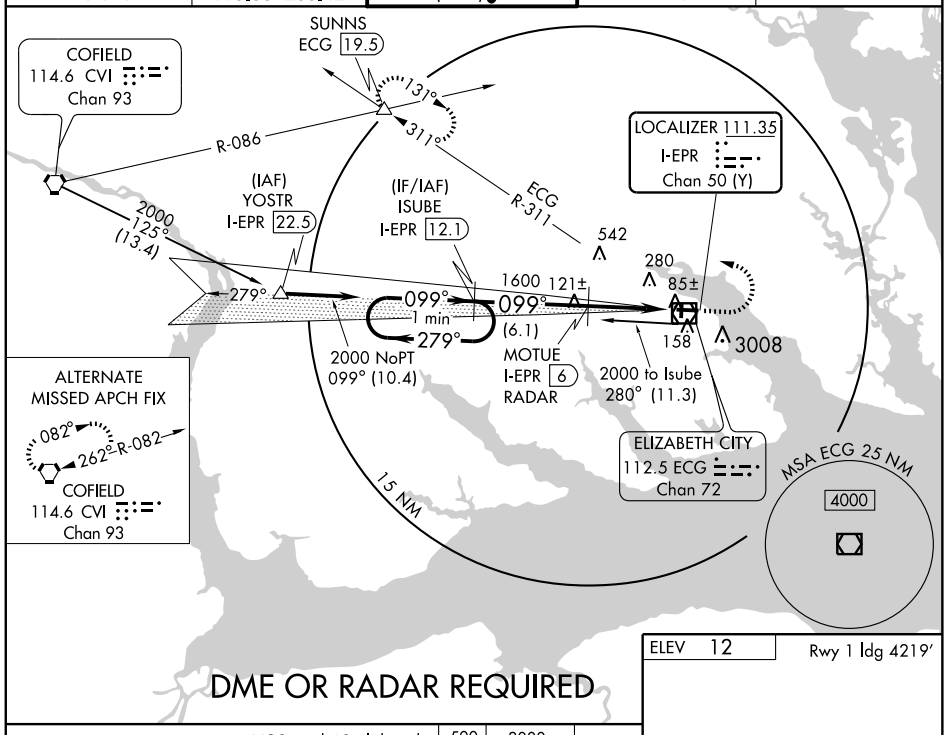
ILS or LOC RWY 10

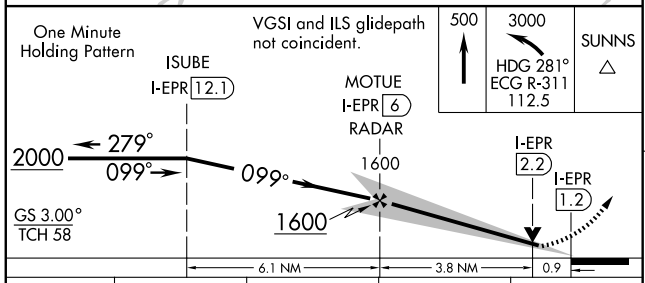
ELIZABETH CITY COAST GUARD AIR STATION/RGNL(ECG)

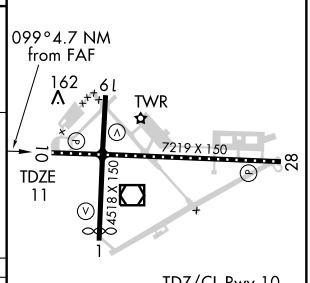
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME or RADAR REQUIRED.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 238 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 281° and ECG VOR/DME R-311 to SUNNS Int/ ECG 19.5 DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-ILS 10	211-¾ 200 (200-¾)			
S-LOC 10	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	480-1 468 (500-1)		480-1½ 468 (500-1½)	640-2 628 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB LLW	APP CRS	Rwy Idg	7219
254	101°	TDZE	12
		Apt Elev	12

NDB RWY 10

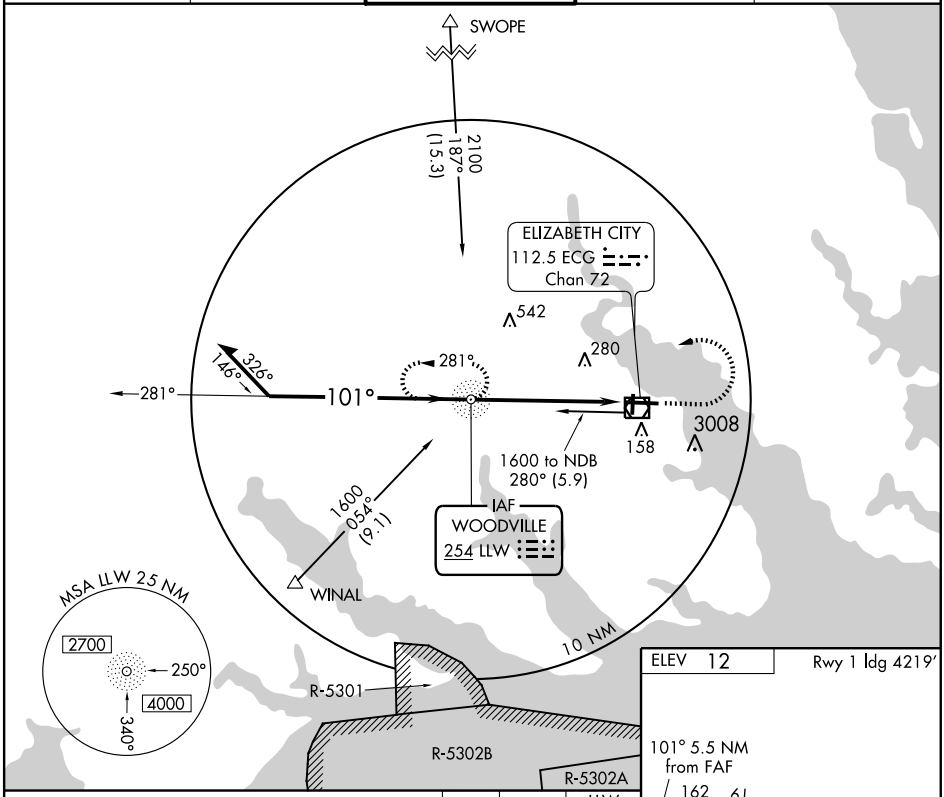
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

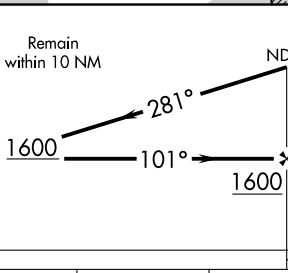
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

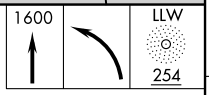
NA

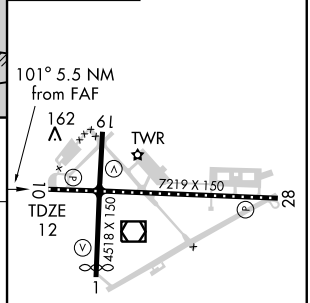
MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95









TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
S-10	640-1	628 (700-1)	640-1¾ 628 (700-1¾)	640-2 628 (700-2)
CIRCLING	640-1	628 (700-1)	640-1¾ 628 (700-1¾)	640-2 628 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4220
354°	TDZE	12
	Apt Elev	12

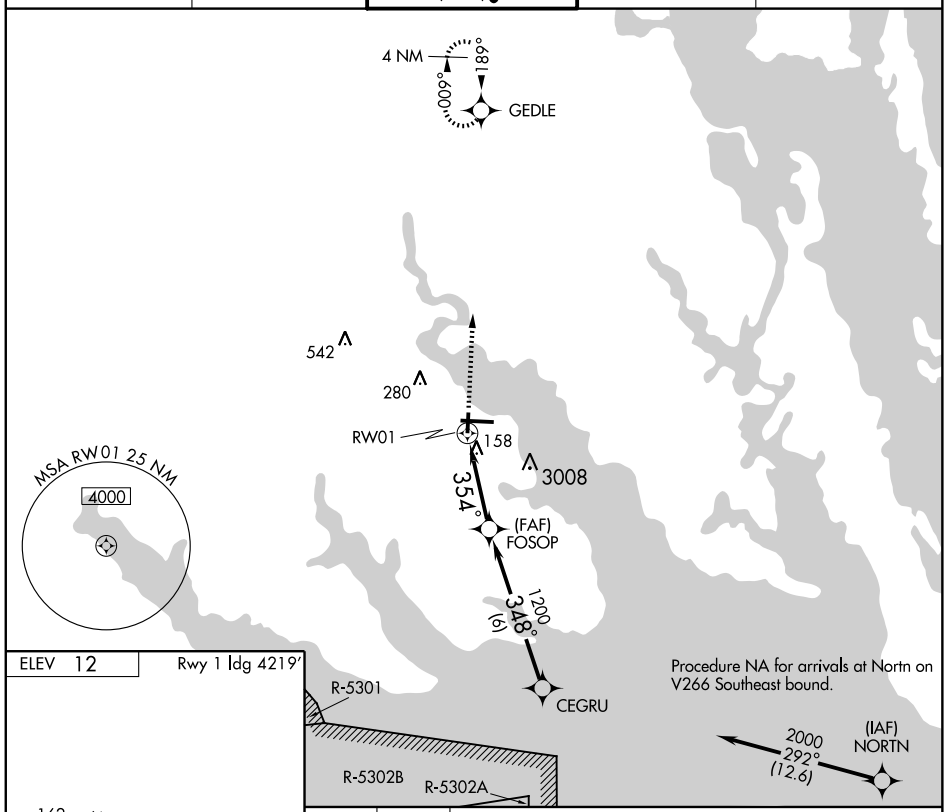
RNAV (GPS) RWY 1

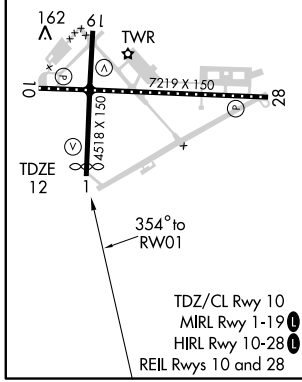
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

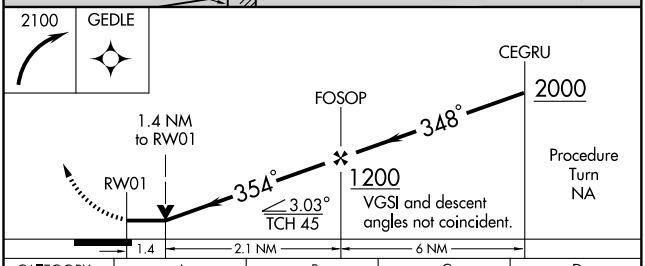
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climbing right turn to 2100 direct GEDLE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7219
CH 65703	099°	TDZE	11
W10A		Apt Elev	12

RNAV (GPS) RWY 10

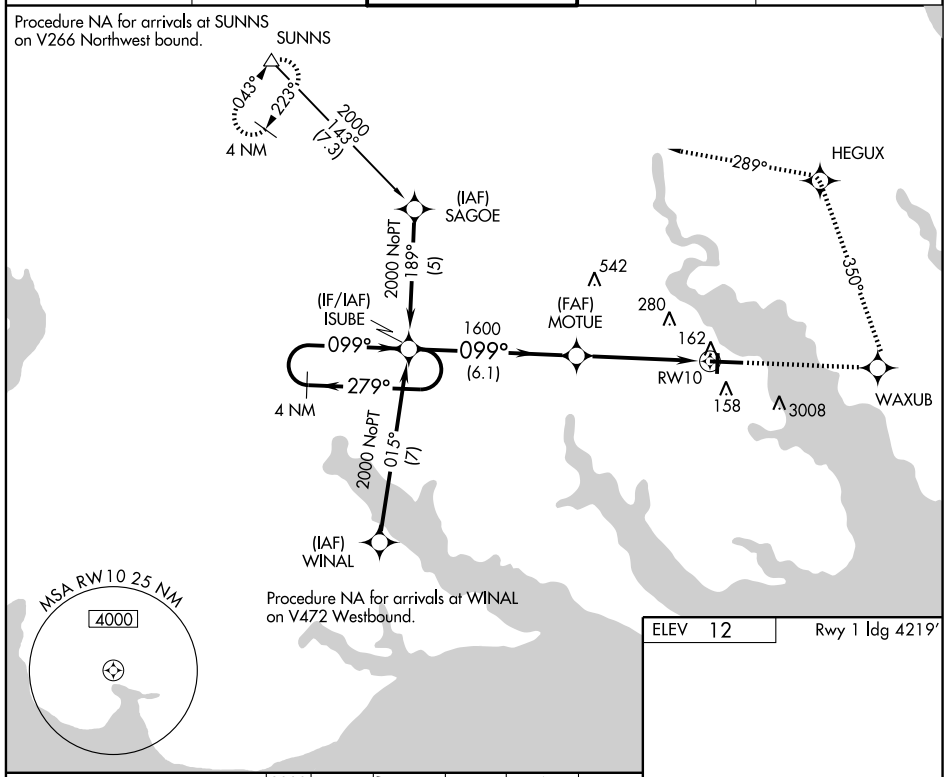
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Currituck altimeter setting and increase all DAs to 288 feet; increase all MDAs 40 feet.
VDP NA when using Currituck altimeter setting.

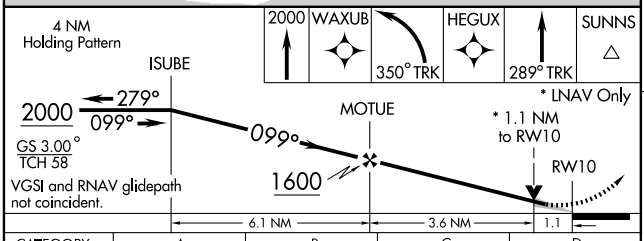
MISSED APPROACH: Climb to 2000 direct WAXUB and left turn via 350° track to HEGUX and 289° track to SUNNS and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95

Procedure NA for arrivals at SUNNS on V266 Northwest bound.

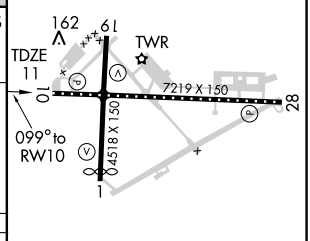


Procedure NA for arrivals at WINAL on V472 Westbound.



CATEGORY	A	B	C	D
LPV DA	261 - ¾		250 (300-¾)	
LNAV MDA	420-1	409 (500-1)	420-1¼	409 (500-1¼)
CIRCLING	480-1	468 (500-1)	480-1½ 468 (500-1½)	640-2 628 (700-2)

ELEV 12 Rwy 1 Idg 4219'



TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4518
189°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 19

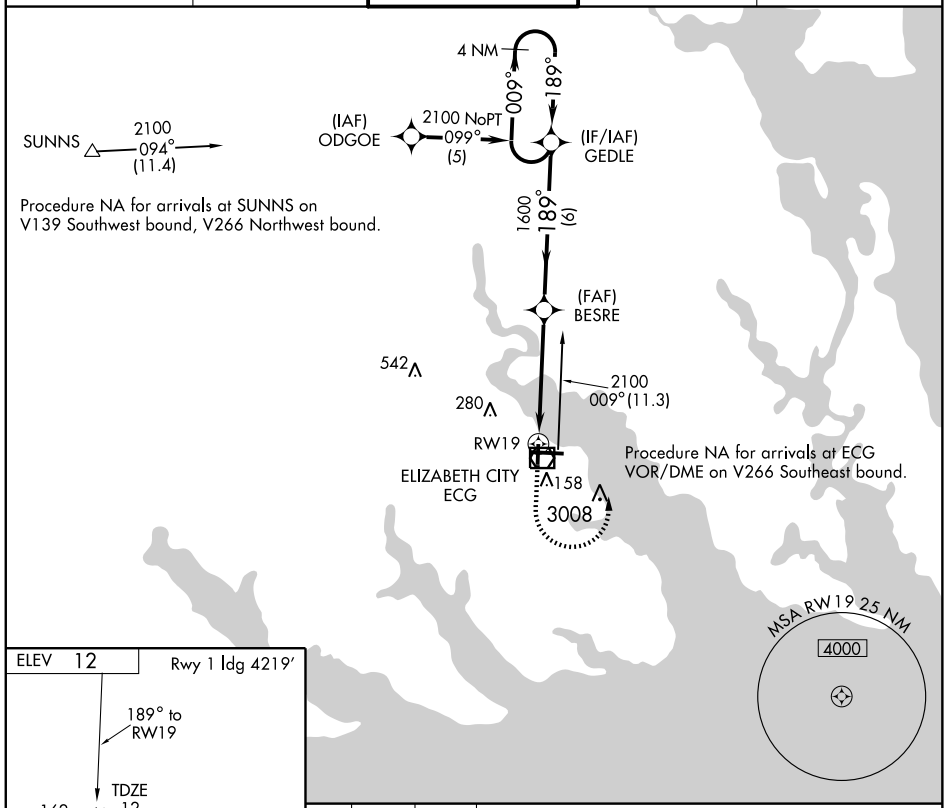
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

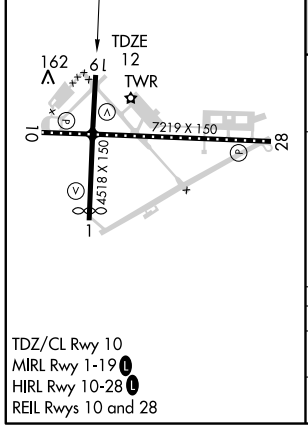
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

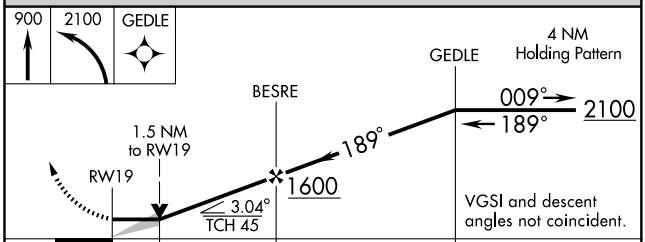
NA

MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7219
279°	TDZE	11
	Apt Elev	12

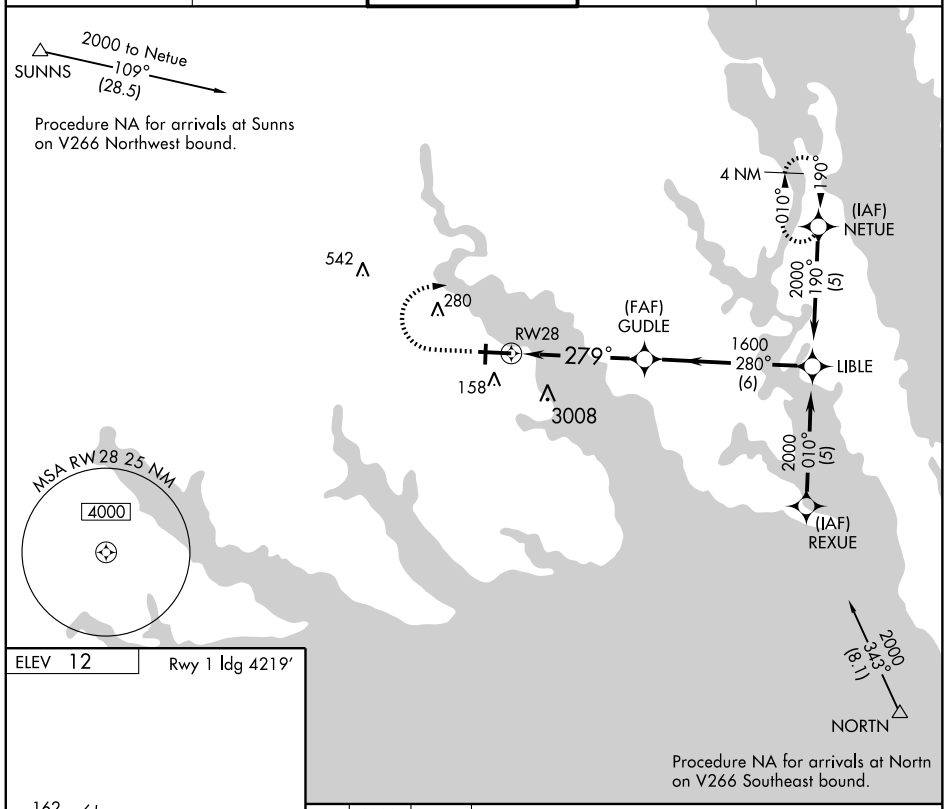
RNAV (GPS) RWY 28

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

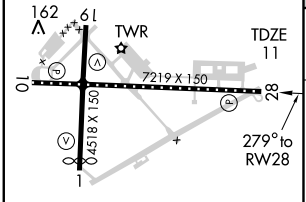
NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

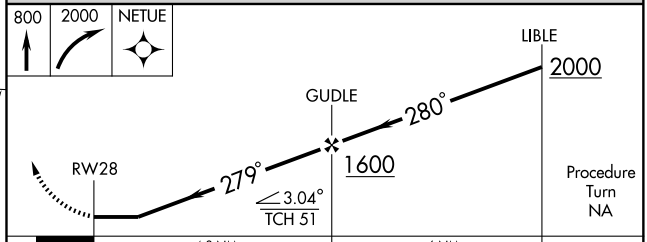
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE WP and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95



ELEV 12 — Rwy 1 ldg 4219′





TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

CATEGORY	A	B	C	D
LNAV MDA	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME ECG	APP CRS	Rwy Idg	4219
112.5	016°	TDZE	12
Chan 72		Apt Elev	12

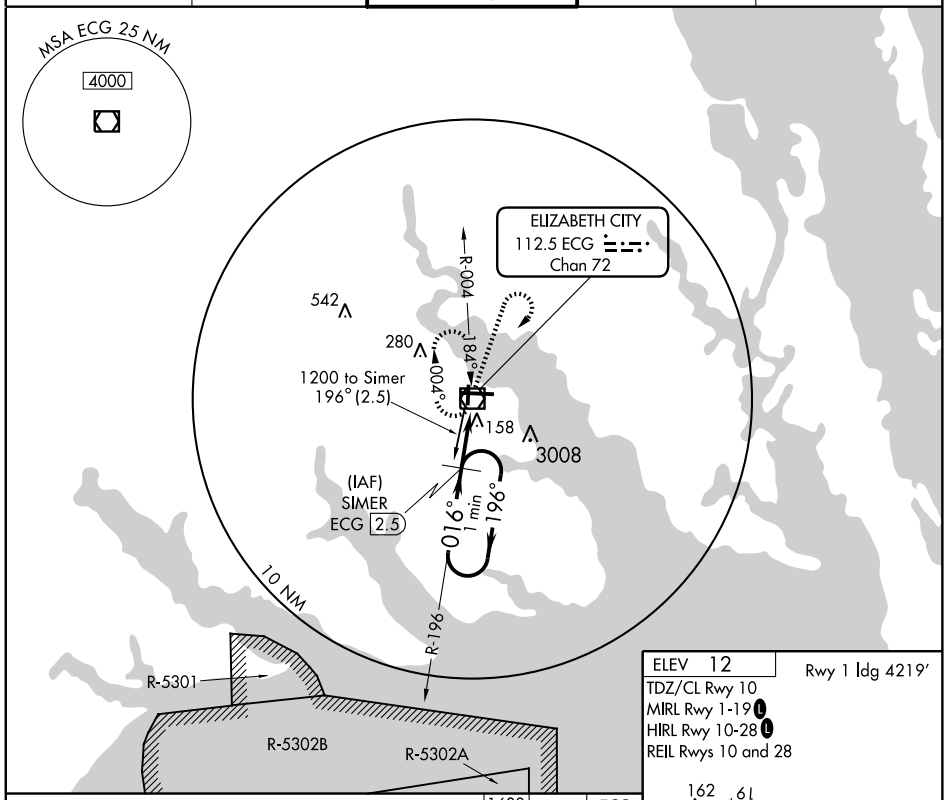
VOR/DME RWY 1

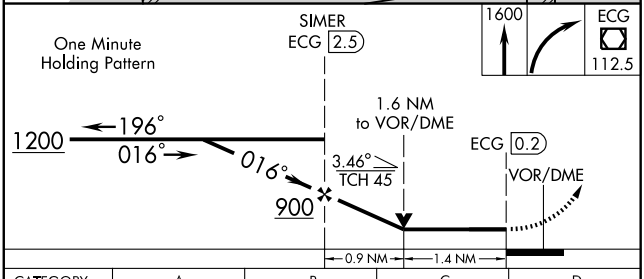
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

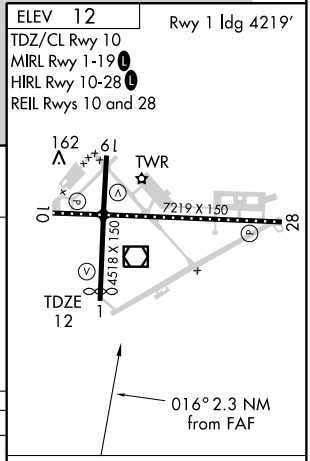
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. Penetration of R-5301 is not authorized. ATC clearance required to penetrate R-5302B.

MISSED APPROACH: Climb to 1600 then right turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-1	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	108°	TDZE	12
Chan 72		Apt Elev	12

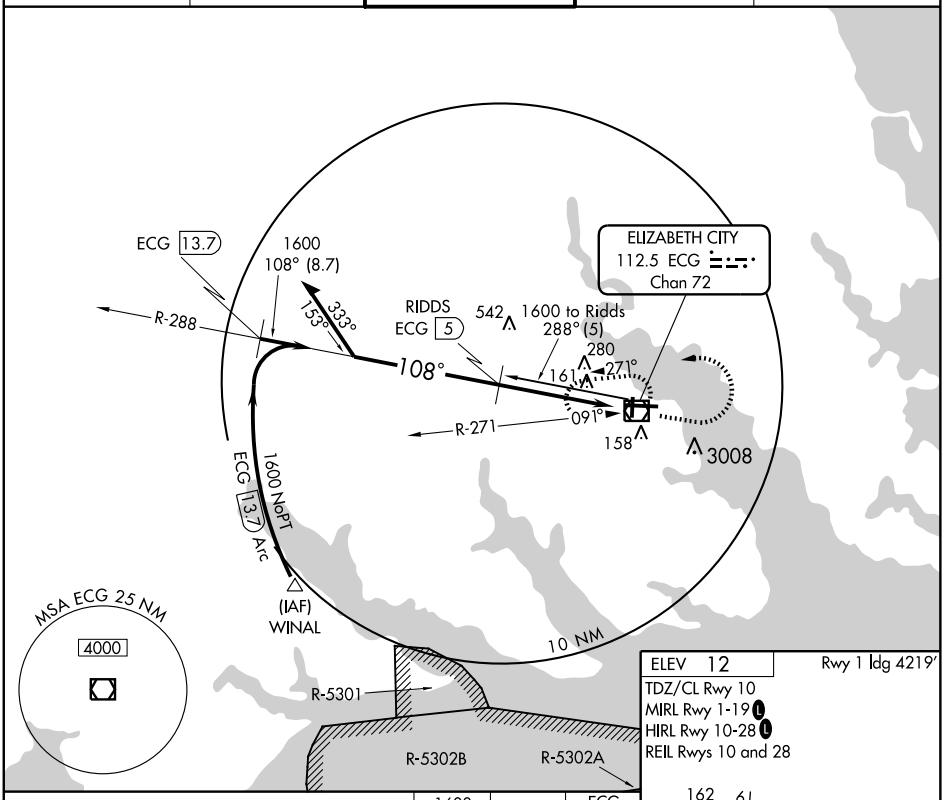
VOR/DME RWY 10

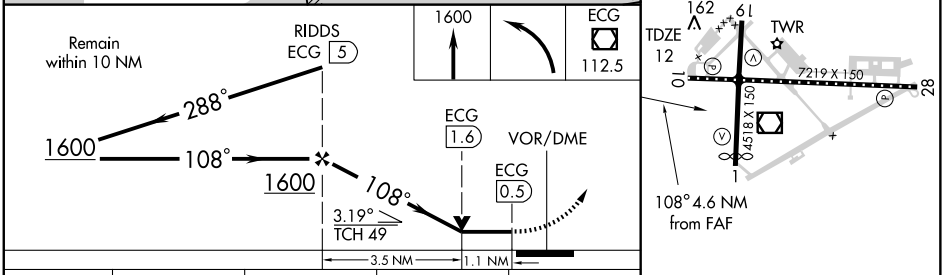
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95





CATEGORY	A	B	C	D
S-10	420-1	408 (500-1)	420-1¼	408 (500-1¼)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME ECG	APP CRS	Rwy Idg	4518
112.5	184°	TDZE	12
Chan 72		Apt Elev	12

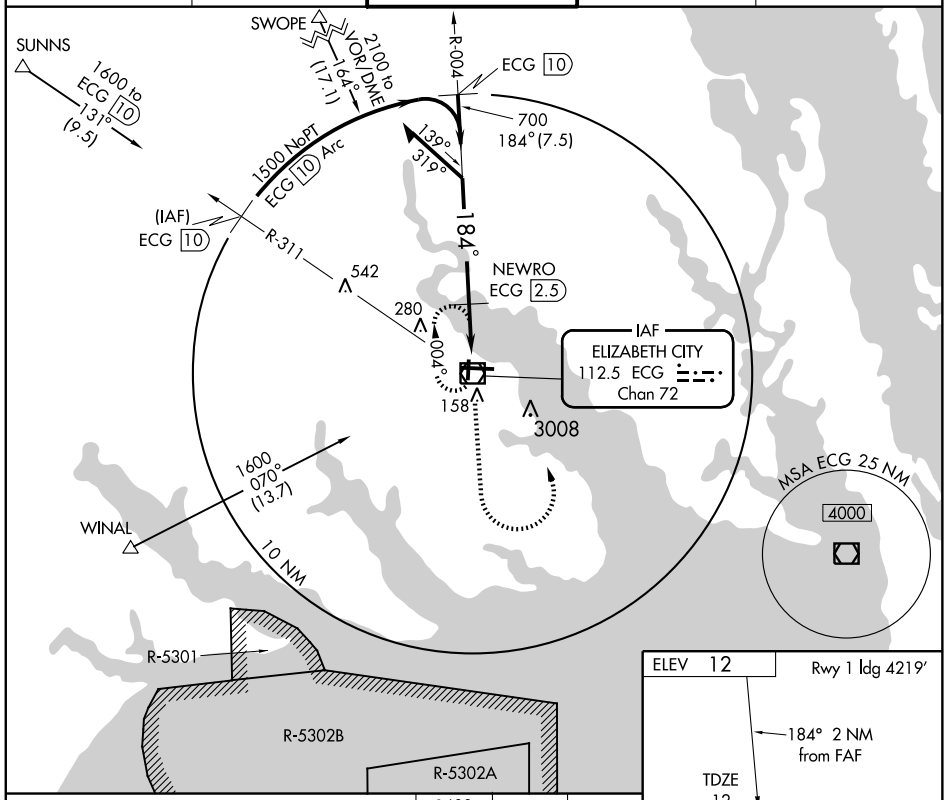
VOR/DME RWY 19

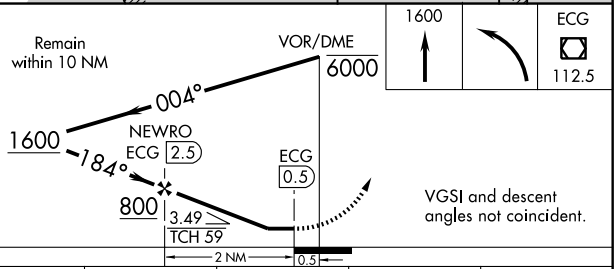
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

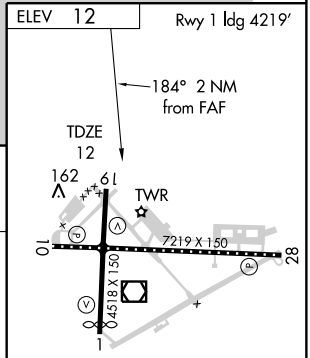
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95







CATEGORY	A	B	C	D
S-19	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	520-1	508 (600-1)	520-1½ 508 (600-1½)	640-2 628 (700-2)

TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	270°	TDZE	11
Chan 72		Apt Elev	12

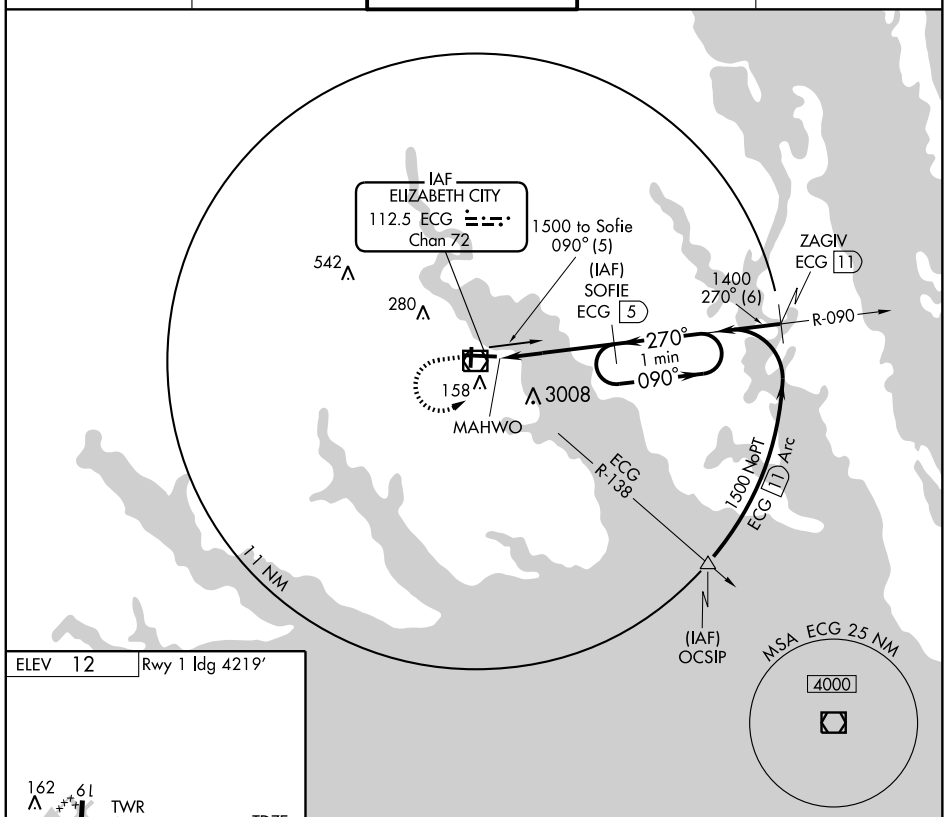
VOR/DME RWY 28

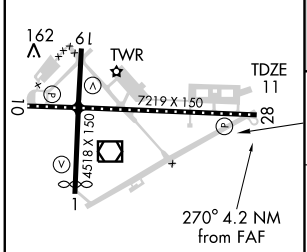
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

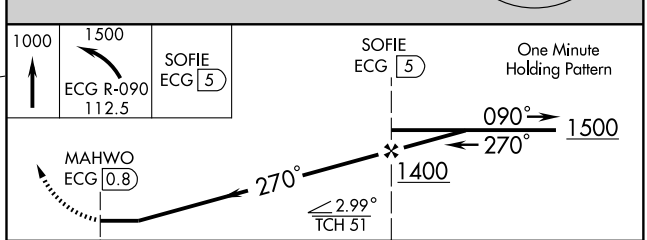
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
118.525	119.55 269.42	120.5 (CTAF) L 355.6	121.9	122.95





TDZ/CL Rwy 10
MIRL Rwy 1-19 L
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-28	360-1 349 (400-1)			360-1¼ 349 (400-1¼)
CIRCLING	520-1 508 (600-1)		520-1½ 508 (600-1½)	640-2 628 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4998
152°	TDZE	133
	Apt Elev	133

GPS RWY 15

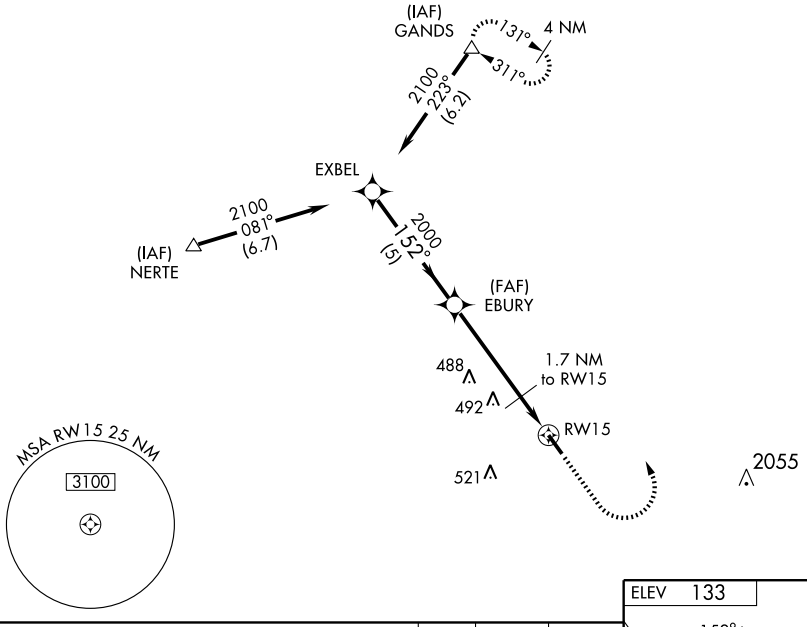
ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

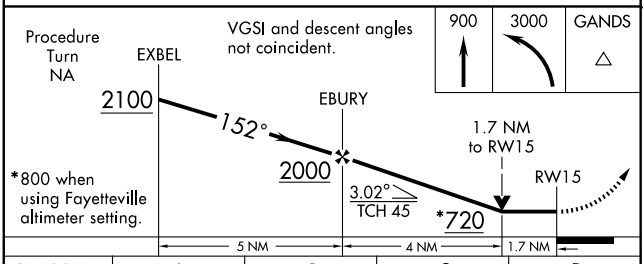
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

NA

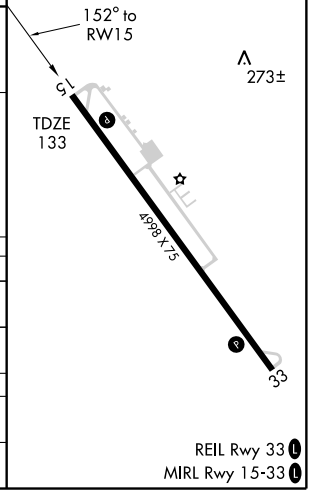
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct GANDS WP and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	580-1 447 (500-1)		580-1½ 447 (500-1½)	
CIRCLING	640-1 507 (600-1)		640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-15	660-1 527 (600-1)		660-1½ 527 (600-1½)	660-1¾ 527 (600-1¾)
CIRCLING	700-1 567 (600-1)		700-1¾ 567 (600-1¾)	880-2½ 747 (800-2½)



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4998
332°	TDZE	123
	Apt Elev	133

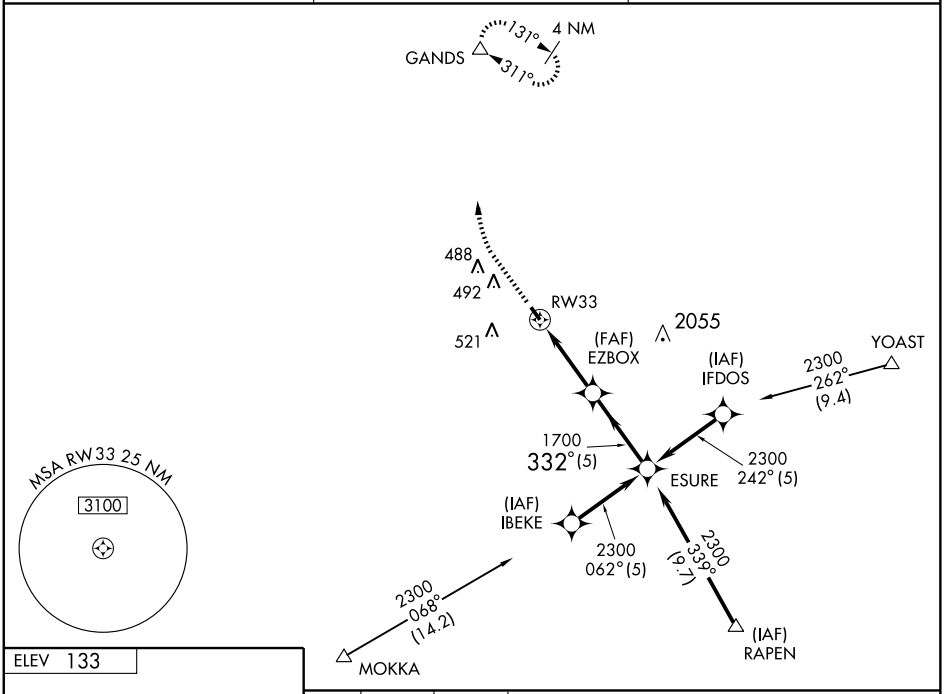
GPS RWY 33

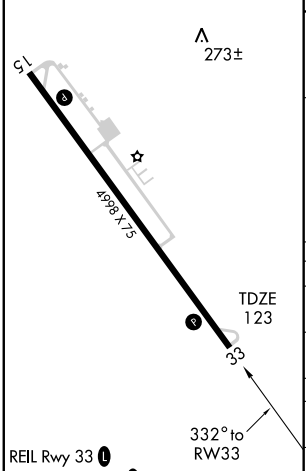
ELIZABETHTOWN/ CURTIS L BROWN JR FIELD (EYF)

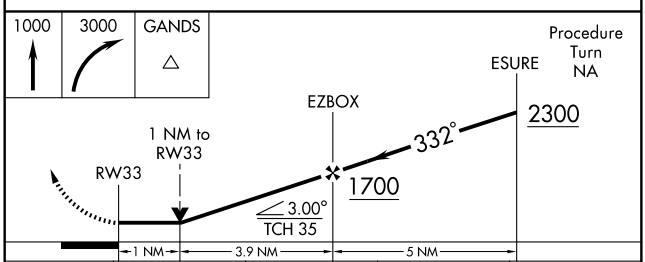
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GANDS WP and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF)







CATEGORY	A	B	C	D
S-33	480-1 357 (400-1)			480-1¼ 357 (400-1¼)
CIRCLING	640-1 507 (600-1)		640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	560-1 437 (500-1)		560-1¼ 437 (500-1¼)	560-1½ 437 (500-1½)
CIRCLING	700-1 567 (600-1)		700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB TGQ	APP CRS	Rwy Idg	4998
398	332°	TDZE	123
		Apt Elev	133

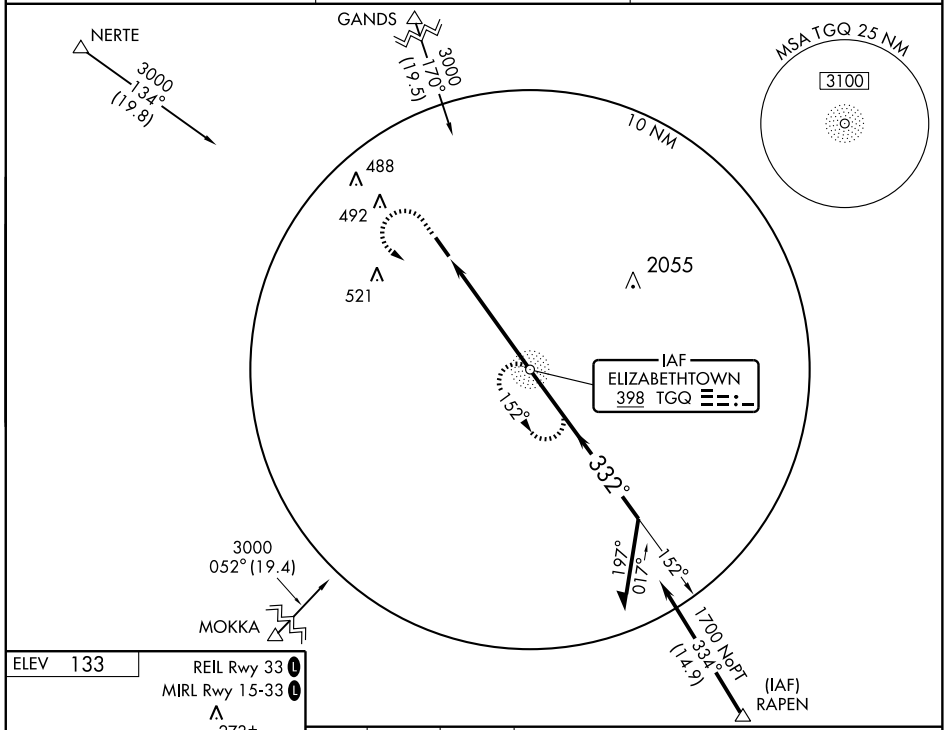
NDB RWY 33

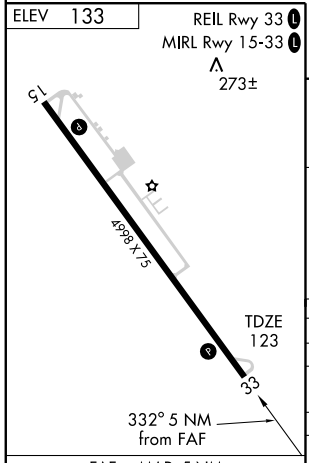
ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. Descent angle/gradient not authorized with Fayetteville altimeter setting.

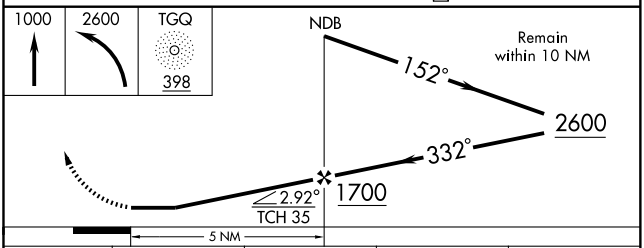
MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 direct TGQ NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-33	540-1	417 (500-1)	540-1¼	417 (500-1¼)
CIRCLING	640-1	507 (600-1)	640-1½ 507 (600-1½)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-33	620-1	497 (500-1)	620-1¼ 497 (500-1¼)	620-1½ 497 (500-1½)
CIRCLING	700-1	567 (600-1)	700-1½ 567 (600-1½)	880-2½ 747 (800-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME FAY	APP CRS	Rwy Idg	4998
108.8	152°	TDZE	133
Chan 25		Apt Elev	133

VOR/DME RWY 15

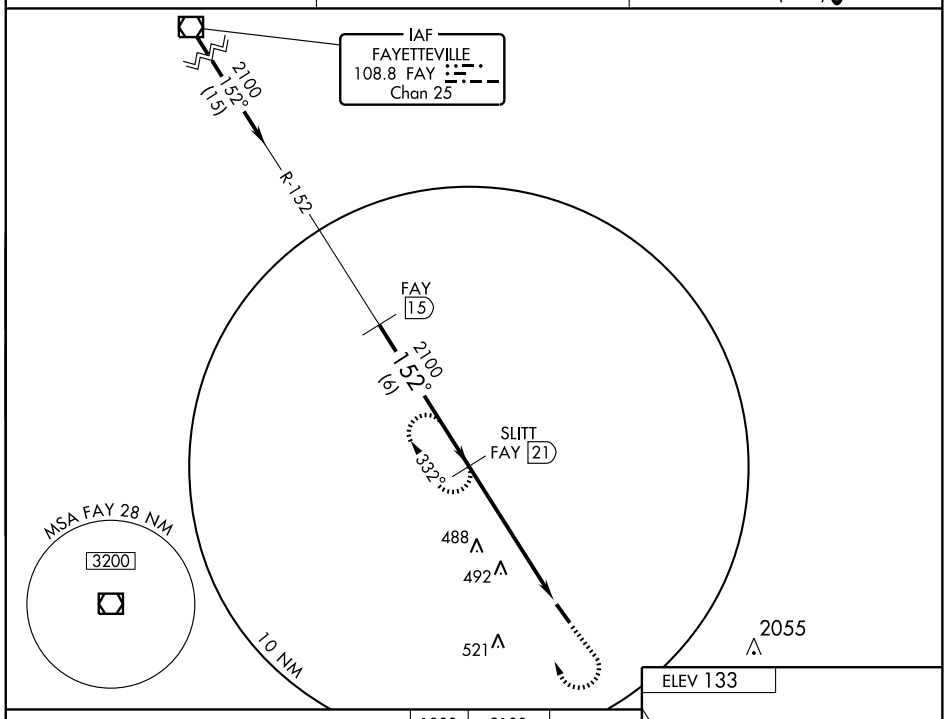
ELIZABETHTOWN/CURTIS L BROWN JR FIELD (EYF)

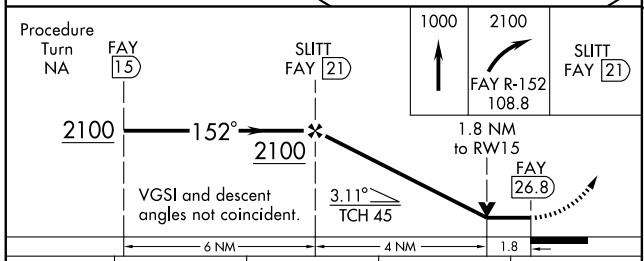
Obtain local altimeter setting on CTAF; when not received, use Fayetteville altimeter setting. VDP and descent angle/gradient not authorized with Fayetteville altimeter setting.

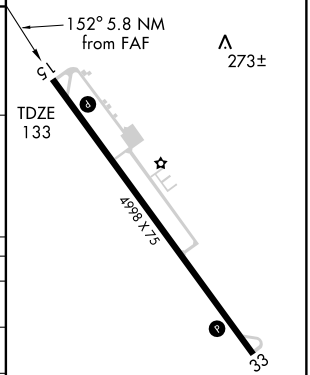
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via FAY R-152 to SLITT 21 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 295.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	760-1 627 (700-1)	760-1¼ 627 (700-1¼)	760-1¾ 627 (700-1¾)	760-2 627 (700-2)
CIRCLING	760-1 627 (700-1)	760-1¼ 627 (700-1¼)	760-1¾ 627 (700-1¾)	800-2 667 (700-2)
FAYETTEVILLE ALTIMETER SETTING MINIMUMS				
S-15	820-1 687 (700-1	820-1¼ 687 (700-1¼)	820-2 687 (700-2)	820-2¼ 687 (700-2¼)
CIRCLING	820-1 687 (700-1)	820-1¼ 687 (700-1¼)	820-2 687 (700-2)	880-2½ 747 (800-2½)

REIL Rwy 33 L
MIRL Rwy 15-33 L

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB ZEF	APP CRS	Rwy Idg	4003
326	242°	TDZE	1065
		Apt Elev	1068

NDB or GPS RWY 25

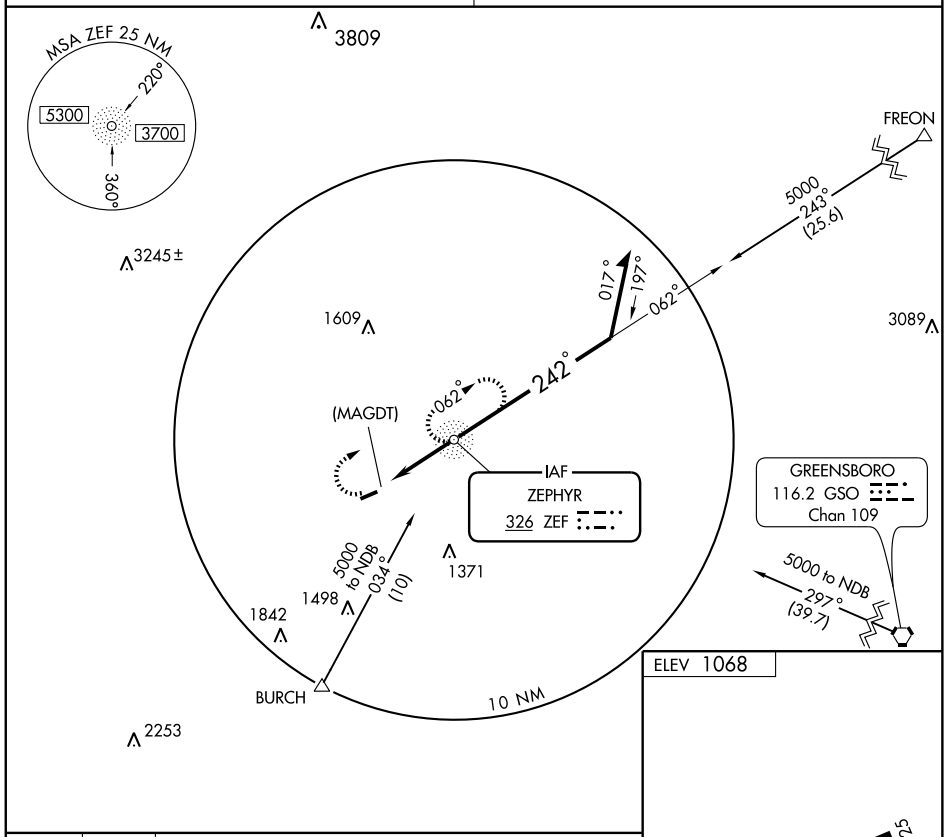
ELKIN MUNI (ZEF)

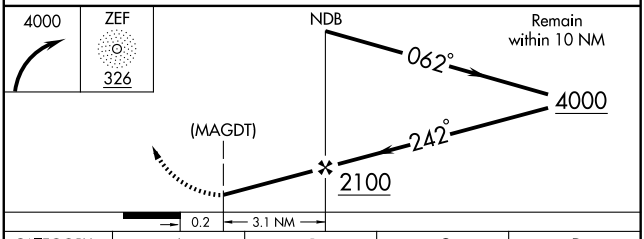
T A NA — Use Winston-Salem, NC altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct to ZEF NDB and hold.

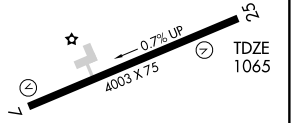
ATLANTA CENTER
125.15 263.0

UNICOM
123.05 (CTAF) L





ELEV 1068



MIRL Rwy 7-25 L
REIL Rwy 25 L

CATEGORY	A	B	C	D
S-25	1700-1 635 (700-1)		1700-1¾ 635 (700-1¾)	1700-2 635 (700-2)
CIRCLING	1700-1 632 (700-1)		1700-1¾ 632 (700-1¾)	1700-2 652 (700-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 17 DEC 2009 to 14 JAN 2010

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

LOC/DME I-HRJ	APP CRS	Rwy Idg 5000
108.35	048°	TDZE 195
Chan 20 (Y)		Apt Elev 202

LOC/DME RWY 5

ERWIN/ HARNETT RGNL JETPORT (HRJ)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 290° and RDU R-189 to LANHO INT/RDU 21.2 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L

RALEIGH-DURHAM
117.2 RDU
Chan 119

HARNETT
417 HQT

3100 to IRWOX 191° (38.7)

736

353

520

476

532

349±

690

DENIL
FAY 21

(IF/IAF)
IRWOX INT
I-HRJ 12.1
FAY 14.7
RDU 38.7

IJADE
I-HRJ 6.1

1900
(6)

LOCALIZER 108.35
I-HRJ
Chan 20 (Y)

MISSED APCH FIX

R-189

R-117

LANHO
RDU 21.2

009°

189°

113.0 LIB
Chan 77

117.2 RDU
Chan 119

ALTERNATE MISSED APCH FIX

R-009

009°

189°

DENIL
FAY 21

108.8 FAY
Chan 25

048°
1 min
228°

228°

10 NM

R-5311
A, B, C

R-002

1049

MSA HQT 25 NM

3400

2500 NoPT
002°
(14.7)

IAF
FAYETTEVILLE
108.8 FAY
Chan 25

ELEV 202

13

5000 X 75

252±

0.3% UP

TDZE
195

048° 5.2 NM
from FAF

IRWOX INT
I-HRJ 12.1
FAY 14.7
RDU 38.7

IJADE
I-HRJ 6.1

700

2000
HDG 290°
RDU R-189
117.2

LANHO
RDU 21.2

I-HRJ
0.9

2500

228°

048°

048°

1900

3.04°
TCH 35

6 NM

5.2 NM

CATEGORY	A	B	C	D
S-5	520-1 325 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB HQT	APP CRS	Rwy Idg	5000
417	230°	TDZE	202
		Apt Elev	202

NDB RWY 23

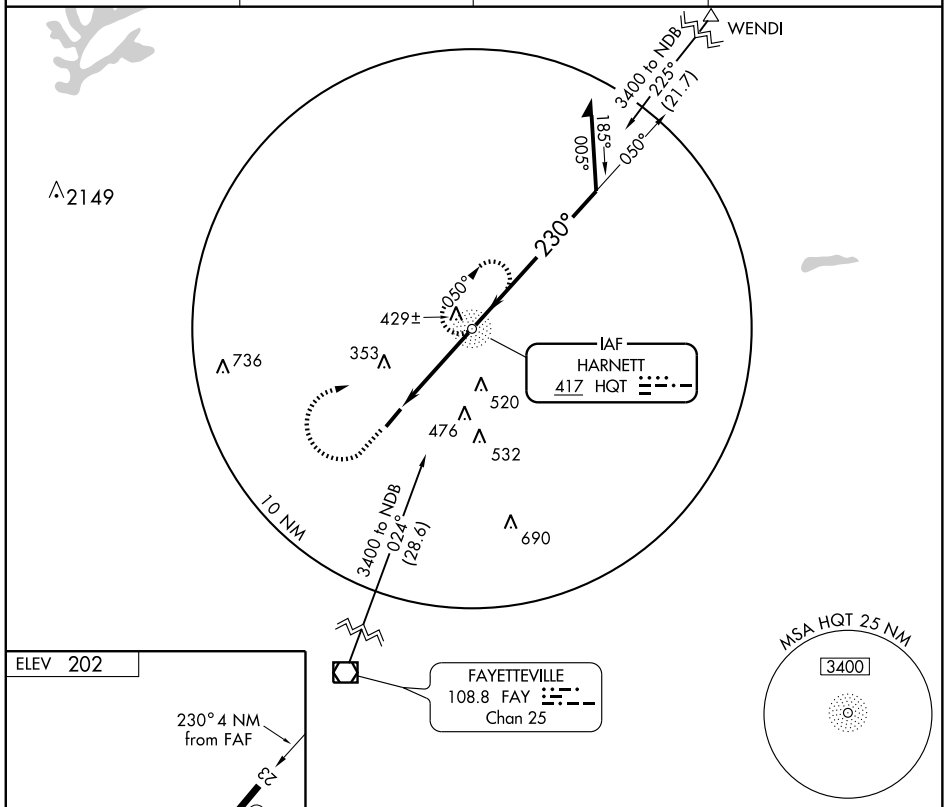
ERWIN/ HARNETT RGNL JETPORT (HRJ)

When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet, and S-23 CAT C visibility ¼ mile. Visibility reduction by helicopters NA.

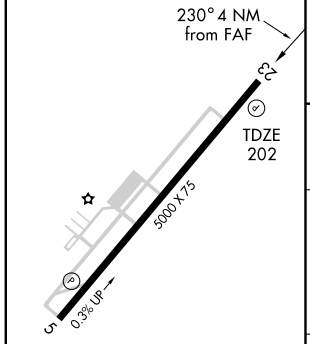
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L



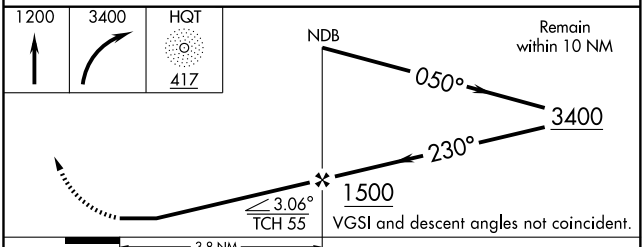
ELEV 202



REIL Rwy 5-23 L

MIRL Rwy 5-23 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-23	660-1	458 (500-1)	660-1¼ 458 (500-1¼)	NA
CIRCLING	660-1	458 (500-1)	720-1½ 518 (600-1½)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 66004	048°	TDZE	195
W05A		Apt Elev	202

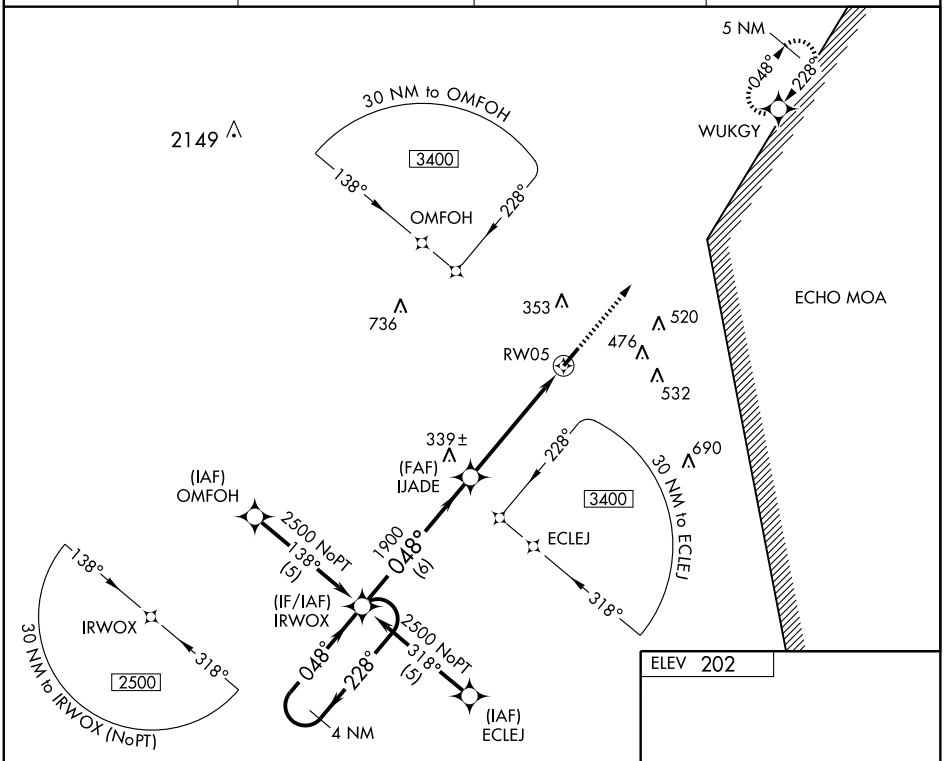
RNAV (GPS) RWY 5

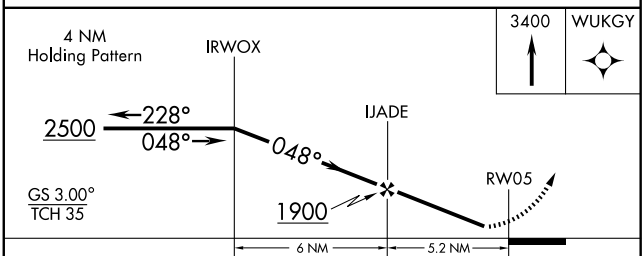
ERWIN/ HARNETT RGNL JETPORT (HRJ)

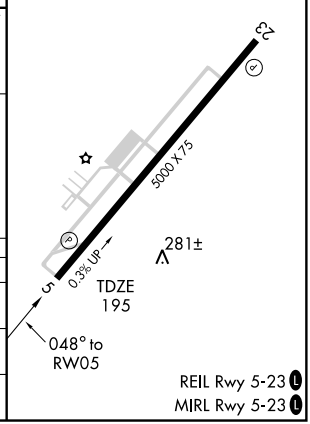
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 direct WUKGY and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-1 279 (300-1)			NA
LNAV MDA	540-1 345 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 45904	228°	TDZE	202
W23A		Apt Elev	202

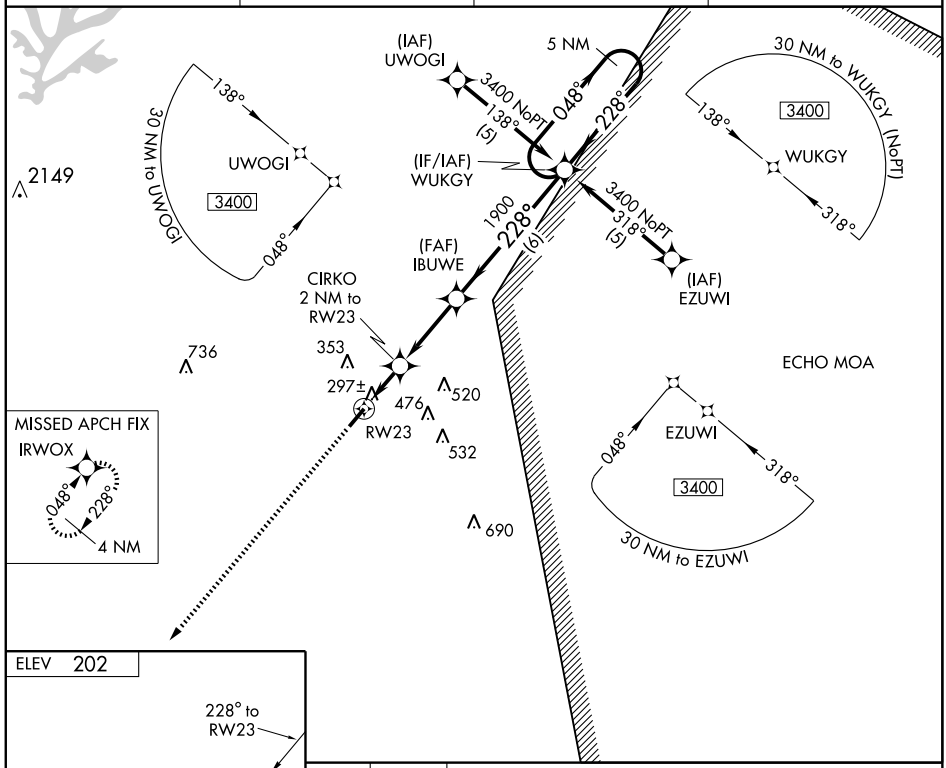
RNAV (GPS) RWY 23

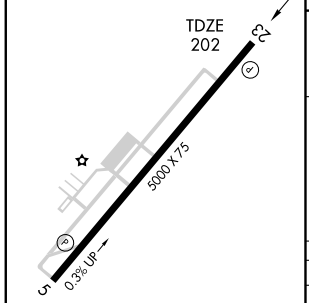
ERWIN/ HARNETT RGNL JETPORT (HRJ)

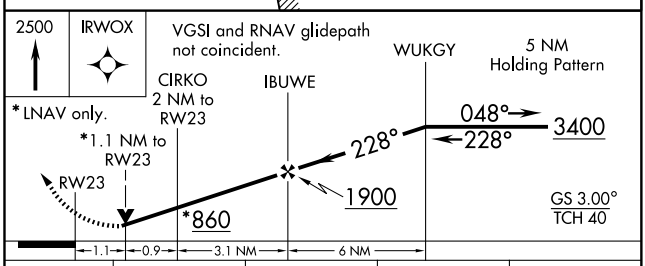
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	551-1¼ 349 (400-1¼)			NA
LNAV MDA	600-1 398 (400-1)			NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

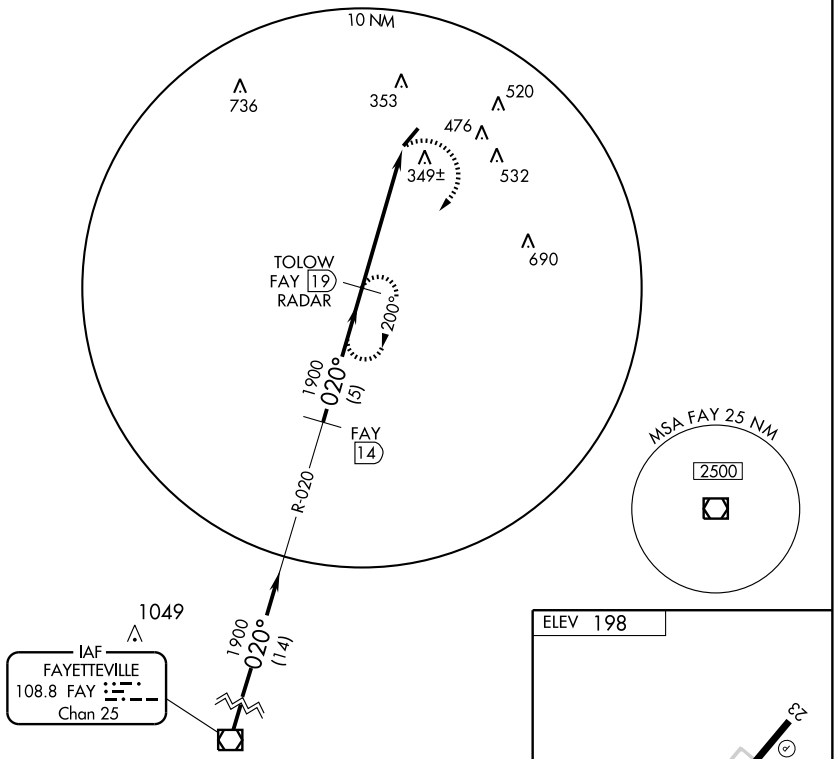
VOR/DME FAY 108.8 Chan 25	APP CRS 020°	Rwy Idg 5000 TDZE 196 Apt Elev 198

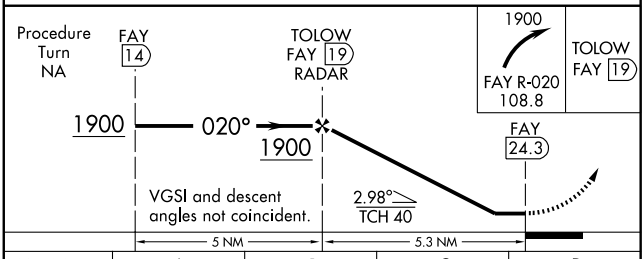
VOR/DME RWY 5

ERWIN/ HARNETT RGNL JETPORT (HRJ)

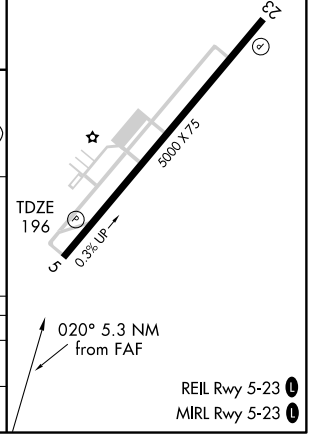
MISSED APPROACH: Climbing right turn to 1900 via FAY R-020 to TOLOW/FAY 19 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 397.85	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-5	800-1 604 (700-1)	800-1¼ 604 (700-1¼)	800-1¾ 604 (700-1¾)	NA
CIRCLING	800-1 602 (700-1)	800-1¼ 602 (700-1¼)	800-1¾ 602 (700-1¾)	NA



REIL Rwy 5-23 L
MIRL Rwy 5-23 L

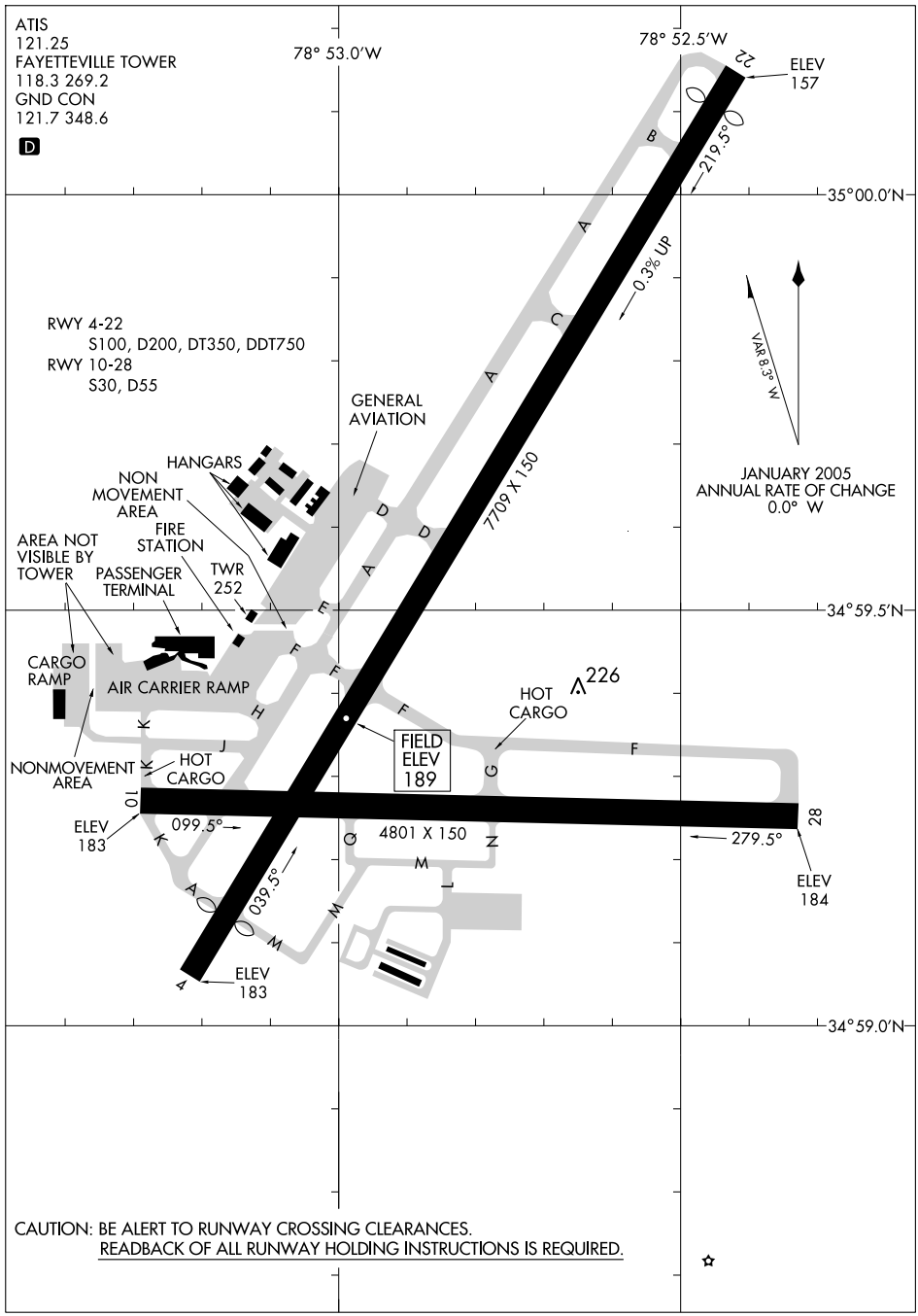
SE-2. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

FAYETTEVILLE, NORTH CAROLINA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GRA	APP CRS	Rwy Idg	6507
110.5	038°	TDZE	189
		Apt Elev	189

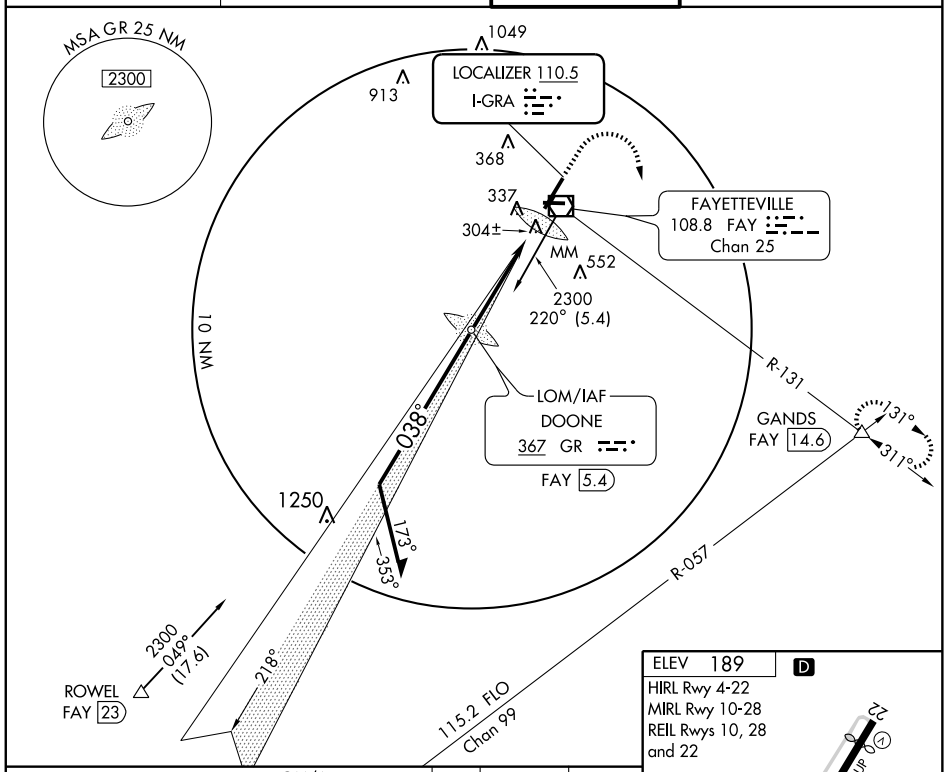
ILS or LOC RWY 4

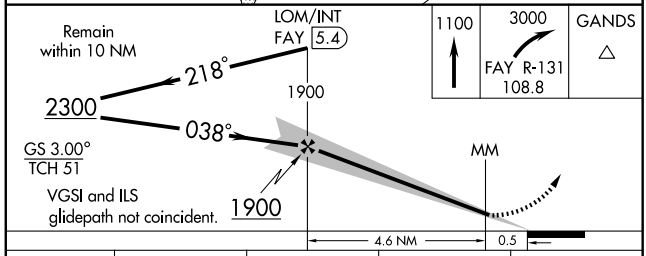
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

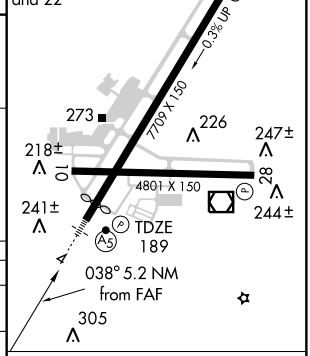
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
S-ILS 4	389/24 200 (200-½)			
S-LOC 4	560/24 371 (400-½)			560/40 371 (400-¾)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-GRA	APP CRS	Rwy Idg	6507
110.5	218°	TDZE	182
		Apt Elev	189

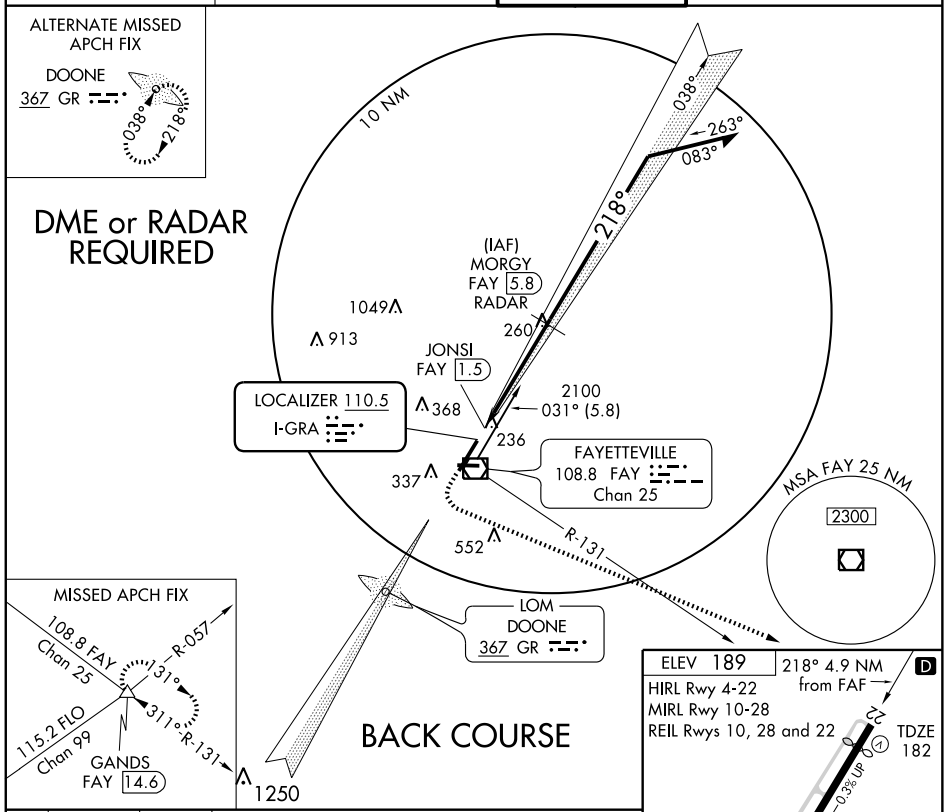
LOC BC RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

DME or RADAR REQUIRED. When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



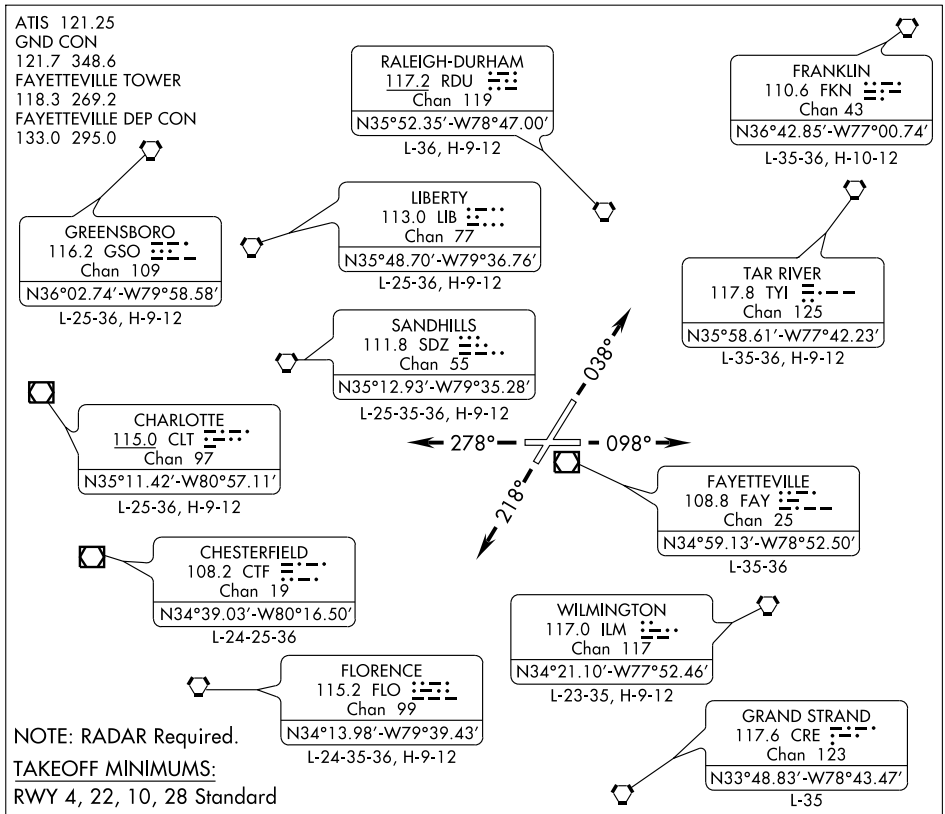
CATEGORY	A	B	C	D
S-22	500-1 318 (400-1)			
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-2, 17 DEC 2009 to 14 JAN 2010

MOUNTY TWO DEPARTURE



NOTE: RADAR Required.

TAKEOFF MINIMUMS:

RWY 4, 22, 10, 28 Standard

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4, Trees beginning 154 feet from DER, 117 feet right of centerline, up to 79 feet AGL/189 feet MSL.
Trees beginning 344 feet from DER, 240 feet left of centerline. up to 63 feet AGL/173 feet MSL.
NOTE: RWY 10, Trees beginning 182 feet from DER, 295 feet right of centerline, up to 43 feet AGL/223 feet MSL.
Trees beginning 451 feet from DER, 383 feet left of centerline, up to 62 feet AGL/242 feet MSL.
NOTE: RWY 22, Vehicle on road 98 feet from DER, left and right of centerline, up to 15 feet AGL/186 feet MSL.
Trees beginning 1059 feet from DER, 551 feet right of centerline, up to 94 feet AGL/ 264 feet MSL.
NOTE: RWY 28, Pole and trees beginning 199 feet from DER, 307 feet left of centerline, up to 34 feet AGL/204 feet MSL.
Trees beginning 593 feet from DER, 96 feet right of centerline, up to 79 feet AGL/239 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

RWY 4: Climb heading 038° or as assigned. Thence. . . .
RWY 10: Climb heading 098° or as assigned. Thence. . . .
RWY 22: Climb heading 218° or as assigned. Thence. . . .
RWY 28: Climb heading 278° or as assigned. Thence. . . .

. . . .Maintain 2000 feet or assigned altitude. Expect vectors to join filed route. Expect further clearance to filed altitude 10 minutes after departure.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 50111 W04A	APP CRS 038°	Rwy Idg 6507 TDZE 189 Apt Elev 189

RNAV (GPS) RWY 4

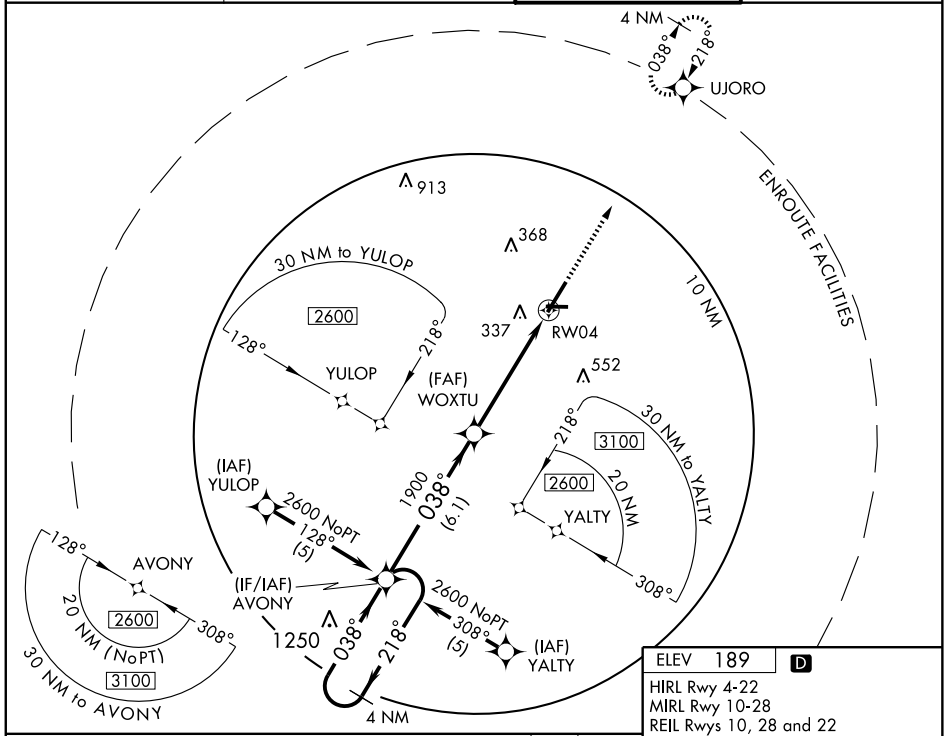
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

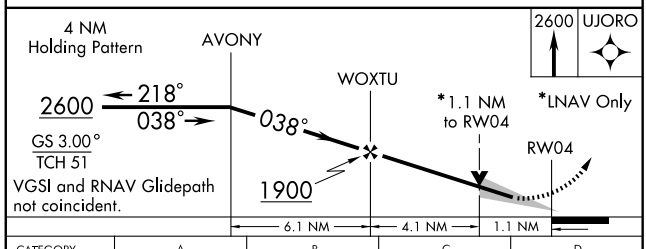
If local altimeter setting not received, use Clinton altimeter setting and increase LPV DA to 510 feet; increase LNAV/VNAV DA to 720 feet; increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Baro-VNAV and VDP NA when using Clinton altimeter setting. For inoperative MALSR, increase LPV Cat A,B,C,D visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2600 direct UJORO and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6

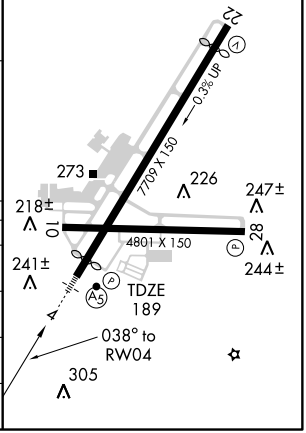




CATEGORY	A	B	C	D
LPV DA	440/24 251 (300-½)			
LNAV/VNAV DA	640/50 451 (500-1)			
LNAV MDA	580/24 391 (400-½)		580/50 391 (400-1)	
CIRCLING	640-1½ 451 (500-1½)		740-2 551 (600-2)	

ELEV 189 D

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4801
086°	TDZE	188
	Apt Elev	189

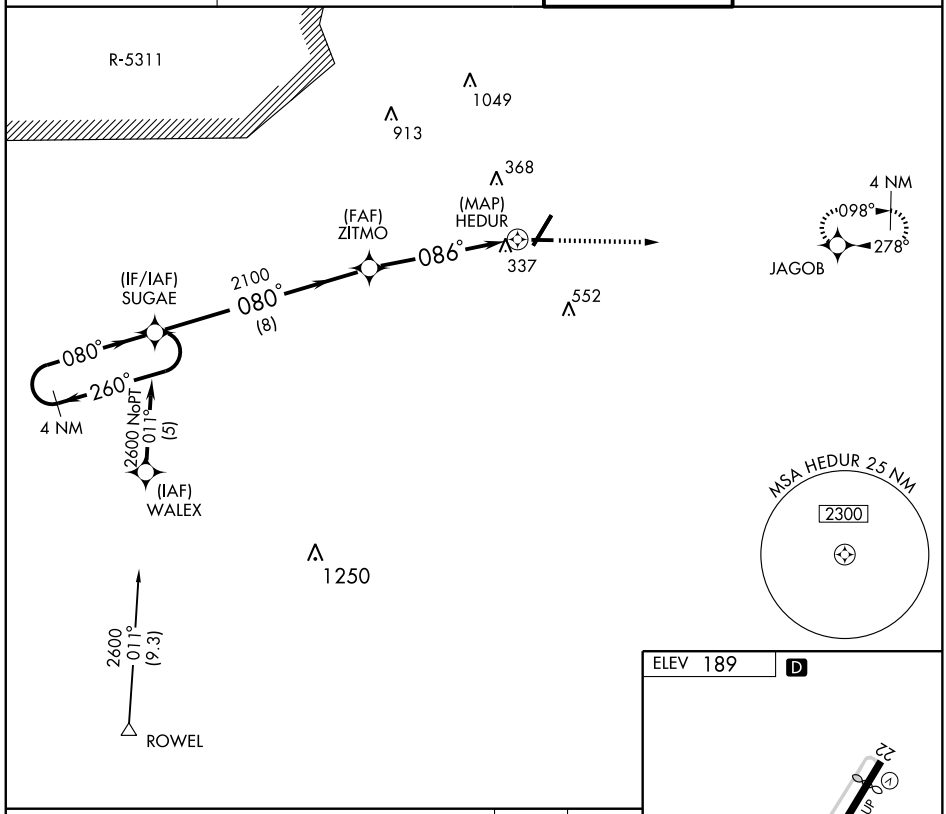
RNAV (GPS) RWY 10

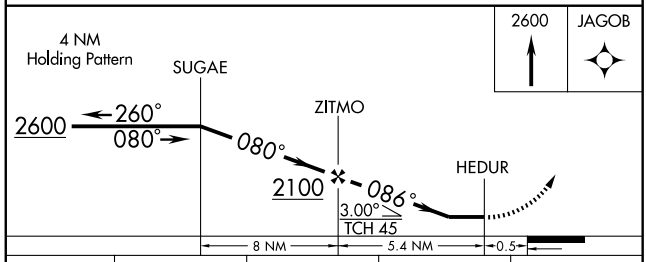
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

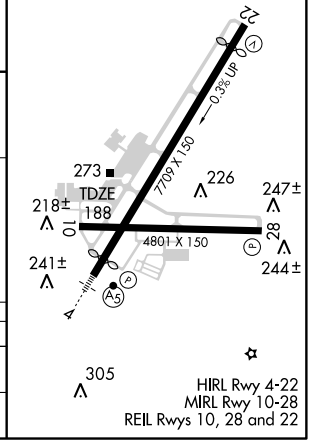
MISSED APPROACH: Climb to 2600 direct JAGOB WP and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6





CATEGORY	A	B	C	D
LNAV MDA	600-1	412 (500-1)	600-1¼	412 (500-1¼)
CIRCLING	640-1	451 (500-1)	640-1½ 451 (500-1½)	740-2 551 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6507
CH 45511	218°	TDZE	182
W22A		Apt Elev	189

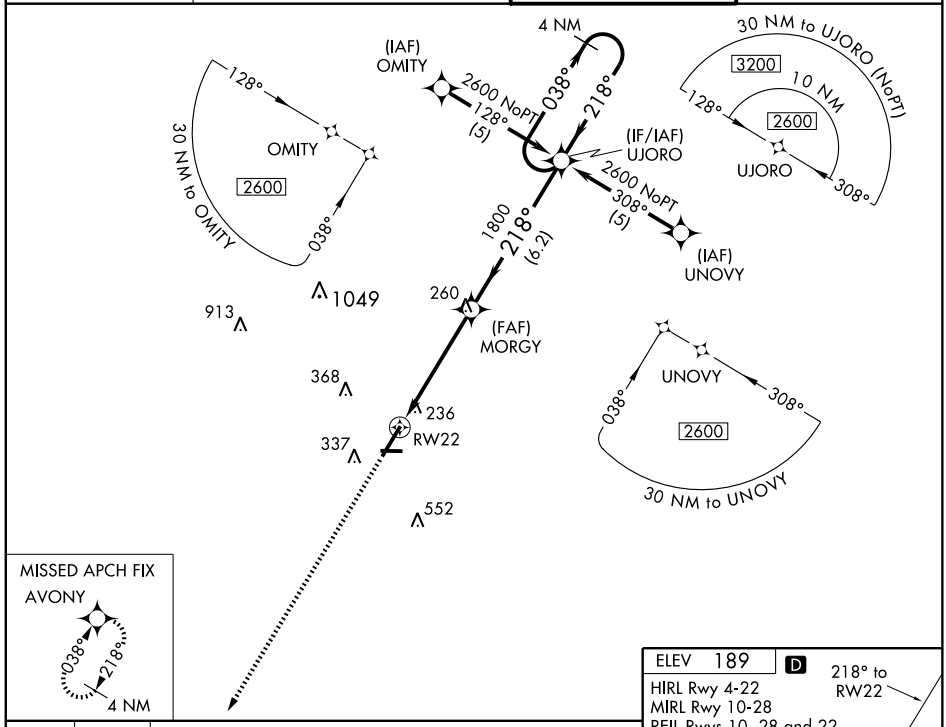
RNAV (GPS) RWY 22

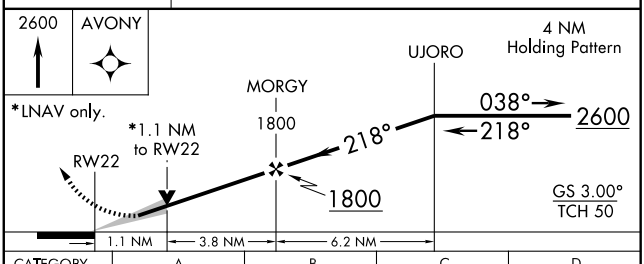
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

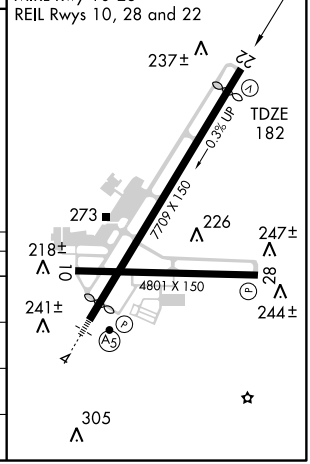
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clinton altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Baro-VNAV and VDP NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2600 direct AVONY and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
LPV DA	432-1 250 (300-1)			
LNAV/VNAV DA	504-1¼ 322 (400-1¼)			
LNAV MDA	560-1 378 (400-1)			560-1¼ 378 (400-1¼)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4801
278°	TDZE	188
	Apt Elev	189

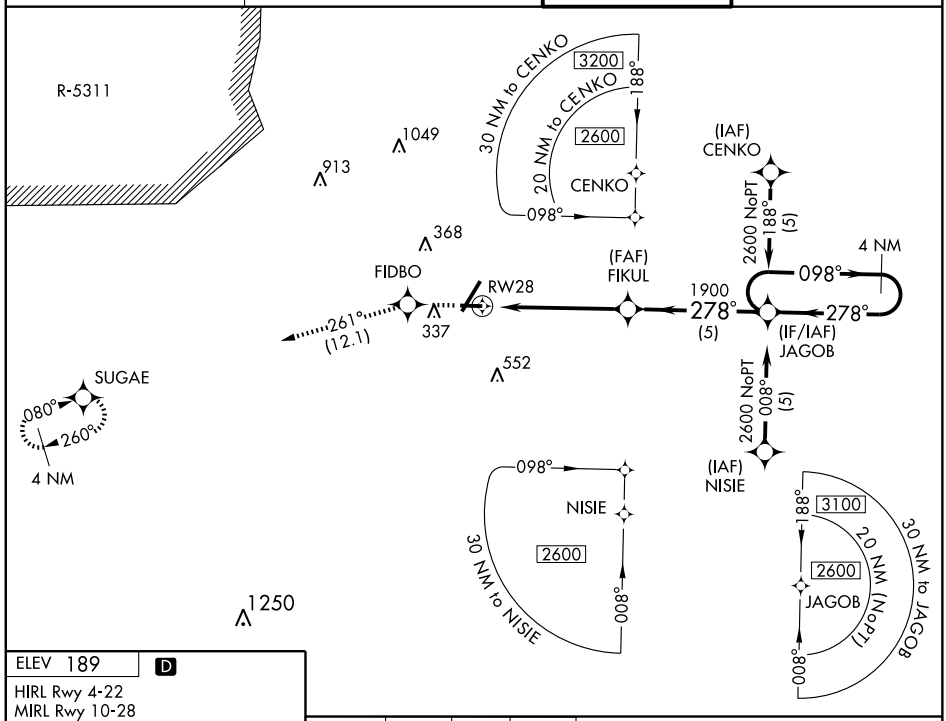
RNAV (GPS) RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

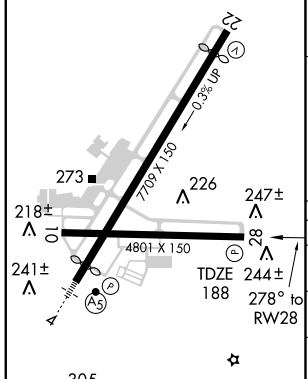
MISSED APPROACH: Climb to 2600 via 278° course to FIDBO WP then via 261° course to SUGAE WP and hold.

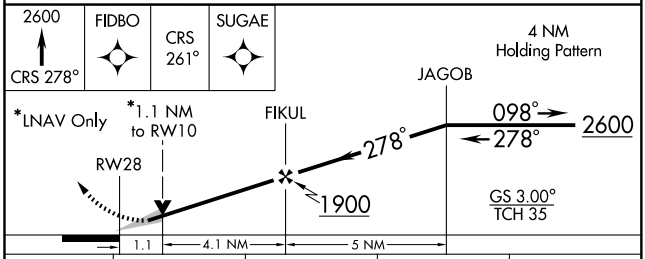
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



ELEV 189 D

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22





CATEGORY	A	B	C	D
GLS (PA) DA	NA			
LNAV/VNAV DA	500-1¼ 312 (400-1¼)			
LNAV MDA	560-1 372 (400-1)			560-1¼ 372 (400-1¼)
CIRCLING	640-1¼ 451 (500-1¼)		640-1½ 451 (500-1½)	740-2 551 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME FAY	APP CRS	Rwy Idg	6507
108.8	057°	TDZE	189
Chan 25		Apt Elev	189

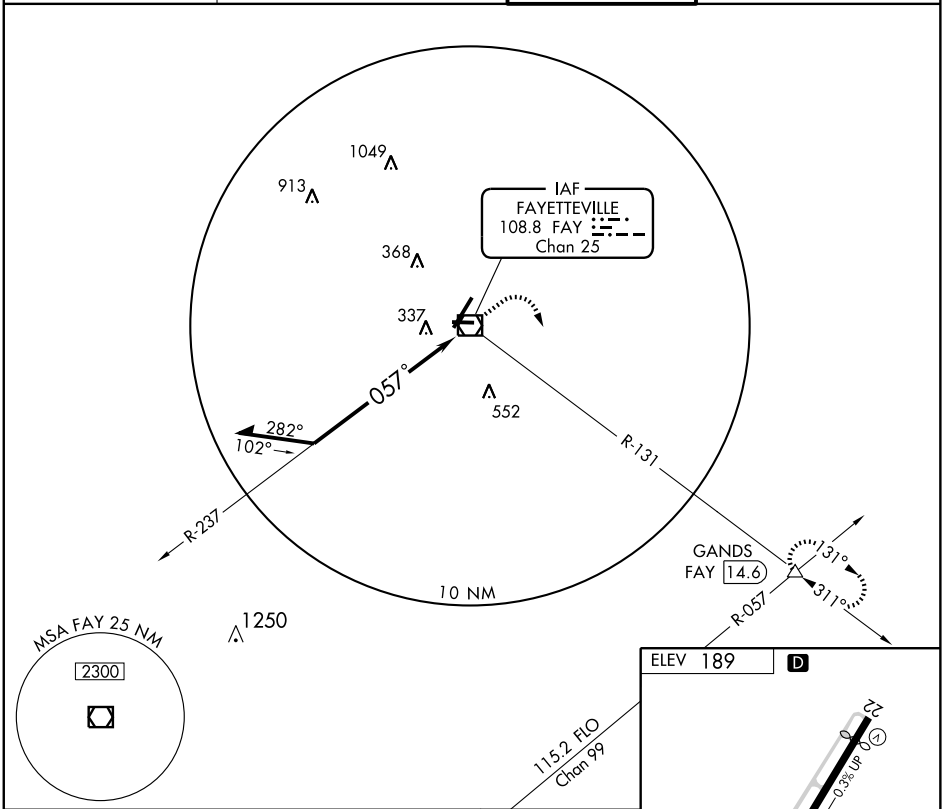
VOR RWY 4

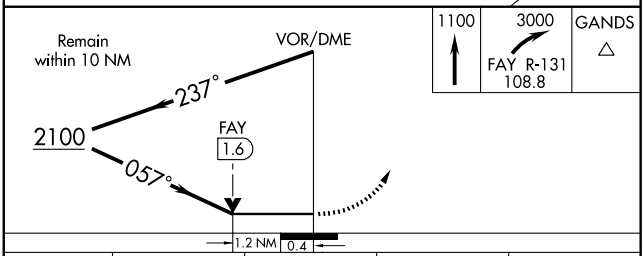
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

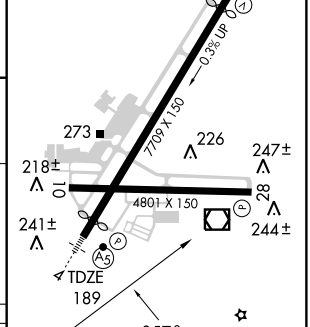
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
S-4	640/24 451 (500-½)		640/40 451 (500-¾)	640/50 451 (500-1)
CIRCLING	640-1 451 (500-1)		640-1½ 451 (500-1½)	740-2 551 (600-2)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME FAY 108.8 Chan 25	APP CRS 198°	Rwy Idg 6507 TDZE 182 Apt Elev 189

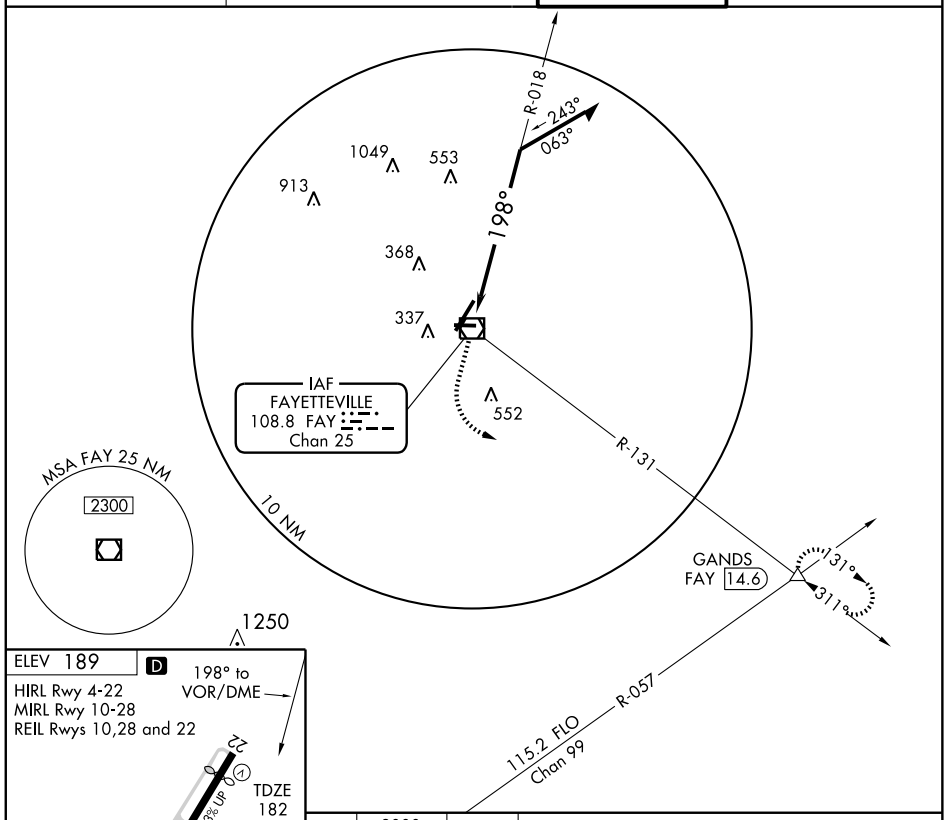
VOR RWY 22

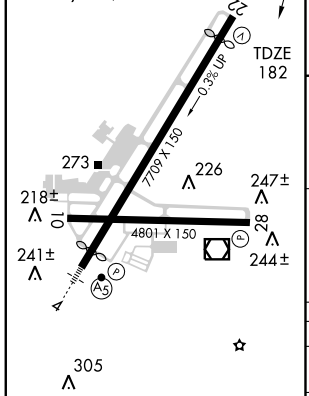
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

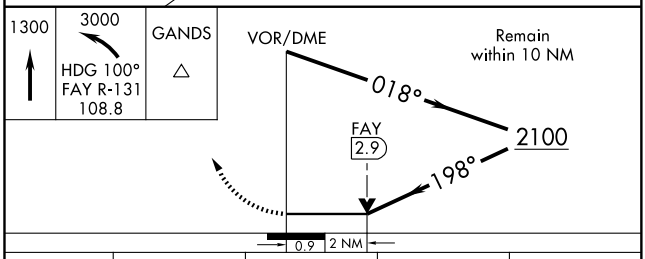
When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and S-22 Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6







CATEGORY	A	B	C	D
S-22	840-1 658 (700-1)		840-1¾ 658 (700-1¾)	840-2 658 (700-2)
CIRCLING	840-1 651 (700-1)		840-1¾ 651 (700-1¾)	840-2 651 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

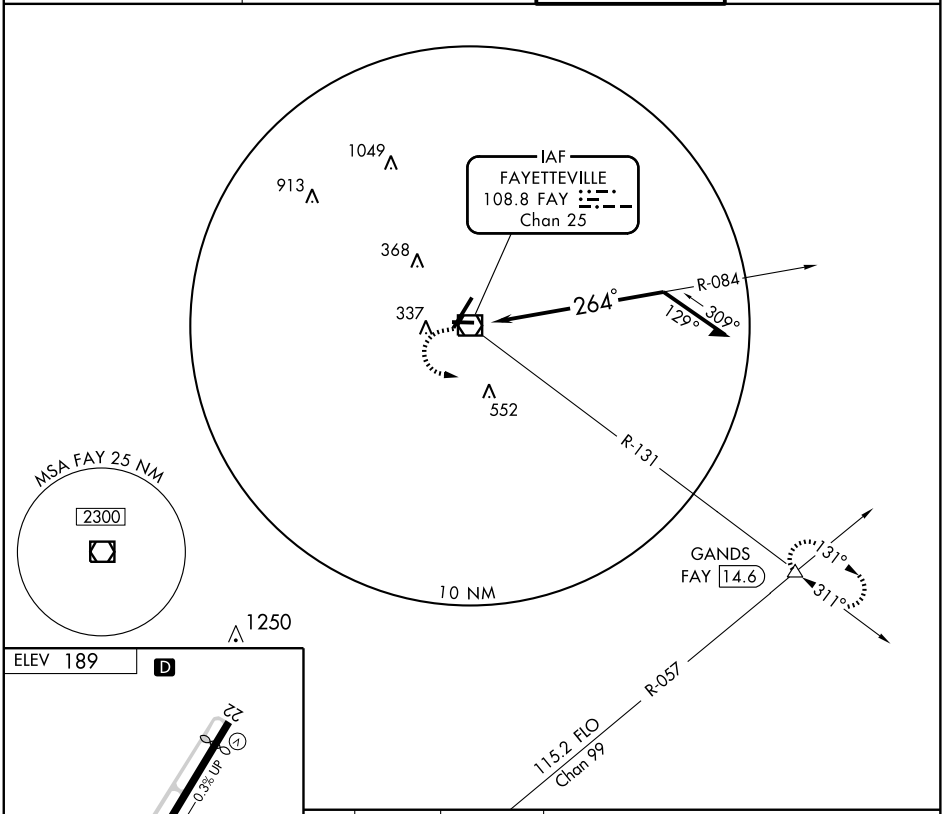
VOR/DME FAY	APP CRS	Rwy Idg	4801
108.8	264°	TDZE	188
Chan 25		Apt Elev	189

VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

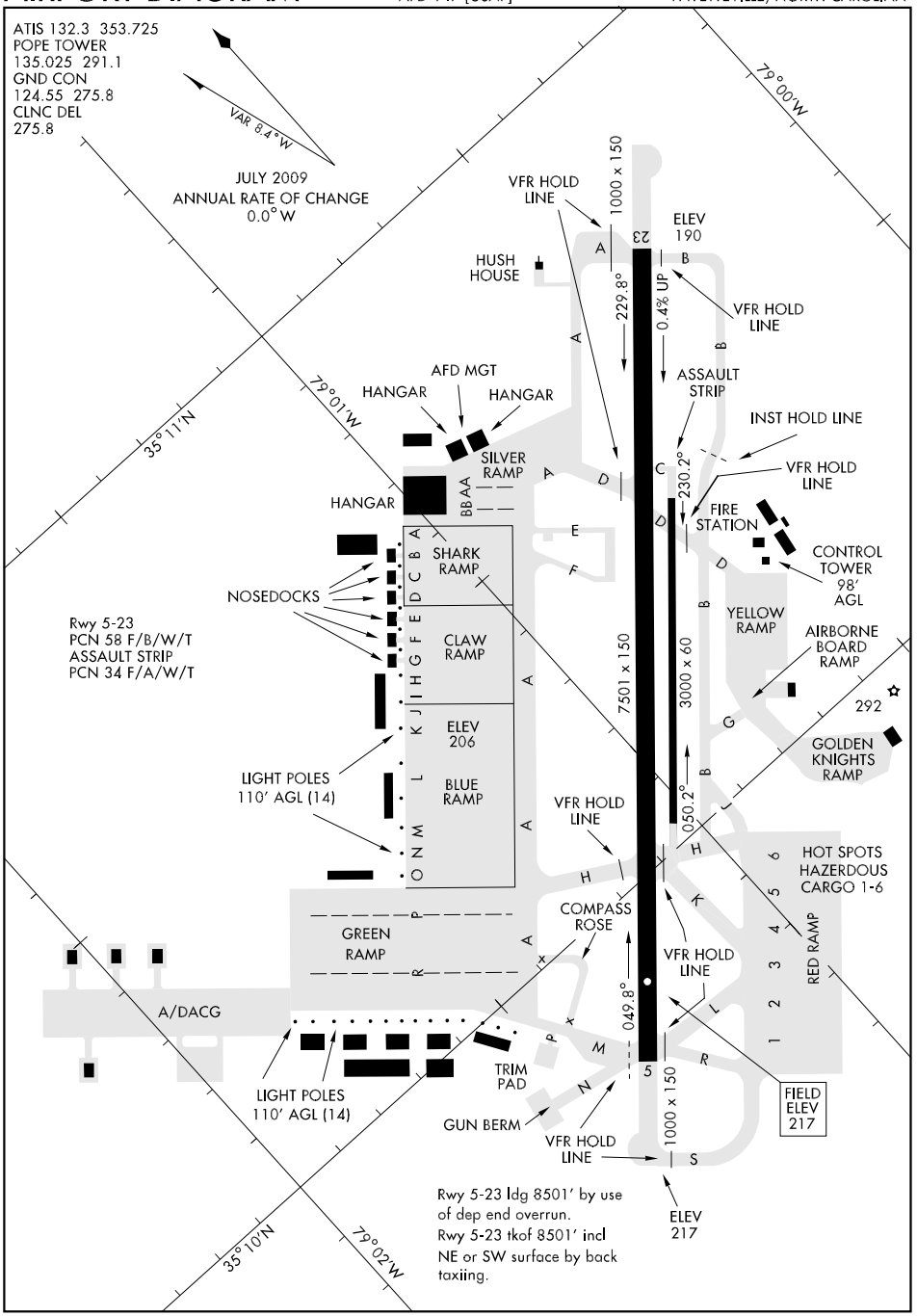
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via FAY R-131 to GANDS Int/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 295.0	118.3 269.2	121.7 348.6



CATEGORY	A	B	C	D
S-28	680-1 492 (500-1)		680-1¼ 492 (500-1¼)	680-1½ 492 (500-1½)
CIRCLING	680-1 491 (500-1)		680-1½ 491 (500-1½)	740-2 551 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010



SE-2, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 23

LOC I-POB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.9	228°	7501 / 199 / 217

AL-147 [USAF]

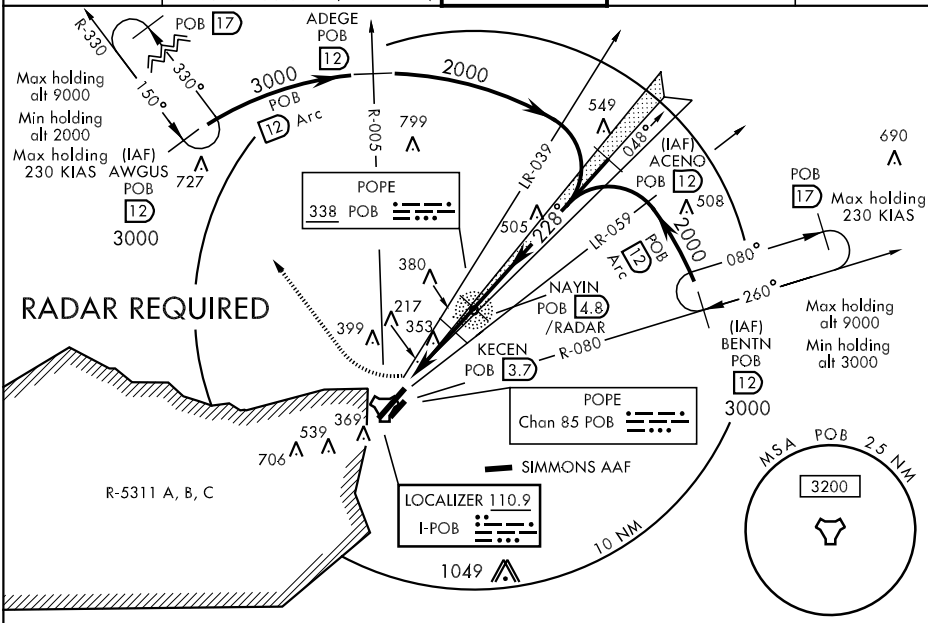
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT ABCD RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1 (A1)

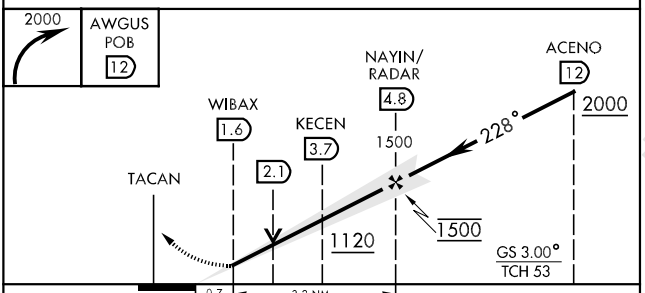
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN

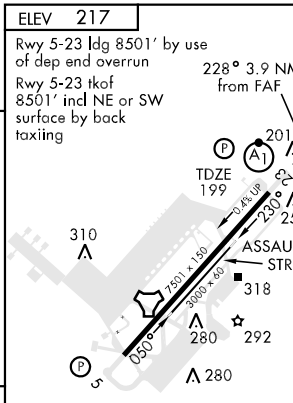


CATEGORY	A	B	C	D
S-ILS 23 *	399/24	200 (200-½)		
S-LOC 23 **	620/24 421 (500-½)		620/40 421 (500-¾)	
*** CIRCLING	680-1 463 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

MLS M-PPN Chan 622	APCH CRS 228°	Rwy ldg 7501 TDZE 199 Arpt Elev 217

AL-147 [USAF]

POPE AFB (KPOB)

* When ALS inop, increase CAT ABCD RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°- 090°) 133.0 295.0 (091°- 270°)	135.025 291.1	124.55 275.8	275.8

RADAR REQUIRED

Max holding alt 9000
Min holding alt 2000
Max holding 230 KIAS

(IAF) AWGUS POB 12 3000

POB 17 R-330 330° 150°

ADEGE POB 12 3000

POB 12 Arc

R-005 799

MLS -20 (R) 2000

LR-039 549

(IAF) ACENO M-PPN 12

MLS +20 (L) 690

POB 17

LR-059 505 228° 508

POB 12 Arc 2000

080° 260°

Max holding alt 9000
Min holding alt 3000
Max holding 230 KIAS

(IAF) BENTN POB 12 3000

MICROWAVE Chan 622
M-PPN
Glidepath 3.00°
DME Chan 81 (Y)
N35°10.6' W79°00.5'

CERGO M-PPN 3 410

BIRAY M-PPN 4.1

R-080 399 385

POPE Chan 85 POB

SIMMONS AAF

706 539 369

R-5311 A, B, C

10 NM 1049

MSA POB 25 NM 3200

FLYING OTHER THAN PUBLISHED AZIMUTH AND/OR GS ANGLE RENDERS THE PROCEDURE UNUSABLE

ALL SYSTEM COMPONENTS MUST BE OPERATIONAL

CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

COMPUTED APPROACH: FOR USE BY AIRCRAFT CAPABLE OF COMPUTING OFFSET RUNWAY CENTERLINE ONLY

EMERG SAFE ALT 100 NM 5300

2000 AWGUS POB R-330 12

CERGO M-PPN 3

BIRAY M-PPN 4.1

ACENO M-PPN 12

1500 228° 2000

M-PPN 1.3

TACAN

DAKAY M-PPN .8

1120 1500

Glidepath 3.00°
TCH 52

0.6 3.3 NM

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing

228° 3.9 NM from FAF

TDZE 199

201 297 310 318 280 292 280

230° 52

0.4% UP

ASSAULT STRIP

7501 x 150

3000 x 60

050° 5

REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°- 230°

CATEGORY	A	B	C	D
S-COMP MMLS 23 *	399/24 200 (200-½)			
S-AZ 23 **	620/24 421 (500-½)		620/40 421 (500-¾)	
CIRCLING ***	680-1 421 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

FAYETTEVILLE, NORTH CAROLINA 35°10'N-79°01'W POPE AFB (KPOB)

Orig 08297

NDB RWY 23

NDB POB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
338	228°	7501 / 199 / 217

AL-147 [USAF]

POPE AFB (KPOB)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D to 1¾ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8

RADAR REQUIRED

Max holding alt 3000
Min holding alt 2000

IAF
POPE
338 POB

POPE
Chan 85 POB

R-5311 A, B, C

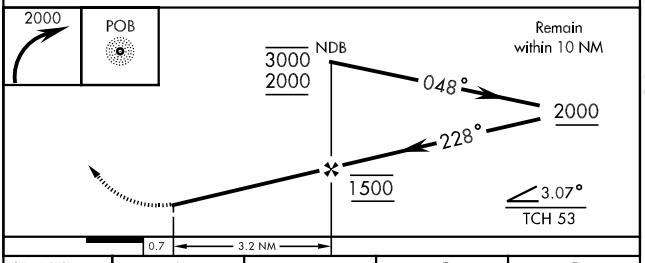
SIMMONS AAF

10 NM

MSA POB 25 NM
3200

CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN

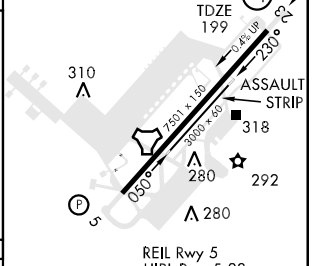


ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing

228° 3.9 NM from NDB



CATEGORY	A	B	C	D
S-23 *	760/24 561 (600-½)		760/50 561 (600-1)	760/60 561 (600-1¼)
CIRCLING **	760-1 543 (600-1)		760-1½ 543 (600-1½)	860-2 643 (700-2)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

TACAN-A

TACAN POB Chan 85	APCH CRS 360°	Rwy ldg NA TDZE NA Arpt Elev 217

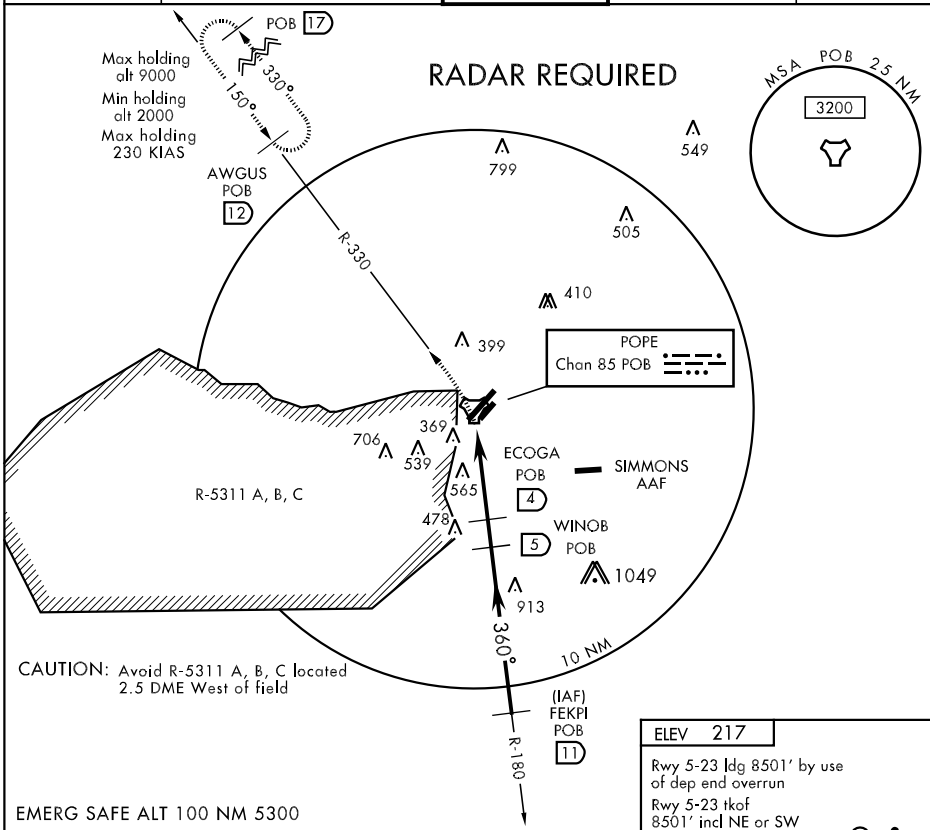
AL-147 [USAF]

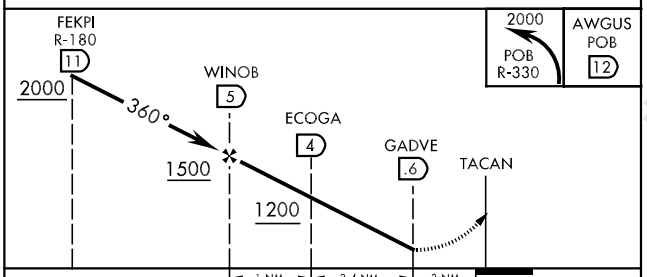
POPE AFB (KPOB)

▼ * Circling not authorized SE of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



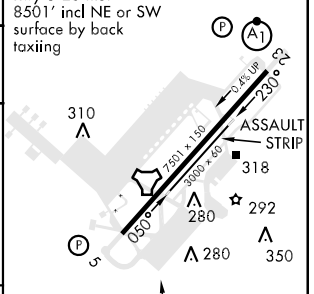


CATEGORY	A	B	C	D
CIRCLING *	840-1 623 (700-1)		840-1¾ 623 (700-1¾)	860-2 643 (700-2)

ELEV 217

Rwy 5-23 ldg 8501' by use of dep end overrun

Rwy 5-23 tkof 8501' incl NE or SW surface by back taxiing



SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 23

TACAN POB Chan 85	APCH CRS 232°	Rwy ldg 7501 TDZE 199 Arpt Elev 217

AL-147 [USAF]

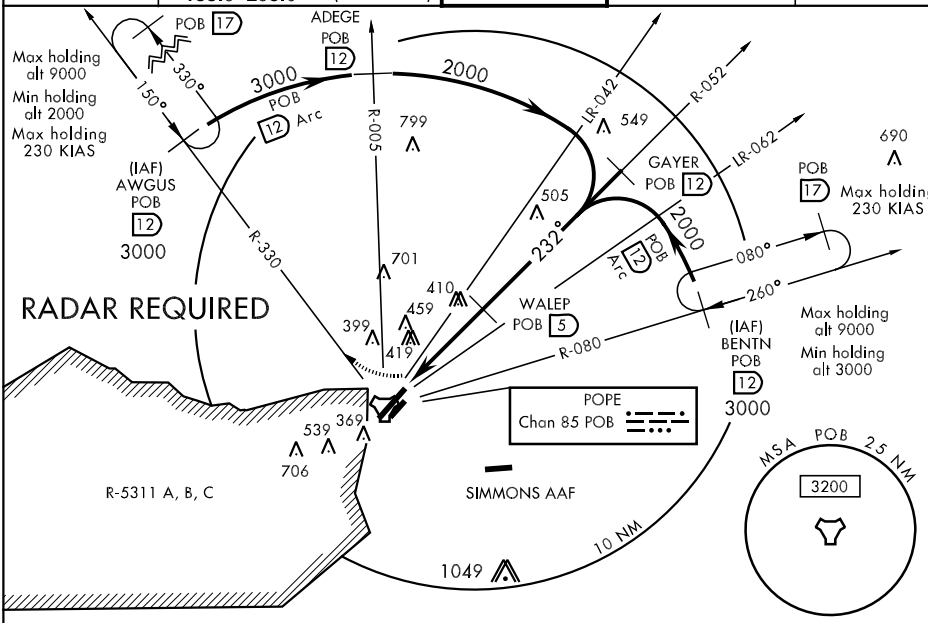
POPE AFB (KPOB)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1 (A1)

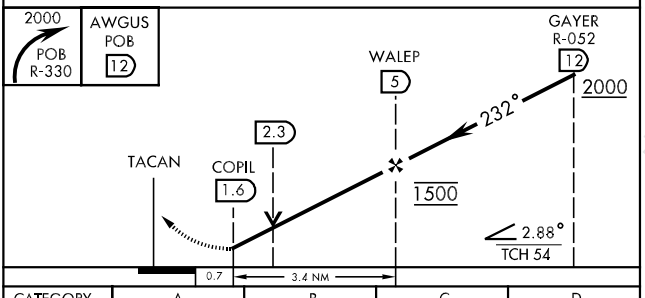
MISSED APPROACH: Immediate climbing right turn to 2000 via POB R-330 to AWGUS and hold.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 397.85 (271°-090°) 133.0 295.0 (091°-270°)	135.025 291.1	124.55 275.8	275.8



CAUTION: Avoid R-5311 A, B, C located 2.5 DME West of field

EMERG SAFE ALT 100 NM 5300

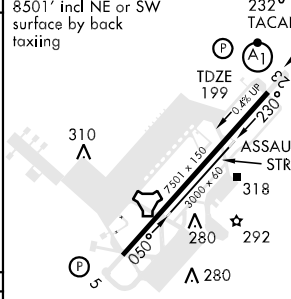


CATEGORY	A	B	C	D
S-23 *	680/24 481 (500-½)		680/40 481 (500-¾)	680/50 481 (500-1)
CIRCLING **	680-1 463 (500-1)		680-1½ 463 (500-1½)	860-2 643 (700-2)

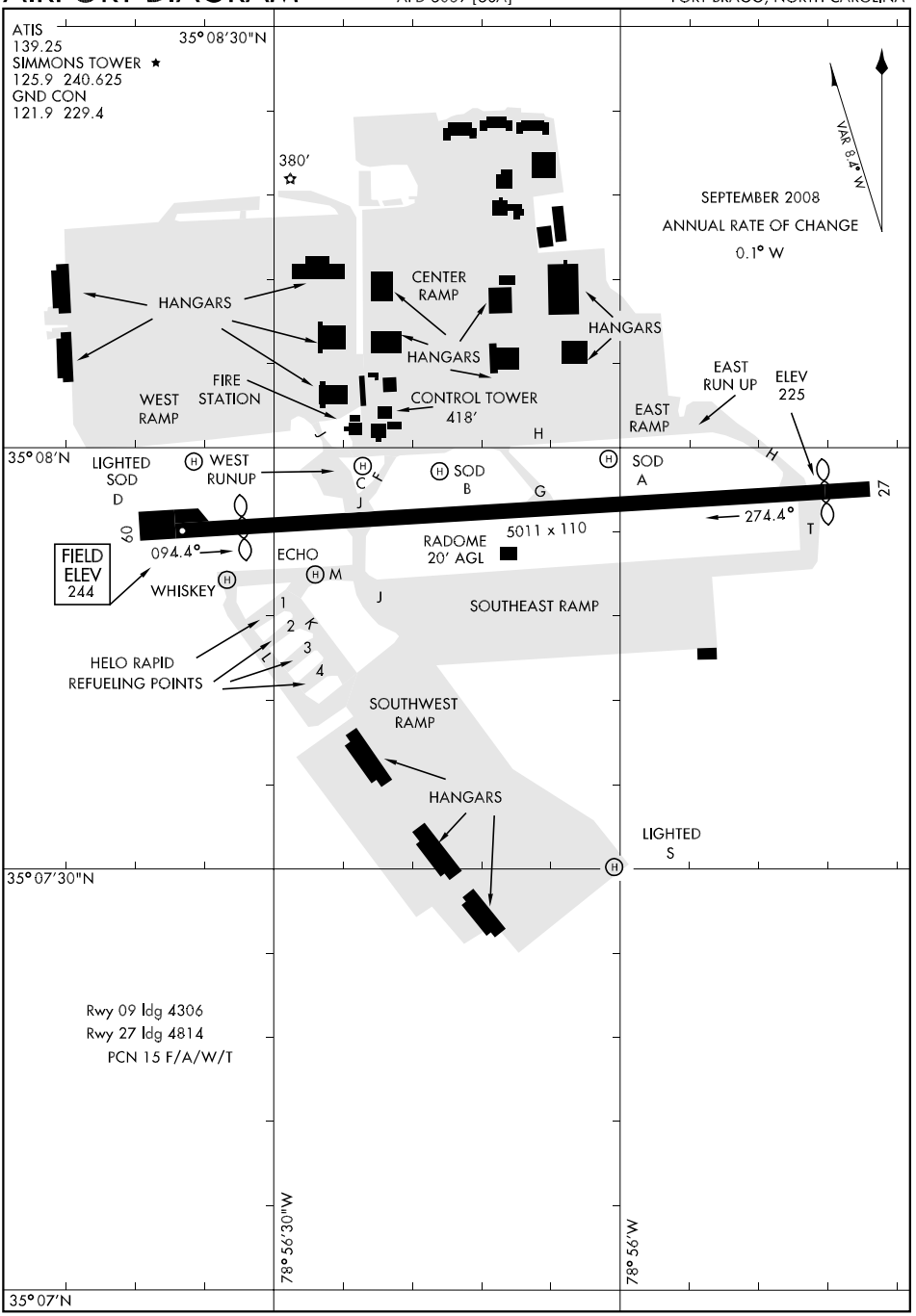
ELEV 217

Rwy 5-23 ldg 8501′ by use of dep end overrun

Rwy 5-23 tkof 8501′ incl NE or SW surface by back taxiing



REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050° 230°



SE-2, 17 DEC 2009 to 14 JAN 2010

NDB RWY 27

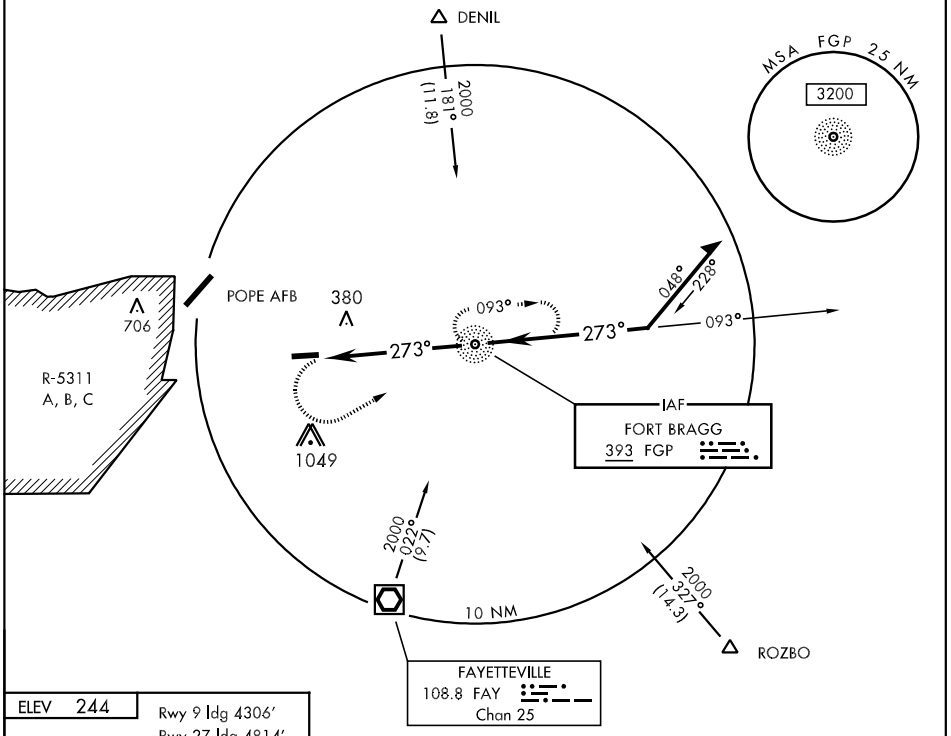
NDB FGP	APCH CRS	Rwy ldg	4814
393	273°	TDZE	228
		Arpt Elev	244

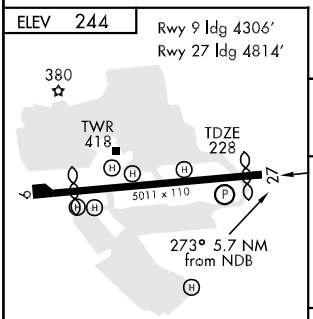
AL-5069 [USA]

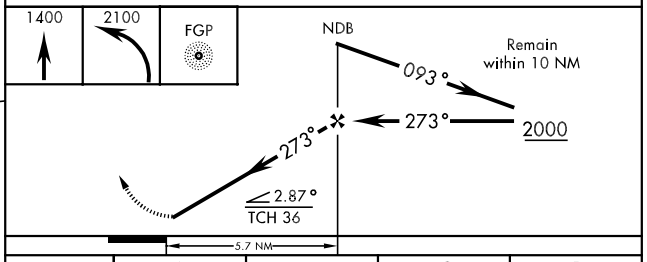
SIMMONS AAF (KFBG)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct FGP NDB and hold.

ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER ★	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	







REIL Rwy 27
MIRL Rwy 9-27

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-27	640-1 412	(400-1)	640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1 538	(600-1)	780-1½ 538 (600-1½)	NA
S-PAR 27	428-½ 200	(200-½) GS 3.00°		NA

RNAV (GPS) RWY 27

APCH CRS	Rwy Idg	4814
273°	TDZE	228
	Arpt Elev	244

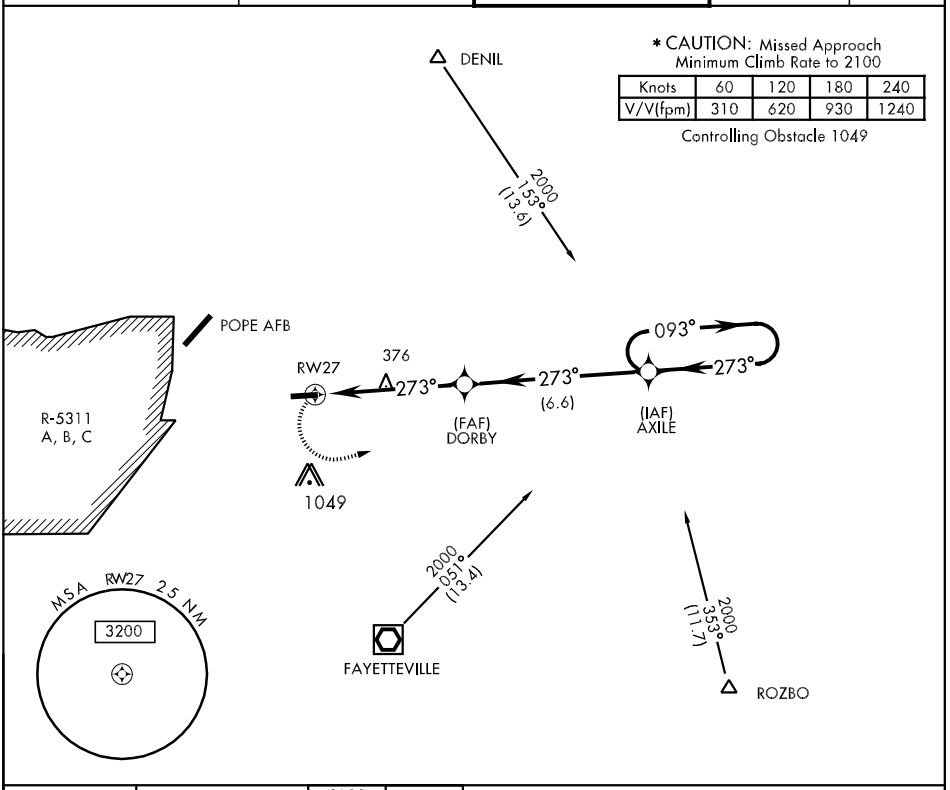
AL-5069 [USA]

SIMMONS AAF (KFBG)

DME/DME RNP-0.3 NA.

* MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

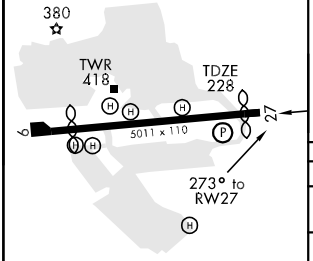
ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER *	GND CON	PAR
139.25	133.0 295.0	125.9 240.625	121.9 229.4	

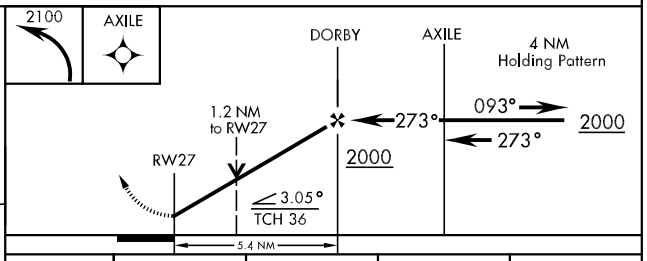


SE-2, 17 DEC 2009 to 14 JAN 2010

ELEV 244

Rwy 9 Idg 4306'
Rwy 27 Idg 4814'





CATEGORY	A	B	C	D
LNAV MDA	640-1 412 (400-1)		640-1¼ 412 (400-1¼)	NA
CIRCLING	780-1 538 (600-1)		780-1½ 538 (600-1½)	NA
S-PAR 27	428-½ 200 (200-½)	GS 3.00°		NA

APP CRS	Rwy Idg	N/A
340°	TDZE	N/A
	Apt Elev	2020

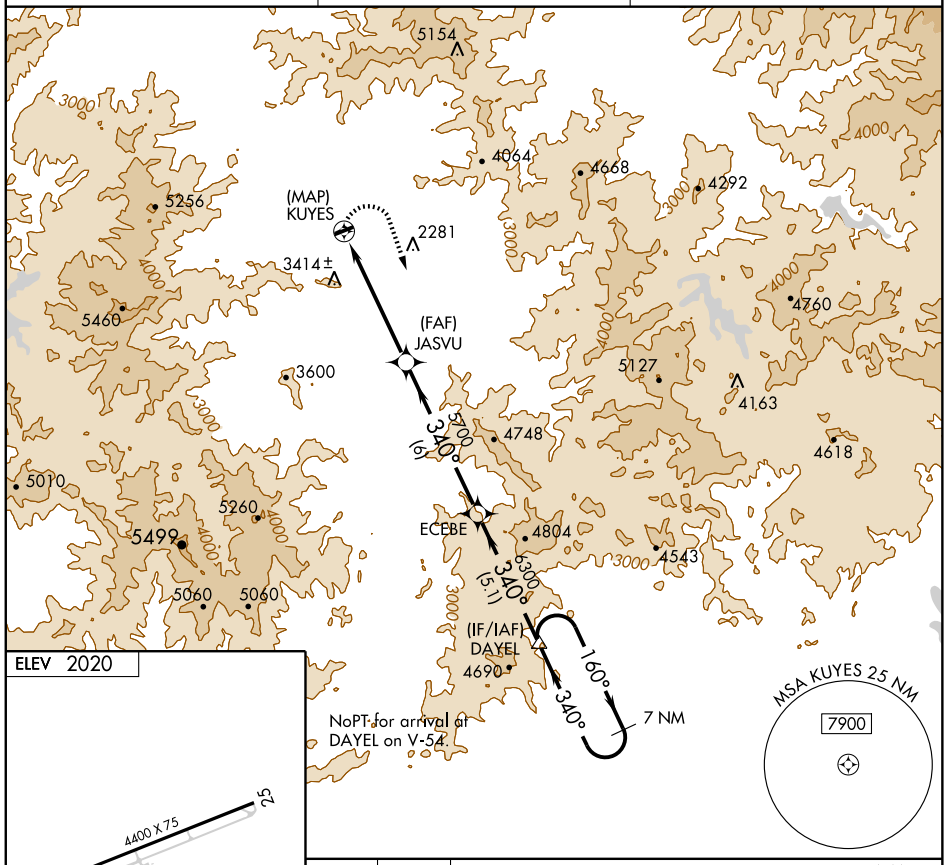
RNAV (GPS)-A

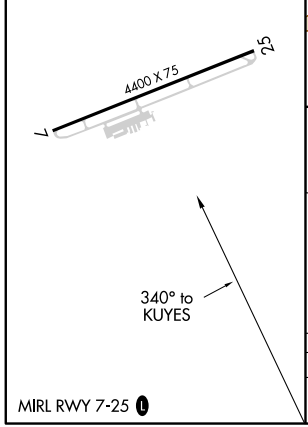
FRANKLIN/MACON COUNTY (1A5)

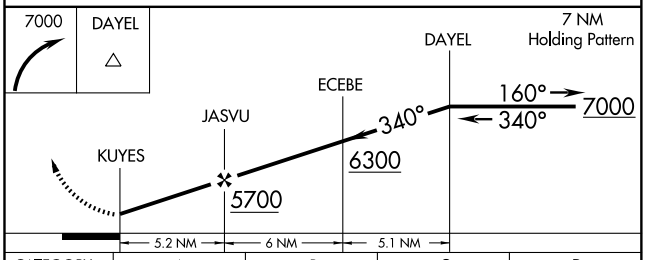
When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.225	134.8 307.9	123.05 (CTAF) L







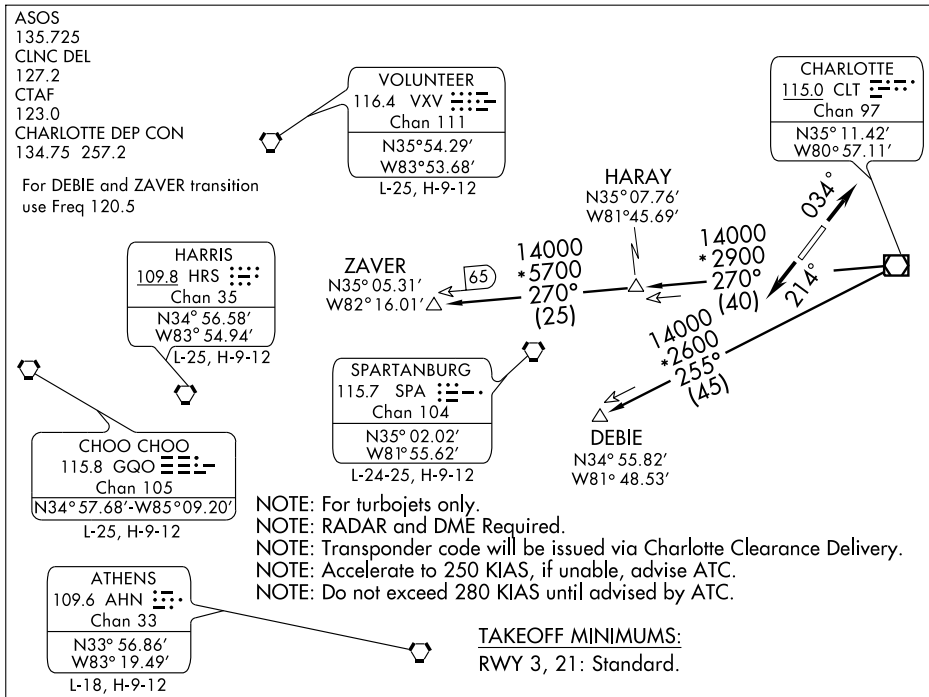
CATEGORY	A	B	C	D
CIRCLING	3620-1¼ 1600 (1600-1¼)	3620-1½ 1600 (1600-1½)	3760-3 1740 (1800-3)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

BOBCAT TWO DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



NOTE: For turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF MINIMUMS:
RWY 3, 21: Standard.

TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

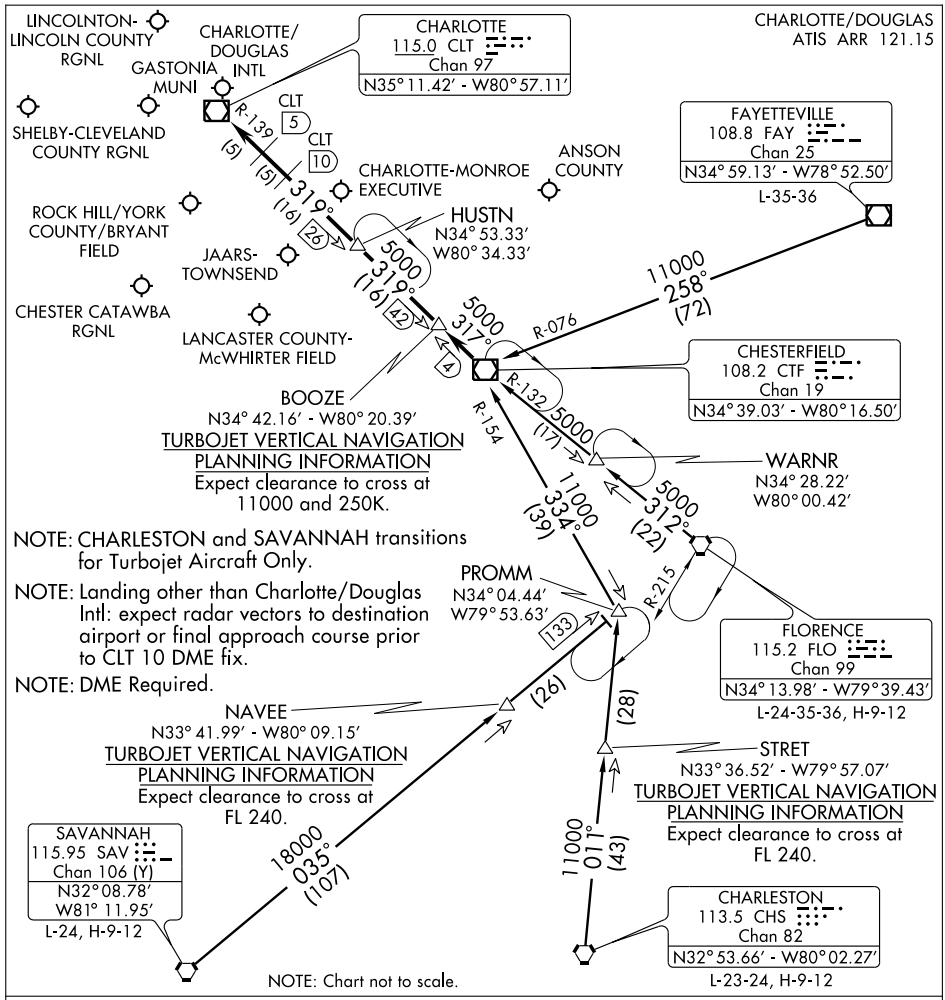
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.

ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

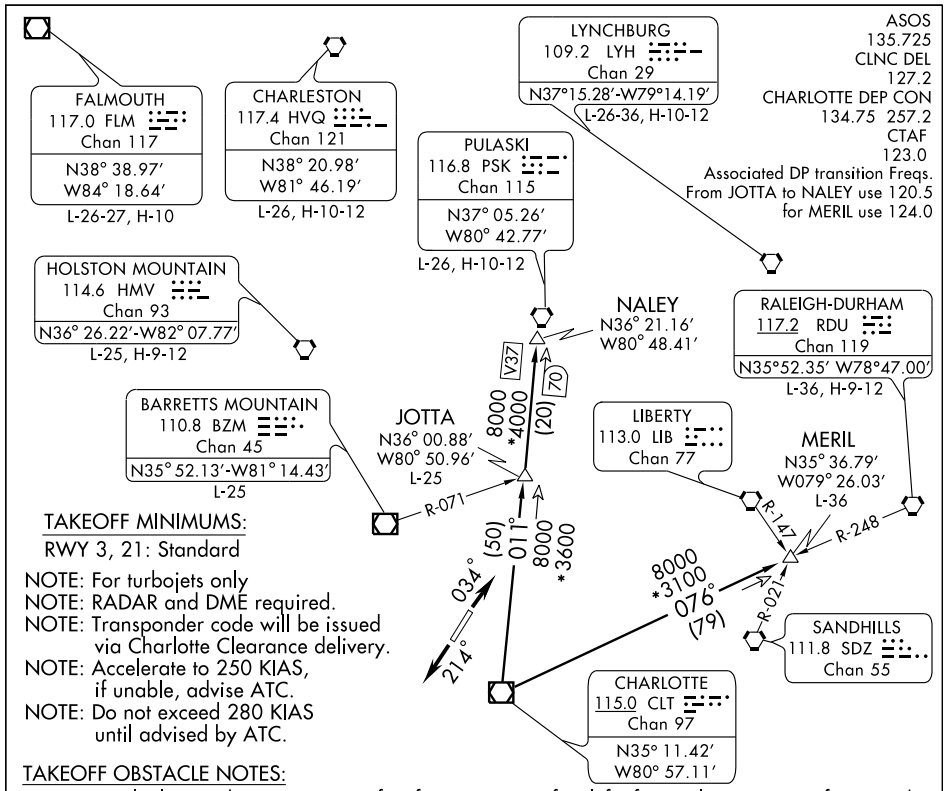
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



TAKEOFF MINIMUMS:

RWY 3, 21: Standard

NOTE: For turbojets only
NOTE: RADAR and DME required.
NOTE: Transponder code will be issued via Charlotte Clearance delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.

MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.

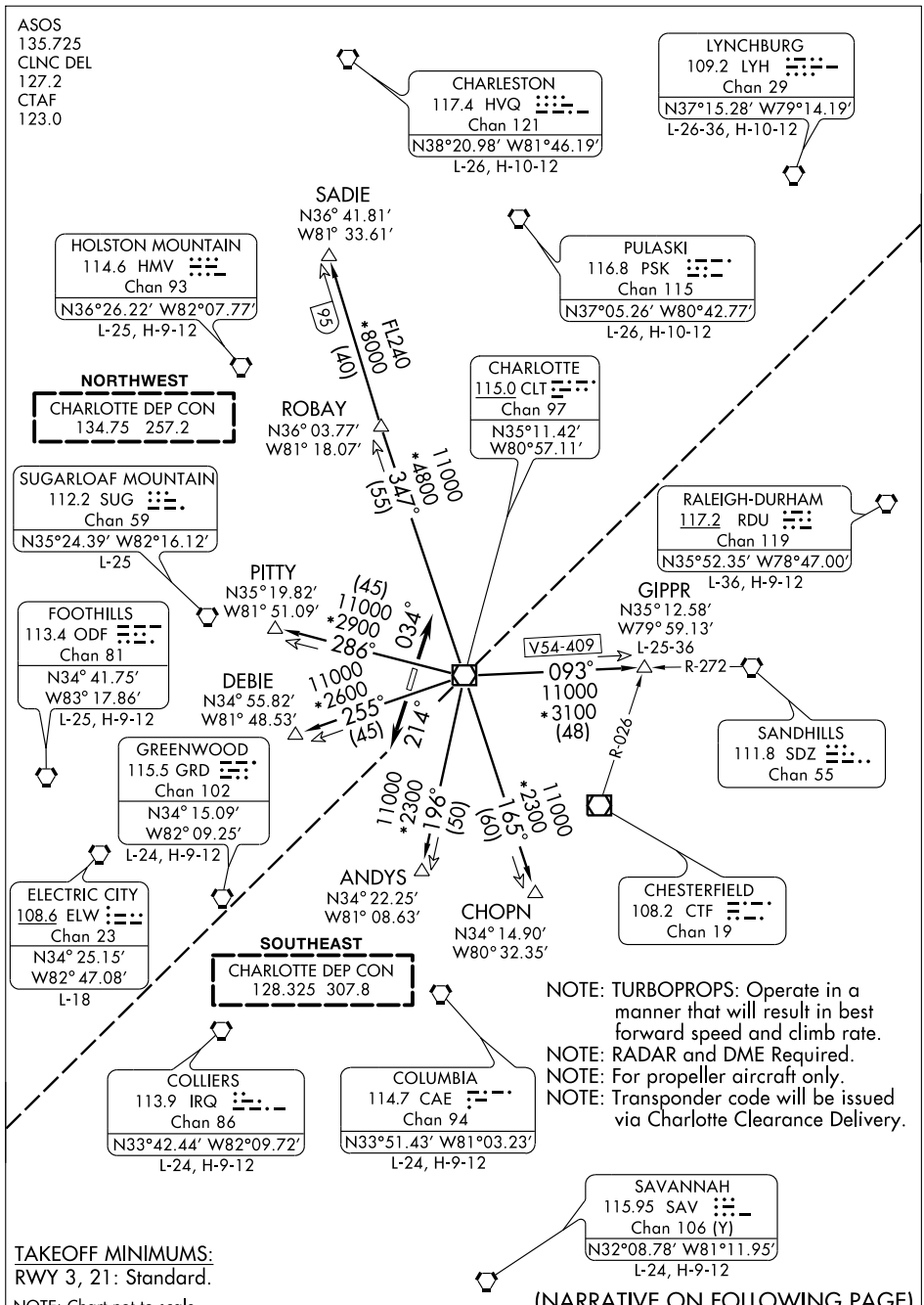
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

SE-2, 17 DEC 2009 to 14 JAN 2010

(HUG8.HUG) 08325

HUGO EIGHT DEPARTURE SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



TAKEOFF MINIMUMS:
RWY 3, 21: Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

HUGO EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....
TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

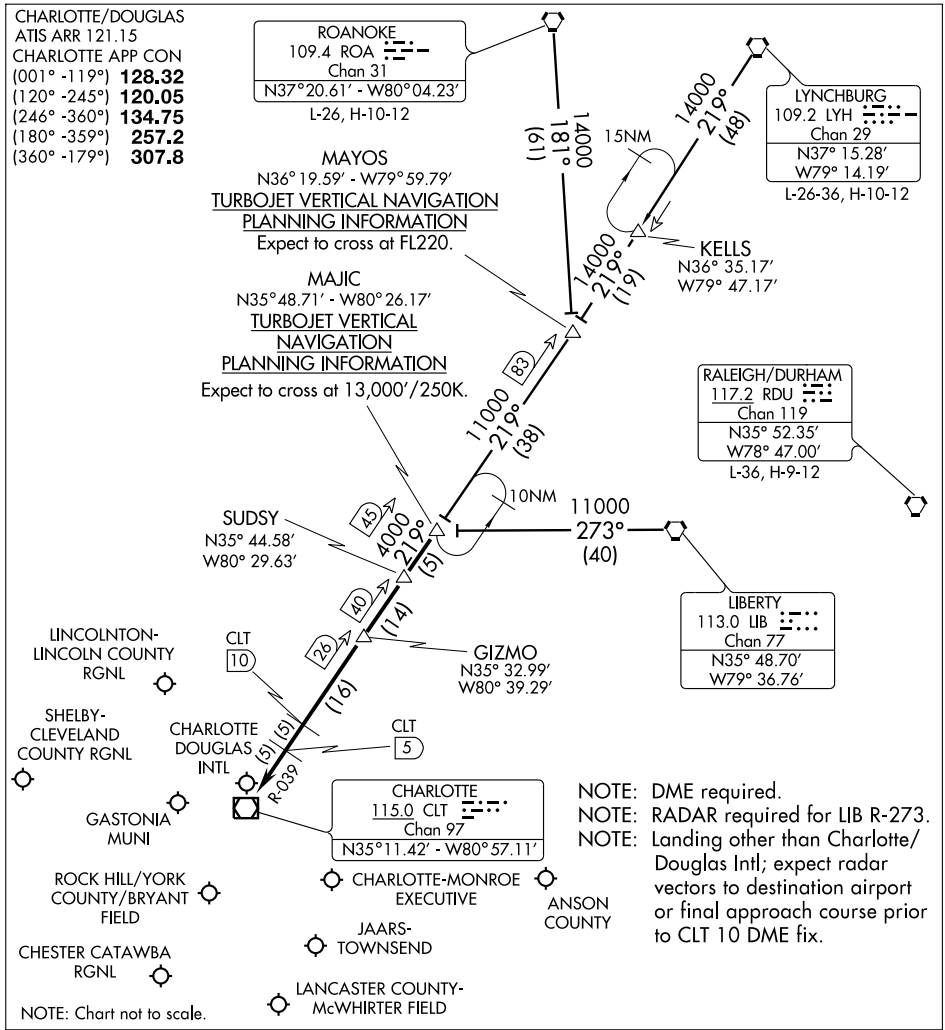
TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371feet right of centerline, up to 136 feet AGL/885 feet MSL.
RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB GHJ	APP CRS	Rwy Idg	3770
260	034°	TDZE	797
		Apt Elev	797

NDB RWY 3

GASTONIA MUNI (AKH)

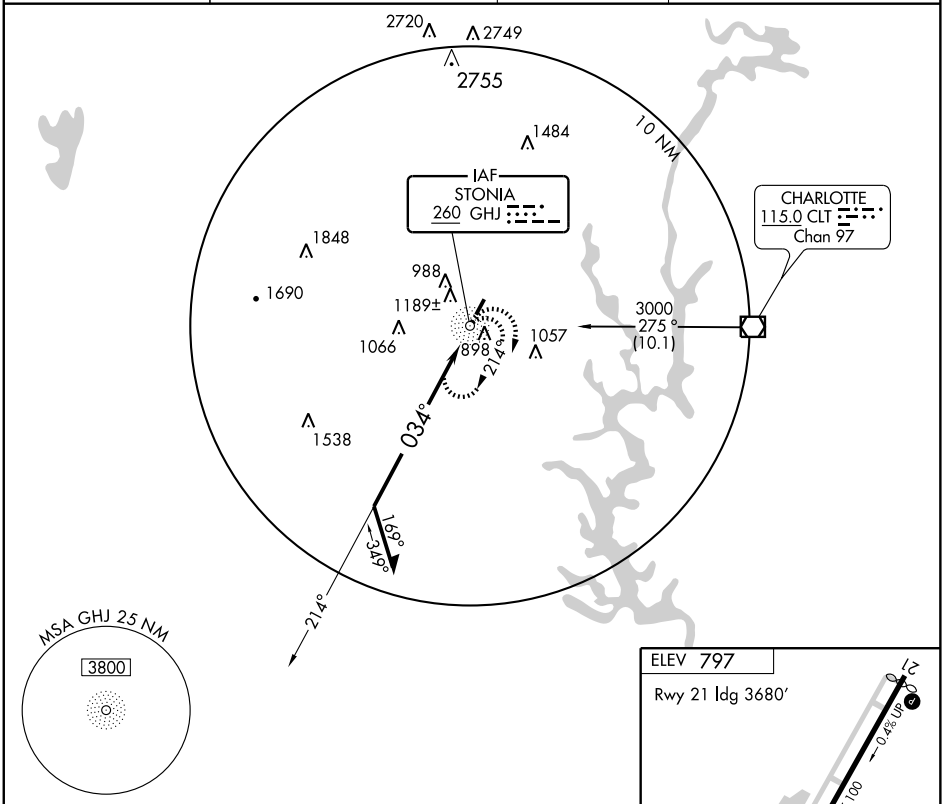
NA

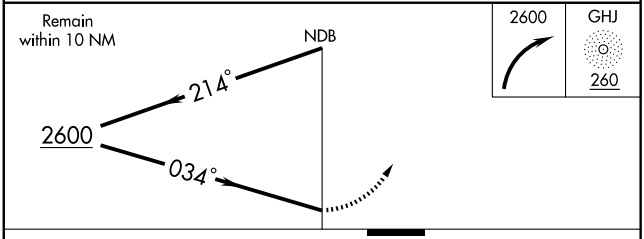
Inoperative table does not apply to Cats B and C.

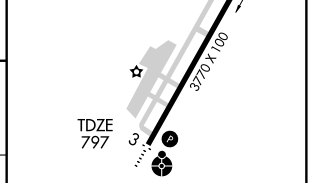
ODALS

MISSED APPROACH: Climbing right turn to 2600 in GHJ NDB holding pattern.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1540-¾ 743 (800-¾)	1540-1¼ 743 (800-1¼)	1540-2¼ 743 (800-2¼)	NA
CIRCLING	1540-1 743 (800-1)	1540-1¼ 743 (800-1¼)	1540-2¼ 743 (800-2¼)	NA

034° to NDB

MIRL Rwy 3-21 L

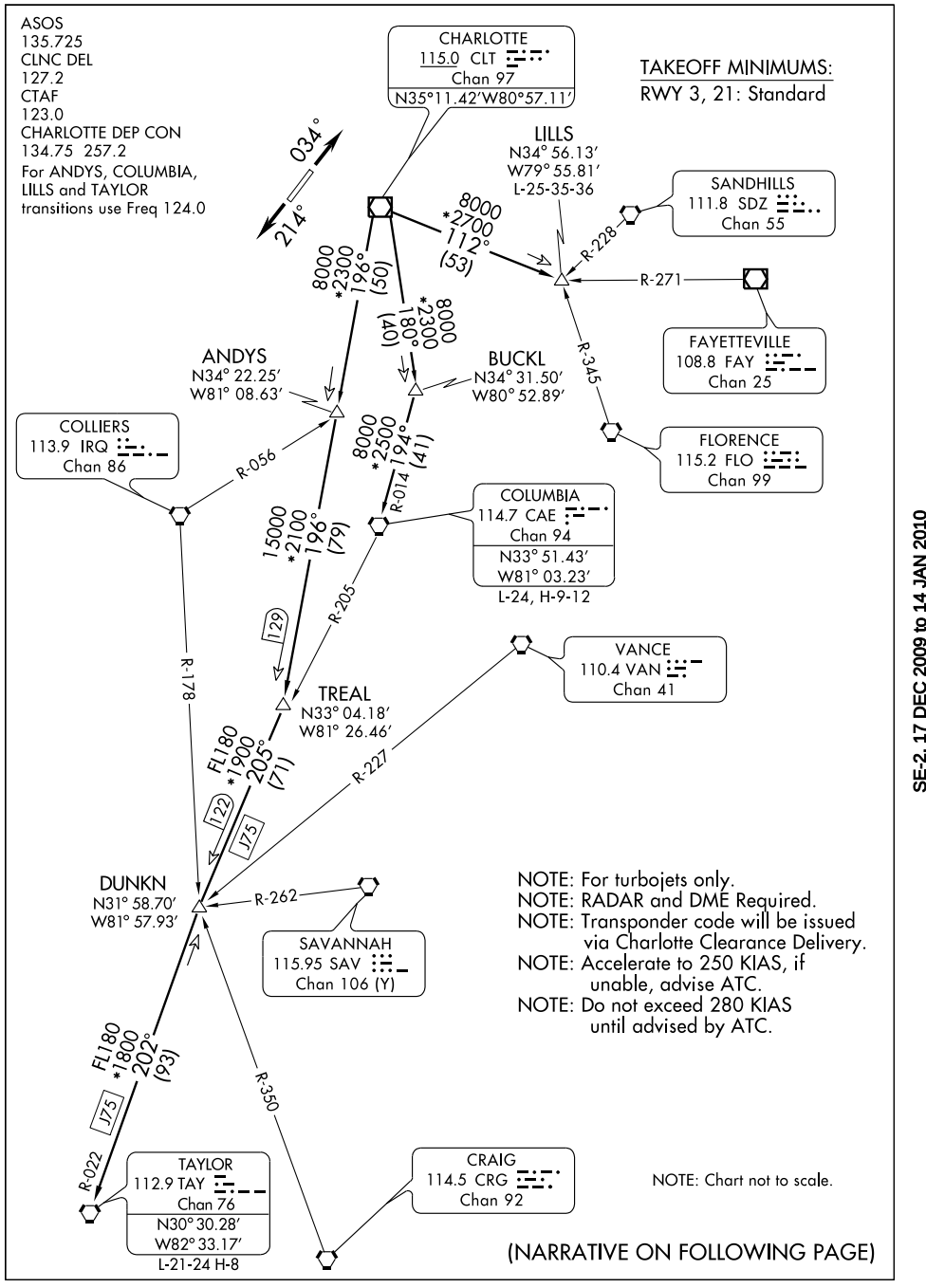
Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE

SL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE SL-6081 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 034°. Thence....

TAKEOFF RWY 21: Climb heading 214°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3400. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.

COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 to BUCKL FIX and CAE R-014 to CAE VORTAC. Thence as filed.

LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.

TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL FIX CAE R-205 to DUNKN FIX and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

RWY3: Multiple trees beginning 1200 feet from DER, 433 feet left of centerline, up to 80 feet AGL/859 feet MSL. Multiple trees beginning 162 feet from DER, 371 feet right of centerline, up to 136 feet AGL/885 feet MSL.

RWY21: Antenna and multiple trees beginning 269 feet from DER, 210 feet left of centerline, up to 101 feet AGL/880 feet MSL. Multiple trees beginning 252 feet from DER, 264 feet right of centerline, up to 136 feet AGL/885 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 90302	034°	Rwy Idg	3770
W03A		TDZE	798
		Apt Elev	798

RNAV (GPS) RWY 3

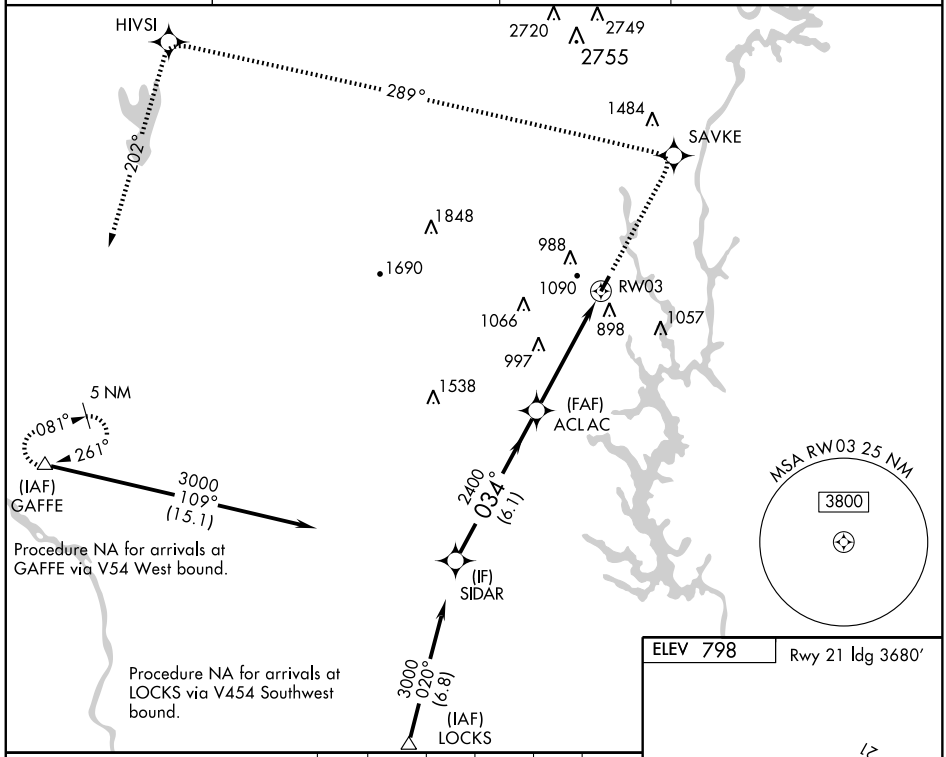
GASTONIA MUNI (AKH)

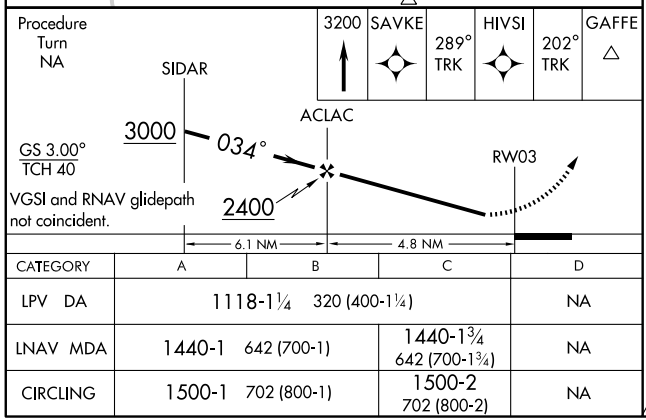
If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Inoperative table does not apply.

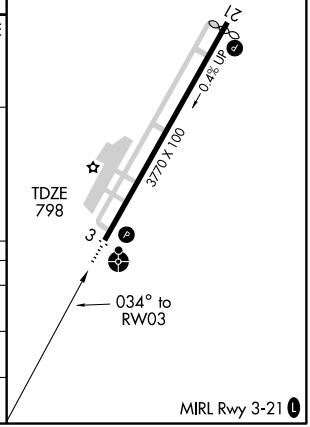
ODALS

MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1118-1¼ 320 (400-1¼)			NA
LNAV MDA	1440-1 642 (700-1)		1440-1¾ 642 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)		1500-2 702 (800-2)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

RNAV (GPS) RWY 21

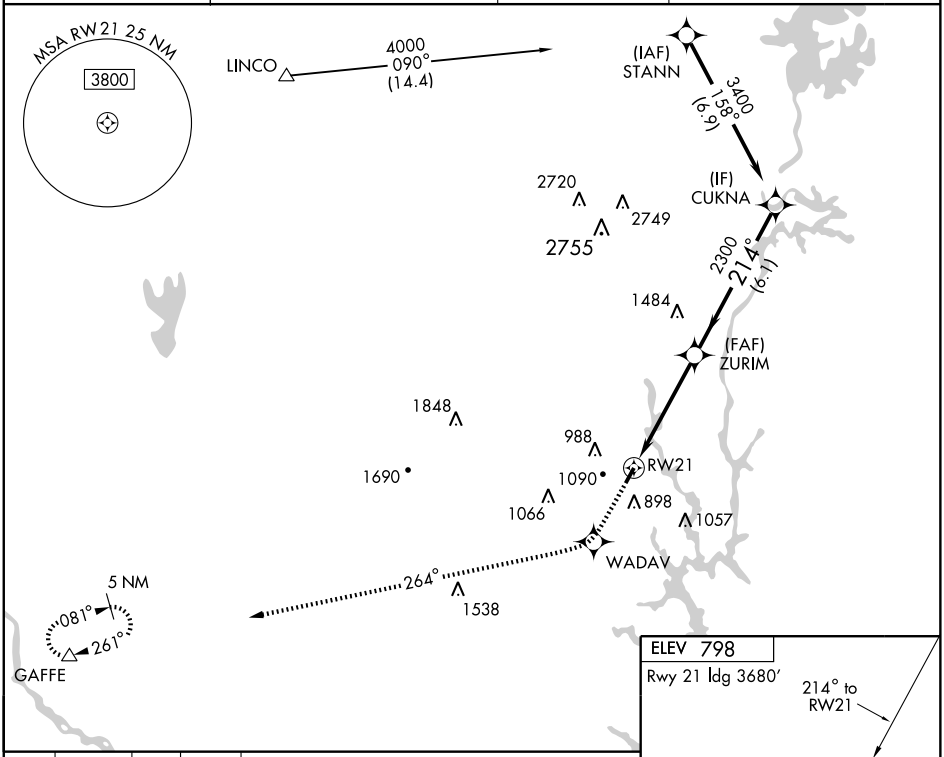
GASTONIA MUNI (AKH)

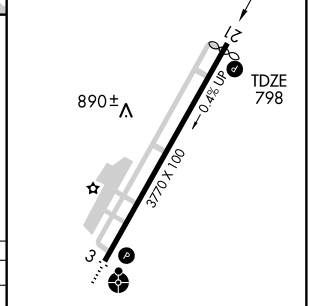
WAAS	APP CRS	Rwy Idg	3680
CH 50402	214°	TDZE	798
W21A		Apt Elev	798

If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	134.75 257.2	127.2	123.0 (CTAF) L

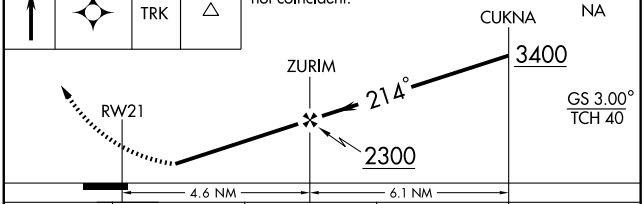




3200	WADAV	264° TRK	GAFFE

VGSI and RNAV glidepath not coincident.

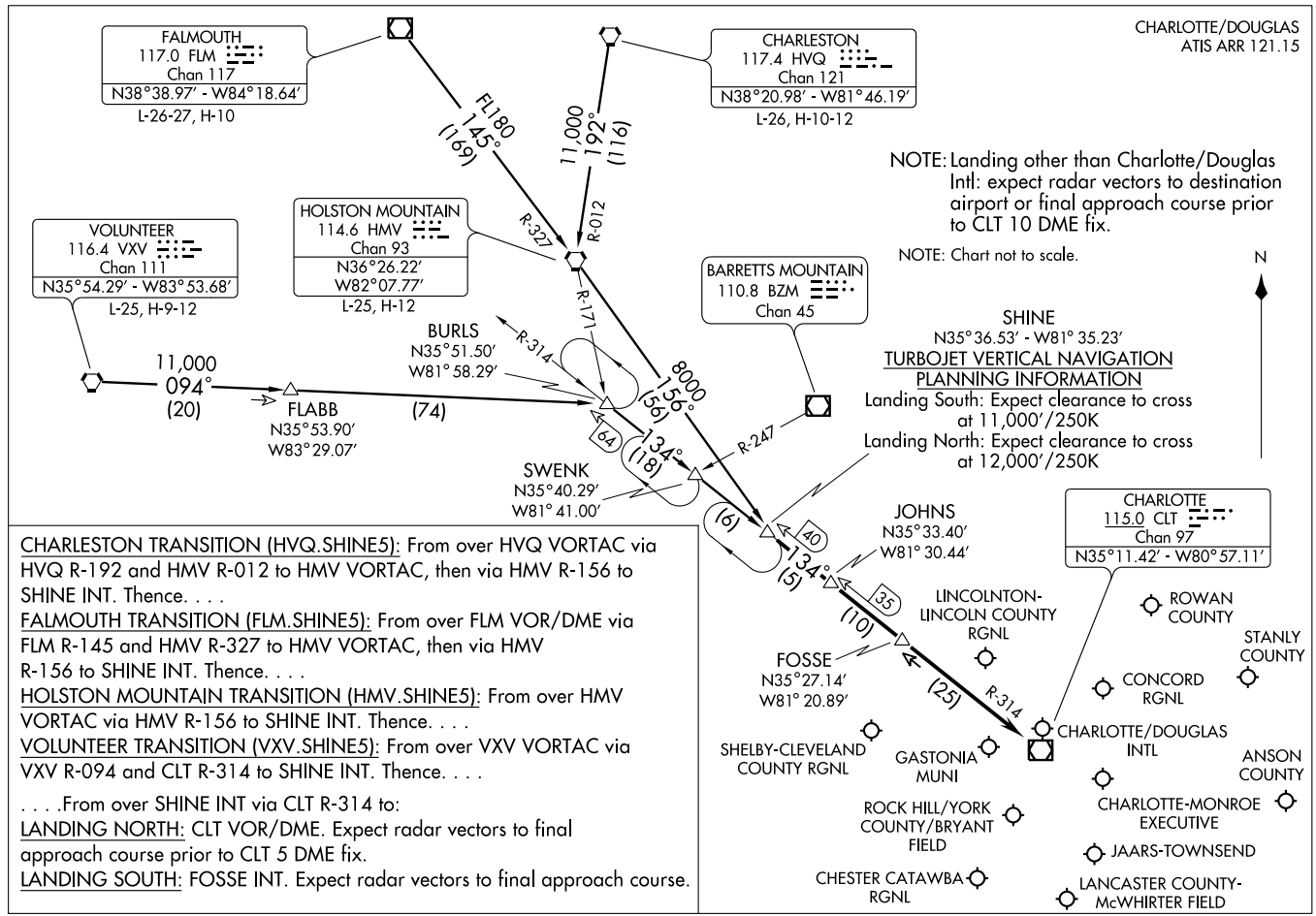
Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1111-1¼ 313 (400-1¼)			NA
LNAV MDA	1420-1 622 (700-1)		1420-1¾ 622 (700-1¾)	NA
CIRCLING	1500-1 702 (800-1)		1500-2 702 (800-2)	NA

MIRL Rwy 3-21 L

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

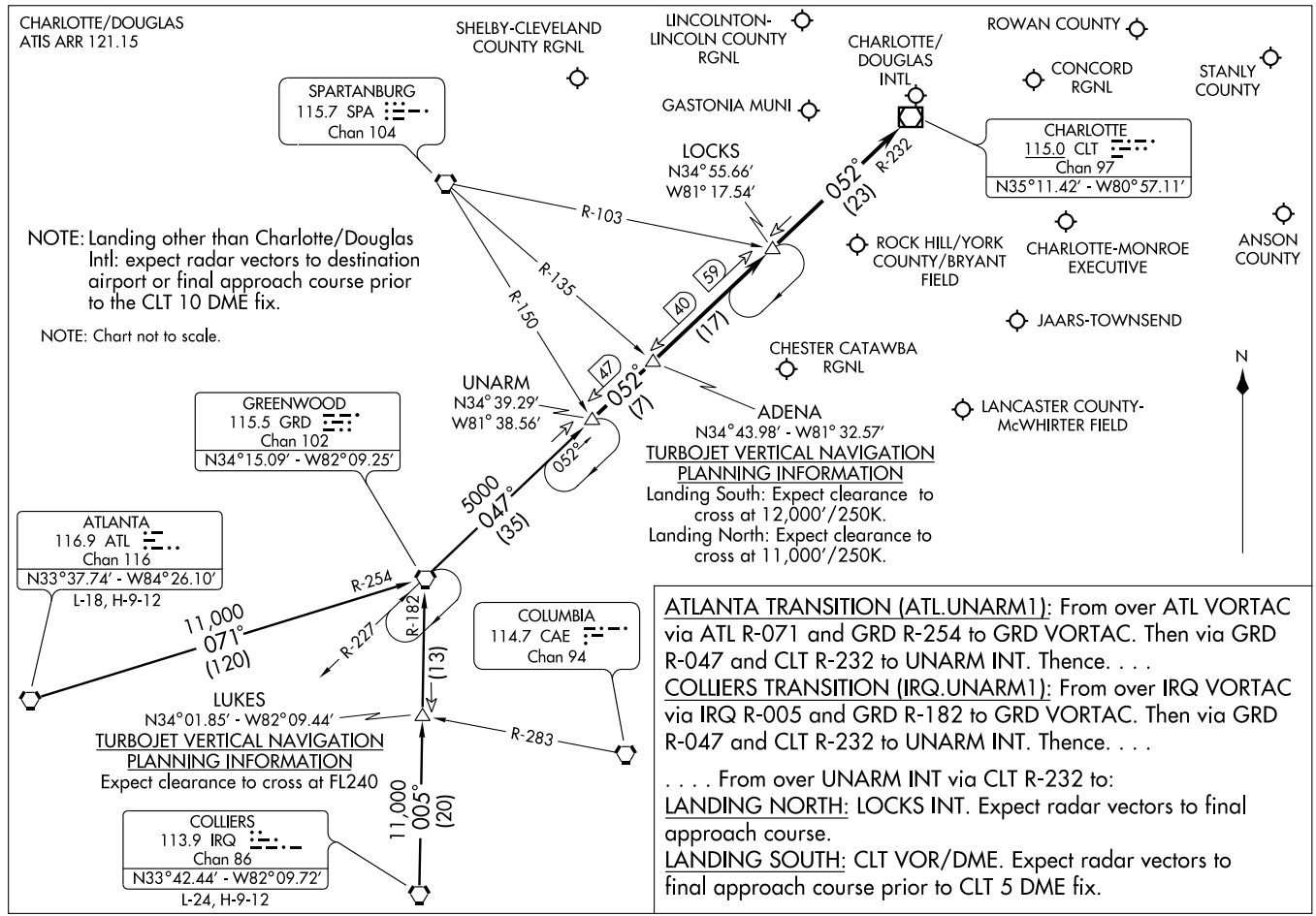
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



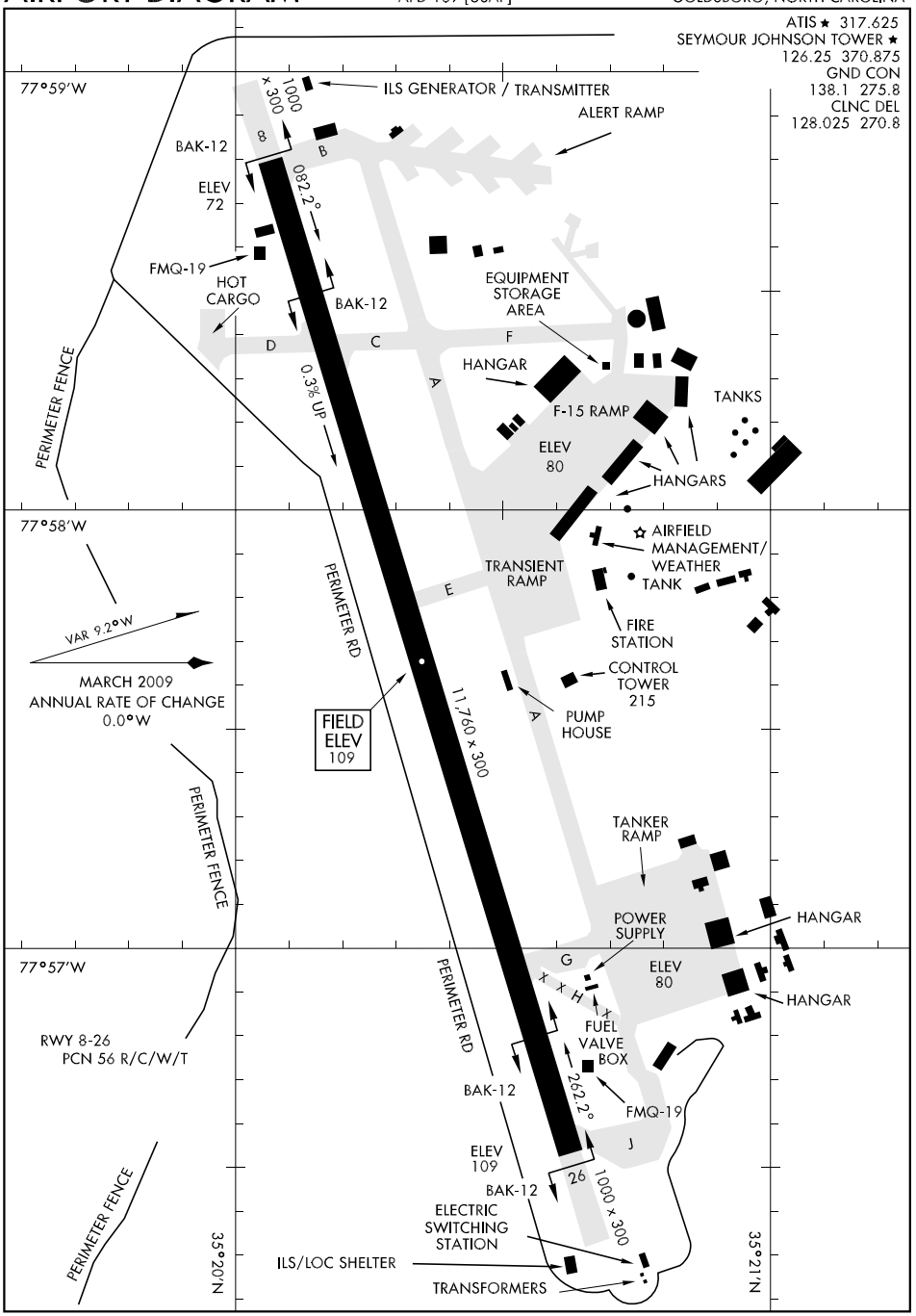
ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.



SE-2, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC/DME RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109
109.3	081°	

JAL-169 [USAF] — SEYMOUR JOHNSON AFB (KGSB)

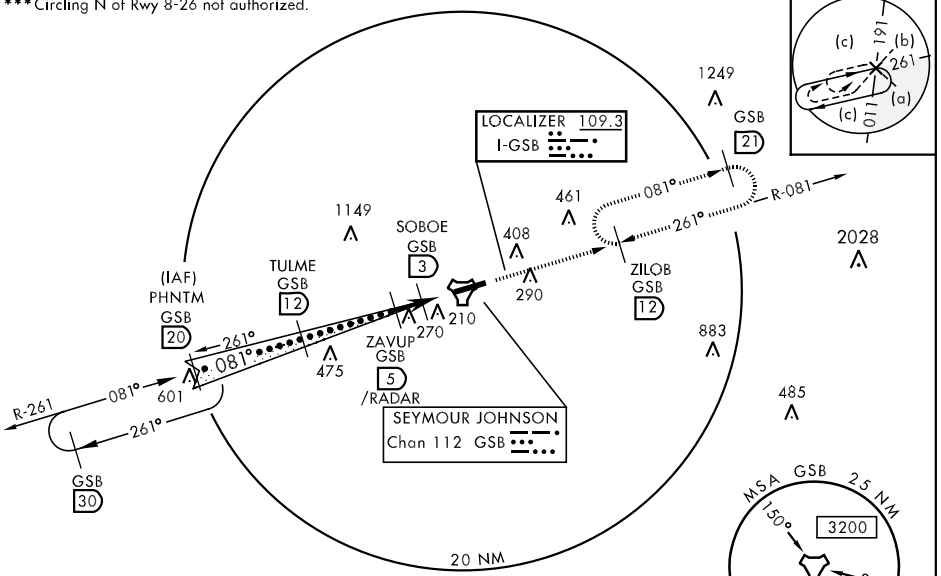
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

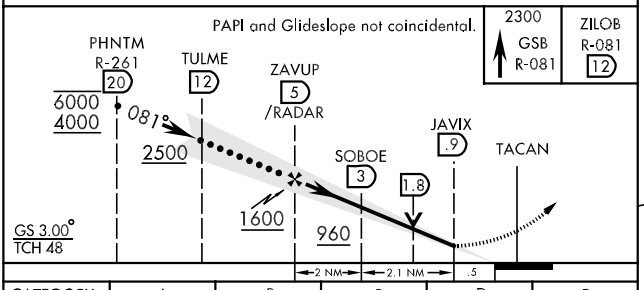
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

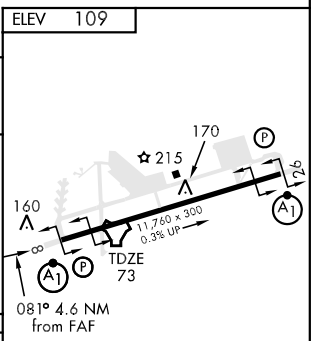
***Circling N of Rwy 8-26 not authorized.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 8 *	273/24 200 (200-½)				
S-LOC 8 **	560/24 487 (500-½)		560/40 487 (500-¾)	560/50 487 (500-1)	560/60 487(500-1¼)
CIRCLING***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

HI-ILS or LOC/DME RWY 26

LOC I-DDX	APCH CRS	Rwy ldg 11,760 / TDZE 109 / Arpt Elev 109
109.9	261°	JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

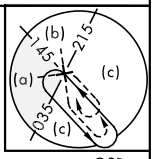
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

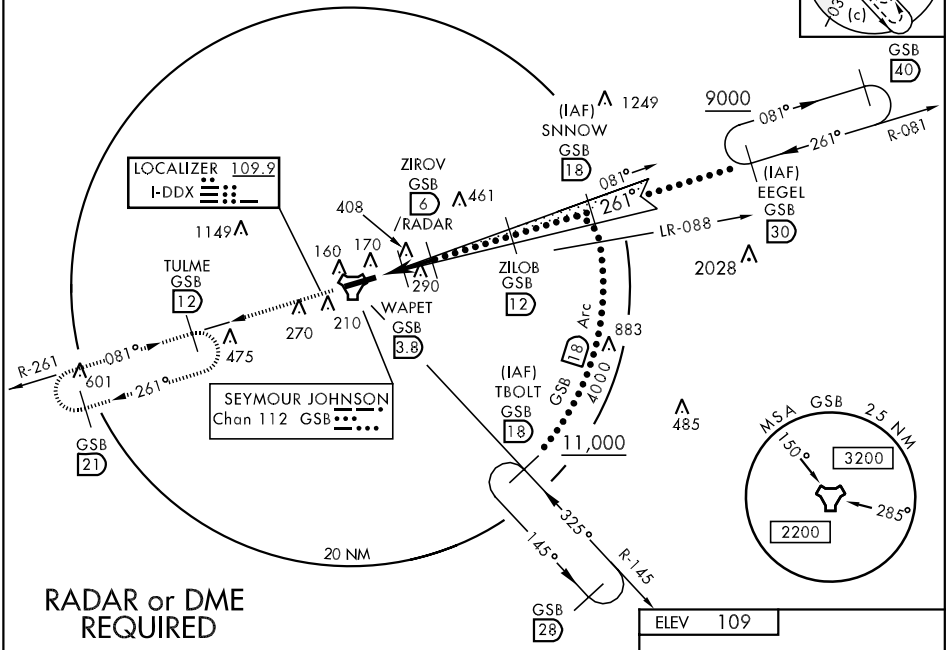
ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

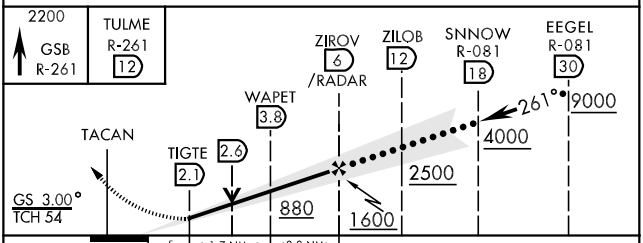
*** Circling N of Rwy 8-26 not authorized.

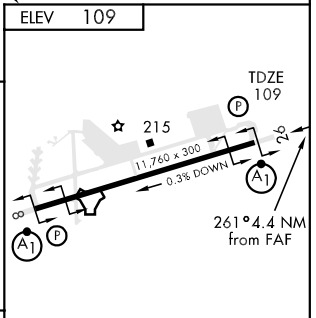




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-ILS 26 *	309/24		200	(200-½)	
S-LOC 26**	500/24 391 (400-½)		500/40 391 (400-¾)		500/50 391 (400-1)
CIRCLING***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

SE-2, 17 DEC 2009 to 14 JAN 2010

HI-TACAN RWY 8

SEYMOUR JOHNSON AFB (KGSB)

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	081°	11,760	73	109

JAL-169 [USAF]

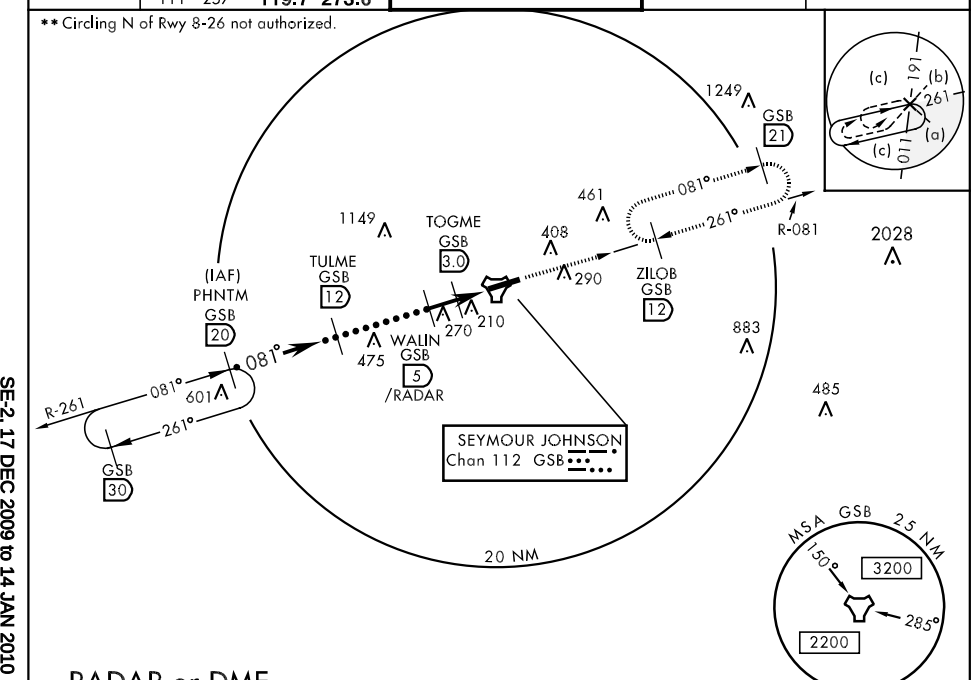
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

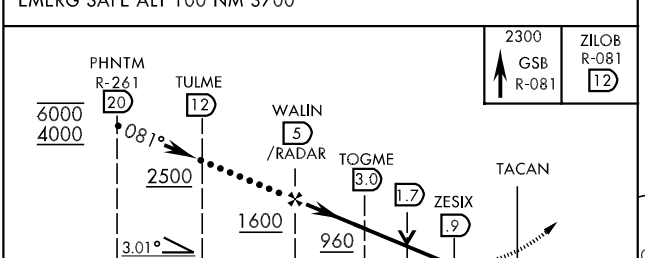
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

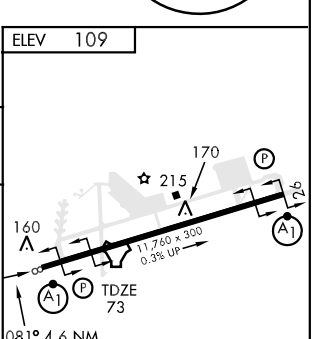
** Circling N of Rwy 8-26 not authorized.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-8 *	560/24 487 (500-½)		560/40 487 (500-¾)	560-50 487 (500-1)	560/60 487 (500-1¼)
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

HIRL Rwy 8-26

HI-TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	11,760
GSB	261°	TDZE	109
Chan 112		Arpt Elev	109

JAL-169 [USAF]

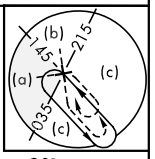
SEYMOUR JOHNSON AFB (KGSB)

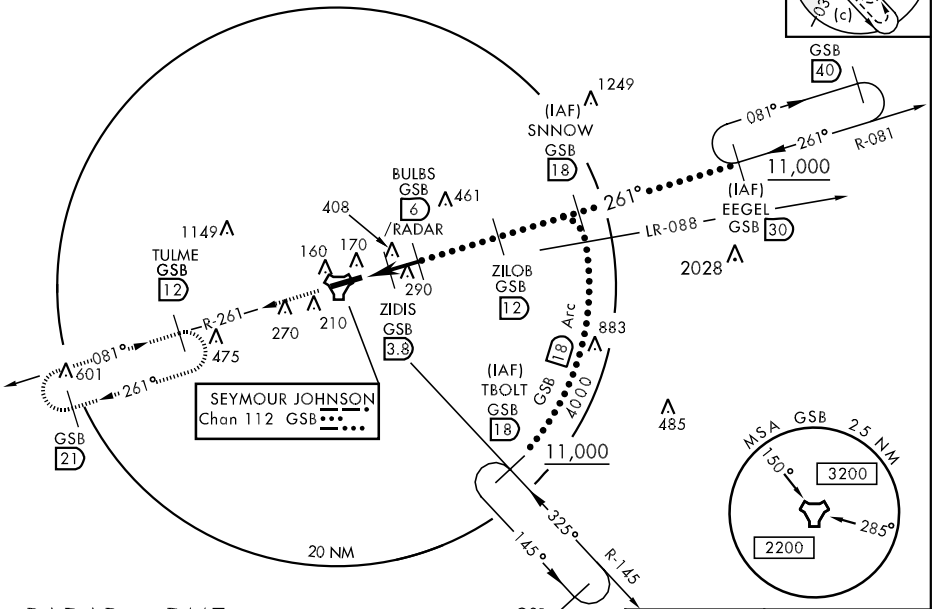
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis 1¼ miles, CAT DE vis to 1½ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

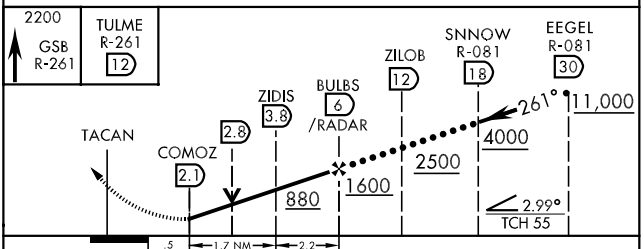
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

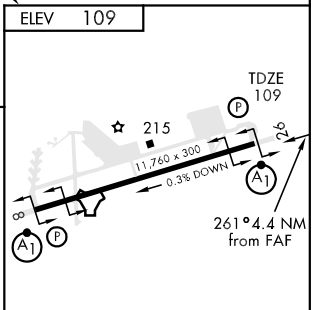




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-26 *	560/24 451 (500-½)		560/40 451 (500-¾)	560/50 451 (500-1)	
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 3.9 NM					
Knots	120	140	160	180	200
Min:Sec	1:57	1:40	1:28	1:18	1:10

SE-2, 17 DEC 2009 to 14 JAN 2010

GOLDSBORO, NORTH CAROLINA

ILS or LOC/DME RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109
109.3	081°	AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

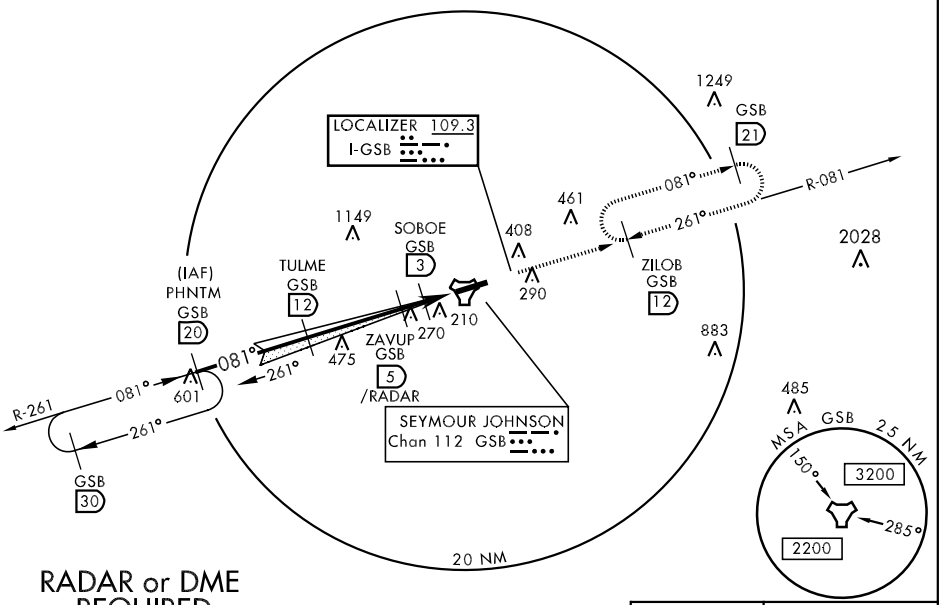
* When ALS inop, increase RVR to 40 vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

*** Circling N of Rwy 8-26 not authorized.

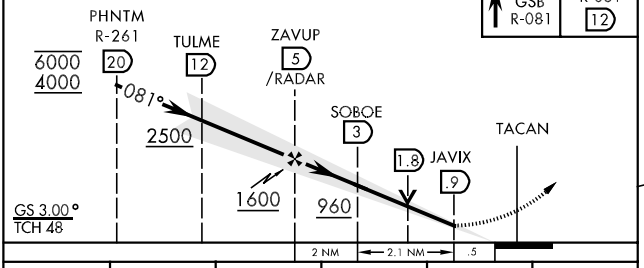


RADAR or DME REQUIRED

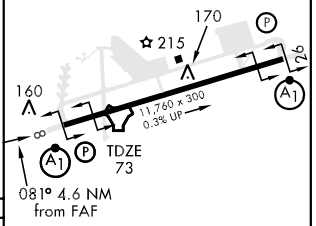
EMERG SAFE ALT 100 NM 3700

PAPI and Glideslope not coincidental.

2300 GSB R-081 — ZILOB R-081 12



ELEV 109



CATEGORY	A	B	C	D	E
S-ILS 8*	273/24		200		(200-½)
S-LOC 8 **	560/24 487 (500-½)		560/40 487 (500-¾)	560/50 487 (500-1)	560/60 487(500-1¼)
CIRCLING ***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

HIRL Rwy 8-26

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

GOLDSBORO, NORTH CAROLINA

ILS or LOC/DME RWY 26

LOC I-DDX	APCH CRS	Rwy ldg 11,760 TDZE 109 Arpt Elev 109
109.9	261°	

AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

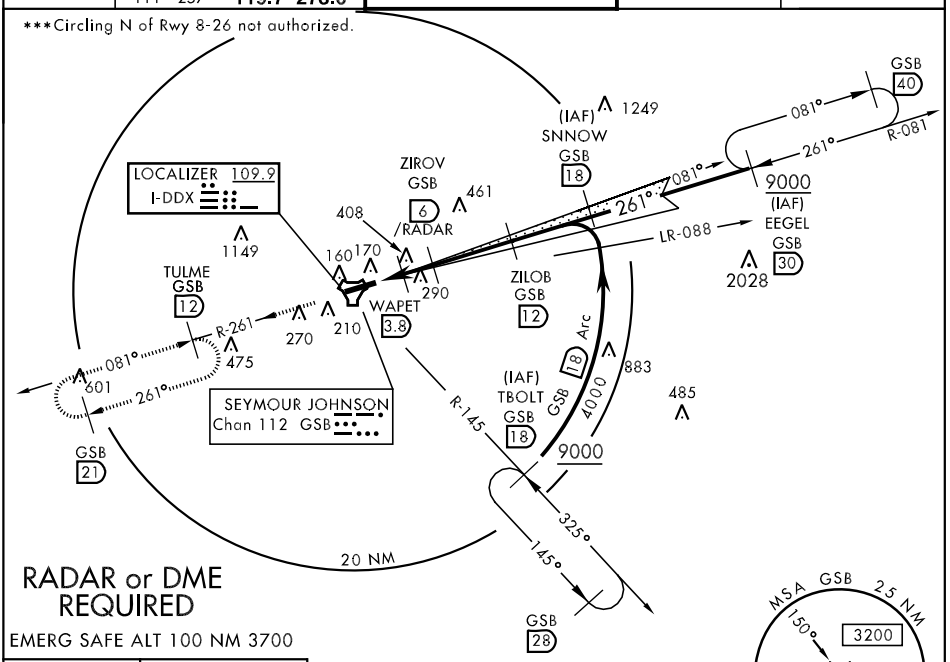
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

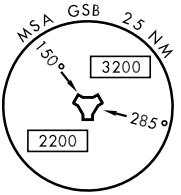
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

***Circling N of Rwy 8-26 not authorized.

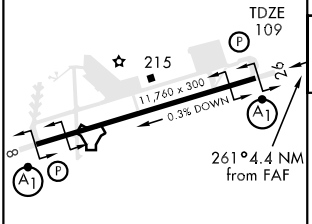


RADAR or DME REQUIRED

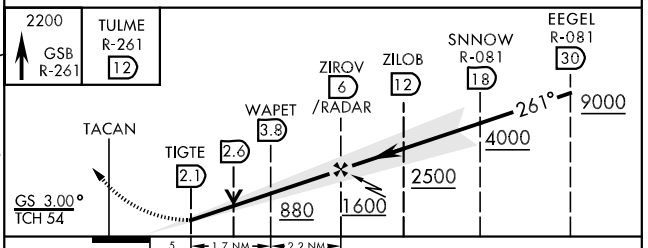
EMERG SAFE ALT 100 NM 3700



ELEV 109



HIRL Rwy 8-26



CATEGORY	A	B	C	D	E
S-ILS 26 *	309/24		200	(200-½)	
S-LOC 26**	500/24 391 (400-½)		500/40 391 (400-¾)		500-50 391 (400-1)
CIRCLING***	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651(700-2¼)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

GOLDSBORO, NORTH CAROLINA
Orig 09323

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

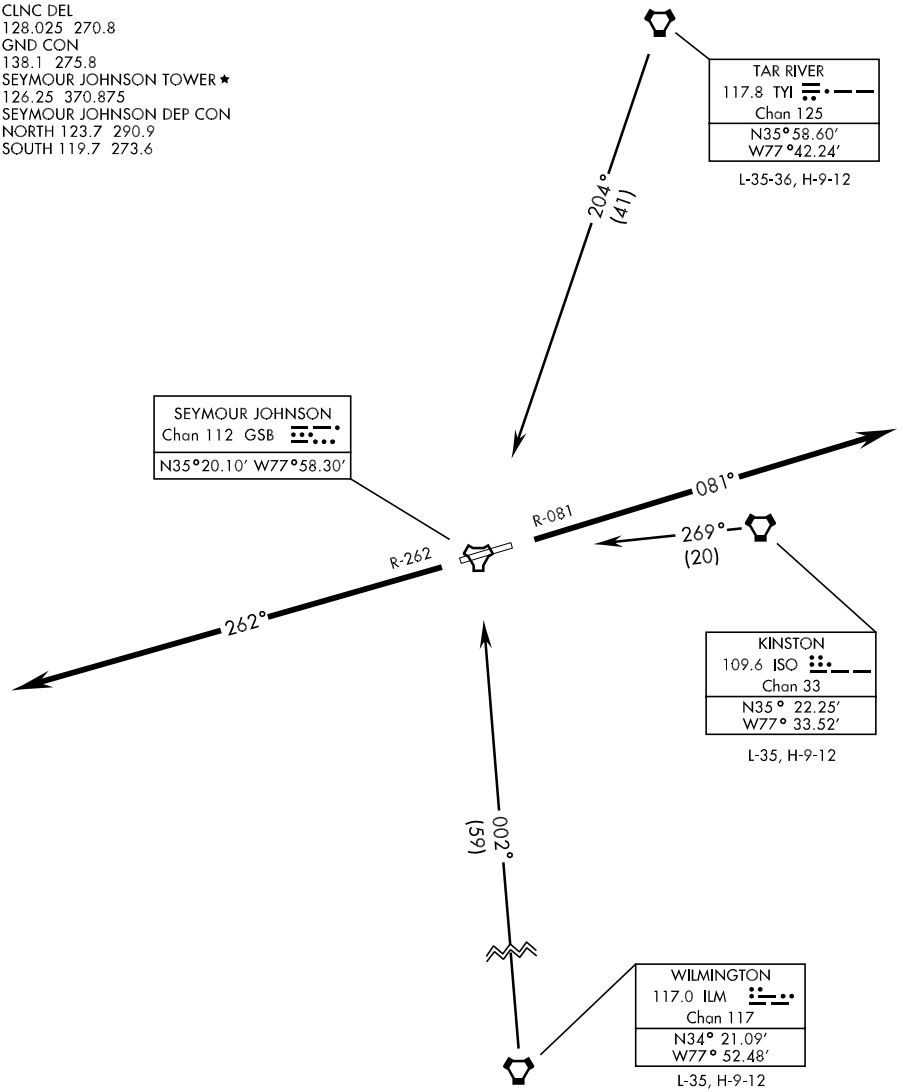
SE-2, 17 DEC 2009 to 14 JAN 2010

NEUSE-THREE DEPARTURE (NEUSE3•GSB)

GOLDSBORO, NORTH CAROLINA

ATIS★ 317.625
CLNC DEL
128.025 270.8
GND CON
138.1 275.8
SEYMOUR JOHNSON TOWER★
126.25 370.875
SEYMOUR JOHNSON DEP CON
NORTH 123.7 290.9
SOUTH 119.7 273.6

SHL-169 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Track outbound on GSB R-081 until passing 2500′, then turn right/left on course climbing to assigned altitude.

TAKE-OFF RWY 26: Track outbound on GSB R-262 until passing 2500′, then turn right/left on course climbing to assigned altitude.

NEUSE-THREE DEPARTURE (NEUSE3•GSB)

GOLDSBORO, NORTH CAROLINA

TACAN RWY 8

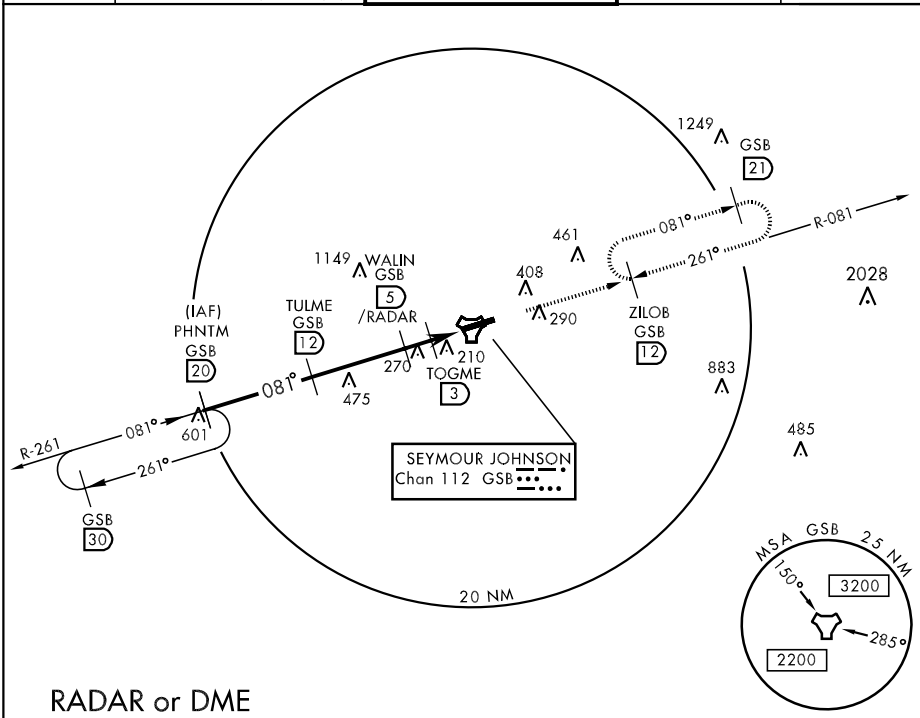
TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-169 [USAF]	SEYMOUR JOHNSON AFB (KGSB)
TACAN GSB Chan 112	081°	11,760 / 73 / 109		

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

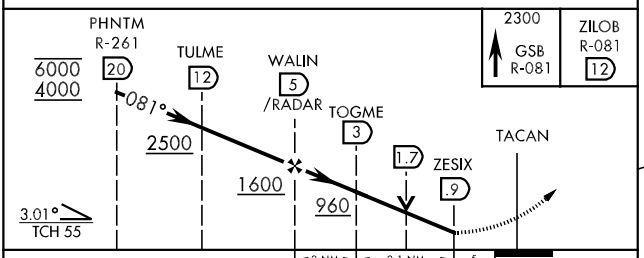
MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

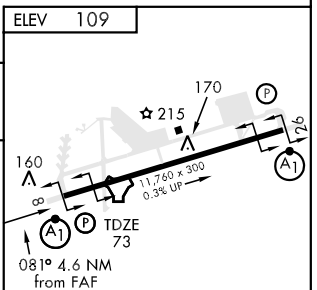
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
S-8 *	560/24 487 (500-½)		560/40 487 (500-¾)	560/50 487(500-1)	560/60 487(500-1¼)
CIRCLING **	660-1 551 (600-1)		660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	261°	11,760	109	109

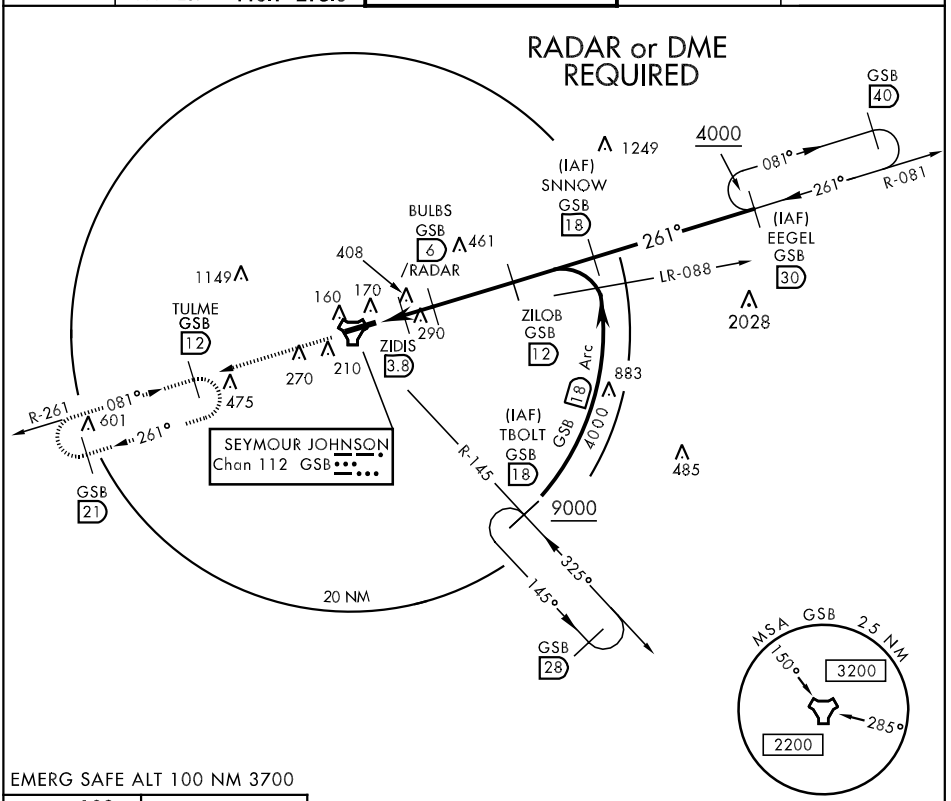
AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

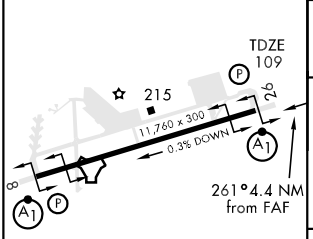
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

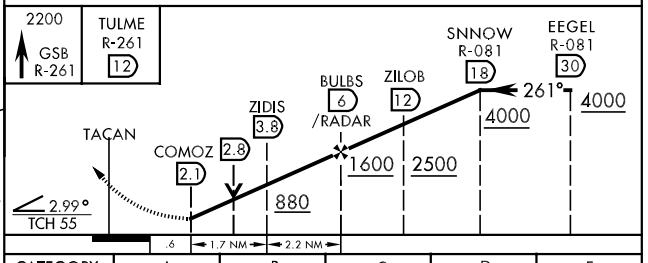
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



EMERG SAFE ALT 100 NM 3700

ELEV 109





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D	E
S- 26*	560/24	451 (500-½)	560/40 451 (500-¾)	560/50	451 (500-1)
CIRCLING **	660-1	551 (600-1)	660-1½ 551 (600-1½)	660-2 551 (600-2)	760-2¼ 651 (700-2¼)

LOC I-UGZ	APP CRS	Rwy Idg	5499
111.9	227°	TDZE	134
		Apt Elev	134

ILS or LOC RWY 23

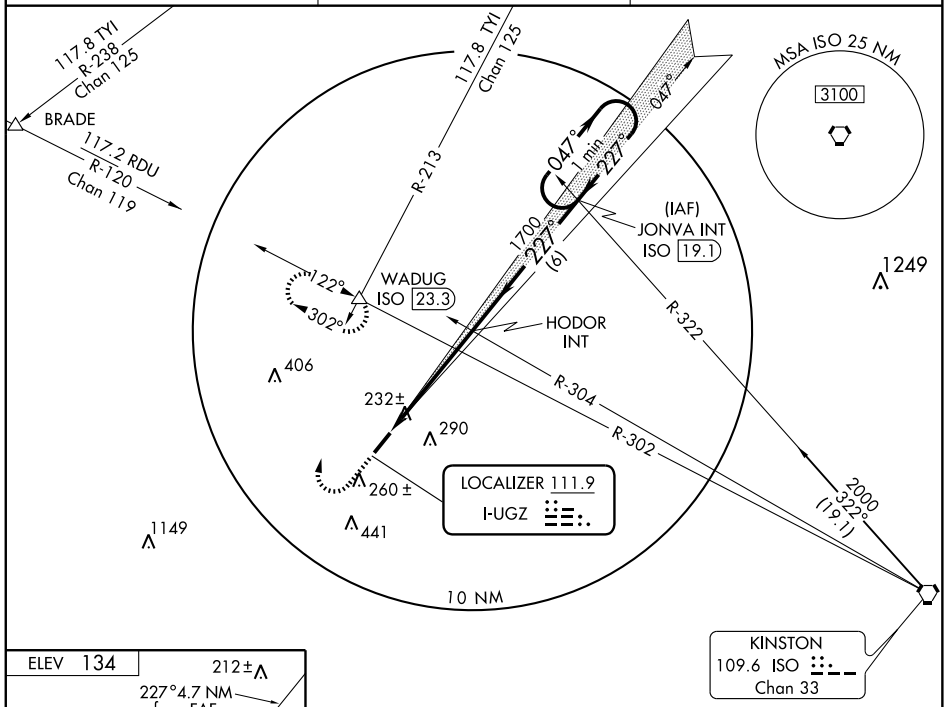
GOLDSBORO-WAYNE MUNI (GWW)

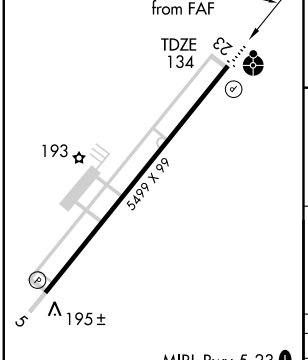
If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 390 feet; increase all MDAs 60 feet.

ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 040° and ISO R-302 to WADUG INT/ISO 23.3 DME and hold.

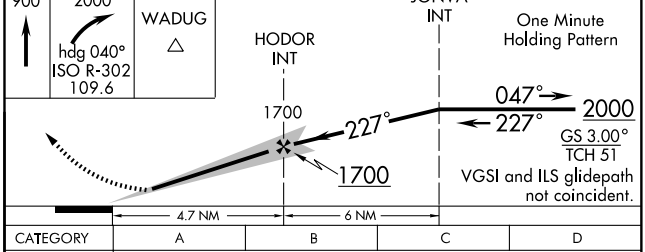
AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 23	334-¾ 200 (200-¾)			
S-LOC 23	500-¾ 366 (400-¾)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5499
062°	TDZE	134
	Apt Elev	134

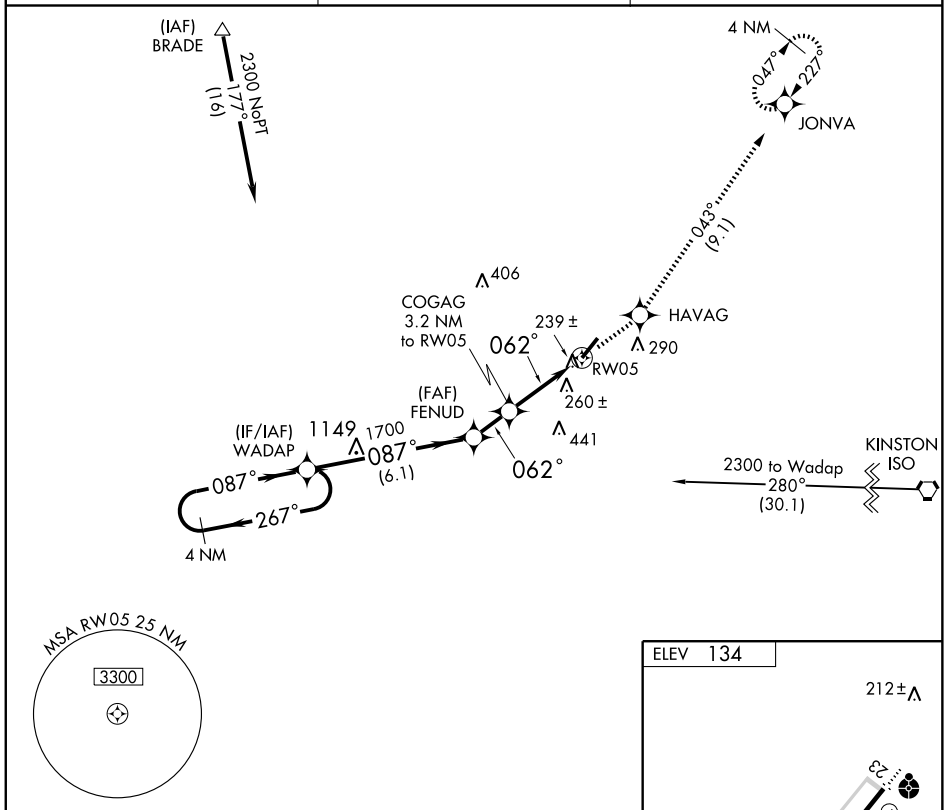
RNAV (GPS) RWY 5

GOLDSBORO-WAYNE MUNI (GWW)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet.
VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2000 direct HAVAG and via 043° track to JONVA and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	500-1 366 (400-1)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 70320 W23A	APP CRS 227°	Rwy Idg 5499 TDZE 134 Apt Elev 134

RNAV (GPS) RWY 23

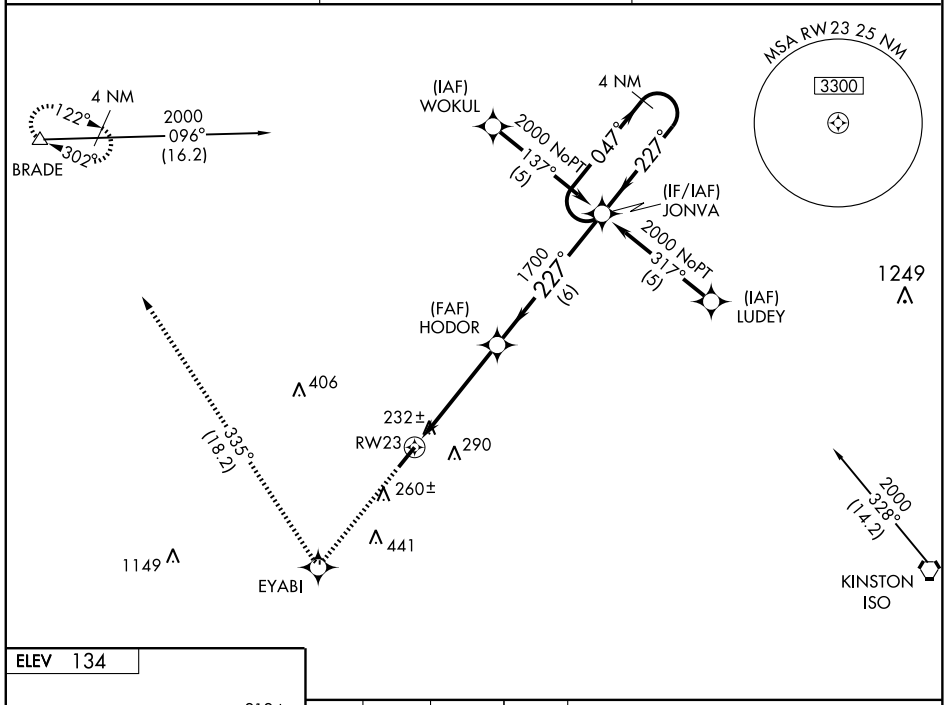
GOLDSBORO-WAYNE MUNI (GWW)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Smithfield altimeter setting and increase DA to 510 feet; increase all MDAs 60 feet. Inoperative table does not apply to LPV.

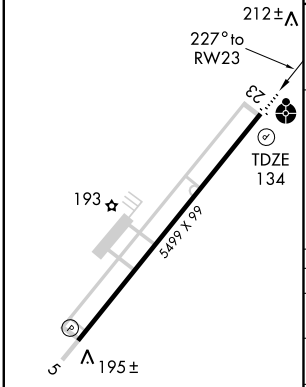
ODALS

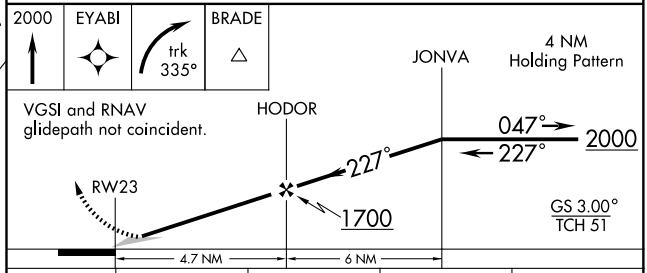
MISSED APPROACH: Climb to 2000 direct EYABI and right turn via 335° track to BRADE and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L



ELEV 134





CATEGORY	A	B	C	D
LPV DA	450-1 316 (400-1)			
LNAV/VNAV DA	NA			
LNAV MDA	500-¾ 366 (400-¾)			500-1¼ 366 (400-1¼)
CIRCLING	540-1 406 (500-1)	600-1 466 (500-1)	600-1½ 466 (500-1½)	700-2 566 (600-2)

MIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	290°	TDZE	N/A
Chan 33		Apt Elev	134

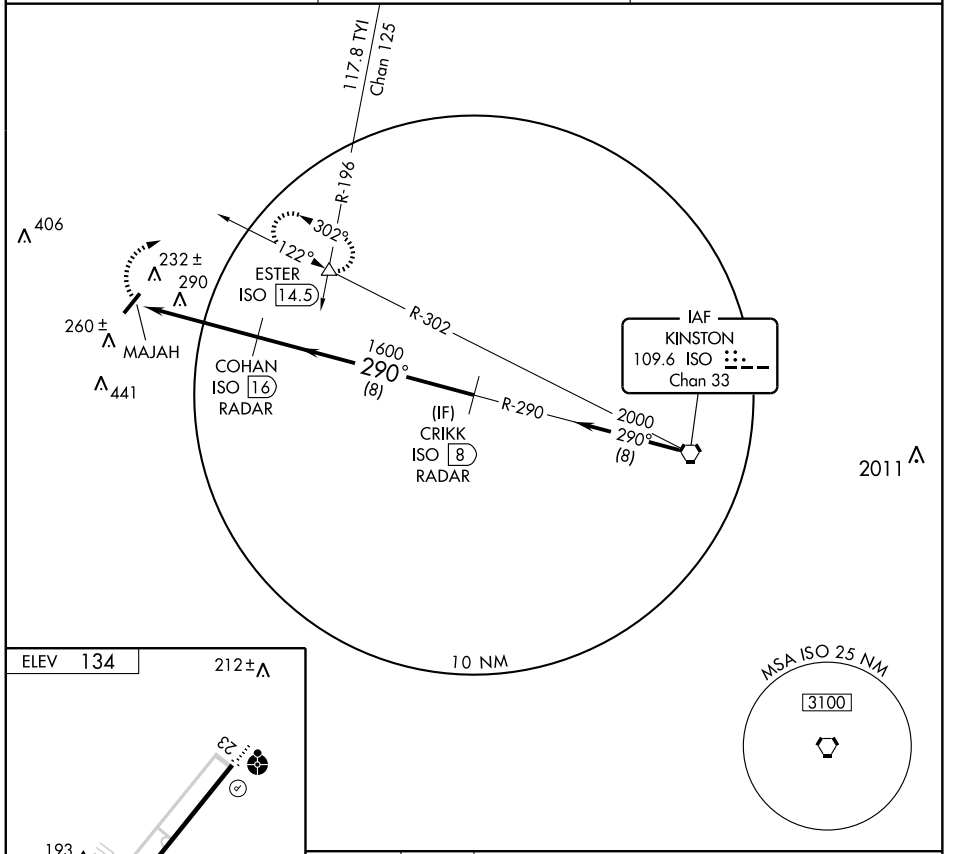
VOR-A

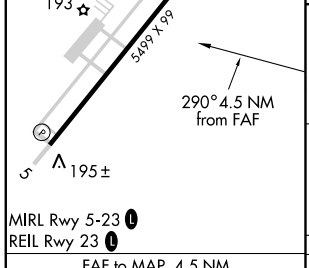
GOLDSBORO-WAYNE MUNI (GWW)

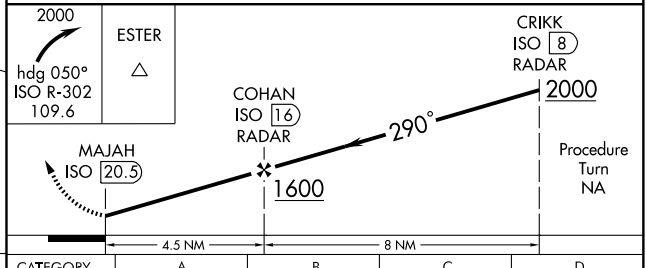
If local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climbing right turn to 2000 via heading 050° and ISO R-302 to ESTER Int and hold.

AWOS-3	SEYMOUR JOHNSON APP CON	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	540-1 406 (500-1)	600-1¼ 466 (500-1¼)	600-1½ 466 (500-1½)	700-2 566 (600-2)

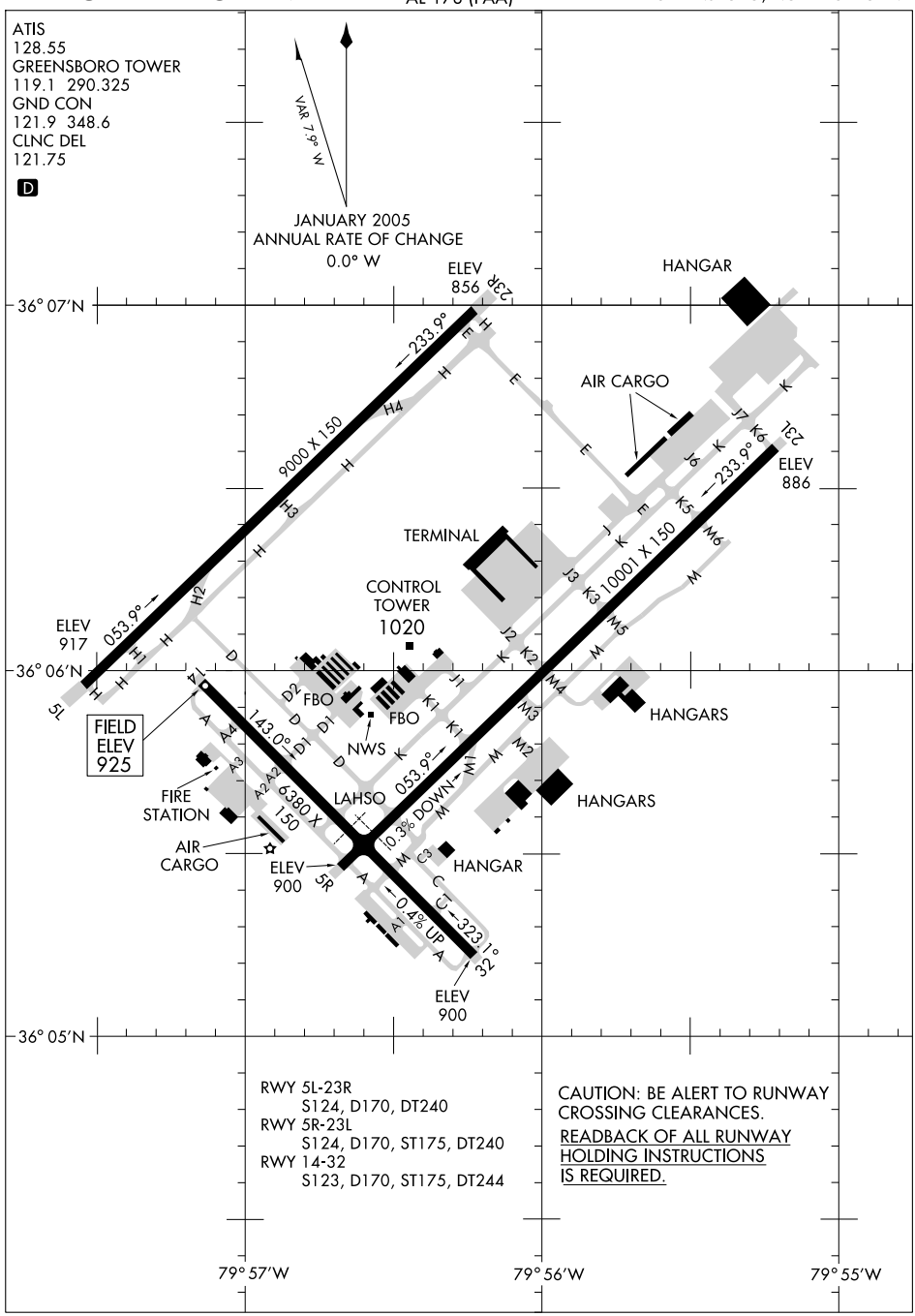
SE-2. 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

AL-178 (FAA)

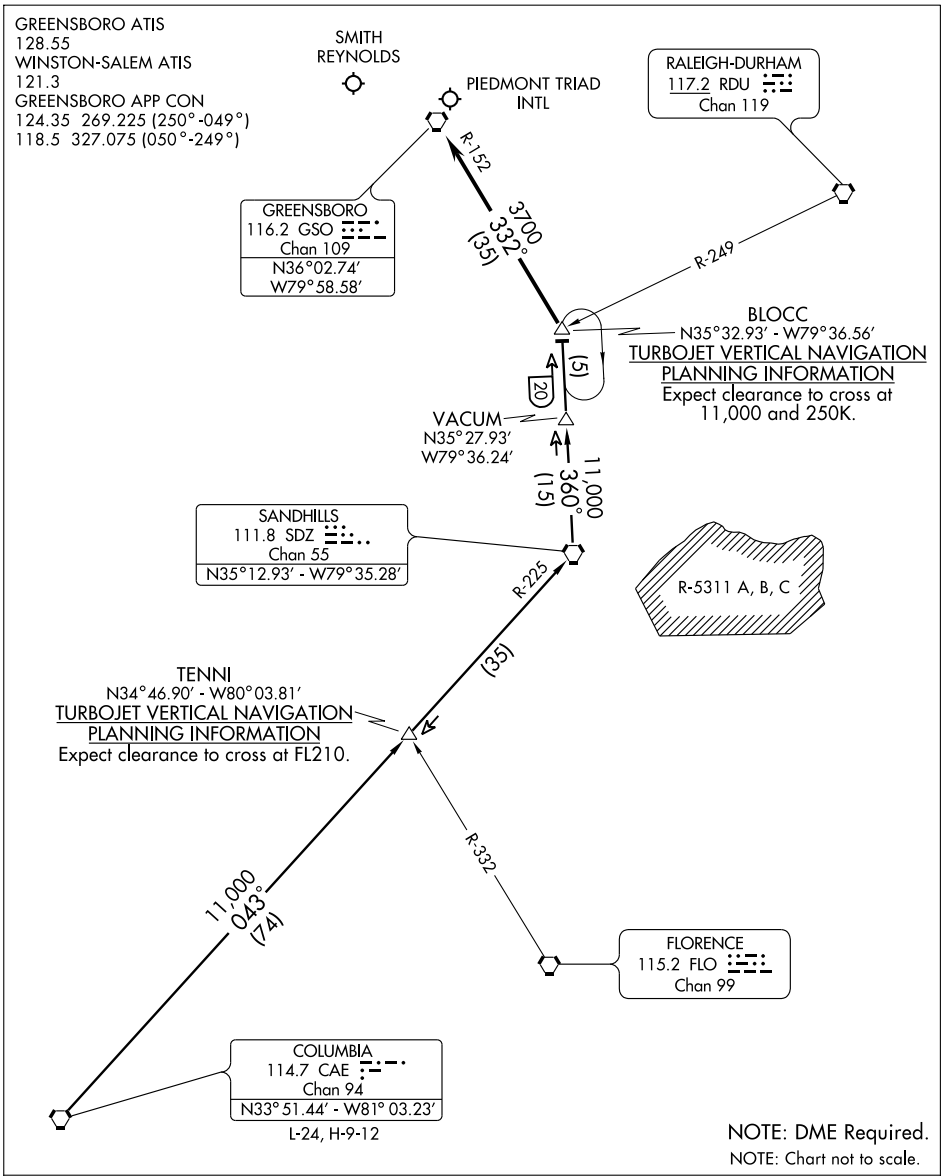
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



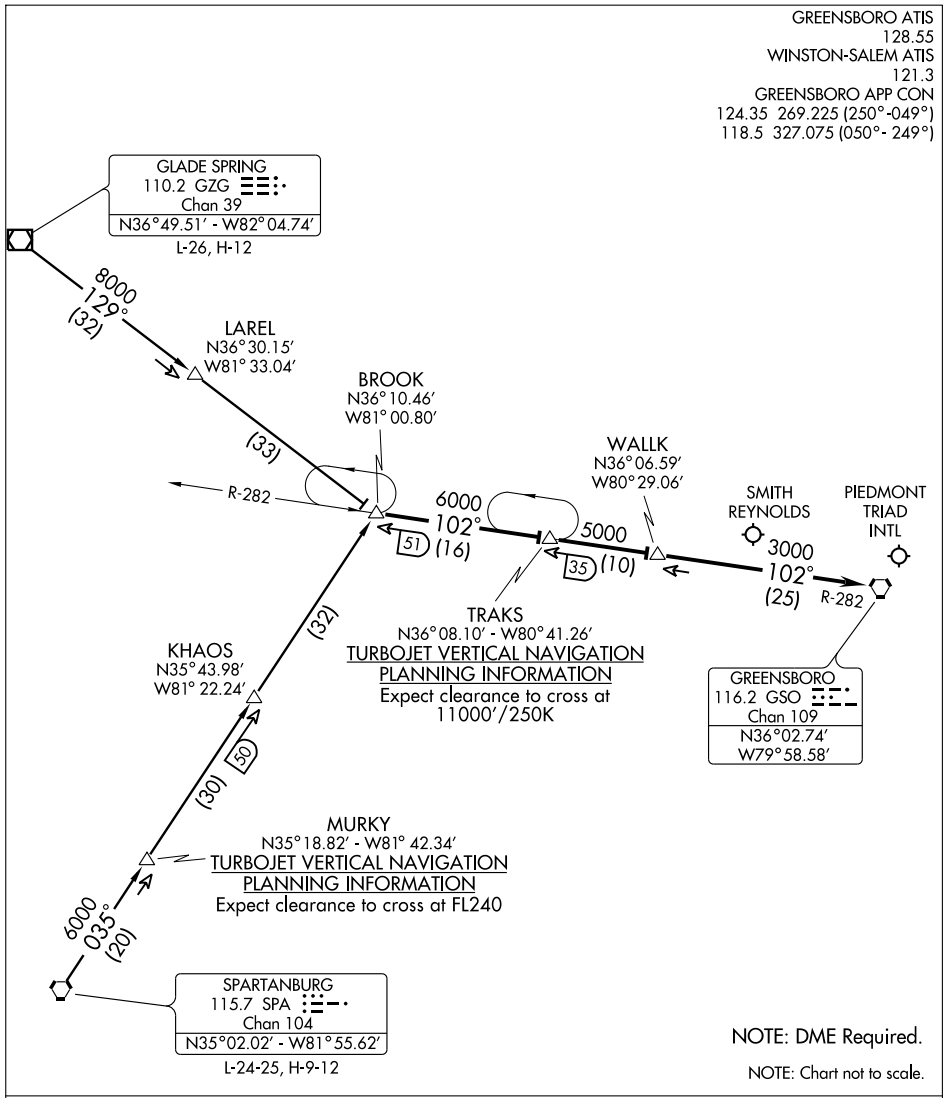
COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

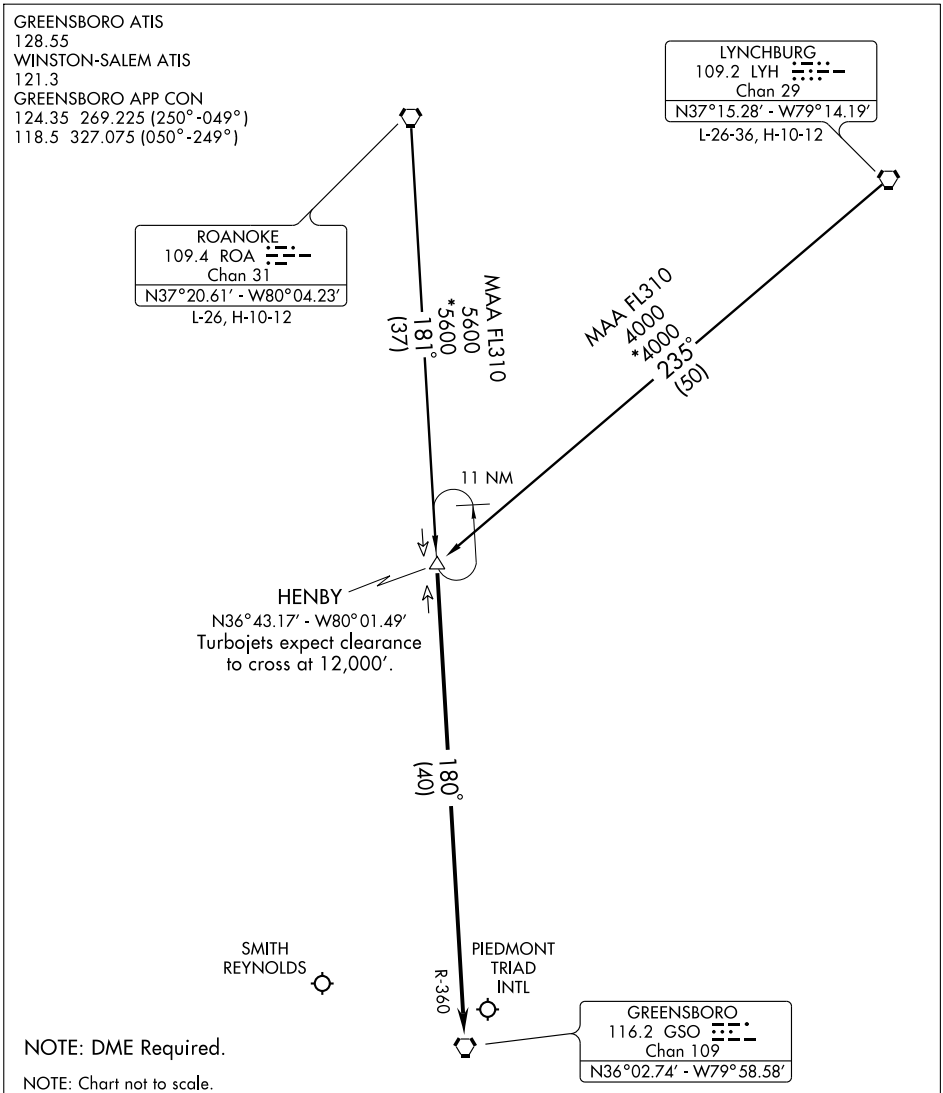
SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA



LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32(Y)		Apt Elev	926

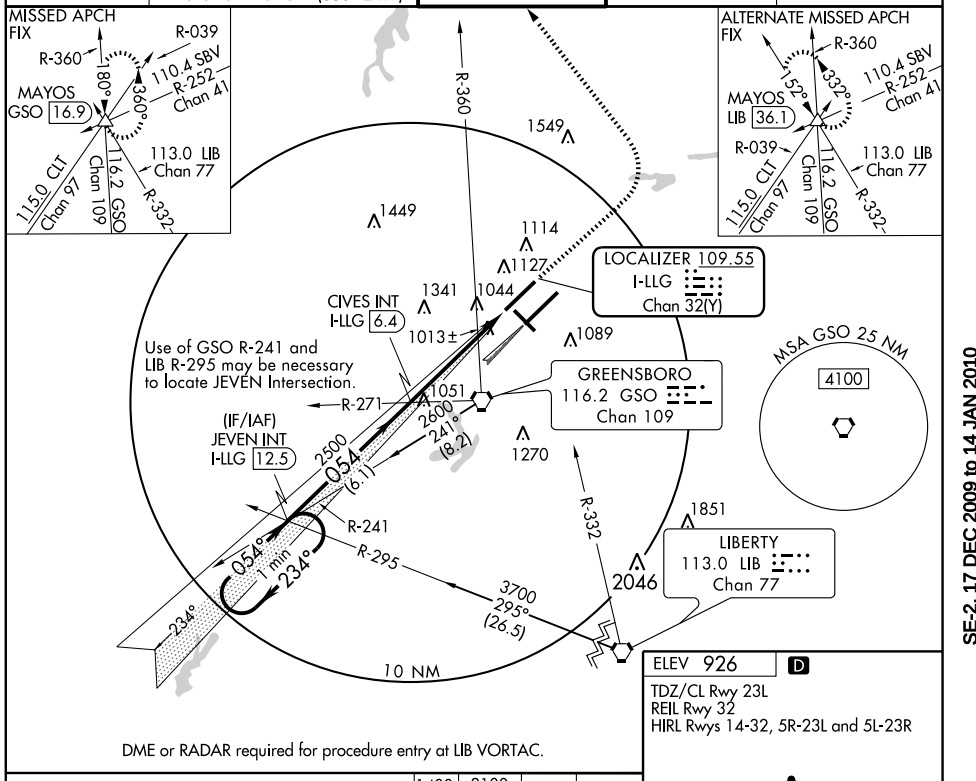
ILS or LOC RWY 5L

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

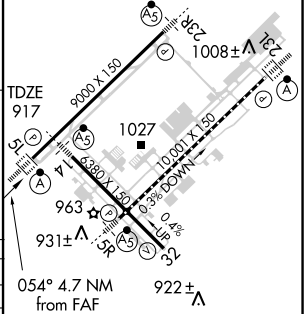
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

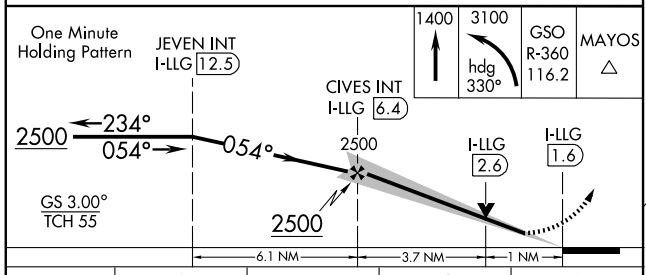


DME or RADAR required for procedure entry at LIB VORTAC.

ELEV 926 D

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R





CATEGORY	A	B	C	D
S-ILS 5L	1117/18 200 (200-½)			
S-LOC 5L	1280/24 363 (400-½)			1280/40 363 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

ILS or LOC RWY 5R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056°
236°
R-056°
LIBERTY
113.0 LIB
Chan 77

MISSED APCH FIX
R-006
110.4 SBV
Chan 41
116.2 GSO
R-108
Chan 109
108°
288°
R-219
113.0 LIB
Chan 77
KIMES
GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

10 NM

1549
1449
1114
1127
1341
1034
1044
1089
1050
1142
1270
2900
247° (2.9)
1846
2046
3700
305° (24)

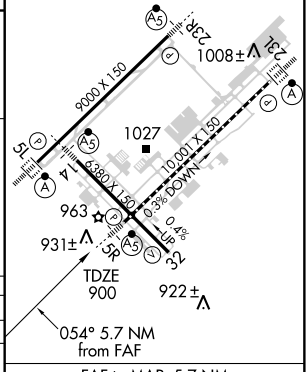
GREENSBORO
116.2 GSO
Chan 109

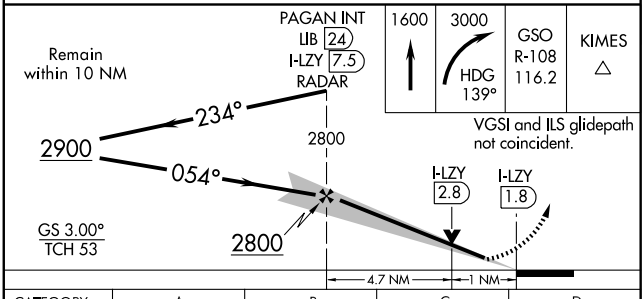
R-247
R-305
R-108
054°
(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
189°
600
234°

LIBERTY
113.0 LIB
Chan 77

MSA GSO 25 NM
4100

ELEV 926 D
TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R





CATEGORY	A	B	C	D
S-ILS 5R	*1100/24 200 (200-½)			
S-LOC 5R	1300/24 400 (400-½)			1300/40 400 (400-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	925

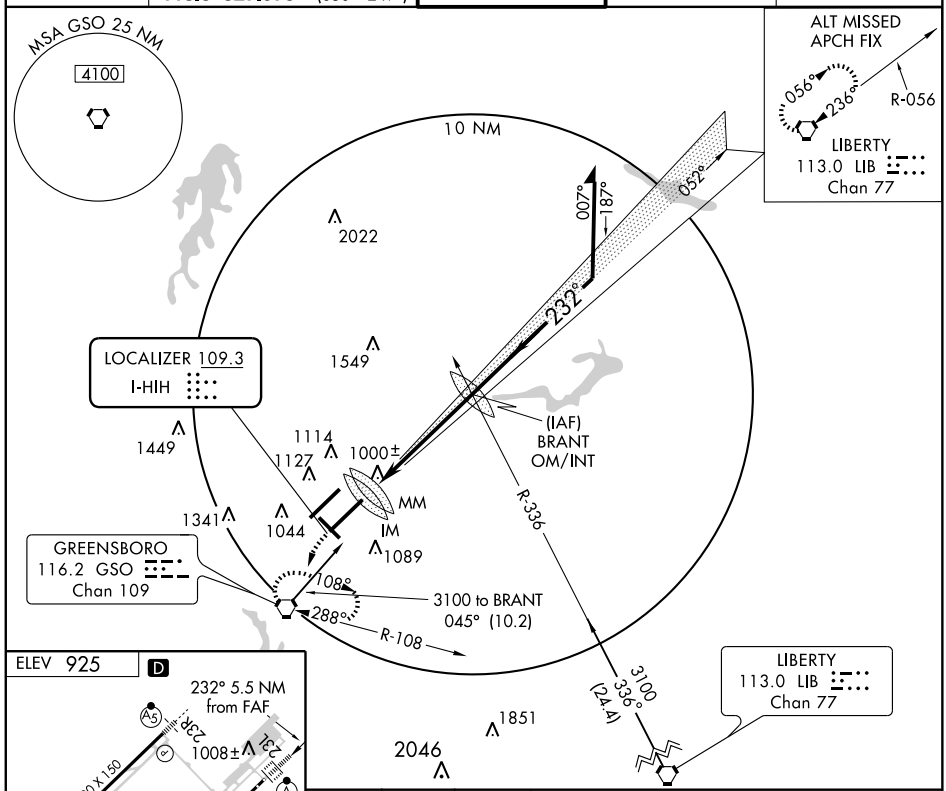
ILS or LOC RWY 23L

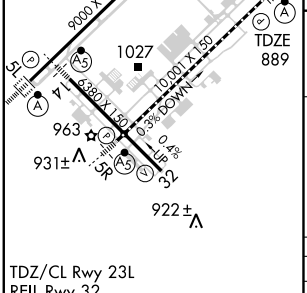
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

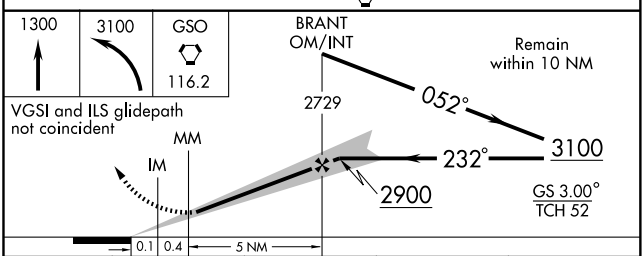
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 23L	1089/18 200 (200-½)			
S-LOC 23L	1260/24 371 (400-½)			1260/40 371 (400-¾)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 23R

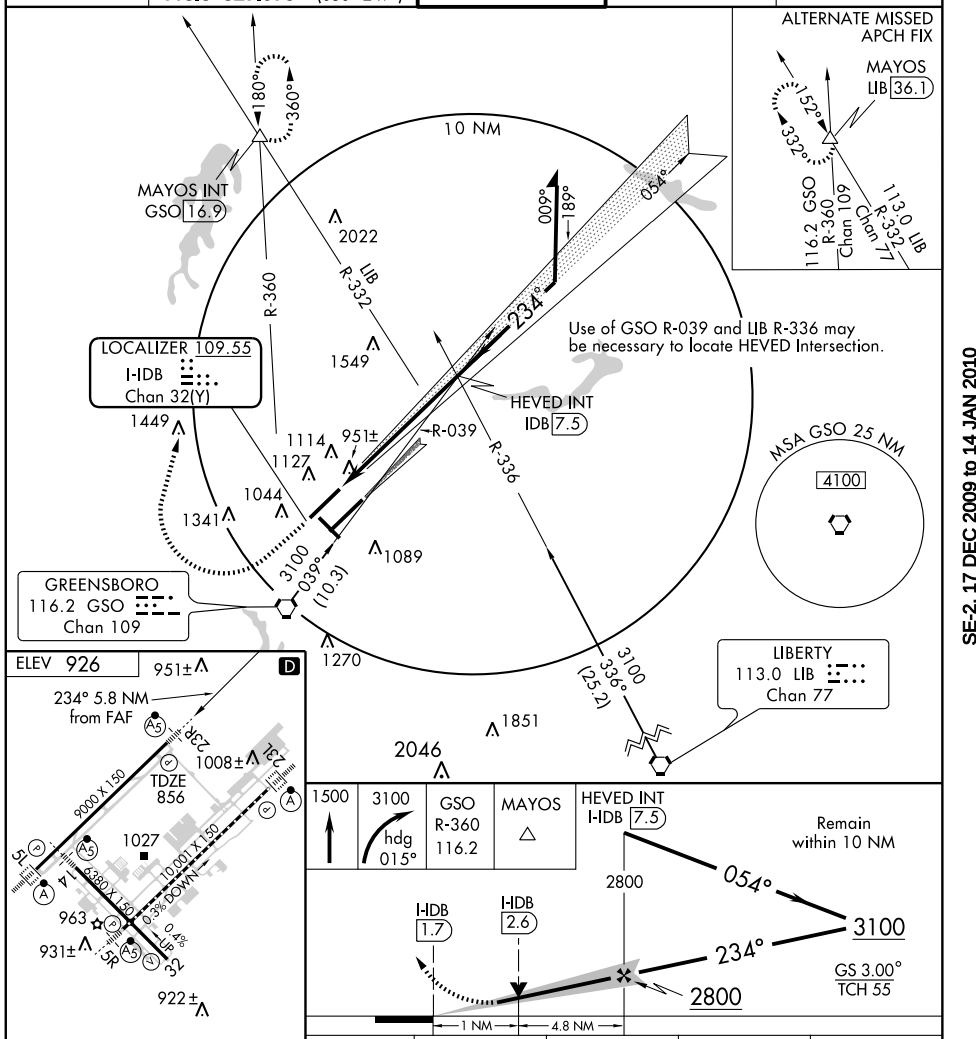
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

LOC/DME I-IDB	APP CRS	Rwy Idg	9000
109.55	234°	TDZE	856
Chan 32Y		Apt Elev	926

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 via heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 23R	1056/24 200 (200-½)			
S-LOC 23R	1220/24 364 (300-½)			1220/40 364 (300-¾)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32 (Y)		Apt Elev	926

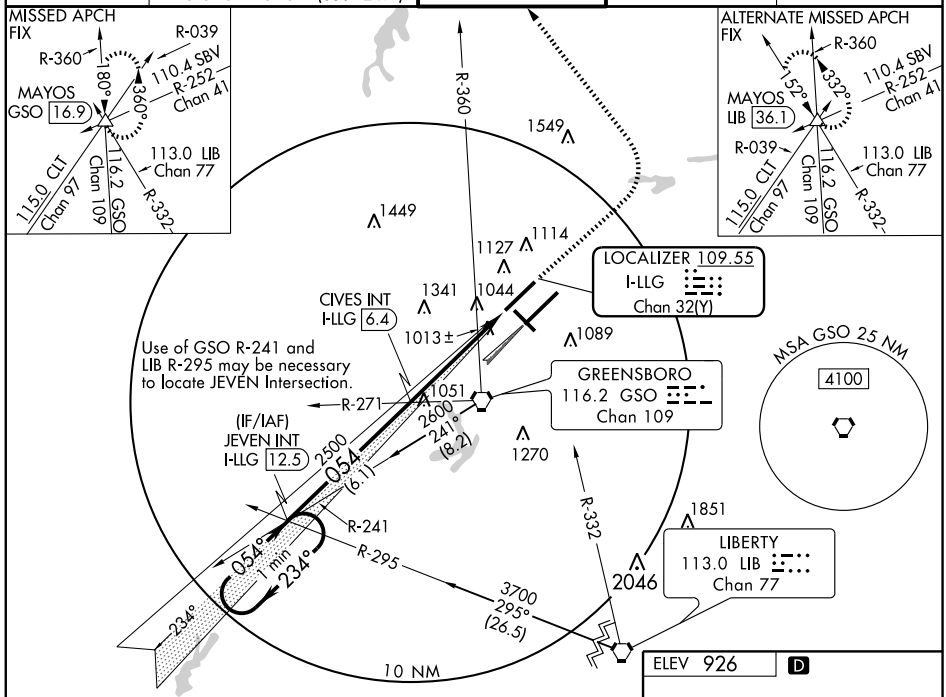
ILS RWY 5L (CAT II)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

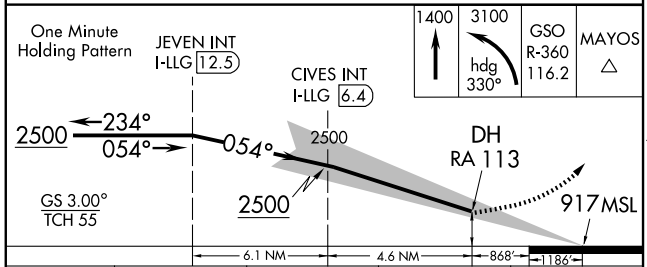
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

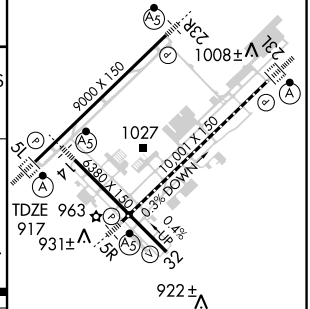


DME or RADAR required for procedure entry at LIB VORTAC.



CATEGORY	A	B	C	D
S-ILS-05L	RA 113/12 100 DA 1017			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	917
Chan 32(Y)		Apt Elev	926

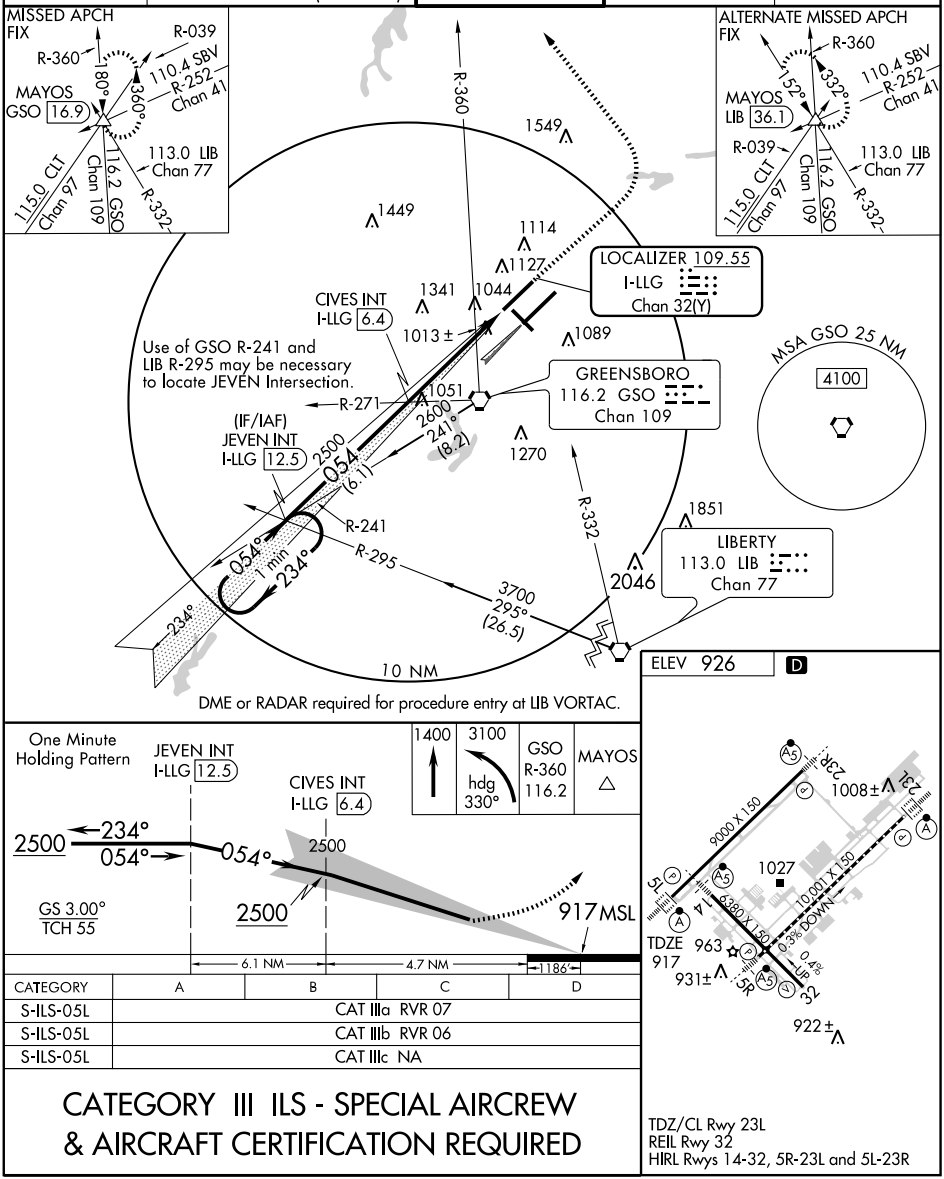
ILS RWY 5L (CAT III)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 via heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



CATEGORY	A	B	C	D
S-ILS-05L	CAT IIIa RVR 07			
S-ILS-05L	CAT IIIb RVR 06			
S-ILS-05L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

ILS RWY 5R (CAT II)

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

* RVR 1800 authorized with the use of FD or AP or HUD to DA. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056° 236° R-056°
LIBERTY
113.0 LIB
Chan 77

MISSED APCH FIX
R-006 110.6 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

10 NM

1549 1449 1114 1127 1341 1034 1044 1089 1050 1142 1270 2900 247° (2.9) 1846 2046 3700 305° (24)

GREENSBORO
116.2 GSO
Chan 109

R-108 R-247 R-305 054° 189° 009° 234°

(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR

MSA GSO 25 NM
4100

LIBERTY
113.0 LIB
Chan 77

ELEV 926 D

PAGAN INT
LIB 24
I-LZY 7.5
RADAR

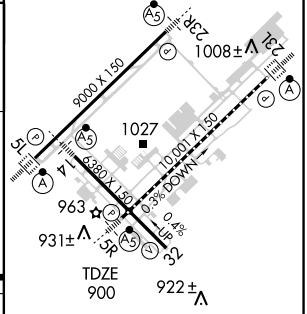
Remain within 10 NM

234° 2900 2800
054° 2800
GS 3.00°
TCH 53
VGSI and ILS glidepath not coincident.

DH
RA 122
900 MSL

5.6 NM 903' 1000'

1600 ↑	3000 HDG 139°	GSO R-108 116.2	KIMES △



CATEGORY	A	B	C	D
S-ILS 5R	RA 1000/12 100 DA 122			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-GSO	APP CRS	Rwy Idg	6380
109.9	141°	TDZE	926
		Apt Elev	926

ILS RWY 14

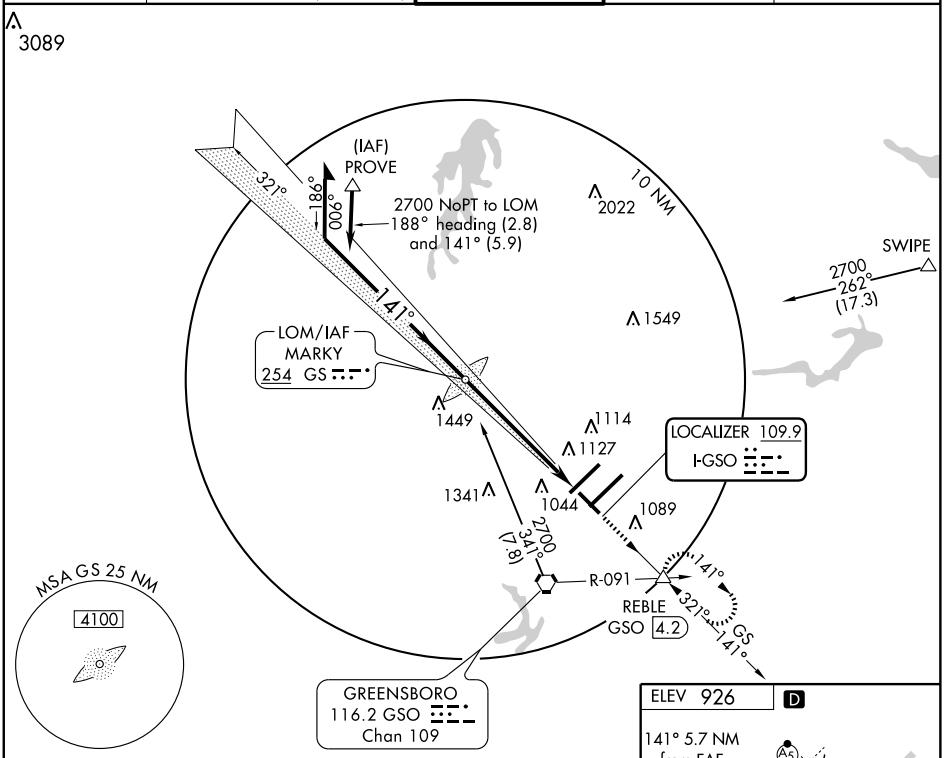
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

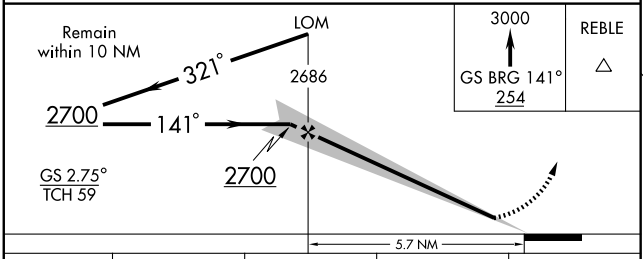
ADF OR RADAR REQUIRED

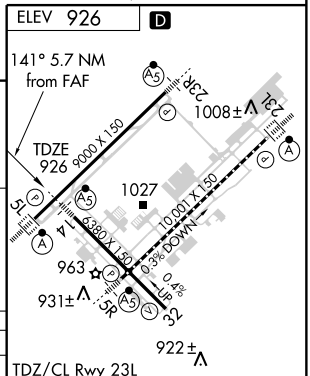
MALSR

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE Int and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY	A	B	C	D
S-ILS 14	1126/24 200 (200-½)			
S-LOC 14	1360/24 434 (500-½)		1360/40 434 (500-¾)	1360/50 434 (500-1)
CIRCLING	1360-1 434 (500-1)	1480-1 554 (600-1)	1480-1½ 554 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	232°	TDZE	889
		Apt Elev	925

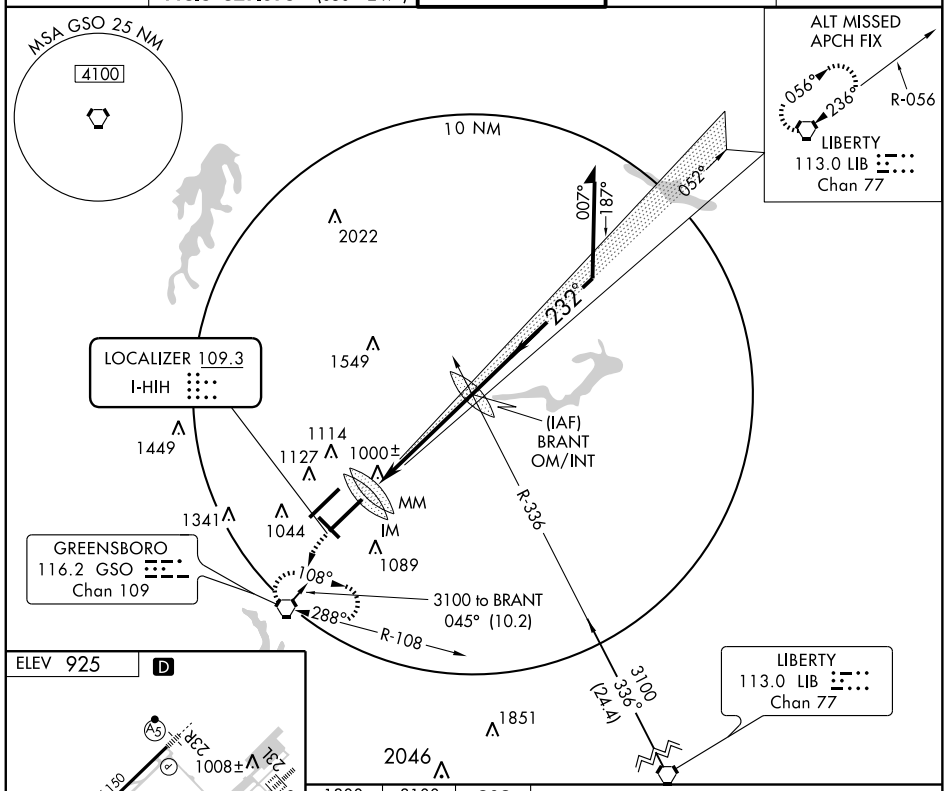
ILS RWY 23L (CAT II)

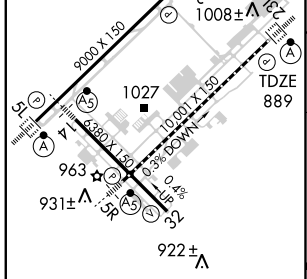
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

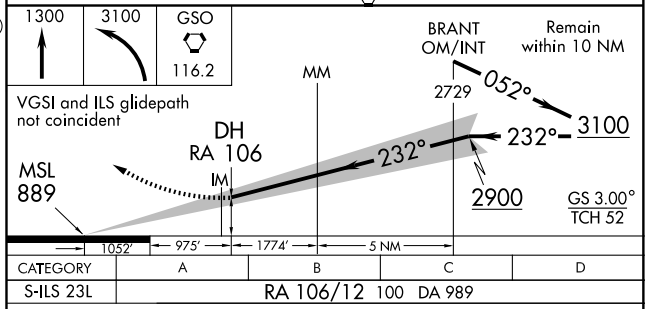
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-ILS 23L	RA 106/12 100 DA 989			

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

LOM GS	APP CRS	Rwy Idg	6380
254	141°	TDZE	926
		Apt Elev	926

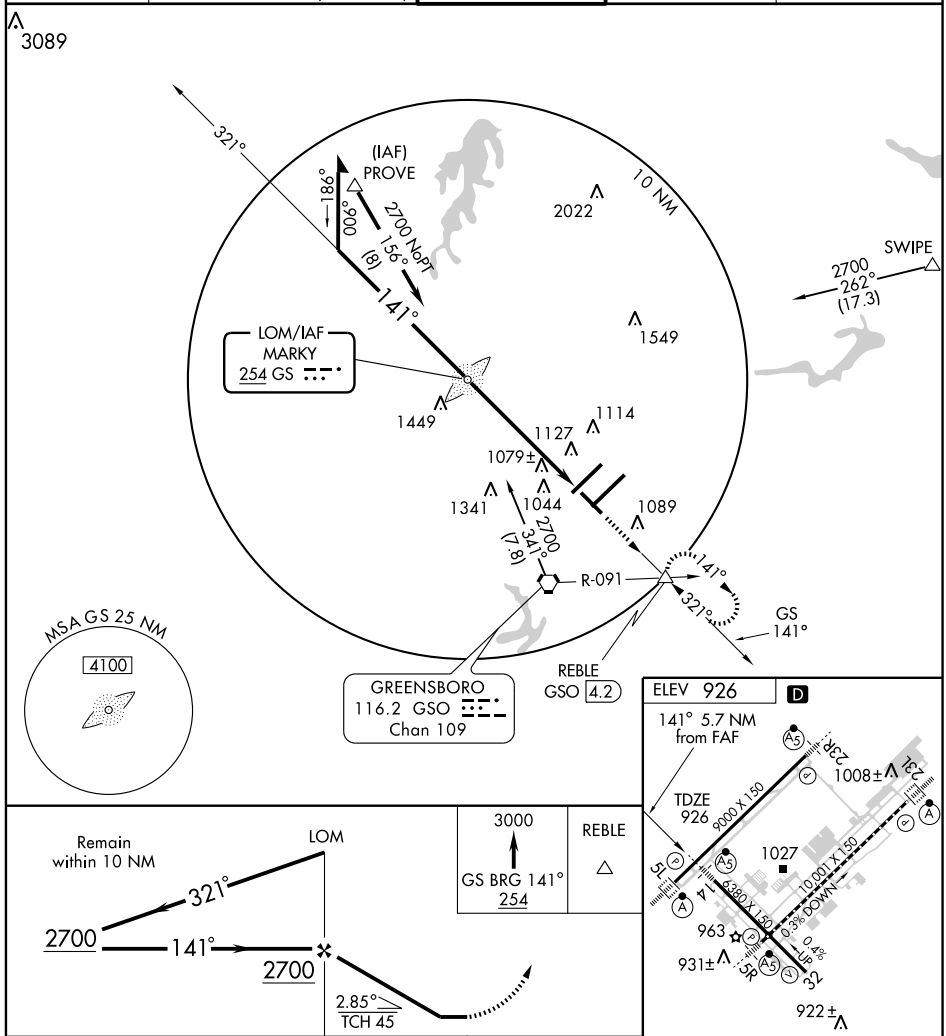
NDB RWY 14

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

MALSR

MISSED APPROACH: Climb to 3000 via 141° bearing from GS LOM to REBLE Int and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY	A	B	C	D
S-14	1440/40 514 (600-¾)		1440/50 514 (600-1)	1440-1½ 514 (600-1½)
CIRCLING	1440-1 514 (600-1)	1480-1 554 (600-1)	1480-1½ 554 (600-1½)	1480-2 554 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

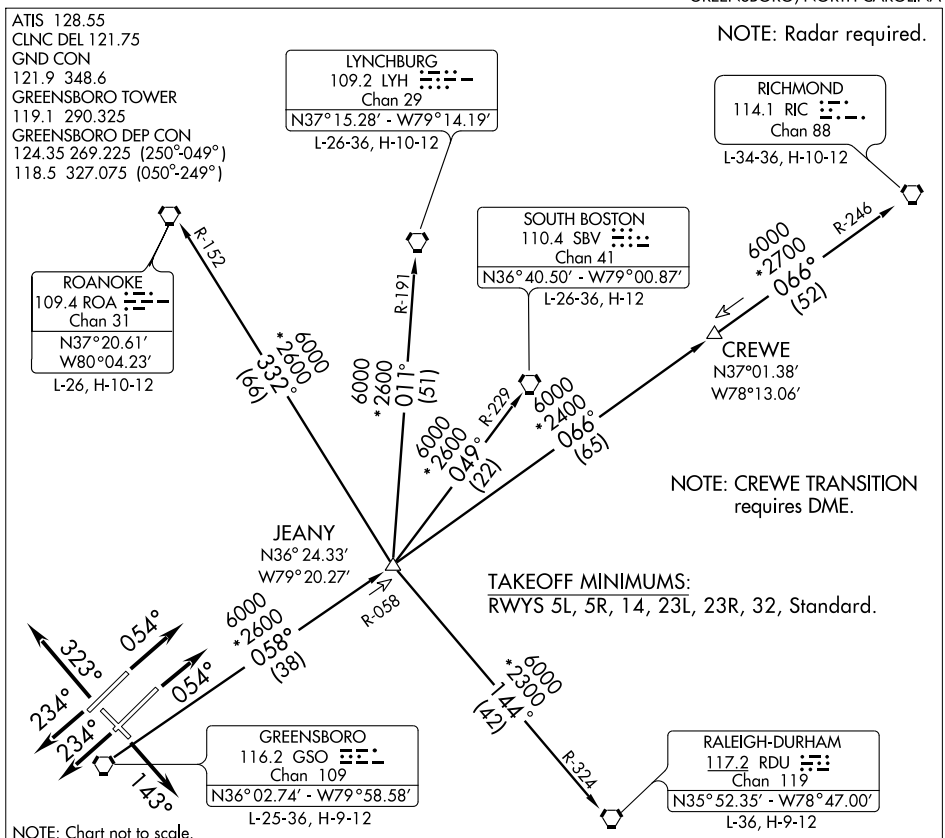
SE-2, 17 DEC 2009 to 14 JAN 2010

(QUAK3.QUAK) 09351

QUAKER THREE DEPARTURE

GREENSBORO/PIEDMONT TRIAD INTL (GSO)

GREENSBORO, NORTH CAROLINA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

TURBOJETS: Maintain 5000. TURBOPROP/PROP: Maintain 3000 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL.
Trees 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.

RWY 5L: Trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.

RWY 14: Pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.

RWY 23R: Trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.
Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.

RWY 23L: Trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL.

RWY 32: Trees beginning 1' from DER, 289' right of centerline, up to 90' AGL/1019' MSL.

RNAV (GPS) RWY 5L

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

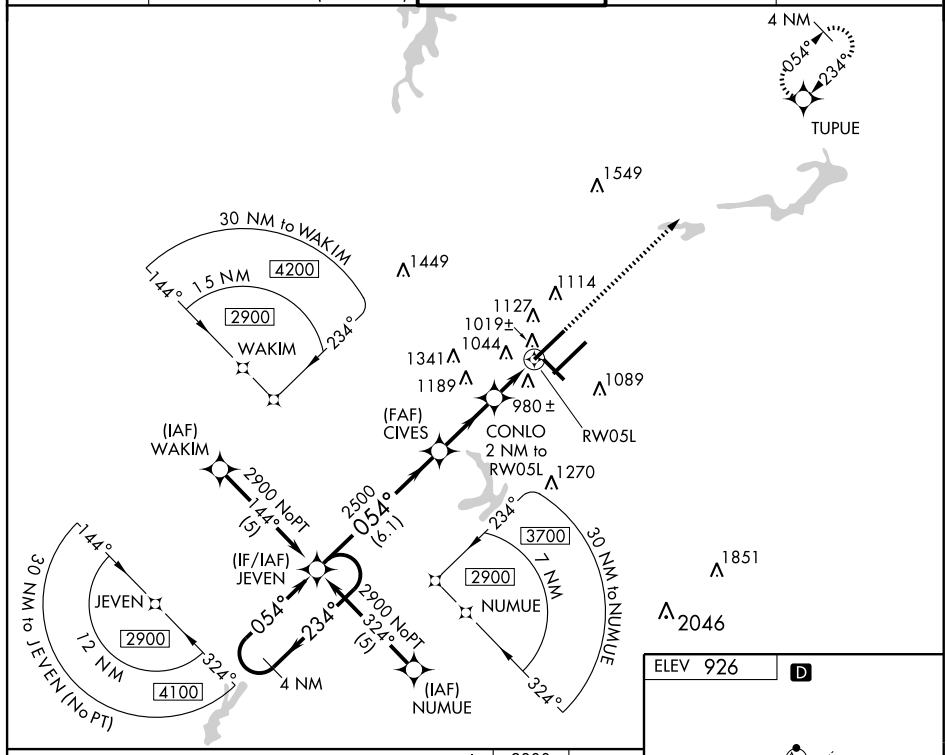
WAAS	APP CRS	Rwy Idg	9000
CH 86515	054°	TDZE	917
W05B		Apt Elev	926

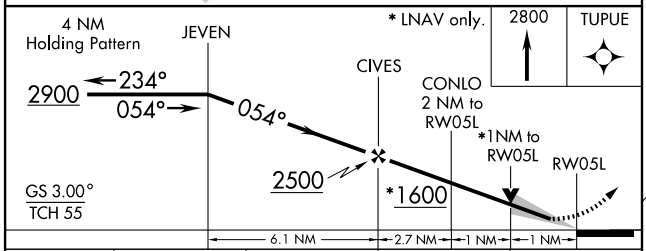
For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA

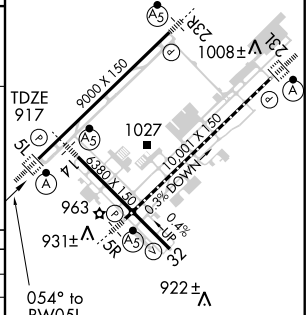
ALSF-2

MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
LPV DA	1117/24 200 (200-½)			
LNAV/ VNAV DA	1367/50 450 (500-1)			
LNAV MDA	1300/24 383 (400-½)			1300/50 383 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10001
CH 53610	052°	TDZE	900
W05A		Apt Elev	925

RNAV (GPS) RWY 5R

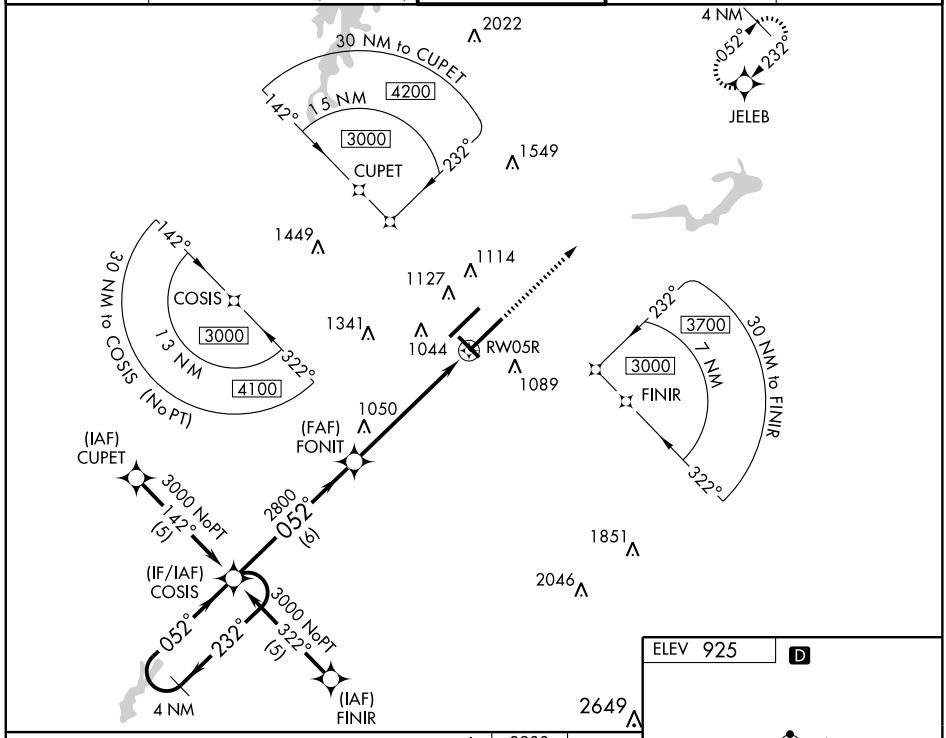
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

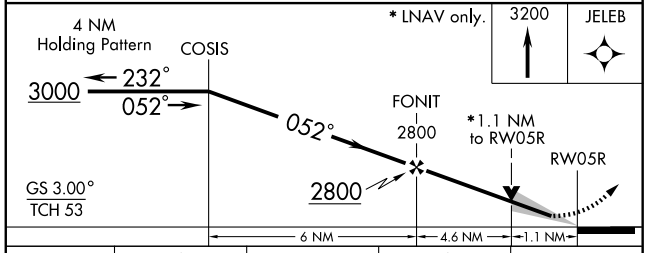
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA

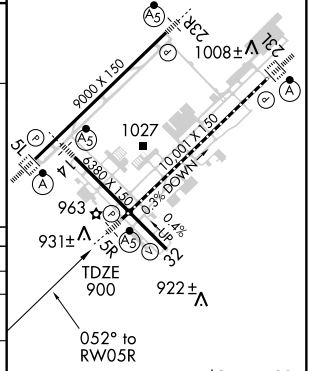
MALSR

MISSED APPROACH: Climb to 3200 direct JELEB and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

CATEGORY	A	B	C	D
LPV DA	1100/24 200 (200-½)			
LNAV/VNAV DA	1321/50 421 (400-1)			
LNAV MDA	1300/24 400 (400-½)			1300/50 400 (400-1)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6380
141°	TDZE	926
	Apt Elev	926

RNAV (GPS) RWY 14

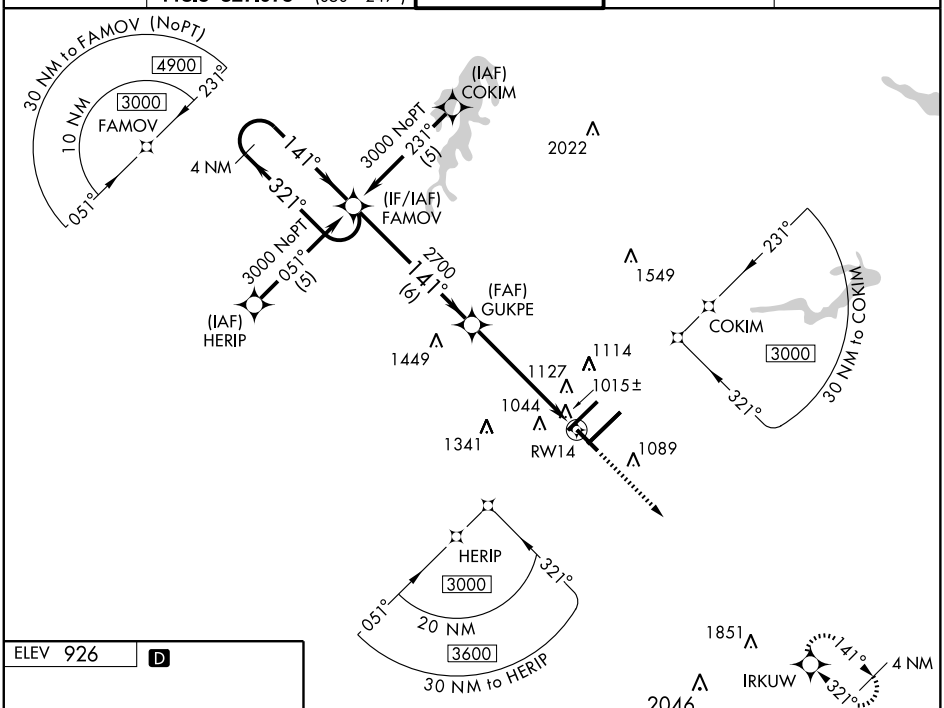
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

Baro-VNAV NA below -16°C (4°F). Baro-VNAV NA when using Winston-Salem altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Winston-Salem altimeter setting and increase all DAs/MDAs 40 feet.

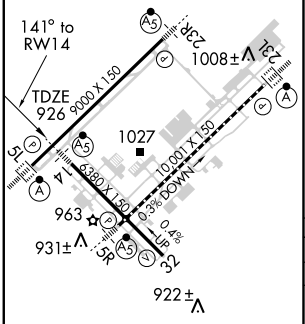
MALSR

MISSED APPROACH: Climb to 3700 direct IRKUW and hold.

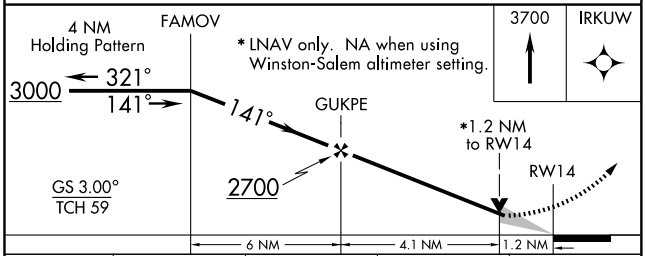
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L



CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1320/40 394 (400-¾)			
LNAV MDA	1360/24 434 (500-½)		1360/40 434 (500-¾)	1360/50 434 (500-1)
CIRCLING	1360-1¼ 434 (500-1¼)	1440-1¼ 514 (600-1¼)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9601
CH 97710	232°	TDZE	889
W23A		Apt Elev	925

RNAV (GPS) RWY 23L

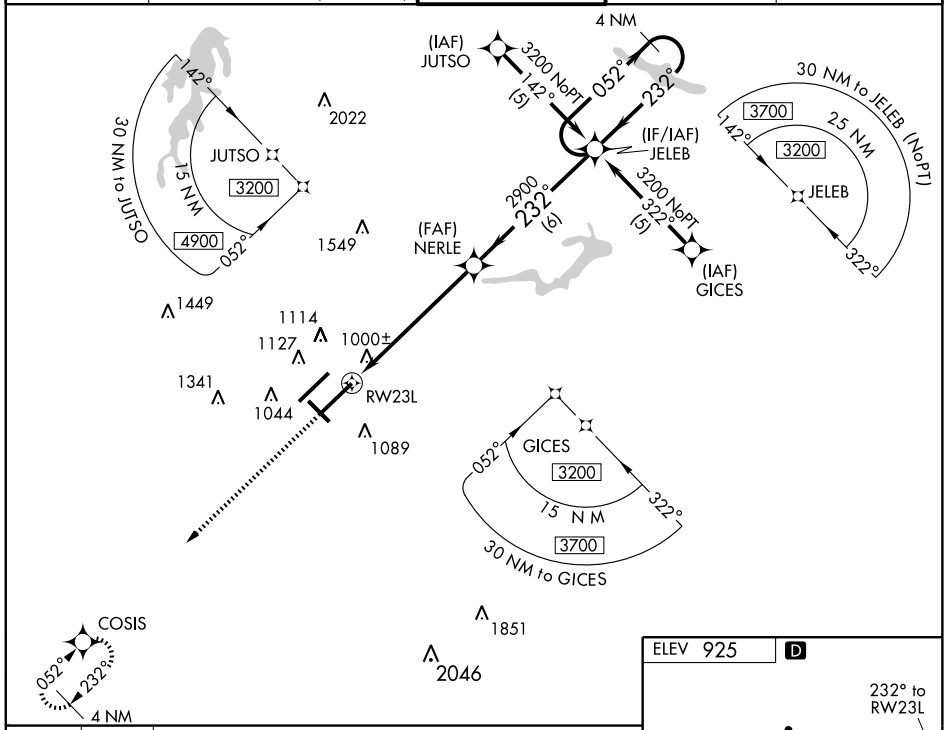
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct COSIS and hold.

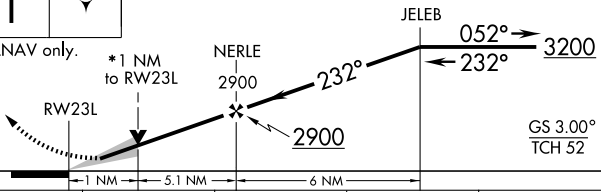
ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75



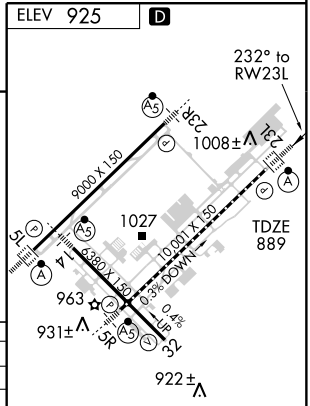
3000	COSIS

VGSI and RNAV glidepath not coincident.

* LNAV only.



CATEGORY	A	B	C	D
LPV DA	1089/24 200 (200-½)			
LNAV/ VNAV DA	1276/40 387 (400-¾)			
LNAV MDA	1260/24 371 (400-½)			1260/50 371 (400-1)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)



TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

SE-2. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 23R

GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

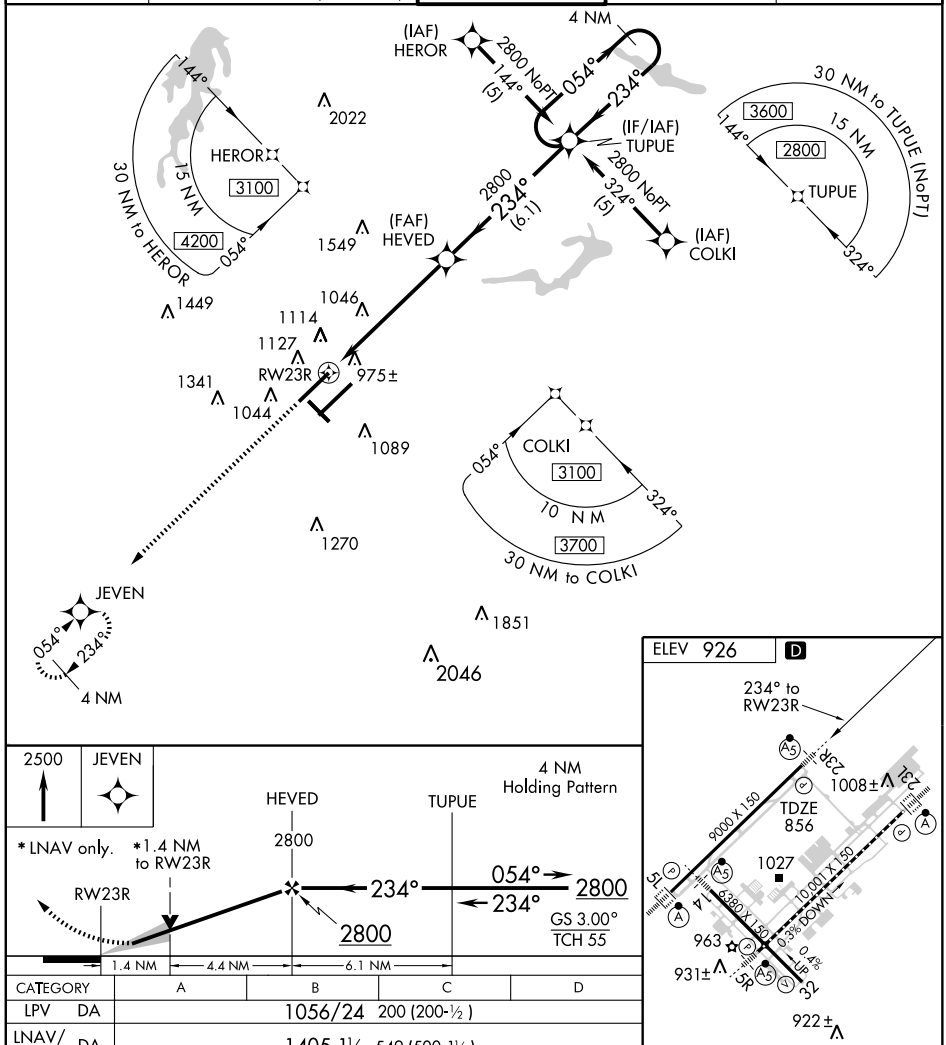
WAAS	APP CRS	Rwy Idg	9000
CH 90315	234°	TDZE	856
W23B		Apt Elev	926

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



CATEGORY	A	B	C	D
LPV DA	1056/24 200 (200-½)			
LNAV/VNAV DA	1405-1½ 549 (500-1½)			
LNAV MDA	1340/24 484 (500-½)		1340/40 484 (500-¾)	1340/50 484 (500-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6380
321°	TDZE	902
	Apt Elev	926

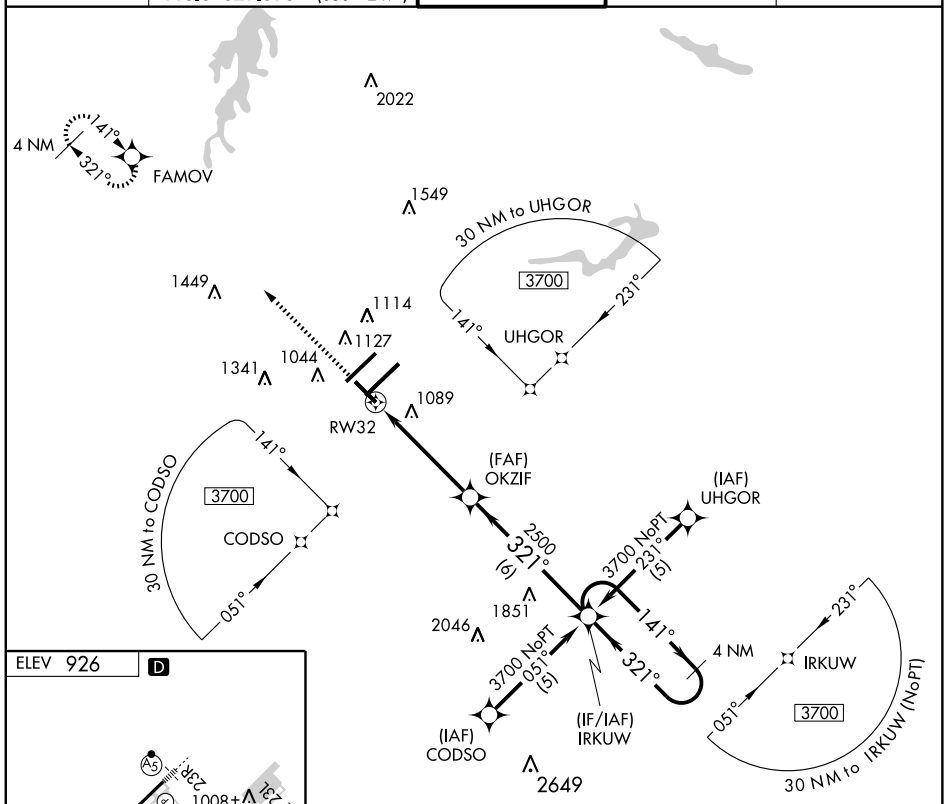
RNAV (GPS) RWY 32

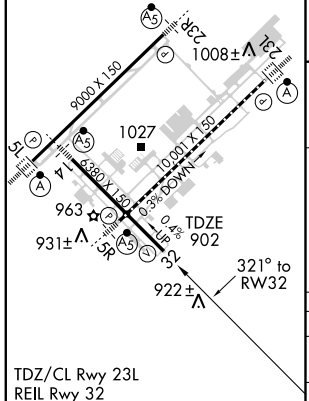
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

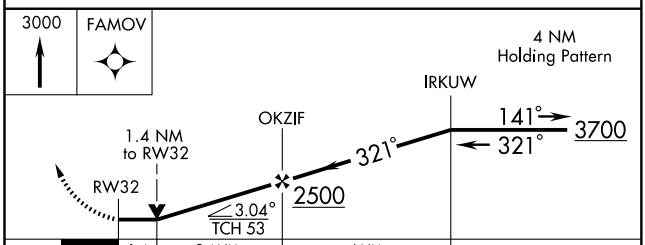
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Winston-Salem altimeter setting and increase all MDAs 40 feet. VDP NA when using Winston-Salem altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAMOV and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75





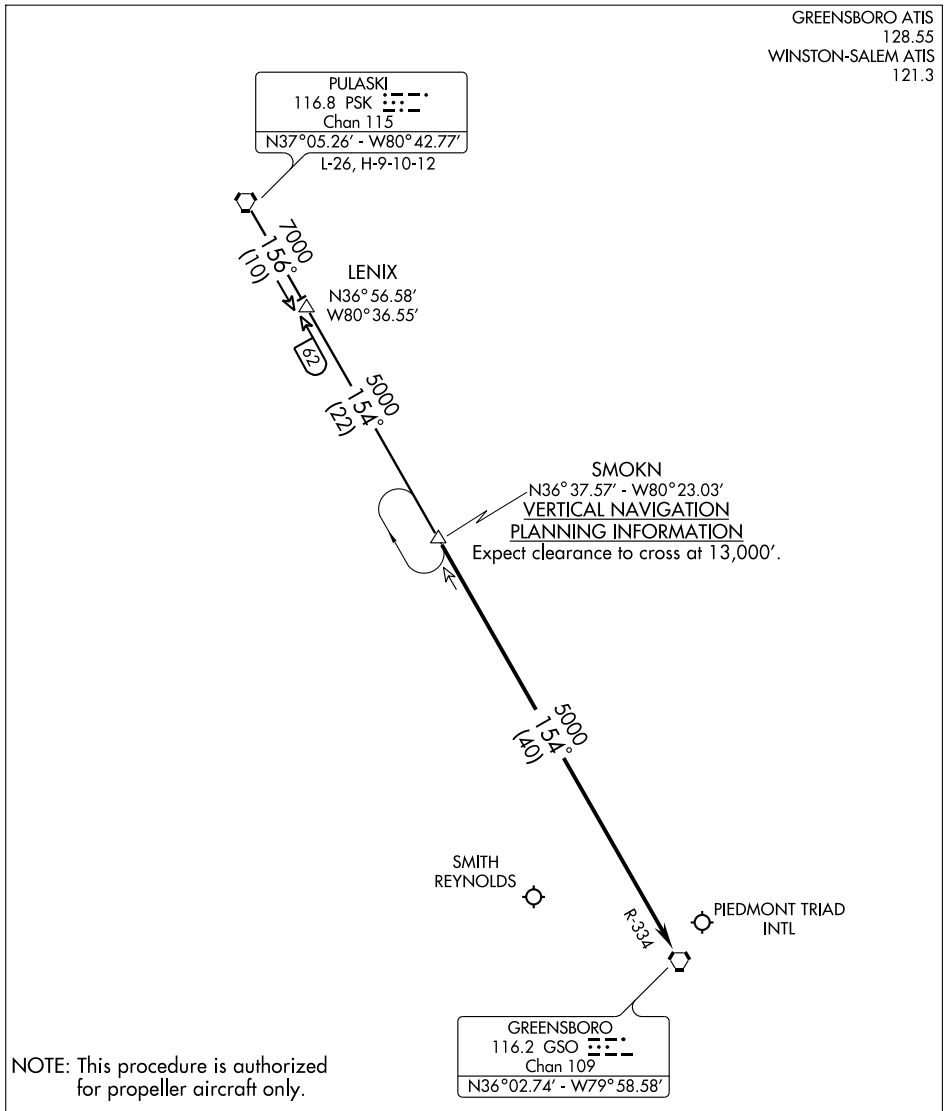


CATEGORY	A	B	C	D
LNAV MDA	1400-1 498 (500-1)		1400-1¼ 498 (500-1¼)	1400-1½ 498 (500-1½)
CIRCLING	1400-1 474 (500-1)	1440-1 514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA



NOTE: This procedure is authorized for propeller aircraft only.

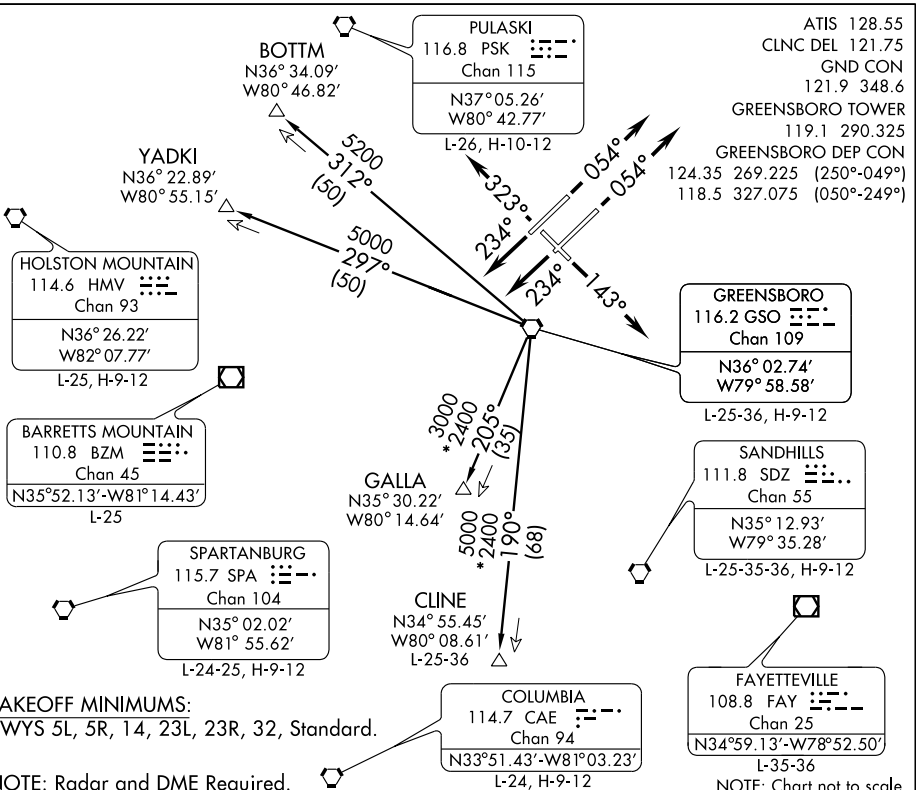
NOTE: Chart not to scale.

PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

. . . .From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

TRIAD SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R: Climb heading 054°. Thence....

TAKEOFF RWY 5L: Climb heading 054°. Thence....

TAKEOFF RWY 14: Climb heading 143°. Thence....

TAKEOFF RWY 23L: Climb heading 234°. Thence....

TAKEOFF RWY 23R: Climb heading 234°. Thence....

TAKEOFF RWY 32: Climb heading 323°. Thence....

Turbojets: Maintain 5000. Turboprop/Prop: Maintain 3000 or assigned altitude.

. . . . Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

SE-2, 17 DEC 2009 to 14 JAN 2010

TAKEOFF OBSTACLE NOTES:

RWY 5R: Terrain and trees beginning 3′ from DER, 499′ right of centerline, up to 102′ AGL/981′ MSL.
Trees 2751′ from DER, 1191′ left of centerline, 57′ AGL/966′ MSL.

RWY 5L: Trees beginning 1328′ from DER, 524′ left of centerline, up to 88′ AGL/912′ MSL.

RWY 14: Pole and railroad signal beginning 937′ from DER, 604′ right of centerline, up to 51′ AGL/940′ MSL.

RWY 23R: Trees beginning 1195′ from DER, 191′ left of centerline, up to 100′ AGL/970′ MSL.
Utility pole 170′ from DER, 540′ left of centerline, 33′ AGL/936′ MSL.
Trees beginning 1715′ from DER, 358′ right of centerline, up to 100′ AGL/967′ MSL.

RWY 23L: Trees beginning 834′ from DER, 719′ left of centerline, up to 65′ AGL/934′ MSL.

RWY 32: Trees beginning 1′ from DER, 289′ right of centerline, up to 90′ AGL/1019′ MSL.

VORTAC GSO	APP CRS	Rwy Idg	9601
116.2	219°	TDZE	889
Chan 109		Apt Elev	925

VOR/DME RWY 23L

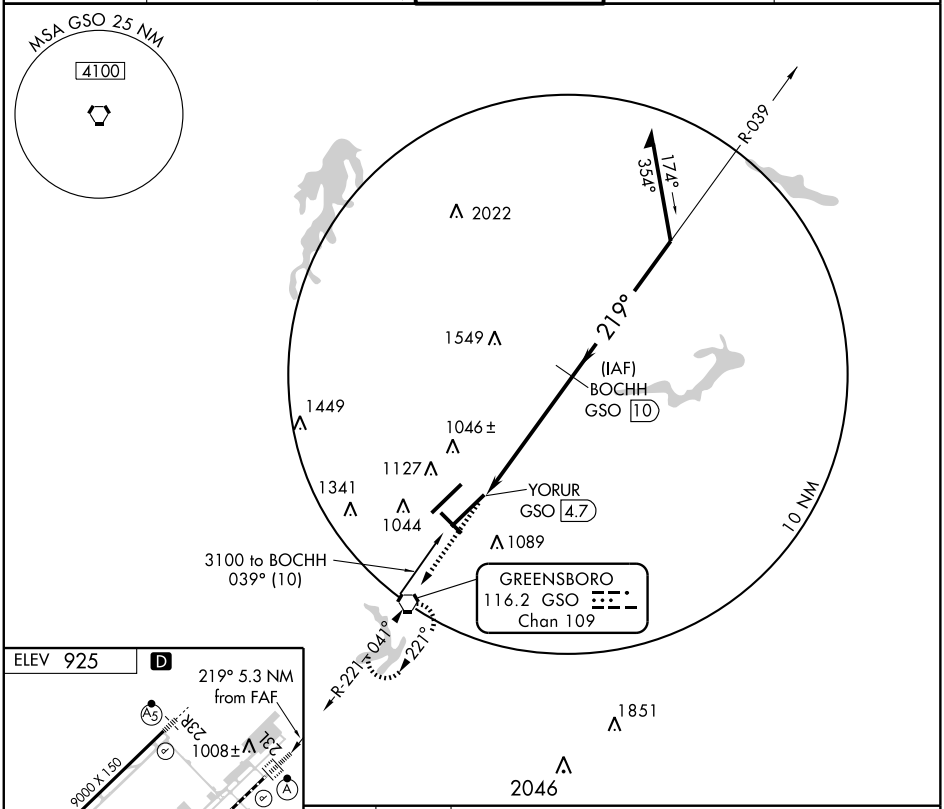
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

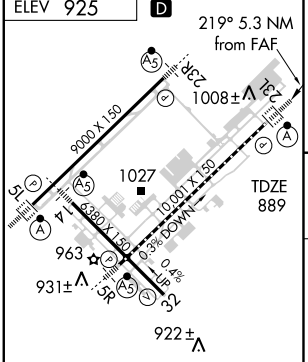
For inoperative ALSF, increase S-23L Cat. D visibility to RVR 6000.

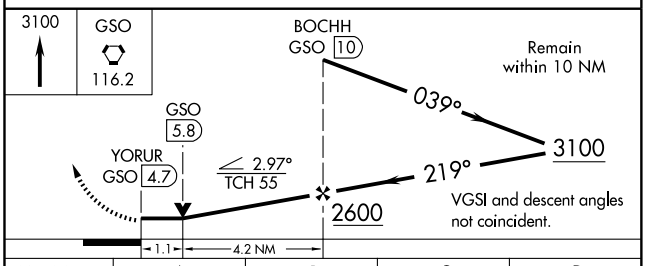
ALSF-2

MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-23L	1300/24 411 (400-½)		1300/40 411 (400-¾)	1300/50 411 (400-1)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

TDZ/CL Rwy 23L
REIL Rwy 32
HIRL Rwys 14-32, 5L-23R and 5R-23L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC GSO	APP CRS	Rwy Idg	10001
116.2	030°	TDZE	900
Chan 109		Apt Elev	925

VOR RWY 5R

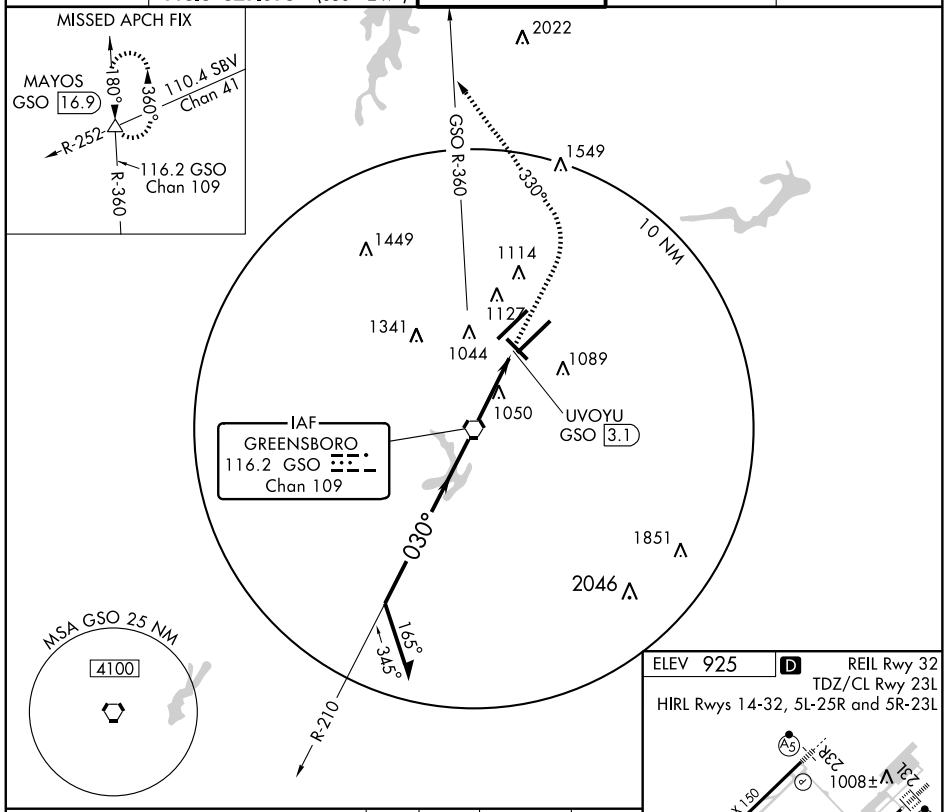
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

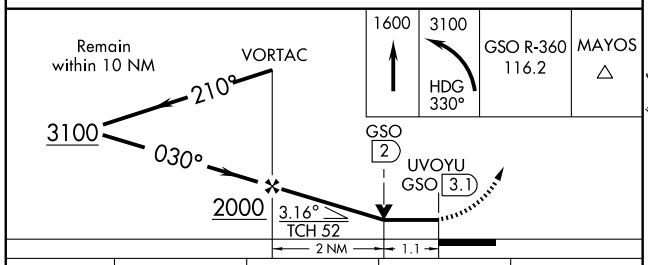
Inoperative table does not apply to S-5R Cat. D.

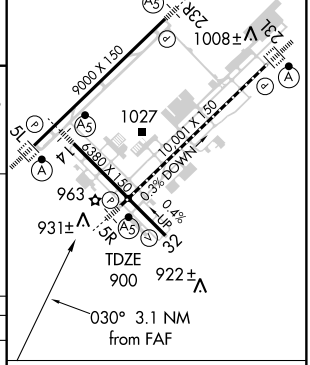
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 via heading 330° and GSO R-360 to MAYOS Int/GSO 16.9 DME and hold.

ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250° -049°) 118.5 327.075 (050° -249°)	119.1 290.325	121.9 348.6	121.75







CATEGORY	A	B	C	D
S-5R	1300/24 400 (400-½)			1300/60 400 (400-1¼)
CIRCLING	1340-1 415 (500-1)	1440-1 515 (600-1)	1440-1½ 515 (600-1½)	1480-2 555 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5521 (FAA)

GREENVILLE/PITT-GREENVILLE (PGV)
GREENVILLE, NORTH CAROLINA

AWOS-3
128.425
CTAF/UNICOM
122.8
CLNC DEL
122.35 (RALEIGH)

D

VAR 9.6° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

FIELD ELEV 26

20

197.1°

A5

A4

6505 X 150

4997 X 150

256.3°

26

ELEV 23

B1

B

A

15

ELEV 25

137.1°

2687 X 150

317.1°

076.3°

8

ELEV 24

C

D

ELEV 23

63 X X X

A3

A3

A2

A1

017.1°

2

ELEV 21

TERMINAL

FBO

FIRE STATION

GENERAL AVIATION

219

RWY 2-20
S40, D65
RWY 8-26
S40, D65
RWY 15-33
S40, D65

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

35° 38.5′ N

35° 38.0′ N

35° 37.5′ N

77° 23.5′ W

77° 23.0′ W

77° 22.5′ W

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-PGV	APP CRS	Rwy Idg 6157
110.7	197°	TDZE 27
Chan 44		Apt Elev 27

ILS or LOC RWY 20

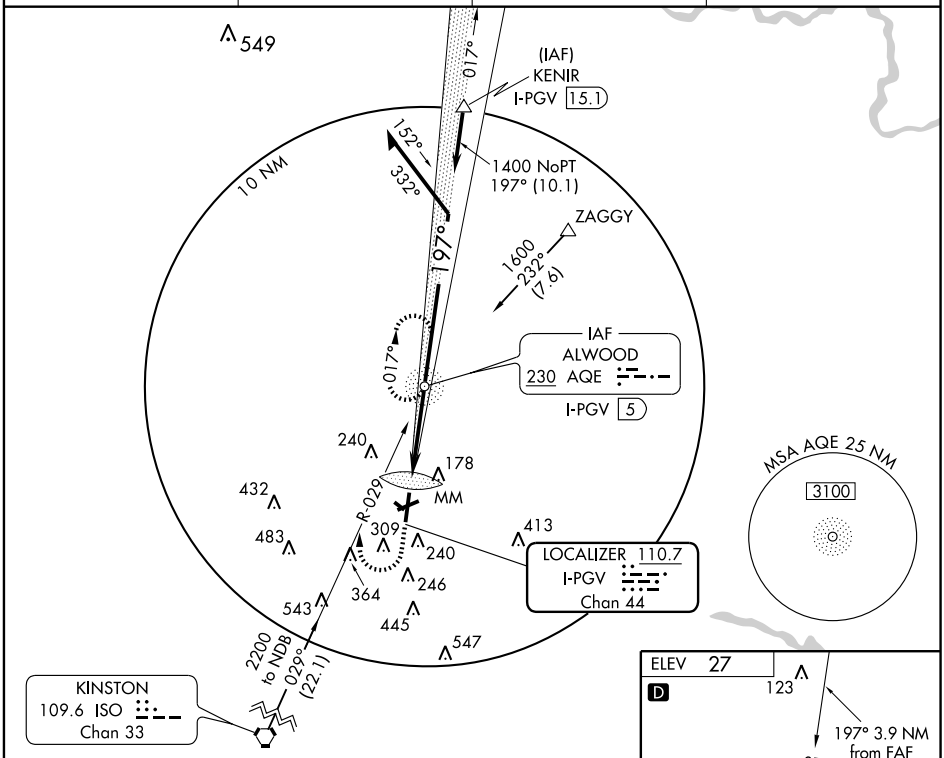
GREENVILLE/ PITT-GREENVILLE (PGV)

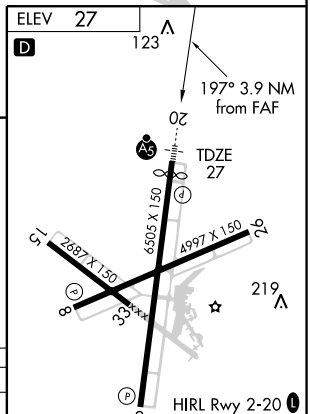
NA ADF or DME REQUIRED

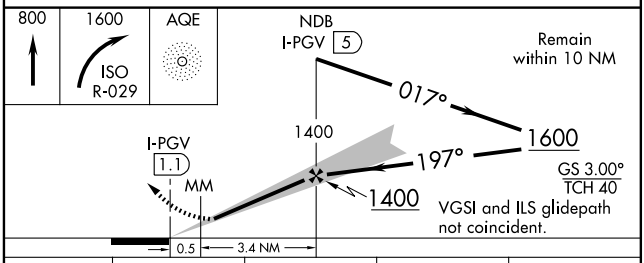
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via ISO R-029 to AQE NDB/I-PGV 5 DME and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 20	227-½ 200 (200-½)			
S-LOC 20	400-½ 374 (400-½)			400-¾ 400 (374-¾)
CIRCLING	580-1 553 (600-1)		580-1½ 553 (600-1½)	580-2 553 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6505
017°	TDZE	25
	Apt Elev	27

RNAV (GPS) RWY 2

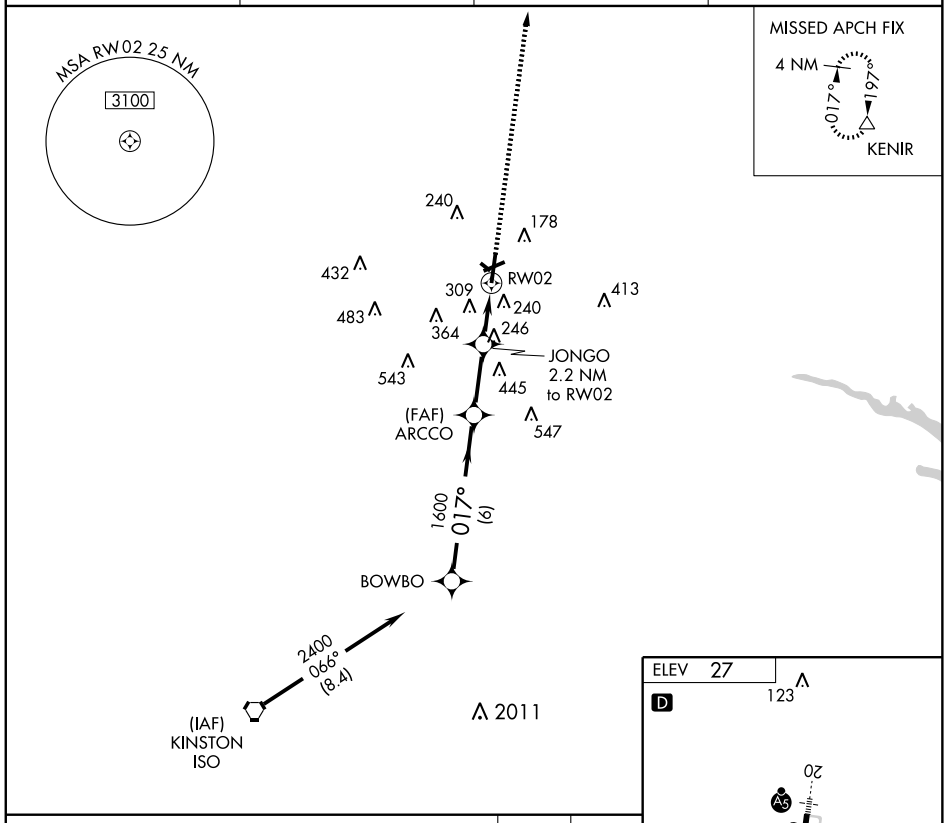
GREENVILLE/ PITT-GREENVILLE (PGV)

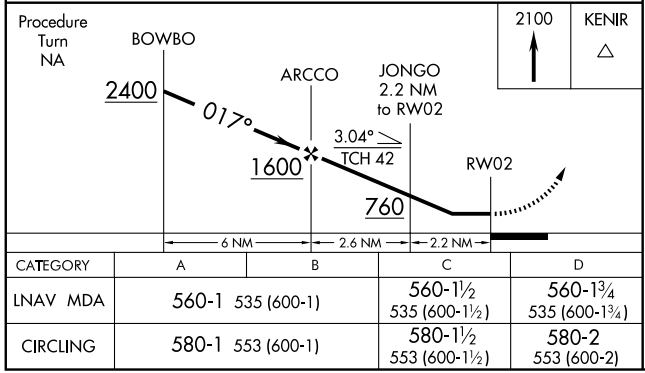
T
A NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

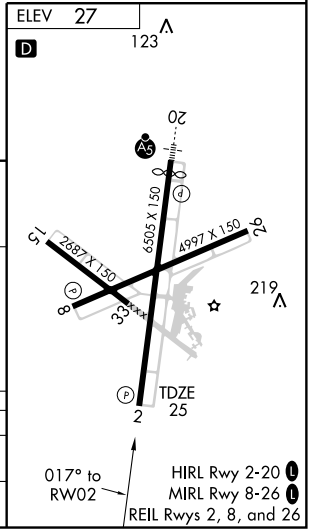
MISSED APPROACH: Climb to 2100 direct KENIR WP and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 535 (600-1)		560-1½ 535 (600-1½)	560-1¾ 535 (600-1¾)
CIRCLING	580-1 553 (600-1)		580-1½ 553 (600-1½)	580-2 553 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4997
076°	TDZE	24
	Apt Elev	26

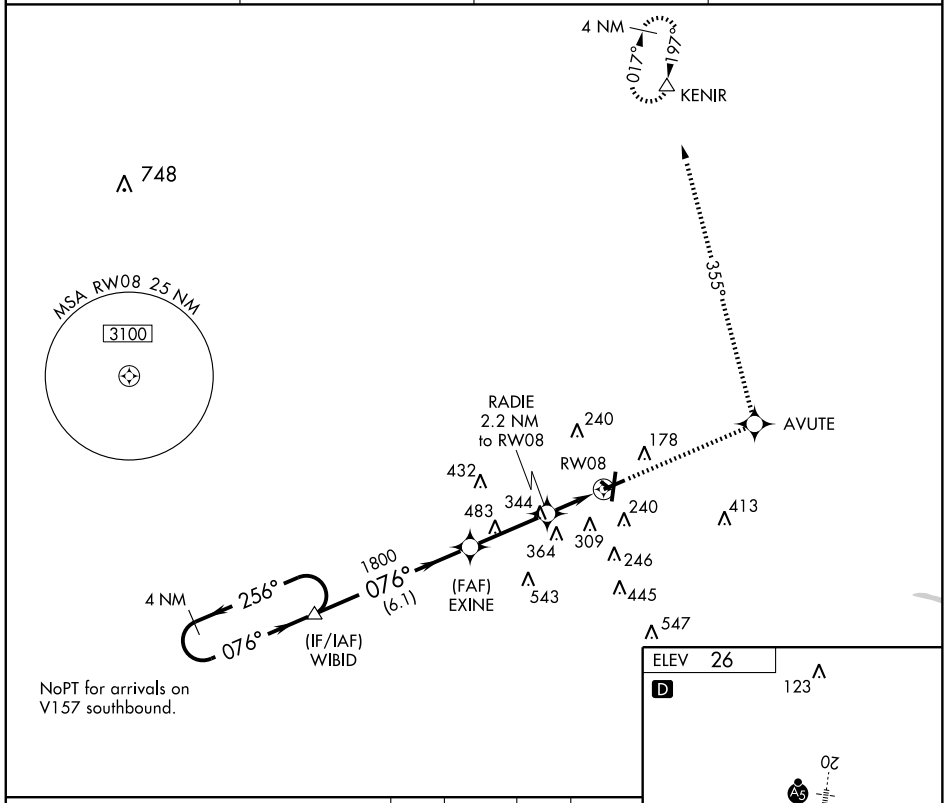
RNAV (GPS) RWY 8

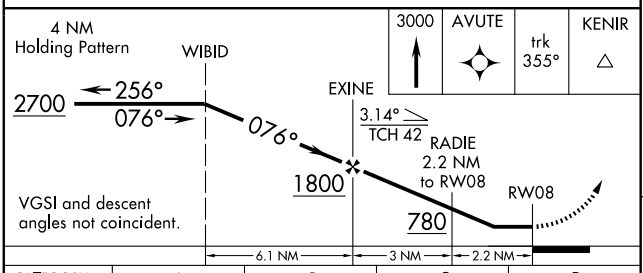
GREENVILLE/ PITT-GREENVILLE (PGV)

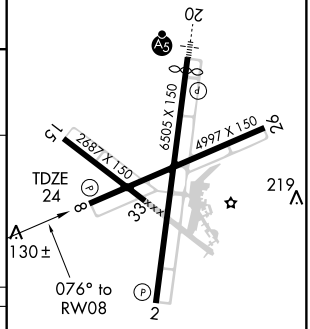
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6157
CH 87011	197°	TDZE	25
W20A		Apt Elev	26

RNAV (GPS) RWY 20

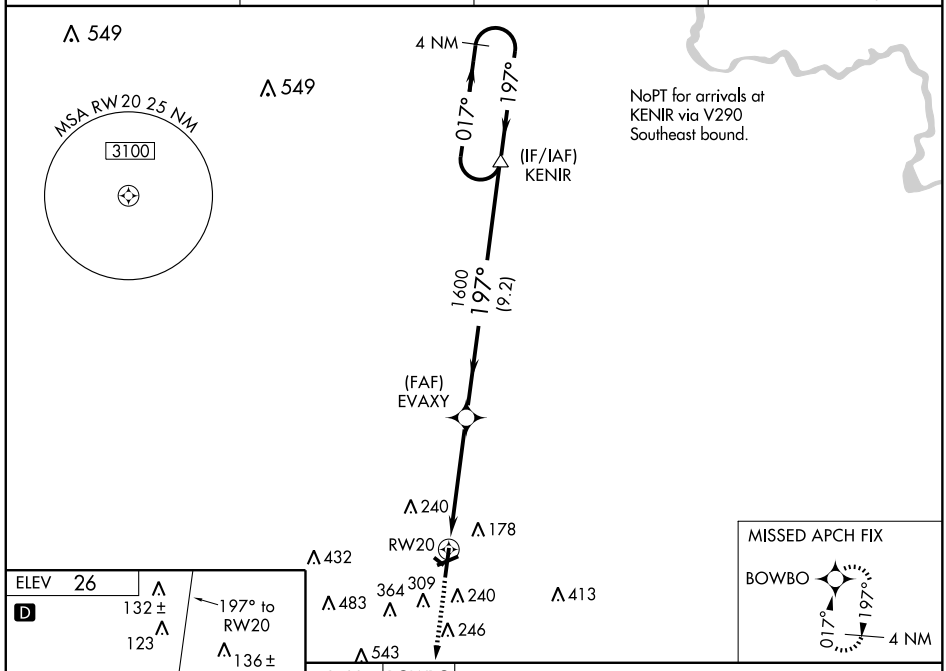
GREENVILLE/ PITT-GREENVILLE (PGV)

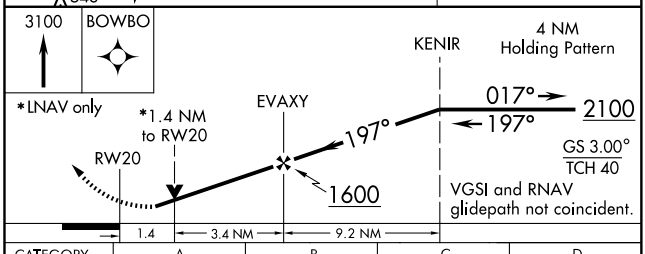
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile. For inoperative MALSR, increase LPV all Cats visiblity to 1 ¼ mile and LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Washington altimeter setting, increase LPV all Cats visibility to 1 ¼ mile, and LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	348-¾ 323 (400-¾)			
LNAV/ VNAV DA	445-1 420 (500-1)			
LNAV MDA	500-¾ 475 (500-¾)			500-1 475 (500-1)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4997
CH 53711	256°	TDZE	24
W26A		Apt Elev	26

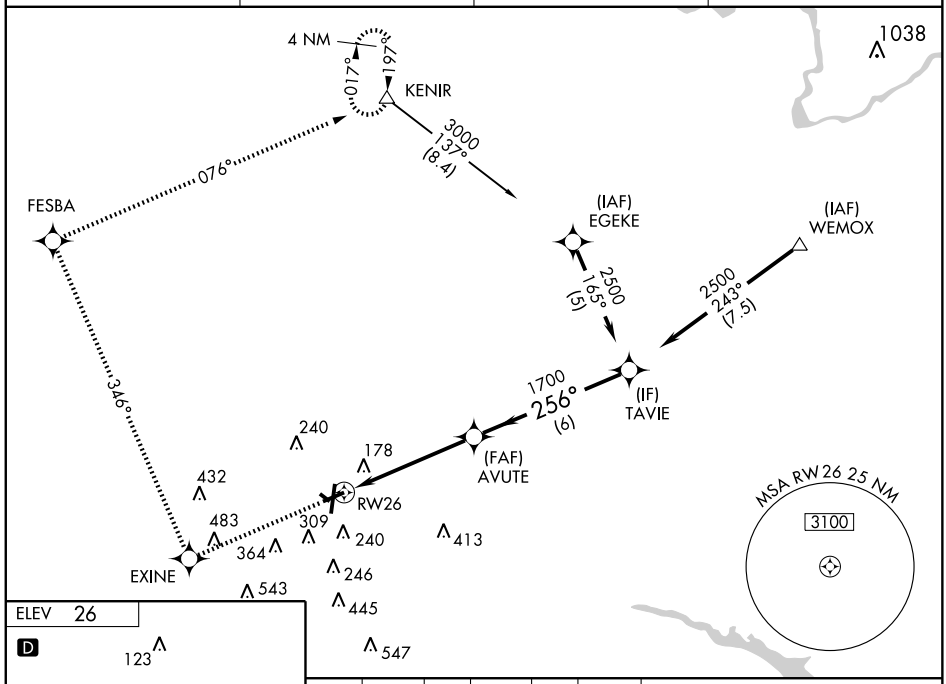
RNAV (GPS) RWY 26

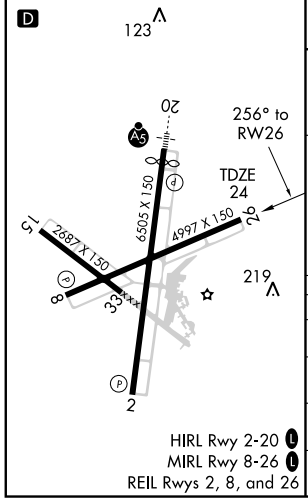
GREENVILLE/ PITT-GREENVILLE (PGV)

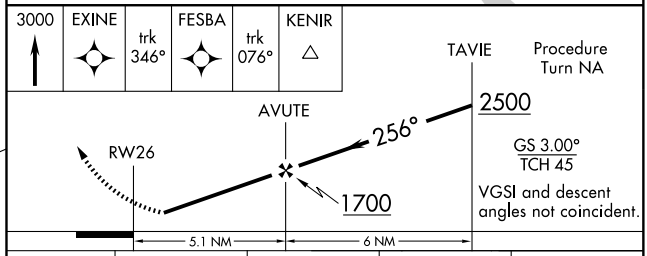
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3	WASHINGTON CENTER	RALEIGH CLNC DEL	UNICOM
128.425	135.5 272.75	122.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	335-1 311 (400-1)			
LNAV/ VNAV DA	464-1½ 440 (500-1½)			
LNAV MDA	520-1 496 (500-1)		520-1¼ 496 (500-1¼)	520-1½ 496 (500-1½)
CIRCLING	620-1 594 (600-1)		620-1½ 594 (600-1½)	620-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3000
067°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 7

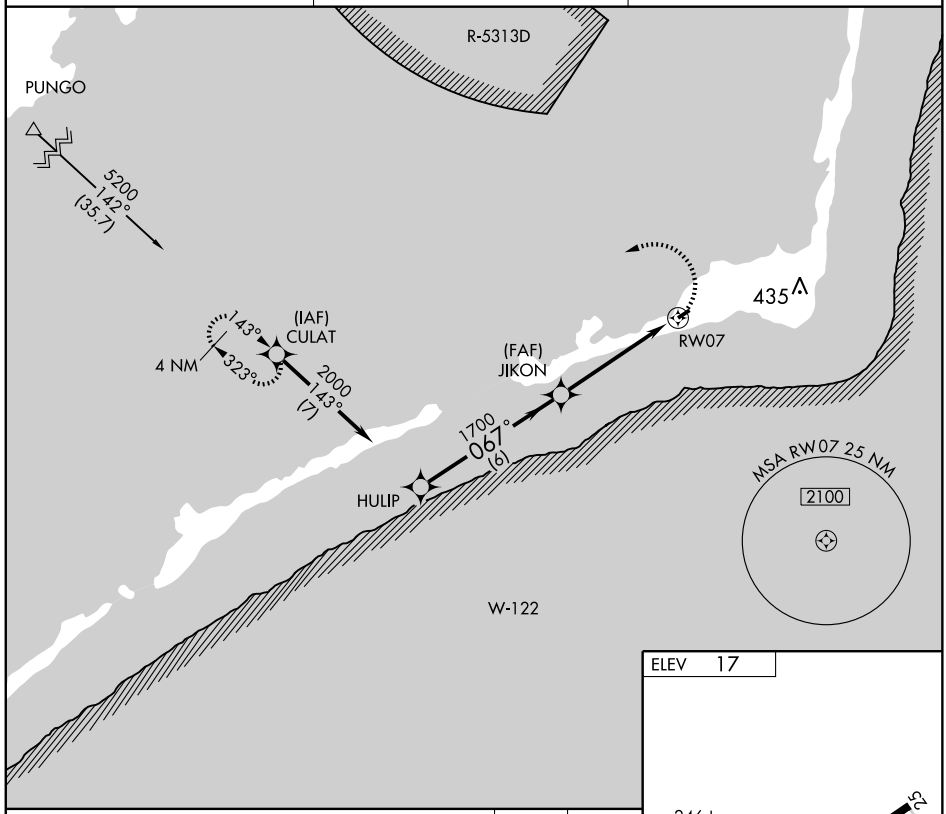
HATTERAS/ BILLY MITCHELL (HSE)

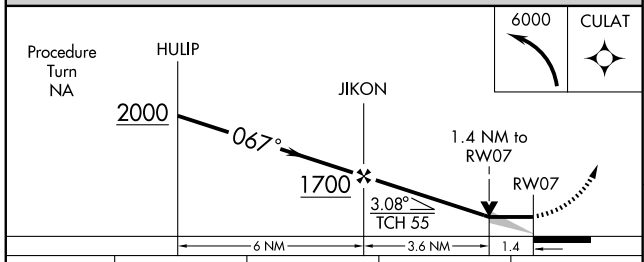
NA

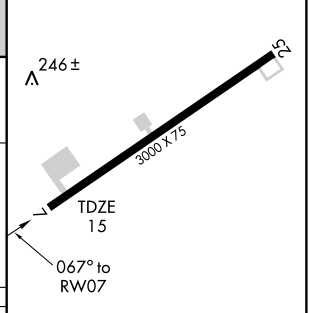
Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	500-1¼ 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3000
232°	TDZE	17
	Apt Elev	17

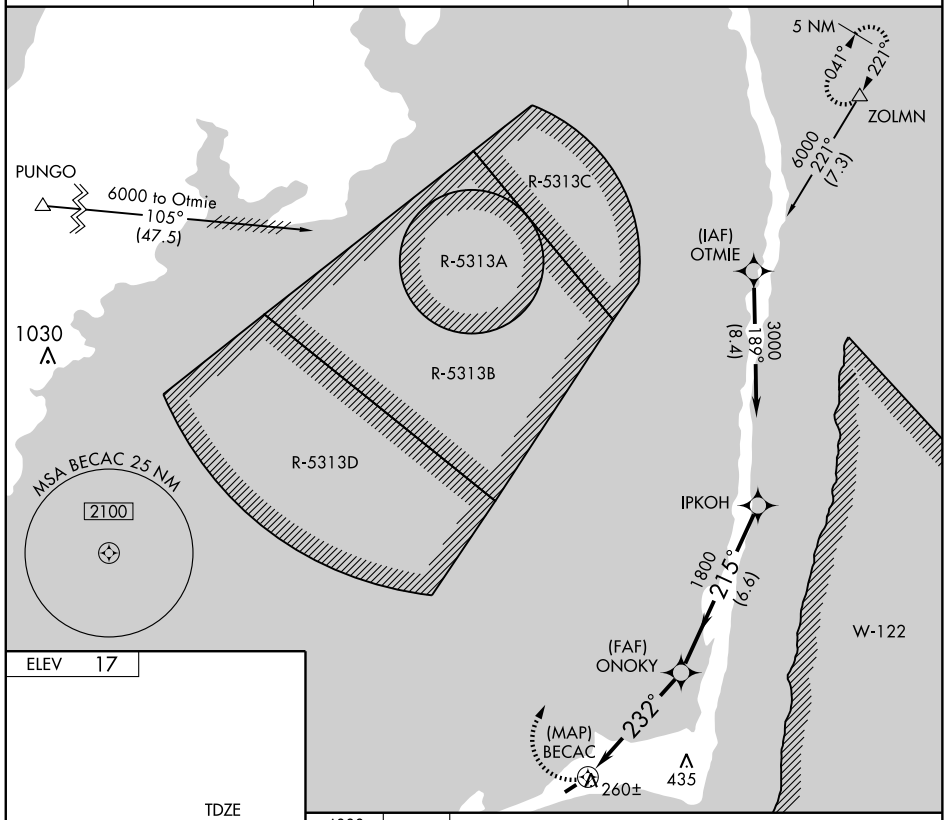
RNAV (GPS) RWY 25

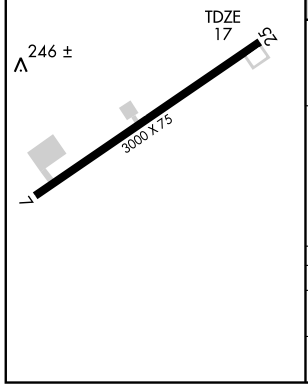
HATTERAS/BILLY MITCHELL (HSE)

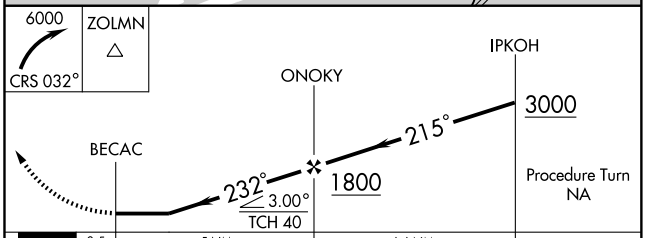
Procedure not authorized at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.

ASOS	CHERRY POINT APP CON	CTAF
118.375	119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	520-1	503 (600-1)	520-1½ 503 (600-1½)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

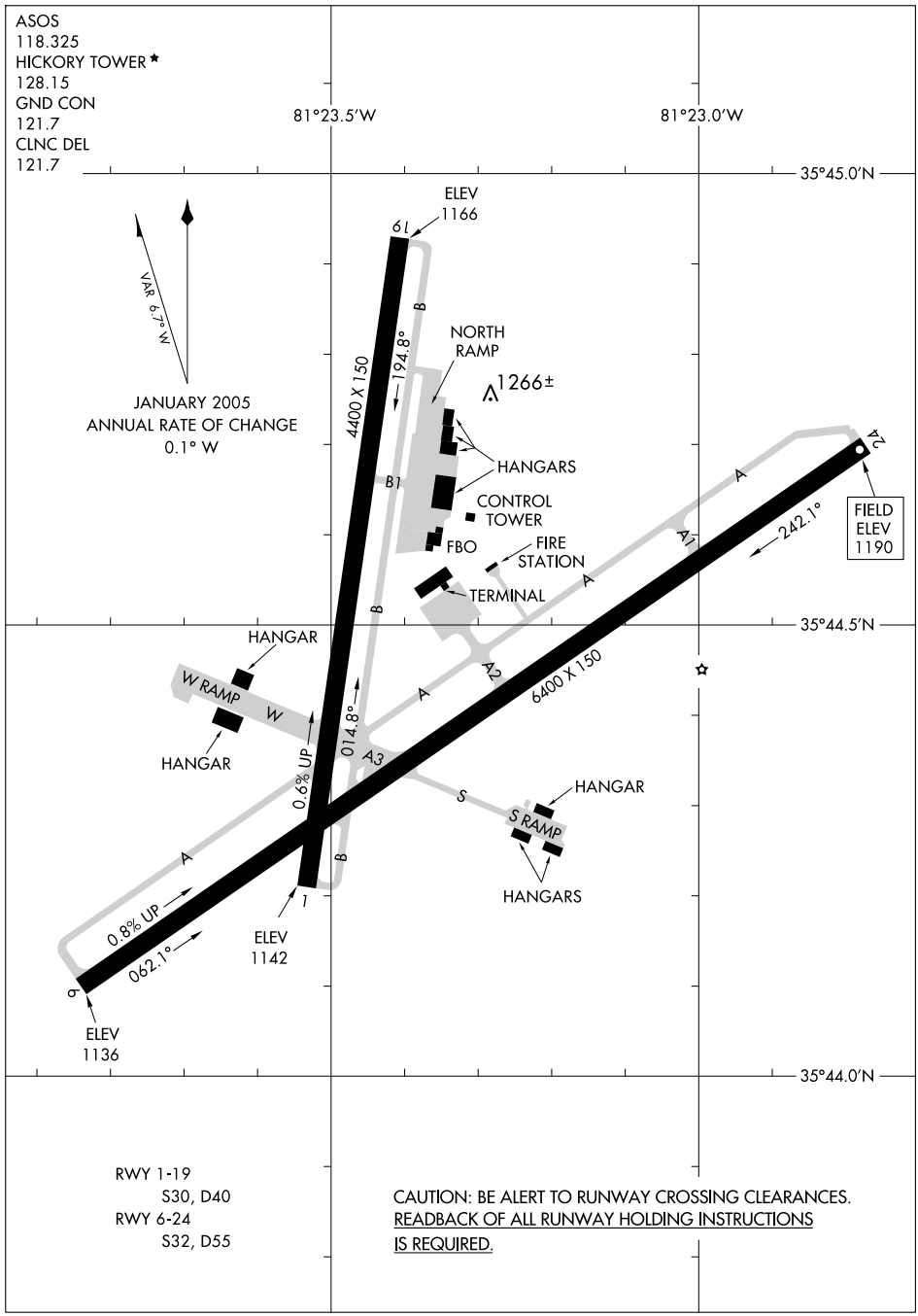
SE-2, 17 DEC 2009 to 14 JAN 2010

09239

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA

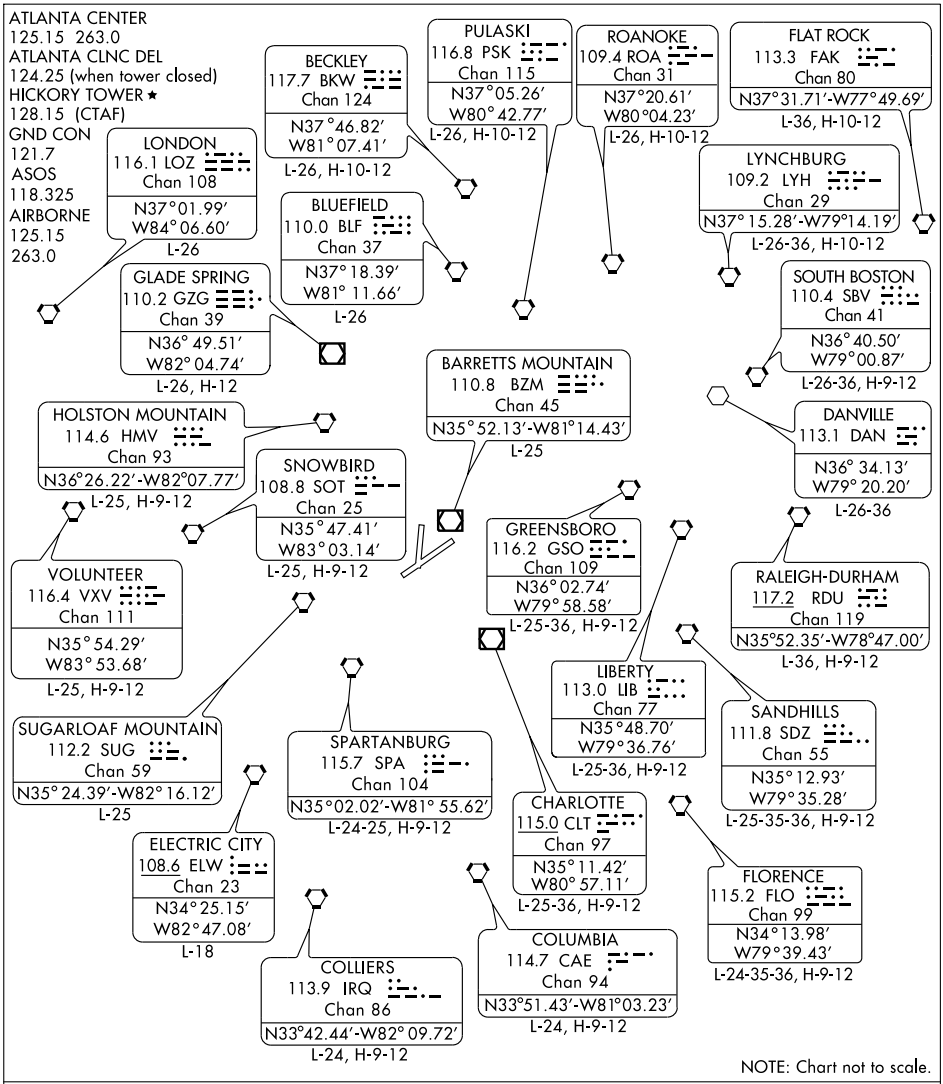


RWY 1-19
S30, D40
RWY 6-24
S32, D55

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

SE-2, 17 DEC 2009 to 14 JAN 2010

HICKORY ONE DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly runway heading, or heading assigned by ATC, Thence....

....Expect radar vectors to join filed route. All aircraft maintain 4000 feet, or assigned altitude. Expect filed altitude/flight level ten minutes after departure.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-HKY	APP CRS	Rwy Idg	6400
108.7	241°	TDZE	1189
		Apt Elev	1189

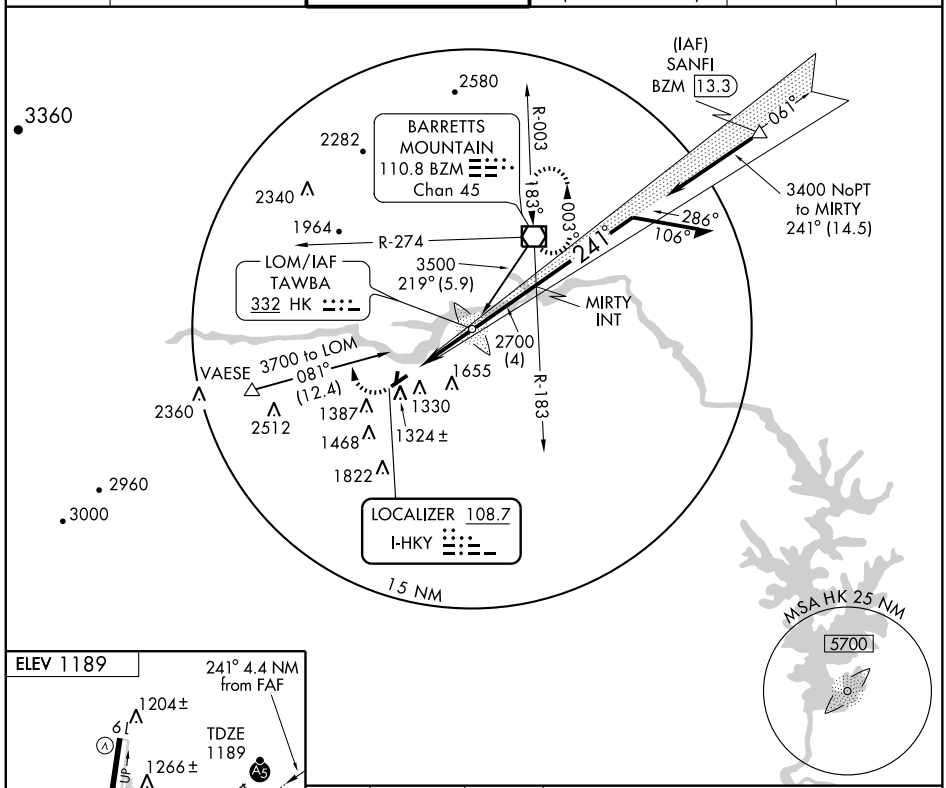
ILS or LOC RWY 24

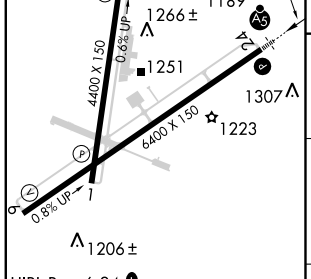
HICKORY RGNL (HKY)

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

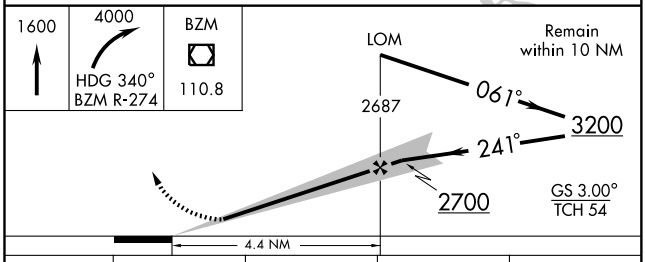
ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7





HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 24	1389-½ 200 (200-½)			
S-LOC 24	1560-½ 371 (400-½)			1560-¾ 371 (400-¾)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4400
014°	TDZE	1154
	Apt Elev	1189

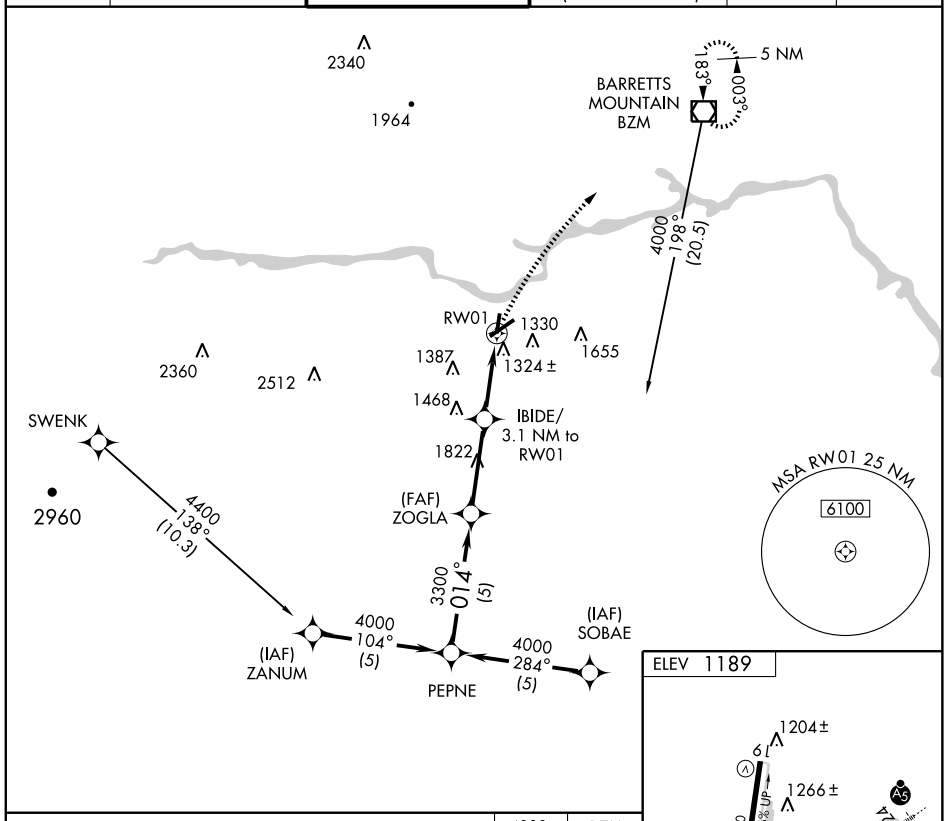
RNAV (GPS) RWY 1

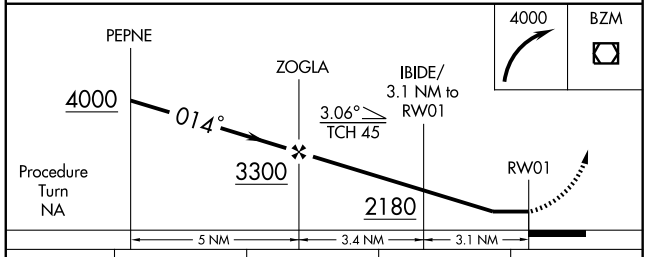
HICKORY RGNL (HKY)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

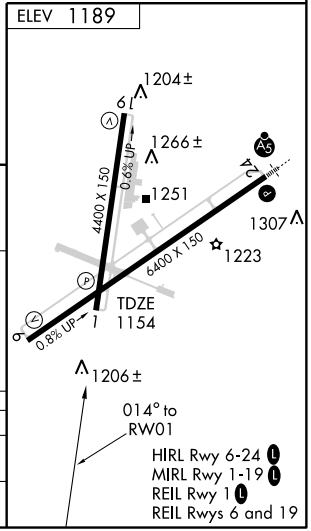
MISSED APPROACH: Climbing right turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7





CATEGORY	A	B	C	D
LNAV MDA	1580-1	426 (400-1)	1580-1¼	426 (400-1¼)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6400
061°	TDZE	1151
	Apt Elev	1189

RNAV (GPS) RWY 6

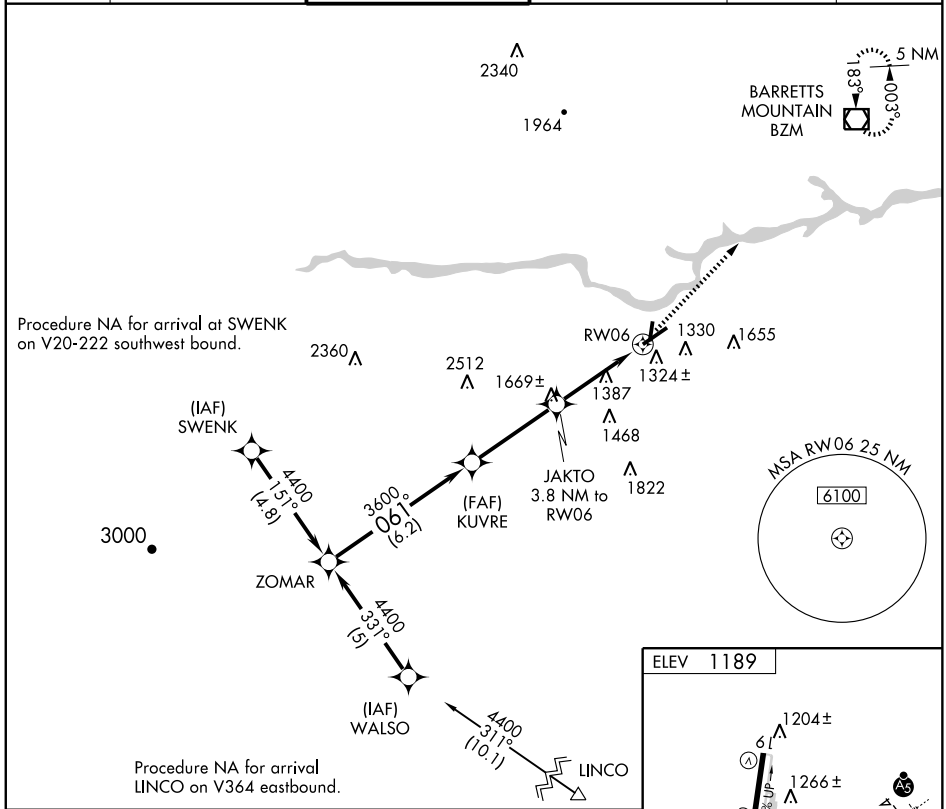
HICKORY RGNL (HKY)

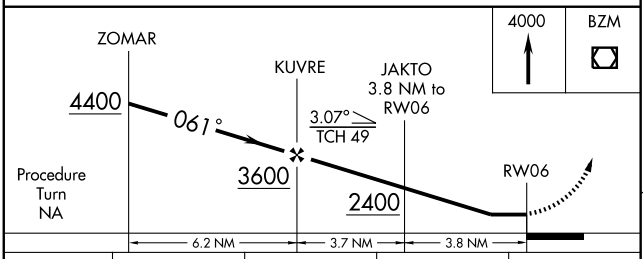
NA

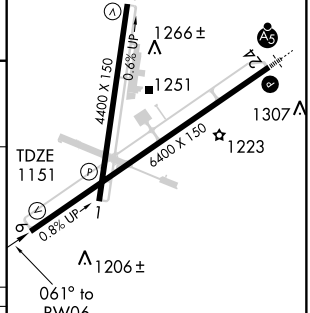
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1640-1	489 (500-1)	1640-1¼ 489 (500-1¼)	1640-1½ 489 (500-1½)
CIRCLING	1640-1	451 (500-1)	1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4400
194°	TDZE	1167
	Apt Elev	1189

RNAV (GPS) RWY 19

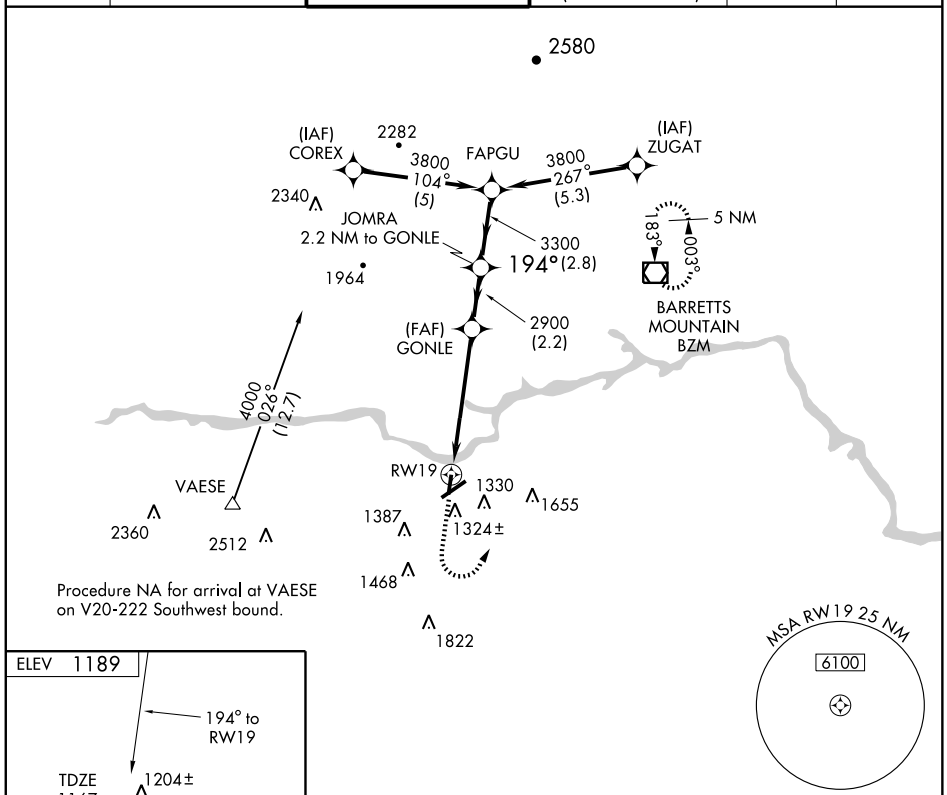
HICKORY RGNL (HKY)

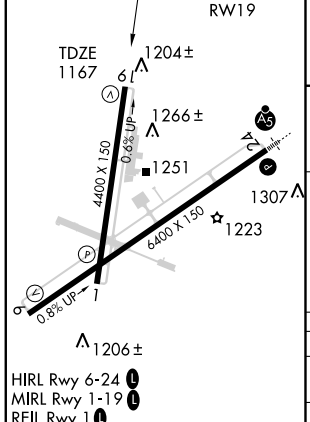
NA

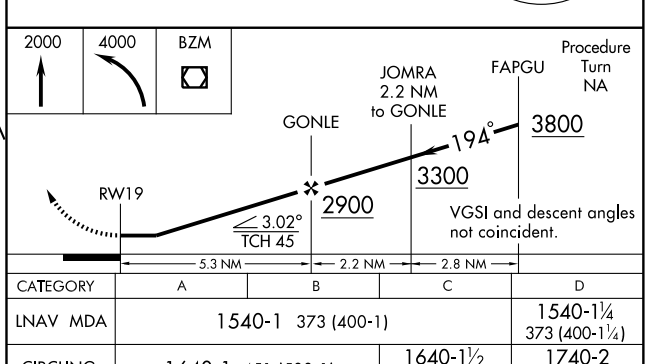
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1540-1 373 (400-1)			1540-1¼ 373 (400-1¼)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6400
256°	TDZE	1189
	Apt Elev	1189

RNAV (GPS) RWY 24

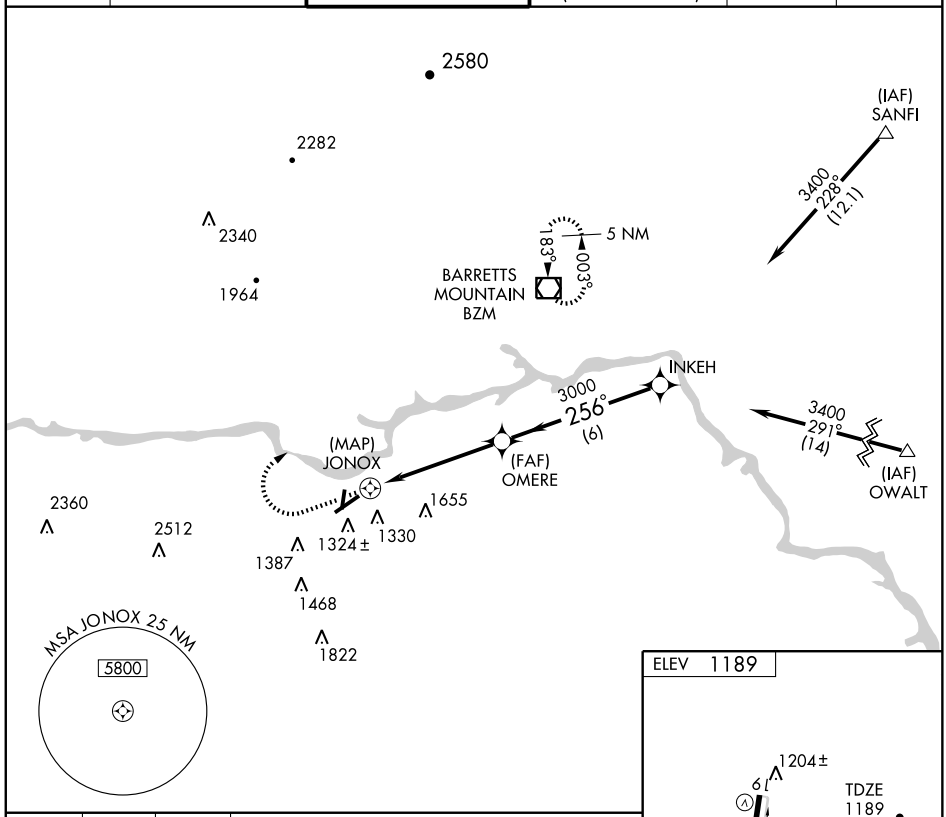
HICKORY RGNL (HKY)

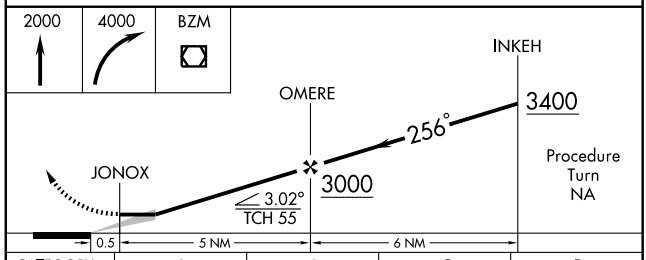
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

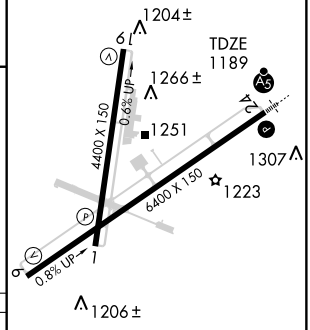
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	1560-½ 371 (400-½)			1560-1 371 (400-1)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME BZM	APP CRS	Rwy Idg	6400
110.8	228°	TDZE	1189
Chan 45		Apt Elev	1189

VOR/DME RWY 24

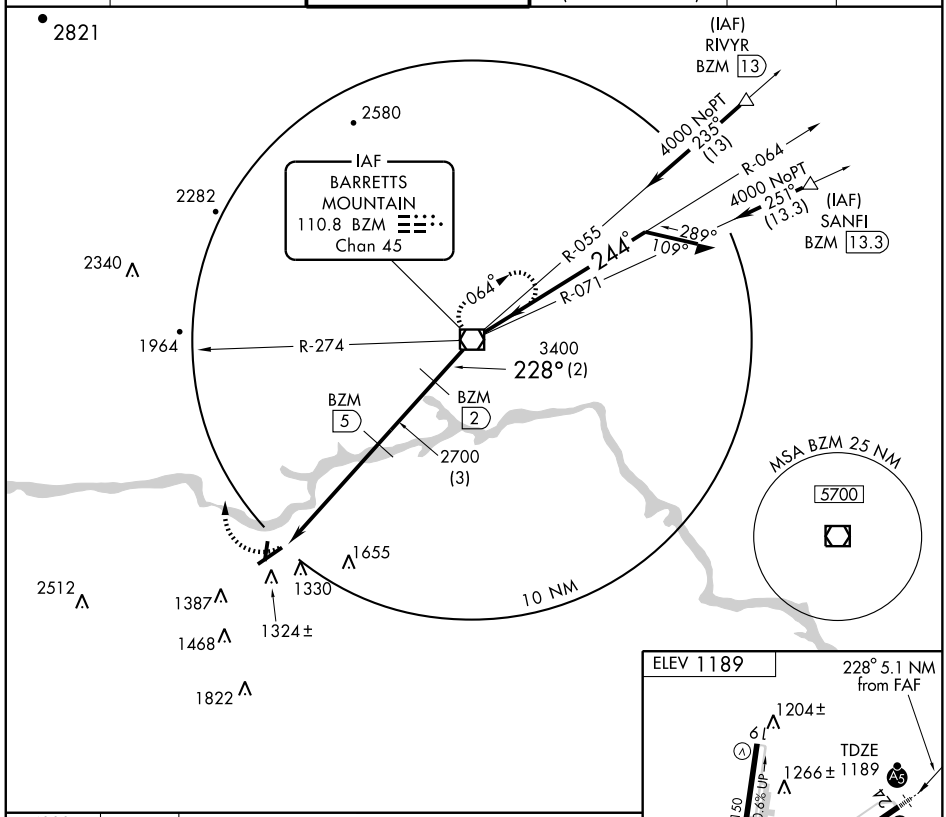
HICKORY RGNL (HKY)

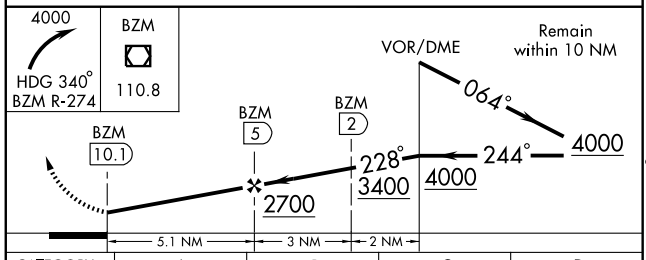
Inoperative table does not apply.

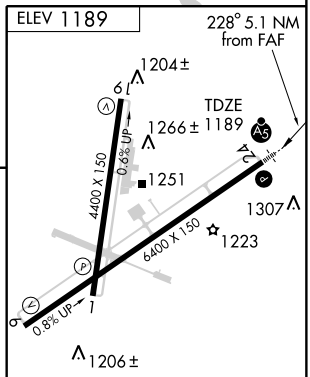
MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

ASOS	ATLANTA CENTER	HICKORY TOWER ★	ATLANTA CLNC DEL	GND CON	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	124.25 (when tower closed)	121.7	121.7



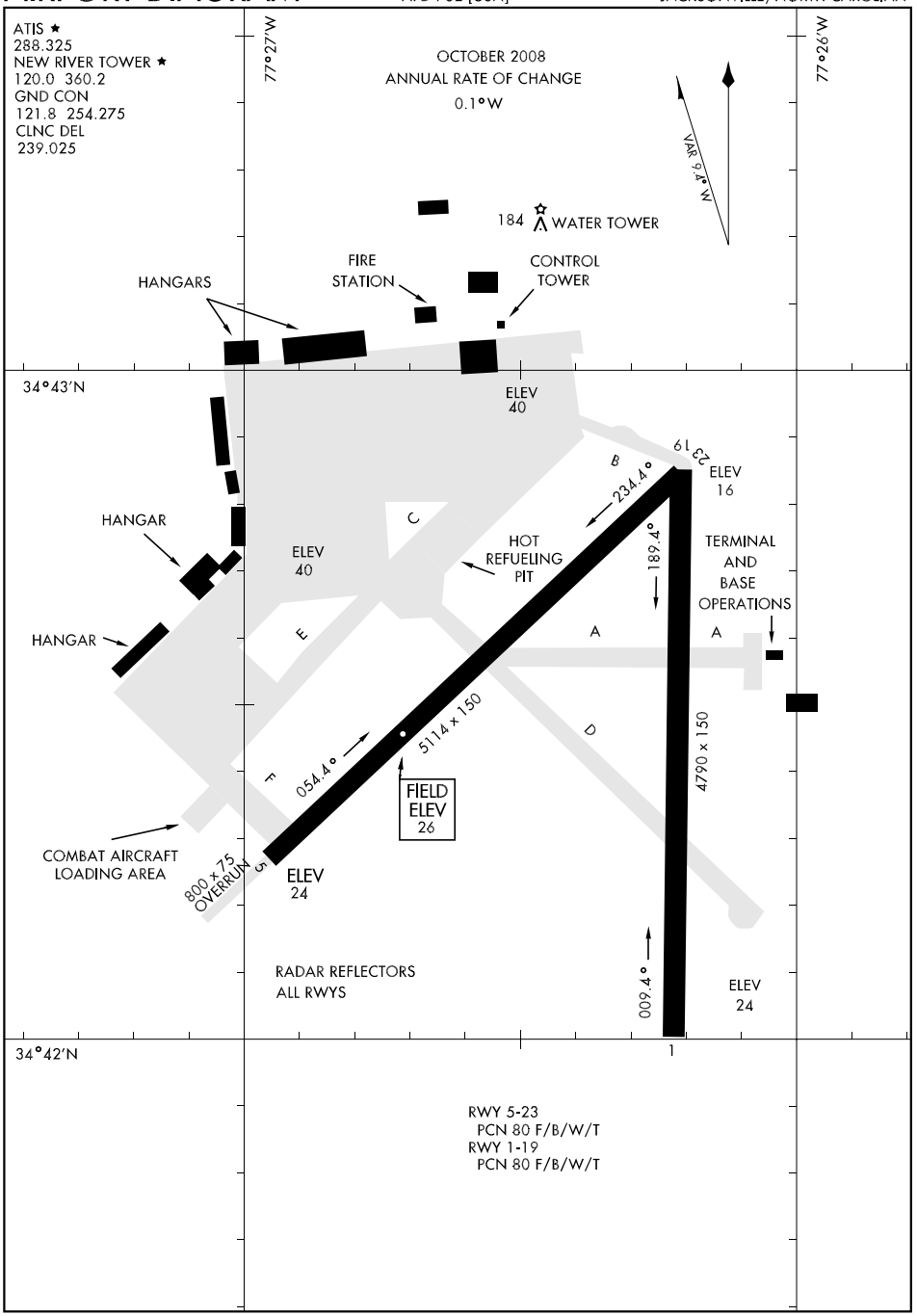




CATEGORY	A	B	C	D
S-24	1560-1 371 (400-1)			1560-1¼ 371 (400-1¼)
CIRCLING	1640-1 451 (500-1)		1640-1½ 451 (500-1½)	1740-2 551 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2. 17 DEC 2009 to 14 JAN 2010


ATIS ★
288.325
NEW RIVER TOWER ★
120.0 360.2
GND CON
121.8 254.275
CLNC DEL
239.025
77°27'W
77°26'W
OCTOBER 2008
ANNUAL RATE OF CHANGE
0.1°W
VAR 9.4°W
184 WATER TOWER
HANGARS
FIRE STATION
CONTROL TOWER
34°43'N
ELEV 40
HANGAR
HANGAR
ELEV 40
HOT REFUELING PIT
B
234.4°
23
19
ELEV 16
189.4°
TERMINAL AND BASE OPERATIONS
C
E
A
A
D
5114 x 150
054.4°
FIELD ELEV 26
4790 x 150
COMBAT AIRCRAFT LOADING AREA
800 x 75 OVERRUN
ELEV 24
RADAR REFLECTORS ALL RWYS
009.4°
ELEV 24
34°42'N
1
RWY 5-23
PCN 80 F/B/W/T
RWY 1-19
PCN 80 F/B/W/T

ILS or LOC/DME RWY 1

LOC I-NCA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.10	008°	4790 / 24 / 26

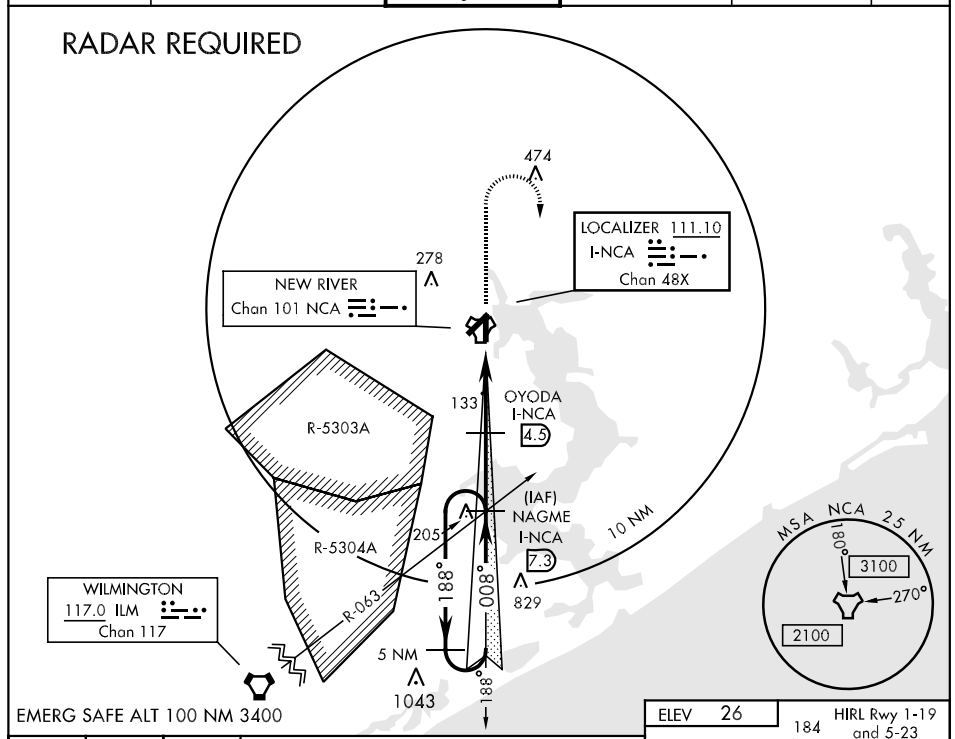
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

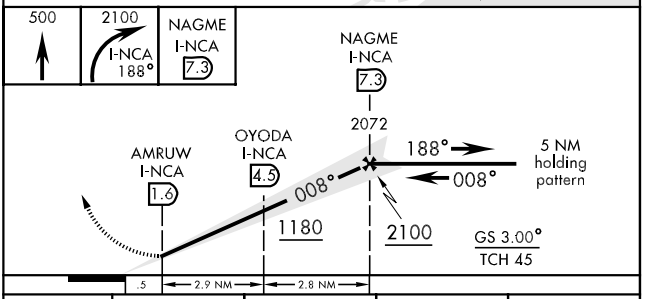
*When ALS inop, increase CAT AB vis to ¾ mile.
**When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.
***When ALS inop, increase vis to ½ mile.

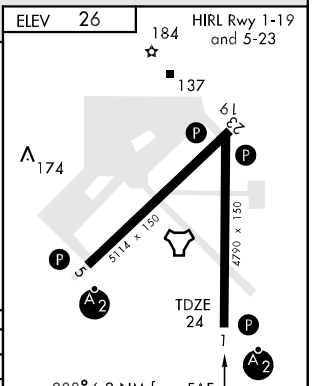
SALSF

MISSED APPROACH: Climb to 500, then climbing right turn to 2100 via I-NCA south crs to NAGME and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	







CATEGORY	A	B	C	D
S-ILS 1 *	224-½ 200 (200-½)		224-¾ 200 (200-¾)	
S-LOC 1 **	400-¾ 376 (400-¾)			400-1 376 (400-1)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 1 ***	124-¼ 100 (100-¼) GS 3.0°			

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	4790
008°	TDZE	24
	Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

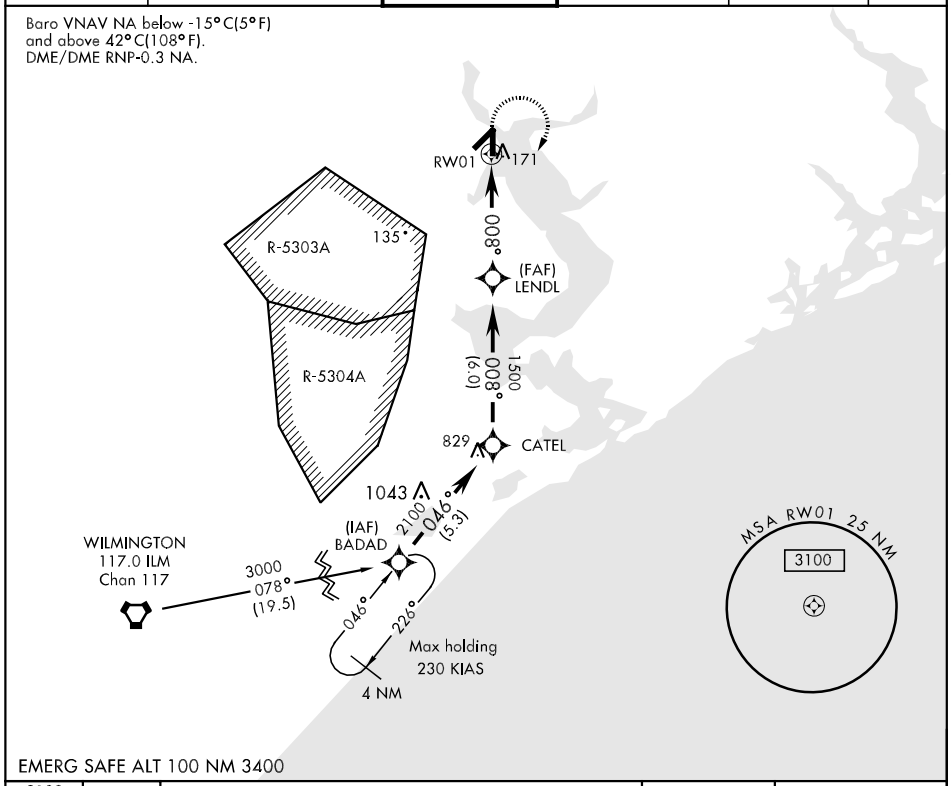
* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
*** When ALS inop, increase vis CAT ABCD to ½ mile.

SALSF (A2)

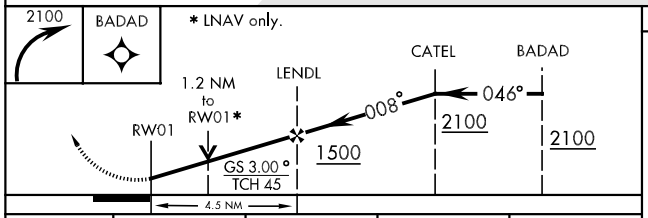
MISSED APPROACH: Climbing right turn to 2100 direct BADAD and hold.

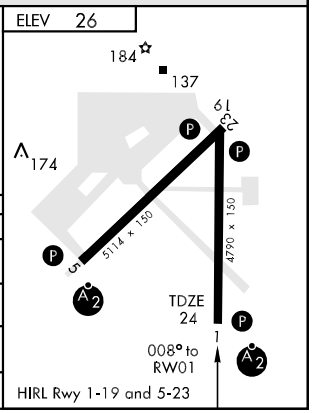
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 (L)★ 360.2	121.8 254.275	239.025	

Baro VNAV NA below -15°C(5°F) and above 42°C(108°F).
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
LNAV/ VNAV DA *	340-¾ 316 (400-¾)			
LNAV MDA **	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 1 ***	124-¼ 100 (100-¼)		GS 3.0°	

RNAV (GPS) RWY 19

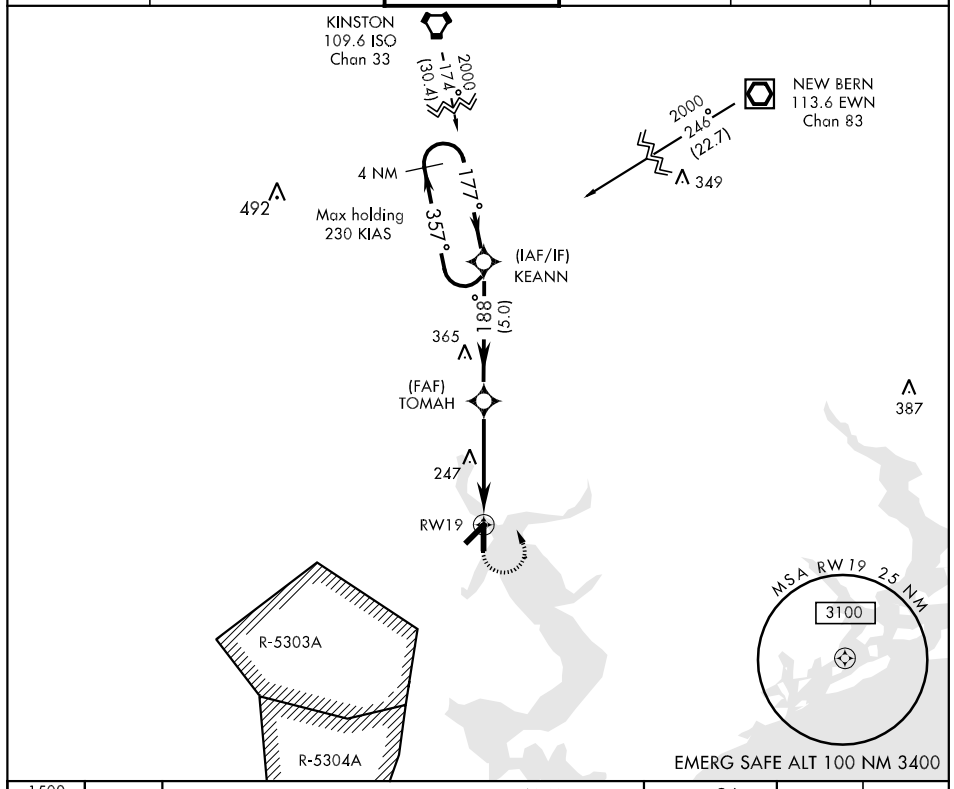
APCH CRS	Rwy ldg	4790
188°	TDZE	23
	Arpt Elev	26

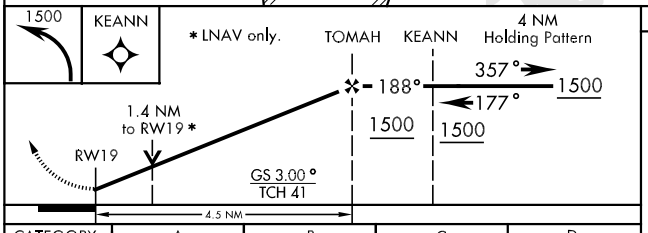
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

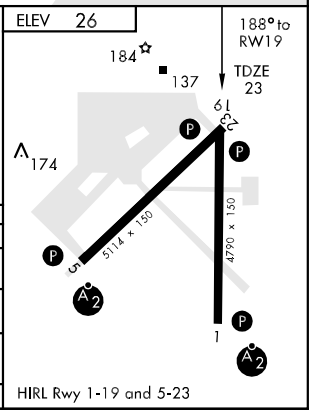
Baro VNAV NA below -15°C(5°F) and above 42°C(108°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 1500 direct KEANN and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 ★ 360.2	121.8 254.275	239.025	

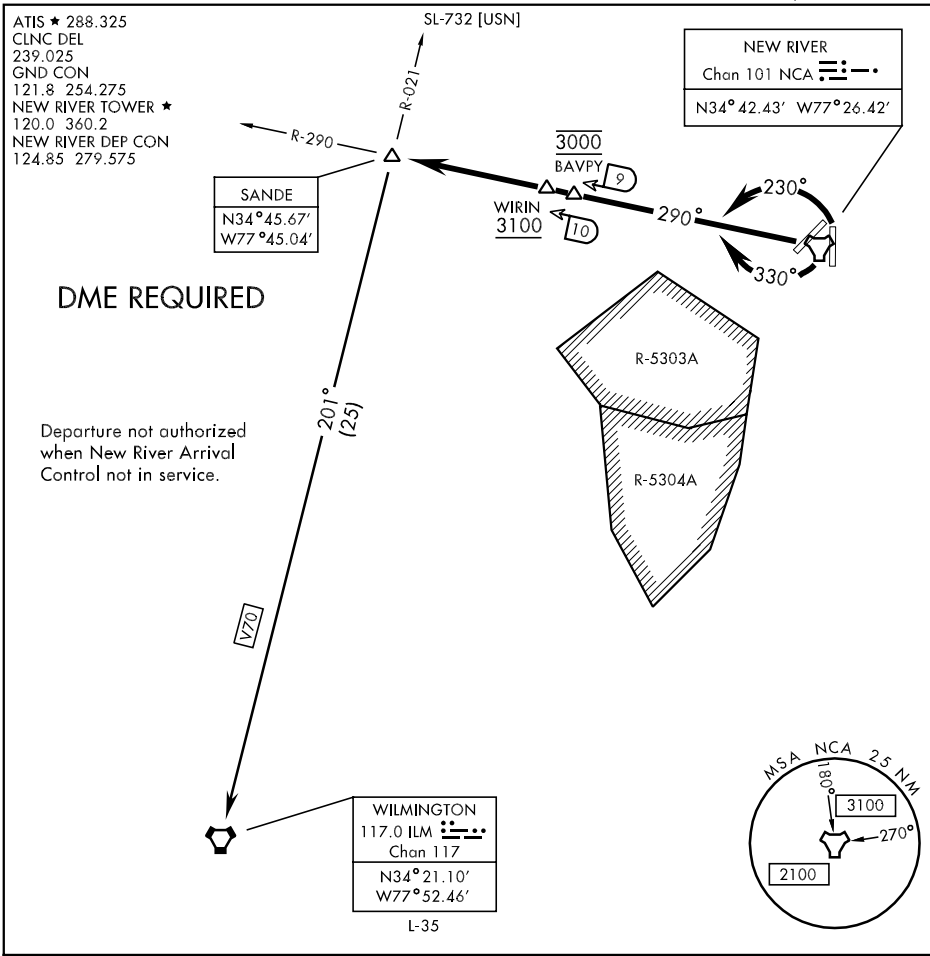






CATEGORY	A	B	C	D
LNAV/ VNAV DA	360-1¼ 337 (400-1¼)			
LNAV MDA	500-1 477 (500-1)		500-1¼ 477 (500-1¼)	500-1½ 477 (500-1½)
CIRCLING	500-1¼ 474 (500-1¼)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 19	123-½ 100	(100-½)	GS 3.00°	

SE-2, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1 or 5: Climbing left turn to 3000 via heading 230°, Thence . . .

TAKE-OFF RWY 19 or 23: Climbing right turn to 3000 via heading 330°, Thence . . .

. . .Intercept NCA R-290 direct SANDE INT, then via assigned route/transition. Cross BAVPY at 3000. Cross WIRIN at or above 3100. Expect filed altitude ten minutes after departure.

WILMINGTON TRANSITION (SANDE1.ILM): Via ILM R-021 direct ILM VORTAC, then as filed.

TACAN	APCH CRS	Rwy ldg	4790
NCA		TDZE	24
Chan 101	357°	Arpt Elev	26

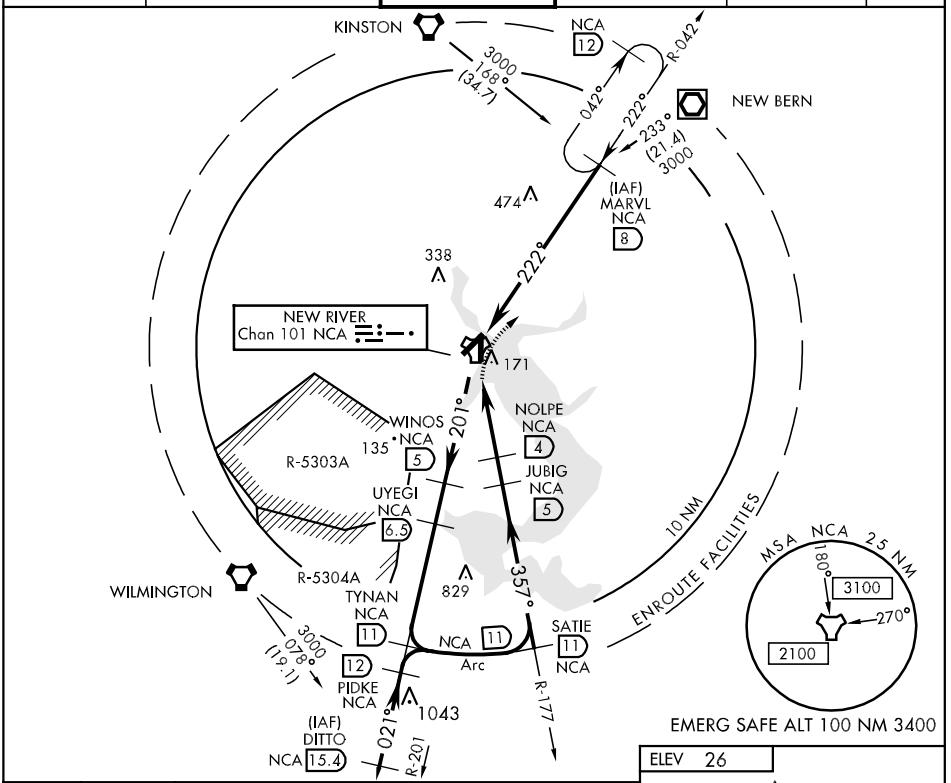
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

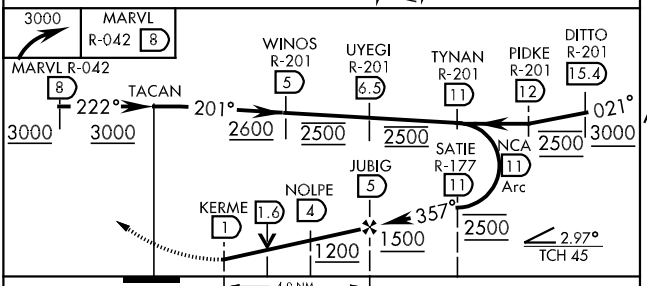
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ mile.
** When ALS inop, increase vis CAT ABCD to ½ mile.

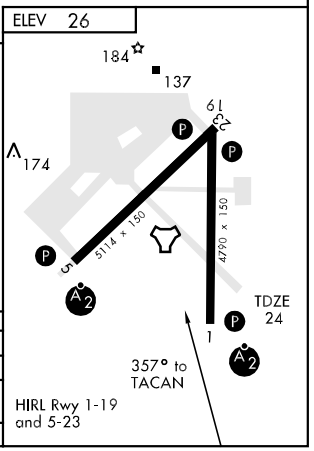
SALSF

MISSED APPROACH: Climbing right turn to 3000 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	







CATEGORY	A	B	C	D
S-1 *	440-¾ 416 (500-¾)		440-1 416 (500-1)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 1 **	124-¼ 100 (100-¼) GS 3.0°			

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

08325

TACAN RWY 5

TACAN NCA Chan 101	APCH CRS 064°	Rwy ldg 5114 TDZE 26 Arpt Elev 26

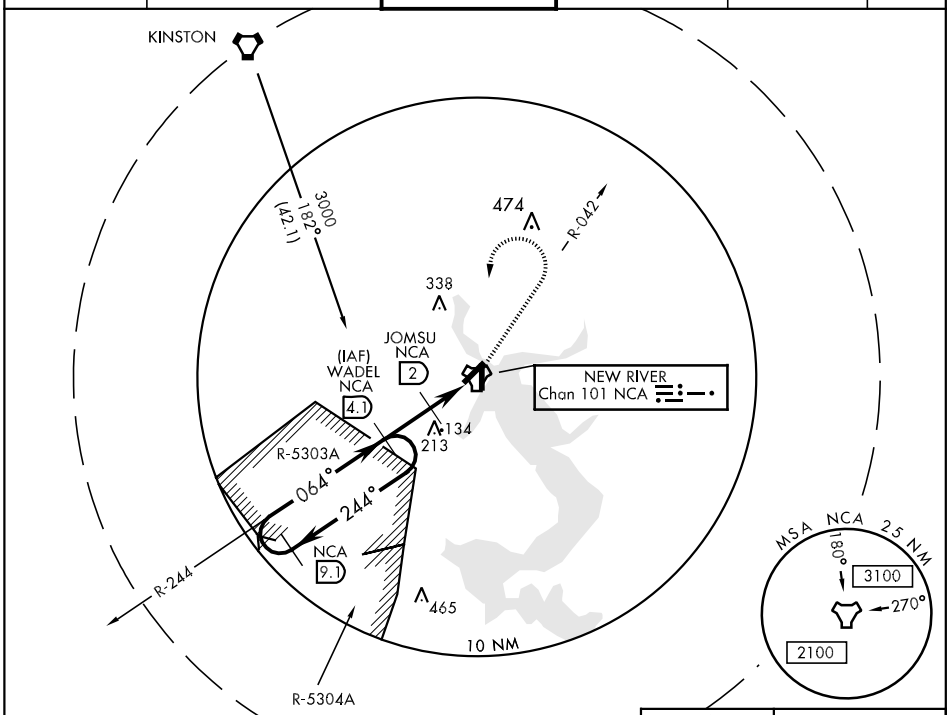
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

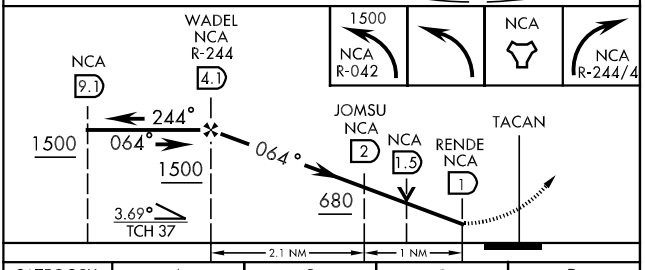
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ mile.
** When ALS inop, increase vis CAT ABCD to ½ mile.

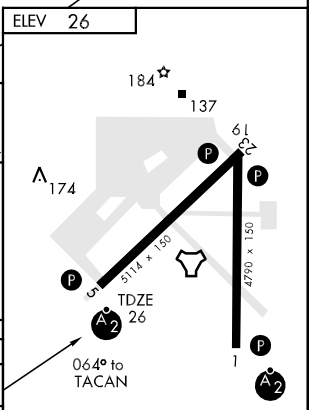
SALSF (A2)

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042. Then left turn direct NCA TACAN, then via NCA R-244 direct WADEL and hold.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 (L)★ 360.2	121.8 254.275	239.025	







CATEGORY	A	B	C	D
S-5*	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 5 **	126-¼ 100 (100-¼) GS 3.00°			

SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 19

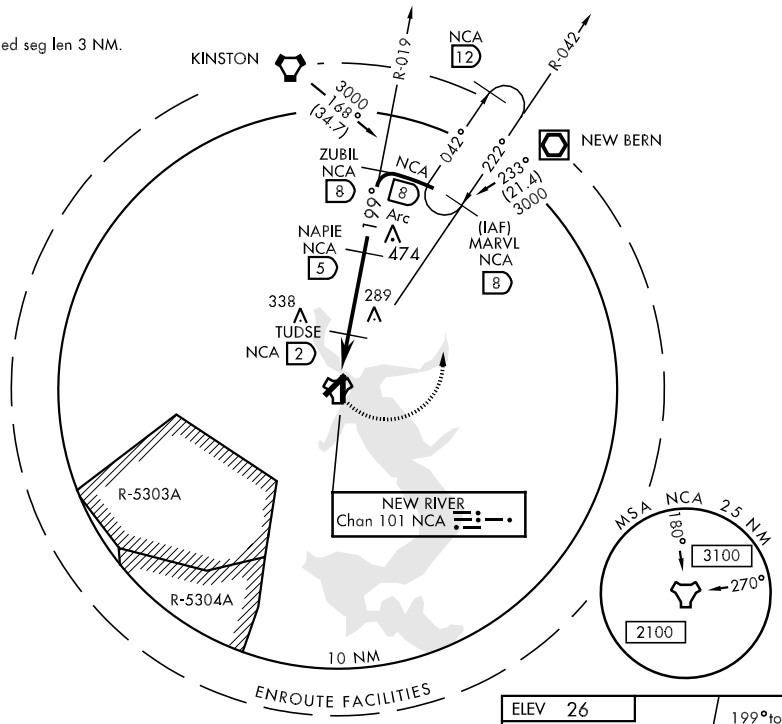
TACAN	APCH CRS	Rwy ldg	4790
Chan 101	199°	TDZE	23
		Arpt Elev	26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

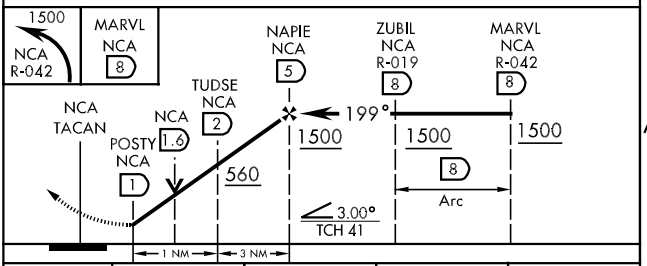
MISSED APPROACH: Climbing left turn to 1500 via NCA R-042 direct MARVL (R-042/8 DME) and hold.

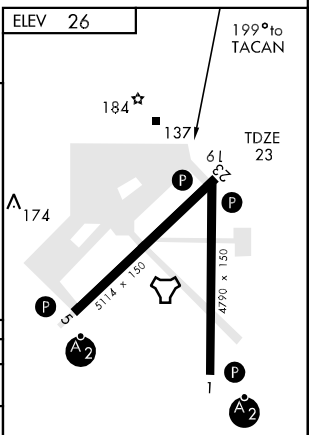
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

CAUTION: Intmed seg len 3 NM.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-19	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 19	123-½ 100 (100-½) GS 3.00°			

HIRL Rwy 1-19 and 5-23

SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 23

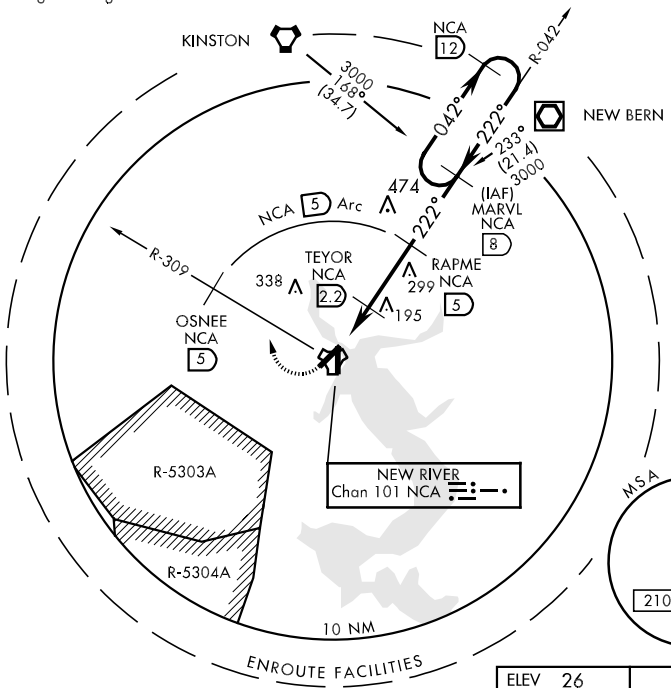
TACAN NCA Chan 101	APCH CRS 222°	Rwy ldg 5114 TDZE 25 Arpt Elev 26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

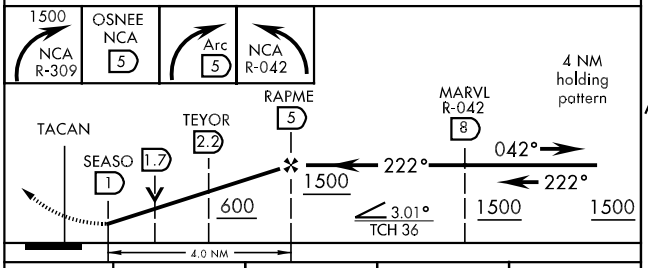
MISSED APPROACH: Climbing right turn to 1500 via NCA R-309 to OSNEE. Arc N via NCA TACAN 5 DME Arc to RAPME, then via R-042 direct MARVL (R-042/8 DME) and hold.

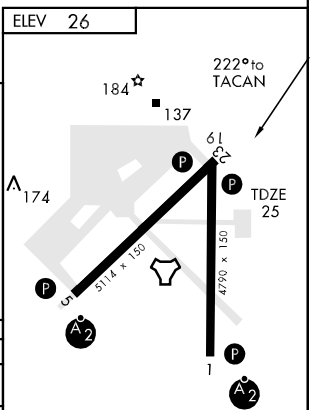
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 360.2	121.8 254.275	239.025	

CAUTION: Intmed segment length 3 NM.



EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-23	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)
S-PAR 23	125-½ 100 (100-½) GS 3.00°			

HIRL Rwy 1-19 and 5-23

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OAJ	APP CRS	Rwy Idg	7100
108.7	052°	TDZE	90
Chan 24		Apt Elev	94

ILS or LOC RWY 5

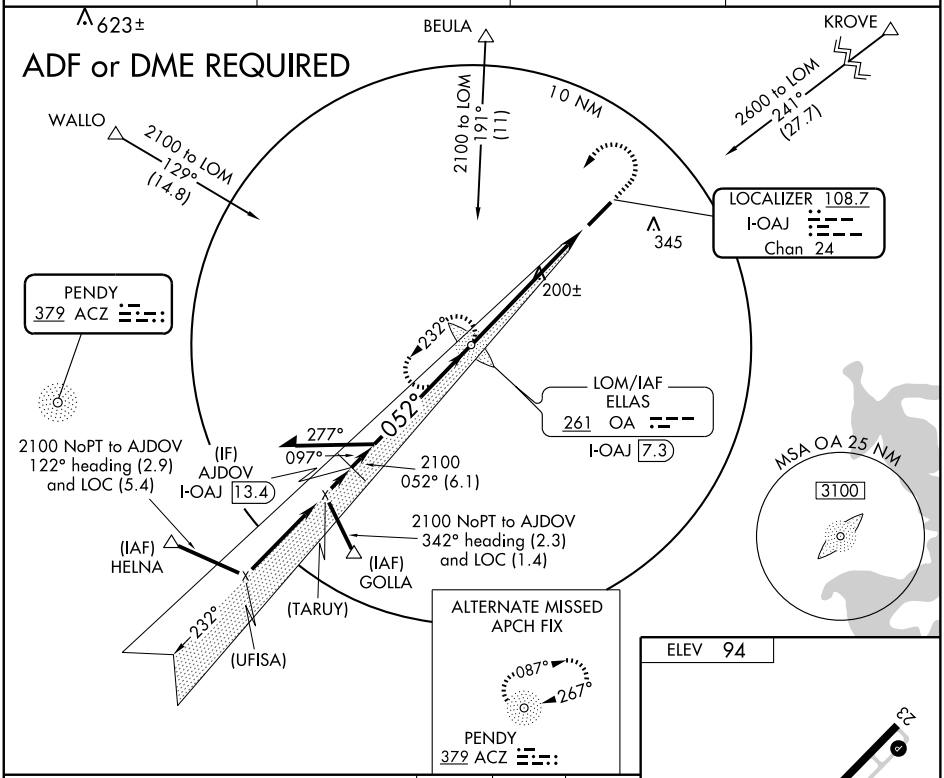
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

ADF REQUIRED. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase S-ILS all Cats and S-LOC Cats C/D visibility ¼ mile. VDP NA when using Wilmington altimeter setting.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.3 DME and hold.

AWOS-3	WILMINGTON APP CON★	CLNC DEL	UNICOM
124.475	135.75 257.6 346.35	121.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 5	290-½ 200 (200-½)			
S-LOC 5	460-½ 370 (400-½)			460-¾ 370 (400-¾)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2. 17 DEC 2009 to 14 JAN 2010

LOM OA	APP CRS	Rwy Idg	7100
261	052°	TDZE	90
		Apt Elev	94

NDB RWY 5

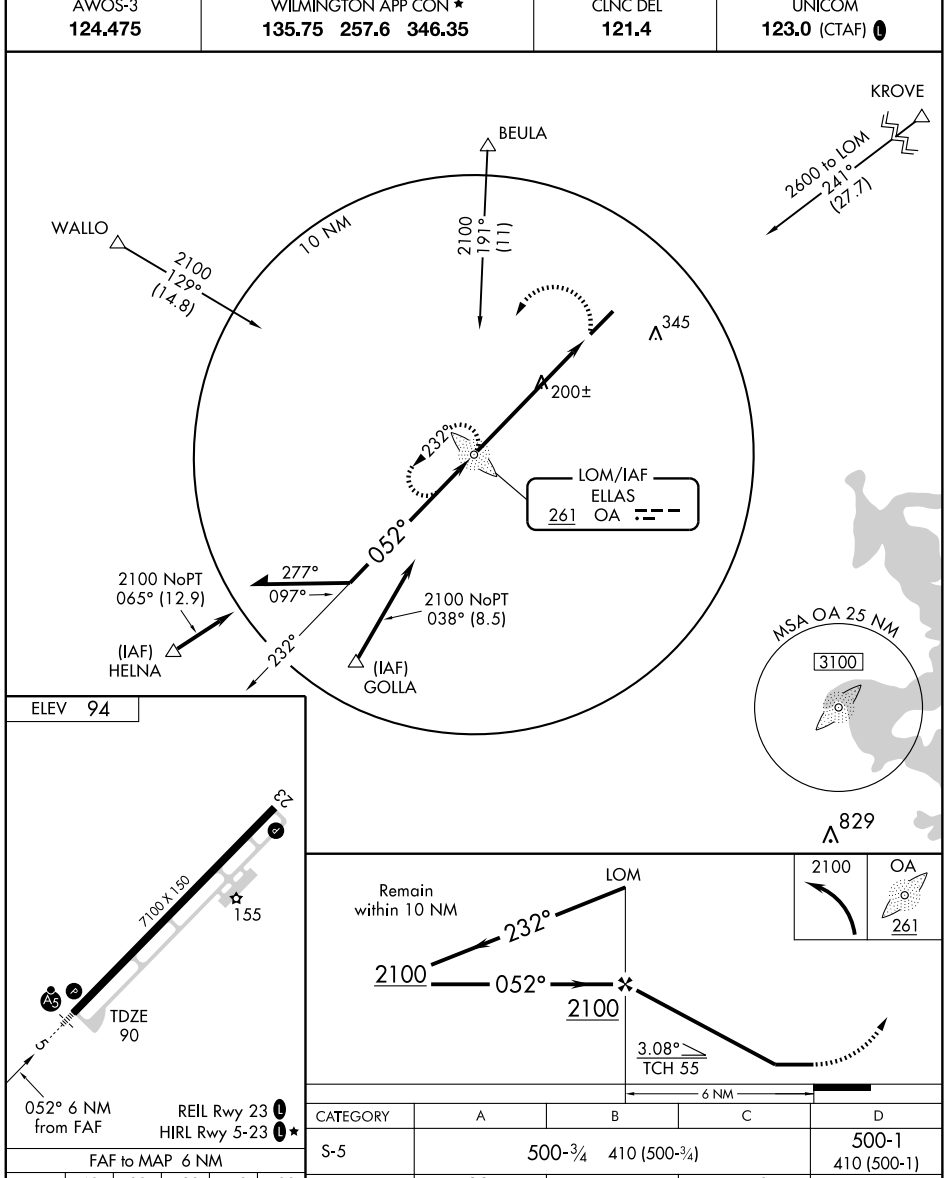
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

T A NA — When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 100 feet and S-5 visibility Cats C and D ½ mile.

MALSR

MISSED APPROACH: Climbing left turn to 2100 direct OA LOM and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 257.6 346.35	121.4	123.0 (CTAF) L



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-5	500-¾ 410 (500-¾)			500-1 410 (500-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7100
CH 49009	052°	TDZE	90
W05A		Apt Elev	94

RNAV (GPS) RWY 5

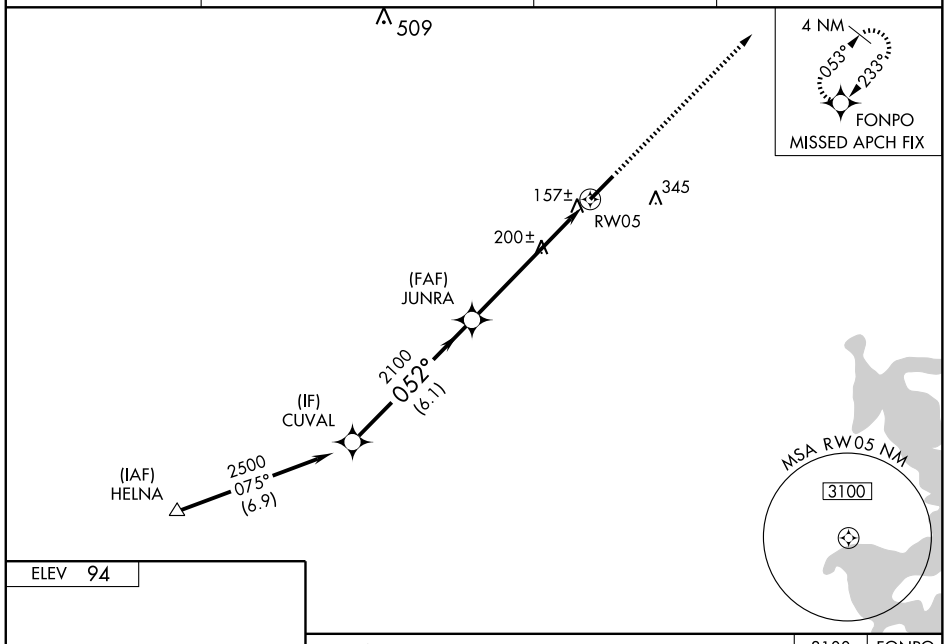
JACKSONVILLE/ALBERT J. ELLIS (OAJ)

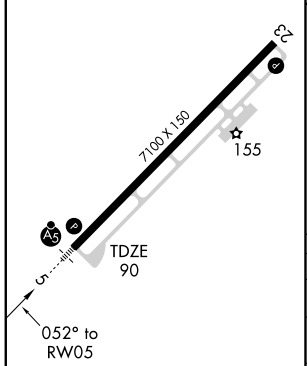
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile, LNAV Cat C ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1, LNAV Cat D visibility to 1¼ . For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to 1¼ miles.

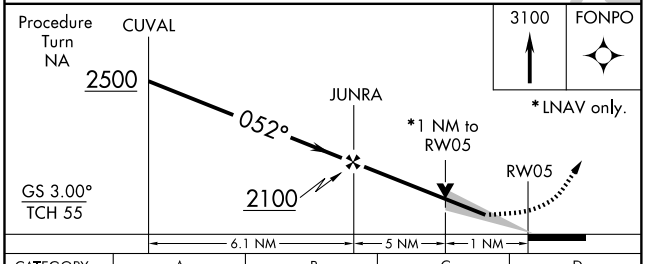
MALSR

MISSED APPROACH: Climb to 3100 direct FONPO and hold.

AWOS-3	WILMINGTON APP CON ★	CLNC DEL	UNICOM
124.475	135.75 257.6 346.35	121.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	375-½ 285 (300-½)			
LNAV/ VNAV DA	428-¾ 338 (400-¾)			
LNAV MDA	460-½ 370 (400-½)			460-1 370 (400-1)
CIRCLING	500-1 406 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-JUH	APP CRS	Rwy Idg	4293
109.35	276°	TDZE	3156
Chan 30(Y)		Apt Elev	3180

LOC RWY 28

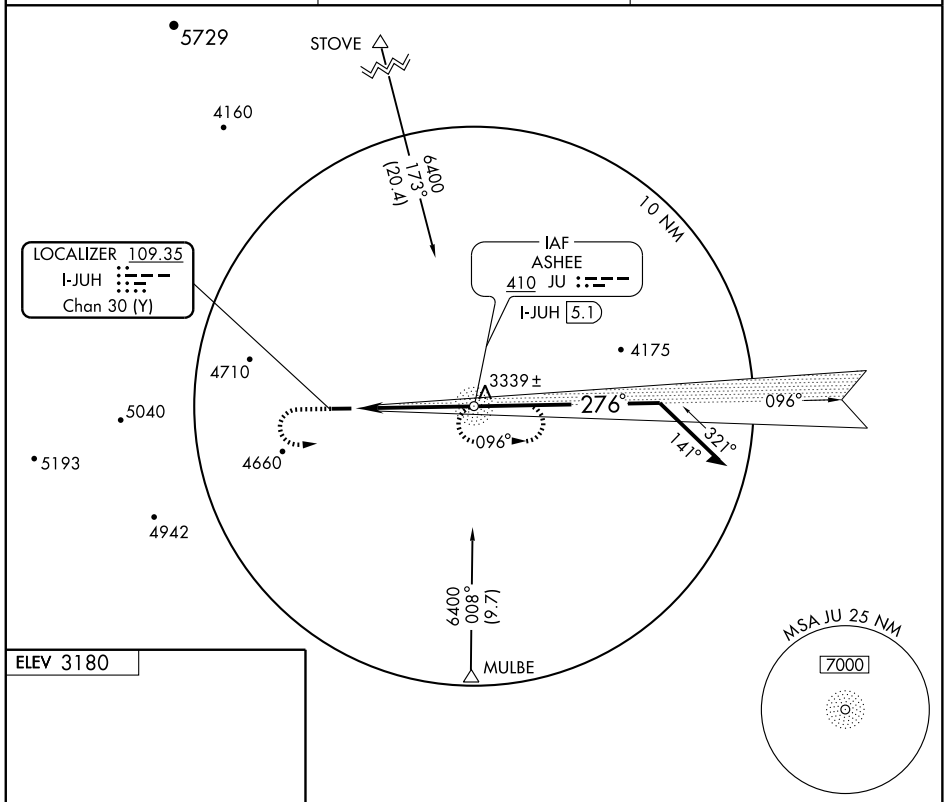
JEFFERSON/ ASHE COUNTY (GEV)

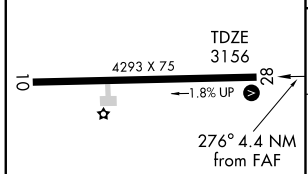
NA

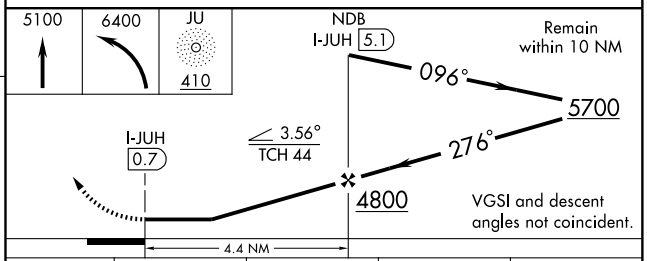
ADF REQUIRED

MISSED APPROACH: Climb to 5100 then climbing left turn to 6400 direct JU NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L ★







REIL Rwy 28 L ★

MIRL Rwy 10-28 L ★

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-28	4300-1¼ 1144 (1200-1¼)	4300-1½ 1144 (1200-1½)	4300-3 1144 (1200-3)	
CIRCLING	4300-1¼ 1120 (1200-1¼)	4300-1½ 1120 (1200-1½)	4300-3 1120 (1200-3)	4680-3 1500 (1500-3)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4293
276°	TDZE	3156
	Apt Elev	3180

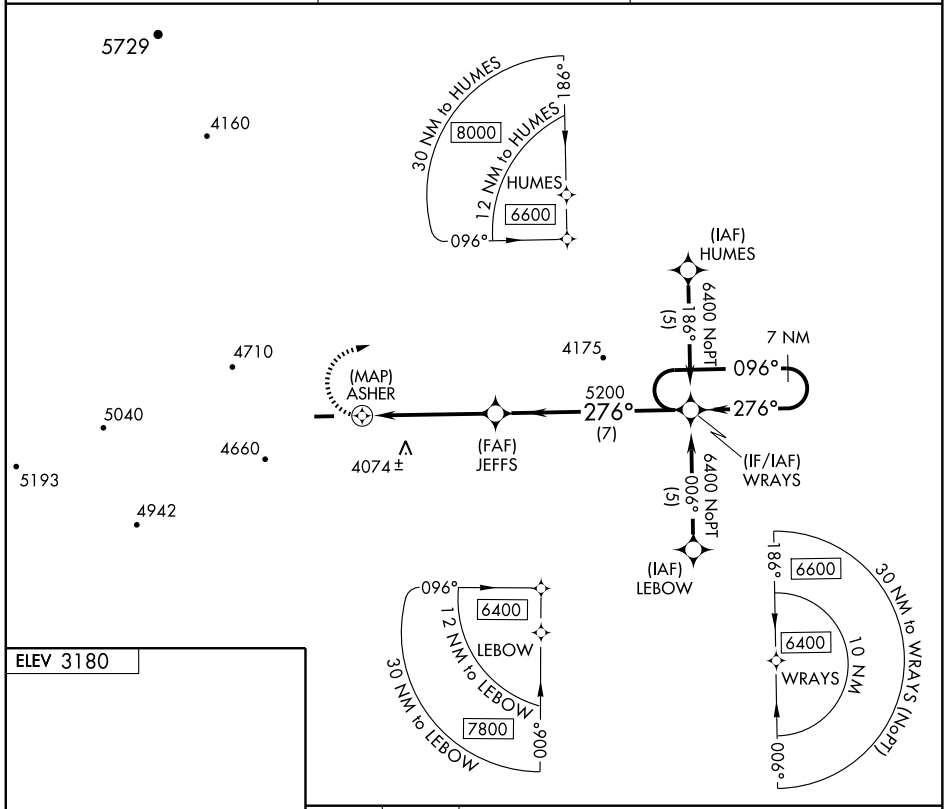
RNAV (GPS) RWY 28

JEFFERSON/ASHE COUNTY (GEV)

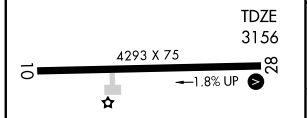
DME/DME RNP-0.3 NA. VDP NA when using Mountain Empire altimeter setting. When local altimeter setting not received, use Mountain Empire altimeter setting and increase all MDA 160 feet.

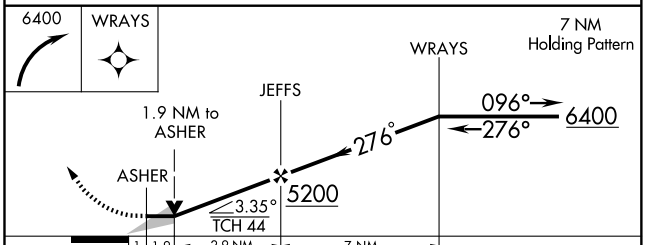
MISSED APPROACH: Climbing right turn to 6400 direct WRAYS and hold.

AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L ★



ELEV 3180





CATEGORY	A	B	C	D
LNAV MDA	4160-1¼ 1004 (1000-1¼)	4160-1½ 1004 (1000-1½)	4160-3 1004 (1000-3)	
CIRCLING	4280-1¼ 1100 (1100-1¼)	4280-1½ 1100 (1100-1½)	4280-3 1100 (1100-3)	4680-3 1500 (1500-3)

REIL Rwy 28 L ★
MIRL Rwy 10-28 L ★

SE-2, 17 DEC 2009 to 14 JAN 2010

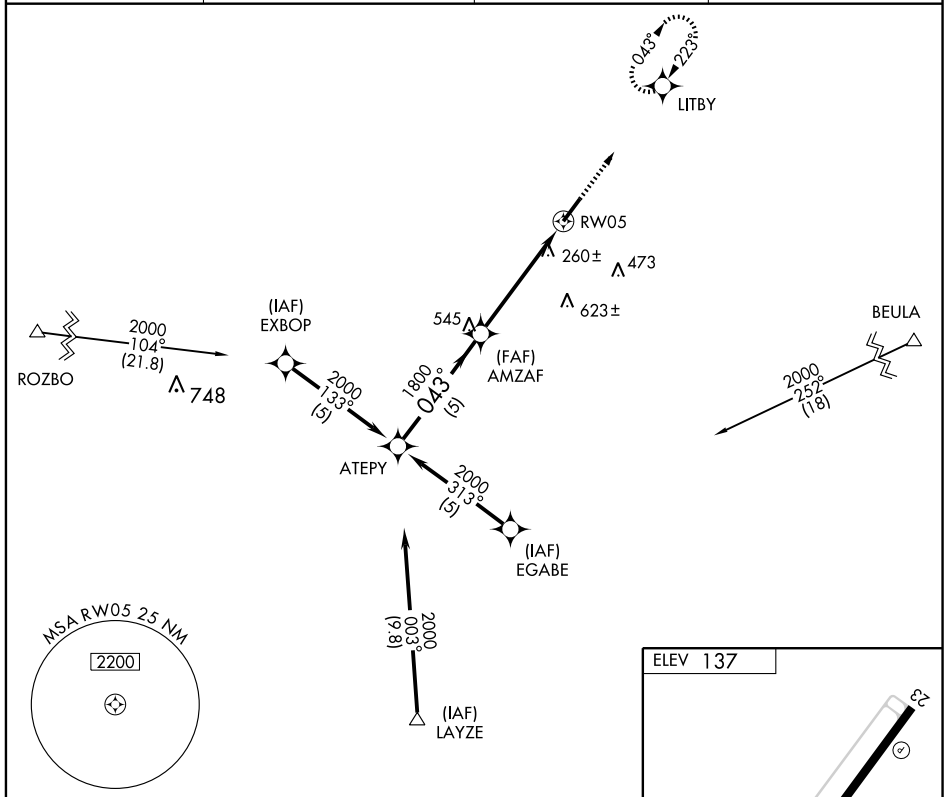
APP CRS	Rwy Idg	6002
043°	TDZE	136
	Apt Elev	137

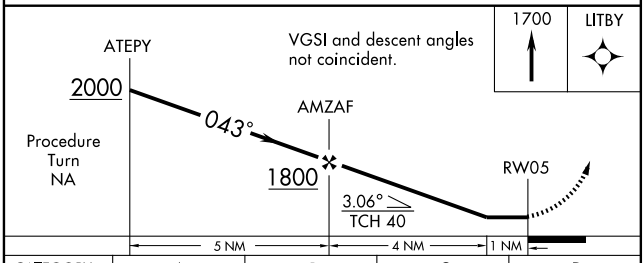
GPS RWY 5
KENANSVILLE/DUPLIN COUNTY (DPL)

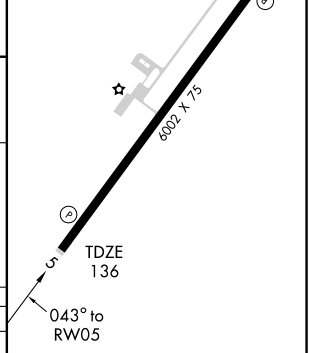
NA

MISSED APPROACH: Climb to 1700 direct LITBY WP and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	520-1 384 (400-1)			520-1¼ 384 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6002
223°	TDZE	137
	Apt Elev	137

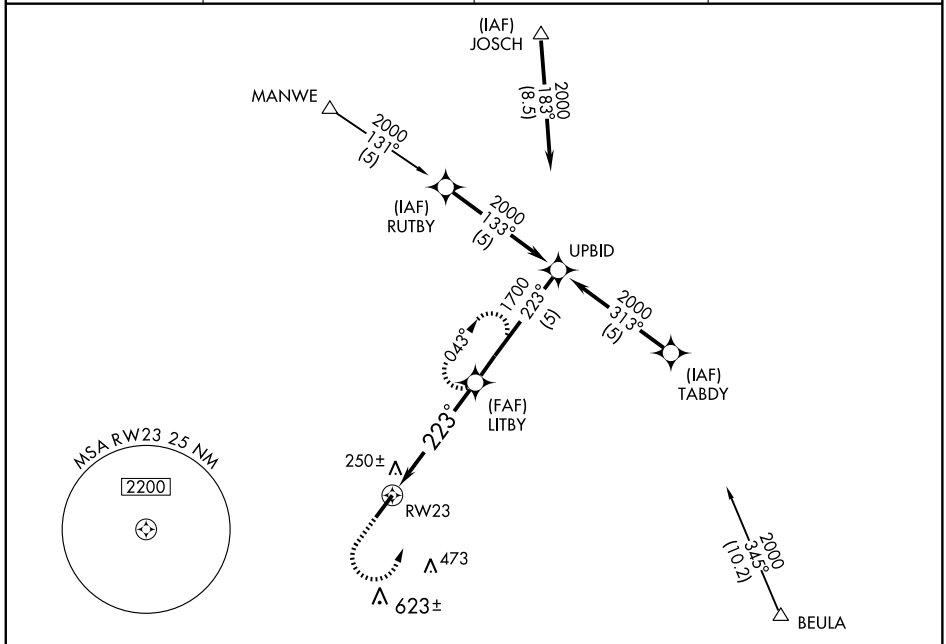
GPS RWY 23

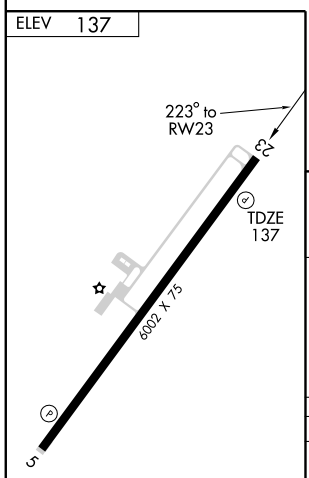
KENANSVILLE/ DUPLIN COUNTY (DPL)

NA

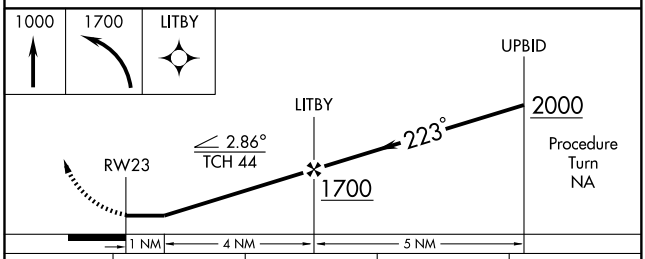
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct LITBY WP and hold.

AWOS-3	SEYMOUR JOHNSON APP CON★	GCO	UNICOM
120.675	119.7 273.6	135.075	123.0 (CTAF) L





REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	500-1 363 (400-1)			500-1¼ 363 (400-1¼)
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

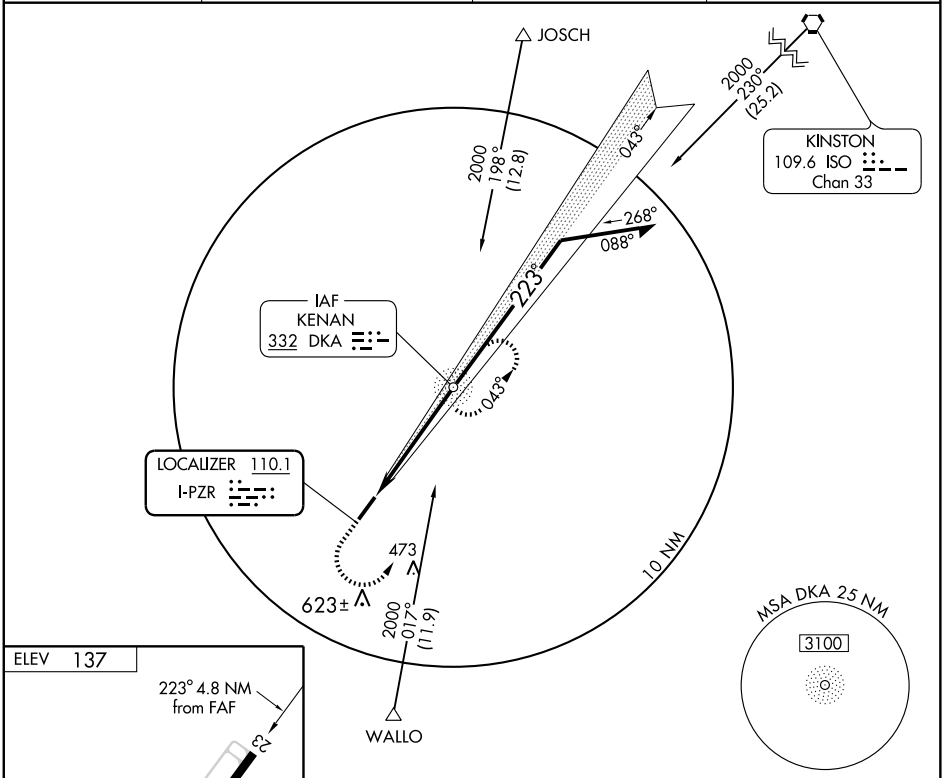
SE-2. 17 DEC 2009 to 14 JAN 2010

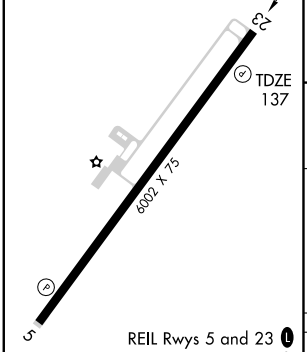
LOC I-PZR	APP CRS	Rwy Idg	6002
110.1	223°	TDZE	137
		Apt Elev	137

LOC RWY 23

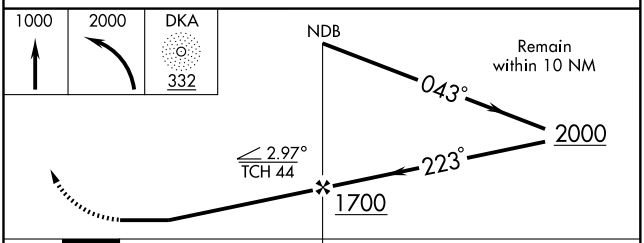
KENANSVILLE/DUPLIN COUNTY (DPL)

T NA	ADF REQUIRED	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct DKA NDB and hold.	
AWOS-3 120.675	SEYMOUR JOHNSON APP CON★ 119.7 273.6	GCO 135.075	UNICOM 123.0 (CTAF) L





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-23	560-1 423 (500-1)		560-1¼ 423 (500-1¼)	
CIRCLING	560-1 423 (500-1)	600-1 463 (500-1)	600-1½ 463 (500-1½)	760-2 623 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

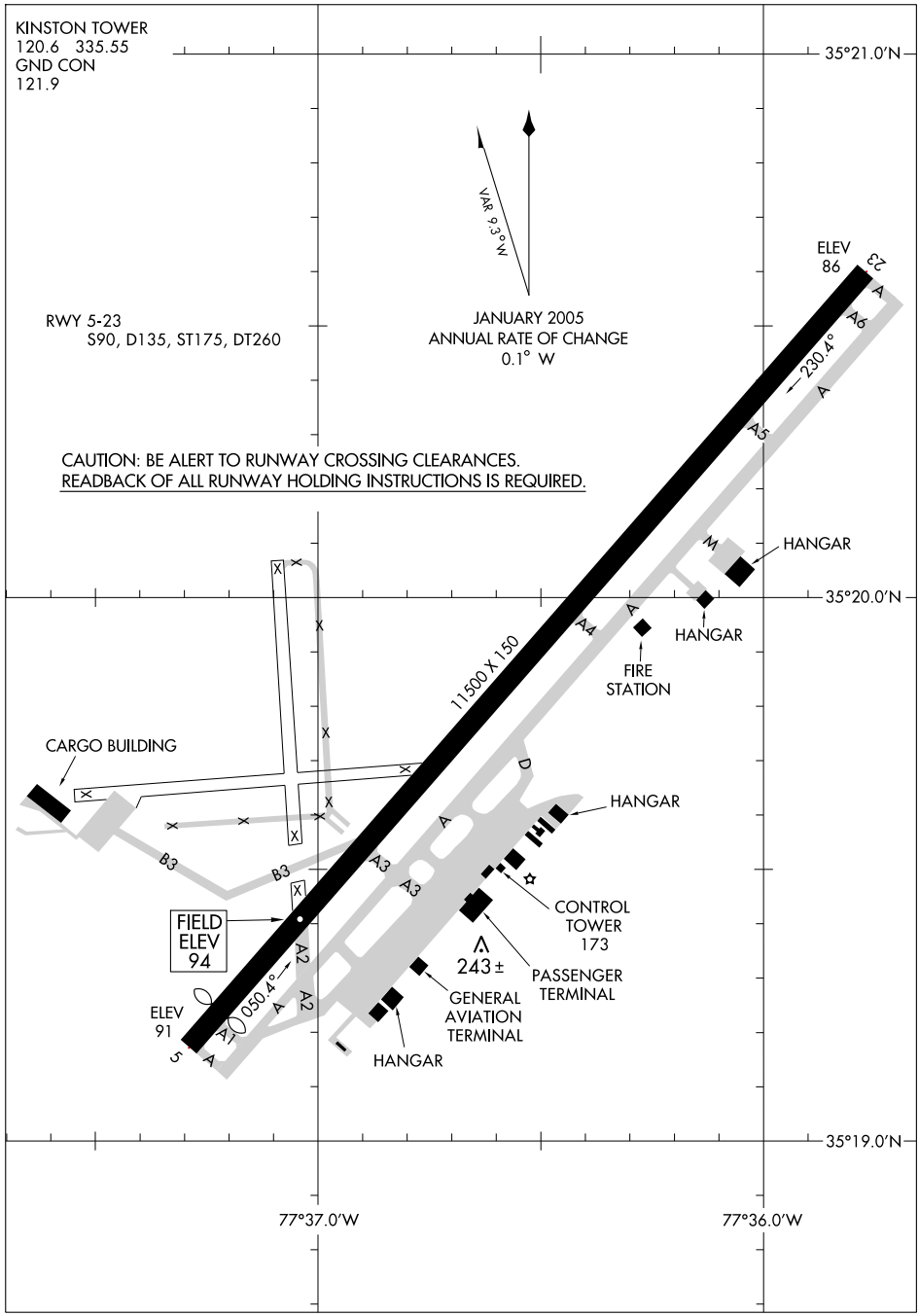
07298

AIRPORT DIAGRAM

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

AL-5038 (FAA)

KINSTON, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

KINSTON, NORTH CAROLINA

AL-5038 (FAA)

LOC I-ISO	APP CRS	Rwy Idg	10960
111.3	050°	TDZE	94
		Apt Elev	94

ILS RWY 5

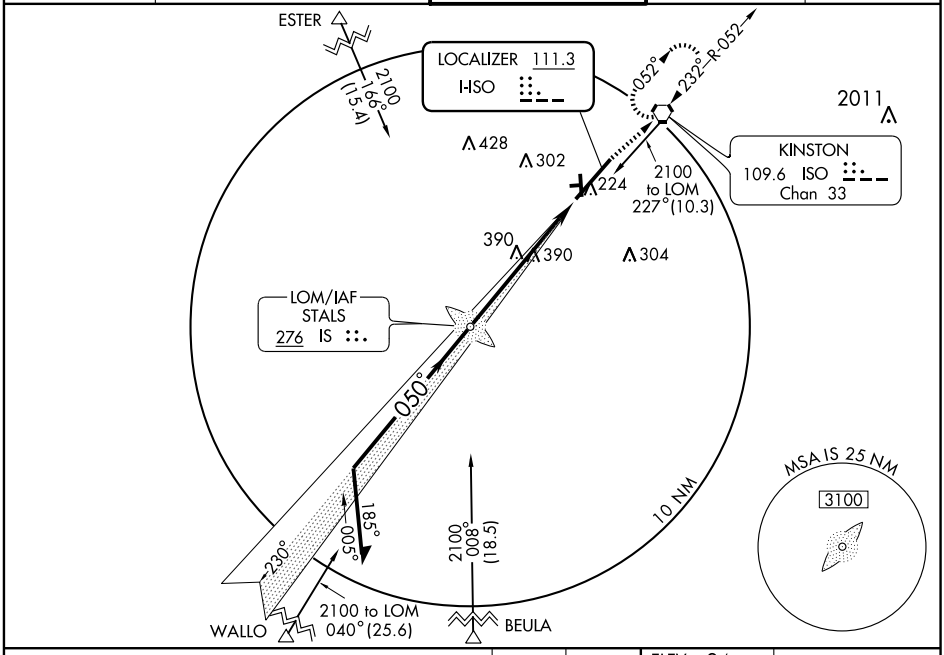
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

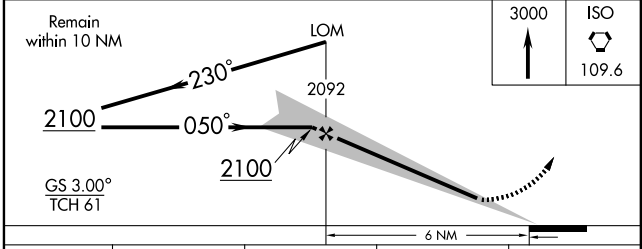
When control tower closed, use Seymour Johnson AFB altimeter setting. ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 3000 direct ISO VORTAC and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95

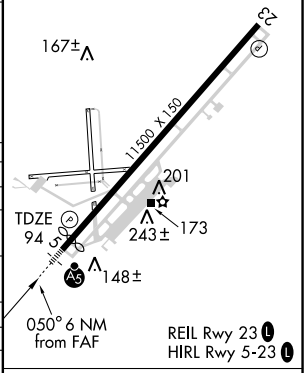




3000	ISO
	109.6

ELEV 94

Rwy 5 Idg 10960′



CATEGORY	A	B	C	D
S-ILS 5	294-½ 200 (200-½)			
S-LOC 5	640-½ 546 (600-½)		640-1 546 (600-1)	640-1¼ 546 (600-1¼)
CIRCLING	640-1 546 (600-1)		640-1½ 546 (600-1½)	660-2 566 (600-2)
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS				
S-ILS 5	336-½ 242 (300-½)			
S-LOC 5	700-½ 606 (700-½)		700-1¼ 606 (700-1¼)	700-1½ 606 (700-1½)
CIRCLING	700-1 606 (700-1)		700-1¾ 606 (700-1¾)	700-2 606 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2. 17 DEC 2009 to 14 JAN 2010

KINSTON, NORTH CAROLINA

AL-5038 (FAA)

WAAS	APP CRS	Rwy Idg	10960
CH 82004	050°	TDZE	94
W05A		Apt Elev	94

RNAV (GPS) RWY 5

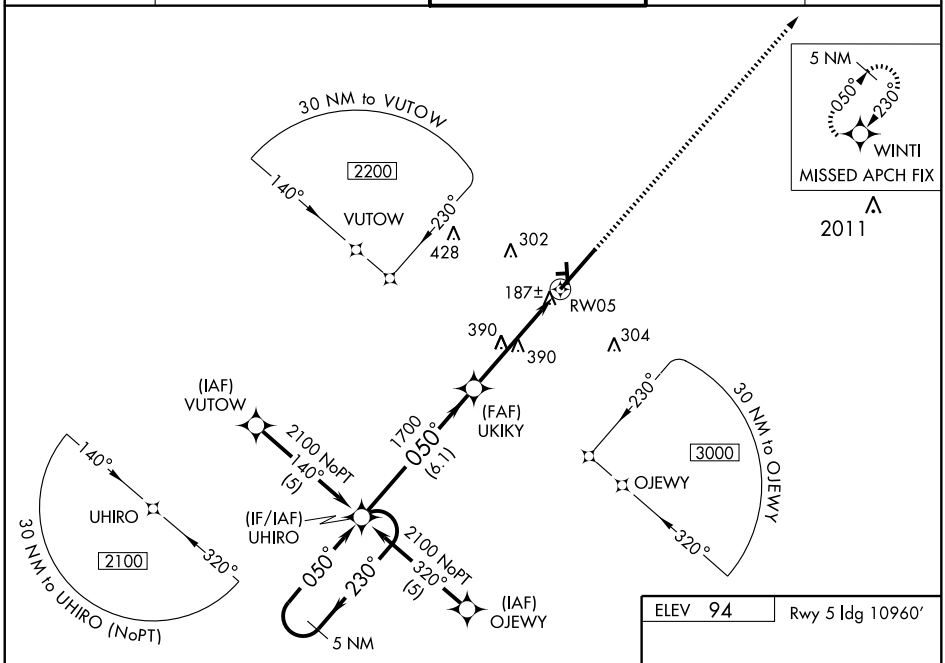
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

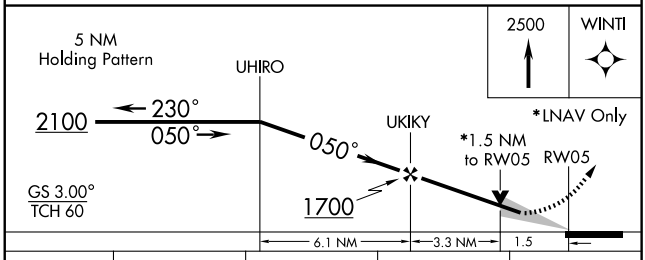
If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 500 feet, increase LNAV/VNAV DA to 533 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. For inoperative MALSR, increase LPV visibility to 1¼ mile all Cats. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

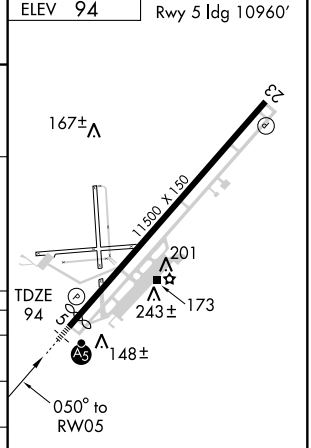
MISSED APPROACH: Climb to 2500 direct WINTI and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	450-¾ 356 (400-¾)			
LNAV/ VNAV DA	483-¾ 389 (400-¾)			
LNAV MDA	640-½ 546 (600-½)		640-1 546 (600-1)	640-1¼ 546 (600-1¼)
CIRCLING	640-1 546 (600-1)		640-1½ 546 (600-1½)	660-2 566 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

KINSTON, NORTH CAROLINA

AL-5038 (FAA)

WAAS	APP CRS	Rwy Idg	11500
CH 77704	230°	TDZE	88
W23A		Apt Elev	94

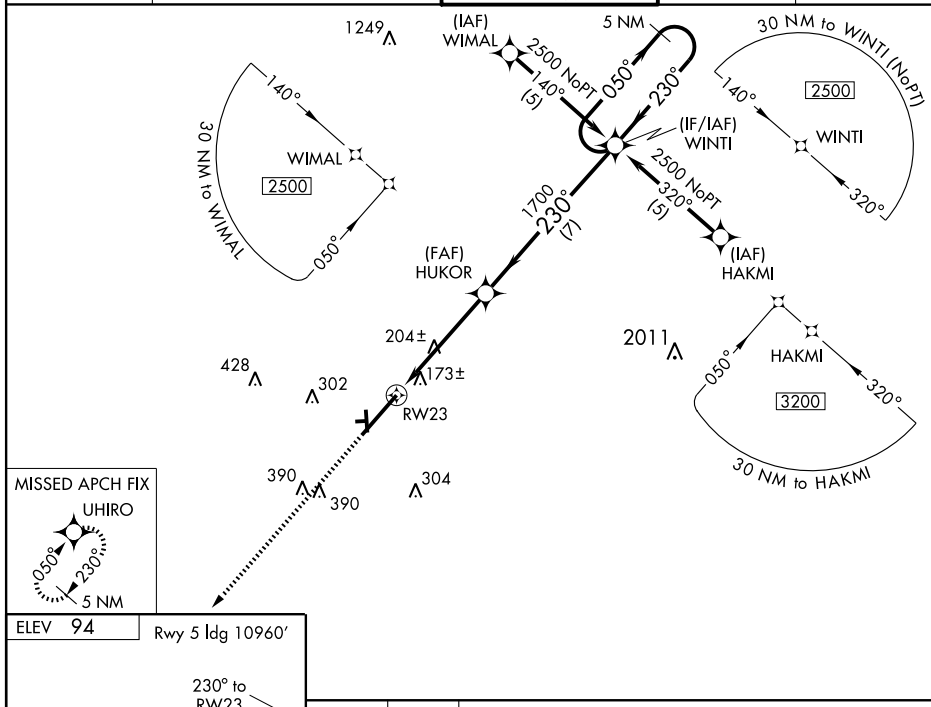
RNAV (GPS) RWY 23

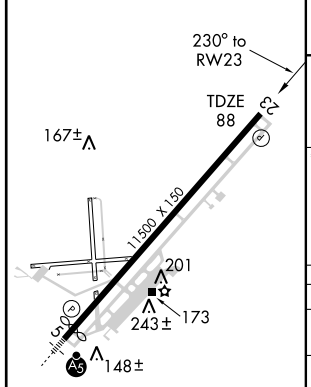
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase LPV DA to 473 feet, increase LNAV/VNAV DA to 517 feet; increase all MDAs 60 feet. VDP NA when using Goldsboro-Wayne Muni altimeter setting. Baro-VNAV NA when using Goldsboro-Wayne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

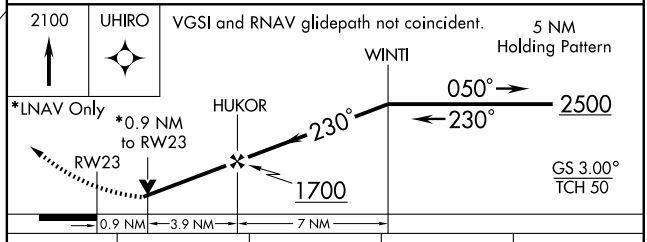
MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





REIL Rwy 23 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	423-1¼ 335 (400-1¼)			
LNAV/VNAV DA	467-1¼ 379 (400-1¼)			
LNAV MDA	460-1 372 (400-1)			460-1¼ 372 (400-1¼)
CIRCLING	540-1 446 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

KINSTON, NORTH CAROLINA AL-5038 (FAA)

VOR RWY 23

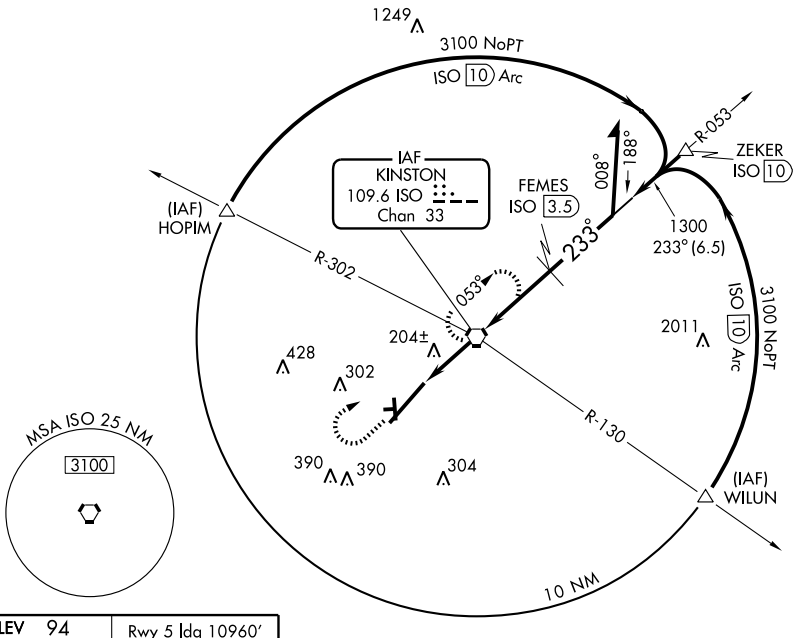
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

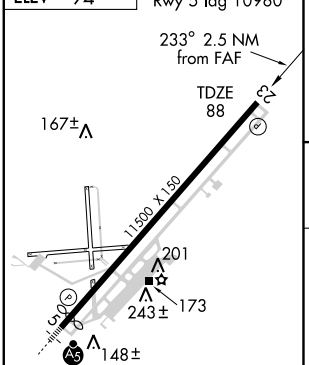
VORTAC ISO	APP CRS	Rwy ldg 11500
109.6	233°	TDZE 88
Chan 33		Apt Elev 94

⚠ When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all MDAs 60 feet and visibility Cat. C ¼ mile. VDP NA with Seymour Johnson AFB altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ISO VORTAC and hold.

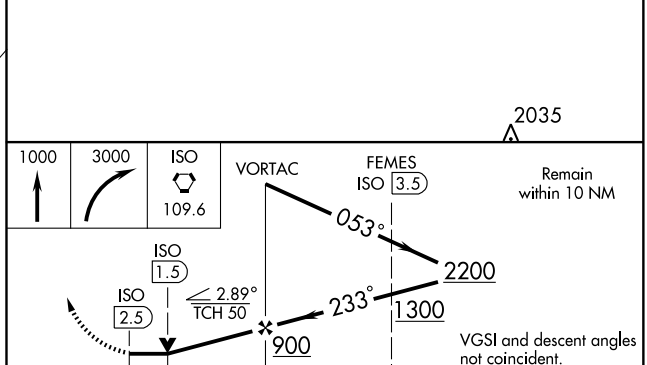
AWOS-3	SEYMOUR JOHNSON APP CON ★	KINSTON TOWER ★	GND CON	UNICOM
132.75	127.3 273.6	120.6 (CTAF) L 335.55	121.9	122.95





REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-23	440-1 352 (400-1)			440-1¼ 352 (400-1¼)
CIRCLING	540-1 446 (500-1)	560-1 466 (500-1)	560-1½ 466 (500-1½)	660-2 566 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5004
058°	TDZE	733
	Apt Elev	733

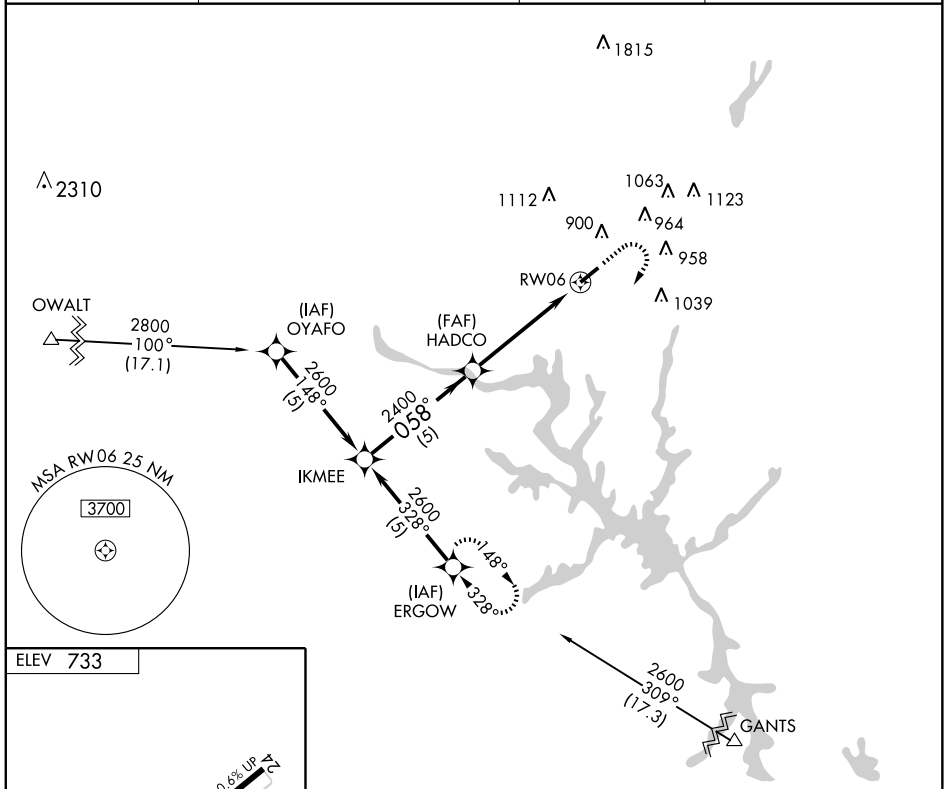
GPS RWY 6

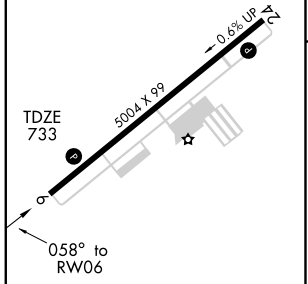
LEXINGTON/DAVIDSON COUNTY (EXX)

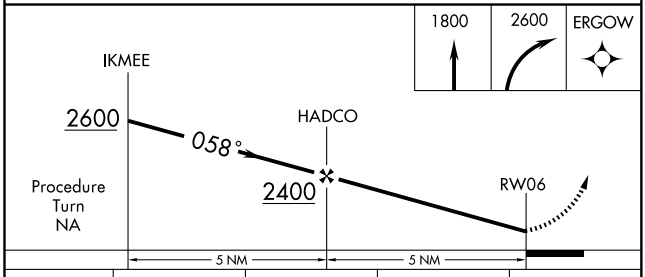
T NA — Use Greensboro altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct ERGOW WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1300-1	567 (600-1)	1300-1½ 567 (600-1½)	NA
CIRCLING	1300-1	567 (600-1)	1300-1½ 567 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

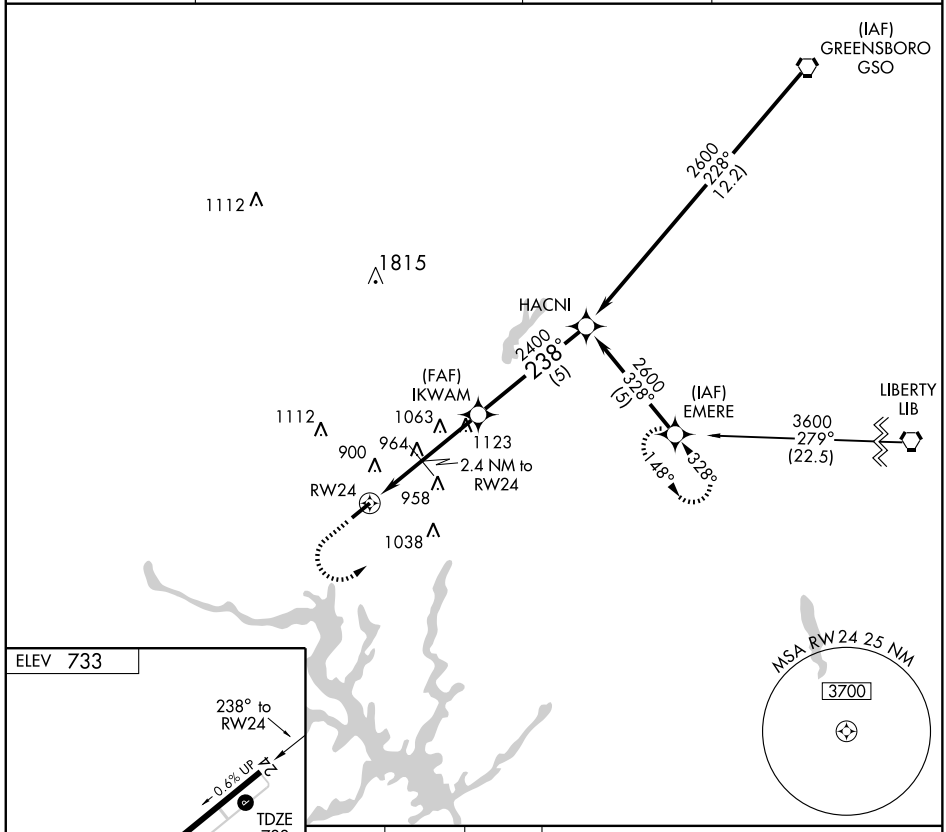
APP CRS	Rwy Idg	5004
238°	TDZE	733
	Apt Elev	733

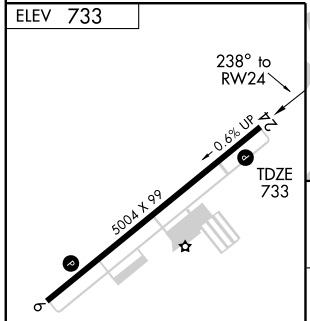
GPS RWY 24

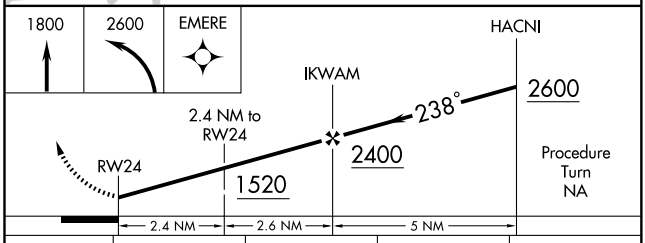
LEXINGTON/ DAVIDSON COUNTY (EXX)

NA Use Greensboro altimeter setting.	MISSED APPROACH: Climb to1800 then climbing left turn to 2600 direct EMERE WP and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	1320-1	587 (600-1)	1320-1½ 587 (600-1½)	NA
CIRCLING	1320-1	587 (600-1)	1320-1½ 587 (600-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-EXX	APP CRS	Rwy Idg	5004
108.75	058°	TDZE	733
Chan 24 (Y)		Apt Elev	733

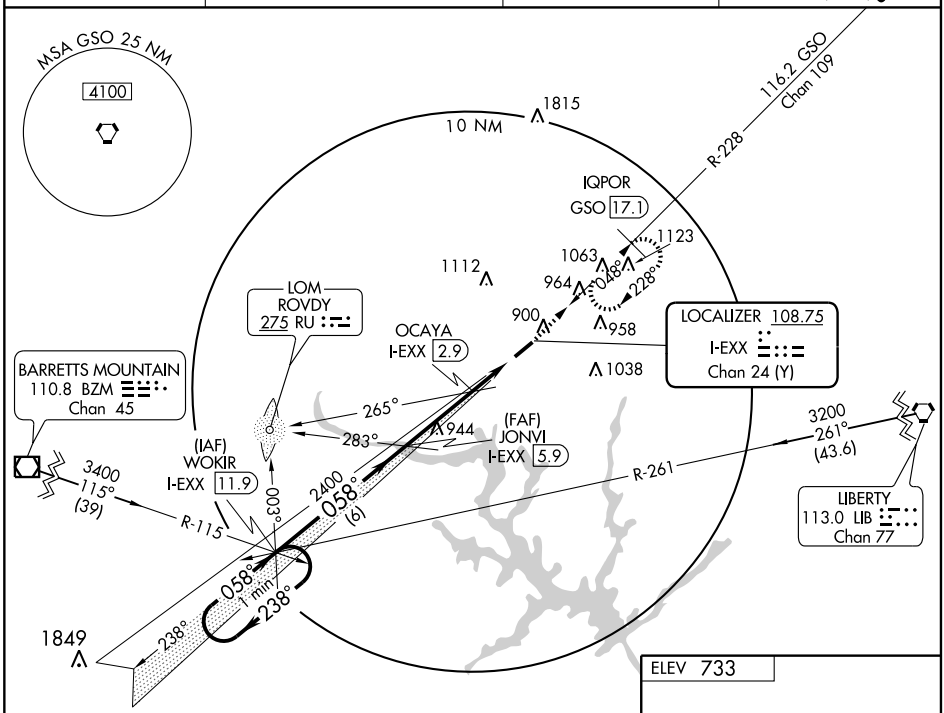
ILS or LOC/DME RWY 6

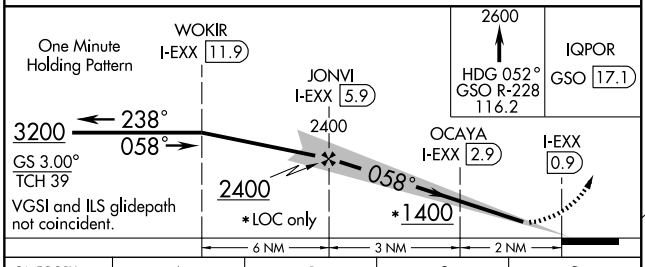
LEXINGTON/DAVIDSON COUNTY (EXX)

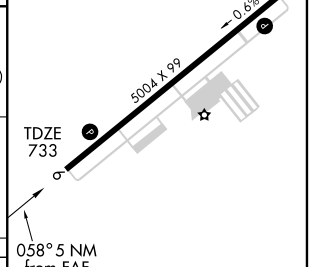
▼ NA — If local altimeter setting not received, use Salisbury altimeter setting and increase DA to 970 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2600 via heading 052° and GSO R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	933-1 200 (200-1)			NA
S-LOC 6	1120-1 387 (400-1)			NA
CIRCLING	1200-1 467 (500-1)		1220-1½ 487 (500-1½)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME GSO	APP CRS	Rwy Idg	5004
116.2	228°	TDZE	733
Chan 109		Apt Elev	733

VOR/DME RWY 24

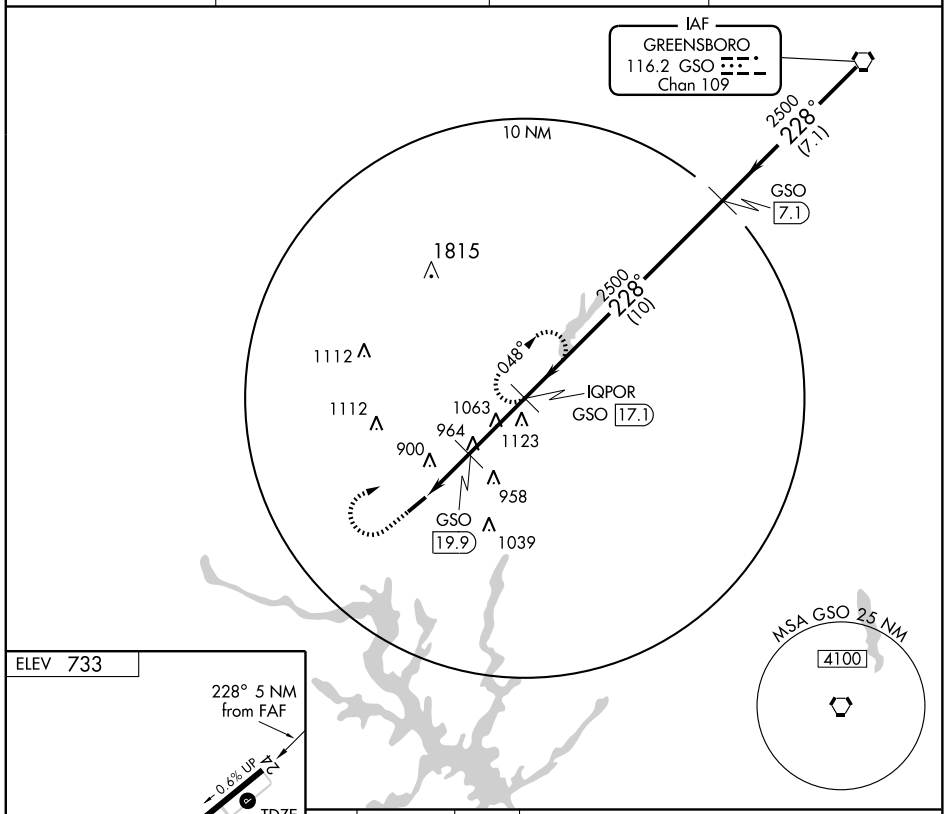
LEXINGTON/ DAVIDSON COUNTY (EXX)

NA

Use Greensboro altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn via GSO R-228 to 2500 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	118.5 327.075	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1360-1 627 (700-1)	1360-1¼ 627 (700-1¼)	1360-1¾ 627 (700-1¾)	NA
CIRCLING	1360-1 627 (700-1)	1360-1¼ 627 (700-1¼)	1360-1¾ 627 (700-1¾)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3800
024°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 2

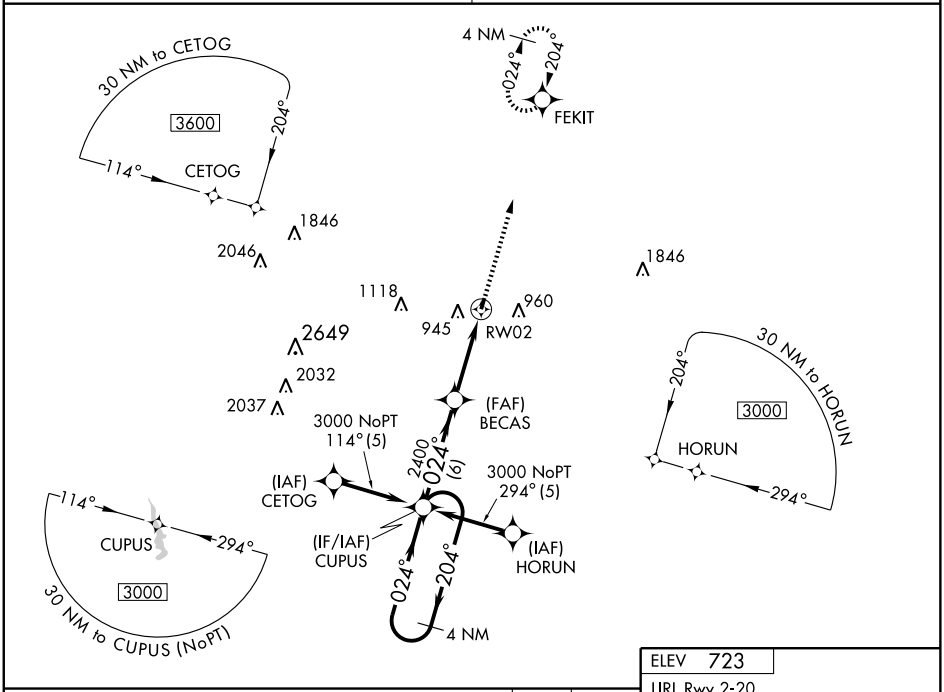
LIBERTY/CAUSEY (2A5)

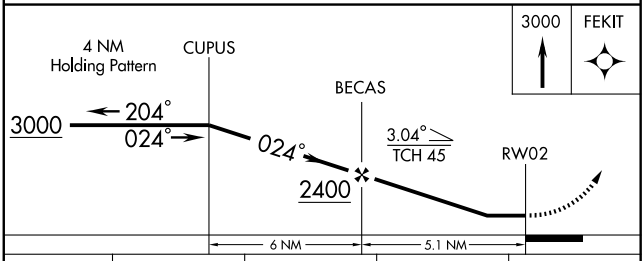
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

NA

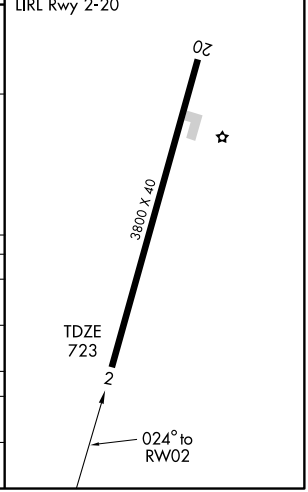
MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	**122.8** (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA



APP CRS	Rwy Idg	3800
204°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 20

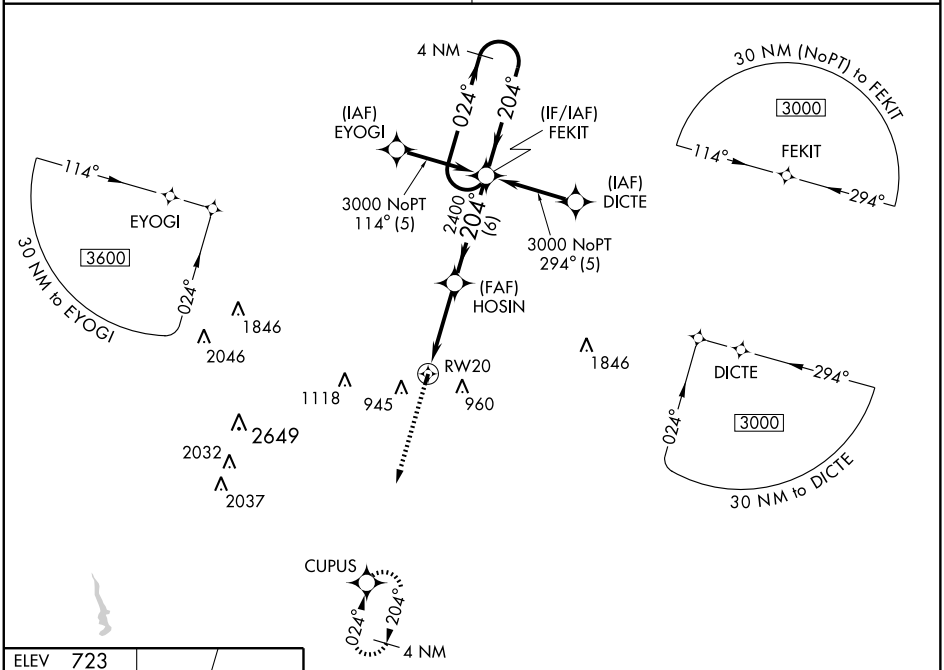
LIBERTY/CAUSEY (2A5)

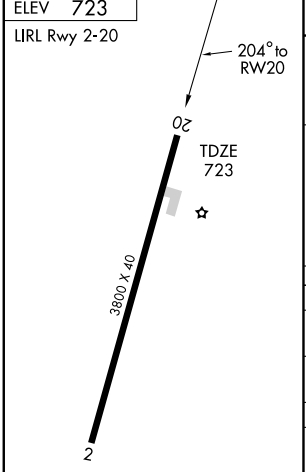
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.

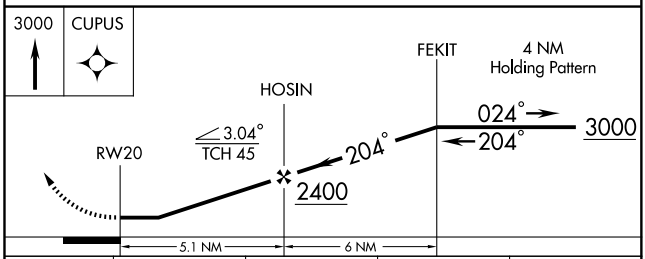
NA

MISSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1140-1 417 (500-1)		1140-1¼ 417 (500-1¼)	NA
CIRCLING	1180-1 457 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 457 (500-1)		1180-1¼ 457 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC LIB	APP CRS	Rwy Idg	3800
113.0	360°	TDZE	723
Chan 77		Apt Elev	723

VOR RWY 2

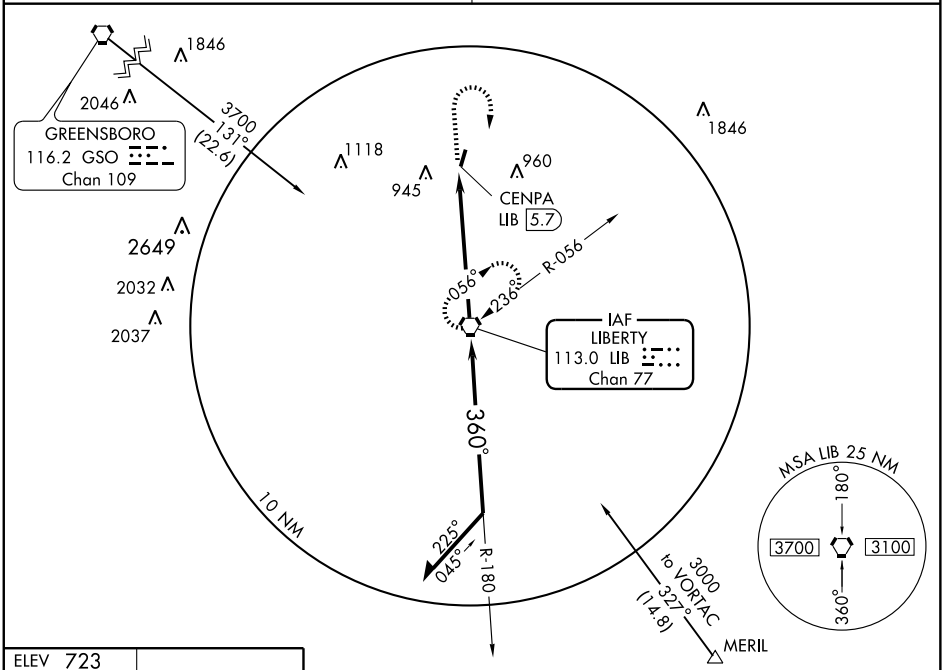
LIBERTY/CAUSEY (2A5)

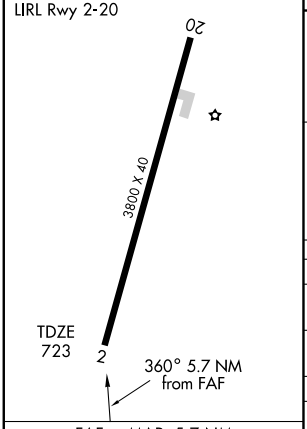
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums.

NA

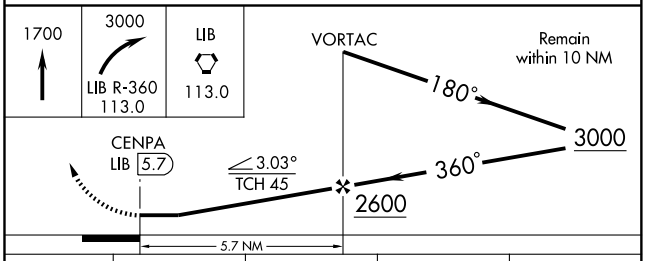
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 via LIB R-360 to LIB VORTAC and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	122.8 (CTAF)





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

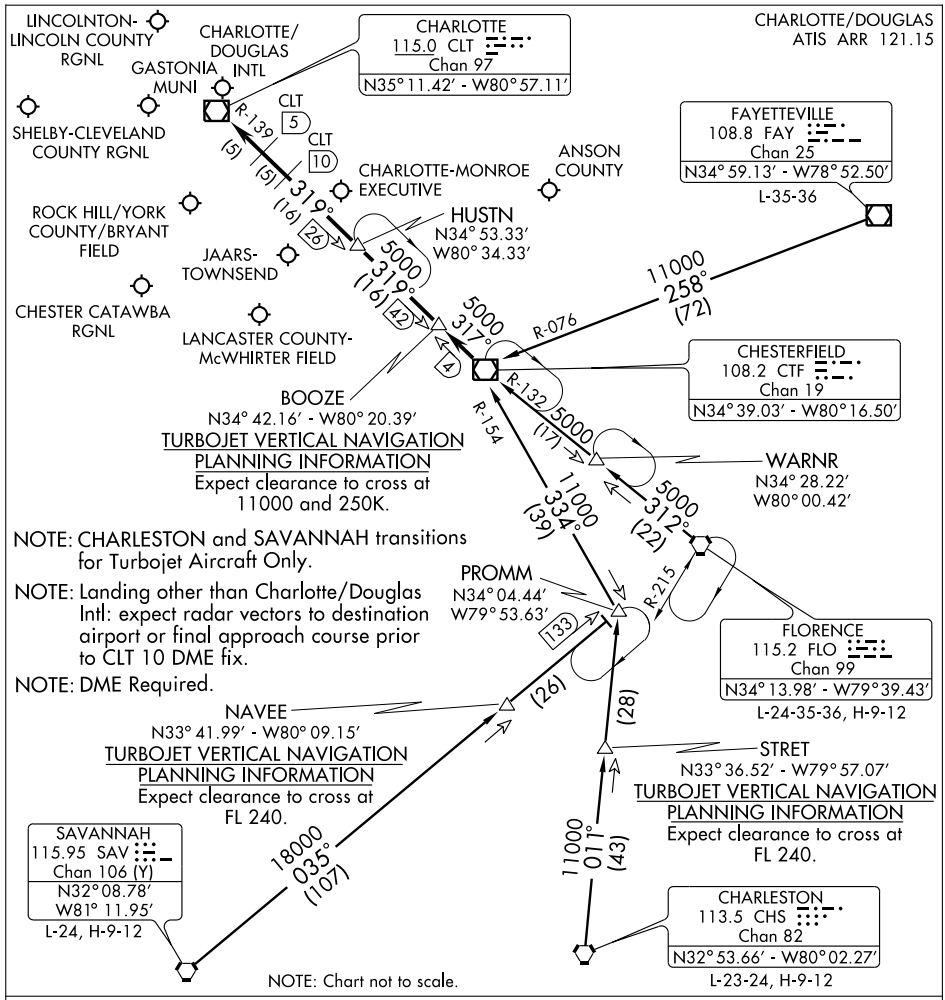


CATEGORY	A	B	C	D
S-2	1220-1 497 (500-1)		1220-1¼ 497 (500-1¼)	NA
CIRCLING	1220-1 497 (500-1)	1260-1 537 (600-1)	1260-1½ 537 (600-1½)	NA
BURLINGTON–ALAMANCE ALTIMETER SETTING MINIMUMS				
S-2	1260-1 537 (600-1)		1260-1½ 537 (600-1½)	NA
CIRCLING	1260-1 537 (600-1)	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-IPJ	APP CRS	Rwy Idg	5290
111.15	234°	TDZE	873
Chan 48 (Y)		Apt Elev	875

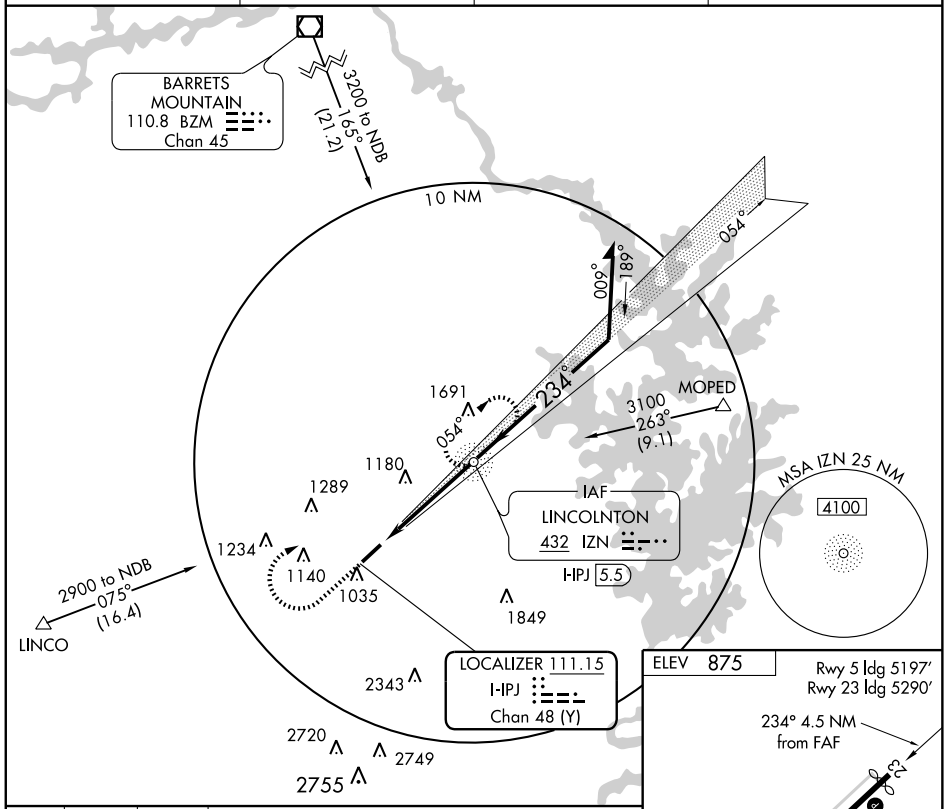
LOC RWY 23

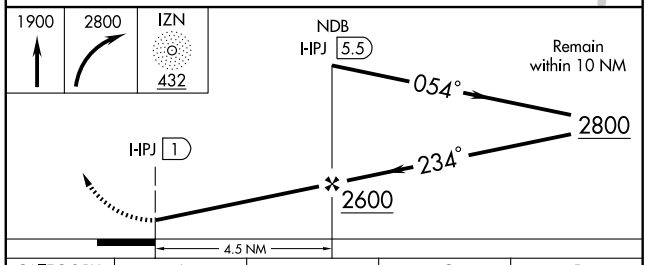
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

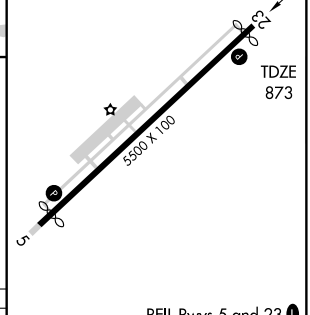
If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.
ADF REQUIRED

MISSED APPROACH: Climb to 1900, then climbing right turn to 2800 direct IZN NDB and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-23	1340-1 467 (500-1)		1340-1¼ 467 (500-1¼)	1340-1½ 467 (500-1½)
CIRCLING	1400-1 525 (600-1)		1420-1½ 545 (600-1½)	1540-2 665 (700-2)

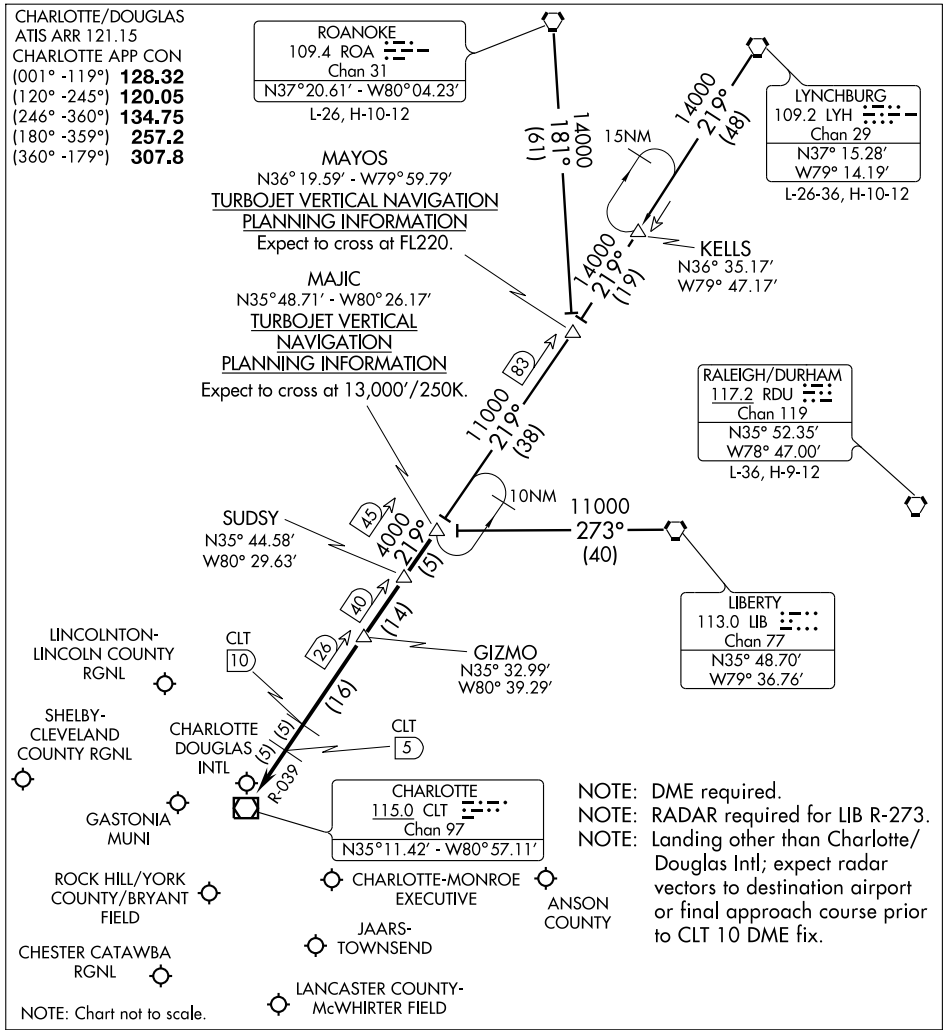
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB IZN	APP CRS	Rwy ldg	5290
432	235°	TDZE	873
		Apt Elev	875

NDB or GPS RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

▼ If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 80 feet.
▲ NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 2900 direct IZN NDB and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L

BARRETTS MOUNTAIN
110.8 BZM
Chan 45

3200 to NDB
165°
(21.2)

10 NM

R-157

(CFLLM)
I-IPJ 8.5

010°
190°
055°
235°

1691
055°
3100
263°
(9.1)
MOPED

LOCALIZER 111.15
I-IPJ
Chan 48 (Y)

IAF
LINCOLNTON
432 IZN
I-IPJ 5.5

MSA IZN 25 NM
4100

1180
1289
1234
1140
1035
RW23
1849
2343
2720
2749
2755

2900 to NDB
075°
(16.4)
LINCO

ELEV 875
Rwy 5 ldg 5197′
Rwy 23 ldg 5290′

235° 4.5 NM
from FAAF

23
TDZE
873
5500 X 100
5

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

1900	2900	IZN
		432

NDB
I-IPJ 5.5

Remain
within 10 NM

055°
(CFLLM)
I-IPJ 8.5
2900

RW23
I-IPJ 1

235°
2900
235°
2900
2600

4.5 NM
3 NM

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-23	1480-1	607 (700-1)	1480-1¾ 607 (700-1¾)	1480-2 607 (700-2)
CIRCLING	1480-1	605 (700-1)	1480-1¾ 605 (700-1¾)	1540-2 665 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5197
CH 78408	053°	TDZE	875
W05A		Apt Elev	877

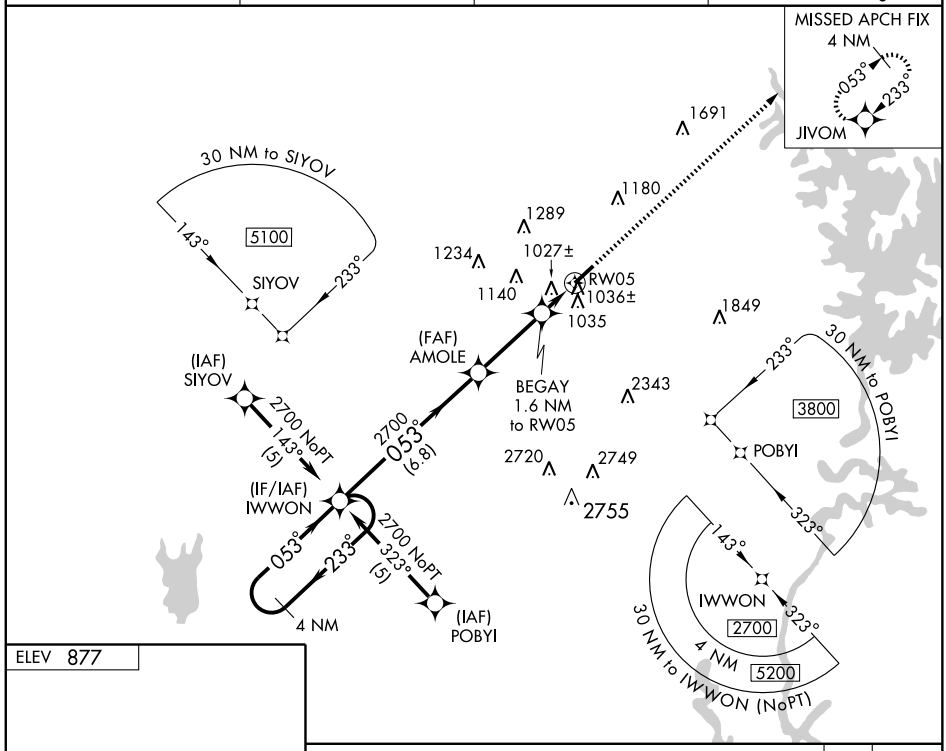
RNAV (GPS) RWY 5

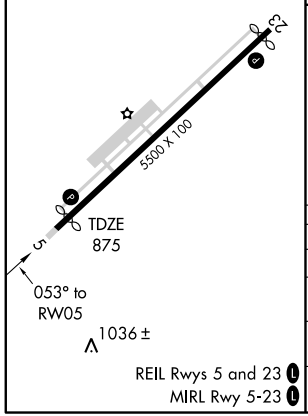
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

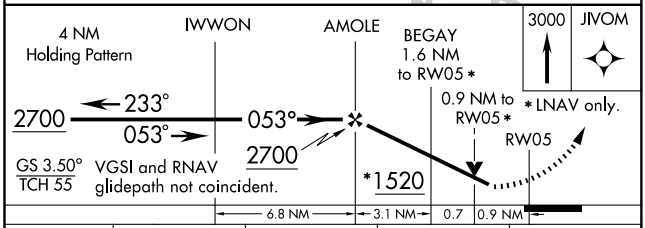
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1306-1¼ 431 (500-1¼)			NA
LNAV/ VNAV DA	1341-1½ 466 (500-1½)			NA
LNAV MDA	1300-1 425 (500-1)		1300-1¼ 425 (500-1¼)	NA
CIRCLING	1340-1 463 (500-1)		1340-1½ 463 (500-1½)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 69210 W23A	APP CRS 233°	Rwy Idg 5290 / TDZE 872 / Apt Elev 877

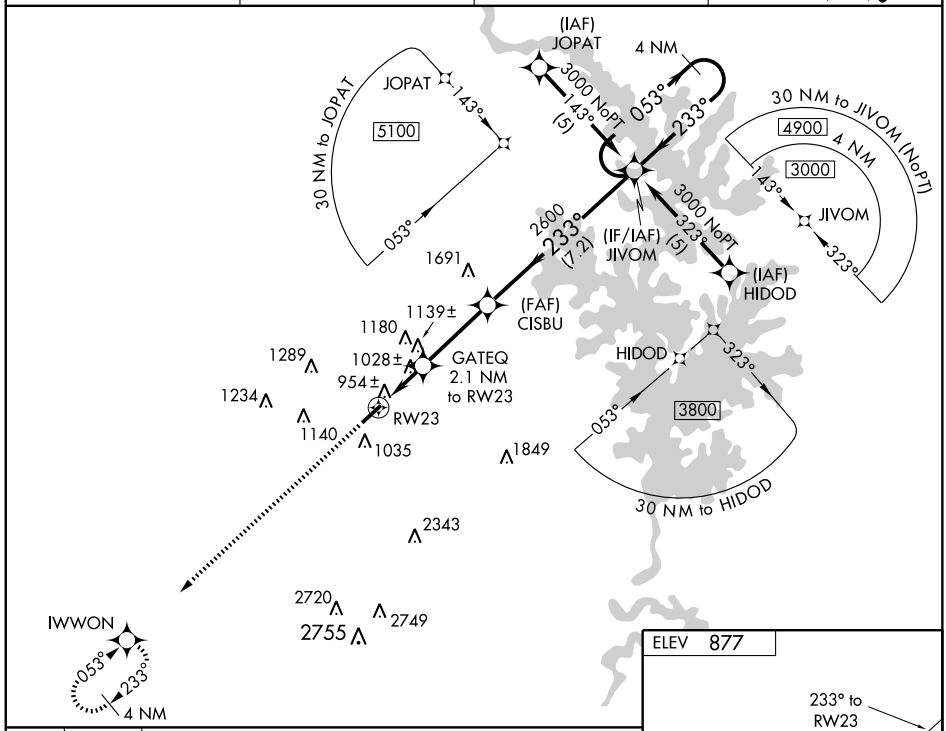
RNAV (GPS) RWY 23

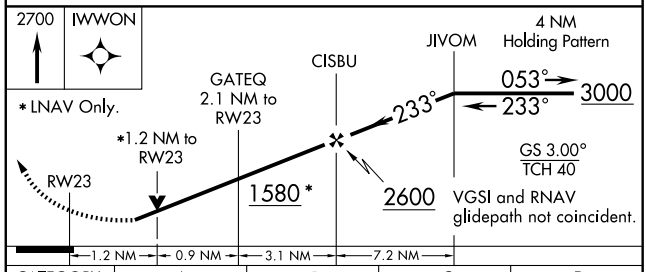
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

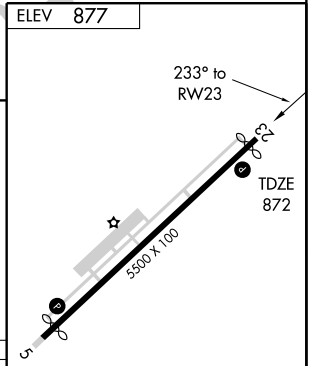
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile, increase Circling visibility Cat D ½ mile.

MISSED APPROACH: Climb to 2700 direct IWWON and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L



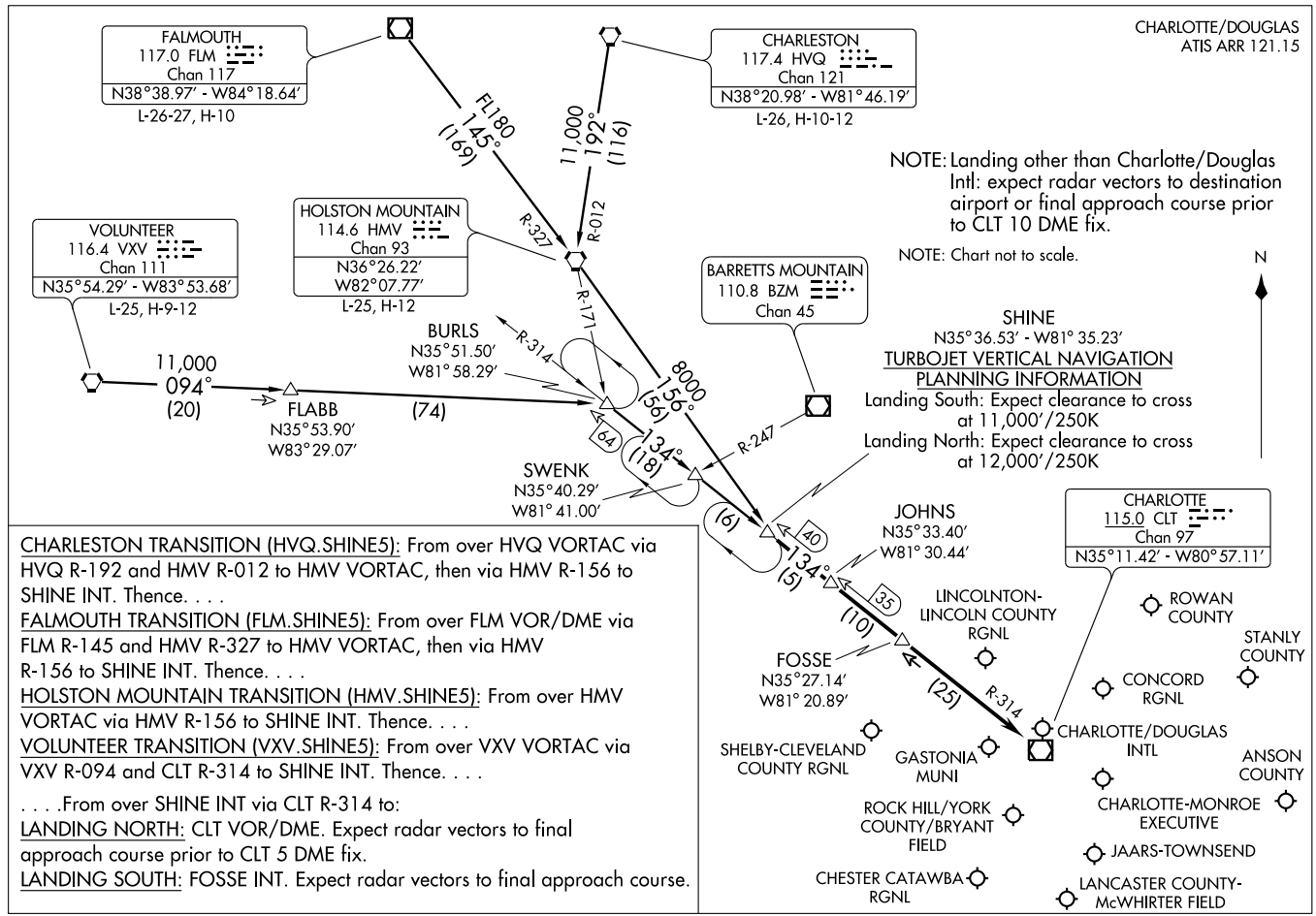




CATEGORY	A	B	C	D
LPV DA		1187-1¼	315 (400-1¼)	
LNAV/VNAV DA		1224-1¼	352 (400-1¼)	
LNAV MDA	1280-1 408 (500-1)		1280-1¼	408 (500-1¼)
CIRCLING	1340-1 463 (500-1)		1340-1½ 463 (500-1½)	1540-2 663 (700-2)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

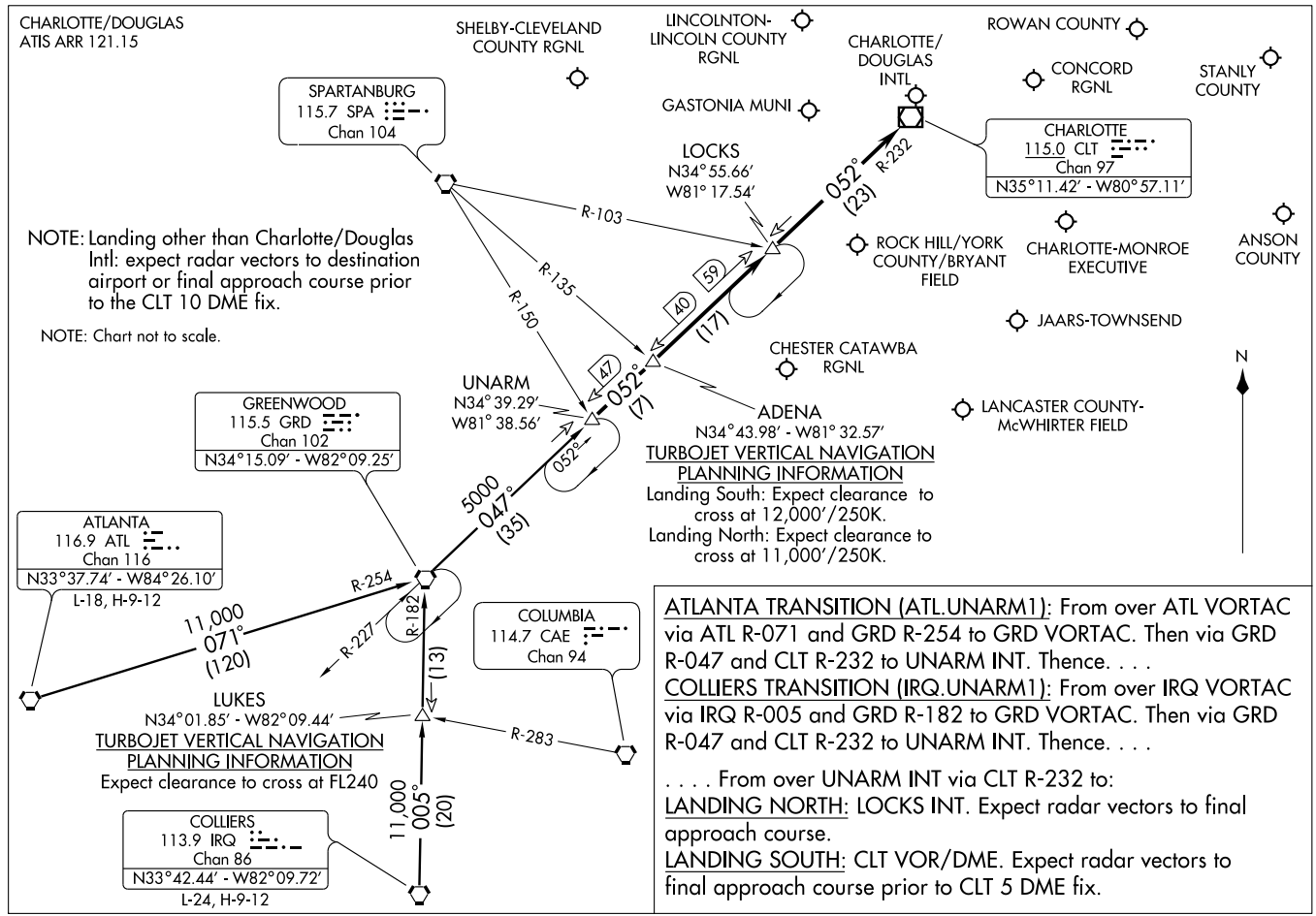
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LOC/DME I-LHZ	APP CRS	Rwy Idg 5498
109.35	045°	TDZE 366
Chan 30 (Y)		Apt Elev 369

ILS or LOC RWY 5

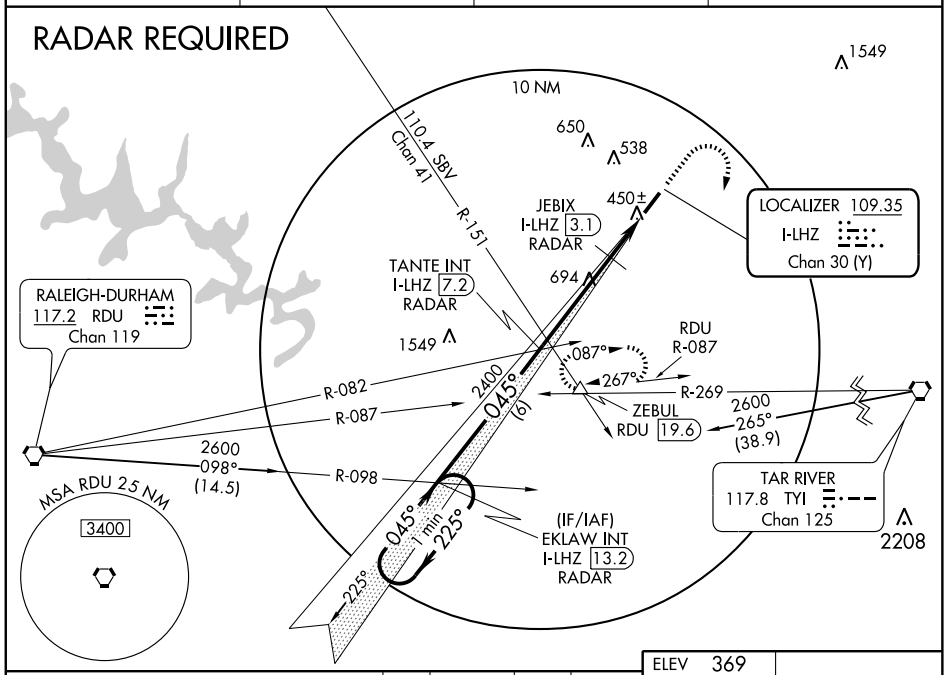
LOUISBURG/ FRANKLIN COUNTY (LHZ)

NA If local altimeter setting not received, use Raleigh-Durham altimeter setting; increase DH to 681 feet; increase all MDAs 80 feet. VDP NA with Raleigh-Durham altimeter setting.

MALSF

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via heading 190° and RDU R-087 to ZEBUL INT/RDU 19.6 DME and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L



VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

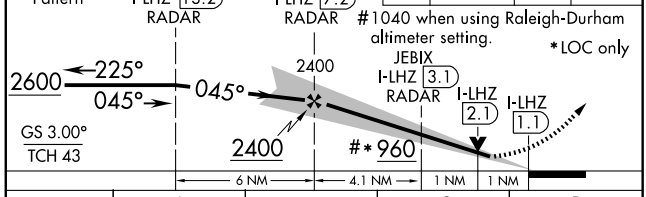
1400	2600	RDU R-087	ZEBUL
↑	HDG 190°		△

EKLAW INT I-LHZ 13.2 RADAR

TANTE INT I-LHZ 7.2 RADAR

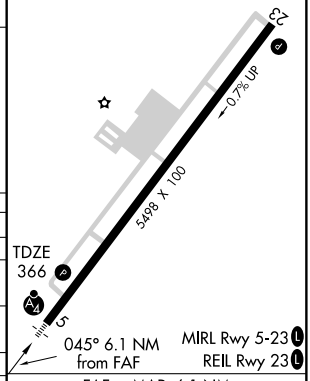
#1040 when using Raleigh-Durham altimeter setting.

*LOC only



CATEGORY	A	B	C	D
S-ILS 5	616-¾ 250 (300-¾)			
S-LOC 5	960-1 594 (600-1)		960-1½ 594 (600-1½)	960-1¾ 594 (600-1¾)
CIRCLING	960-1 591 (600-1)		960-1½ 591 (600-1½)	960-2 591 (600-2)
JEBIX FIX MINIMUMS				
S-LOC 5	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

ELEV 369



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5498
CH 90103	045°	TDZE	366
W05A		Apt Elev	369

RNAV (GPS) RWY 5

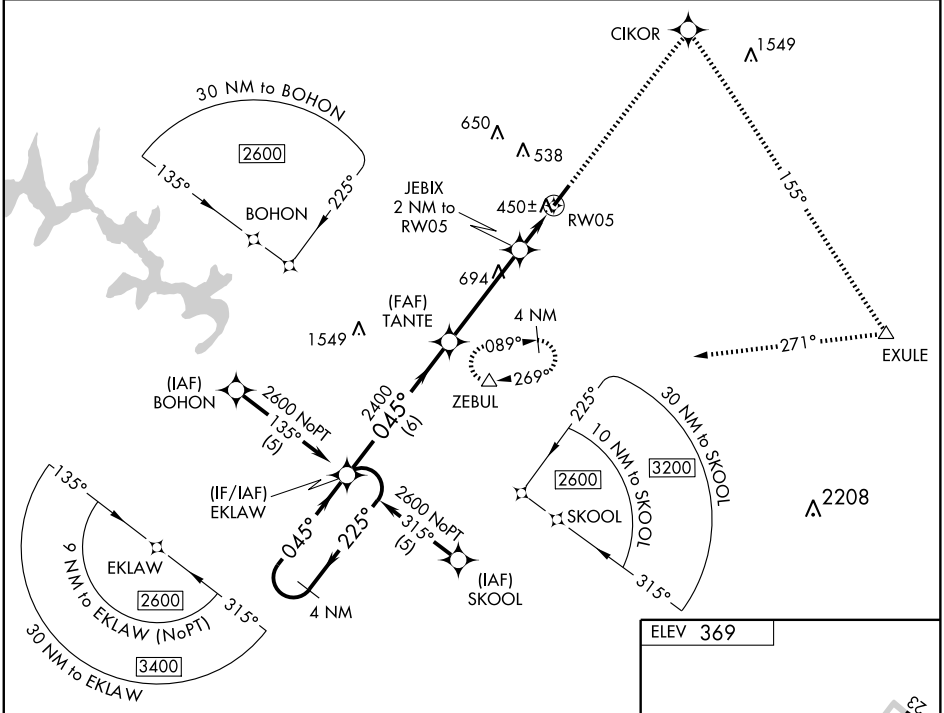
LOUISBURG/FRANKLIN COUNTY (LHZ)

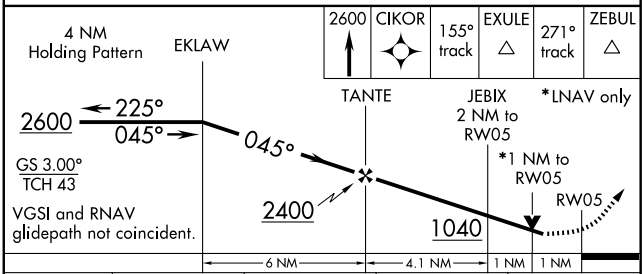
If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase DA to 725 feet; increase all MDAs 80 feet.
VDP NA when using Raleigh-Durham altimeter setting.
DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 23 NA at night.

MALSF

MISSED APPROACH: Climb to 2600 direct CIKOR and via 155° track to EXULE and via 271° track to ZEBUL and hold.

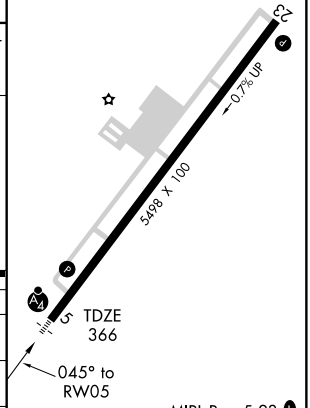
AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L





2600	CIKOR	155° track	EXULE	271° track	ZEBUL
↑	✧		△		△

ELEV 369



MIRL Rwy 5-23 L
REIL Rwy 23 L

CATEGORY	A	B	C	D
LPV DA	660-1 294 (300-1)			
LNAV MDA	700-1 334 (400-1)			
CIRCLING	800-1 431 (500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5498
226°	TDZE	351
	Apt Elev	369

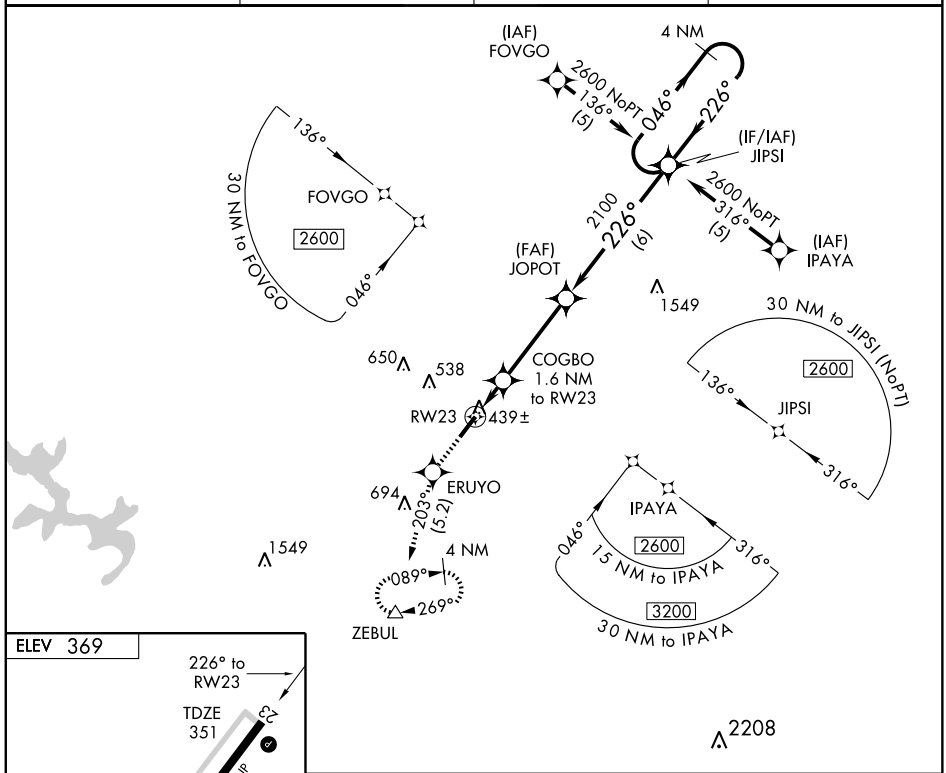
RNAV (GPS) RWY 23

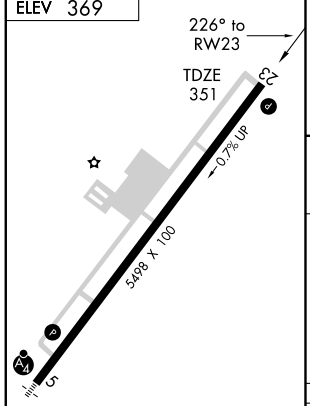
LOUISBURG/ FRANKLIN COUNTY (LHZ)

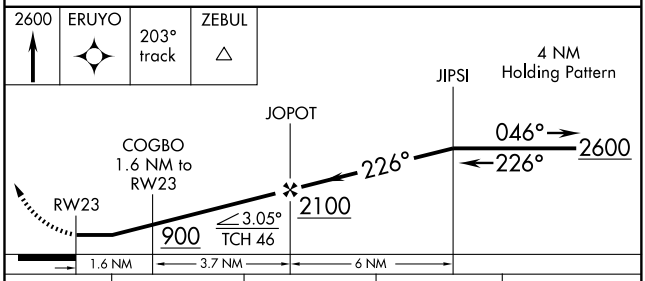
If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet.
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ERUYO and via 203° track to ZEBUL and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L





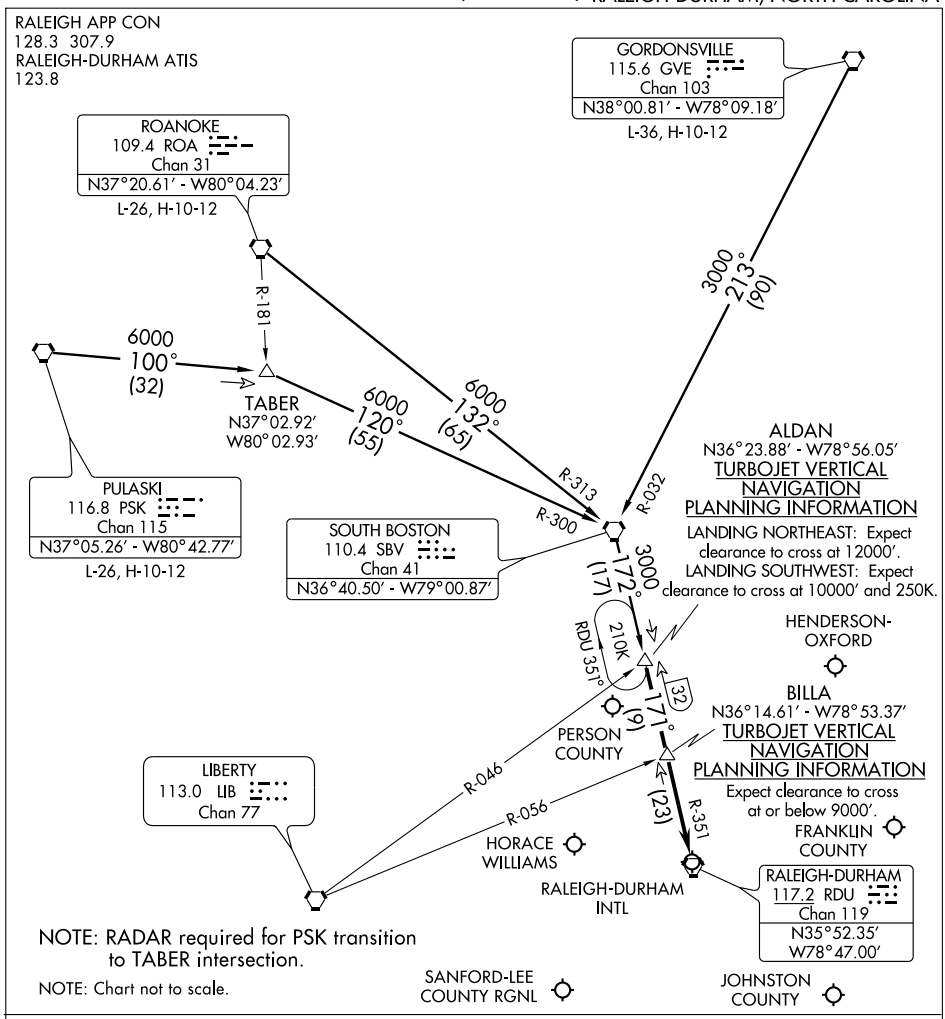


CATEGORY	A	B	C	D
LNAV MDA	700-1 349 (400-1)			700-1¼ 349 (400-1¼)
CIRCLING	800-1 431(500-1)	820-1 451 (500-1)	820-1½ 451 (500-1½)	920-2 551 (600-2)

MIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC RDU 117.2 Chan 119	APP CRS 072°	Rwy Idg N/A TDZE N/A Apt Elev 369

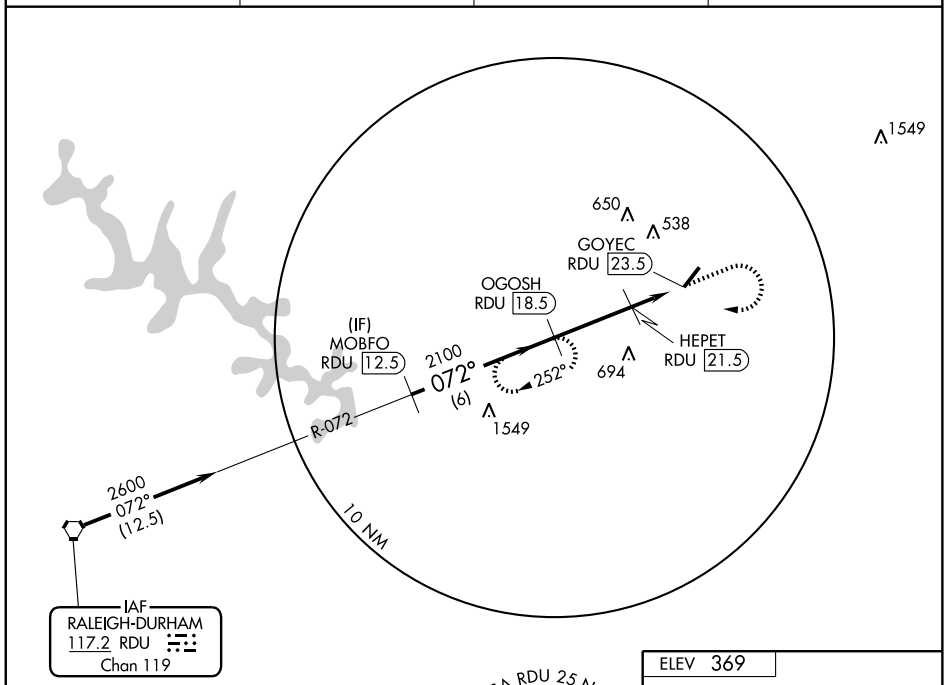
VOR/DME-A

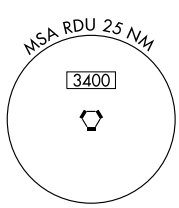
LOUISBURG/ FRANKLIN COUNTY (LHZ)

⚠ If local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all MDAs 80 feet.

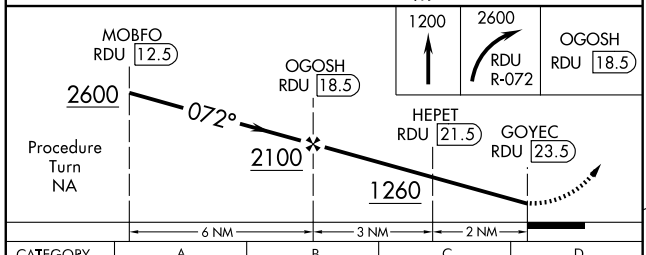
MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 via RDU R-072 to OGOSH/RDU 18.5 DME and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.325	125.3 380.05	135.075	123.0 (CTAF) L

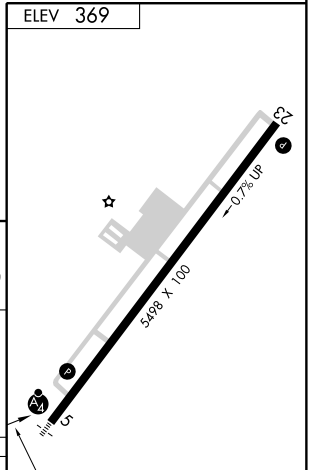




2349



CATEGORY	A	B	C	D
CIRCLING	1060-1	691 (700-1)	1060-2 691 (700-2)	1060-2¼ 691 (700-2¼)



SE-2, 17 DEC 2009 to 14 JAN 2010

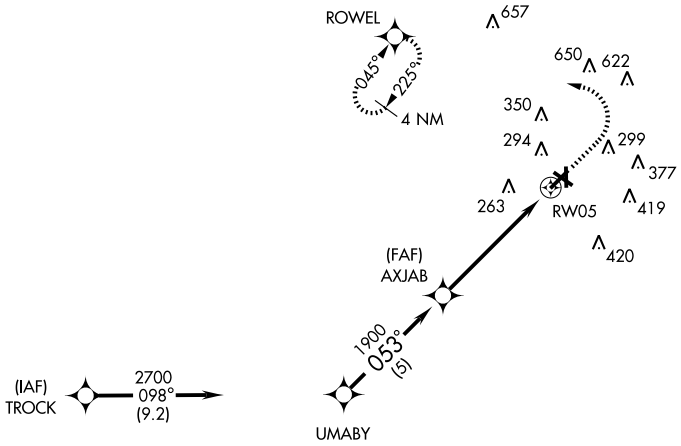
APP CRS	Rwy Idg	5340
053°	TDZE	124
	Apt Elev	126

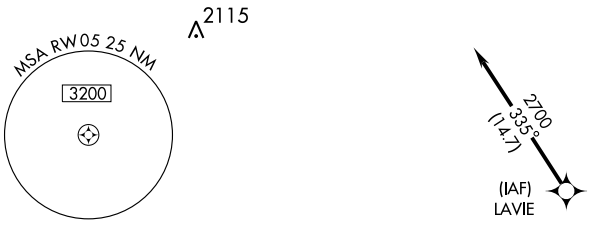
GPS RWY 5
LUMBERTON MUNI (LBT)

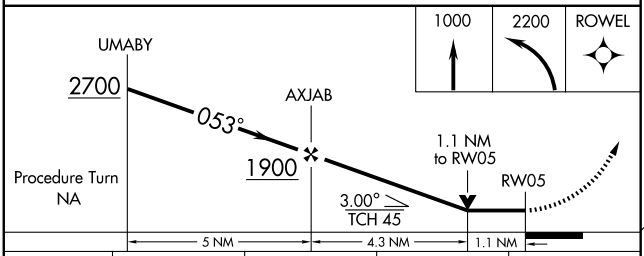
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct ROWEL WP and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L

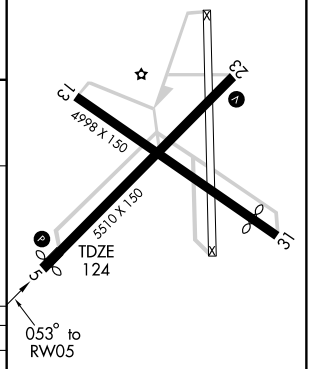






CATEGORY	A	B	C	D
S-5	520-1 396 (400-1)			NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA

ELEV 126 | Rwy 5 ldg 5340′ | Rwy 31 ldg 4408′



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

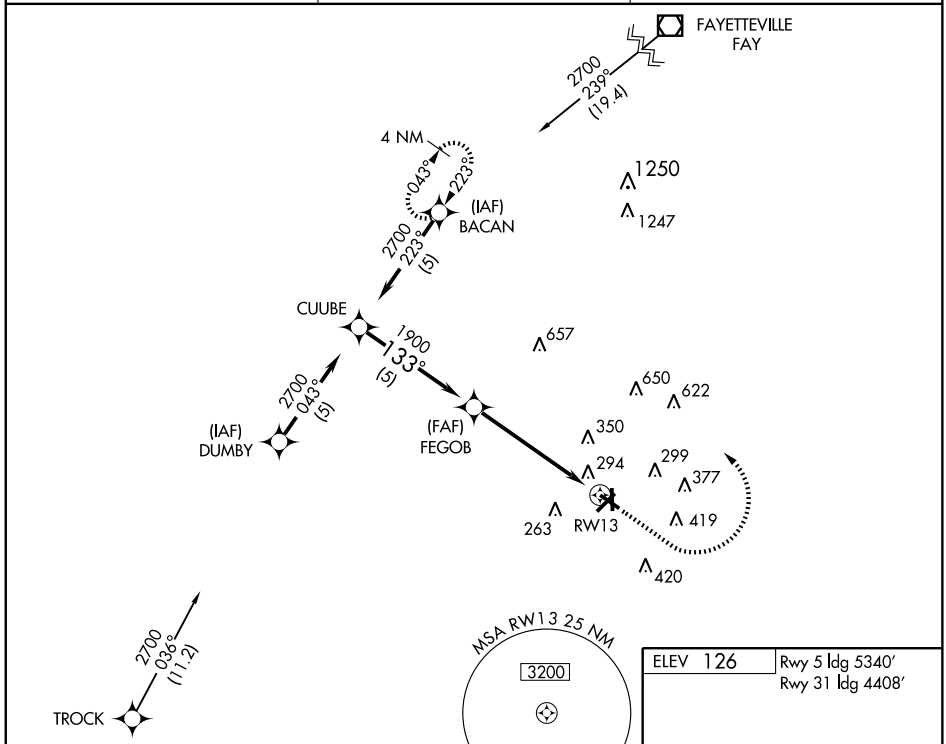
APP CRS	Rwy Idg	4998
133°	TDZE	125
	Apt Elev	126

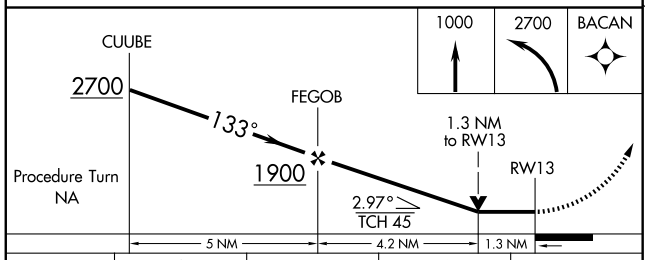
GPS RWY 13
LUMBERTON MUNI (LBT)

NA Straight-in minimums not authorized at night.

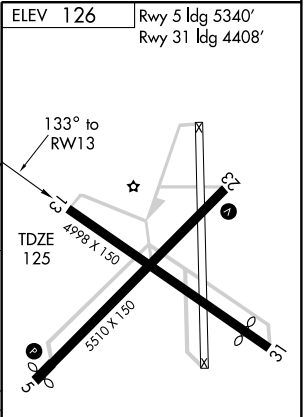
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 direct BACAN WP and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-JBD	APP CRS	Rwy Idg	5340
108.95	053°	TDZE	124
		Apt Elev	126

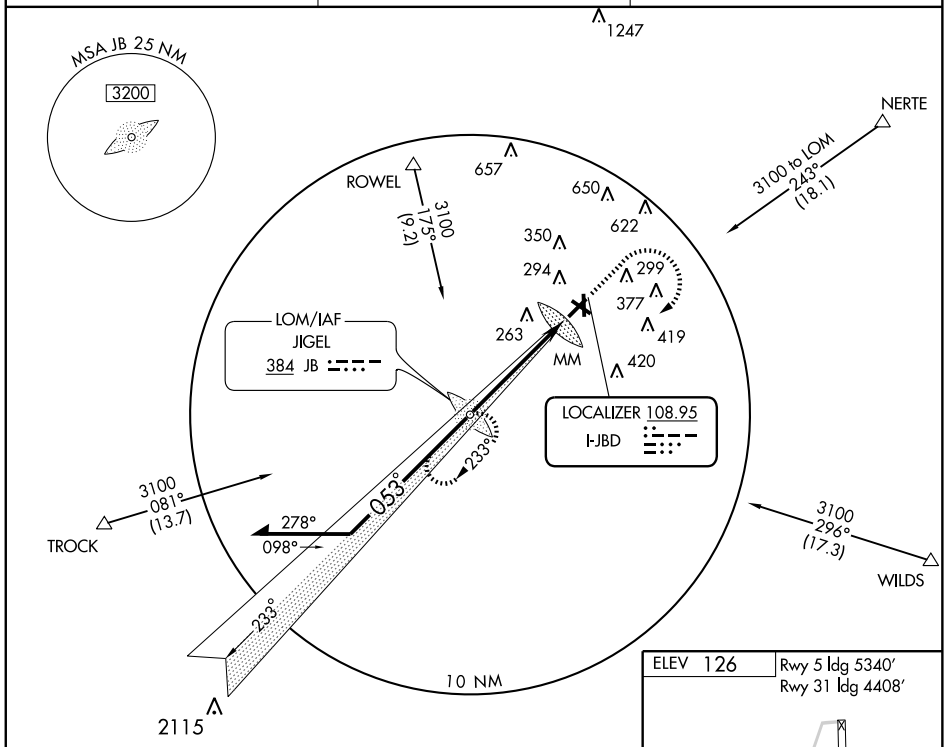
ILS RWY 5
LUMBERTON MUNI (LBT)

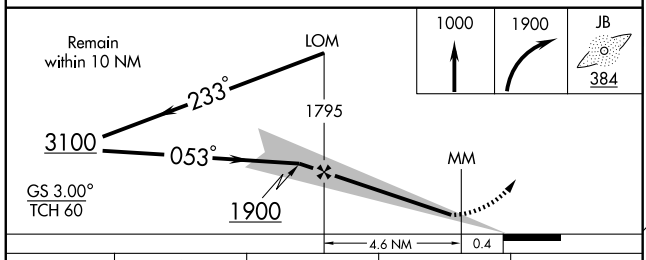
NA

ADF REQUIRED

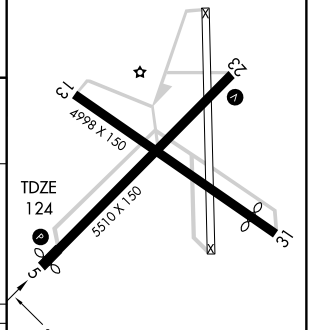
MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	324-¾ 200 (200-¾)			NA
S-LOC 5	500-1 376 (400-1)			NA
CIRCLING	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 17 DEC 2009 to 14 JAN 2010

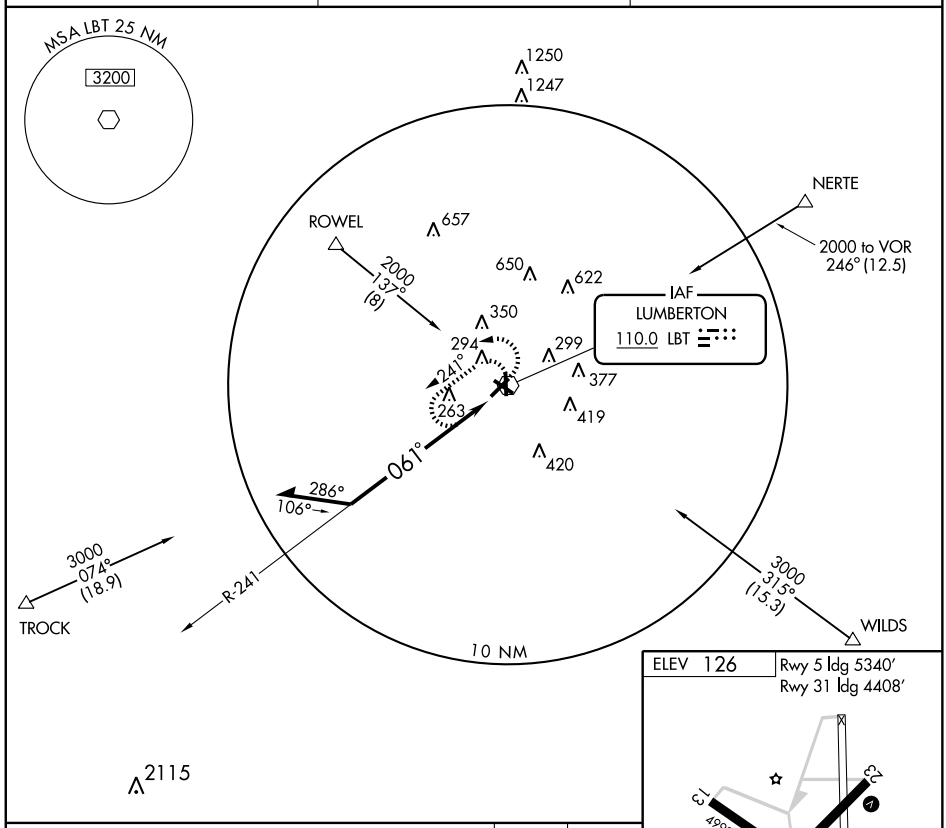
VOR LBT	APP CRS	Rwy ldg	5340
110.0	061°	TDZE	124
		Apt Elev	126

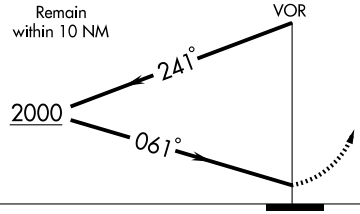
VOR RWY 5
LUMBERTON MUNI (LBT)

NA

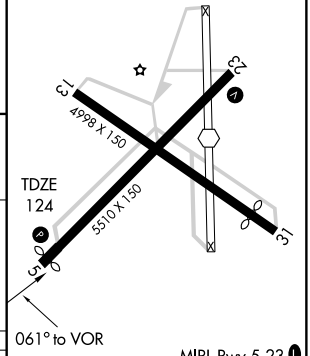
MISSED APPROACH: Climbing left turn to 2000 in LBT VOR holding pattern.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





2000	LBT
	110.0



CATEGORY	A	B	C	D
S-5	620-1	496 (500-1)	620-1¼ 496 (500-1¼)	NA
CIRCLING	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

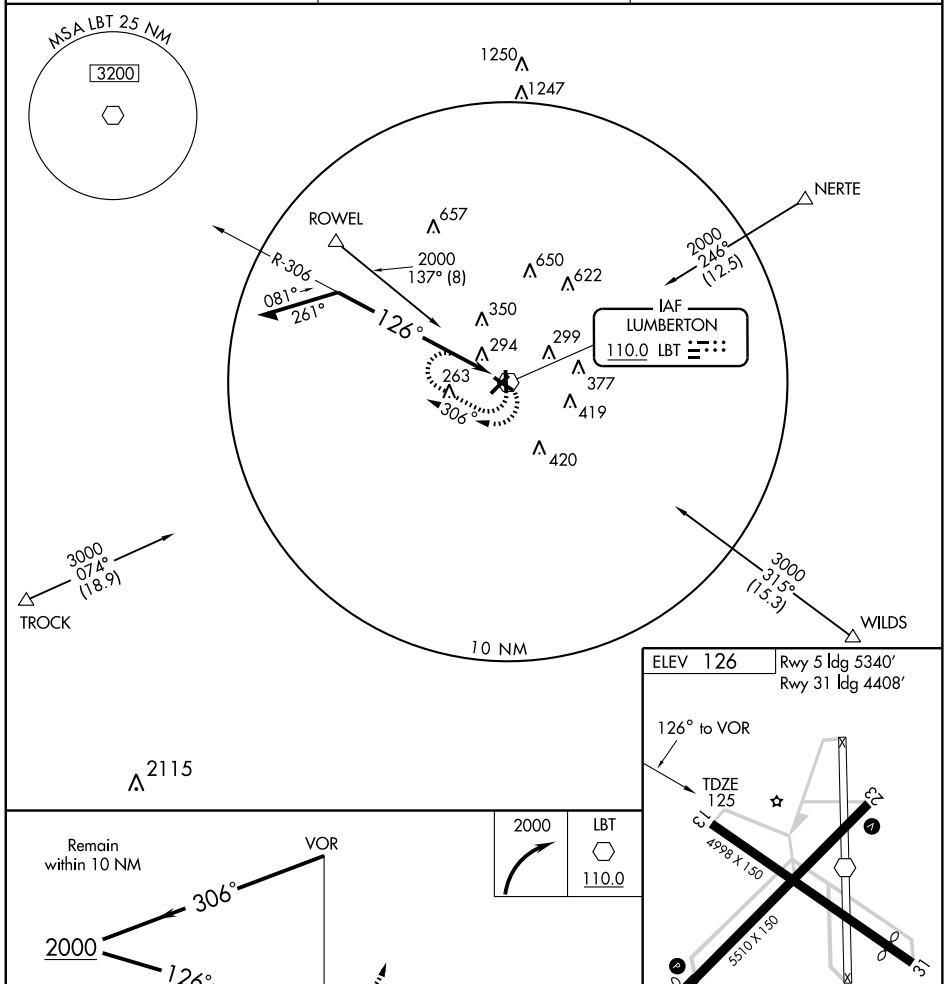
VOR LBT	APP CRS	Rwy Idg	4998
110.0	126°	TDZE	125
		Apt Elev	126

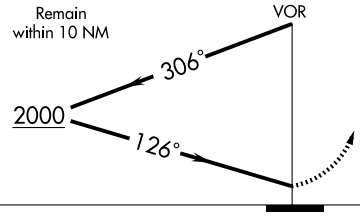
VOR RWY 13
LUMBERTON MUNI (LBT)

NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 2000 in LBT VOR holding pattern.

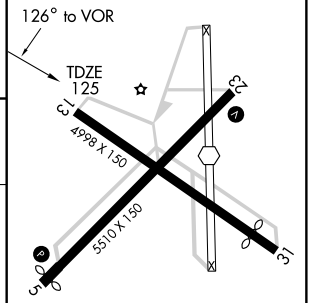
ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 295.0	122.8 (CTAF) L





2000	LBT
	110.0

ELEV 126 | Rwy 5 ldg 5340′ Rwy 31 ldg 4408′



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-13	660-1	535 (600-1)	660-1½ 535 (600-1½)	NA
CIRCLING	660-1	534 (600-1)	660-1½ 534 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

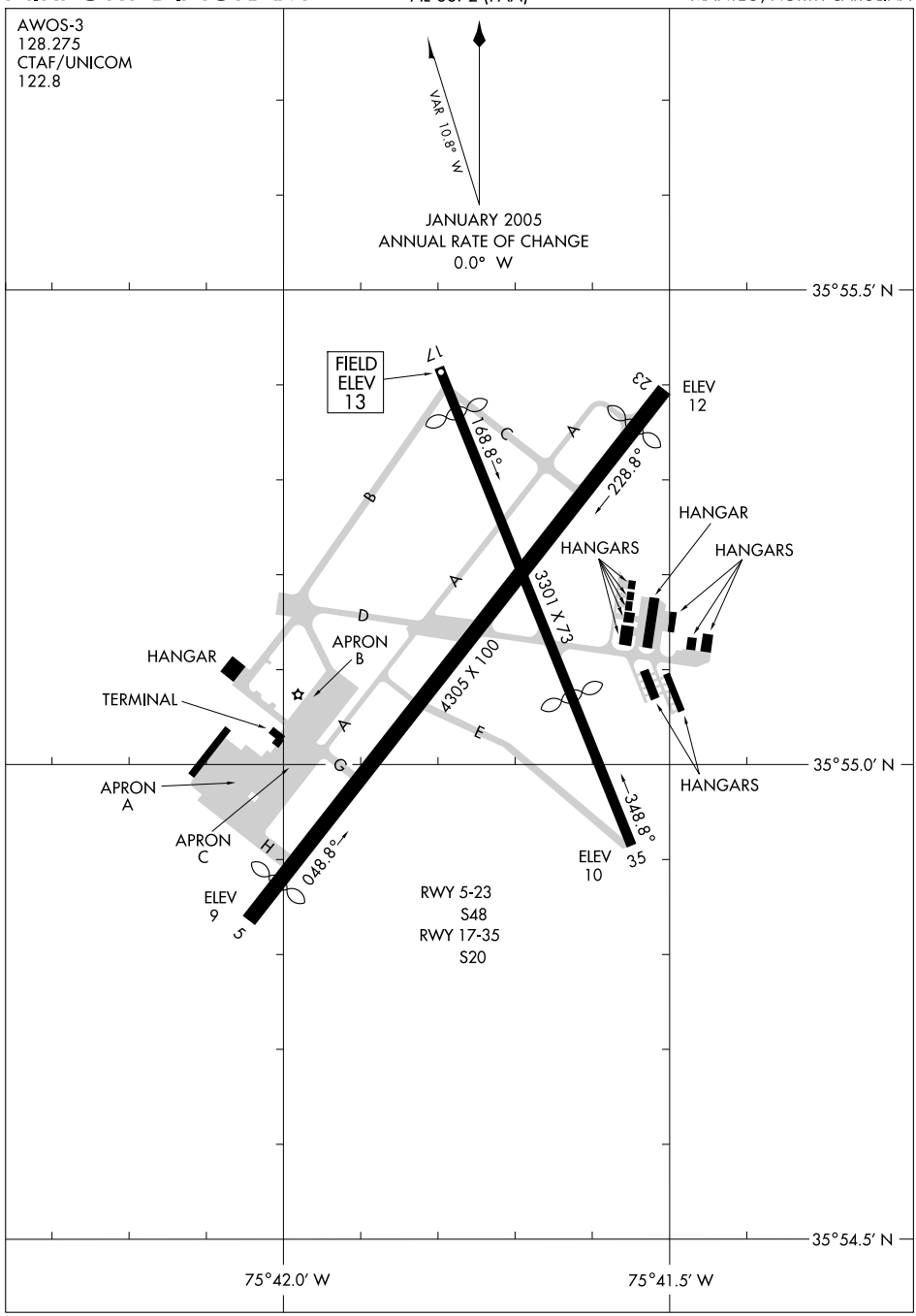
09239

AIRPORT DIAGRAM

AL-6372 (FAA)

MANTEO/ DARE COUNTY RGNL (MQI)

MANTEO, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
046°	TDZE	13
	Apt Elev	14

GPS RWY 5

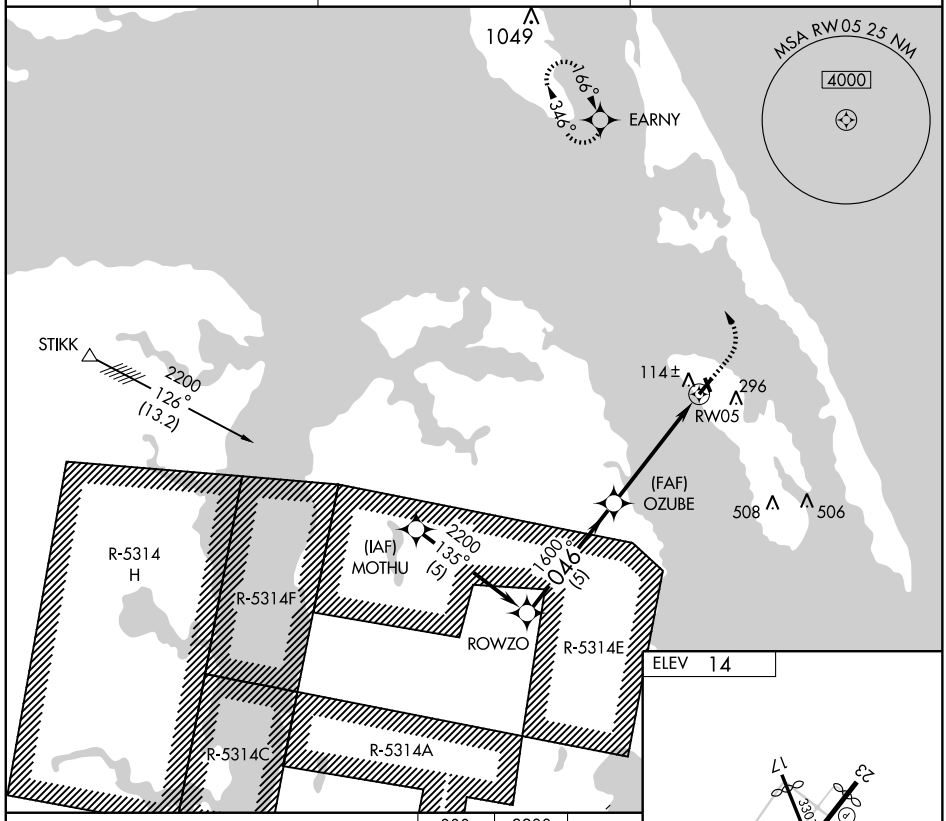
MANTEO/ DARE COUNTY RGNL (MQI)

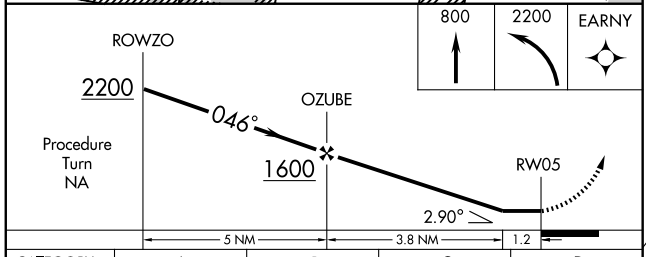
When R-5314 A,C,E,F,G or H in effect procedure not authorized.

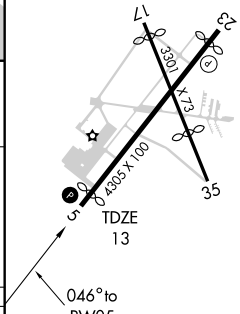
NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct EARNY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3012
166°	TDZE	14
	Apt Elev	14

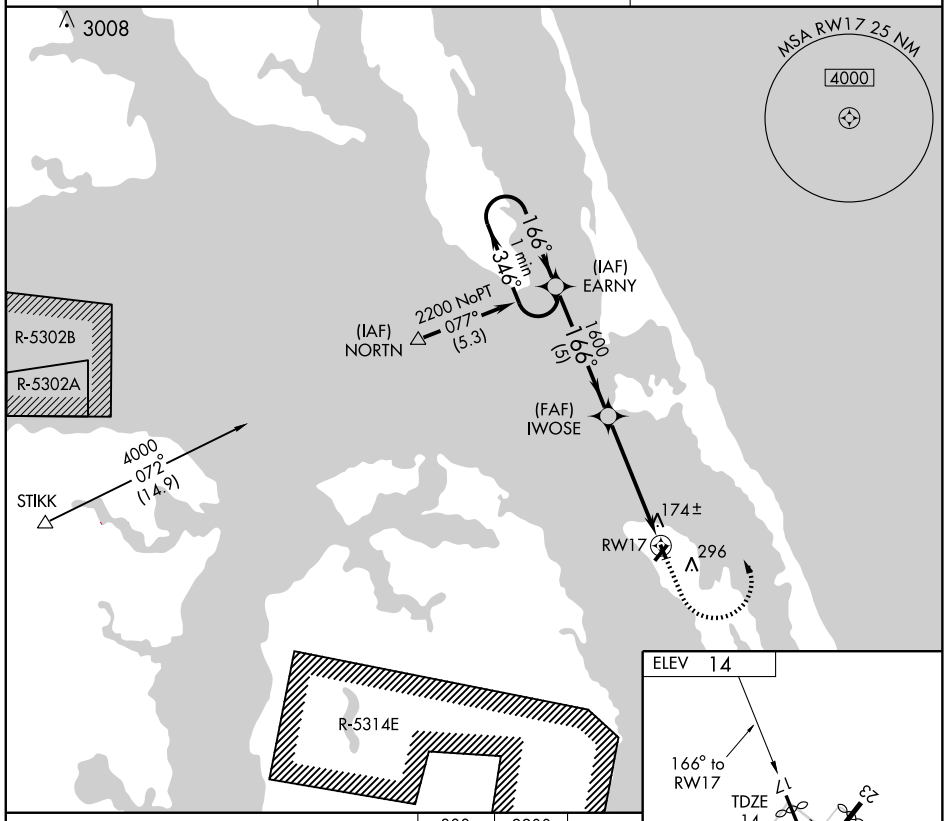
GPS RWY 17

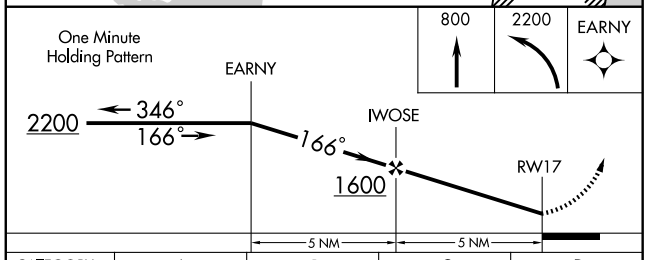
MANTEO/DARE COUNTY RGNL (MQI)

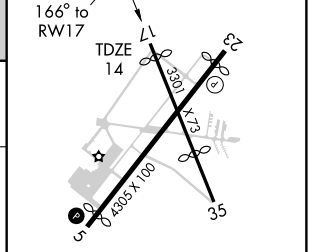
NA

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct EARNY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	440-1	426 (500-1)	440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1	586 (600-1)	600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4004
226°	TDZE	13
	Apt Elev	14

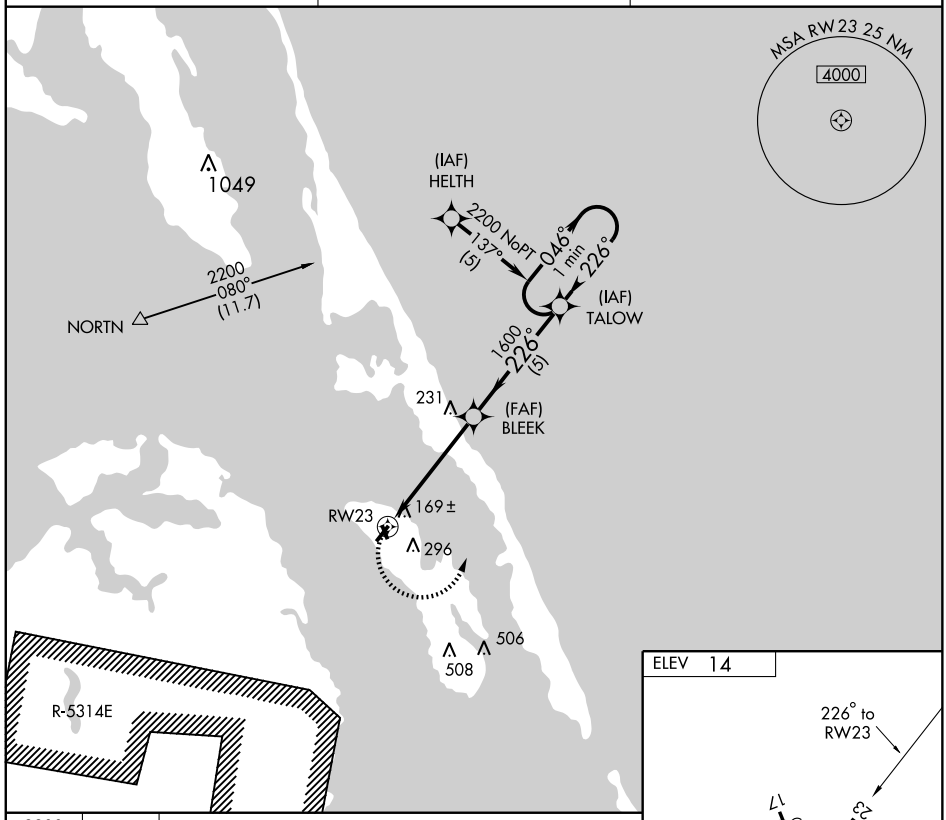
GPS RWY 23

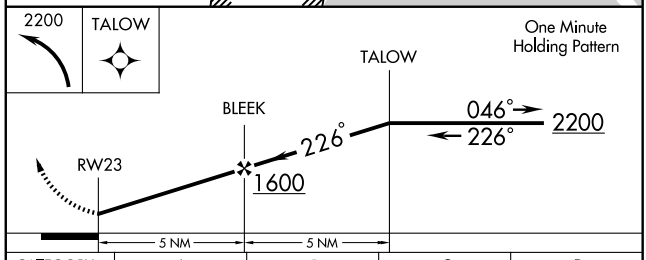
MANTEO/ DARE COUNTY RGNL (MQI)

NA

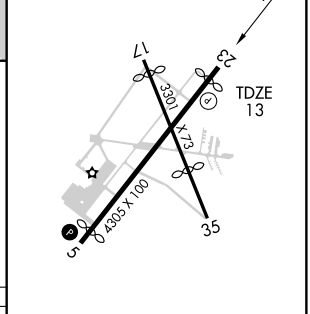
MISSED APPROACH: Climbing left turn to 2200 direct TALOW WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-23	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA



REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB MQI 370	APP CRS 060°	Rwy Idg 4000 TDZE 13 Apt Elev 14

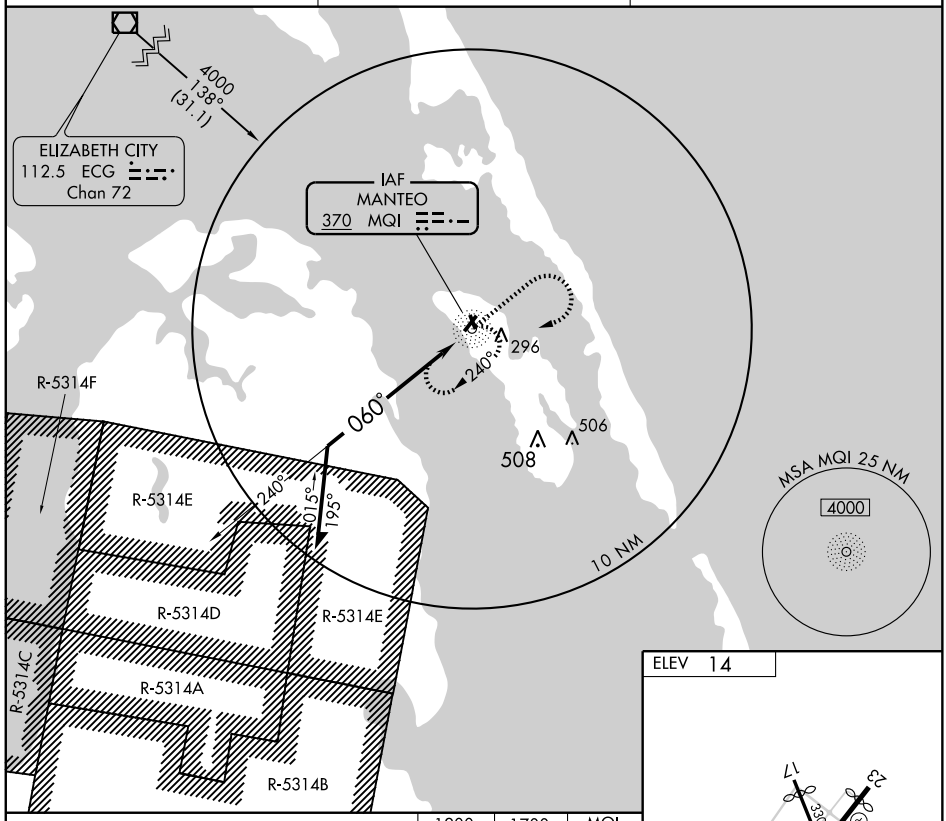
NDB RWY 5

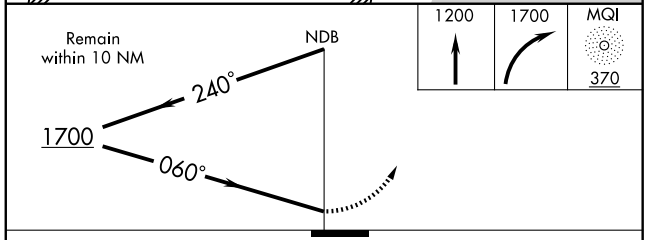
MANTEO/ DARE COUNTY RGNL (MQI)

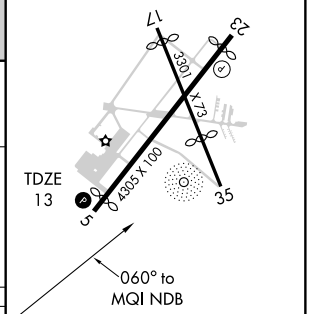
When R-5314-A, B, C, D, E, or F in effect procedure not authorized.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 direct MQI NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	NA
CIRCLING	640-1	626 (700-1)	640-1¾ 626 (700-1¾)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB MQI	APP CRS	Rwy ldg	3012
370	174°	TDZE	14
		Apt Elev	14

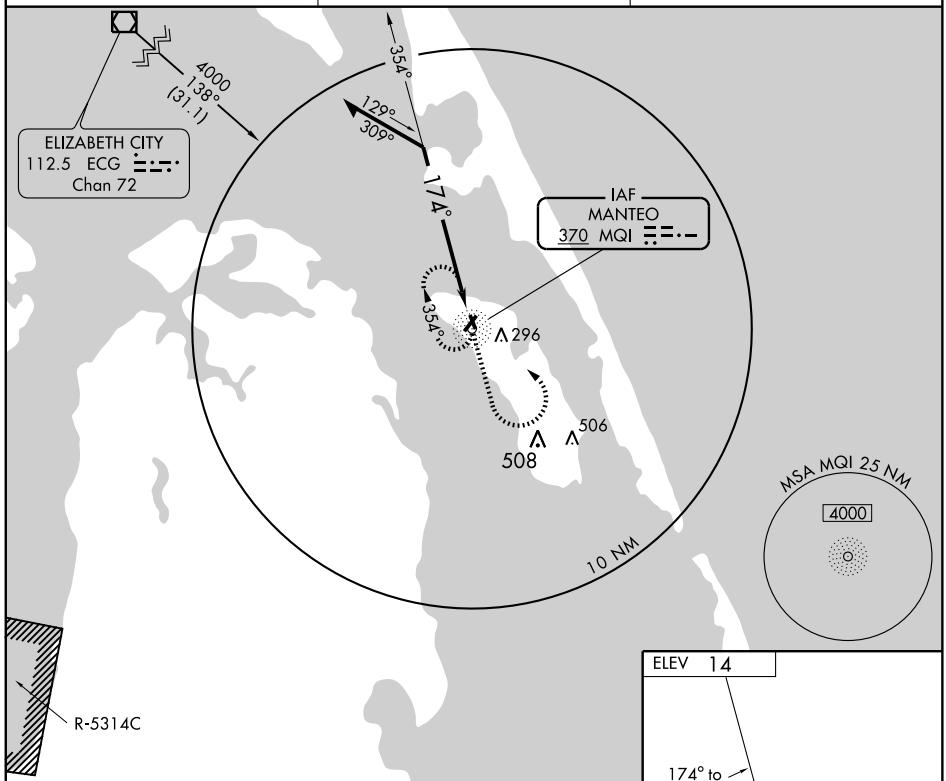
NDB RWY 17

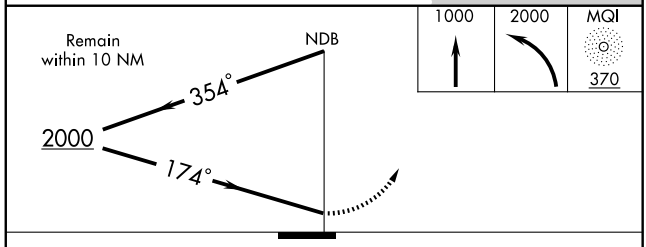
MANTEO/ DARE COUNTY RGNL (MQI)

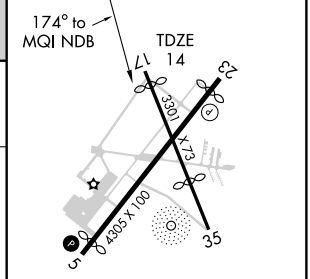
T
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MQI NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	680-1	666 (700-1)	680-1¾ 666 (700-1¾)	NA
CIRCLING	680-1	666 (700-1)	680-1¾ 666 (700-1¾)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

MANTEO, NORTH CAROLINA AL-6372 (FAA)

VOR/DME RBX	APP CRS	Rwy Idg	3012
111.6	174°	TDZE	14
Chan 53		Apt Elev	14

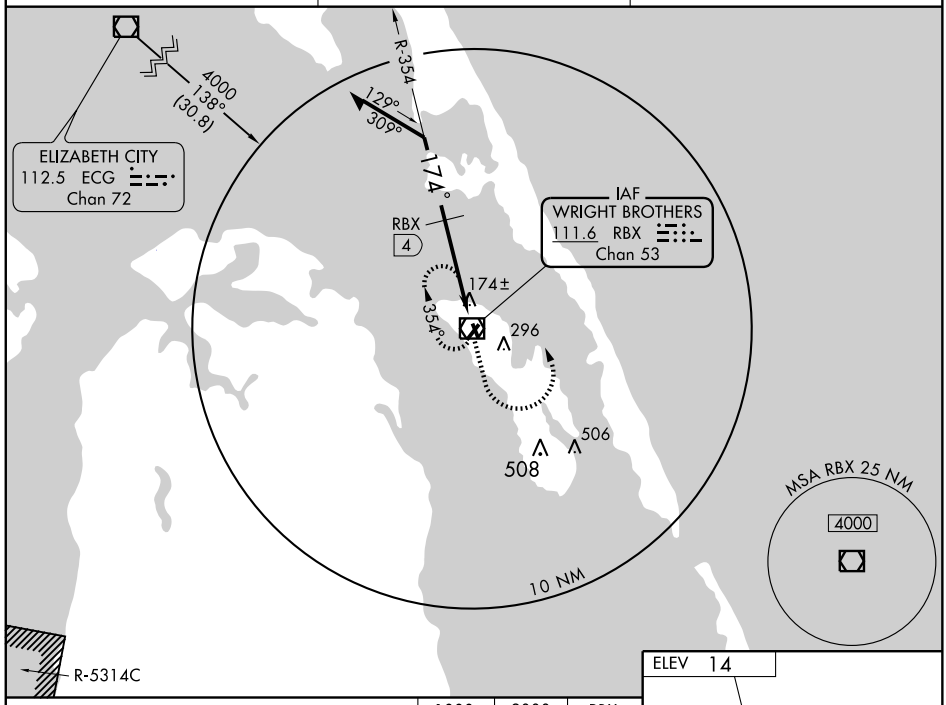
VOR RWY 17

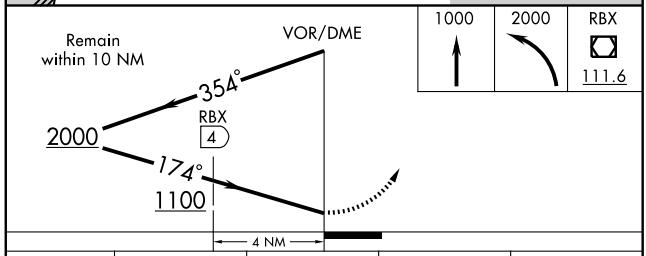
MANTEO/ DARE COUNTY RGNL (MQI)

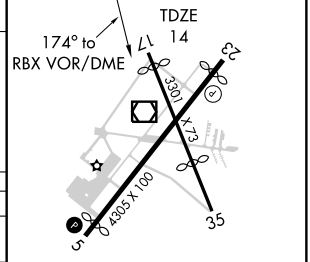
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct RBX VOR/DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3 1086 (1100-3)	NA
DME MINIMUMS				
S-17	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	NA
CIRCLING	600-1 586 (600-1)		600-1½ 586 (600-1½)	NA

REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-MEB	APP CRS	Rwy Idg	6503
110.7	054°	TDZE	216
		Apt Elev	220

ILS or LOC RWY 5

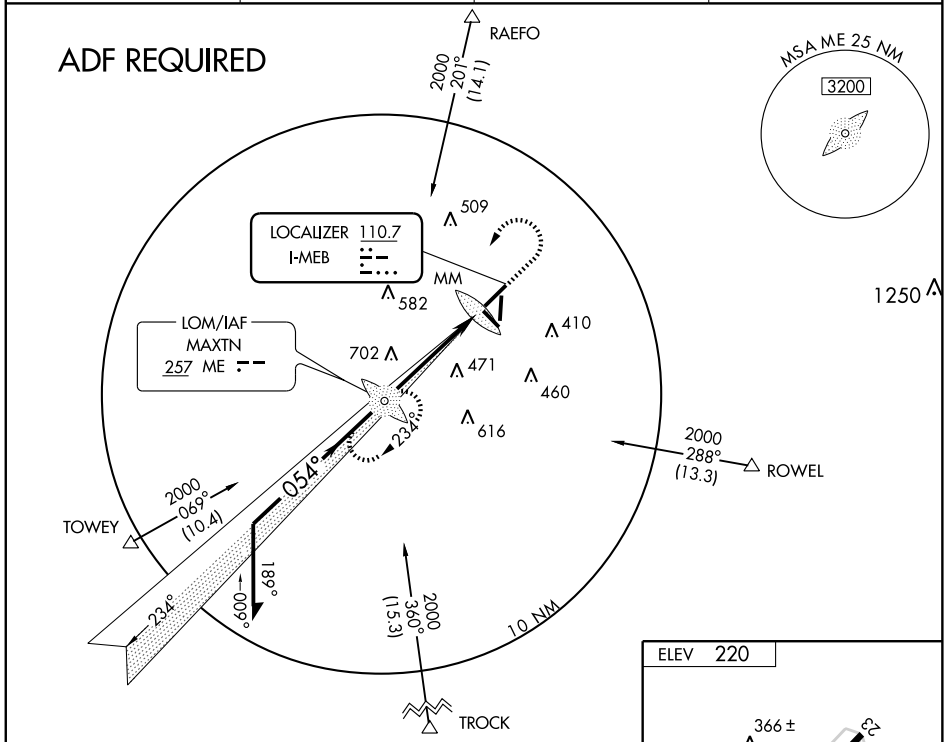
MAXTON/ LAURINBURG-MAXTON (MEB)

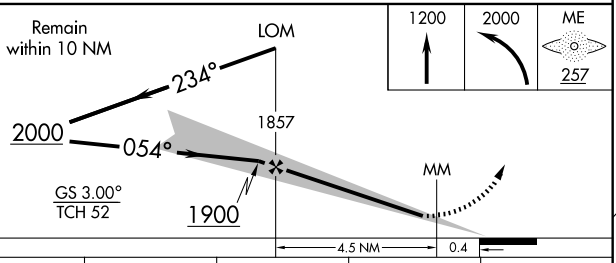
When local altimeter setting not received, use Lumberton altimeter setting and increase DA to 473 feet and increase all MDA 60 feet. Increase S-LOC 5 Cat. D visibility ¼ mile. ADF REQUIRED.

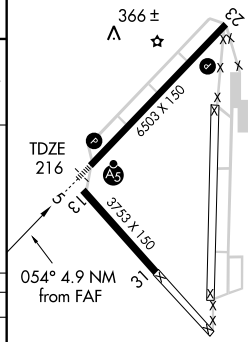
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct ME LOM and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L







MIRL Rwy 13-31
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-ILS 5	416-½ 200 (200-½)			
S-LOC 5	720-½ 504 (500-½)		720-1 504 (500-1)	
CIRCLING	720-1 500 (500-1)		720-1½ 500 (500-1½)	780-2 560 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6503
054°	TDZE	216
	Apt Elev	220

RNAV (GPS) RWY 5

MAXTON/LAURINBURG-MAXTON (MEB)

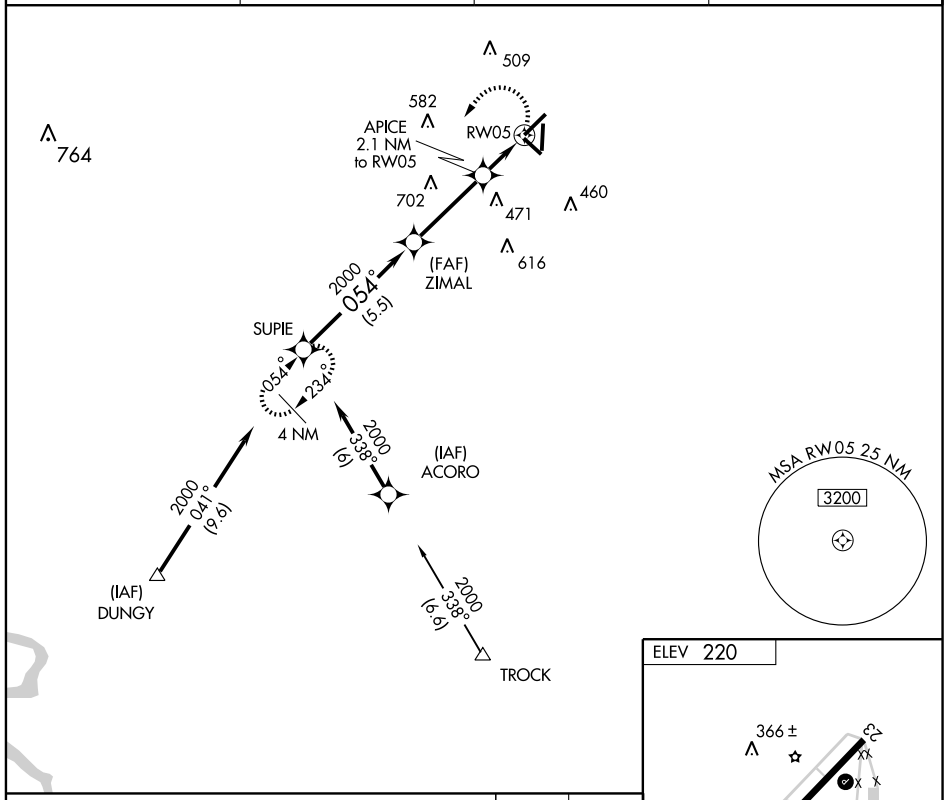
When local altimeter setting not received, use Lumberton altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat. D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Lumberton altimeter setting.

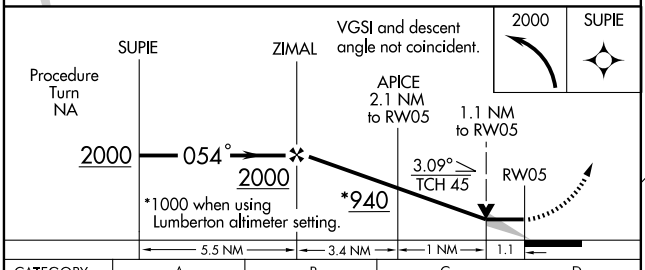
NA

MALSR

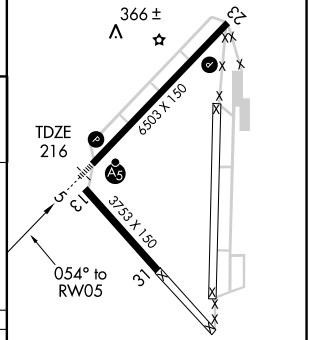
MISSED APPROACH: Climbing left turn to 2000 direct SUPIE WP and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-½ 404 (400-½)		620-¾ 404 (400-¾)	620-1 404 (400-1)
CIRCLING	680-1 460 (500-1)		680-1½ 460 (500-1½)	780-2 560 (600-2)



MIRL Rwy 13-31
HIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6503
234°	TDZE	220
	Apt Elev	220

RNAV (GPS) RWY 23

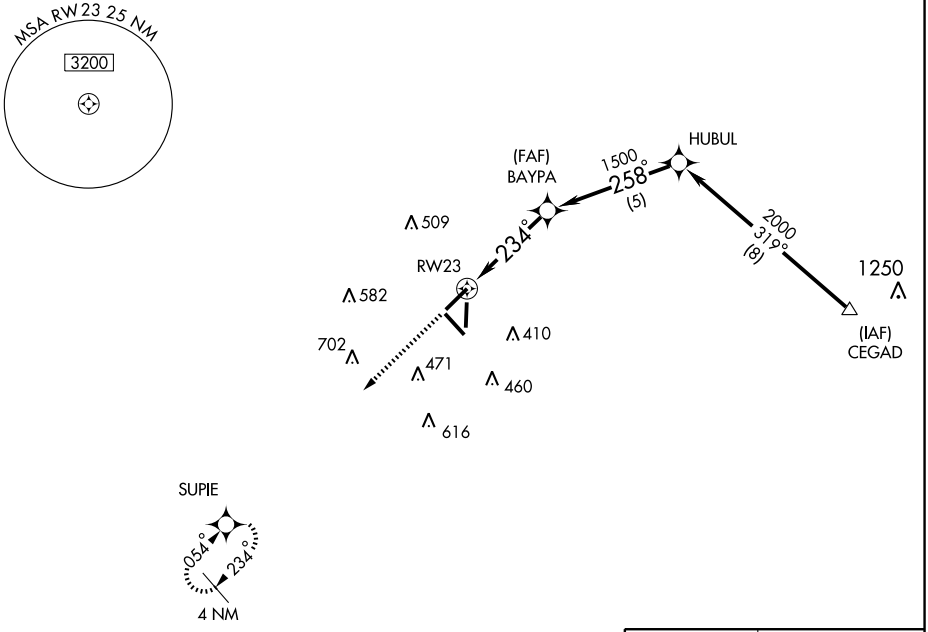
MAXTON/ LAURINBURG-MAXTON (MEB)

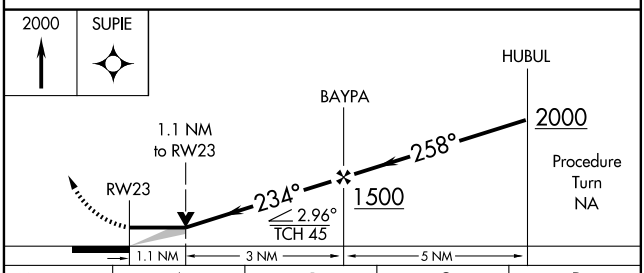
NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lumberton altimeter setting and increase all MDA's 60 feet. VDP NA with Lumberton altimeter setting.

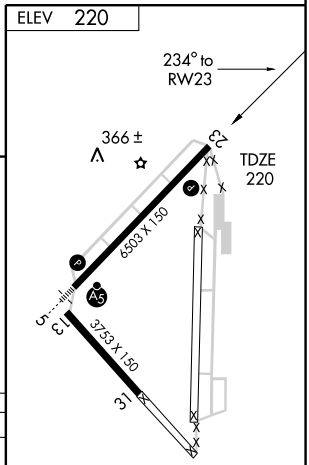
MISSED APPROACH: Climb to 2000 direct SUPIE WP and hold.

ASOS	FAYETTEVILLE APP CON	GCO	UNICOM
134.125	127.8 343.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 360 (400-1)			580-1¼ 360 (400-1¼)
CIRCLING	680-1 460 (500-1)		680-1½ 460 (500-1½)	780-2 560 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
094°	Rwy Idg	2943
	TDZE	818
	Apt Elev	818

RNAV (GPS) RWY 9

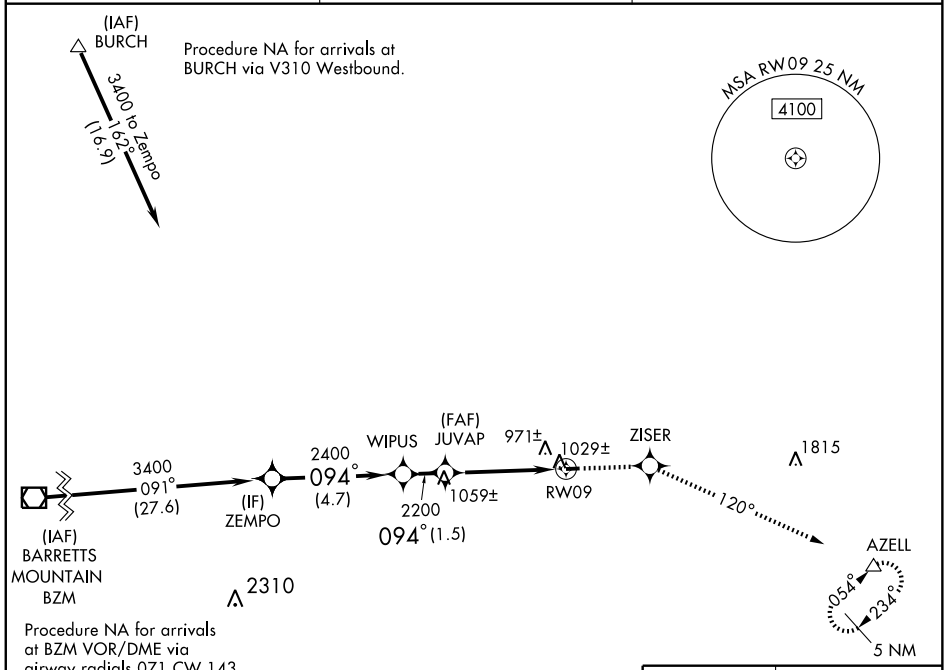
MOCKSVILLE/ TWIN LAKES (8A7)

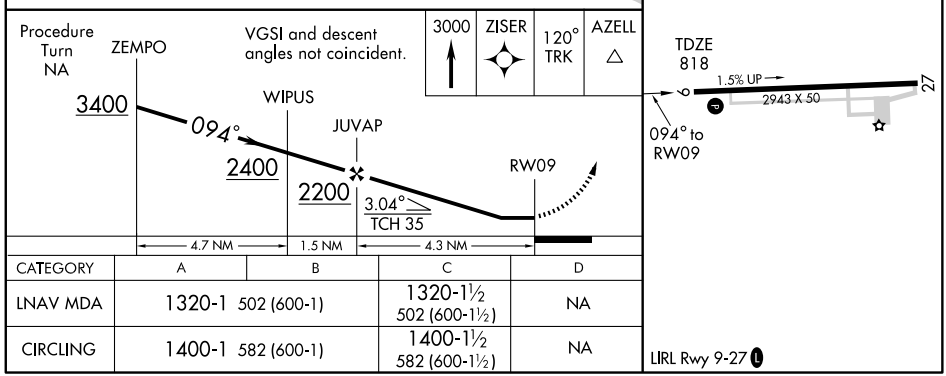
Use Davidson County altimeter setting; if not received, use Smith Reynolds altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct ZISER and via 120° track to AZELL and hold.

DAVIDSON COUNTY AWOS-3	GREENSBORO APP CON	UNICOM
119.825	124.35 269.225	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1320-1 502 (600-1)		1320-1½ 502 (600-1½)	NA
CIRCLING	1400-1 582 (600-1)		1400-1½ 582 (600-1½)	NA

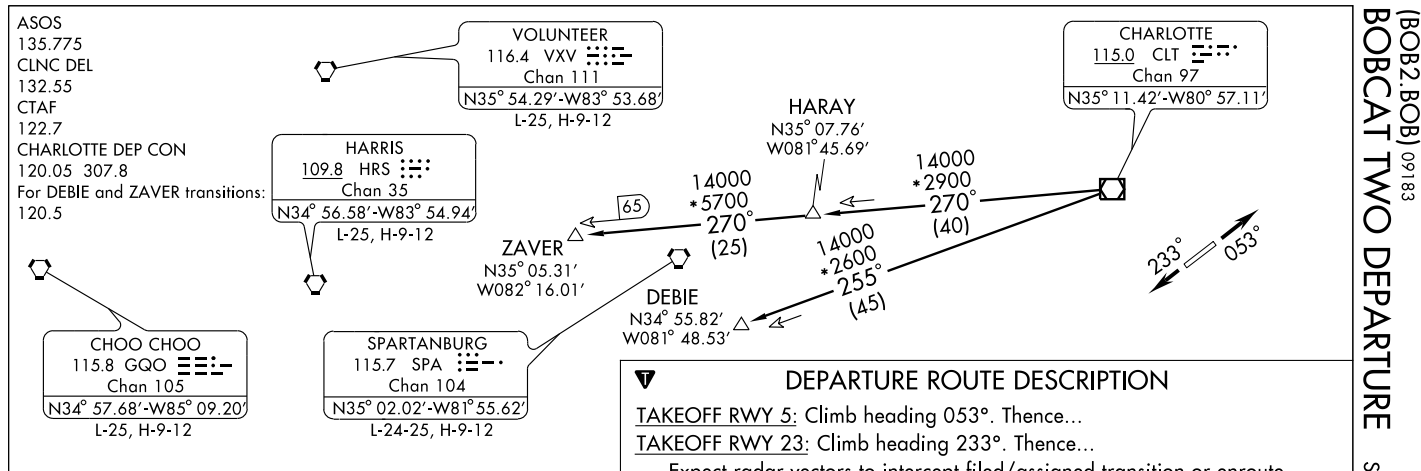
LIRL Rwy 9-27 L

SE-2. 17 DEC 2009 to 14 JAN 2010

BOBCAT TWO DEPARTURE

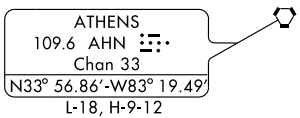
CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8
For DEBIE and ZAVER transitions:
120.5



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 5, 23: STANDARD.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

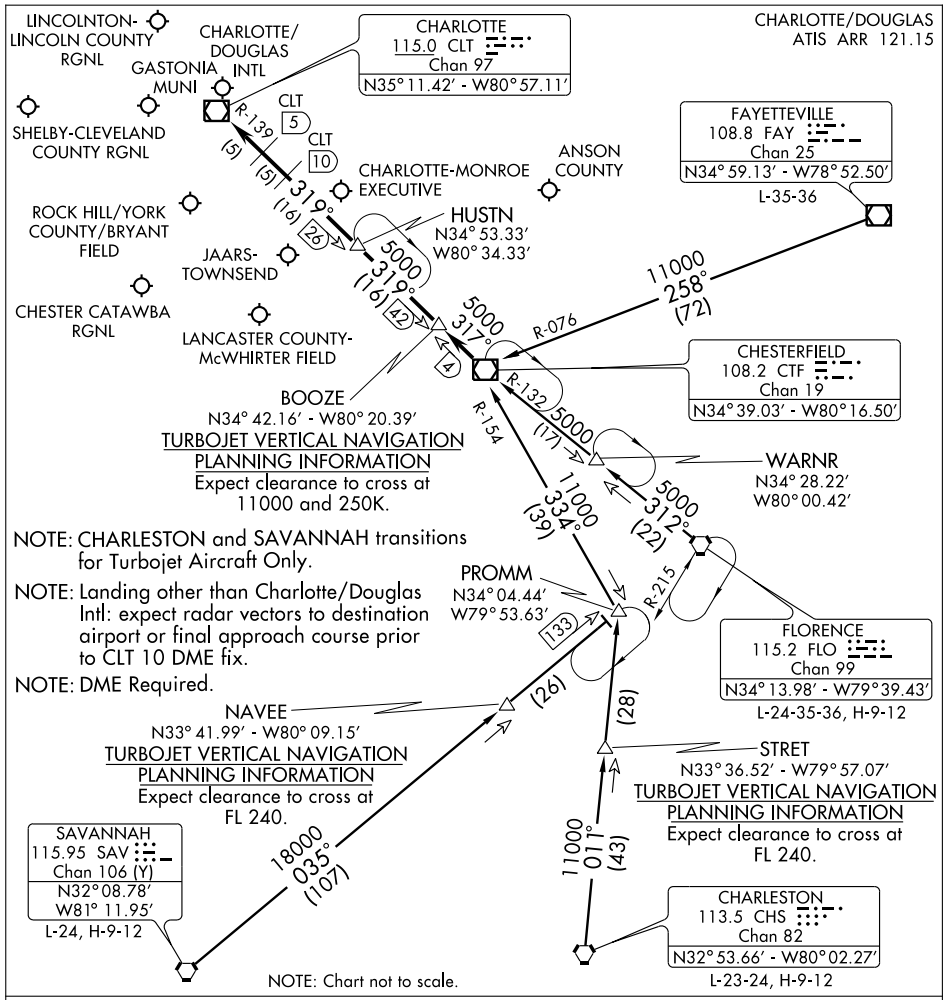
TAKEOFF RWY 5: Climb heading 053°. Thence...
TAKEOFF RWY 23: Climb heading 233°. Thence...
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.
ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVIER INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, up to 100 feet AGL/757 feet MSL.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

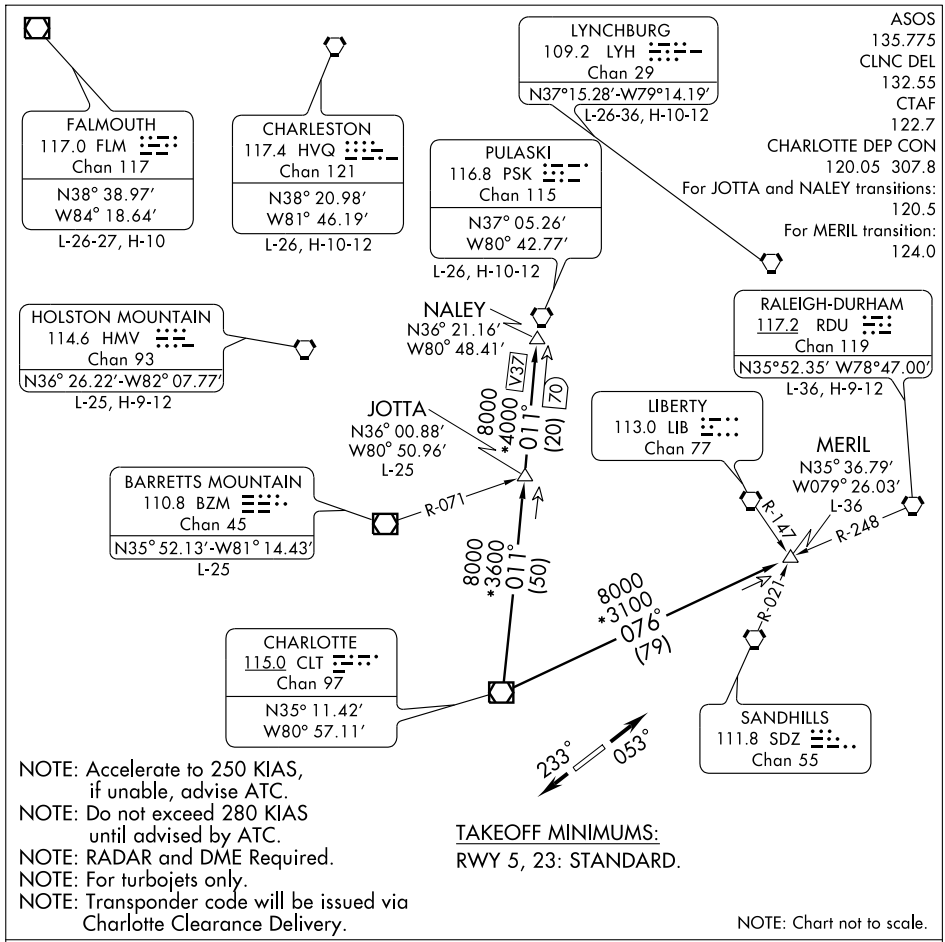
(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

SL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 5, 23: STANDARD.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°. Thence....
TAKEOFF RWY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

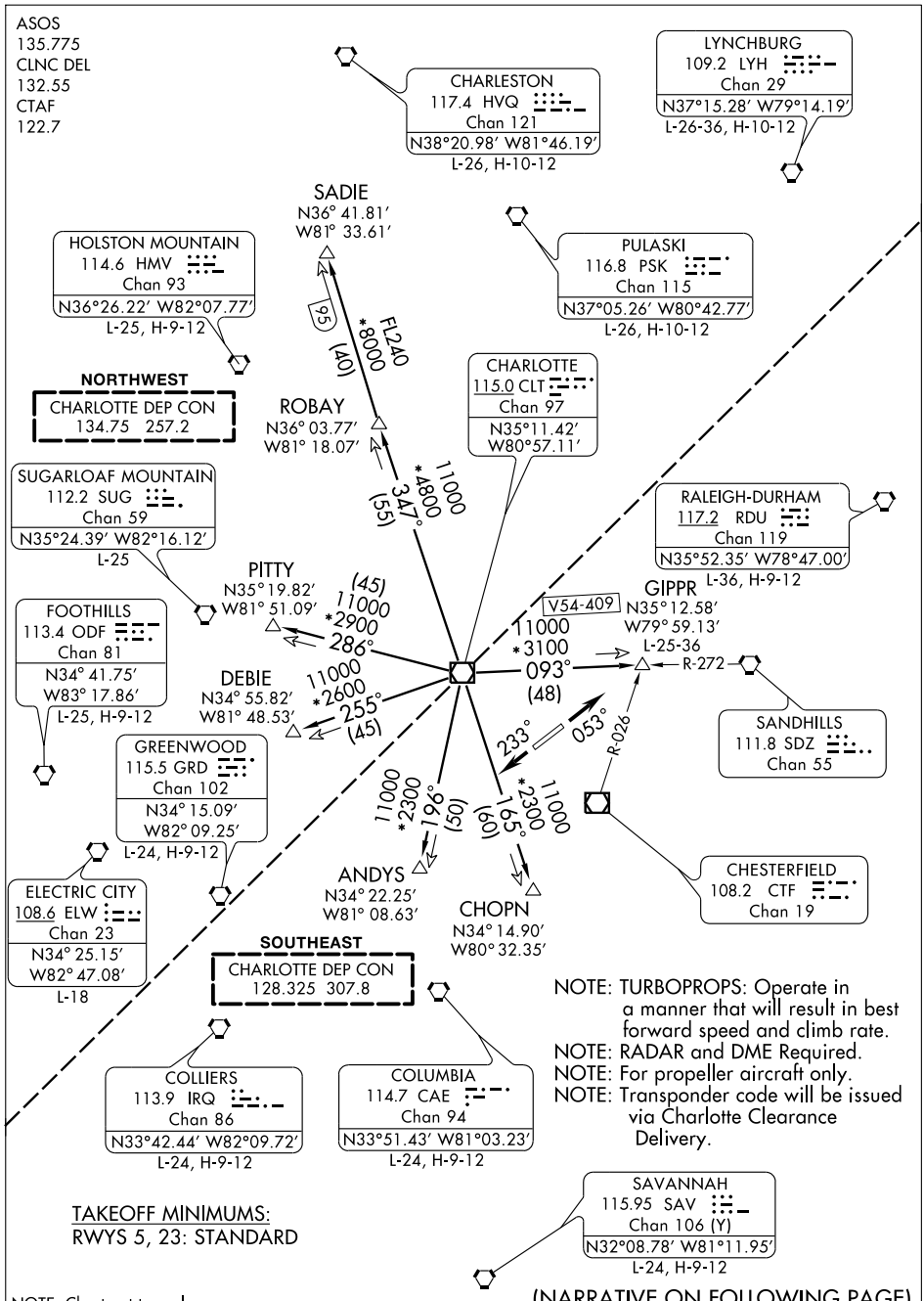
TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

HUGO EIGHT DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA



TAKEOFF MINIMUMS:
RWYS 5, 23: STANDARD

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°. Thence....
TAKEOFF RWY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-EQY	APP CRS	Rwy Idg	5500
109.75	053°	TDZE	679
		Apt Elev	679

ILS or LOC/NDB RWY 5

CHARLOTTE-MONROE EXECUTIVE (EQY)

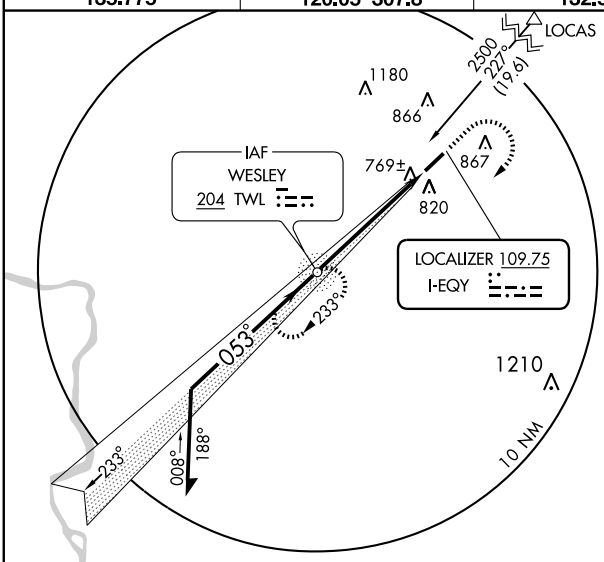
NA — For inoperative MALSR, increase S-LOC 5 Cat. D visibility to 1 mile. Autopilot coupled approach NA below 1120. ADF required. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet.

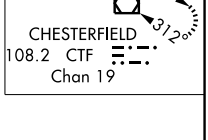
MALSR

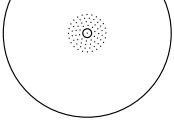
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct TWL NDB and hold.

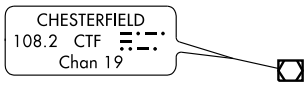
ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L

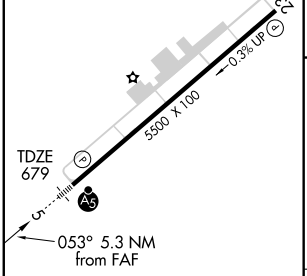
ADF REQUIRED

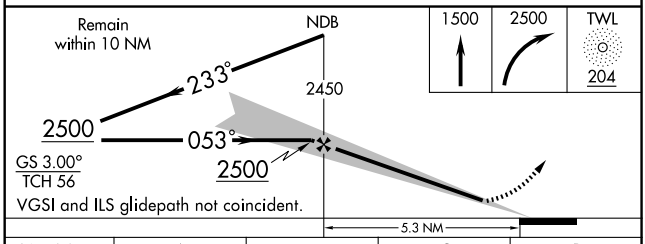












HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

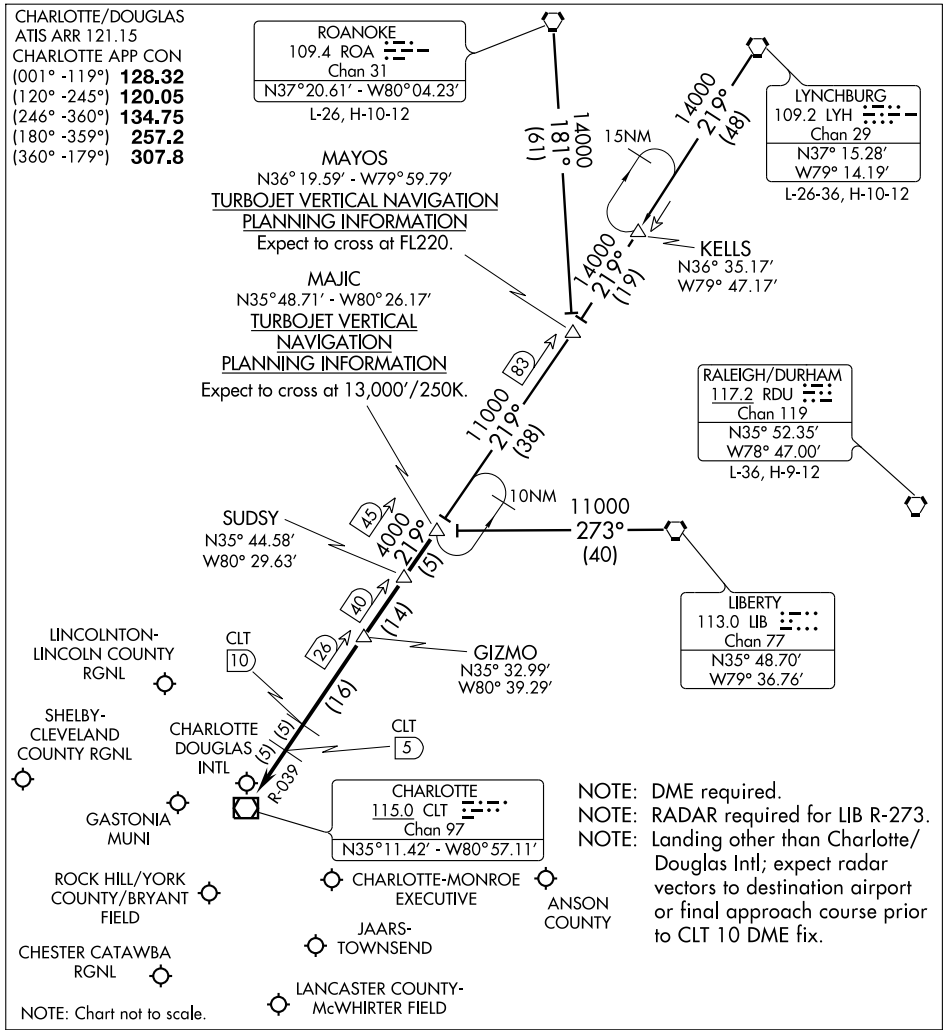
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 5	879-½ 200 (200-½)			
S-LOC 5	1020-½ 341 (400-½)			1020-¾ 341 (400-¾)
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
SL-5726 (FAA)
MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
CTAF
122.7
CHARLOTTE DEP CON
120.05 307.8
For ANDYS, COLUMBIA, LILLS, and TAYLOR transitions:
124.0

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′ W80°57.11′

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

LILLS
N34° 56.13′
W79° 55.81′
L-25-35-36

ANDYS
N34° 22.25′
W81° 08.63′

BUCKL
N34° 31.50′
W80° 52.89′

COLLIERS
113.9 IRQ
Chan 86

COLUMBIA
114.7 CAE
Chan 94
N33° 51.43′
W81° 03.23′
L-24, H-9-12

TREAL
N33° 04.18′
W81° 26.46′

VANCE
110.4 VAN
Chan 41

SAVANNAH
115.95 SAV
Chan 106 (Y)

DUNKN
N31° 58.70′
W81° 57.93′

TAYLOR
112.9 TAY
Chan 76
N30° 30.28′
W82° 33.17′
L-21-24, H-8

CRAIG
114.5 CRG
Chan 92

8000
*2700
112°
(53)
R-228
R-271
R-345
(50)
8000
*2300
196°
180°
8000
*2300
(40)
053°
233°
8000
*2500
194°
(41)
15000
*2100
196°
(79)
R-056
R-014
R-205
I129
R-178
I75
FL180
*1900
205°
(71)
R-227
I22
R-262
FL180
*1800
202°
(93)
I75
R-022
R-350

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWYS 5, 23: STANDARD.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°. Thence....
TAKEOFF RWY 23: Climb heading 233°. Thence....
.... Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to TREAL INT and CAE R-205 to DUNKN INT and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, Multiple trees beginning 57 feet from DER, 379 feet right of centerline, up to 80 feet AGL/759 feet MSL. Multiple trees beginning 2130 feet from DER, 998 feet left of centerline, up to 100 feet AGL/759 feet MSL.
NOTE: RWY 23, Trees 3637 feet from DER, 733 feet right of centerline, 100 feet AGL/769 feet MSL. Trees 1.3 NM from DER, 1254 feet left of centerline, 100 feet AGL/757 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 66002	053°	TDZE	679
W05A		Apt Elev	679

RNAV (GPS) RWY 5

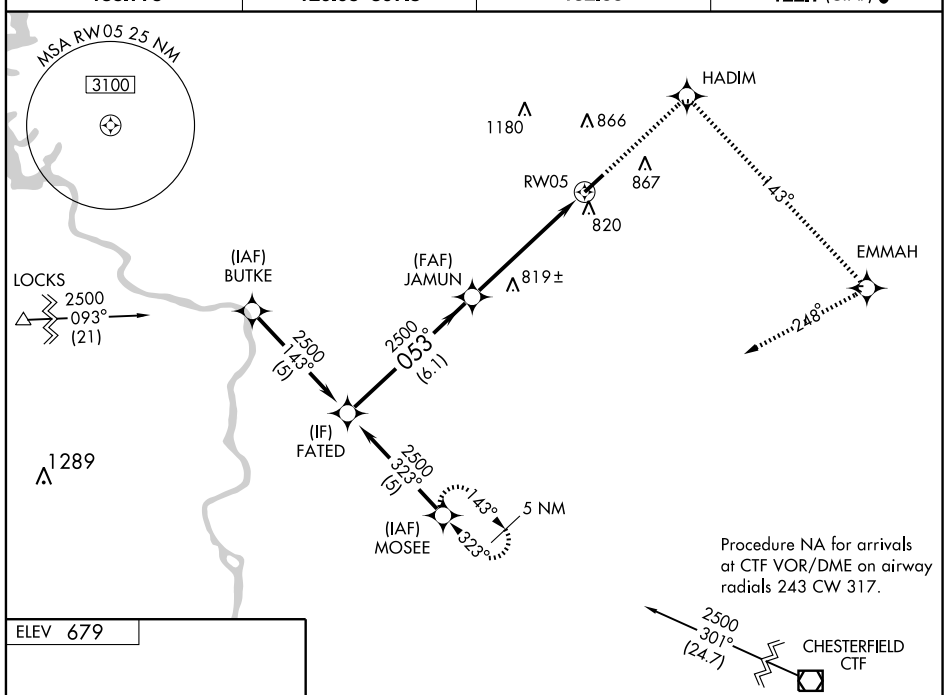
CHARLOTTE-MONROE EXECUTIVE (EQY)

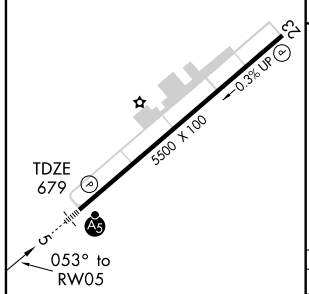
For inoperative MALSR, increase LPV all Cats visibility to 1, and LNAV Cat D to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all DAs 56 feet/MDAs 60 feet. VDP and Baro-VNAV NA when using Charlotte altimeter setting.

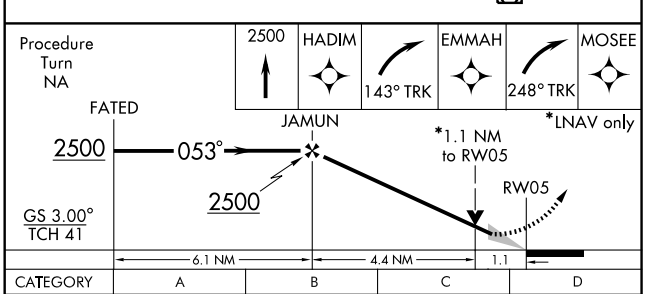
MALSR

MISSED APPROACH: Climb to 2500 direct HADIM then via 143° track to EMMAH and right turn via 248° track to MOSEE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	929-½ 250 (300-½)			
LNAV/VNAV DA	1080-1 401 (500-1)			
LNAV MDA	1080-½ 401 (500-½)		1080-¾ 401 (500-¾)	1080-1 401 (500-1)
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

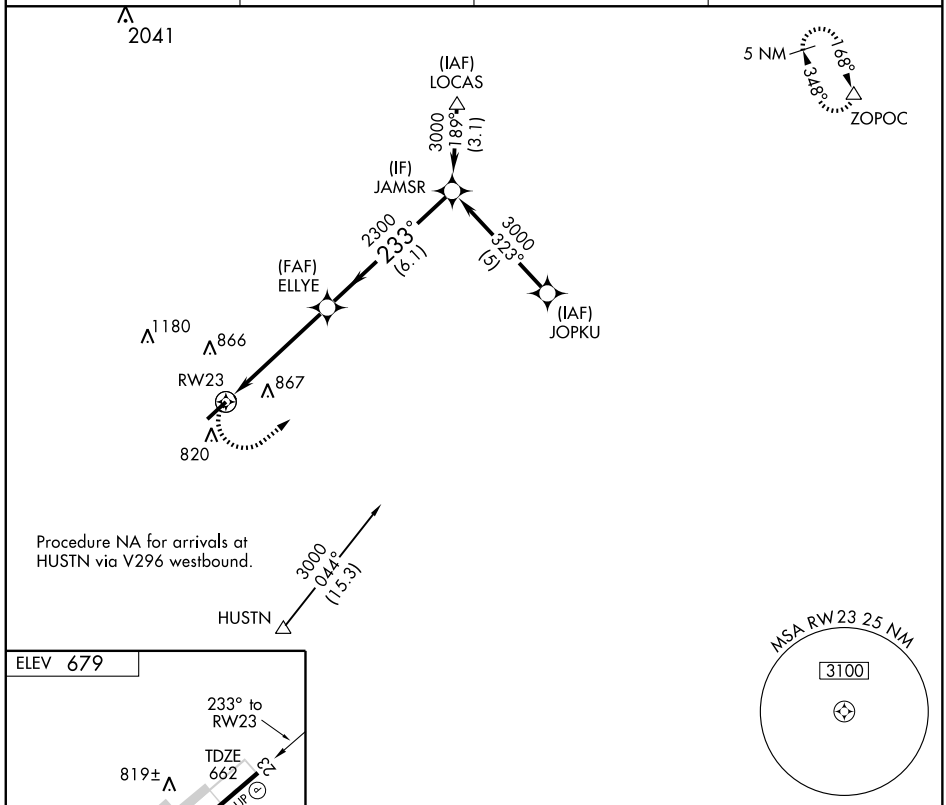
APP CRS	Rwy Idg	5500
233°	TDZE	662
	Apt Elev	679

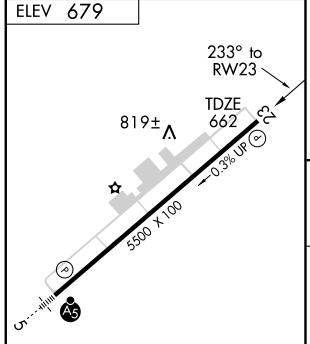
RNAV (GPS) RWY 23
CHARLOTTE-MONROE EXECUTIVE (EQY)

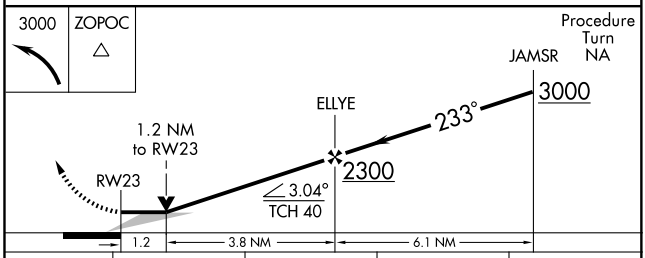
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Charlotte altimeter setting and increase all MDAs 60 feet. VDP NA when using Charlotte altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ZOPOC and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



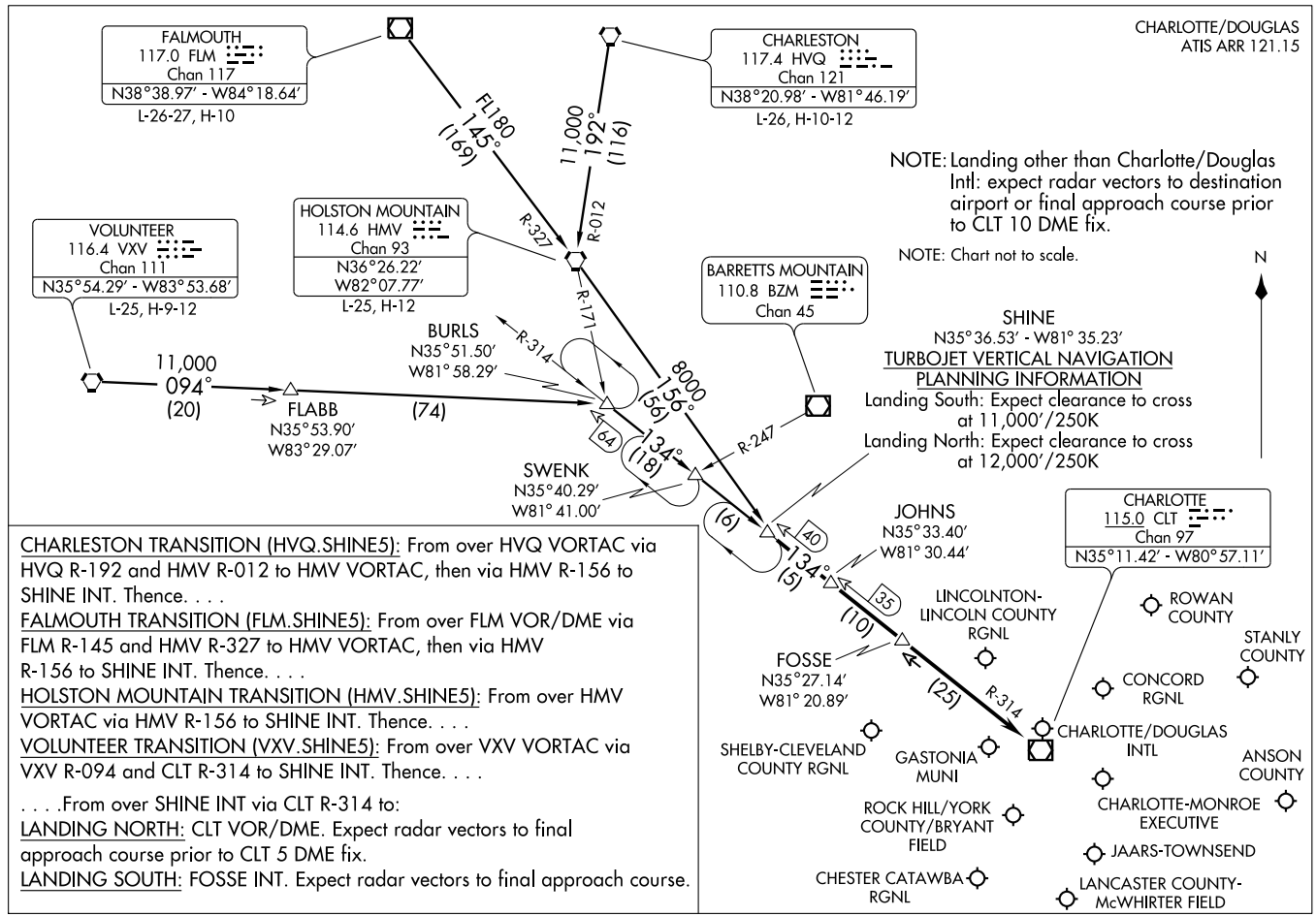




CATEGORY	A	B	C	D
LNAV MDA	1080-1 418 (500-1)		1080-1¼ 418 (500-1¼)	
CIRCLING	1220-1 541 (600-1)		1220-1½ 541 (600-1½)	1240-2 561 (600-2)

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

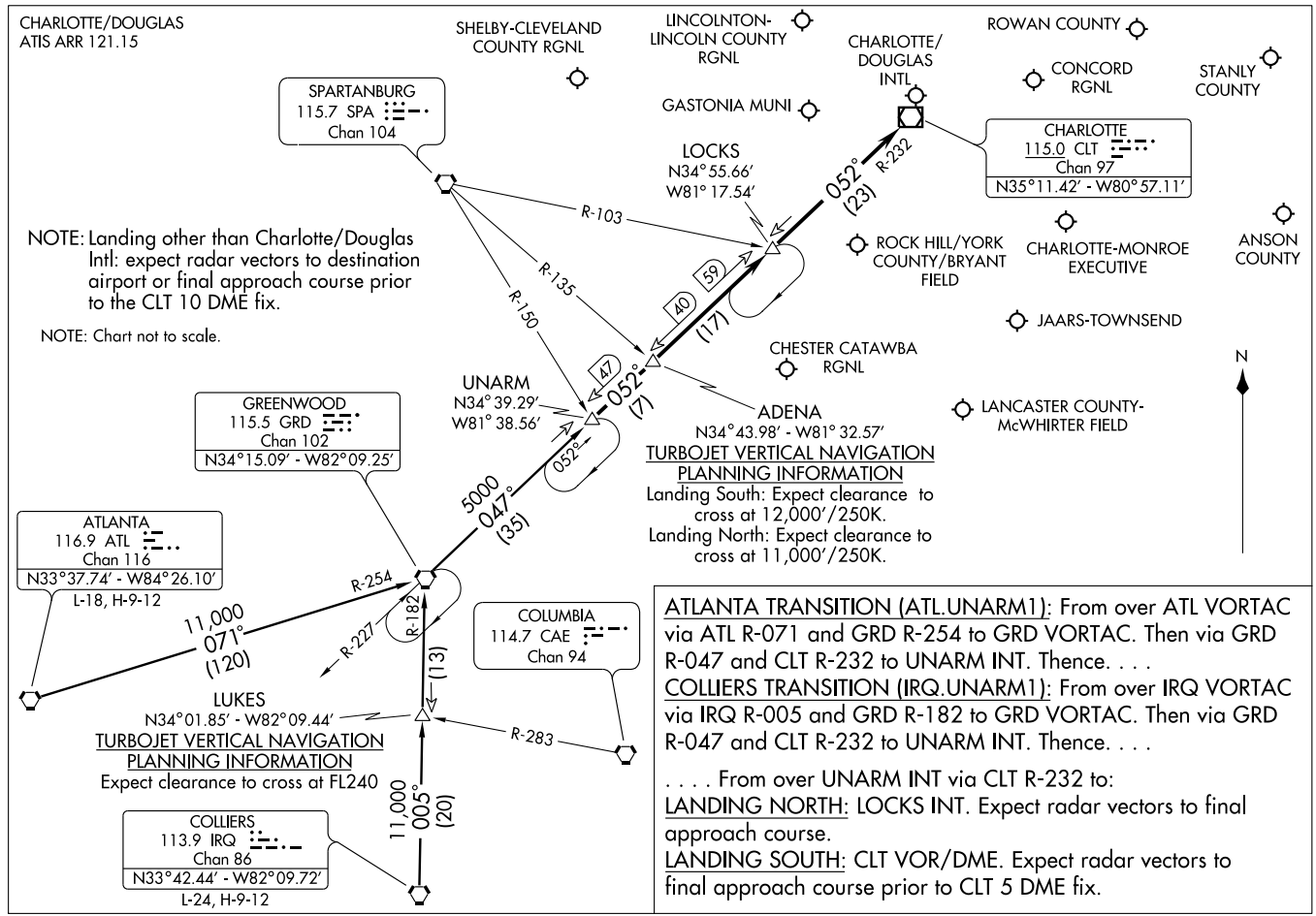
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

APP CRS	Rwy Idg	2962
144°	TDZE	839
	Apt Elev	839

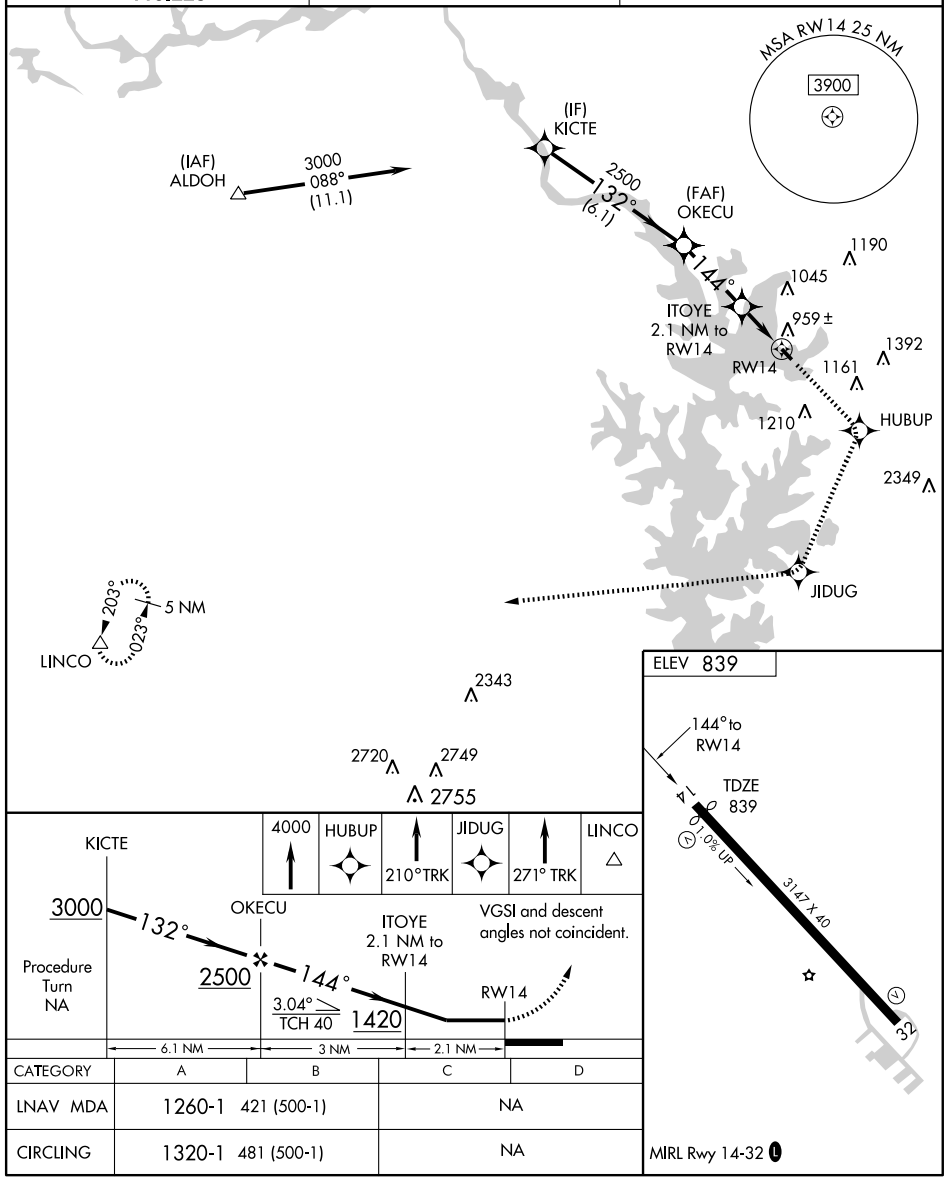
RNAV (GPS) RWY 14

MOORESVILLE/ LAKE NORMAN AIRPORT (14A)

T NA — Use Statesville altimeter setting; if not received, use Charlotte altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 4000 direct HUBUP and via 210° track to JIDUG and 271° track to LINCO and hold.

STATESVILLE RGNL AWOS-3	CHARLOTTE APP CON	UNICOM
119.225	134.75 257.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	421 (500-1)	NA	
CIRCLING	1320-1	481 (500-1)	NA	

MIRL Rwy 14-32 L

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-MRN	APP CRS	Rwy Idg	5500
111.1	029°	TDZE	1248
		Apt Elev	1270

LOC RWY 3

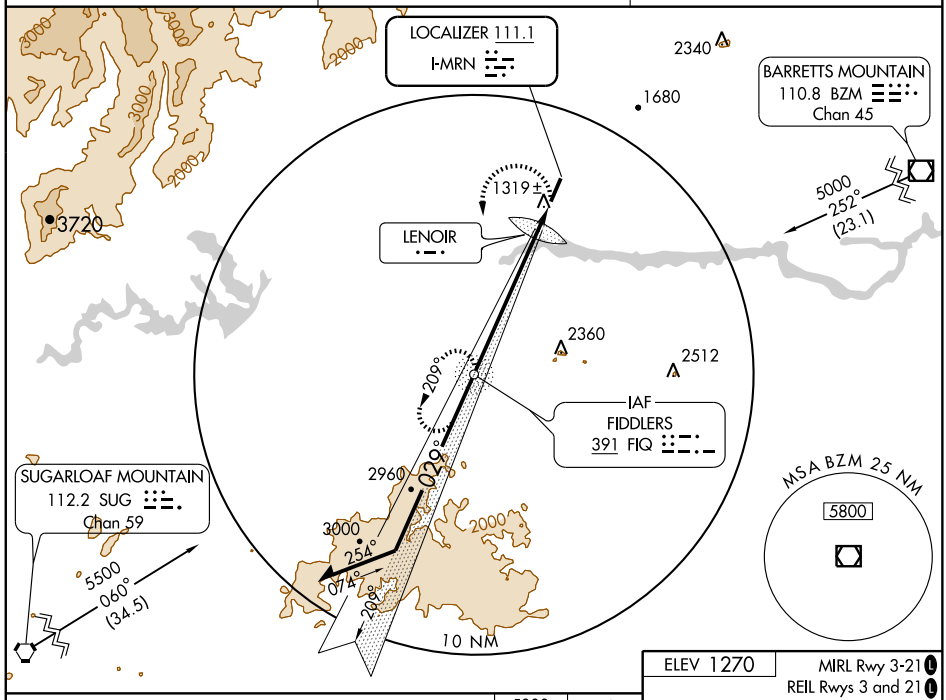
MORGANTON/FOOTHILLS RGNL (MRN)

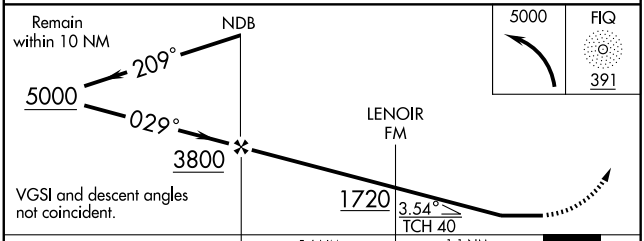
T NA

ADF REQUIRED

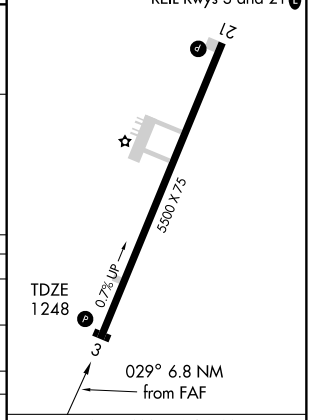
MISSED APPROACH: Climbing left turn to 5000 direct FIQ NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-3	1720-1 472 (500-1)		1720-1¼ 472 (500-1¼)	1720-1½ 472 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)
FM MINIMUMS				
S-3	1580-1 332 (400-1)			
CIRCLING	1700-1 430 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)



FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
031°	TDZE	1248
	Apt Elev	1270

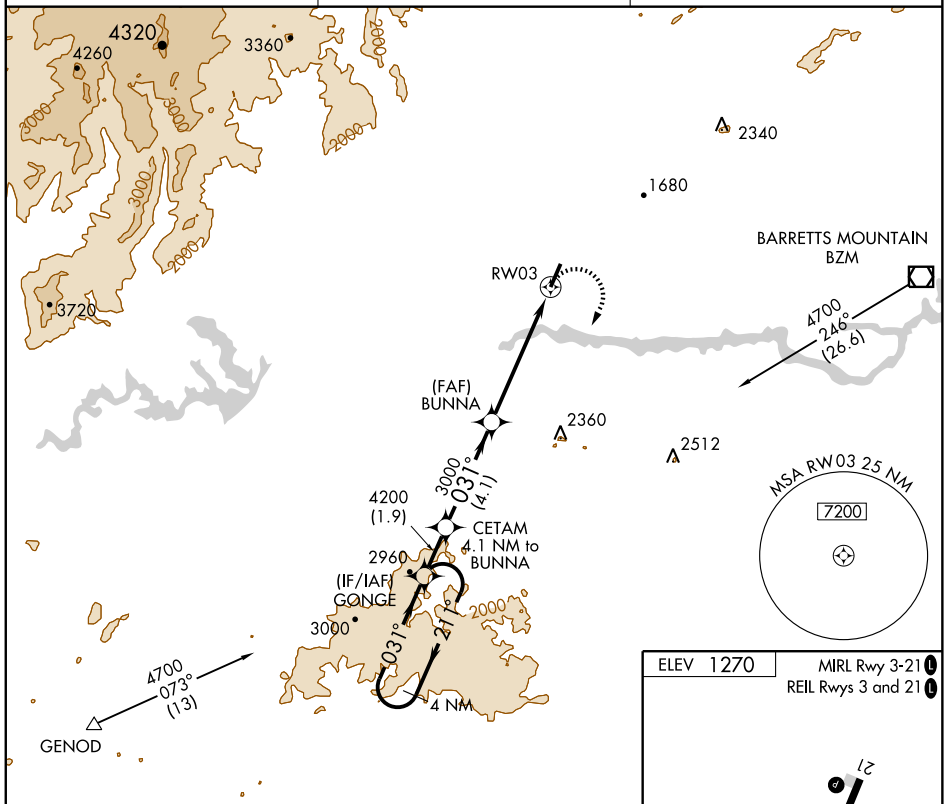
RNAV (GPS) RWY 3

MORGANTON/FOOTHILLS RGNL (MRN)

DME/DME RNP-0.3 NA. Circling to Rwy 21 NA at night. If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4700 direct GONGE and hold.

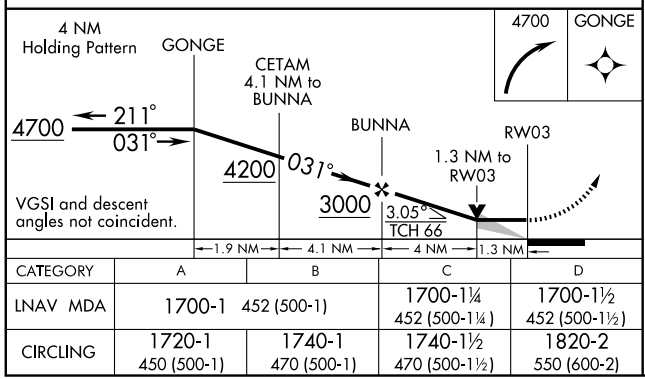
AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L

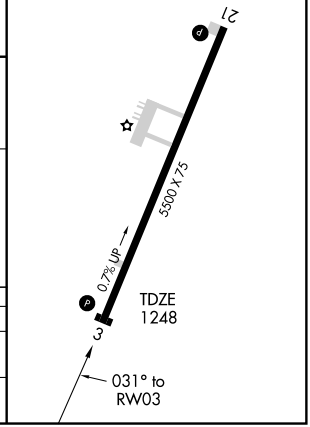


ELEV 1270

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L





CATEGORY	A	B	C	D
LNAV MDA	1700-1 452 (500-1)		1700-1¼ 452 (500-1¼)	1700-1½ 452 (500-1½)
CIRCLING	1720-1 450 (500-1)	1740-1 470 (500-1)	1740-1½ 470 (500-1½)	1820-2 550 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
211°	TDZE	1268
	Apt Elev	1270

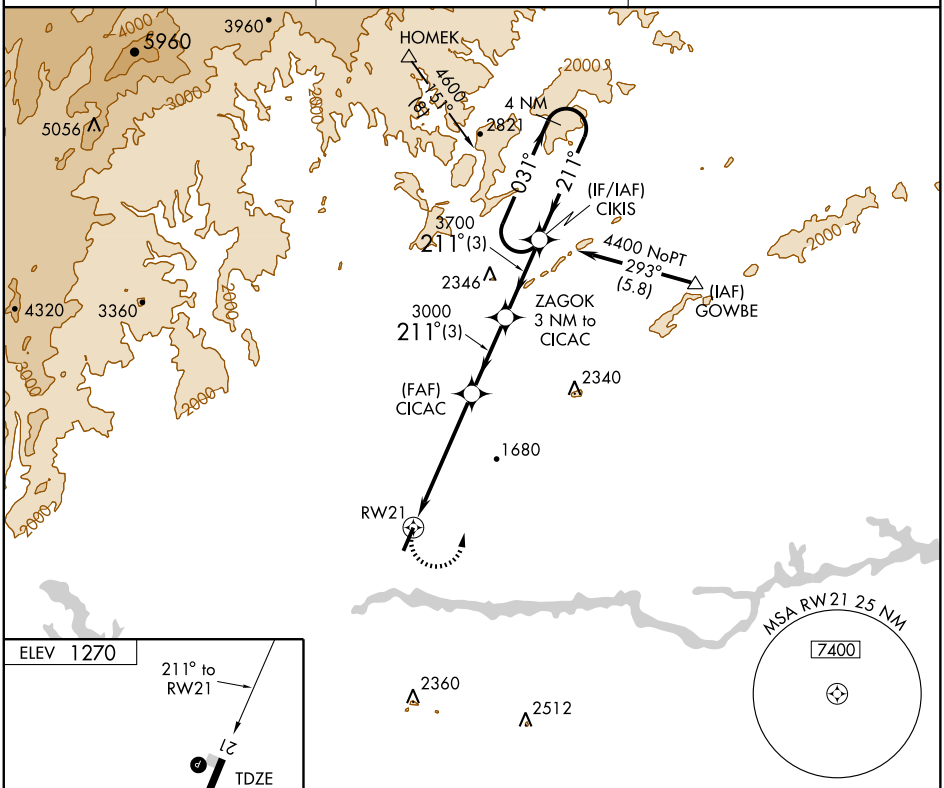
RNAV (GPS) RWY 21

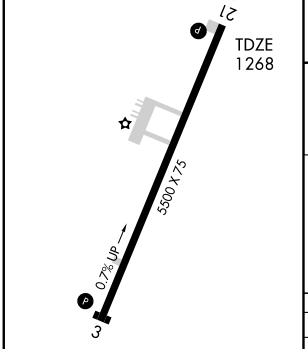
MORGANTON/FOOTHILLS RGNL (MRN)

If local altimeter setting not received, use Hickory Rgnl altimeter setting and increase all MDAs 40 feet. VDP NA with Hickory Rgnl altimeter setting. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 21 NA at night.

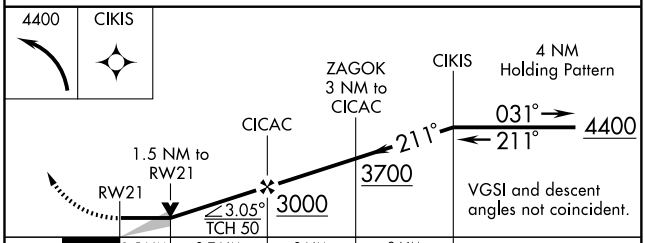
MISSED APPROACH: Climbing left turn to 4400 direct CIKIS and hold.

AWOS-3	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 532 (600-1)		1800-1½ 532 (600-1½)	1800-1¾ 532 (600-1¾)
CIRCLING	1800-1 530 (600-1)		1800-1½ 530 (600-1½)	1820-2 550 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
360°	Rwy Idg	4301
	TDZE	1208
	Apt Elev	1247

GPS RWY 36

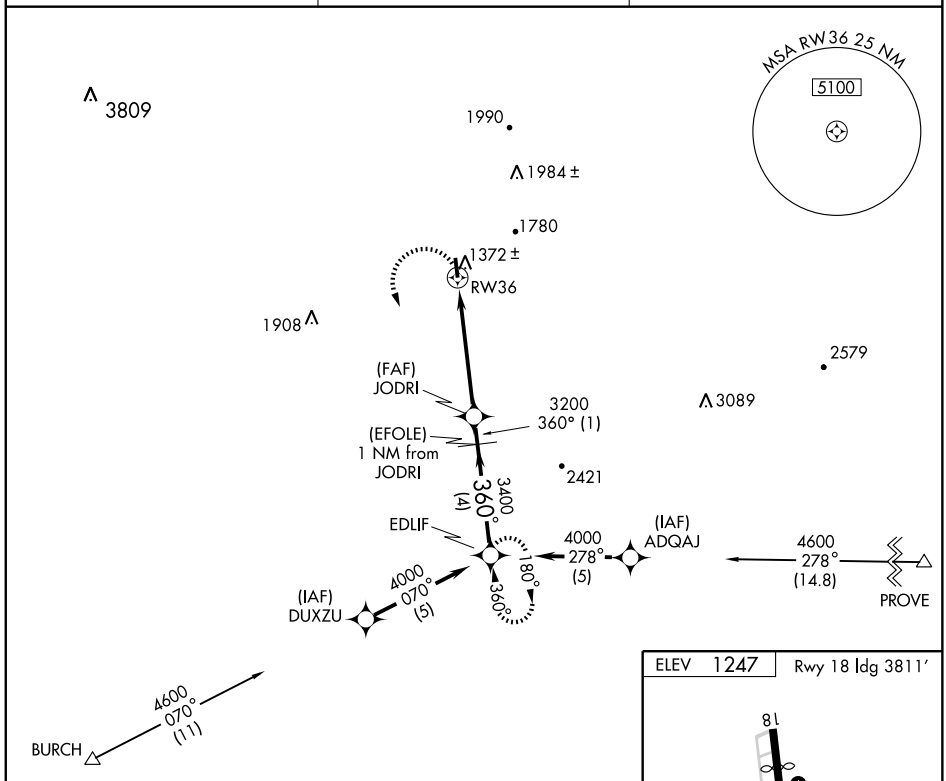
MOUNT AIRY/ SURRY COUNTY (MWK)

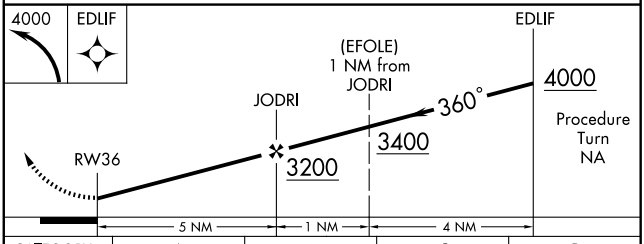
NA

Circling not authorized East of Rwy 18-36.

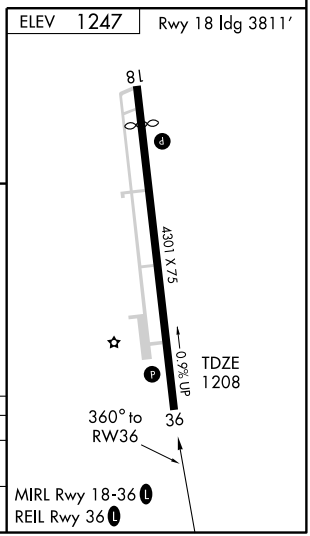
MISSED APPROACH: Climbing left turn to 4000 direct EDLIF WP and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-36	1680-1	472 (500-1)	1680-1¼ 472 (500-1¼)	1680-1½ 472 (500-1½)
CIRCLING	1700-1	453 (500-1)	1700-1½ 453 (500-1½)	1800-2 553 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

NDB AZW 223	APP CRS 359°	Rwy Idg 4301 TDZE 1208 Apt Elev 1247

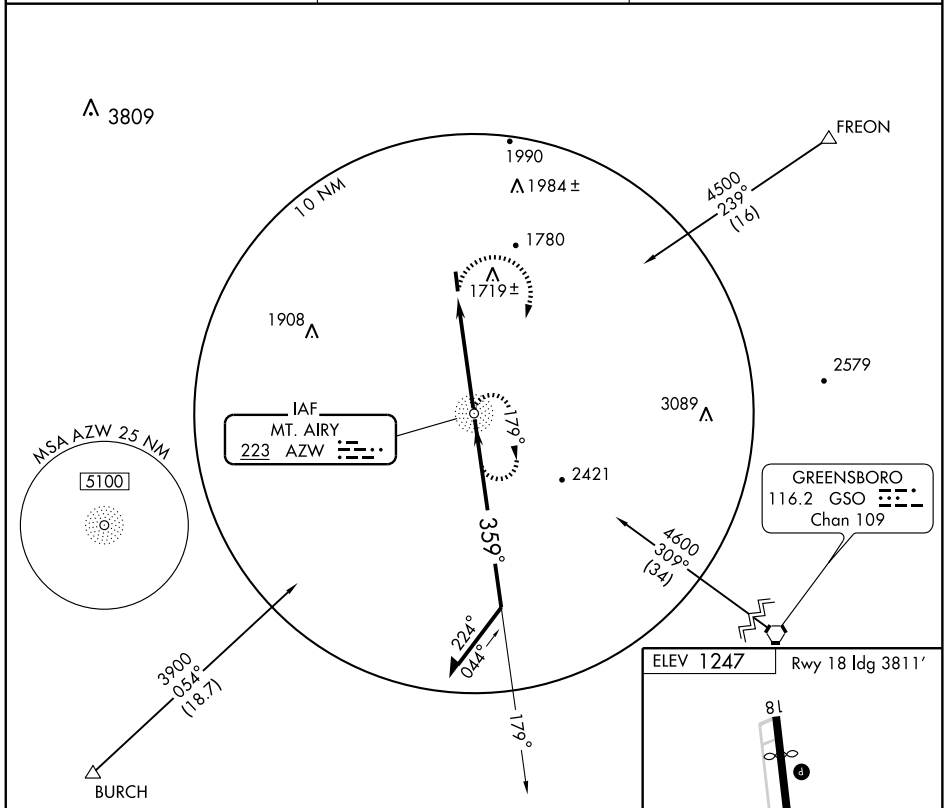
NDB RWY 36

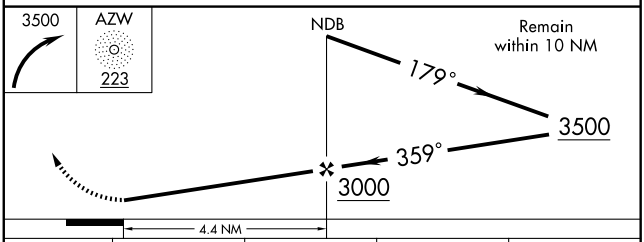
MOUNT AIRY/ SURRY COUNTY (MWK)

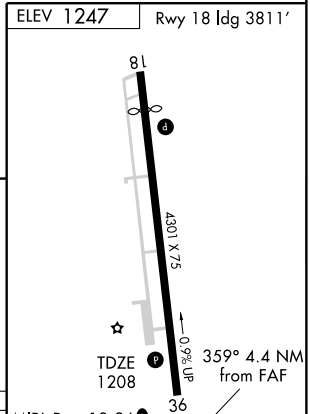
T
NA Circling not authorized East of Rwy 18-36.

MISSED APPROACH: Climbing right turn to 3500 direct AZW NDB and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	2000-1 792 (800-1)	2000-1¼ 792 (800-1¼)	2000-2¼ 792 (800-2¼)	2000-2½ 792 (800-2½)
CIRCLING	2020-1 773 (800-1)	2020-1¼ 773 (800-1¼)	2020-2¼ 773 (800-2¼)	2020-2½ 773 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	255°	TDZE	N/A
Chan 33		Apt Elev	168

VOR or GPS-A

MOUNT OLIVE MUNI (W40)

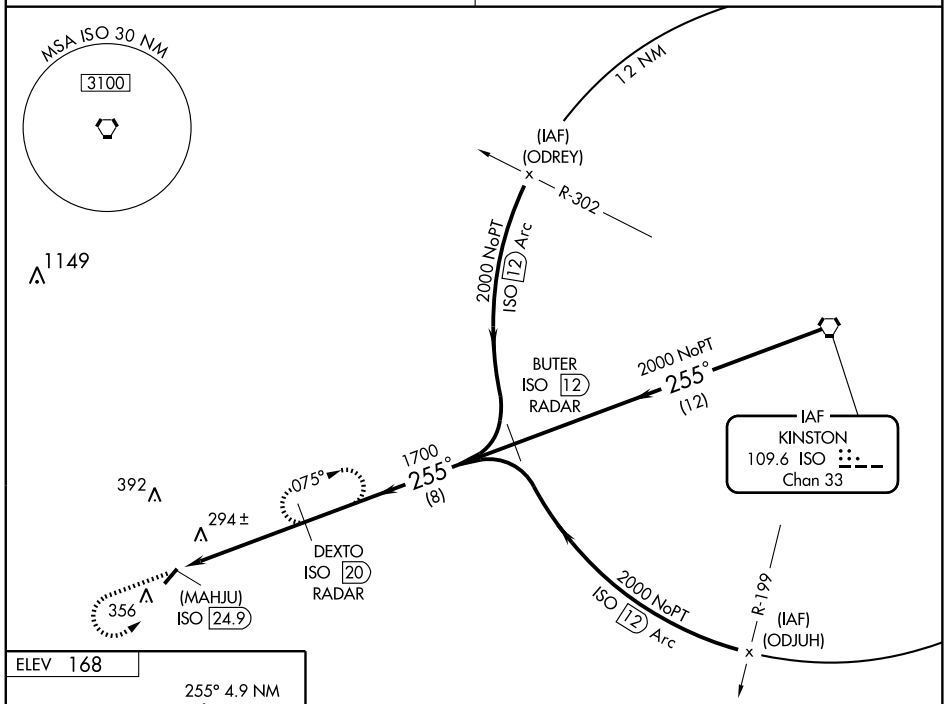
T
NA

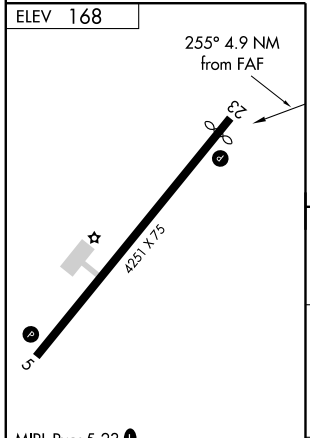
Use Seymour Johnson AFB altimeter setting.
RADAR OR DME REQUIRED

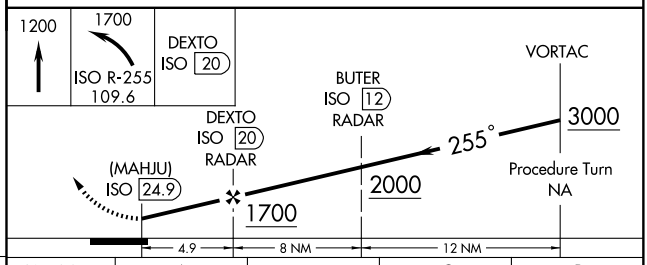
MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 via ISO R-255 to DEXTO/20 DME and hold.

SEYMOUR JOHNSON APP CON *
119.7 273.6

UNICOM
122.8 (CTAF) L







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	700-1 532 (600-1)	700-1¼ 532 (600-1¼)	700-1½ 532 (600-1½)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

09183

AIRPORT DIAGRAM

NEW BERN/COASTAL CAROLINA RGNL (EWN)

AL-670 (FAA)

NEW BERN, NORTH CAROLINA

ASOS
118.525
NEW BERN TOWER ★
124.25
GND CON
121.7
CLNC DEL
121.7

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

35°05'N

HANGARS

HANGARS

ELEV 14

22

220.3°

FIRE STATION

ELEV 12

GENERAL AVIATION

14

137.6°

CONTROL TOWER

TERMINAL FIRE STATION

4000 X 150

87

AIR CARGO

FED EX

FIELD ELEV 19

317.6°

32

6004 X 150

040.3°

ELEV 14

RWY 4-22
S30, D62, DT140
RWY 14-32
S28, D45

VAR 9.6°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0° W

35°04'N

77°03'W

77°02'W

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-EWN	APP CRS	Rwy Idg	6004
110.5	038°	TDZE	17
		Apt Elev	19

ILS or LOC RWY 4

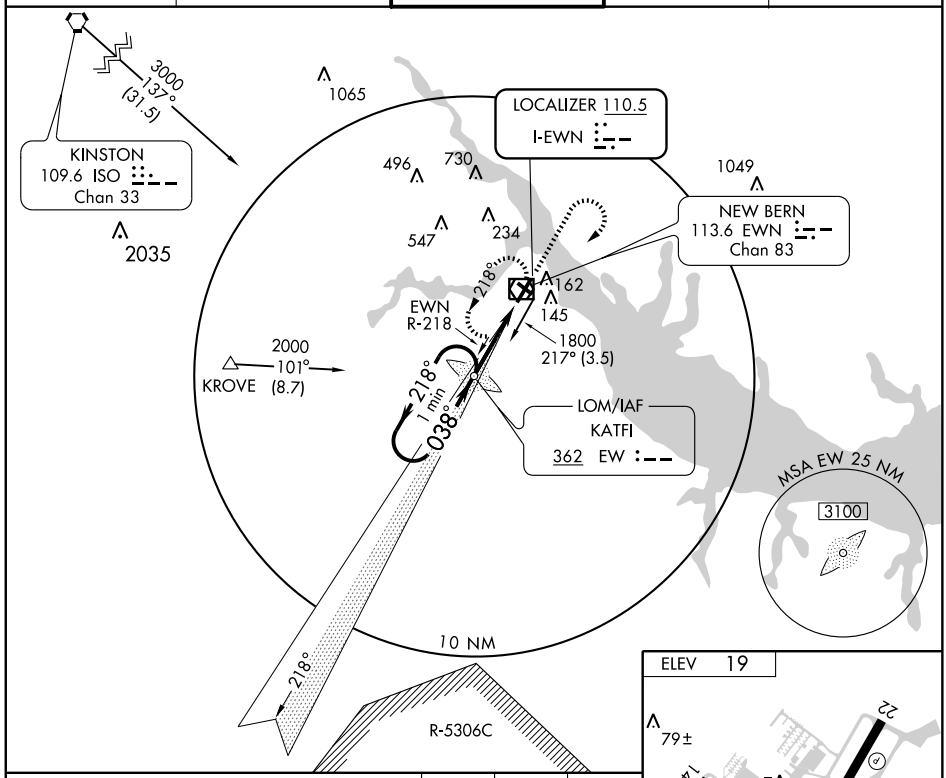
NEW BERN/COASTAL CAROLINA RGNL (EWN)

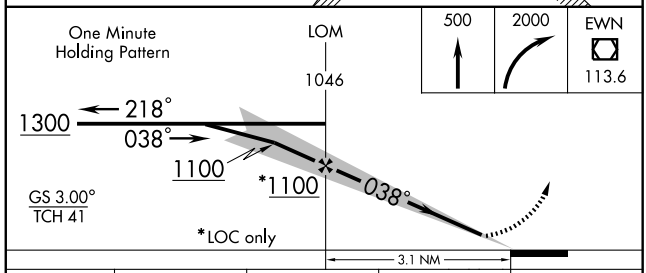
ASR

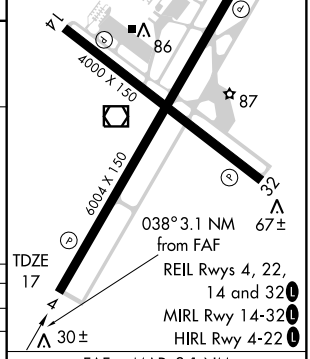
Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF)	121.7	121.7







CATEGORY	A	B	C	D
S-ILS 4	267-¾ 250 (300-¾)			
S-LOC 4	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	560-1 541 (600-1)		560-1½ 541 (600-1½)	580-2 561 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 69402 W04A	APP CRS 039°	Rwy Idg 6004 TDZE 16 Apt Elev 19

RNAV (GPS) RWY 4

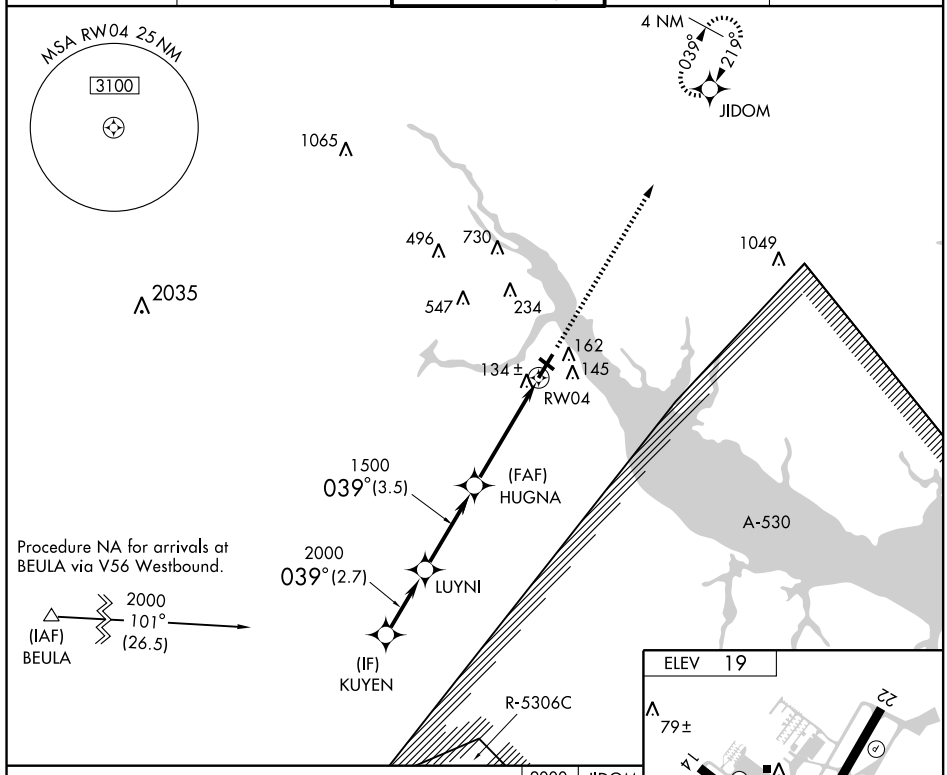
NEW BERN/COASTAL CAROLINA RGNL (EWN)

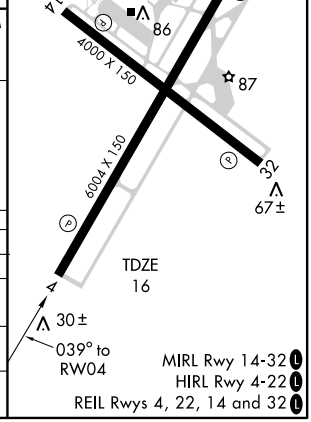
ASR

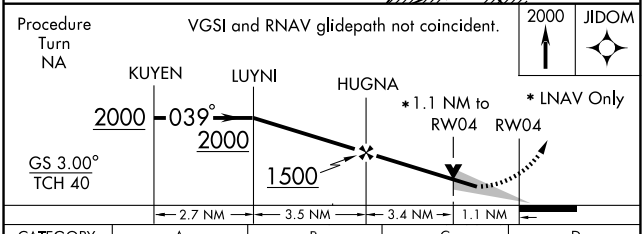
If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (119° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7







CATEGORY	A	B	C	D
LPV DA	328-1	312 (400-1)		
LNAV/VNAV DA	404-1½	388 (400-1½)		
LNAV MDA	400-1	384 (400-1)	400-1¼ 384 (400-1¼)	
CIRCLING	480-1½	461 (500-1½)	580-2 561 (600-2)	

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 63002 W22A	APP CRS 219°	Rwy Idg 6004 TDZE 17 Apt Elev 19

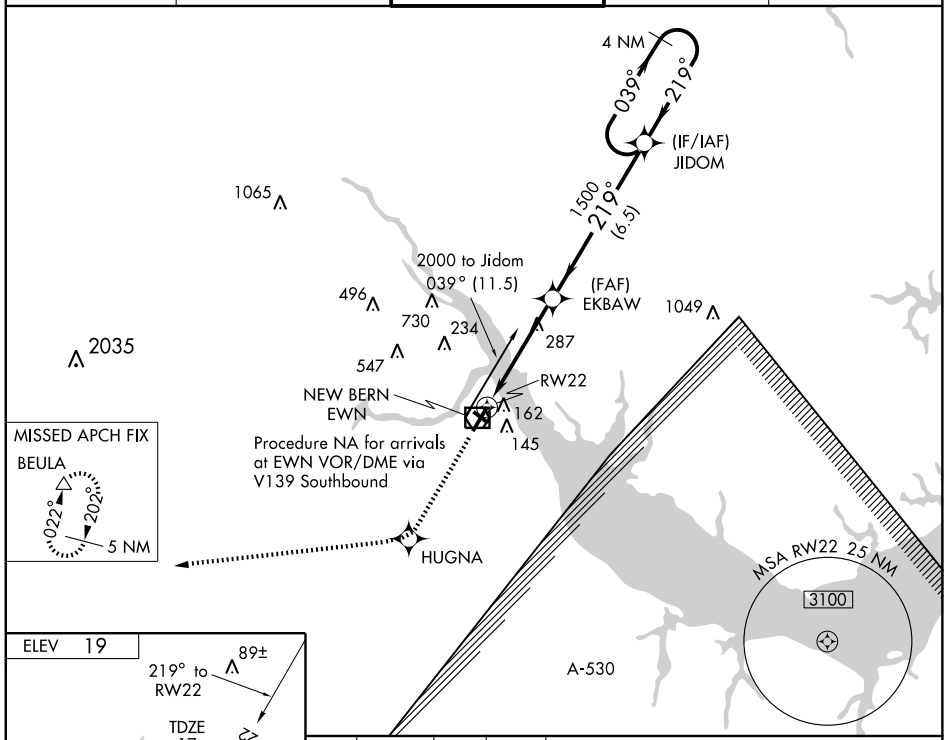
RNAV (GPS) RWY 22

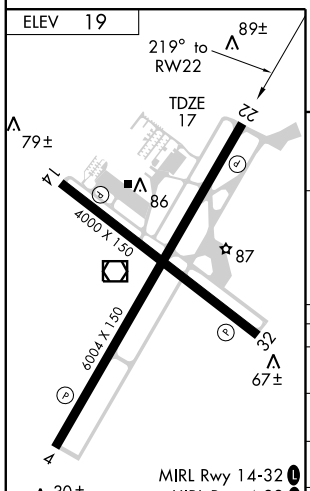
NEW BERN/COASTAL CAROLINA RGNL (EWN)

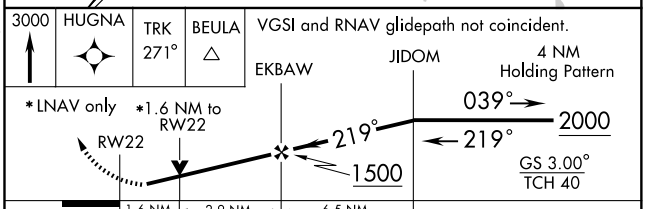
T A ASR — If local altimeter setting not received, use Cherry Point altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HUGNA and via 271° track to BEULA and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7







CATEGORY	A	B	C	D
LPV DA	286-1 269 (300-1)			
LNAV/ VNAV DA	563-2 546 (600-2)			
LNAV MDA	540-1 523 (600-1)		540-1½ 523 (600-1½)	540-1¾ 523 (600-1¾)
CIRCLING	540-1 521 (600-1)		540-1½ 521 (600-1½)	580-2 561 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME EWN	APP CRS	Rwy Idg	6004
113.6	038°	TDZE	16
Chan 83		Apt Elev	19

VOR RWY 4

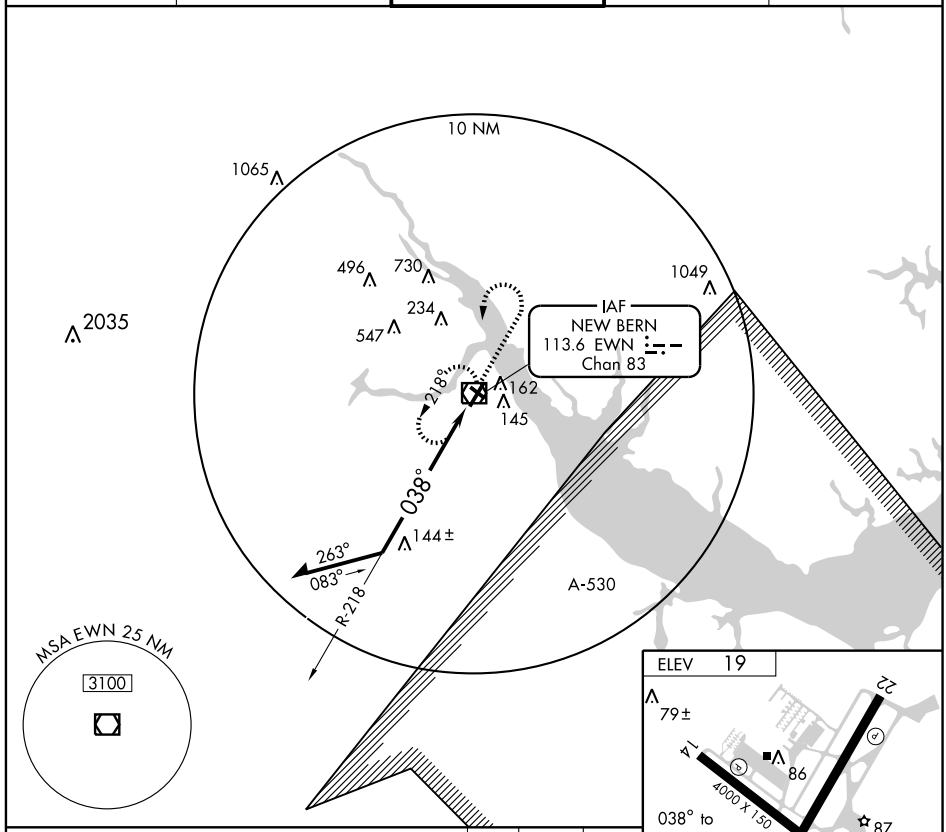
NEW BERN/COASTAL CAROLINA RGNL (EWN)

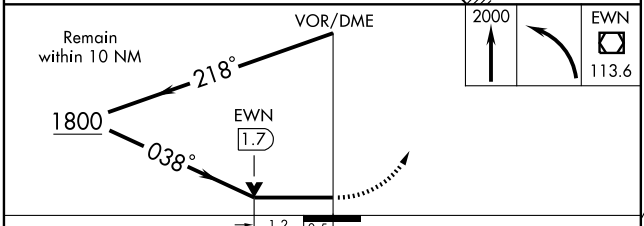
ASR

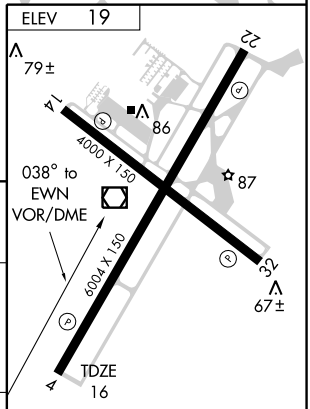
Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct EWN VOR/DME and hold.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7







CATEGORY	A	B	C	D
S-4	460-1	444 (500-1)	460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	480-1	461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME EWN	APP CRS	Rwy Idg	6004
113.6	226°	TDZE	17
Chan 83		Apt Elev	19

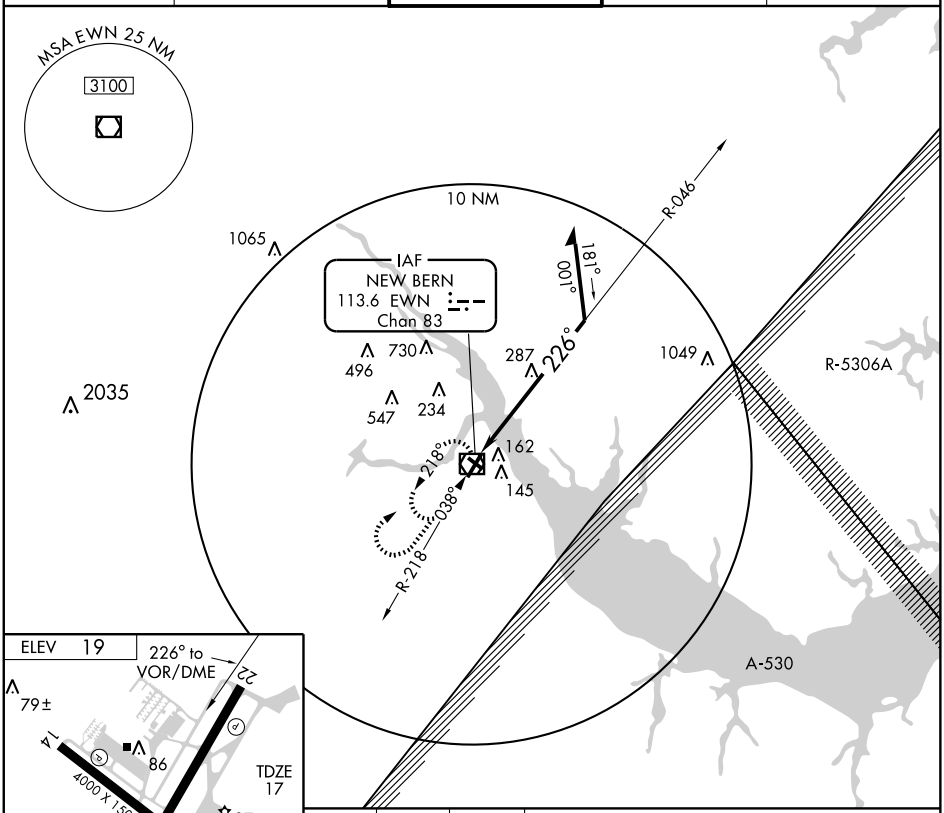
VOR RWY 22

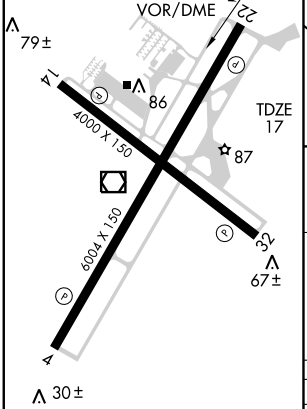
NEW BERN/COASTAL CAROLINA RGNL (EWN)

ASR Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cherry Point altimeter setting and increase all MDAs 40 feet. VDP NA when using Cherry Point altimeter setting.

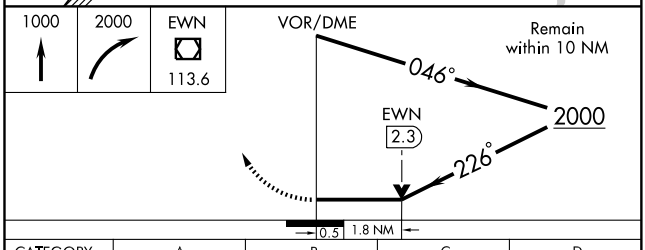
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/DME and hold, continue climb-in-hold to 2000.

ASOS	CHERRY POINT APP CON	NEW BERN TOWER ★	CLNC DEL	GND CON
118.525	119.35 374.9	124.25 (CTAF) L	121.7	121.7





MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L



CATEGORY	A	B	C	D
S-22	600-1	583 (600-1)	600-1½ 583 (600-1½)	600-1¾ 583 (600-1¾)
CIRCLING	600-1	581 (600-1)	600-1½ 581 (600-1½)	600-2 581 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6200
005°	TDZE	1277
	Apt Elev	1301

GPS RWY 1

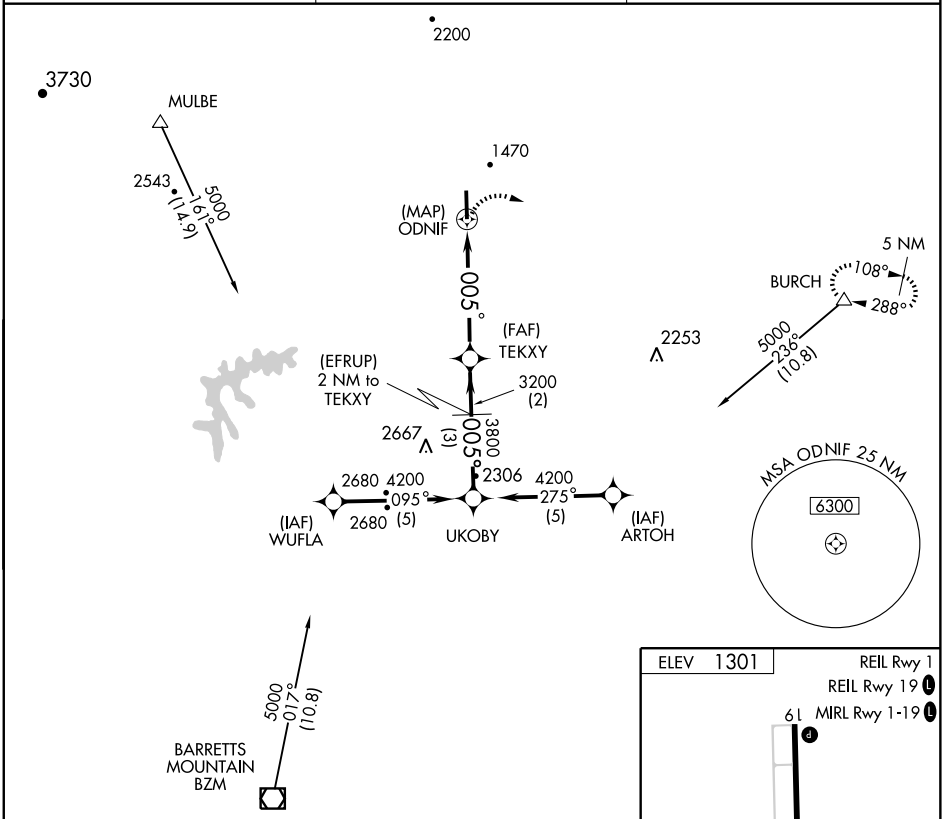
NORTH WILKESBORO/ WILKES COUNTY (UKF)

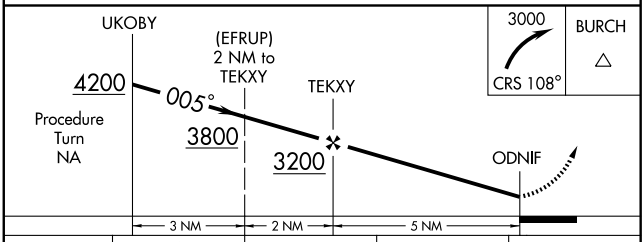
For inoperative MALSR, increase S-1 Cat D visibility to 1¼ miles.

MALSR

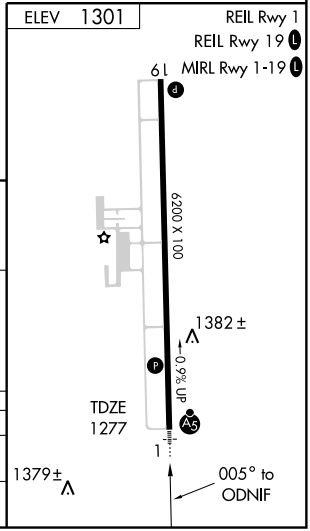
MISSED APPROACH: Climbing right turn to 3000 via 108° course to BURCH WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-1	1640-½ 363 (400-½)			1640-1 363 (400-1)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1½ 579 (600-1½)	1880-2 579 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

NORTH WILKESBORO, NORTH CAROLINA AL-6962 (FAA)

LOC/DME I-UKF	APP CRS	Rwy Idg	6200
111.55	005°	TDZE	1277
Chan 52 (Y)		Apt Elev	1301

ILS RWY 1

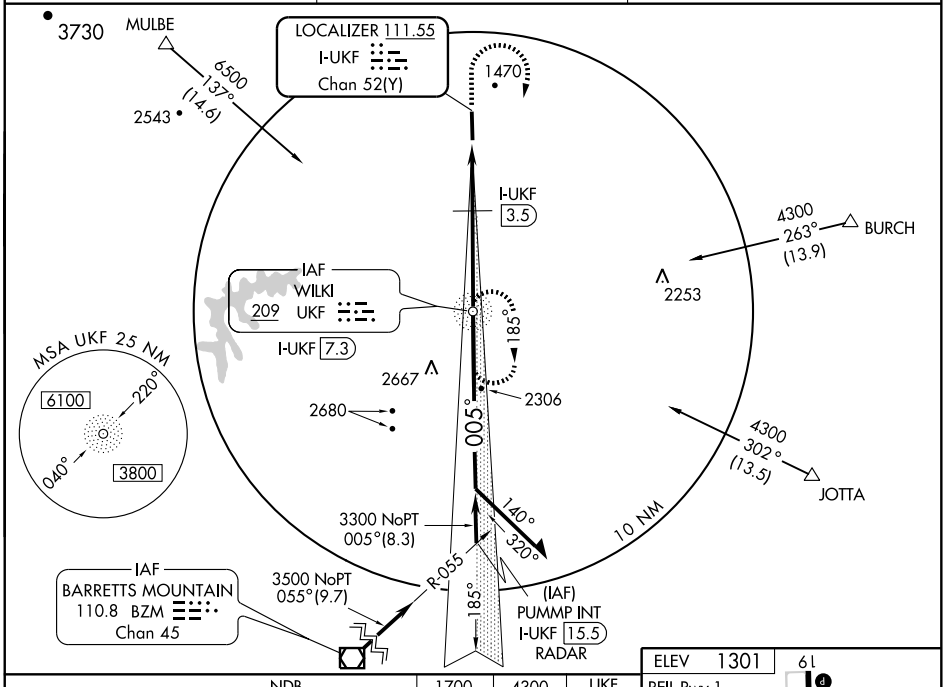
NORTH WILKESBORO/WILKES COUNTY (UKF)

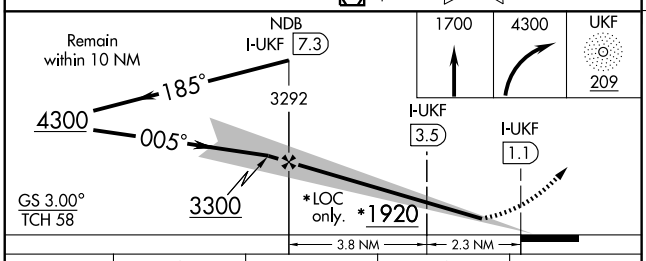
DME MINIMUMS: For inoperative MALSR, increase S-LOC 1 Cat D visibility to 1 mile. ADF REQUIRED

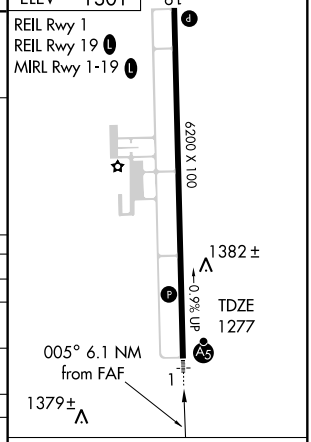
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4300 direct WILKI NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1477-½ 200 (200-½)			
S-LOC 1	1920-½ 643 (700-½)		1920-1¼ 643 (700-1¼)	1920-1½ 643 (700-1½)
CIRCLING	1920-1 619 (700-1)		1920-1¾ 619 (700-1¾)	1920-2 619 (700-2)
DME MINIMUMS				
S-LOC 1	1580-½ 303 (300-½)			1580-¾ 303 (300-¾)
CIRCLING	1820-1 519 (600-1)	1880-1 579 (600-1)	1880-1½ 579 (600-1½)	1880-2 579 (600-2)

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-2, 17 DEC 2009 to 14 JAN 2010

OAK ISLAND, NORTH CAROLINA AL-6533 (FAA)

APP CRS	Rwy Idg	4200
064°	TDZE	25
	Apt Elev	25

RNAV (GPS) RWY 5

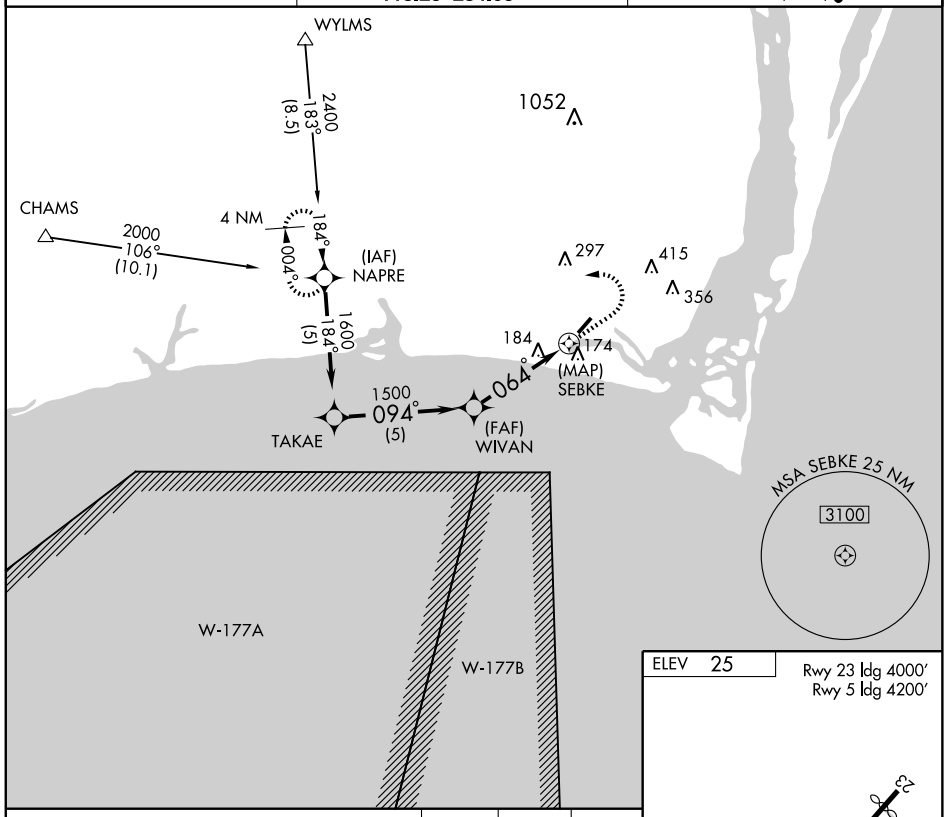
OAK ISLAND/BRUNSWICK COUNTY (SUT)

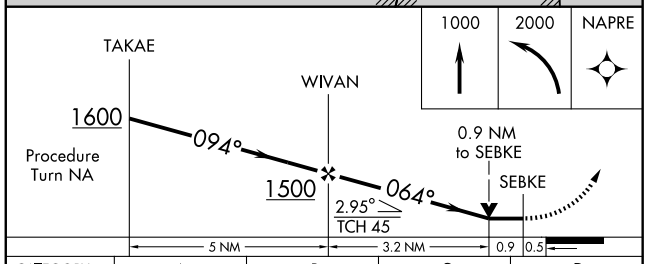
NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wilmington Intl altimeter setting and increase all MDAs 60 feet. VDP NA with Wilmington Intl altimeter setting.

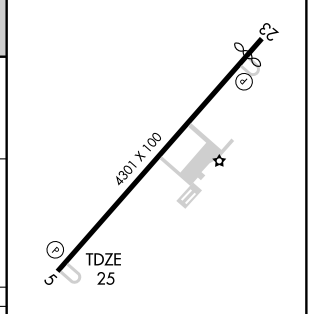
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NAPRE WP and hold.

AWOS-3	WILMINGTON APP CON	UNICOM
124.175	118.25 284.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 475 (500-1)		500-1¼ 475 (500-1¼)	NA
CIRCLING	500-1 475 (500-1)		540-1½ 515 (600-1½)	NA



SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
229°	TDZE	23
	Apt Elev	25

RNAV (GPS) RWY 23

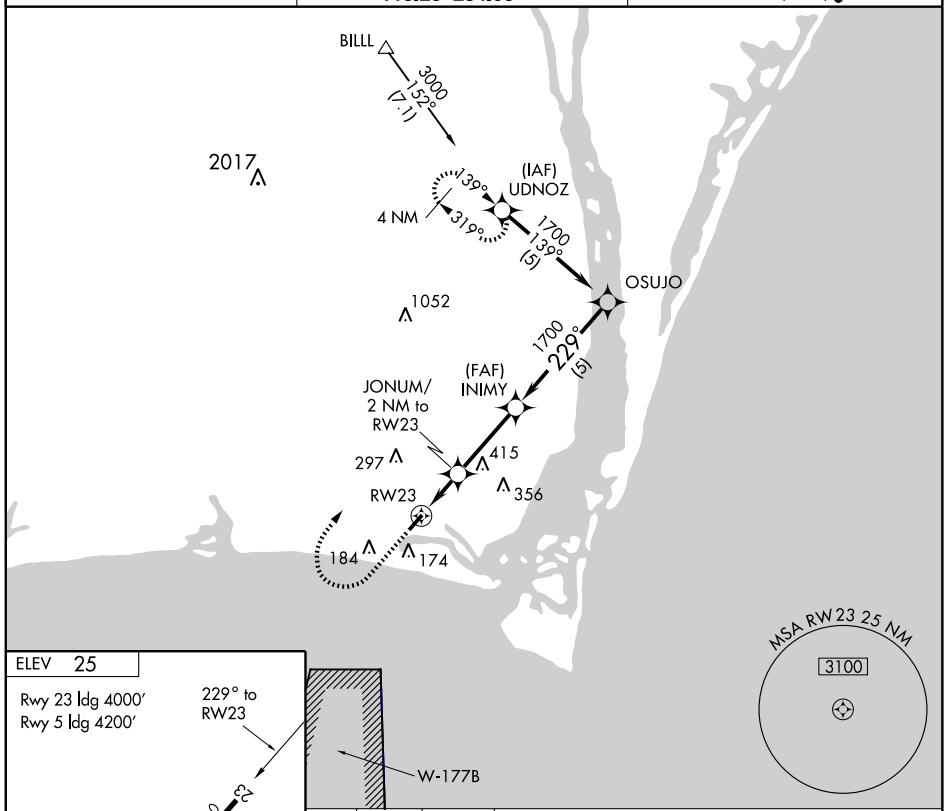
OAK ISLAND/BRUNSWICK COUNTY (SUT)

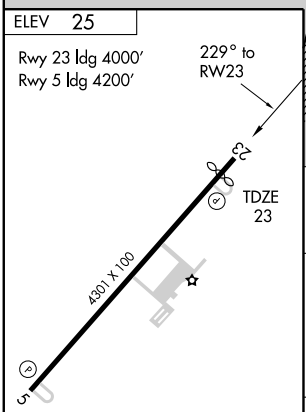
NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 60 feet. VDP NA with Wilmington altimeter setting.

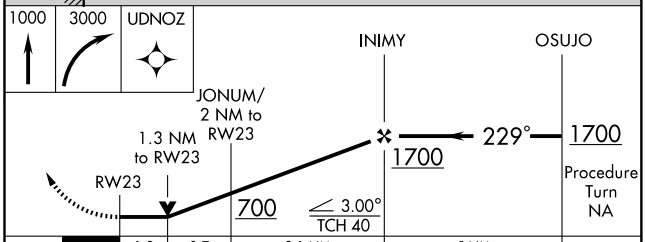
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct UDNOZ WP and hold.

AWOS-3	WILMINGTON APP CON	UNICOM
124.175	118.25 284.65	123.0 (CTAF) L





MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	480-1 457 (500-1)		480-1¼ 457 (500-1¼)	NA
CIRCLING	480-1 455 (500-1)		540-1½ 515 (600-1½)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

OCRACOKE, NORTH CAROLINA AL-6810 (FAA)

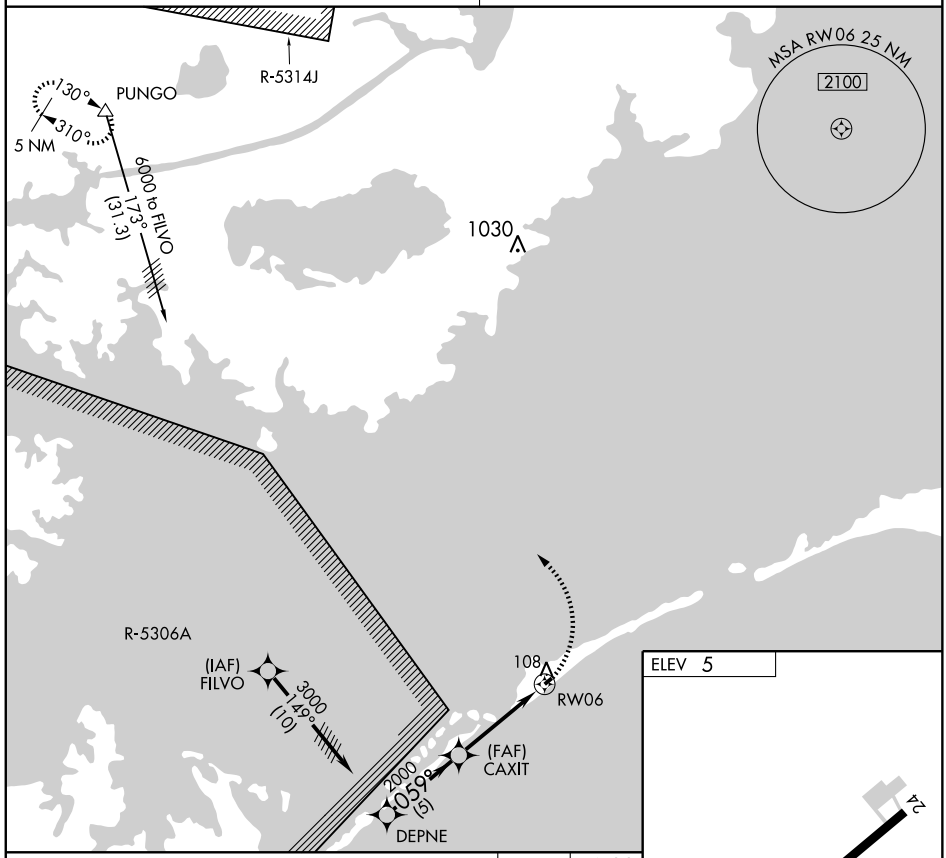
APP CRS	Rwy Idg	2999
059°	TDZE	5
	Apt Elev	5

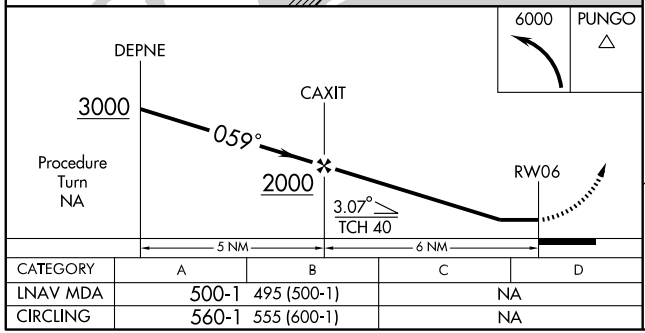
RNAV (GPS) RWY 6

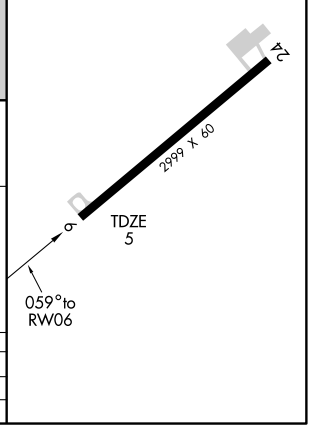
OCRACOKE ISLAND (W95)

NA	Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9







CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 17 DEC 2009 to 14 JAN 2010

OCRACOKE, NORTH CAROLINA AL-6810 (FAA)

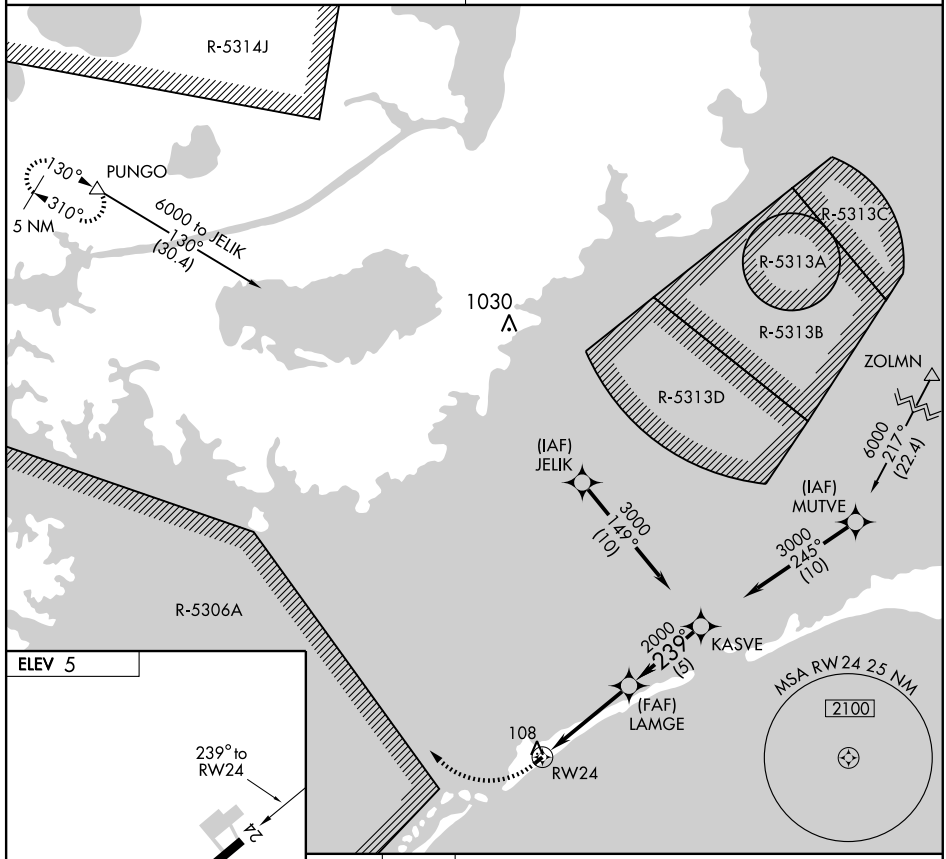
APP CRS	Rwy Idg	2999
239°	TDZE	5
	Apt Elev	5

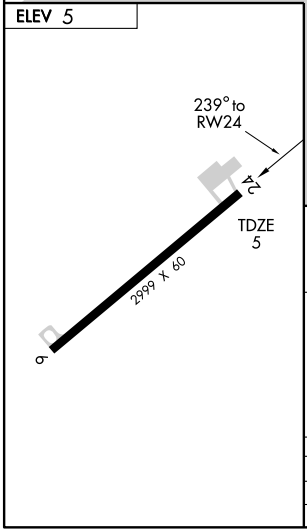
RNAV (GPS) RWY 24

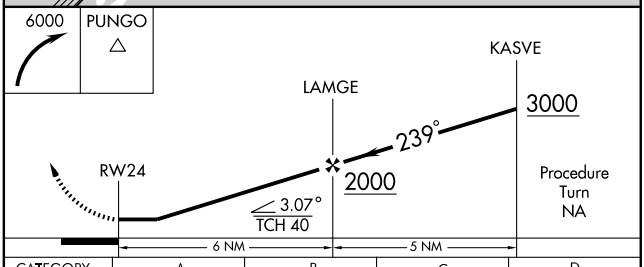
OCRACOKE ISLAND (W95)

NA	Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.

CHERRY POINT APP CON	CTAF
119.75 360.775	122.9





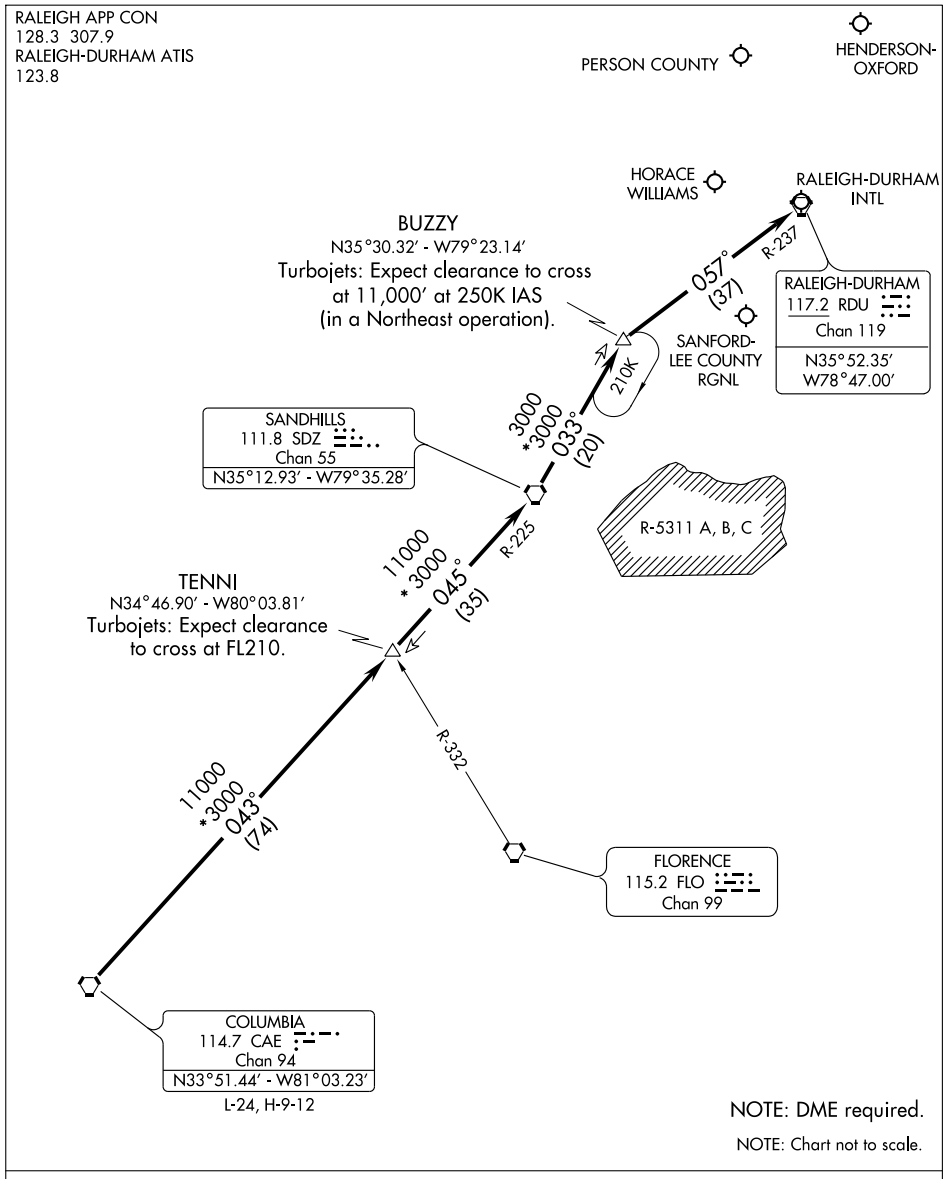


CATEGORY	A	B	C	D
LNAV MDA	500-1	495 (500-1)	NA	
CIRCLING	560-1	555 (600-1)	NA	

SE-2, 17 DEC 2009 to 14 JAN 2010

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-HNZ	APP CRS	Rwy Idg	5002
109.75	058°	TDZE	526
		Apt Elev	526

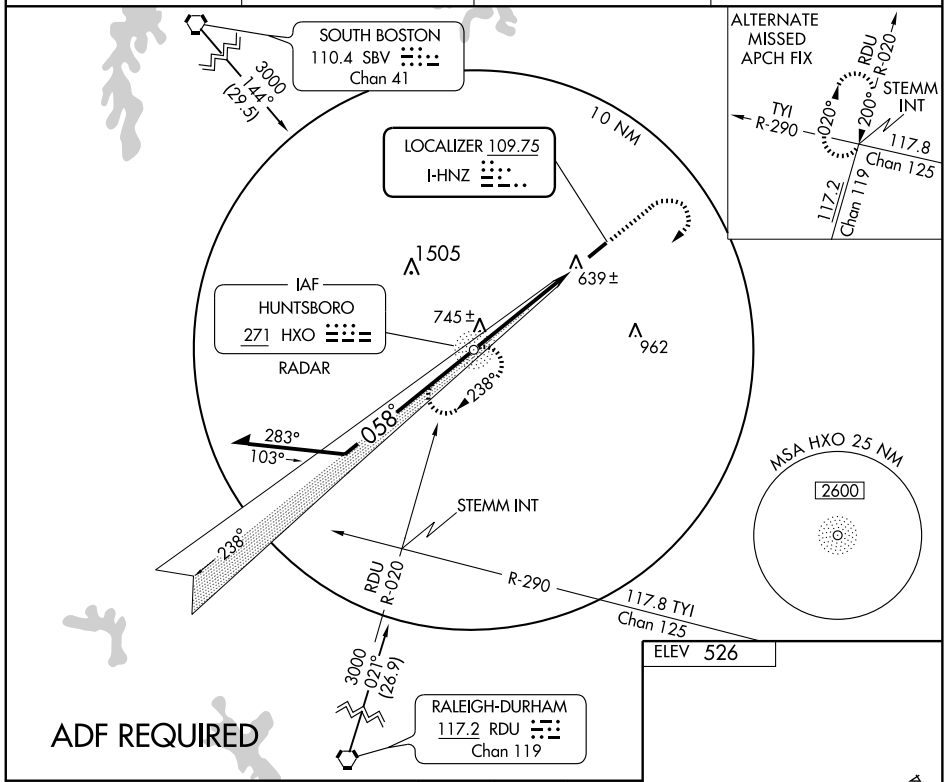
LOC RWY 6

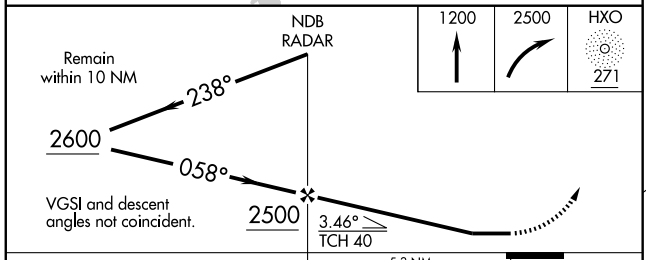
OXFORD/HENDERSON-OXFORD (HNZ)

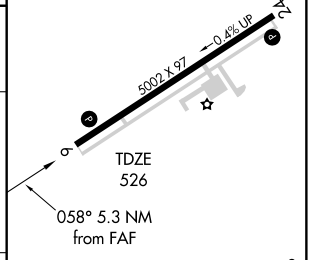
ADF or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB/RADAR and hold, continue climb-in-hold to 2500.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	900-1 374 (400-1)			900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

REIL Rwy 6 L

MIRL Rwy 6-24 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HXO	APP CRS	Rwy Idg	5002
271	057°	TDZE	526
		Apt Elev	526

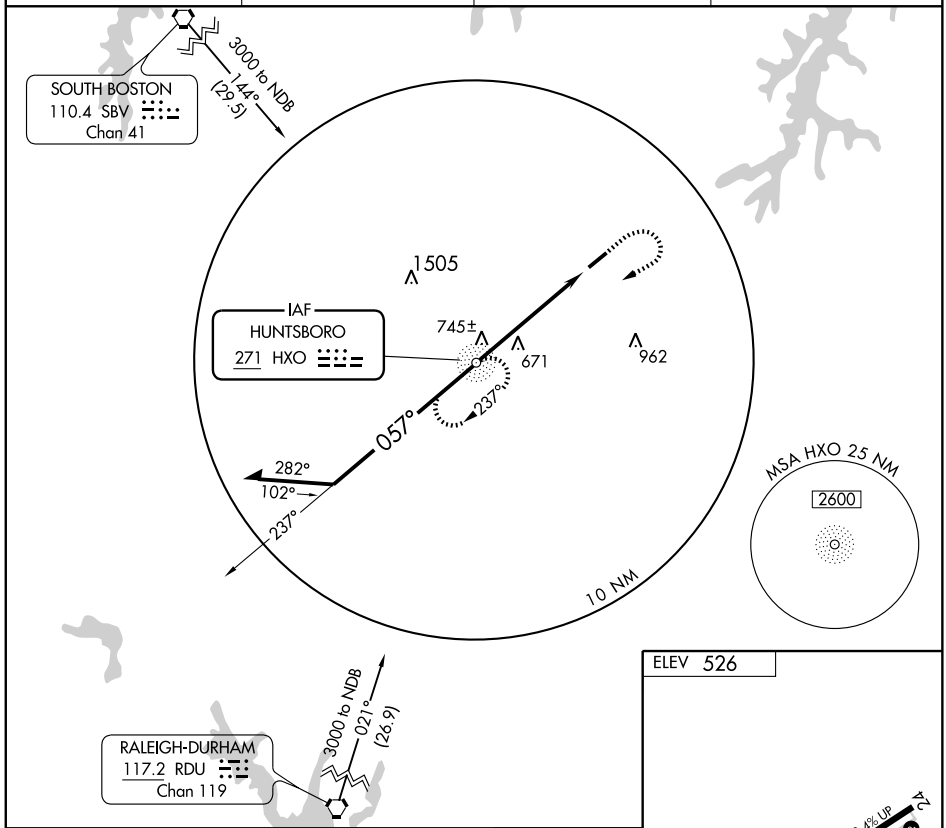
NDB RWY 6

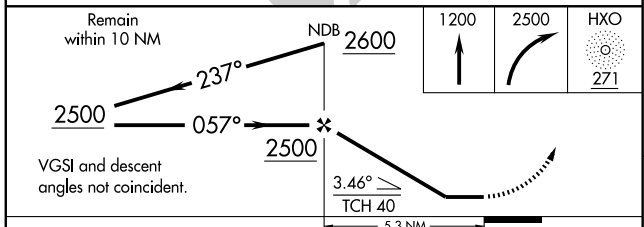
OXFORD/HENDERSON-OXFORD (HNZ)

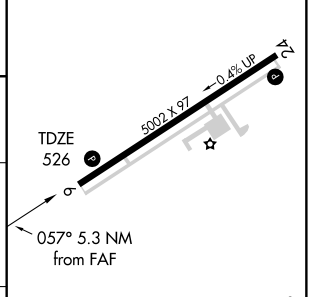
When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cats C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct HXO NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L







REIL Rwy 6 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	980-1 454 (500-1)		980-1¼ 454 (500-1¼)	980-1½ 454 (500-1½)
CIRCLING	980-1 454 (500-1)		980-1½ 454 (500-1½)	1080-2 554 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 45709 W06A	APP CRS 058°	Rwy Idg 5002 TDZE 526 Apt Elev 526

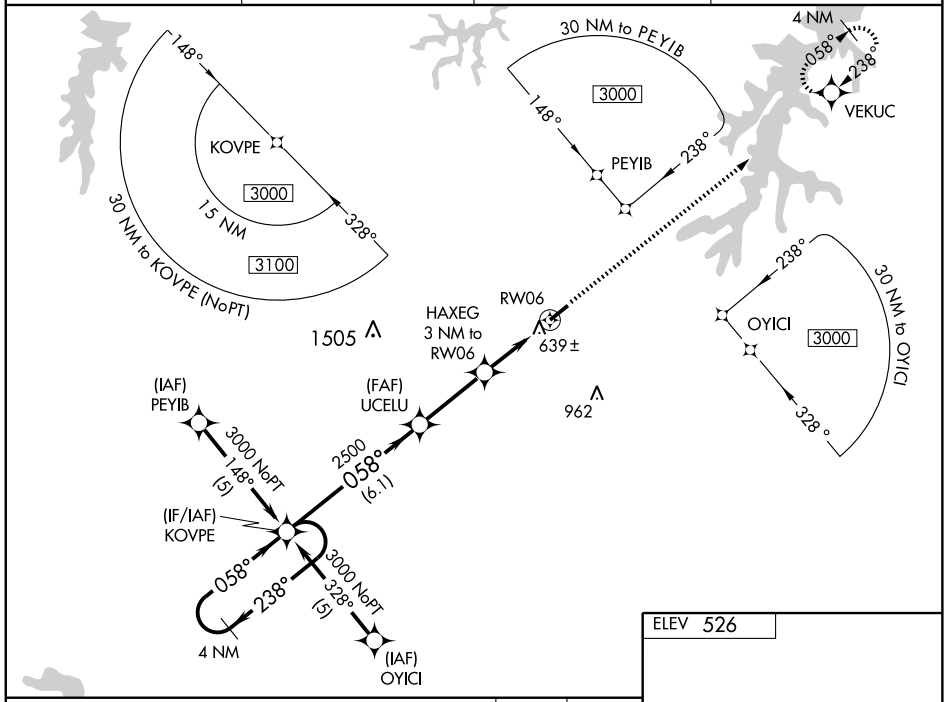
RNAV (GPS) RWY 6

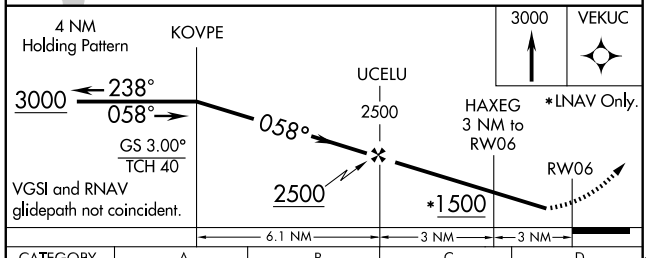
OXFORD/HENDERSON-OXFORD (HNZ)

Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 928, LNAV/VNAV DA to 973, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

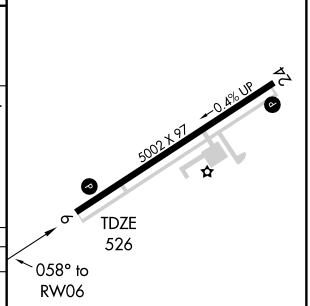
MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	864-1¼ 338 (400-1¼)			
LNAV/VNAV DA	909-1¼ 383 (400-1¼)			
LNAV MDA	900-1 374 (400-1)			900-1¼ 374 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)



REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 63009 W24A	APP CRS 238°	Rwy Idg 5002 TDZE 523 Apt Elev 526

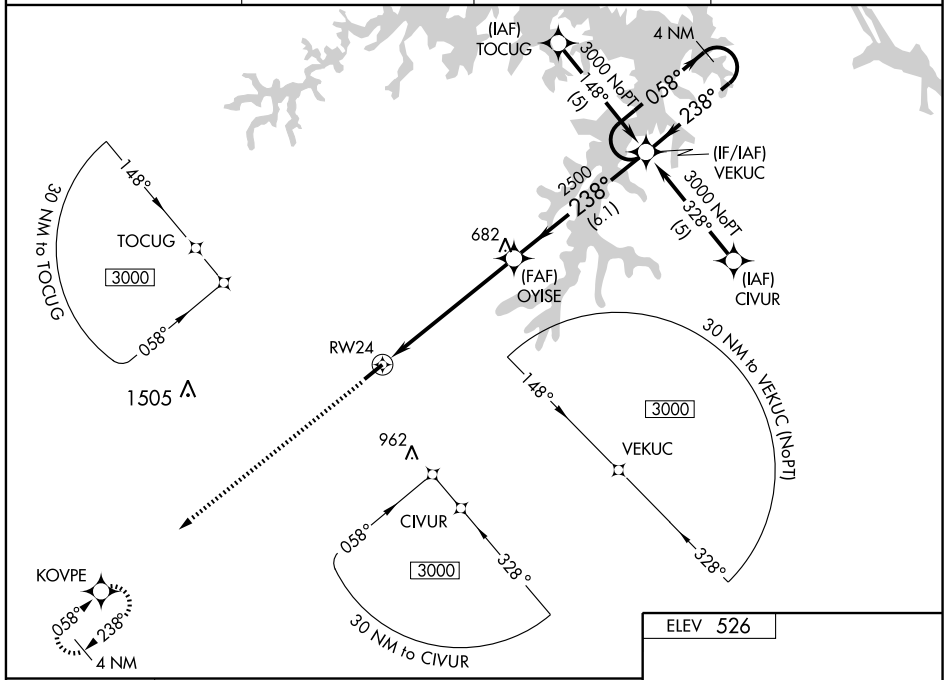
RNAV (GPS) RWY 24

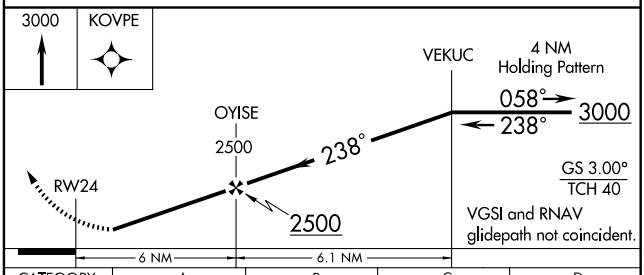
OXFORD/HENDERSON-OXFORD (HNZ)

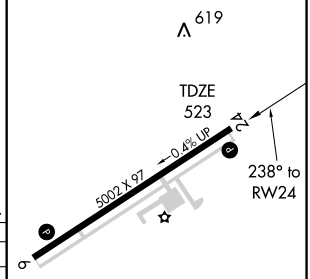
Baro-VNAV NA when using Roxboro altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 953, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KOVPE and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
118.625	132.35 256.9	135.075	122.8 (CTAF) L





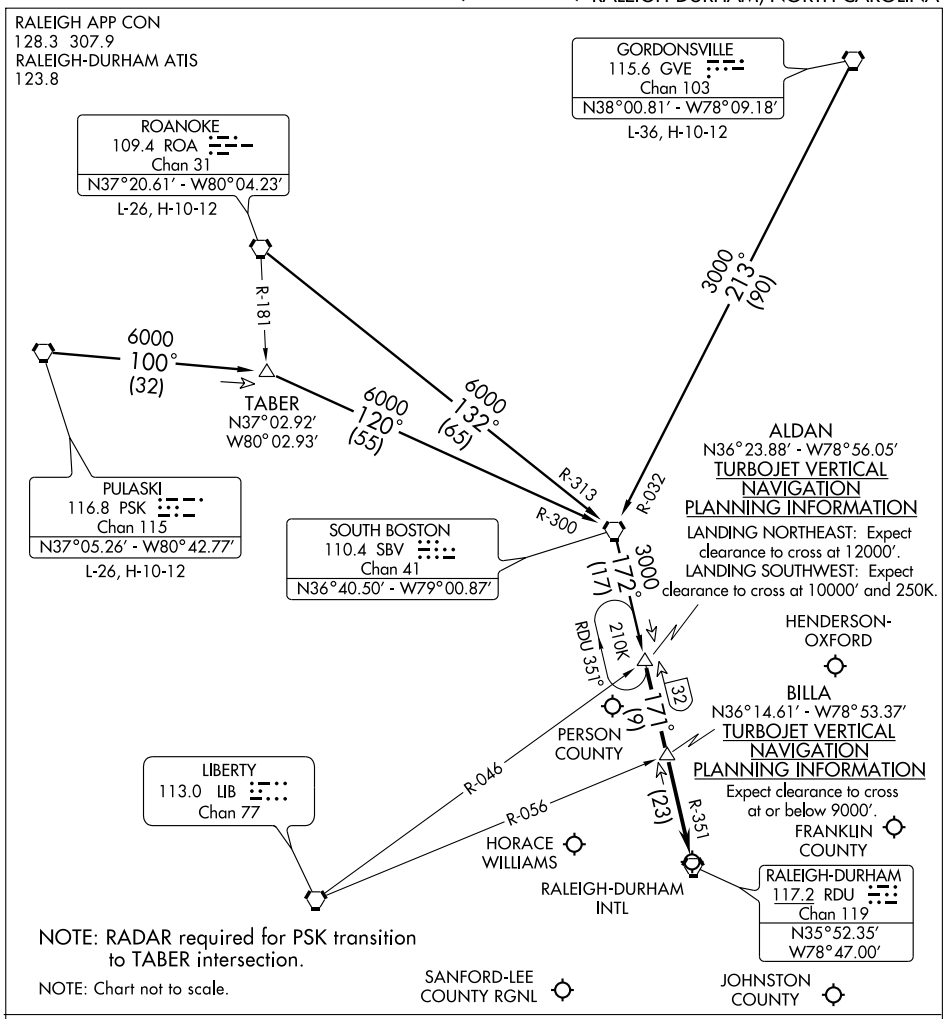


CATEGORY	A	B	C	D
LPV DA	773-1 250 (300-1)			
LNAV/VNAV DA	889-1¼ 366 (400-1¼)			
LNAV MDA	880-1 357 (400-1)			880-1¼ 357 (400-1¼)
CIRCLING	940-1 414 (500-1)	980-1 454 (500-1)	980-1½ 454 (500-1½)	1080-2 554 (600-2)

REIL Rwy 6 L
MIRL Rwy 6-24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-SOP	APP CRS	Rwy Idg	5503
111.5	054°	TDZE	456
		Apt Elev	461

ILS RWY 5

PINEHURST/SOUTHERN PINES/ MOORE COUNTY(SOP)

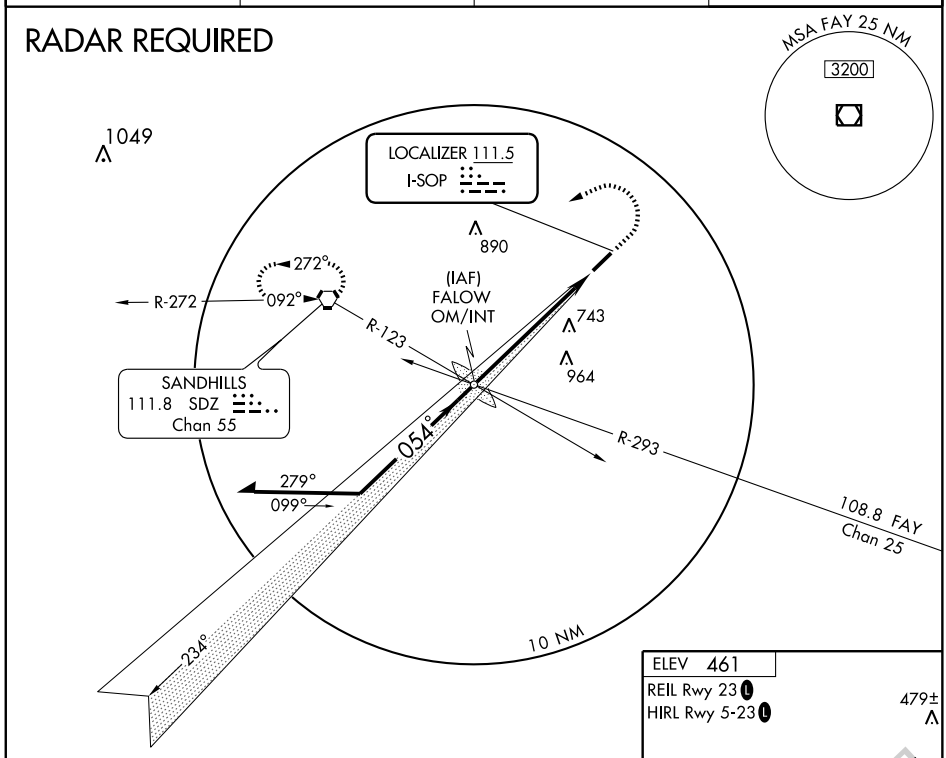
T A NA — If local altimeter setting not received, use Pope AFB altimeter setting and increase DH to 790 feet; increase all MDAs 80 feet. Inoperative table does not apply to S-LOC 5 Cat. C.

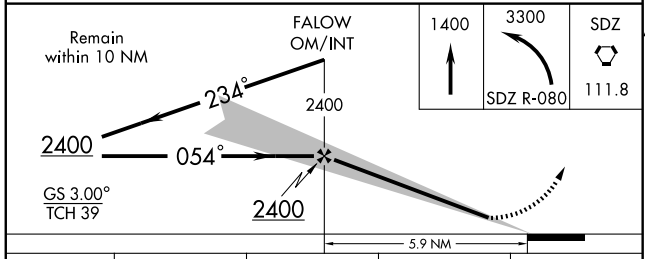
MALS (A4)

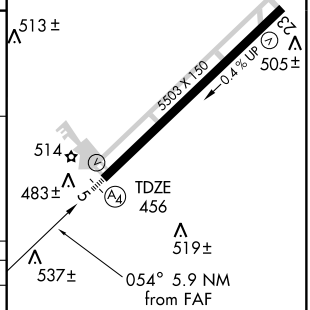
MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 via SDZ R-080 to SDZ VORTAC and hold.

AWOS-3	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05(CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	712-¾ 256 (300-¾)			
S-LOC 5	940-¾ 484 (500-¾)		940-1¼ 484 (500-1¼)	940-1½ 484 (500-1½)
CIRCLING	940-1 479 (500-1)		940-1½ 479 (500-1½)	1020-2 559 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5503
234°	TDZE	443
	Apt Elev	461

RNAV (GPS) RWY 23

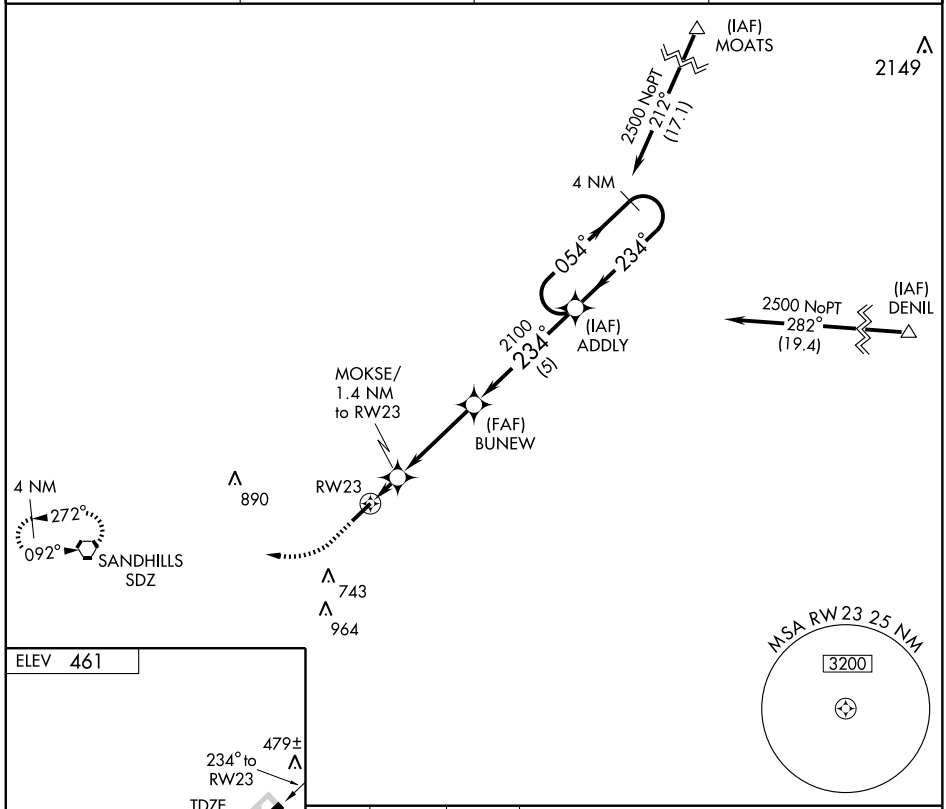
PINEHURST/SOUTHERN PINES/ MOORE COUNTY (SOP)

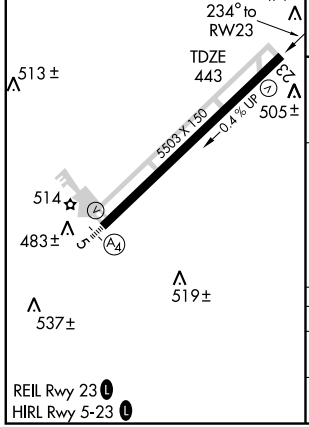
T
NA

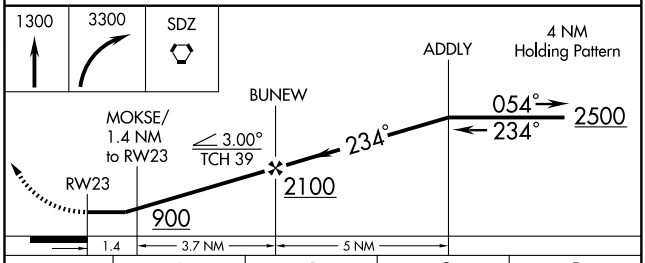
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pope AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct SDZ VORTAC and hold.

AWOS-3	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 317 (300-1)			
CIRCLING	840-1 379 (400-1)	920-1 459 (500-1)	920-1½ 459 (500-1½)	1020-2 559 (600-2)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

PLYMOUTH, NORTH CAROLINA AL-6249 (FAA)

APP CRS	Rwy Idg	5500
027°	TDZE	39
	Apt Elev	39

GPS RWY 3
PLYMOUTH MUNI (PMZ)

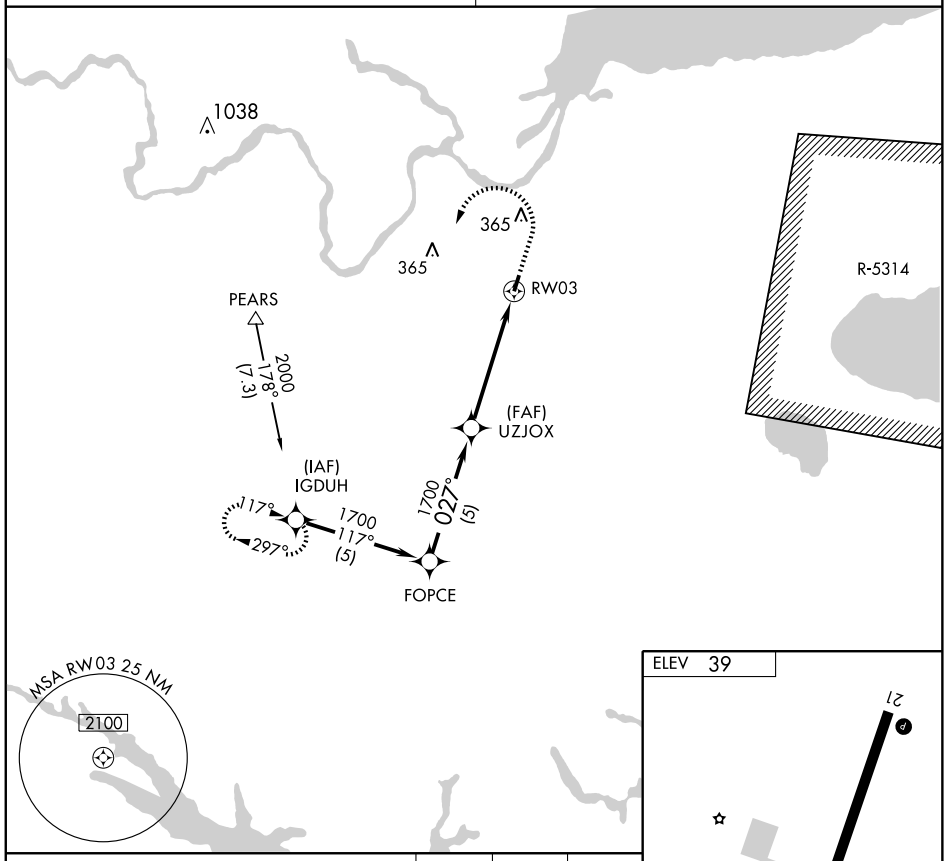
NA

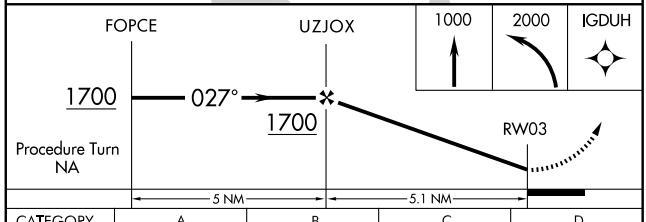
Use New Bern altimeter setting.

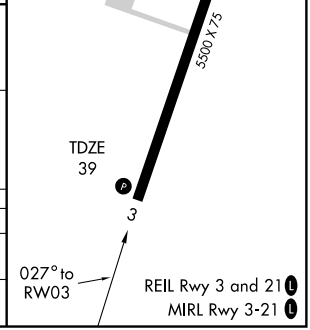
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct IGDUH WP and hold.

WASHINGTON CENTER
135.5 272.75

UNICOM
122.8 (CTAF) L







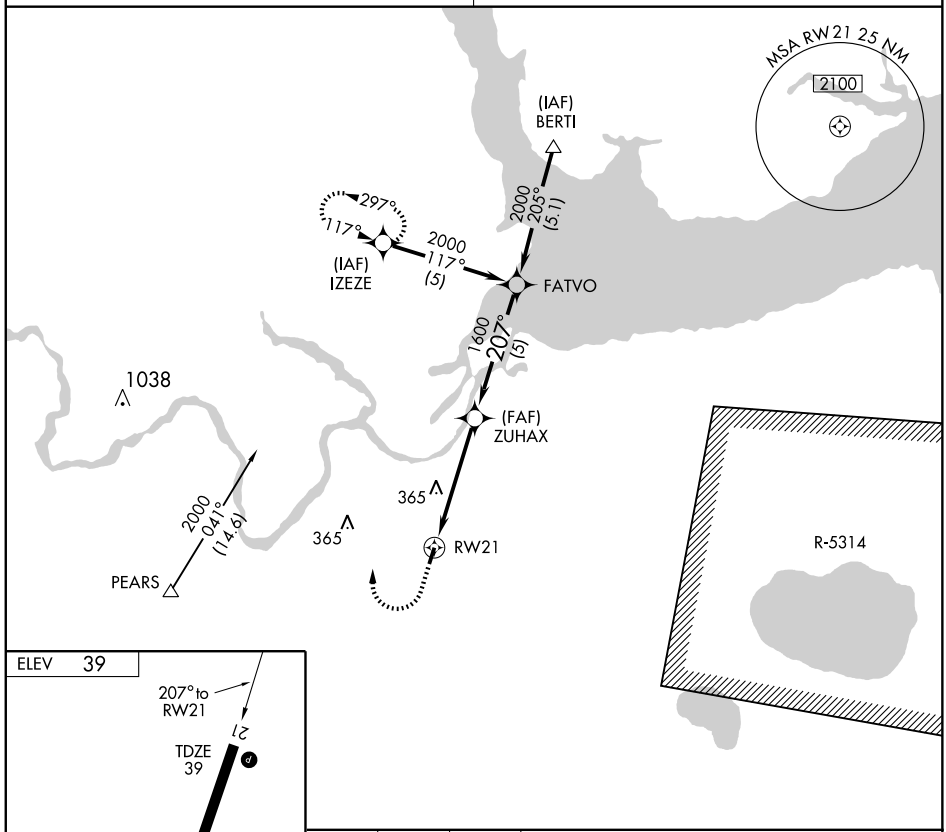
CATEGORY	A	B	C	D
S-3	520-1	481 (500-1)	520-1¼ 481 (500-1¼)	NA
CIRCLING	600-1	561 (600-1)	600-1½ 561 (600-1½)	NA

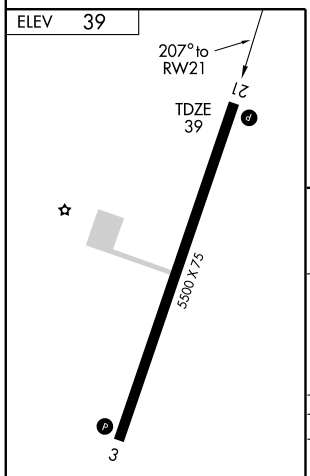
SE-2. 17 DEC 2009 to 14 JAN 2010

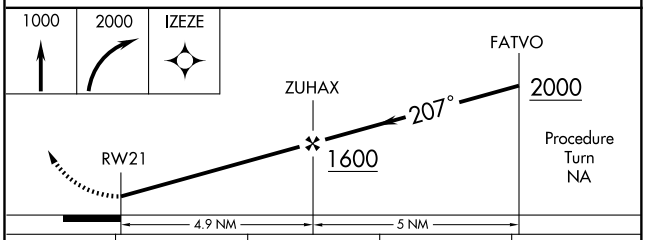
APP CRS	Rwy Idg	5500
207°	TDZE	39
	Apt Elev	39

GPS RWY 21
PLYMOUTH MUNI (PMZ)

▼ NA Use New Bern altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IZEZE WP and hold.
WASHINGTON CENTER **135.5 272.75**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-21	740-1	701 (800-1)	740-2 701 (800-2)	NA
CIRCLING	740-1	701 (800-1)	740-2 701 (800-2)	NA

REIL Rwy 3 and 21 L
MIRL Rwy 3-21 L

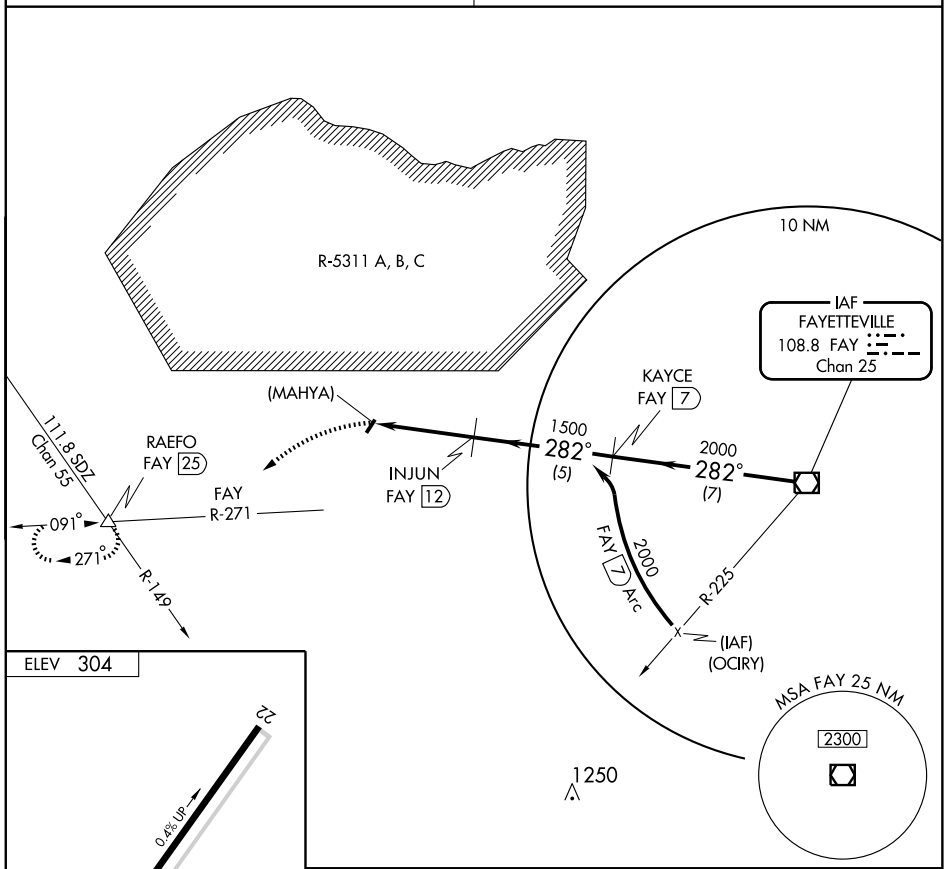
SE-2, 17 DEC 2009 to 14 JAN 2010

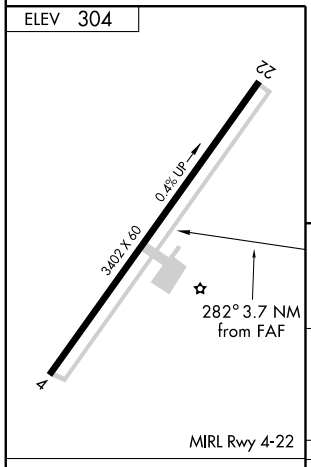
VOR/DME FAY 108.8 Chan 25	APP CRS 282°	Rwy Idg N/A TDZE N/A Apt Elev 304

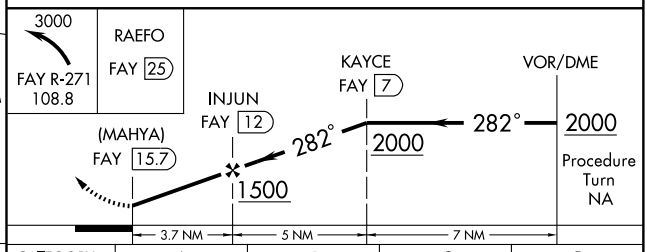
VOR/DME or GPS-A

RAEFORD/ P K AIRPARK (5W4)

NA Use Fayetteville altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via FAY R-271 to RAEFO 25 DME and hold.
FAYETTEVILLE APP CON **127.8 295.0**	UNICOM **123.0** (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	820-1 516 (600-1)		820-1½ 516 (600-1½)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

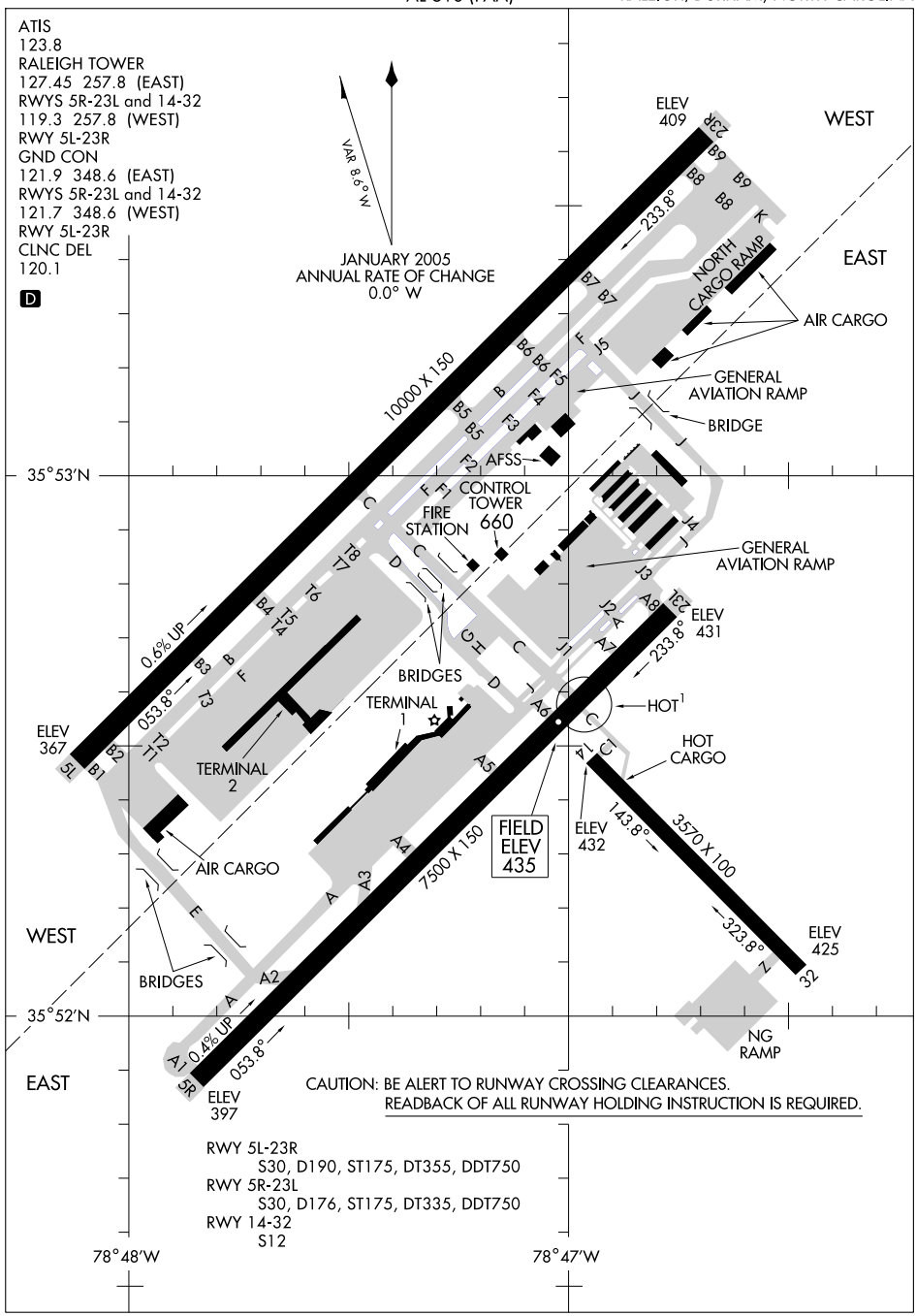
09351

AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)

RALEIGH/DURHAM, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

ARGAL FIVE ARRIVAL (ARGAL.ARGAL5)

RALEIGH-DURHAM INTL

RALEIGH/DURHAM, NORTH CAROLINA

FRANKLIN TRANSITION (FKN.ARGAL5): From over FKN VORTAC via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

HOPEWELL TRANSITION (HPW.ARGAL5): From over HPW VORTAC via HPW R-215 to DUFFI INT, then via RDU R-063 to ARGAL INT. Thence. . . .

SALISBURY TRANSITION (SBY.ARGAL5): From over SBY VORTAC via SBY R-213 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

SNOW HILL TRANSITION (SWL.ARGAL5): From over SWL VORTAC via SWL R-219 to CCV VORTAC, then via CCV R-236 and FKN R-071 to FKN VORTAC, then via FKN R-249 and RDU R-063 to ARGAL INT. Thence. . . .

. . . . From over ARGAL INT via RDU R-063 to RDU VORTAC. Expect radar vectors to final approach course after ARGAL INT.

RALEIGH APP CON
124.95 392.1
ATIS
123.8

SALISBURY
111.2 SBY
Chan 49
N38°20.70′ - W75°30.63′
L-34-36, H-10-12

6000 213° (64)

6000 219° (50)

SNOW HILL
112.4 SWL
Chan 71
N38°03.40′
W75°27.83′
L-36, H-10-12

R-031

R-041

6000 236° (38)

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85′ - W75°59.86′

HOPEWELL
112.0 HPW
Chan 57
N37°19.73′ - W77°06.96′
L-36, H-10-12

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL220.

R-140

6000 215° (67)

6000 251° (24)

DRIVE
N36°54.18′
W76°34.10′

R-071

6000 249° (44)

ARGAL
N36°10.28′ - W78°09.92′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′
(in a southwest operation)

MEYER
N36°12.82′
W78°04.60′

6000 243° (16)

DUFFI
N36°20.96′
W77°47.49′

FRANKLIN
110.6 FKN
Chan 43
N36°42.85′ - W77°00.74′
L-35-36, H-9-10-12

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL220.

N

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35′ - W78°47.00′

210K 243° (5) 40

R-313

R-354

R-063 243° (35)

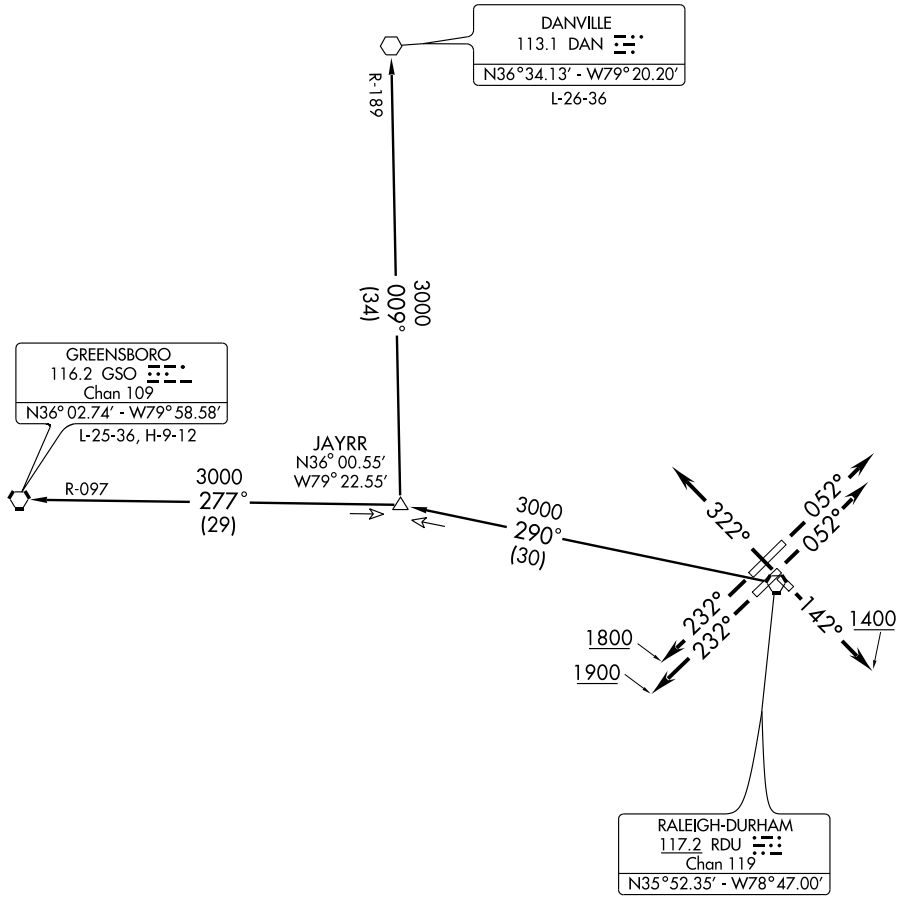
R-303

TAR RIVER
117.8 TYI
Chan 125

NOTE: Chart not to scale.

BLUE DEVIL FOUR DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9



TAKEOFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, STANDARD.
Rwy 32: 300-1

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

(Continued on next page)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence....
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence....
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence....
TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

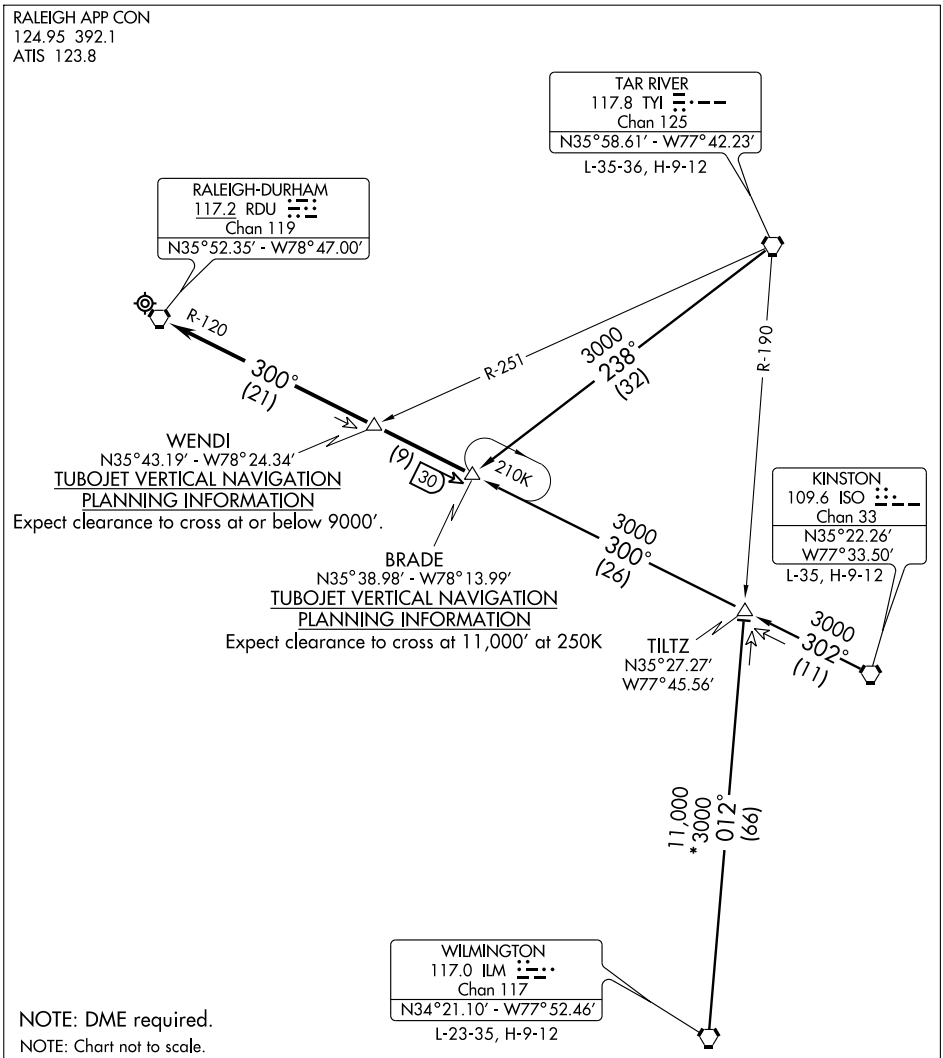
DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 5L: Tree 2011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3802 feet from DER, 1238 feet left of centerline, 77 feet AGL/506 MSL. Tank 4046 feet from DER , 1578 feet right of centerline, 138 feet AGL/547 feet MSL.
Rwy 5R: Tree 1437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.
Rwy 14: Multiple trees beginning 2021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 MSL.
Rwy 23L: Tree 1496 from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. LT Pole 1458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.
Rwy 32: Multiple poles 1170 feet from DER, 634 feet left centerline, up to 47 feet AGL/486 feet MSL. Antenna 1243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

BRADE FIVE ARRIVAL (BRADE.BRADE5)



KINSTON TRANSITION (ISO.BRADE5): From over ISO VORTAC via ISO R-302 and RDU R-120 to BRADE INT. Thence . . . .

TAR RIVER TRANSITION (TYI.BRADE5): From over TYI VORTAC via TYI R-238 to BRADE INT. Thence . . . .

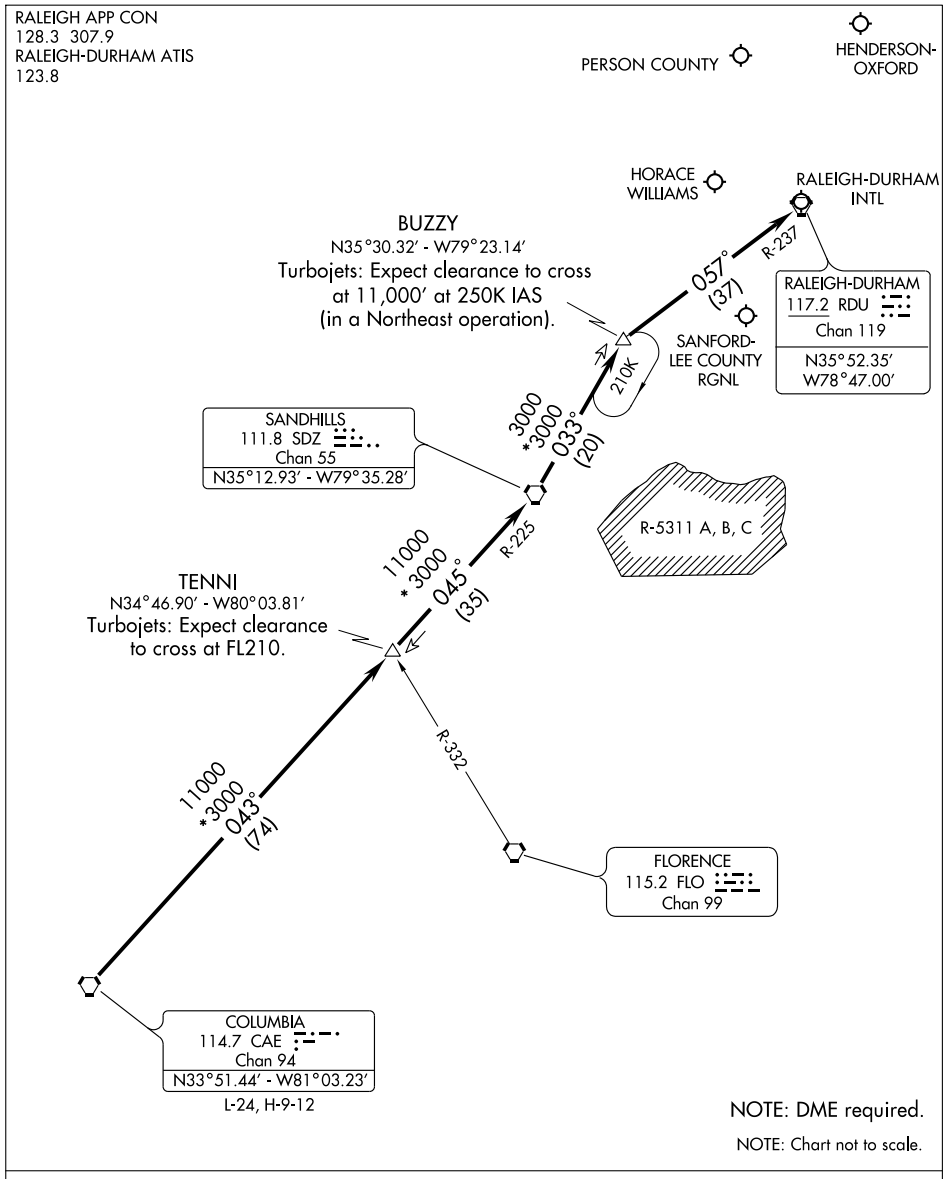
WILMINGTON TRANSITION (ILM.BRADE5): From over ILM VORTAC via ILM R-012 and RDU R-120 to BRADE INT. Thence . . . .

. . . . From over BRADE INT via RDU R-120 to RDU VORTAC. Expect radar vectors to final approach course after WENDI INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



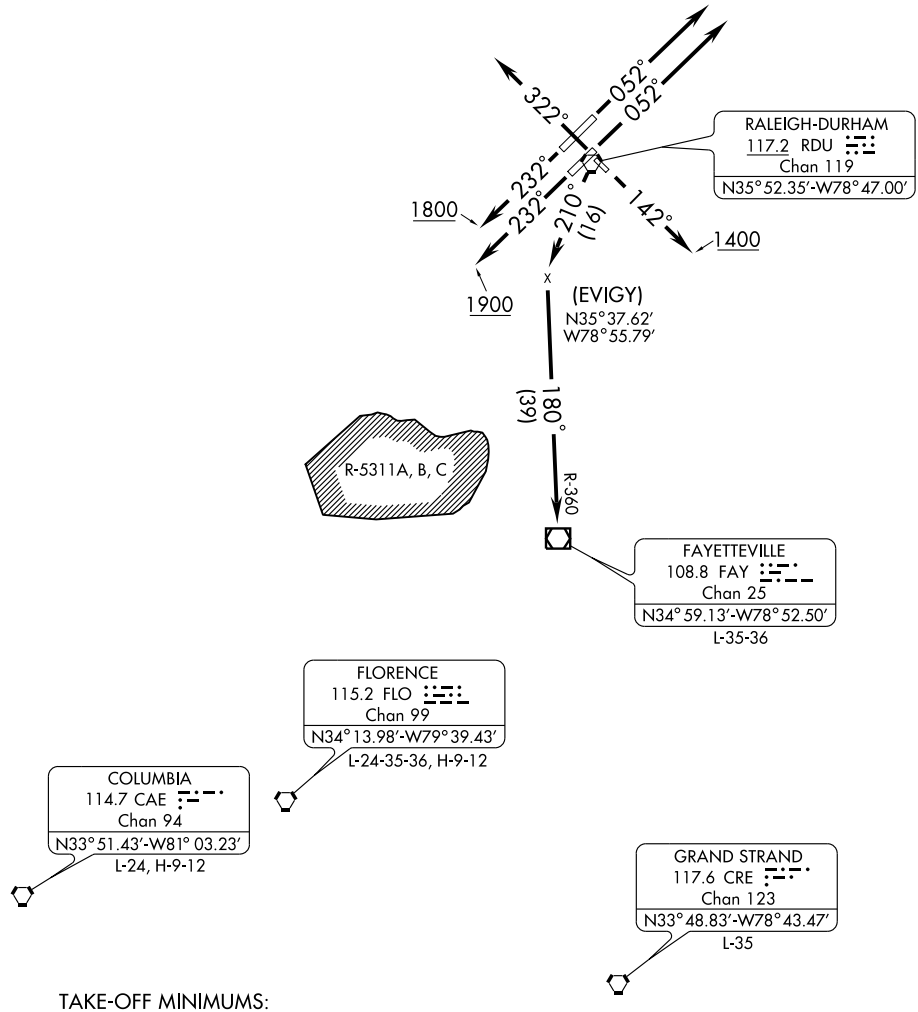
From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

FAYETTEVILLE THREE DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 380.05



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

FAYETTEVILLE THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

....or as assigned for vectors to join RDU R-210 thence via RDU R-210 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GKK	APP CRS	Rwy Idg	10000
109.1	052°	TDZE	385
Chan 28		Apt Elev	435

ILS or LOC RWY 5L
RALEIGH-DURHAM INTL (RDU)

DME or Radar required..

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 310° and RDU R-351 to DUHAM INT/RDU 11 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

RADAR REQUIRED

110.4 SBV Chan 41 R-172 171° 351° DUHAM RDU 11 R-072 R-351 113.0 LIB Chan 77 352° 172° 110.4 SBV Chan 41 R-172 R-072 DUHAM 113.0 LIB Chan 77 117.2 RDU Chan 119 R-351

ALTERNATE MISSED APCH FIX

LOCALIZER 109.1 I-GKK Chan 28

10 NM

814 680 664 631 2049 510 567 WEPAS I-GKK 7.1 RADAR 794 996 579 2100 052° (7.2) 2049 232° (IF/IAF) SCHOO I-GKK 14.2 RADAR

RALEIGH-DURHAM 117.2 RDU Chan 119

MSA RDU 25 NM 3400

SCHOO I-GKK 14.2 RADAR WEPAS I-GKK 7.1 RADAR 3000 052° 2100 2100 I-GKK 3.3 I-GKK 1.9 GS 3.00° TCH 57 VGSI and ILS glidepath not coincident. 7.2 NM 3.8 NM 1.4 NM

1000 ↑	2100 hdg 310°	RDU R-351 117.2	DUHAM △

ELEV 435 D
REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

052° 5.2 NM from FAF

23R 482± 10,000 X 150 660 23L 0.6% UP TDZE 505 385 5L 0.4% UP 7500 X 150 3570 X 100 513± 32 5R 455±

CATEGORY	A	B	C	D
S-ILS 5L	596/18 211 (200-½)			
S-LOC 5L	880/24 495 (500-½)		880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-RDU	APP CRS	Rwy Idg	7500
109.5	052°	TDZE	420
		Apt Elev	435

ILS or LOC RWY 5R
RALEIGH-DURHAM INTL (RDU)

T A DME or Radar required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 via heading 130° and RDU VORTAC R-087 to ZEBUL INT/RDU 19.6 DME and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

ALTERNATE MISSED APCH FIX
110.4 SBY Chan 41
087° 269° R-269 R-087 R-151
117.8 TYI Chan 125
117.2 RDU Chan 119
ZEBUL TYI 33.3

RADAR REQUIRED

LOCALIZER 109.5
I-RDU

814 680 664 631 510 2049 R-087

RALEIGH-DURHAM
117.2 RDU
Chan 119

10 NM

794 996 579

2400 052° (6.1)

PURME RDU 6.8 RADAR

(IF/IAF)
PECIT RDU 12.9 RADAR

RDU R-230 232°

2049

MSA RDU 25 NM
3400

MISSED APCH FIX
ZEBUL RDU 19.6
110.4 SBY Chan 41
087° 267° R-269 R-087 R-151
117.8 TYI Chan 125
117.2 RDU Chan 119

ELEV 435 D
REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L
482±
10,000 X 150
660
505
0.6% UP
0.4% UP
7500 X 150
3570 X 100
513±
455±
TDZE 420
052° 6 NM from FAF

PECIT RDU 12.9 RADAR
PURME RDU 6.8 RADAR
4000
052°
2400
2400
GS 3.00°
TCH 55
6.1 NM
6 NM

1000	2600 hdg 130°	RDU R-087 117.2	ZEBUL

CATEGORY	A	B	C	D
S-ILS 5R	* 620/24 200 (200-½)			
S-LOC 5R	900/24 480 (500-½)		900/40 480 (500-¾)	900/50 480 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-LEI	APP CRS	Rwy Idg	7500
108.5	232°	TDZE	435
		Apt Elev	435

ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

DME or Radar required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 via heading 050° and RDU VORTAC R-087 to ZEBUL INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

RADAR REQUIRED

MSA RDU 25 NM
3400
110.4 SBV Chan 41
R-172
DUHAM
113.0 LIB Chan 77
R-072
R-351
(IF)
DOCAT
RDU 12.5
RADAR
052°
232°
1800
(B)
10 NM
814
LEEVY LOM
680
APUCU
RDU 4.5
RADAR
1549
LEPEC
RDU 2.7
664
631
561±
RDU
R-087
RALEIGH-DURHAM
117.2 RDU
Chan 119
510
BEGVE
RDU 0.9
LOCALIZER 108.5
I-LEI
794
996
MISSED APCH FIX
110.4 SBV Chan 41
087°
ZEBUL
267°
R-269
R-087
R-151
117.2 RDU Chan 119
117.8 TYI Chan 125

SE-2. 17 DEC 2009 to 14 JAN 2010

ELEV 435 D
REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L
23R
482±
TDZE 435
10,000 X 150
660
23L
232° 4.1 NM from FAF
0.6% UP
505
5L
0.4% UP
7500 X 150
3570 X 100
513±
32
5R
455±

1000	2600 hdg 050°	RDU R-087 117.2	ZEBUL

APUCU RDU 4.5 RADAR
Localizer unusable from 0.5 NM from threshold.
DOCAT RDU 12.5 RADAR
*2000 when authorized by ATC.
LEPEC RDU 2.7
1800
232°
4000*
BEGVE RDU 0.9
1200
1800
GS 3.00°
TCH 56
0.5 1.8 NM 1.8 NM 8 NM

CATEGORY	A	B	C	D
S-ILS 23L	647/18 212 (300-½)			
S-LOC 23L	1200/24 765 (800-½)	1200/40 765 (800-¾)	1200-1¾ 765 (800-1¾)	1200-2 765 (800-2)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
LEPEC FIX MINIMUMS				
S-LOC 23L	820/24 385 (400-½)			820/40 385 (400-¾)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS or LOC RWY 23R

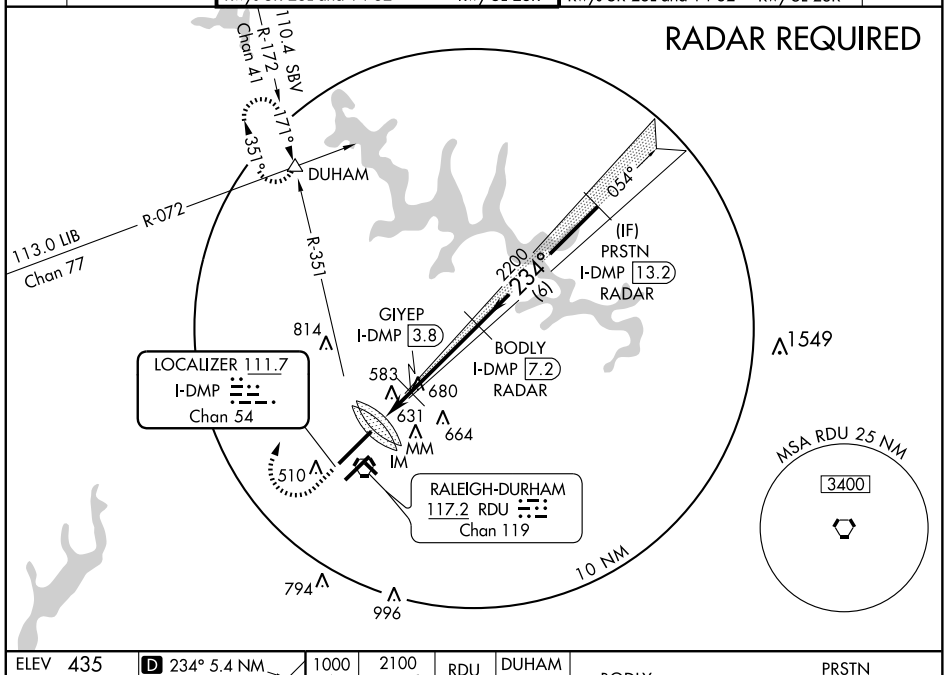
RALEIGH-DURHAM INTL (RDU)

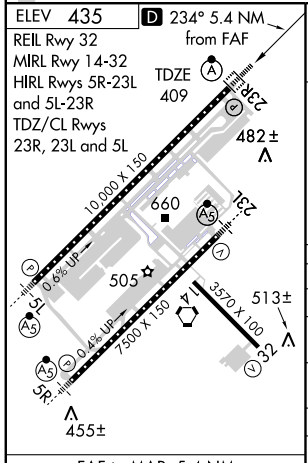
DME or Radar required.

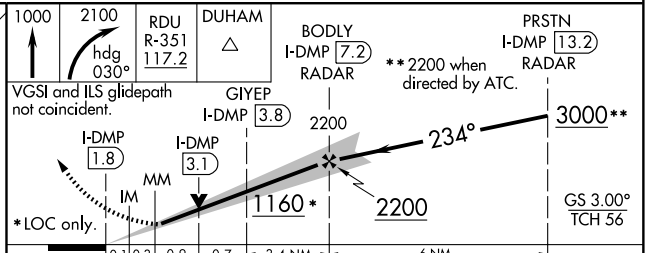
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
S-ILS 23R	609/18 200 (200-½)			
S-LOC 23R	1160/24 751 (800-½)	1160/40 751 (800-¾)	1160-1¾ 751 (800-1¾)	1160-2 751 (800-2)
CIRCLING	1160-1 725 (800-1)	1160-1¼ 725 (800-1¼)	1160-2¼ 725 (800-2¼)	1160-2½ 725 (800-2½)
GIYEP FIX MINIMUMS				
S-LOC 23R	900/24 491 (500-½)		900/40 491 (500-¾)	900/50 491 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT II)

RALEIGH-DURHAM INTL (RDU)

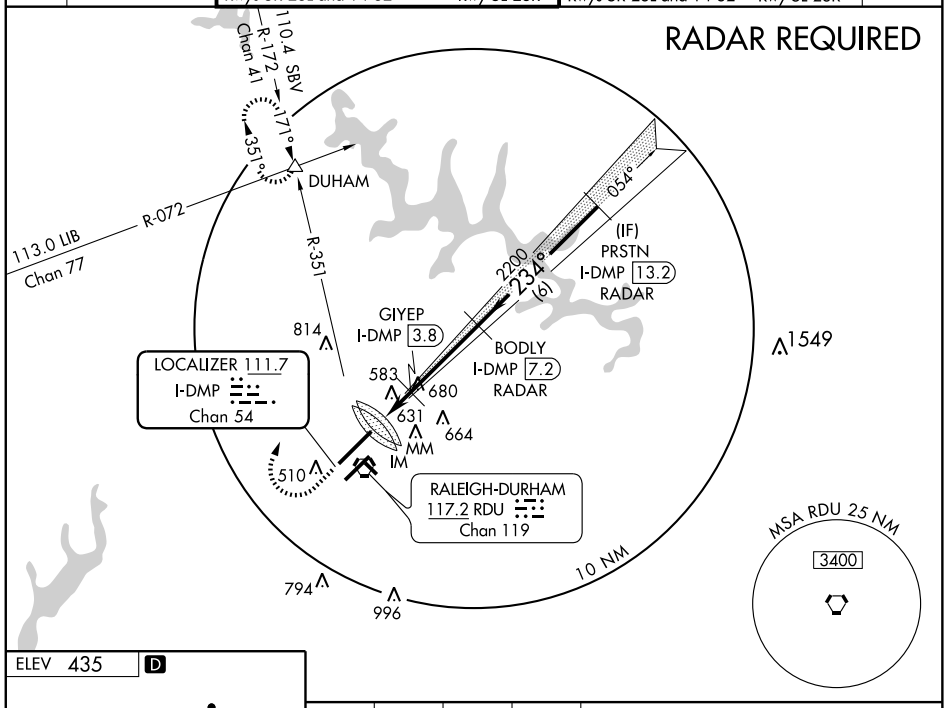
DME or Radar required.

ALSF-2

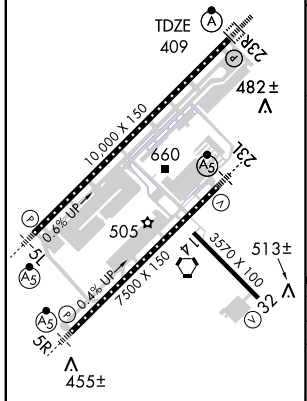
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

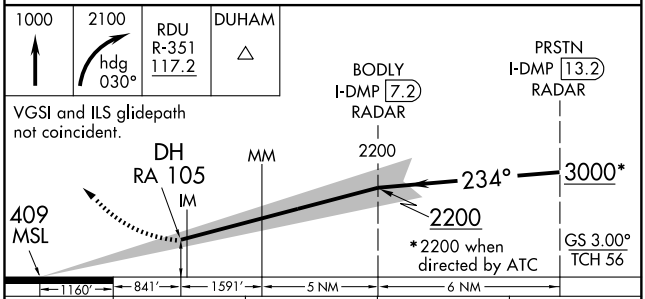
RADAR REQUIRED



ELEV 435 D



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-ILS 23R	RA 105/12 100 DA 509			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

ILS RWY 23R (CAT III)

RALEIGH-DURHAM INTL (RDU)

DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 via heading 030° and RDU VORTAC R-351 to DUHAM INT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

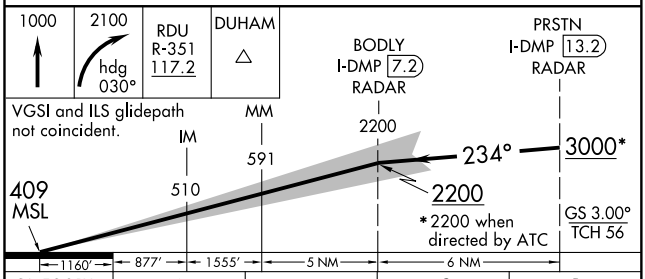
RADAR REQUIRED

110.4 SBV
R-172
Chan 41
171°
351°
DUHAM
R-072
113.0 LIB
Chan 77
R-351
054°
2200
234°
(6)
(IF)
PRSTN
I-DMP 13.2
RADAR
GIYEP
I-DMP 3.8
814
LOCALIZER 111.7
I-DMP
Chan 54
583
680
BODLY
I-DMP 7.2
RADAR
1549
631
664
MM
IM
510
RALEIGH-DURHAM
117.2 RDU
Chan 119
794
996
10 NM
MSA RDU 25 NM
3400

ELEV 435 D

TDZE
409
23R
482±
10,000 X 150
0.6% UP
660
23L
505
5L
14
3570 X 100
513±
7500 X 150
0.4% UP
5R
32
455±

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-ILS 23R	CAT IIIa	RVR 07		
S-ILS 23R	CAT IIIb	RVR 06		
S-ILS 23R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2. 17 DEC 2009 to 14 JAN 2010

LOM LE	APP CRS	Rwy Idg	7500
350	232°	TDZE	435
		Apt Elev	435

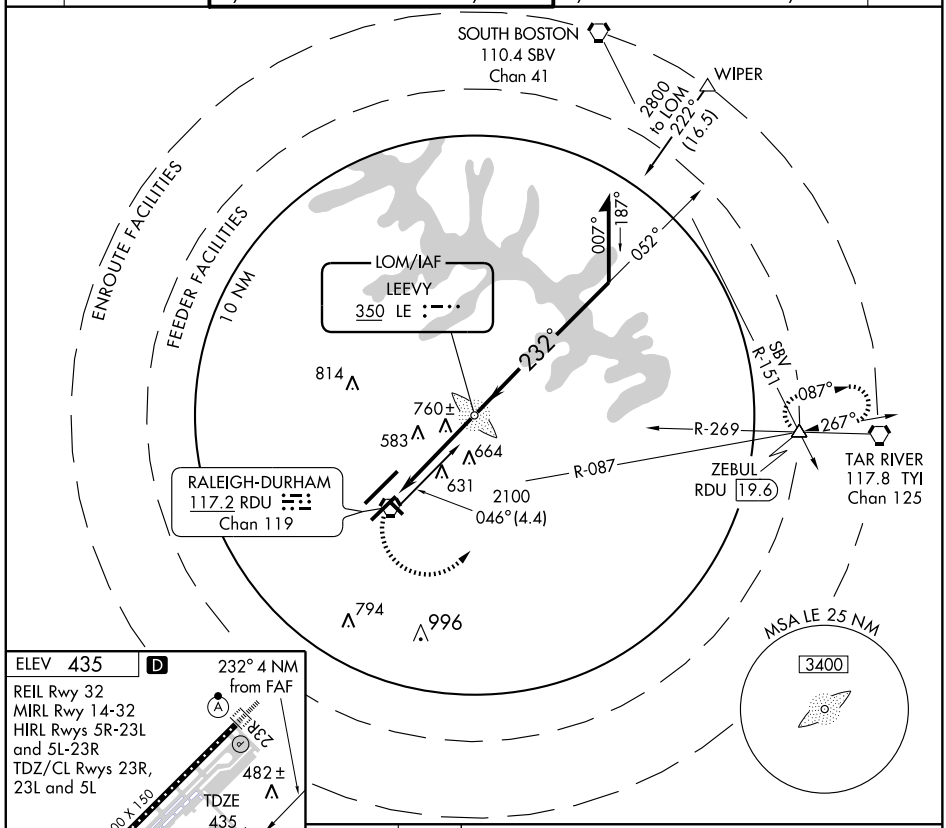
NDB RWY 23L

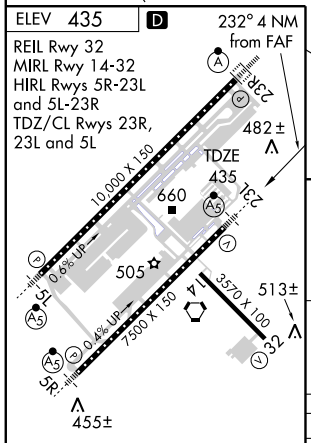
RALEIGH-DURHAM INTL (RDU)

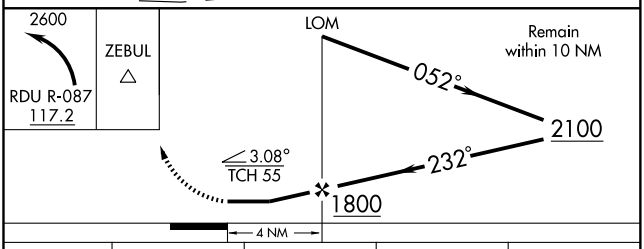
MALSR

MISSED APPROACH: Climbing left turn to 2600 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
S-23L	1120/40	685 (700-¾)	1120-1½ 685 (700-1½)	1120-2 685 (700-2)
CIRCLING	1120-1	685 (700-1)	1120-2 685 (700-2)	1120-2¼ 685 (700-2¼)

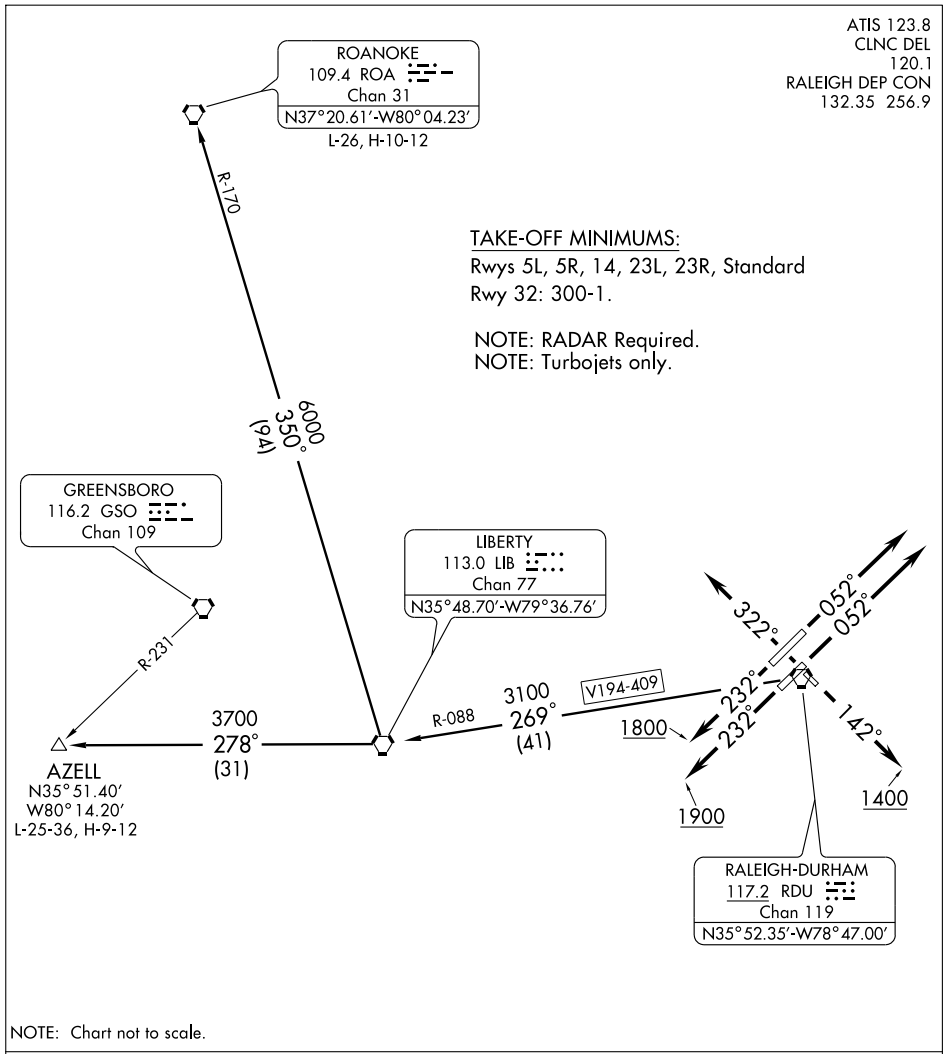
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-2, 17 DEC 2009 to 14 JAN 2010

PACKK SIX DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

AZELL TRANSITION (PACK6.AZELL): From over RDU VORTAC via RDU R-269 and LIB R-088 to LIB VORTAC, then via LIB R-278 to AZELL INT.
ROANOKE TRANSITION (PACK6.ROA): From over RDU VORTAC via RDU R-269 and LIB R-088 to LIB VORTAC, then via LIB R-350 and ROA R-170 to ROA VORTAC.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

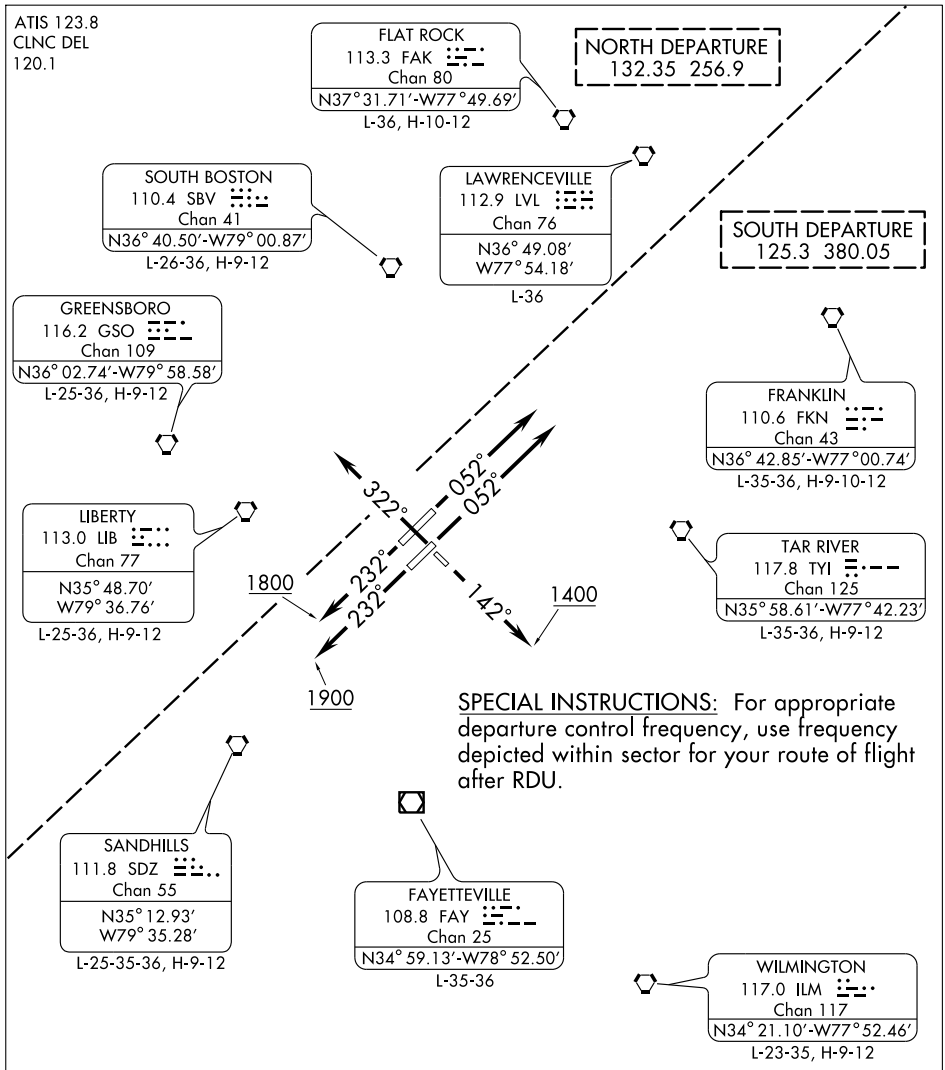
NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

RALEIGH SEVEN DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
Rwy 32: 300-1.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.

NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.

NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.

NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER 878 feet right of centerline, 93 feet AGL/452 feet MSL.

NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 32

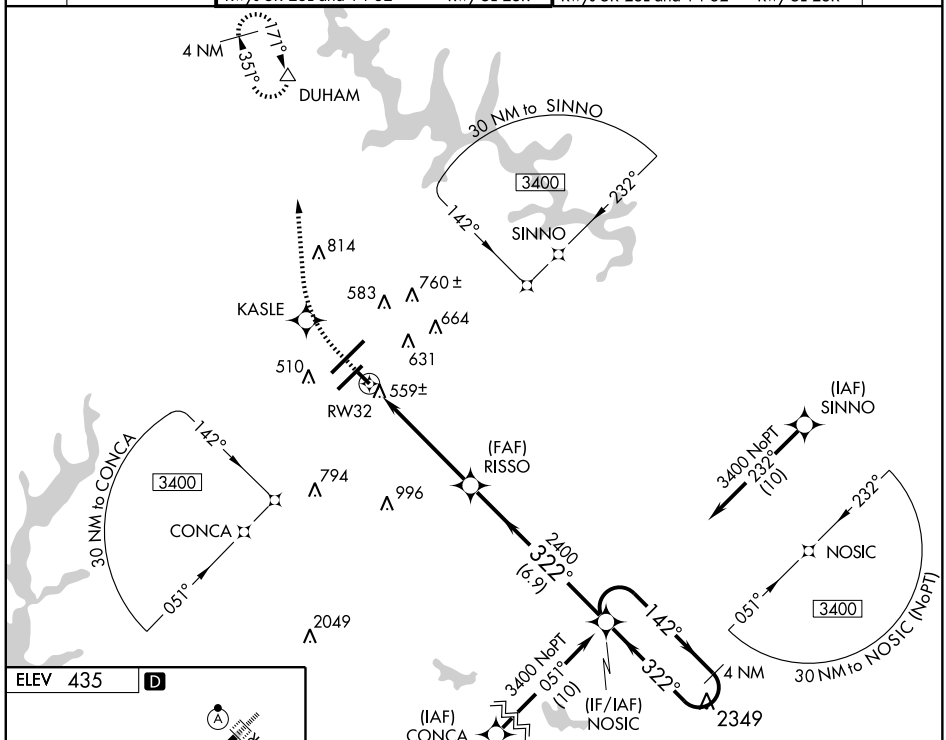
RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Idg	3570
322°	TDZE	429
	Apt Elev	435

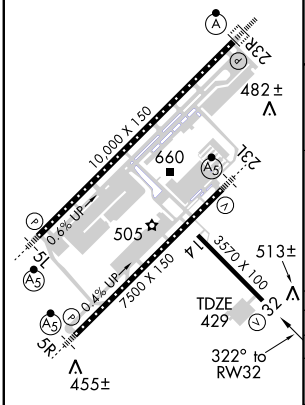
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2100 via 322° course to KASLE WP, then right turn direct to DUHAM WP and hold.

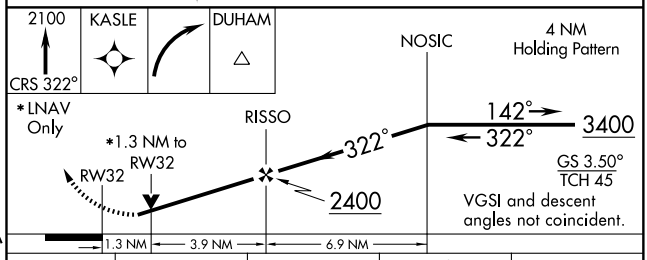
ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



ELEV 435 D



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	820-1¼ 391 (400-1¼)			NA
LNAV MDA	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1¼ 565 (600-1¼)		1000-1¾ 565 (600-1¾)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 48813	052°	TDZE	385
W05A		Apt Elev	435

RNAV (GPS) Y RWY 5L

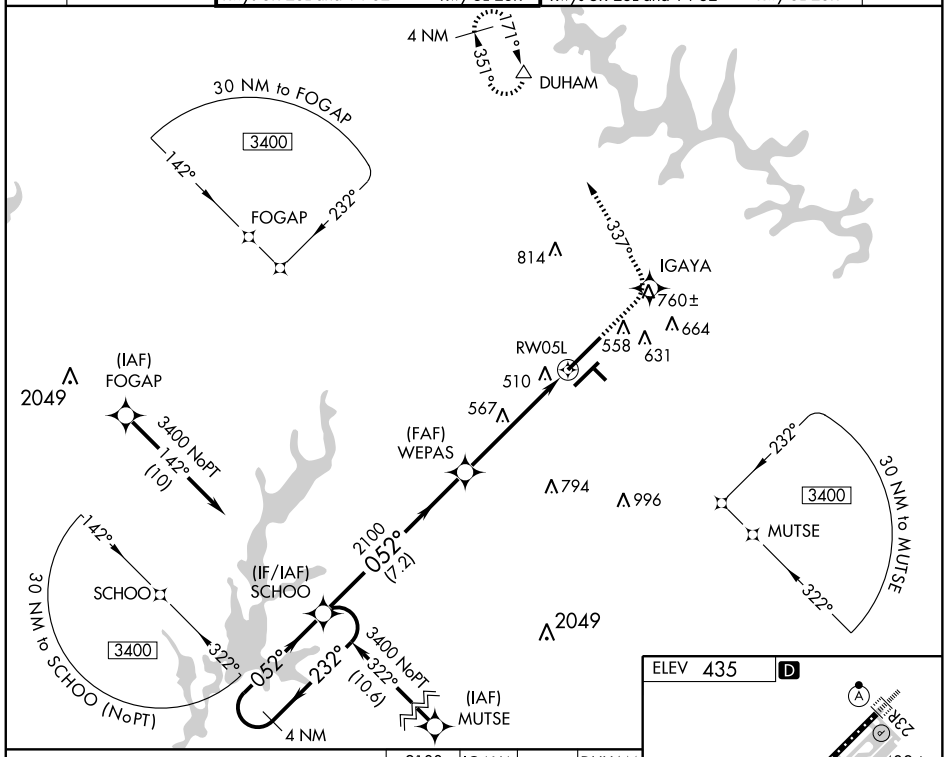
RALEIGH-DURHAM INTL (RDU)

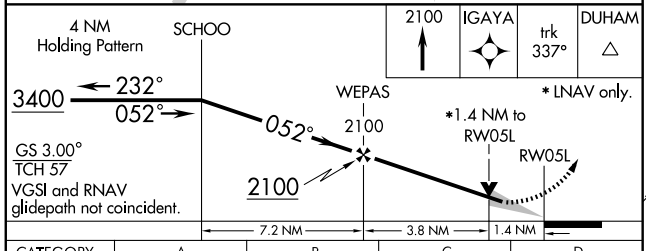
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

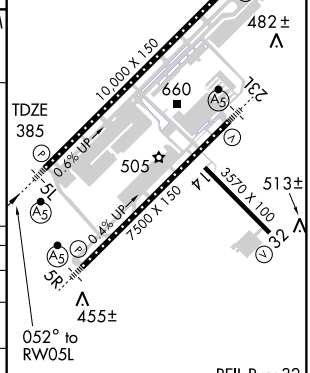
MISSED APPROACH: Climb to 2100 direct IGAYA and via track 337° to DUHAM and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





2100	IGAYA	trk 337°	DUHAM



CATEGORY	A	B	C	D
LPV DA	596/24 211 (200-½)			
LNAV/VNAV DA	793/50 408 (400-1)			
LNAV MDA	880/24 495 (500-½)		880/40 495 (500-¾)	880/50 495 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7500
CH 90213	052°	TDZE	420
W05B		Apt Elev	435

RNAV (GPS) Y RWY 5R

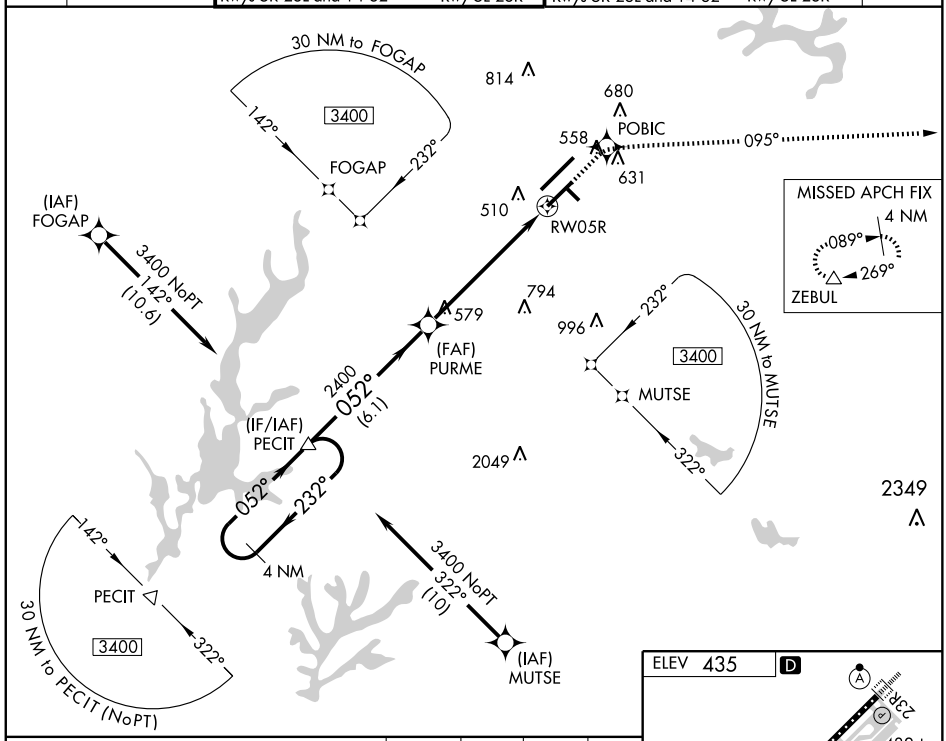
RALEIGH-DURHAM INTL (RDU)

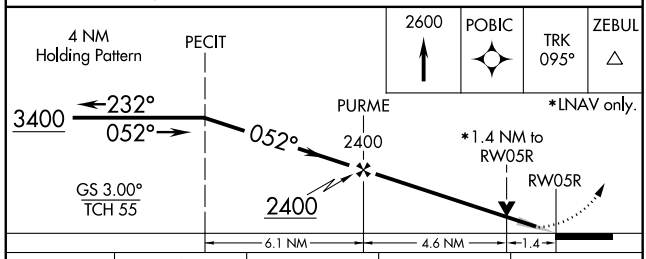
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

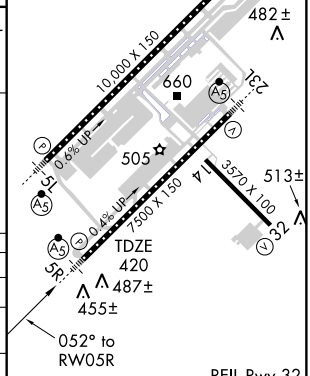
MISSED APPROACH: Climb to 2600 direct POBIC and via track 095° to ZEBUL and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





CATEGORY	A	B	C	D
LPV DA	620/24 200 (200-½)			
LNAV/VNAV DA	782/40 362 (400-¾)			
LNAV MDA	900/24 480 (500-½)		900/40 480 (500-¾)	900/50 480 (500-1)
CIRCLING	960-1 525 (600-1)		960-1½ 525 (600-1½)	1060-2 625 (700-2)



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 65713	232°	Rwy Idg	7500
W23B		TDZE	435
		Apt Elev	435

RNAV (GPS) Y RWY 23L

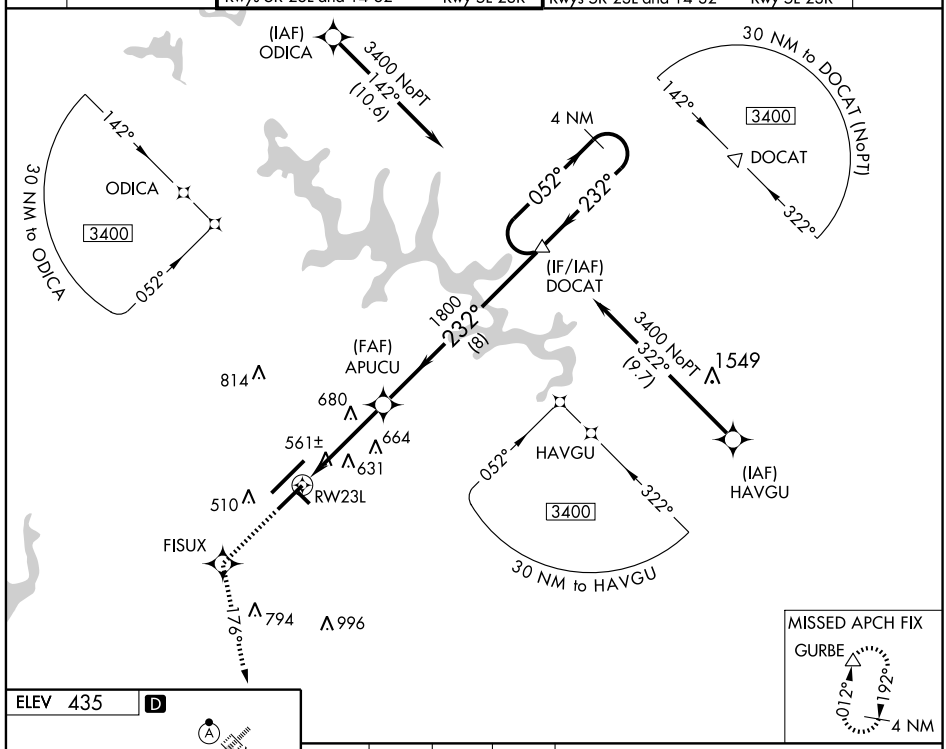
RALEIGH-DURHAM INTL (RDU)

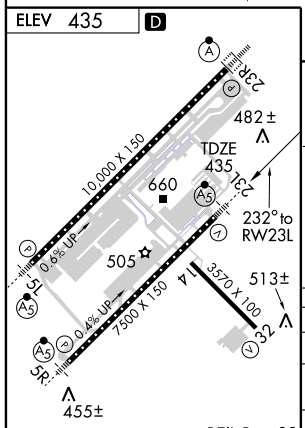
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

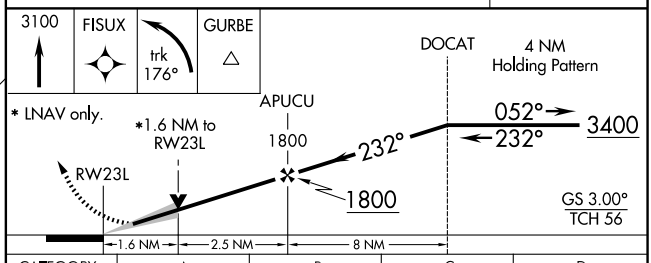
MALSR

MISSED APPROACH: Climb to 3100 direct FISUX and left turn via track 176° to GURBE and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
LPV DA	635/24 200 (200-½)			
LNAV/VNAV DA	841/50 406 (500-1)			
LNAV MDA	1000/24 565 (600-½)		1000/50 565 (600-1)	1000/60 565 (600-1¼)
CIRCLING	1000-1 565 (600-1)		1000-1½ 565 (600-1½)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R,23L and 5L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	10000
CH 45613	232°	TDZE	409
W23A		Apt Elev	435

RNAV (GPS) Y RWY 23R

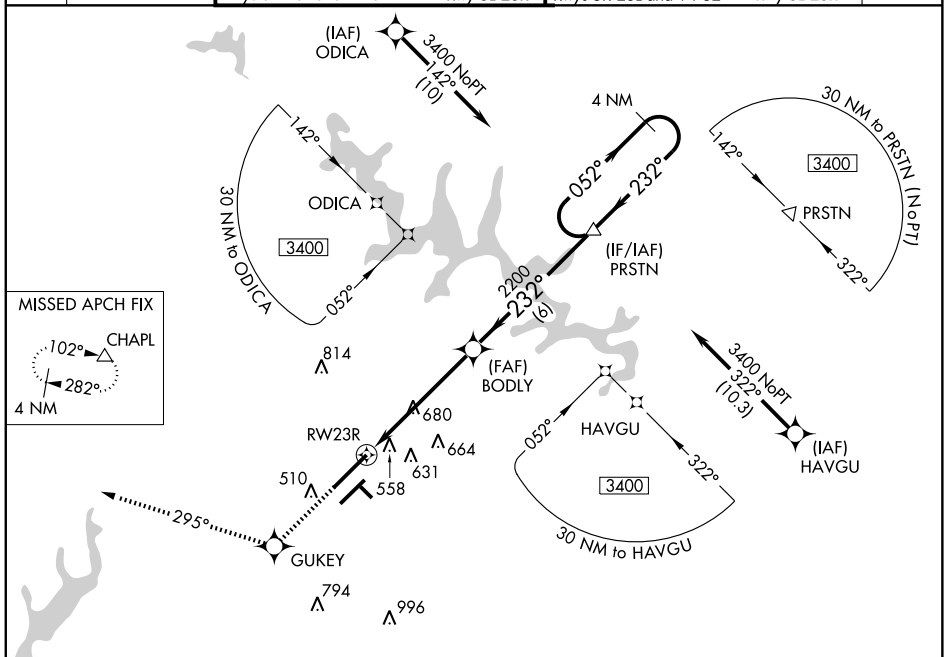
RALEIGH-DURHAM INTL (RDU)

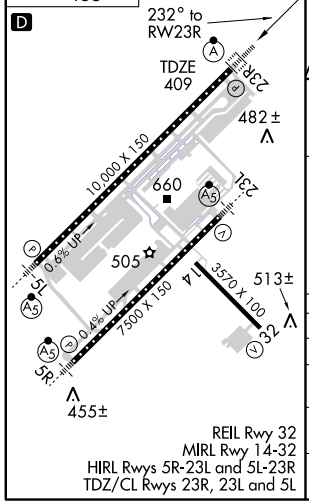
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

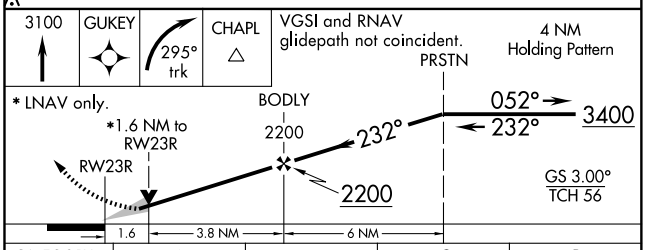
MISSED APPROACH: Climb to 3100 direct GUKEY and right turn via 295° track to CHAPL and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
LPV DA	609/24 200 (200-½)			
LNAV/VNAV DA	927/60 518 (500-1¼)			
LNAV MDA	1000/24 591 (600-½)		1000/50 591 (600-1)	1000/60 591 (600-1¼)
CIRCLING	1000-1 565 (600-1)		1000-1½ 565 (600-1½)	1060-2 625 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
052°	TDZE	385
	Apt Elev	435

RNAV (RNP) Z RWY 5L

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.15 visibility to RVR 6000, RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 via track 052° to MAPPI and via track 002° to ESTMA and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V454 northeast bound.

MSA RW05L 25 NM
3400

(IAF) (RF required) (RNP 0.50) BILLA
8000
174° (11.5)
CAPUT
7000 (2.5)
TIMMZ
6000 (4.5)
5000 232° (2.9)
NOAKK
4500 232° (1.6)
(IF) JOCHE
EMDEE Max 180 KIAS
1700 (9)
(FAF) VANZI
052° (4)
452±
510
RW05L
680
052° (8.2)
814
664
631
MAPPI
009° (9.6)
MISSED APCH FIX
4 NM
023°
203°
ESTMA
(IAF) (RF required) (RNP 0.50) ARGAL
8000
246° (20)
HIKOR
7000 226° (10.1)
STROY
6000 222° (4.8)
ULADE
6000 (4.3)
THBOO Max 210 KIAS
7000 (2.8)
LOFTI
794
996
(IF) NAREW
5000 232° (2.9)
4500 232° (1.6)
3700 (3.3)
SOSSO Max 180 KIAS
CIDEK
2049
1700 (6.5)
1700 052° (8.4)
(IF) SCHOO
3000 063° (23.9)
(IAF) BUZZY
8000 312° (9.9)
(IAF) (RF required) (RNP 0.50) WENDI

VGSI and RNAV glidepath not coincident.

3000 trk 052°	MAPPI	trk 002°	ESTMA

Procedure Turn NA
VANZI
1700
1700
052°
RW05L
GP 3.00°
TCH 57
4 NM

ELEV 435 D

052° to RW05L
10,000 X 150
0.6% UP
660
505
TDZE 385
0.4% UP
7500 X 150
3570 X 100
482±
513±
455±
23R
23L
14
32
5R
5L

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L, and 5L

CATEGORY	A	B	C	D
RNP 0.15 DA	709/40 324 (300-¾)			
RNP 0.30 DA	804/50 419 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7500
052°	TDZE	420
	Apt Elev	435

RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via track 052° to HOKEB and via track 076° to HIKOR and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V454 northeast bound.

(IAF) (RF required) (RNP 0.50) BILLA — 8000 — 174° (11.5)

CAPUT — 7000 (2.5)

TIMMZ — 6000 (4.5)

NOAKK ∧814 — 5000 232° (2.9)

4500 232° (1.6)

(IF) JOCHE

EMDEE Max 180 KIAS — 2500 (7)

EJAZO — 1700 (2.8)

052° (3.9)

(FAF) ∧794 STANZ — 1700 (9)

2049∧

SOSSO Max 180 KIAS — 4500 232° (1.6)

(IF) NAREW ∧996 — 5000 232° (2.9)

LOFTI — 6000 222° (4.8)

STROY

510∧ — 631∧ — 680∧ — 052° (6.8) — 664∧

RW05R

HOKEB — 076° (9.4)

HIKOR — 7000 226° (10.1)

4 NM — 046° — 226°

(IAF) (RF required) (RNP 0.50) ARGAL — 8000 246° (20)

MSA RW05R 25 NM — 3400

ULADE — 6000 (4.3)

THBOO Max 210 KIAS — 7000 (2.8)

(IAF) (RF required) (RNP 0.50) WENDI — 8000 312° (9.9)

(IF) PECIT — 1700 052° (8.2)

(IAF) BUZZY — 4000 064° (24)

Procedure Turn NA

STANZ — 1700 — 052° — RW05R

GP 3.00° TCH 55

3.9 NM

3000 trk 052° | HOKEB | trk 076° | HIKOR

CATEGORY	A	B	C	D
RNP 0.30 DA	709/24 289 (300-½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 435 D

23R — 482± — 10,000 X 150 — 660 — 23L — 0.6% UP — 505 — 5L — 0.4% UP — 7500 X 150 — 14 — 3570 X 100 — 513± — 32 — 5R

TDZE 420

455±

052° to RW05R

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwy 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L, and 5L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7500
232°	TDZE	435
	Apt Elev	435

RNAV (RNP) Z RWY 23L

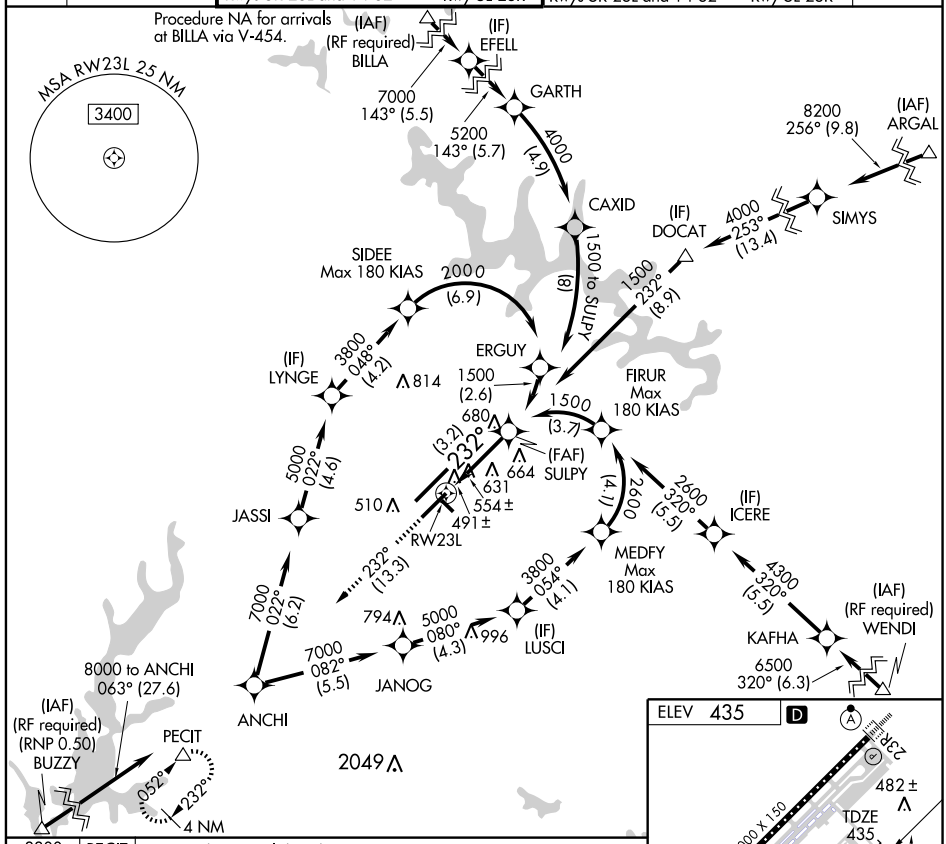
RALEIGH-DURHAM INTL (RDU)

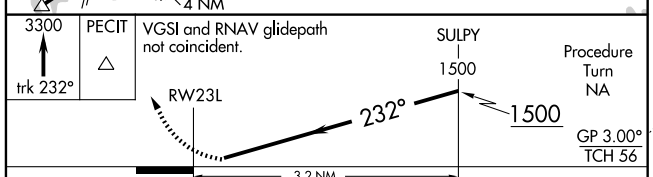
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 46°C (116°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.15 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1½ .

MALSR

MISSED APPROACH: Climb to 3300 via track 232° to PECIT and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1





CATEGORY	A	B	C	D
RNP 0.15 DA	780/40 345 (400-¾)			
RNP 0.30 DA	869/50 434 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10000
232°	TDZE	409
	Apt Elev	435

RNAV (RNP) Z RWY 23R

RALEIGH-DURHAM INTL (RDU)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (13°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 2.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 232° to SCHOO and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1

Procedure NA for arrivals at BILLA via V-454.

MSA RW23R 25 NM 3400

(IAF) (RF required) BILLA

(IF) EFELL

7000 143° (5.5)

5200 143° (5.7)

GARTH

1500 to CLIFE (11.9)

8200 256° (9.8) (IAF) ARGAL

4000 255° (13.6) SIMYS

(IF) PRSTN

2100 232° (6)

SIDEE Max 180 KIAS

1500 to CLIFE (8.2)

1500 232° (2.1) BODLY

(IF) LYNGE

3800 048° (4.2)

814

680

1500 (3.9)

MONBE Max 180 KIAS

232°

583

(3.2)

(FAF) CLIFE

RW23R

631

664

5000 022° (4.6)

510

547±

JASSI

232° (14)

2600 (4.9)

2600 321° (5.9)

(IF) ICERE

7000 022° (6.2)

794

5000 080° (4.3)

996

3800 054° (4.1)

MEDFY Max 180 KIAS

4300 320° (5.5)

KAFHA

(IF) LUSCI

(IAF) (RF required) WENDI

6500 320° (6.3)

8000 to ANCHI 063° (27.6)

7000 082° (5.5)

JANOG

ANCHI

(IAF) (RF required) (RNP 0.50) BUZZY

SCHOO

052° 232° 4 NM

2049

SE-2, 17 DEC 2009 to 14 JAN 2010

3000 trk 232°

SCHOO

VGSI and RNAV glidepath not coincident.

CLIFE 1500

Procedure Turn NA

RW23R 232° 1500

GP 3.00° TCH 55

3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	780/40 371 (400-¾)			
RNP 0.30 DA	958/1½ 549 (600-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 435

D

232° to RW23R

TDZE 409

23R

482±

10,000 X 150

660

23L

0.6% UP

505

5L

0.4% UP

7500 X 150

3570 X 100

513±

14

32

5R

455±

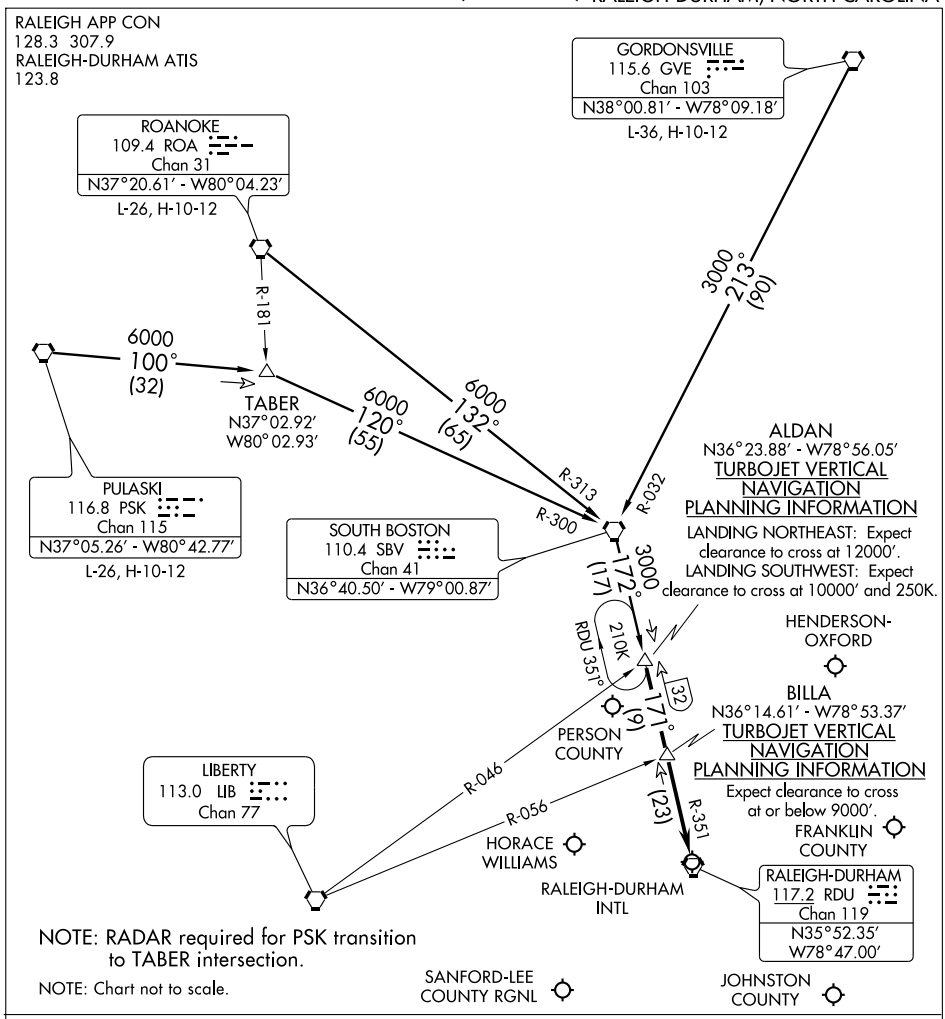
REIL Rwy 32

MIRL Rwy 14-32

HIRL Rwys 5R-23L and 5L-23R

TDZ/CL Rwys 23R, 23L and 5L

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

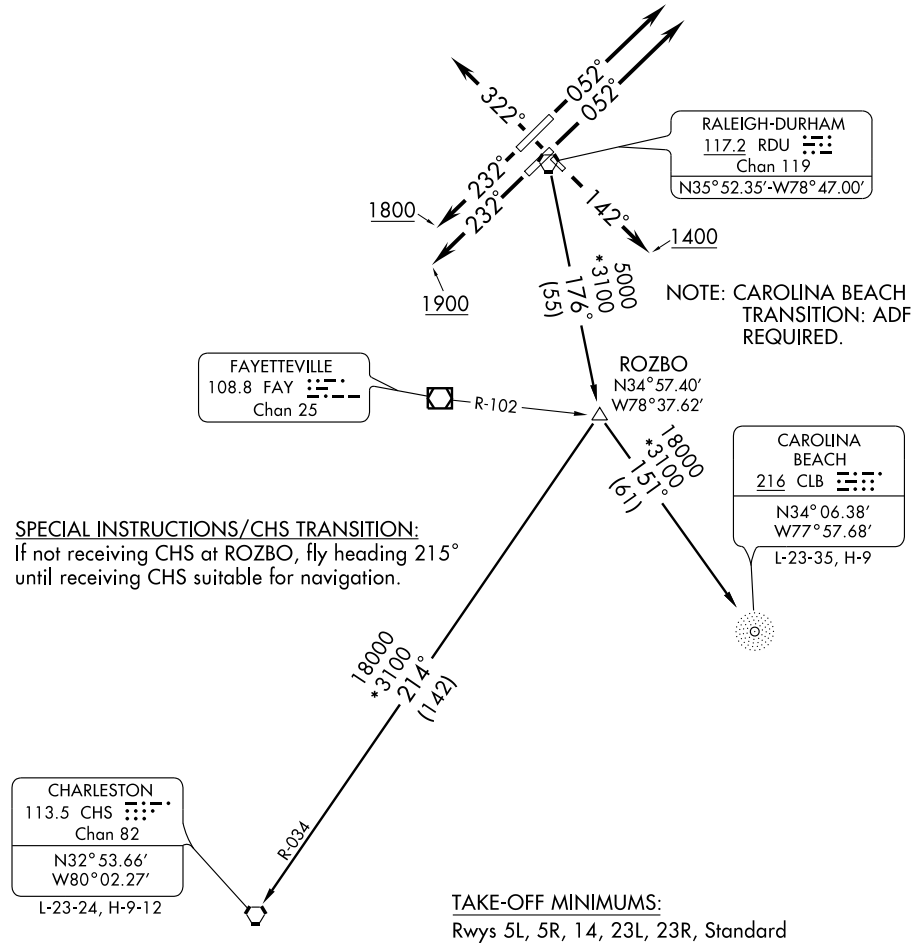
SE-2, 17 DEC 2009 to 14 JAN 2010

TAR HEEL SEVEN DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
125.3 380.05



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, Standard
ATC climb of 350 feet per NM to 18,000 MSL.
Rwy 32: 300-1. ATC climb of 350 feet per NM to 18,000 MSL.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L: Climb heading 052°, thence....
TAKE-OFF RWY 5R: Climb heading 052°, thence....
TAKE-OFF RWY 14: Climb heading 142° to 1400, thence...
TAKE-OFF RWY 23L: Climb heading 232° to 1900, thence...
TAKE-OFF RWY 23R: Climb heading 232° to 1800, thence...
TAKE-OFF RWY 32: Climb heading 322°, thence....

.... or as assigned for vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

CAROLINA BEACH TRANSITION (TARL7.CLB): From over RDU VORTAC via RDU R-176 and CLB 151° bearing to CLB NDB.
CHARLESTON TRANSITION (TARL7.CHS): From over RDU VORTAC via RDU R-176 and CHS R-034 to CHS VORTAC.

TAKE-OFF OBSTACLES

NOTE: Rwy 5L, Tree 2,011 feet from DER, 949 feet right of centerline, 80 feet AGL/469 feet MSL. Tree 3,802 feet from DER, 1,238 feet left of centerline, 77 feet AGL/506 feet MSL. Tank 4,046 feet from DER, 1,578 feet right of centerline, 138 feet AGL/547 feet MSL.
NOTE: Rwy 5R, Tree 1,437 feet from DER, 803 feet right of centerline, 80 feet AGL/469 feet MSL.
NOTE: Rwy 14, Multiple trees beginning 2,021 feet from DER, 510 feet left of centerline, up to 122 feet AGL/571 feet MSL. Multiple trees beginning 2,468 feet from DER, 1 foot right of centerline, up to 110 feet AGL/559 feet MSL.
NOTE: Rwy 23L, Tree 1,496 feet from DER, 797 feet left of centerline, 58 feet AGL/447 feet MSL. Lt pole 1,458 feet from DER, 878 feet right of centerline, 93 feet AGL/452 feet MSL.
NOTE: Rwy 32, Multiple poles 1,170 feet from DER, 634 feet left of centerline, up to 47 feet AGL/486 feet MSL. Antenna 1,243 feet from DER, 754 feet right of centerline, 34 feet AGL/473 feet MSL. Control tower and antenna 2,207 feet from DER, 911 feet right of centerline, 221 feet AGL/660 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

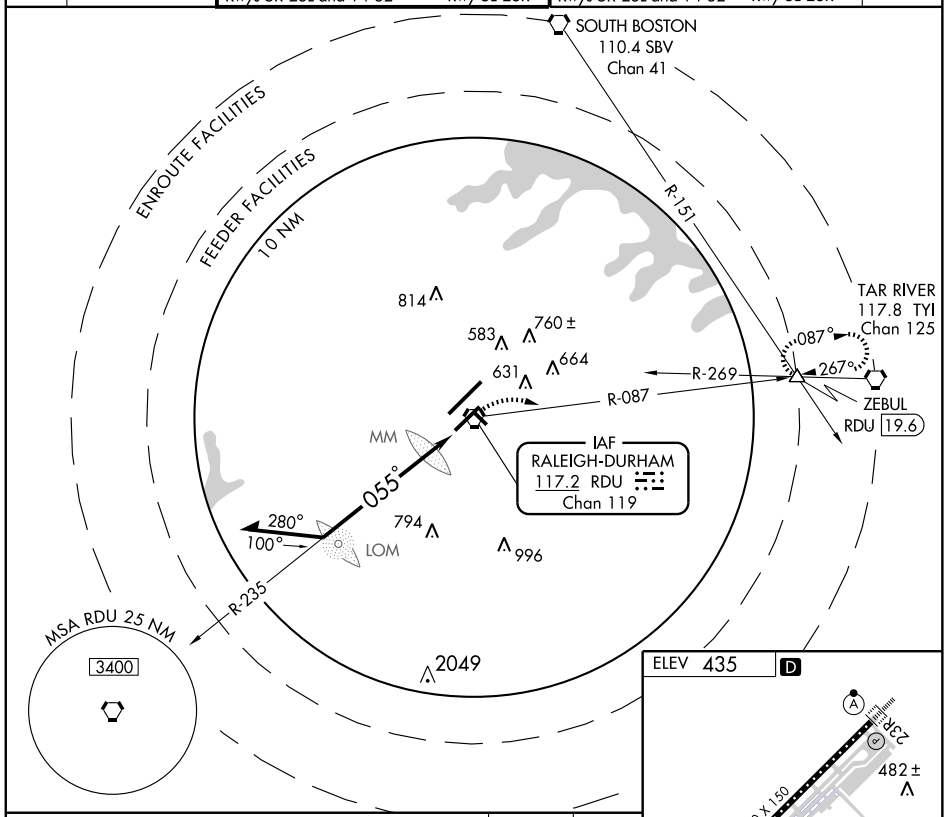
VORTAC RDU 117.2 Chan 119	APP CRS 055°	Rwy Idg 7500 TDZE 421 Apt Elev 435

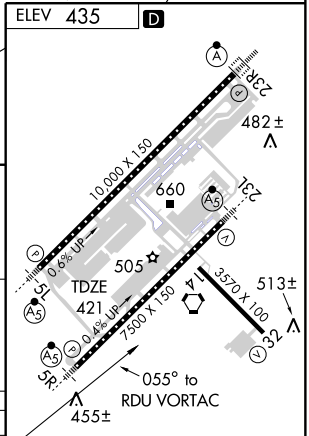
VOR RWY 5R
RALEIGH-DURHAM INTL (RDU)

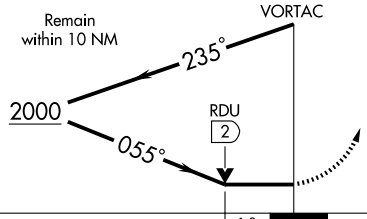
MALSR

MISSED APPROACH: Climbing right turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







2500
RDU R-087
117.2
ZEBUL

CATEGORY	A	B	C	D
S-5R	940/24	519 (600-½)	940/50 519 (600-1)	940/60 519 (600-1¼)
CIRCLING	980-1	544 (600-1)	980-1½ 544 (600-1½)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2. 17 DEC 2009 to 14 JAN 2010

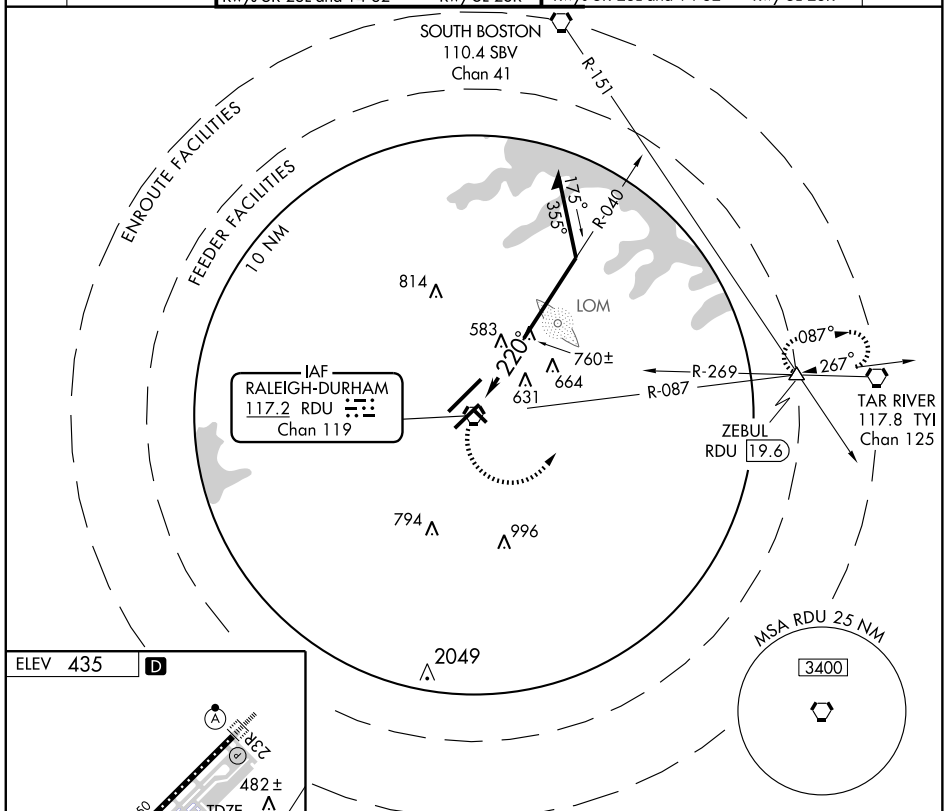
VORTAC RDU	APP CRS	Rwy Idg	7500
117.2	220°	TDZE	435
Chan 119		Apt Elev	435

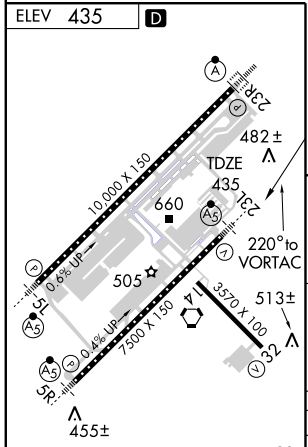
VOR RWY 23L
RALEIGH-DURHAM INTL (RDU)

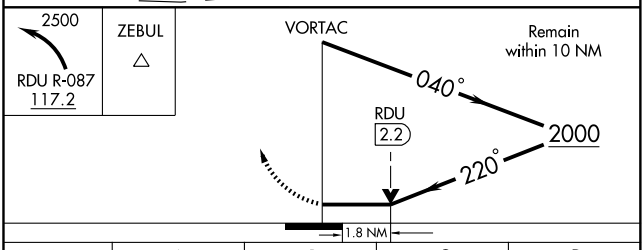
MALSR

MISSED APPROACH: Climbing left turn to 2500 via RDU R-087 to ZEBUL Int and hold.

ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1







CATEGORY	A	B	C	D
S-23L	1060/24	625 (700-½)	1060/60 625 (700-1¼)	1060-1½ 625 (700-1½)
CIRCLING	1060-1	625 (700-1)	1060-1¾ 625 (700-1¾)	1060-2 625 (700-2)

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2. 17 DEC 2009 to 14 JAN 2010

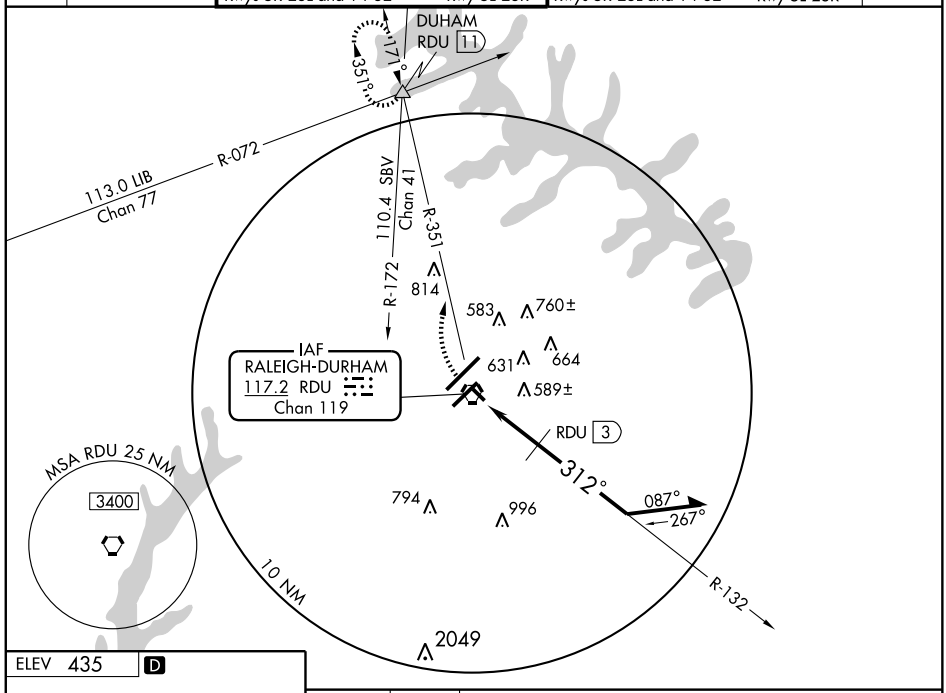
VORTAC RDU 117.2 Chan 119	APP CRS 312°	Rwy Idg 3570 TDZE 429 Apt Elev 435

VOR RWY 32

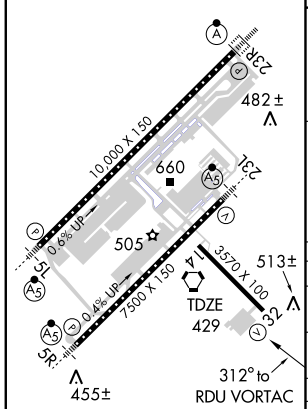
RALEIGH-DURHAM INTL (RDU)

MISSED APPROACH: Climbing right turn to 2100 via RDU R-351 to DUHAM Int and hold.

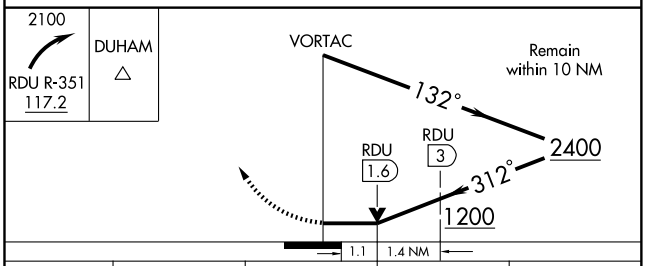
ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL
123.8	128.3 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1



ELEV 435 D



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



CATEGORY	A	B	C	D
S-32	1200-1 771 (800-1)	1200-1¼ 771 (800-1¼)	1200-2¼ 771 (800-2¼)	1200-2½ 771 (800-2½)
CIRCLING	1200-1 765 (800-1)	1200-1¼ 765 (800-1¼)	1200-2¼ 765 (800-2¼)	1200-2½ 765 (800-2½)
DME MINIMA				
S-32	860-1 431 (500-1)		860-1¼ 431 (500-1¼)	860-1½ 431 (500-1½)
CIRCLING	980-1 545 (600-1)		980-1½ 545 (600-1½)	1060-2 625 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB SIF	APP CRS	Rwy Idg	5199
423	315°	TDZE	668
		Apt Elev	694

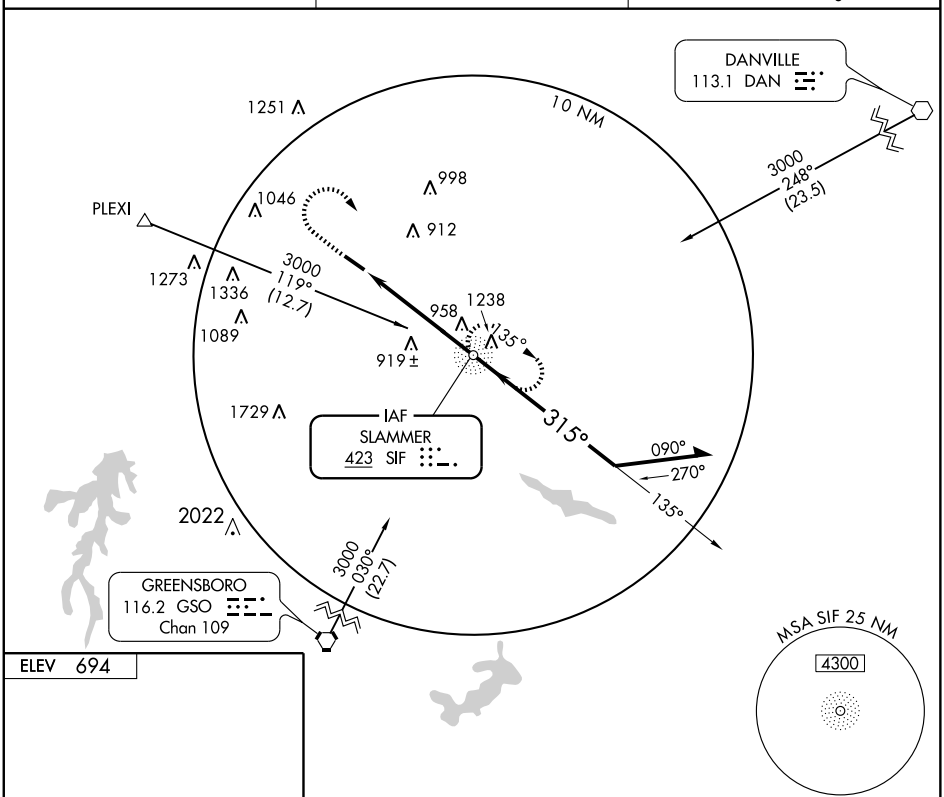
NDB RWY 31

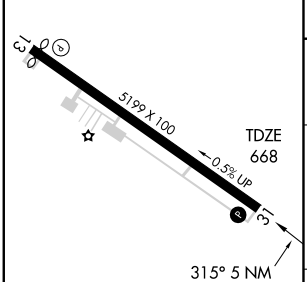
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase S-31 Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct SIF NDB and hold.

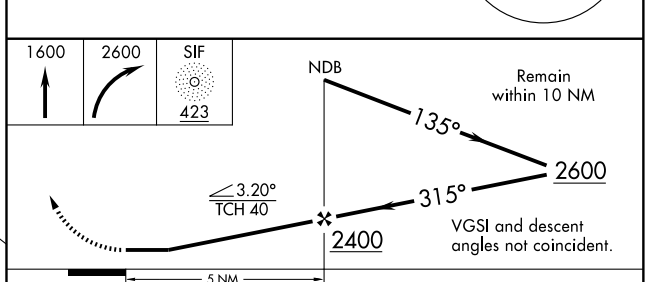
AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L





REIL Rwy 31 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-31	1220-1 552 (600-1)		1220-1½ 552 (600-1½)	1220-1¾ 552 (600-1¾)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

APP CRS	Rwy Idg	4999
132°	TDZE	691
	Apt Elev	694

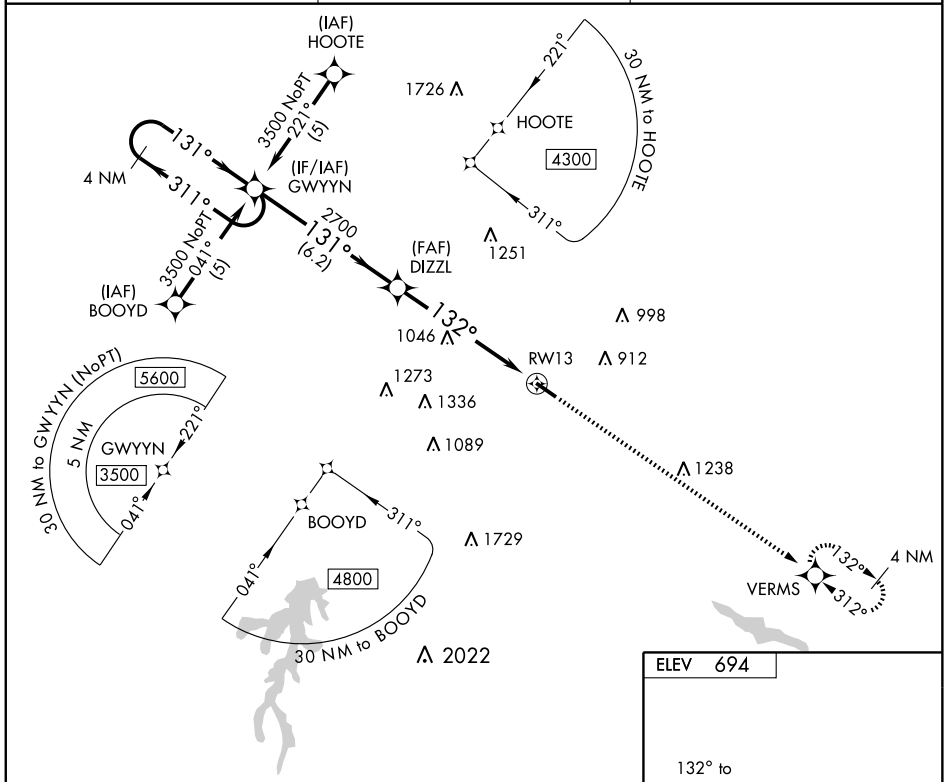
RNAV (GPS) RWY 13

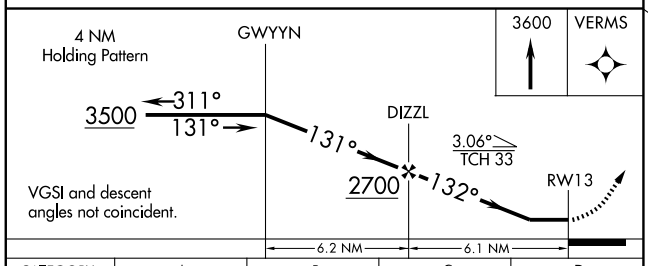
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

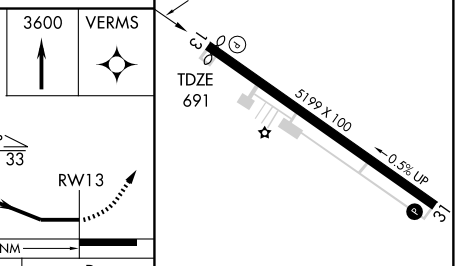
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







ELEV 694

CATEGORY	A	B	C	D
LNAV MDA	1300-1	609 (700-1)	1300-1¾ 609 (700-1¾)	1300-2 609 (700-2)
CIRCLING	1300-1	606 (700-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L

APP CRS	Rwy ldg	5199
312°	TDZE	668
	Apt Elev	694

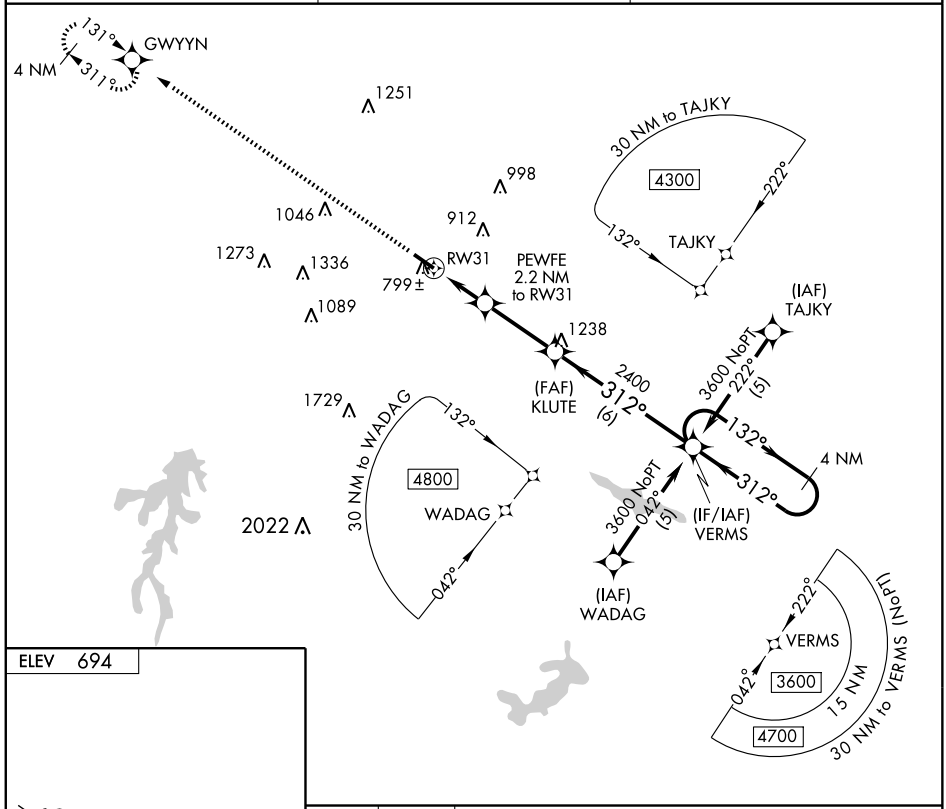
RNAV (GPS) RWY 31

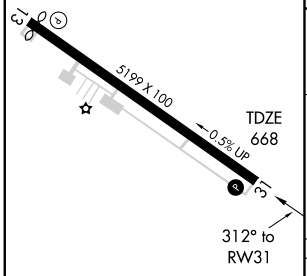
REIDSVILLE/ ROCKINGHAM COUNTY NC SHILOH (SIF)

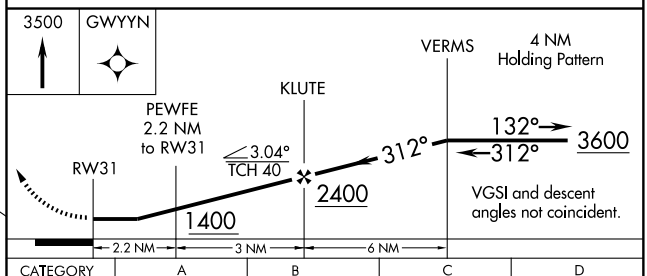
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 392 (400-1)			1060-1¼ 392 (400-1¼)
CIRCLING	1260-1 566 (600-1)	1280-1 586 (600-1)	1320-1¾ 626 (700-1¾)	1320-2 626 (700-2)

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC GSO 116.2 Chan 109	APP CRS 018°	Rwy Idg N/A TDZE N/A Apt Elev 694

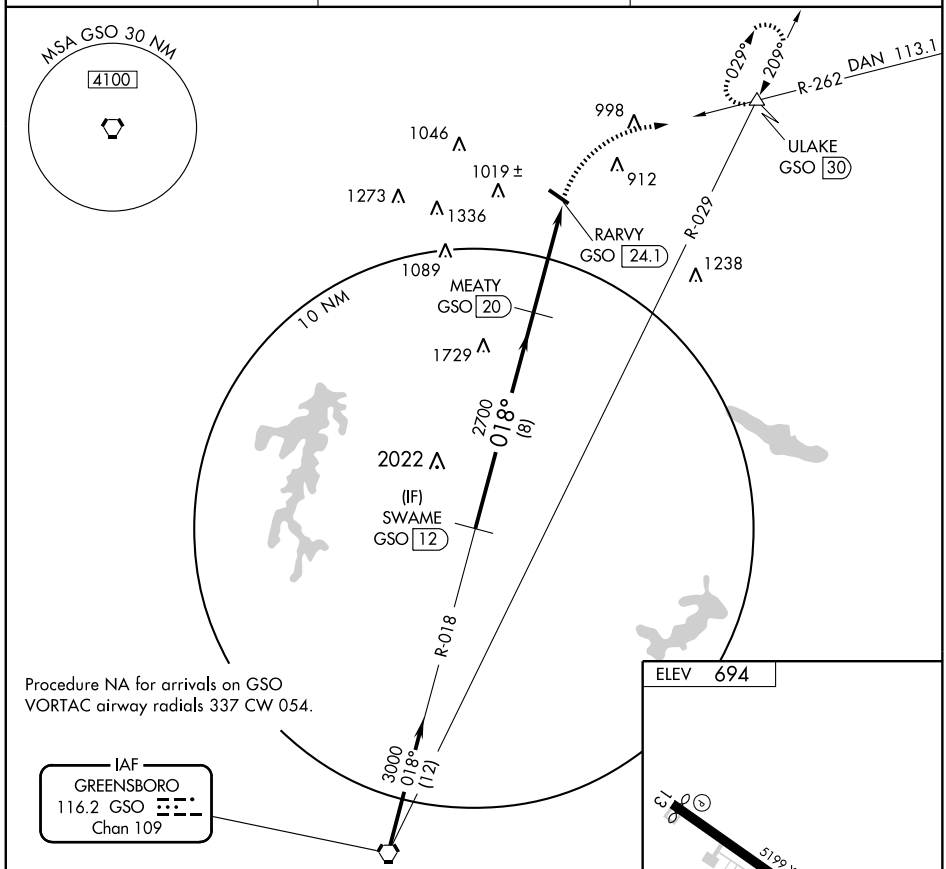
VOR/DME-A

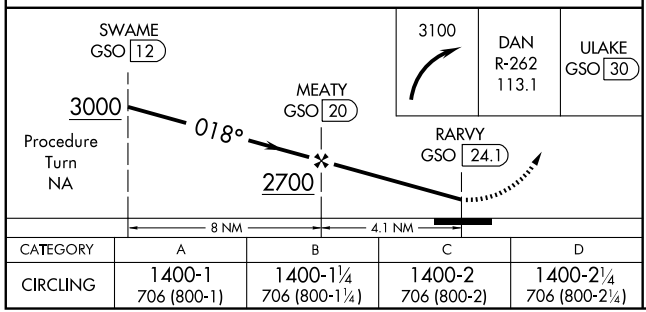
REIDSVILLE/ROCKINGHAM COUNTY NC SHILOH (SIF)

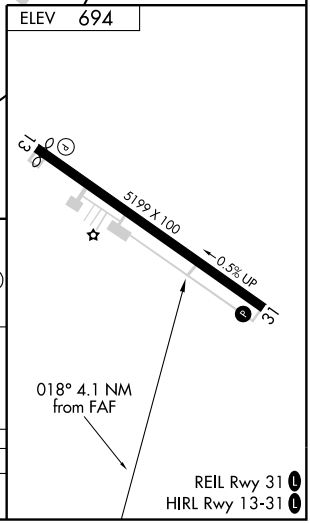
Visibility reduction by helicopters NA. When local altimeter setting not received use Greensboro altimeter setting and increase MDA 100 feet and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 via DAN VOR R-262 to ULAKE/GSO 30 DME and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1400-1 706 (800-1)	1400-1¼ 706 (800-1¼)	1400-2 706 (800-2)	1400-2¼ 706 (800-2¼)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
019°	TDZE	143
	Apt Elev	145

RNAV (GPS) RWY 2

ROANOKE RAPIDS/ HALIFAX-NORTHAMPTON RGNL (IXA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, and LNAV Cats. C/D visibilities ¼ mile. Circling NA east of Rwy 2-20. VDP NA when using Ahoskie altimeter setting.

MISSED APPROACH: Climb to 2000 direct POORK and hold.

ASOS	WASHINGTON CENTER	UNICOM
119.975	132.02 290.425	123.075 (CTAF) L

MISSED APCH FIX
4 NM
199°
010°
POORK

FRANKLIN
FKN
3000
227°
(44.9)

Procedure NA for arrivals at FKN VORTAC via V260 North bound.

500
459
549
249±
RW02
DUFFI
1449
3000
186°
(12.5)

(FAF)
SLAAW
2000
019°
(6.1)

MSA RW02 25 NM
2500

(IAF)
BSCUT
2000 NoPT
109°
(5)

2000 NoPT
289°
(5)
(IAF)
TANGY

IF/IAF
VINGR
019°
199°
4 NM

2000 NoPT
019°
(9.2)
(IAF)
TAR RIVER
TYI

Procedure NA for arrivals on TYI VORTAC airway radials 024 CW 064.

4 NM
Holding Pattern
VINGR
SLAAW
2000
POORK
199°
019°
2000
1.1 NM to RW02
RW02
019°
3.05°
TCH 40
VGSI and descent angles not coincident.
6.1 NM
4.5 NM
1.1

ELEV 145
20
5500 X 100
2
TDZE
143
019° to RW02
HIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

CATEGORY	A	B	C	D
LNAV MDA	520-1 377 (400-1)			520-1¼ 377 (400-1¼)
CIRCLING	560-1 415 (500-1)	600-1 455 (500-1)	600-1½ 455 (500-1½)	700-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
199°	TDZE	145
	Apt Elev	145

RNAV (GPS) RWY 20

ROANOKE RAPIDS/HALIFAX-NORTHAMPTOM RGNL (IXA)

⚠ DME/DME RNP -0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cats. C/D visibility ¼ mile. VDP NA when using Ahoskie altimeter setting. Circling NA east of Rwys 2-20.

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

ASOS	WASHINGTON CENTER	UNICOM
119.975	132.02 290.425	123.075 (CTAF) L

LAWRENCEVILLE LVL

Procedure NA for arrivals on LVL VORTAC via V157 northbound.

3000 154° (17.4)

Procedure NA for arrivals on FKN VORTAC airway radials 226 CW 249.

4 NM

019° 199°

(IF/IAF) POORK

(IAF) ZAKED

2000 NoPT 109° (5)

2000 NoPT 289° (5)

(IAF) JOTMO

3000 258° (24.8)

FRANKLIN FKN

2000 199° (8.5)

483 (FAF) WAPEK

500

459

RW20

549

1449

ELEV 145

199° to RW20

TDZE 145

20

5500 X 100

2

HIRL Rwy 2-20 L

REIL Rwys 2 and 20 L

MISSED APCH FIX VINGR

019° 199° 4 NM

MSA RW 20 25 NM

2500

2000 VINGR

VGSI and descent angles not coincident.

4 NM Holding Pattern

POORK

WAPEK

1.9 NM to RW20

199° 2000

019° 199° 2000

RW20

3.05° TCH 40

1.9 3.8 NM 8.5 NM

CATEGORY	A	B	C	D
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
014°	TDZE	143
	Apt Elev	145

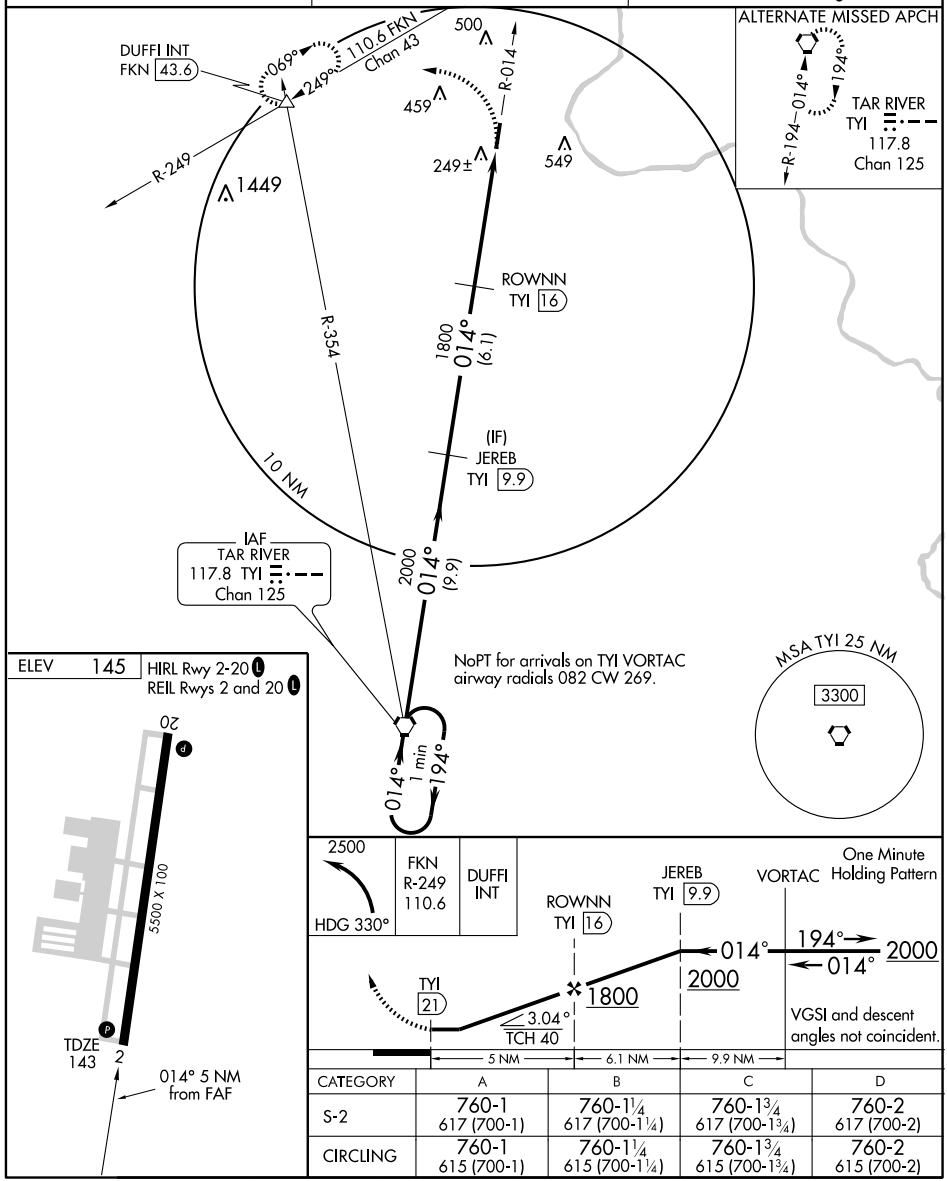
VOR/DME RWY 2

ROANOKE RAPIDS/ HALIFAX-NORTHAMPTOM RGNL (IXA)

⚠ Circling NA east of Rwy 2-20. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet, increase S-2 and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via heading 330° and FKN VORTAC R-249 to DUFFI INT/FKN 43.6 DME and hold, continue climb-in-hold to 2500.

ASOS	WASHINGTON CENTER	UNICOM
119.975	132.02 290.425	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-2	760-1 617 (700-1)	760-1 1/4 617 (700-1 1/4)	760-1 3/4 617 (700-1 3/4)	760-2 617 (700-2)
CIRCLING	760-1 615 (700-1)	760-1 1/4 615 (700-1 1/4)	760-1 3/4 615 (700-1 3/4)	760-2 615 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4799
314°	TDZE	357
	Apt Elev	358

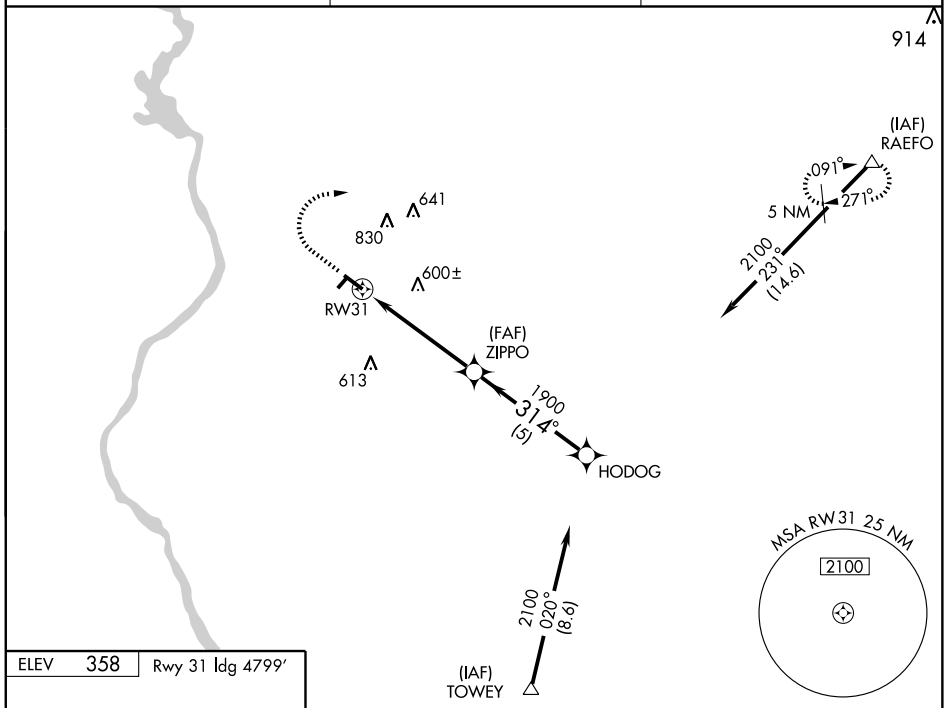
GPS RWY 31

ROCKINGHAM/ RICHMOND COUNTY (RCZ)

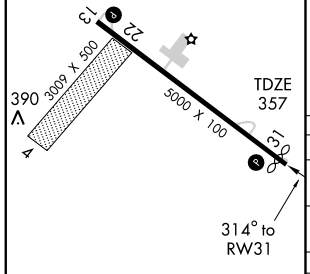
Obtain local altimeter setting on CTAF; when not received, use Fayetteville Rgnl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct RAEFO WP and hold.

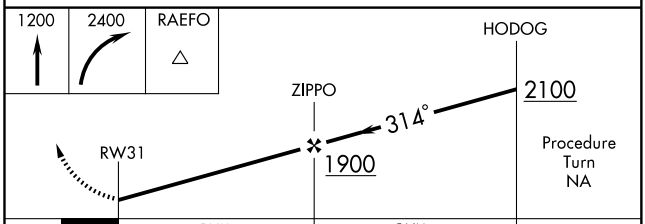
AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L



ELEV 358 Rwy 31 ldg 4799′



REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	780-1 423 (500-1)		780-1¼ 423 (500-1¼)	
CIRCLING	800-1 442 (500-1)	820-1 462 (500-1)	820-1½ 462 (500-1½)	960-2 602 (700-2)
FAYETTEVILLE RGNL ALTIMETER SETTING MINIMUMS				
S-31	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 562 (600-1)		920-1½ 562 (600-1½)	1080-2¼ 722 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

ROCKINGHAM, NORTH CAROLINA AL-5578 (FAA)

NDB RCZ	APP CRS	Rwy Idg	4799
375	314°	TDZE	357
		Apt Elev	358

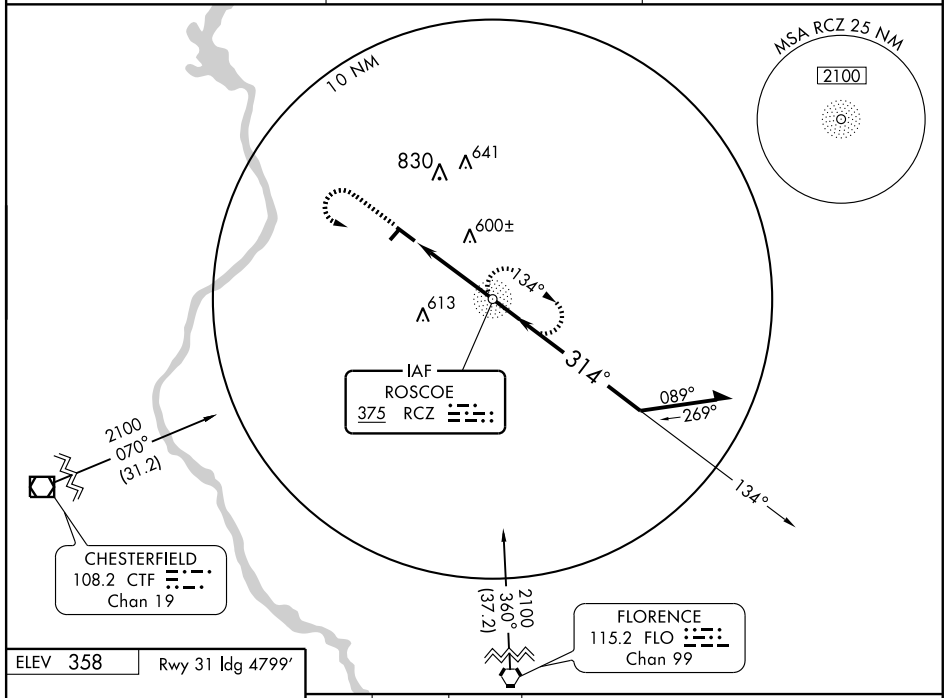
NDB RWY 31

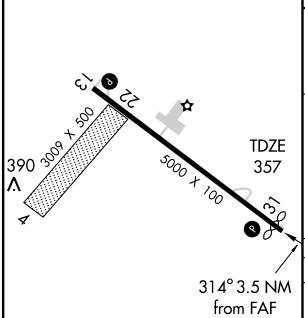
ROCKINGHAM/ RICHMOND COUNTY (RCZ)

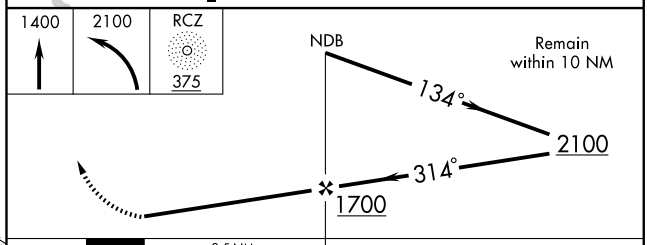
NA Obtain local altimeter setting on CTAF; when not received, use Fayetteville Rgnl altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct RCZ NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	960-1	603 (700-1)	960-1¾ 603 (700-1¾)	960-2 603 (700-2)
CIRCLING	960-1	602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)
FAYETTEVILLE RGNL ALTIMETER SETTING MINIMUMS				
S-31	1080-1	723 (800-1)	1080-2 723 (800-2)	1080-2¼ 723 (800-2¼)
CIRCLING	1080-1	722 (800-1)	1080-2 722 (800-2)	1080-2¼ 722 (800-2¼)

REIL Rwy 31 L
MIRL Rwy 13-31 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-RWI	APP CRS	Rwy ldg	7100
108.3	042°	TDZE	159
		Apt Elev	159

ILS or LOC RWY 4

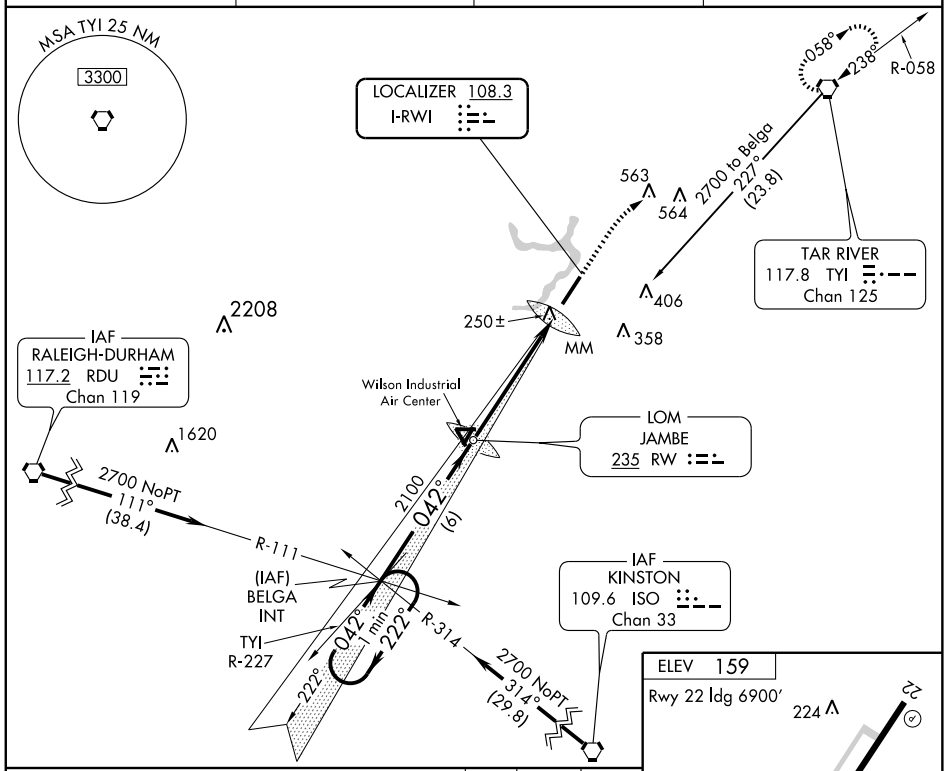
ROCKY MOUNT-WILSON RGNL (RWI)

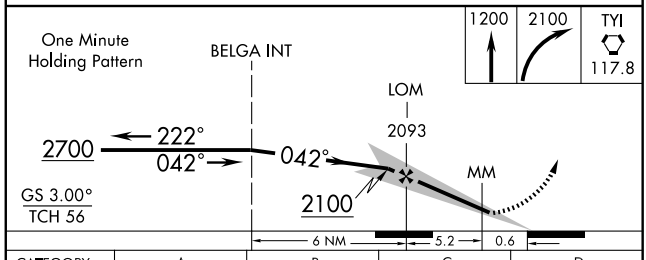
For inoperative MALSR, increase S-LOC 4 Cat D visibility to 1 mile. If local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase DH to 418 feet; increase all MDAs 60 feet.

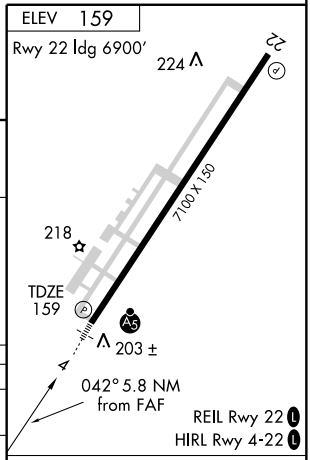
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)			500-¾ 341 (400-¾)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7100
CH 56513	042°	TDZE	159
W04A		Apt Elev	159

RNAV (GPS) RWY 4

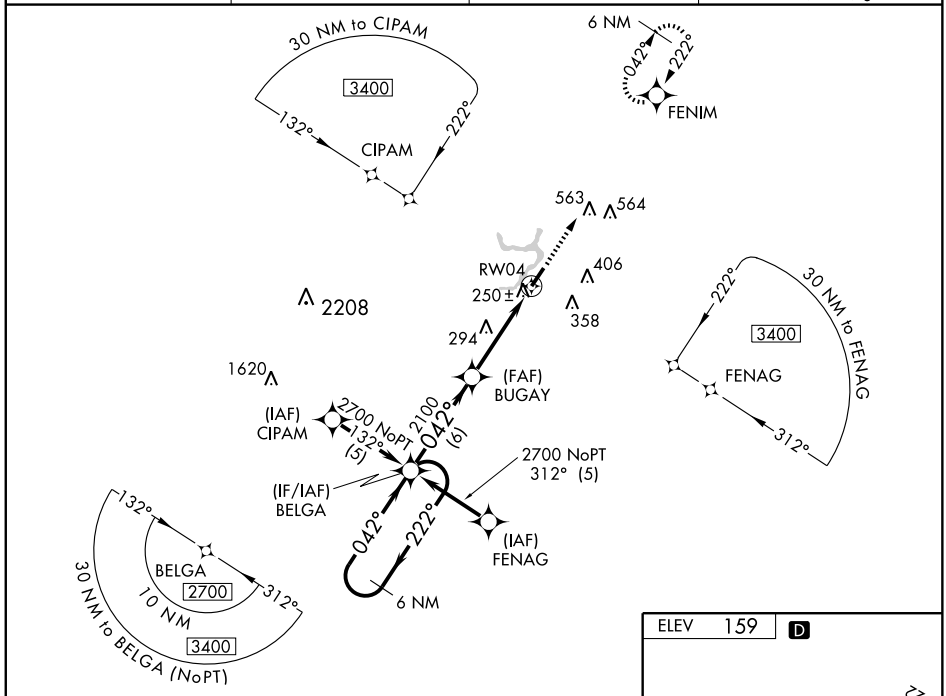
ROCKY MOUNT-WILSON RGNL (RWI)

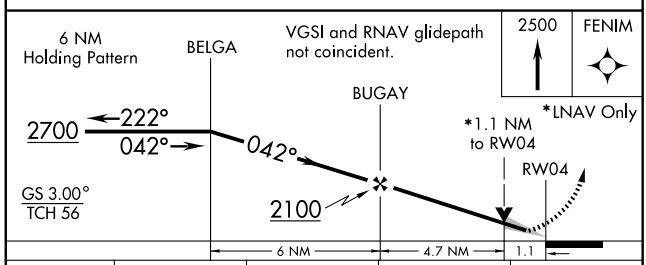
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Goldsboro-Wayne Muni altimeter setting.

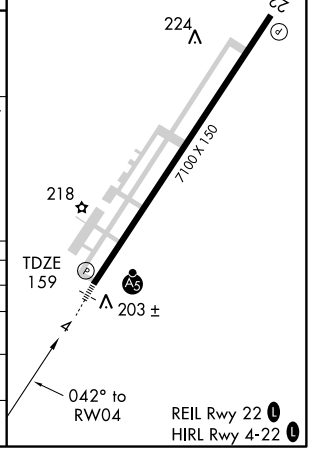
MALSR

MISSED APPROACH: Climb to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-½ 200 (200-½)			
LNAV/ VNAV DA	521-¾ 362 (400-¾)			
LNAV MDA	560-½ 401 (500-½)		560-¾ 401 (500-¾)	560-1 401 (500-1)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6900
222°	TDZE	154
	Apt Elev	159

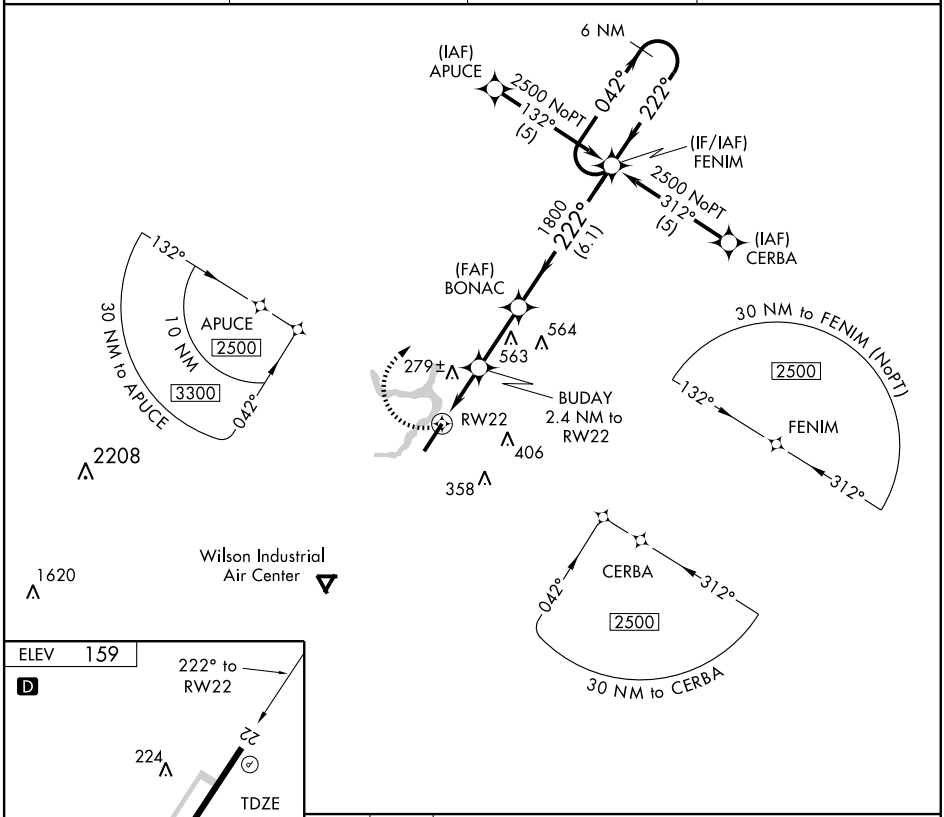
RNAV (GPS) RWY 22

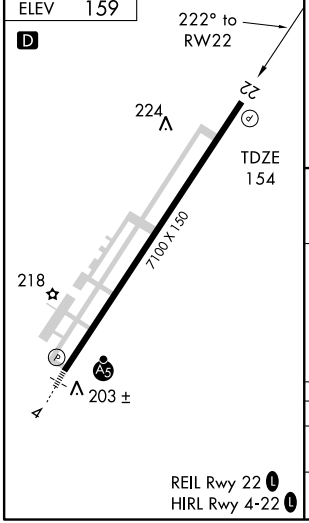
ROCKY MOUNT-WILSON RGNL (RWI)

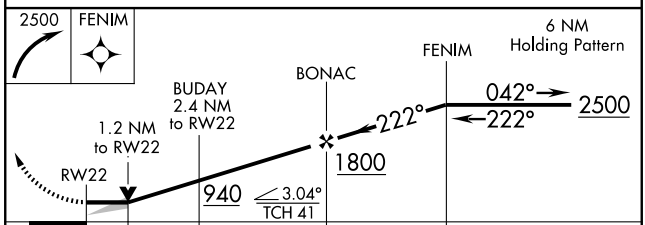
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile. VDP NA when using Goldsboro-Wayne Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1 406 (500-1)		560-1¼ 406 (500-1¼)	
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L

VORTAC TYI	APP CRS	Rwy Idg	6900
117.8	238°	TDZE	154
Chan 125		Apt Elev	159

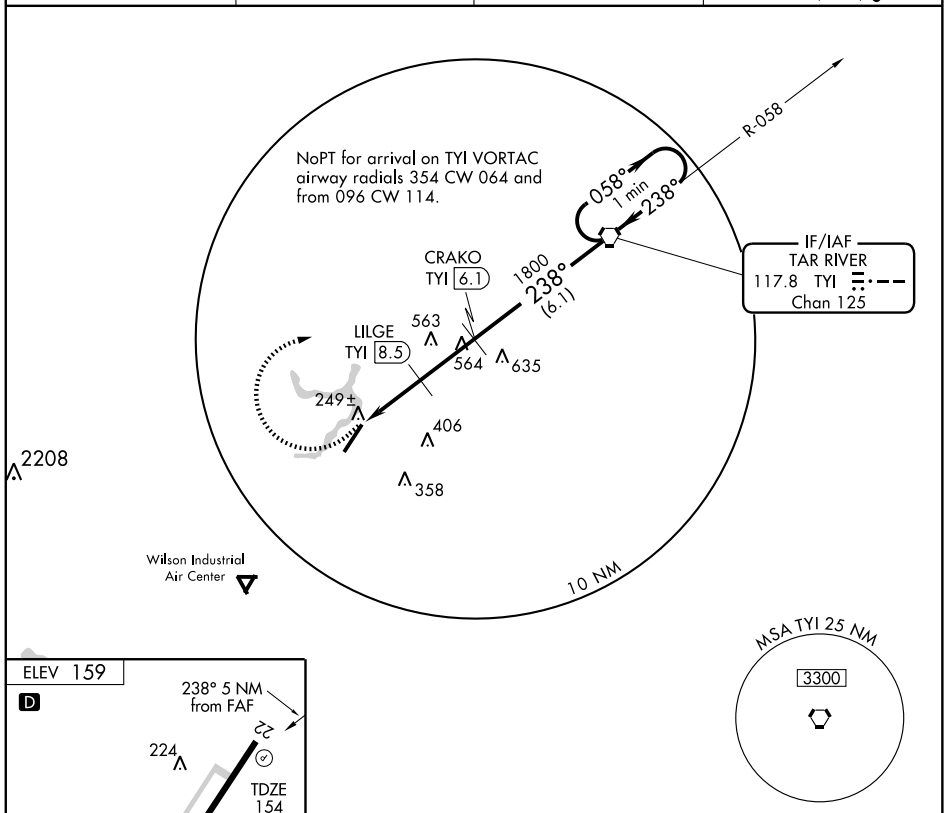
VOR/DME RWY 22

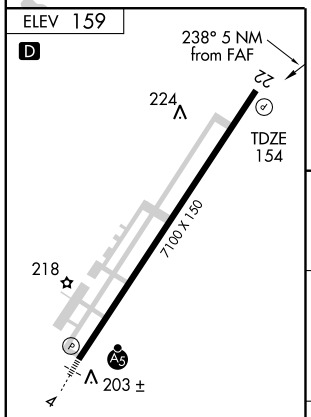
ROCKY MOUNT-WILSON RGNL (RWI)

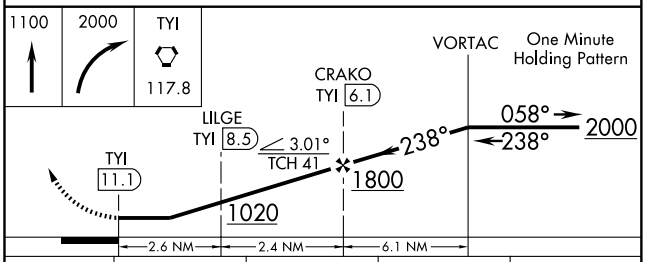
Visibility reduction by helicopters NA. When local altimeter setting not received, use Goldsboro-Wayne Muni altimeter setting and increase all MDA 60 feet, and S-22 Cat. C and Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

ASOS	WASHINGTON CENTER	CLNC DEL	UNICOM
118.875	118.475 279.65	122.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-22	540-1 386 (400-1)			540-1¼ 386 (400-1¼)
CIRCLING	600-1 441 (500-1)	620-1 461 (500-1)	620-1½ 461 (500-1½)	720-2 561 (600-2)

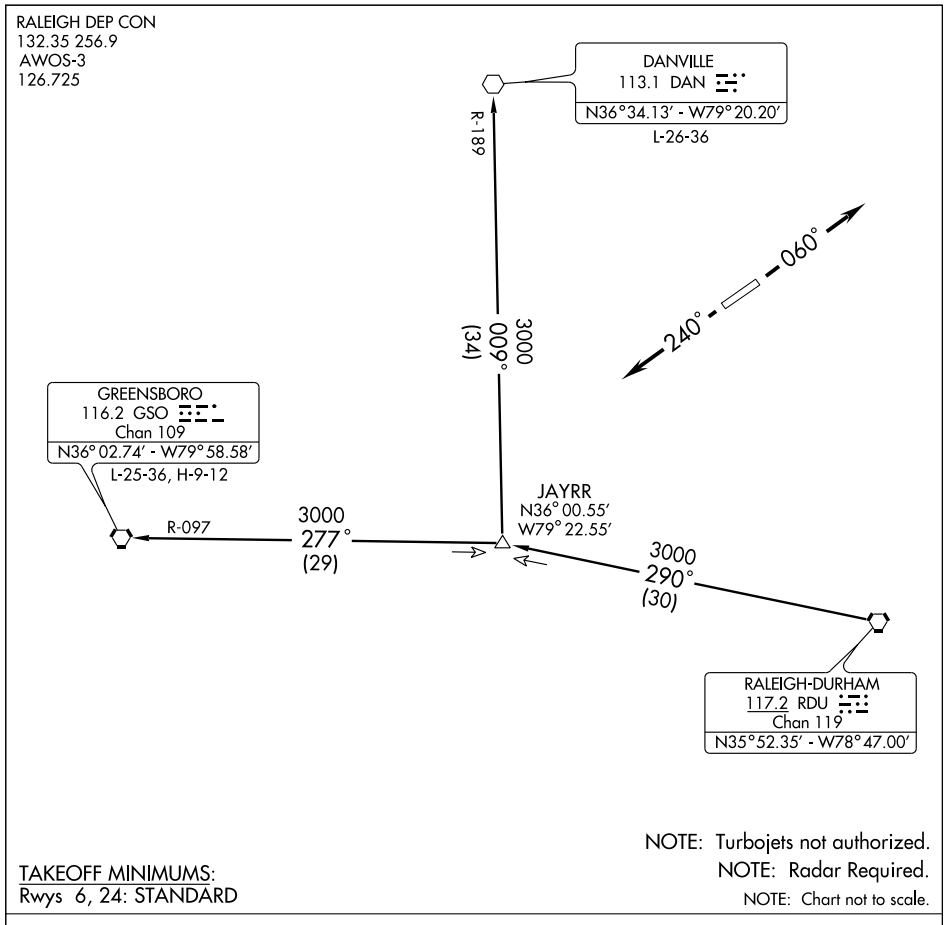
REIL Rwy 22 L
HIRL Rwy 4-22 L

SE-2. 17 DEC 2009 to 14 JAN 2010

BLUE DEVIL FOUR DEPARTURE

SL-6901 (FAA)

ROXBORO/ PERSON COUNTY (TDF)
ROXBORO, NORTH CAROLINA



NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 6, 24: STANDARD

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb heading 060°, thence....

TAKE-OFF RWY 24: Climb heading 240°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE4.DAN): From over RDU VORTAC via RDU R-290 to JAYRR INT then via DAN R-189 to DAN VOR.

GREENSBORO TRANSITION (BLUUE4.GSO): From over RDU VORTAC via RDU R-290 to JAYRR INT then via GSO R-097 to GSO VORTAC.

TAKE-OFF OBSTACLE NOTES:

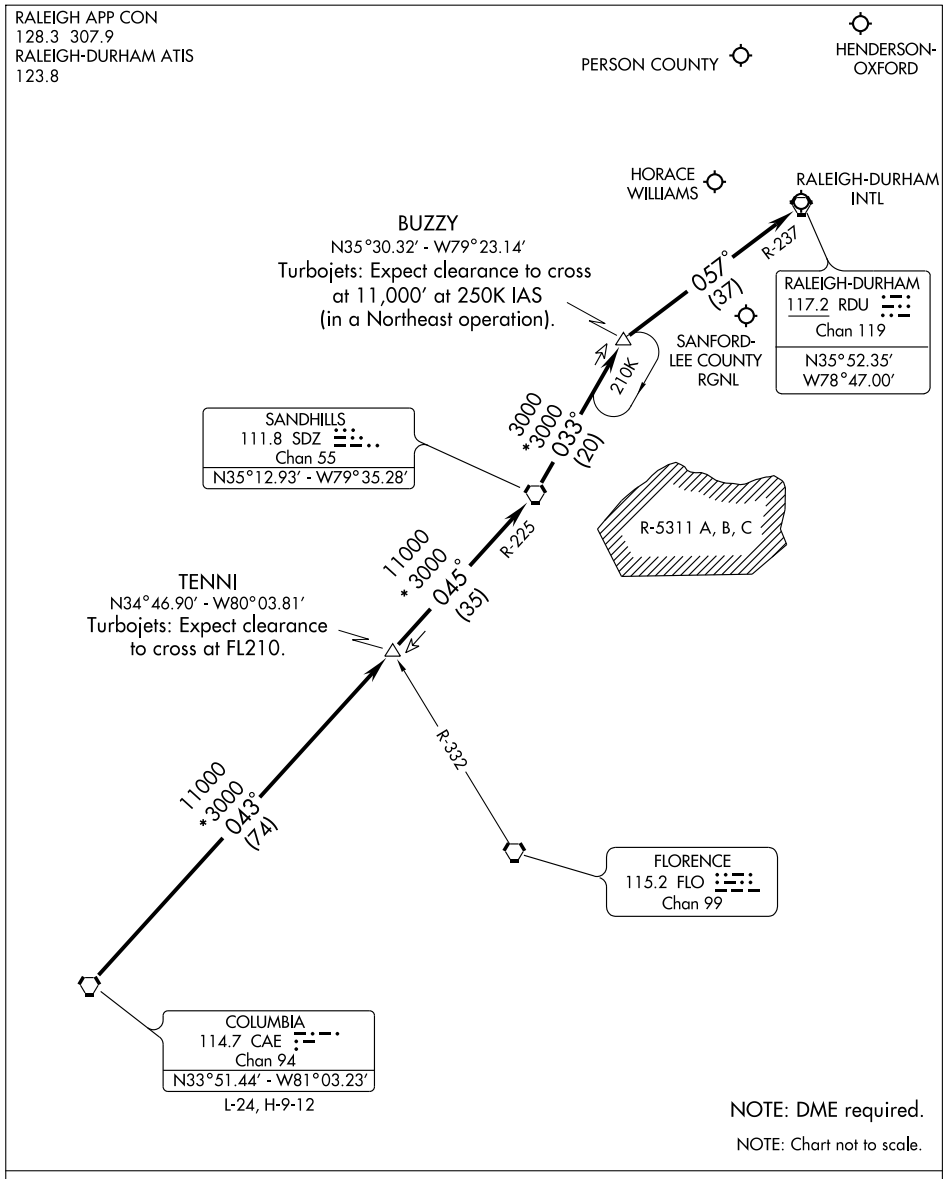
Rwy 6: Trees 1600 feet from DER, 200 feet right of centerline, 100 feet AGL/729 feet MSL.

Rwy 24: Trees 562 feet from DER, 577 feet left of centerline, 100 feet AGL/699 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TDF	APP CRS	Rwy Idg	5701
108.7	060°	TDZE	601
Chan 24		Apt Elev	609

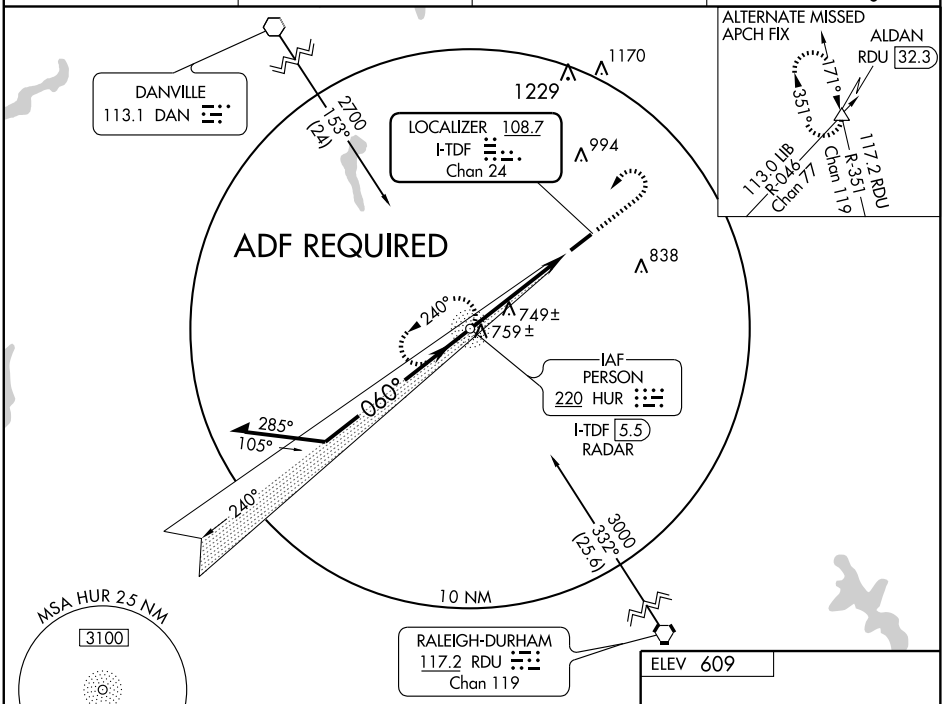
ILS or LOC RWY 6

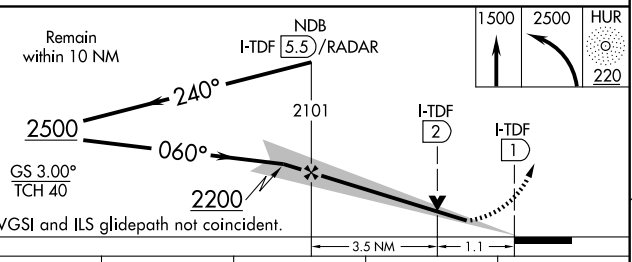
ROXBORO / PERSON COUNTY (TDF)

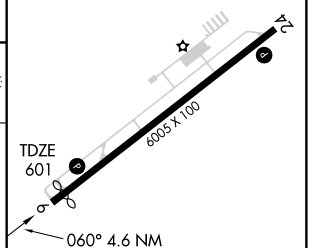
T NA For inoperative MALSR, when using Chapel Hill altimeter setting, increase S-ILS 6 all Cats visibility to 1 mile. ADF REQUIRED. When local altimeter setting not received, use Chapel Hill altimeter setting and increase S-ILS 6 DA to 864 and all MDA 80 feet and S-LOC 6 Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	801-½ 200 (200-½)			
S-LOC 6	1000-½ 399 (400-½)			1000-¾ 399 (400-¾)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 86512 W06A	APP CRS 060°	Rwy Idg 5701 TDZE 601 Apt Elev 609

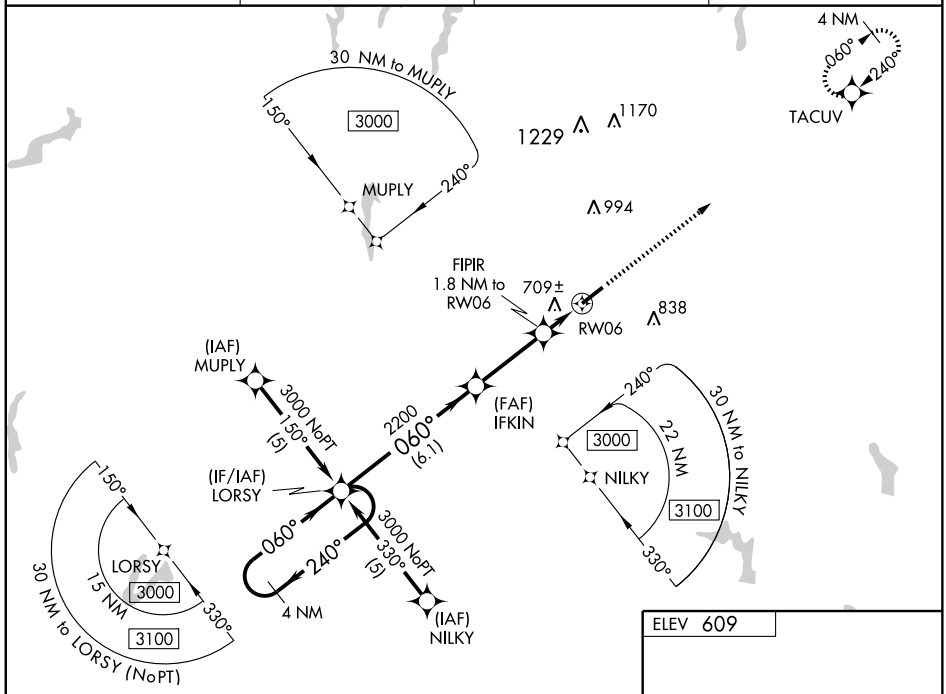
RNAV (GPS) RWY 6

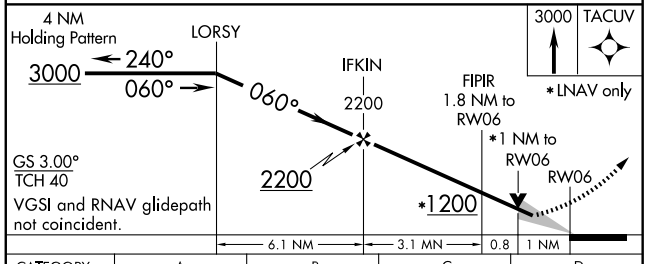
ROXBORO / PERSON COUNTY (TDF)

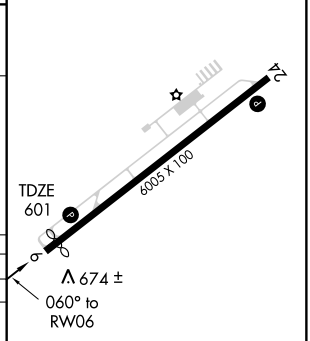
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 864, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, when using Chapel Hill altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV and VDP NA when using Chapel Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct TACUV and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	801-½	200 (200-½)		
LNAV/VNAV DA	1087-1¼	486 (500-1¼)		
LNAV MDA	960-½	359 (400-½)		960-1 359 (400-1)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6005
CH 50510	240°	TDZE	609
W24A		Apt Elev	609

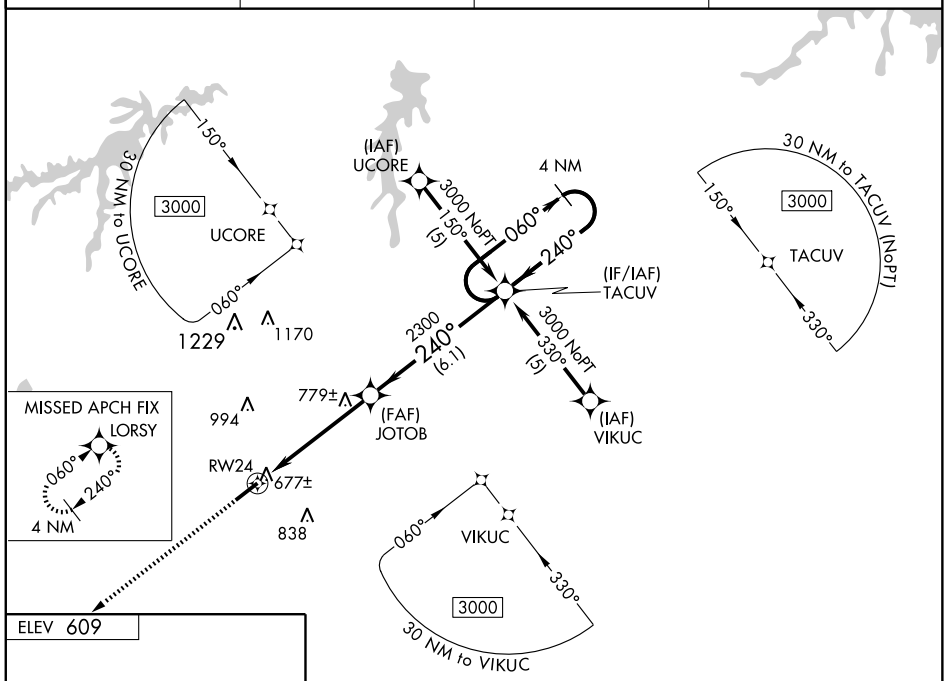
RNAV (GPS) RWY 24

ROXBORO / PERSON COUNTY (TDF)

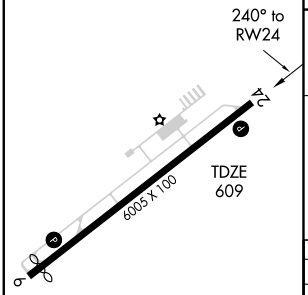
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chapel Hill altimeter setting and increase LPV DA to 983, LNAV/VNAV DA to 1060, and all MDA 80 feet; increase LPV all Cats., LNAV/VNAV all Cats., and LNAV Cat. C visibility ¼ mile. VDP and Baro-VNAV NA when using Chapel Hill altimeter setting.

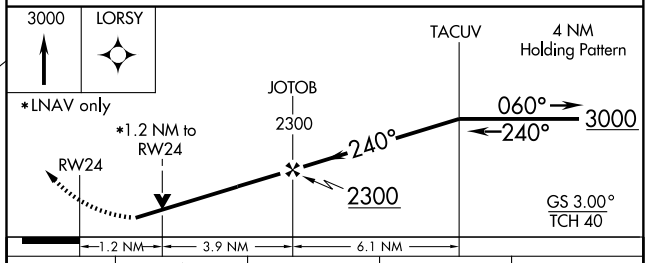
MISSED APPROACH: Climb to 3000 direct LORSY and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L



ELEV 609



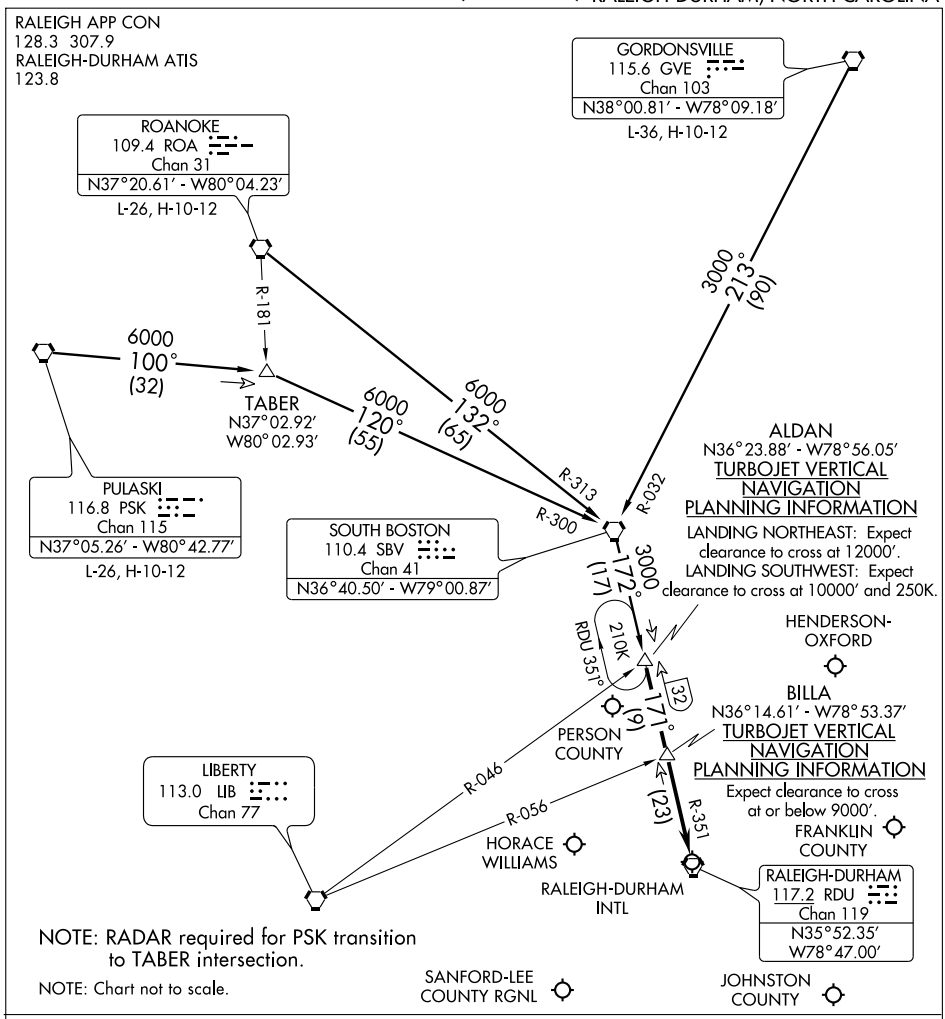


CATEGORY	A	B	C	D
LPV DA	920-1 311 (400-1)			
LNAV/VNAV DA	997-1½ 388 (400-1½)			
LNAV MDA	1040-1 431 (500-1)		1040-1¼ 431 (500-1¼)	1040-1½ 431 (500-1½)
CIRCLING	1080-1 471 (500-1)		1080-1½ 471 (500-1½)	1160-2 551 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-FQD	APP CRS	Rwy Idg	5000
109.55	009°	TDZE	1072
Chan 32(Y)		Apt Elev	1078

LOC RWY 1

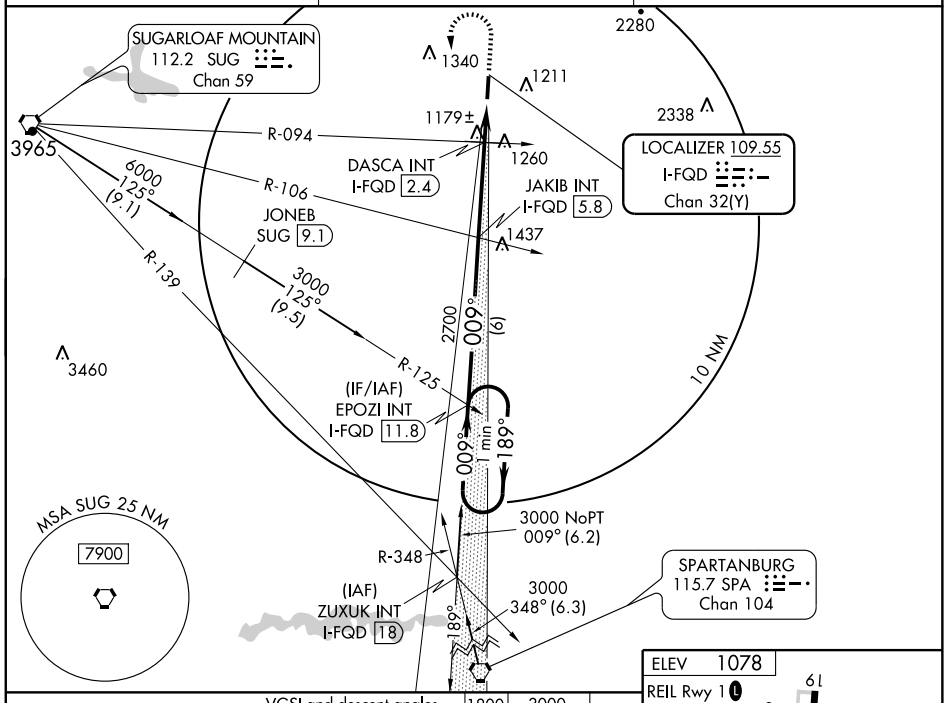
RUTHERFORDTON/ RUTHERFORD CO-MARCHMAN FIELD (FQD)

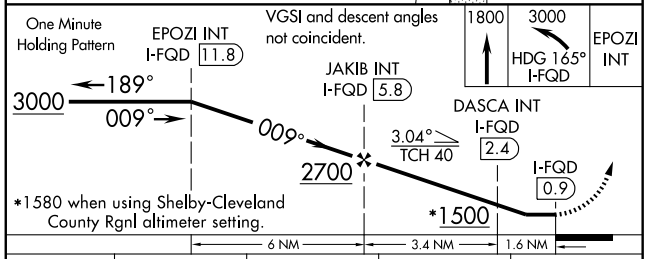
When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDAs 80 feet and all visibilities ¼ mile.

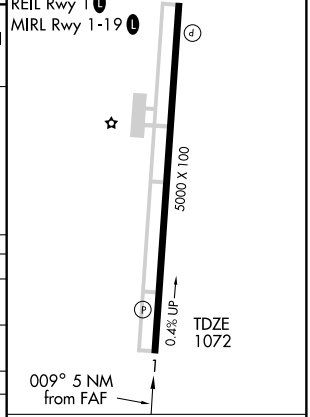
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 via heading 165° and I-FQD south course to EPOZI INT/I-FQD 11.8 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1500-1	428 (500-1)	1500-1¼ 428 (500-1¼)	1500-1½ 428 (500-1½)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)
DASCA FIX MINIMUMS				
S-1	1440-1	368 (400-1)		1440-1¼ 368 (400-1¼)
CIRCLING	1560-1	482 (500-1)	1560-1½ 482 (500-1½)	1640-2 562 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
009°	TDZE	1072
	Apt Elev	1078

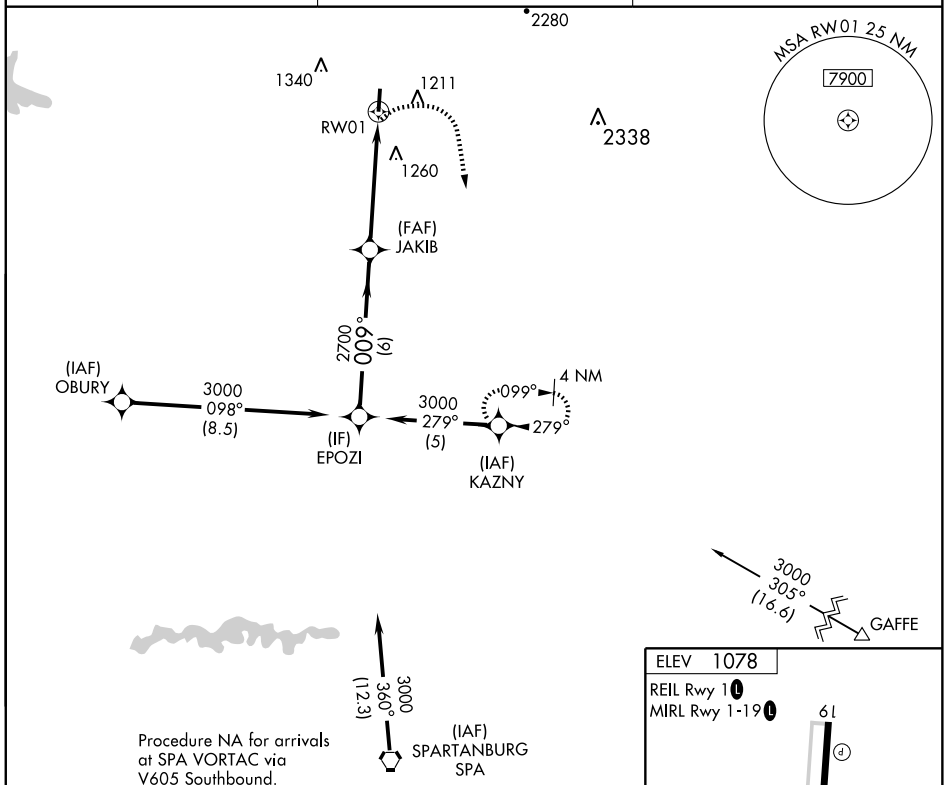
RNAV (GPS) RWY 1

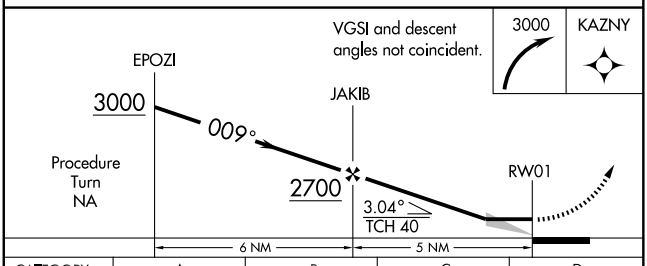
RUTHERFORDTON/RUTHERFORD CO-MARCHMAN FIELD (FQD)

When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDAs 80 feet and LNAV visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA.

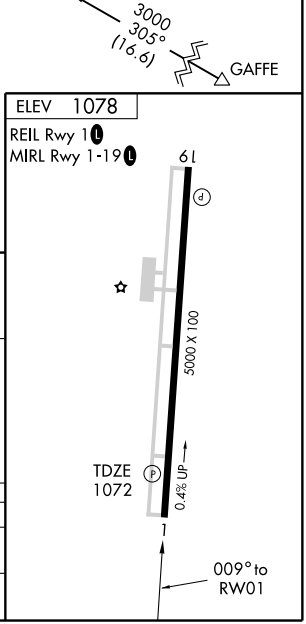
MISSED APPROACH: Climbing right turn to 3000 direct KAZNY and hold.

AWOS-3	GREER APP CON ★	UNICOM
118.275	119.4 350.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1560-1 488 (500-1)		1560-1¼ 488 (500-1¼)	1560-1½ 488 (500-1½)
CIRCLING	1560-1 482 (500-1)		1560-1½ 482 (500-1½)	1640-2 562 (600-2)



LOC I-RUQ	APP CRS	Rwy Idg	5501
109.95	202°	TDZE	773
		Apt Elev	773

ILS RWY 20

SALISBURY/ROWAN COUNTY (RUQ)

NA

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L

ADF REQUIRED

GREENSBORO
116.2 GSO
Chan 109

2800
236°
(31.3)

BARRETTS MOUNTAIN
110.8 BZM
Chan 45

2310

3600
108°
(37.5)

157°
337°
022°
202°

LOM/IAF
ROVDY
275 RU

1787

1060

MM

920±

1052

1454

1125

3300
071°
(22.5)

MOPED

1849

10 NM

MSA RU 25 NM
3400

LOCALIZER 109.95
I-RUQ

ELEV 773

202° 5 NM
from FAF

TDZE
773

5501 X 100

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1600 | 2500 | ROVDY 275

LOM
2424
022°
202°
2500
2500

Remain within 10 NM

MM

GS 3.00°
TCH 46

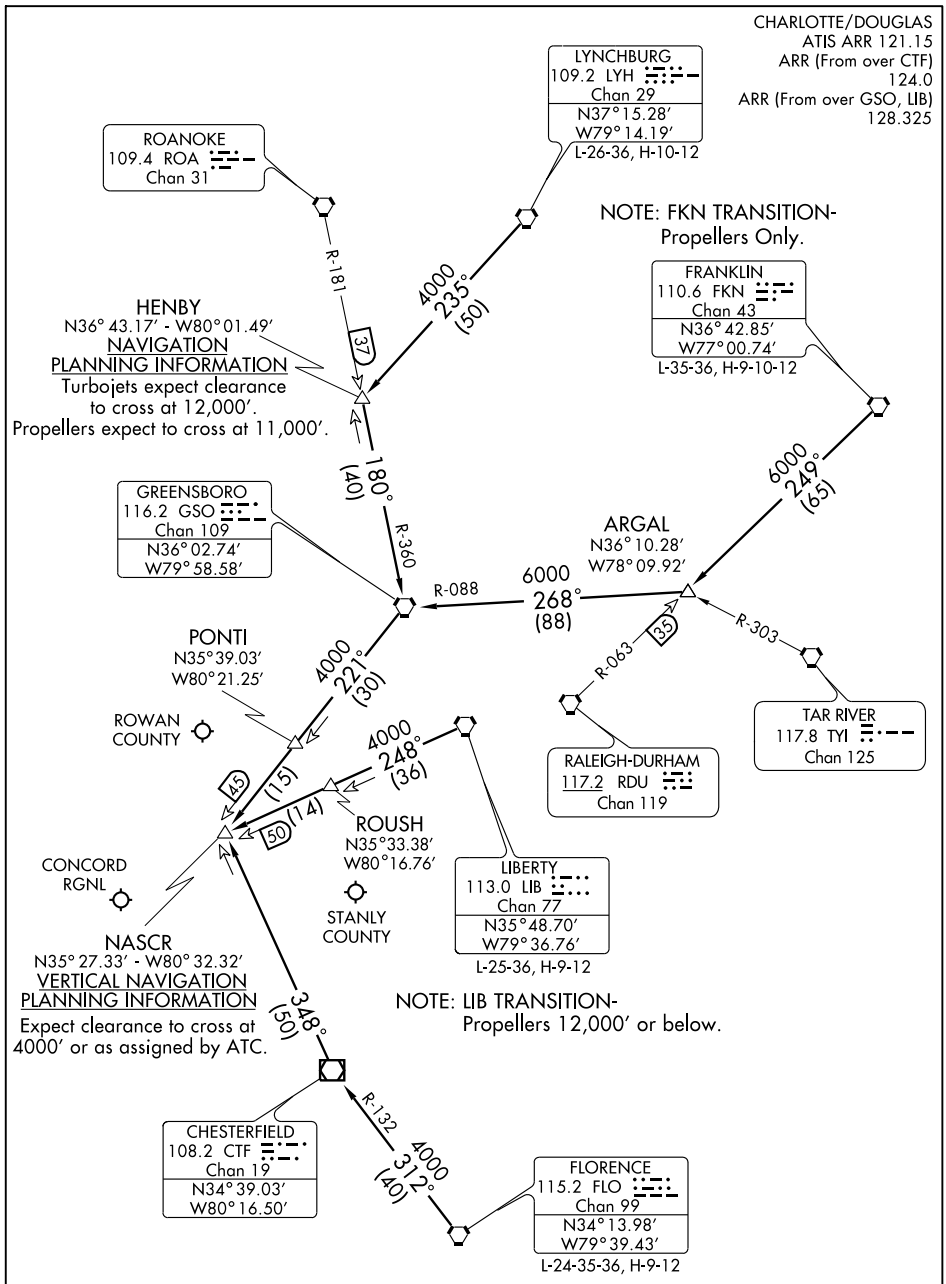
0.4 4.6 NM

CATEGORY	A	B	C	D
S-ILS 20	973-½ 200 (200-½)			
S-LOC 20	1360-½ 587 (600-½)		1360-1 587 (600-1)	1360-1¼ 587 (600-1¼)
CIRCLING	1360-1 587 (600-1)		1360-1½ 587 (600-1½)	1420-2 647 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

NASCR ONE ARRIVAL

CONCORD, NORTH CAROLINA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

NASCR ONE ARRIVAL (NASCR.NASCR1) CONCORD, NORTH CAROLINA

ARRIVAL DESCRIPTION

FLORENCE TRANSITION (FLO.NASCR1): From over FLO VORTAC via FLO R-312 to CTF VOR/DME then via CTF R-348 to NASCR INT. Thence....
FRANKLIN TRANSITION (FKN.NASCR1): From over FKN VORTAC via FKN R-249 to ARGAL INT then via GSO R-088 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....
LIBERTY TRANSITION (LIB.NASCR1): From over LIB VORTAC via LIB R-248 to NASCR INT. Thence....
LYNCHBURG TRANSITION (LYH.NASCR1): From over LYH VORTAC via LYH R-235 to HENBY INT then via GSO R-360 to GSO VORTAC then via GSO R-221 to NASCR INT. Thence....

....From over NASCR INT expect vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOM RU	APP CRS	Rwy Idg	5501
275	202°	TDZE	773
		Apt Elev	773

NDB RWY 20

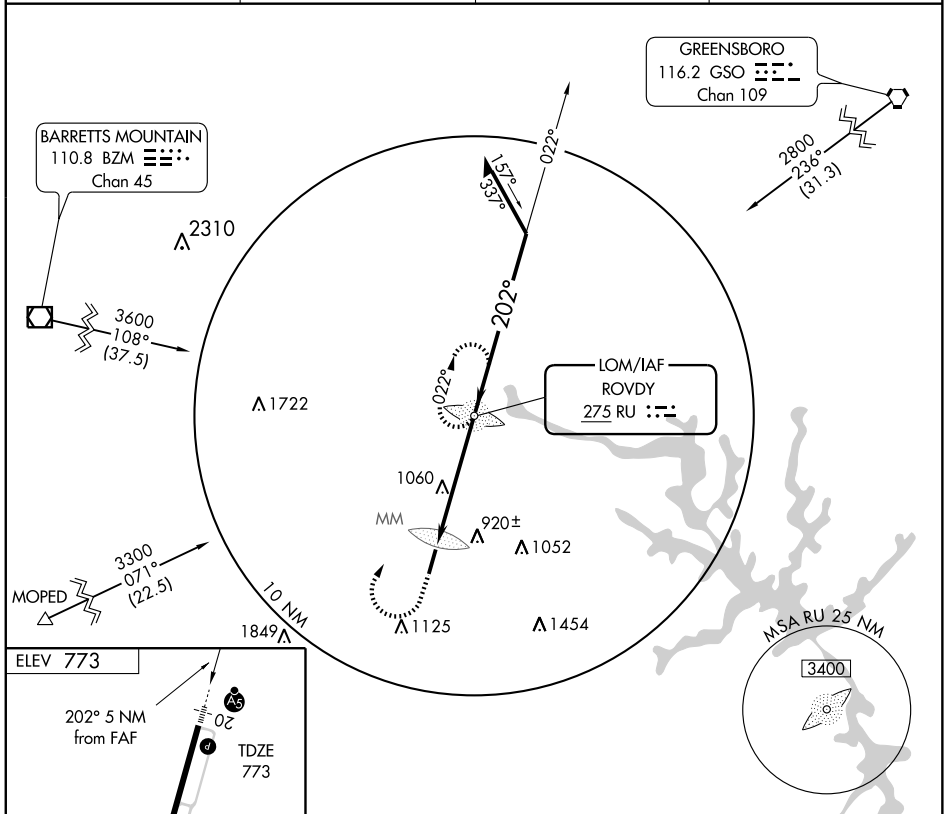
SALISBURY/ROWAN COUNTY (RUQ)

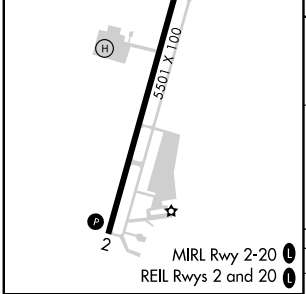
NA

MALSR

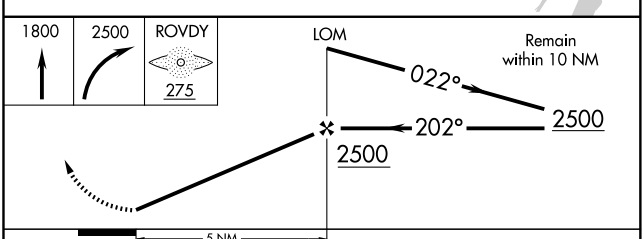
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-20	1420-¾ 647 (700-¾)		1420-1¼ 647 (700-1¼)	1420-1¾ 647 (700-1¾)
CIRCLING	1420-1 647 (700-1)		1420-1¾ 647 (700-1¾)	1420-2 647 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5501
022°	TDZE	773
	Apt Elev	773

RNAV (GPS) RWY 2

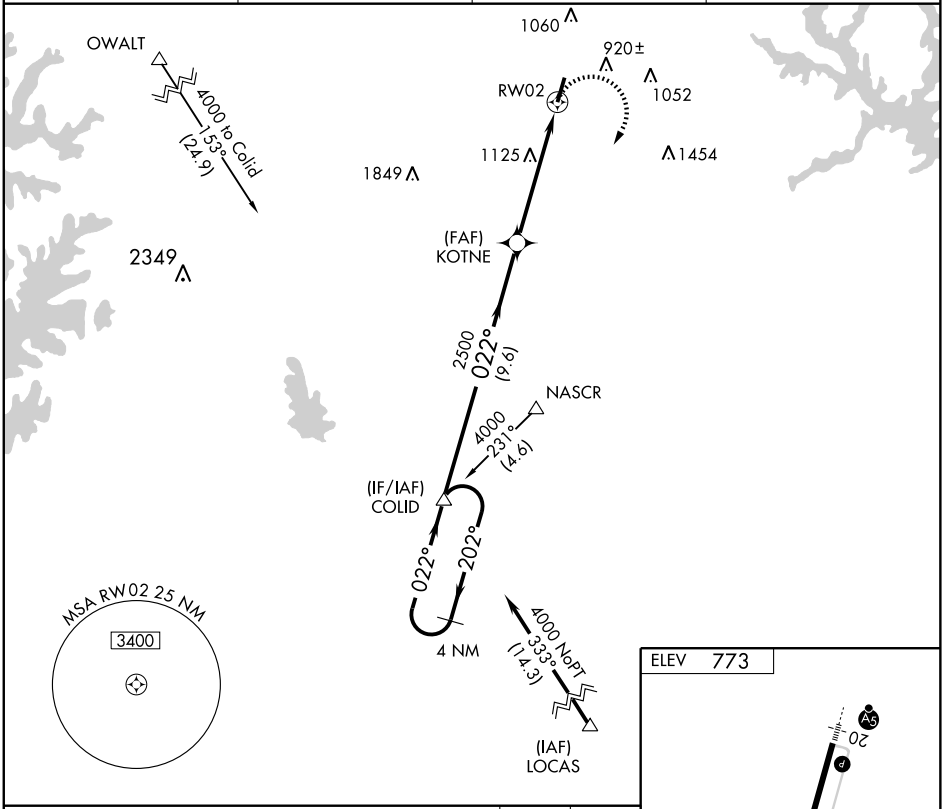
SALISBURY/ROWAN COUNTY (RUQ)

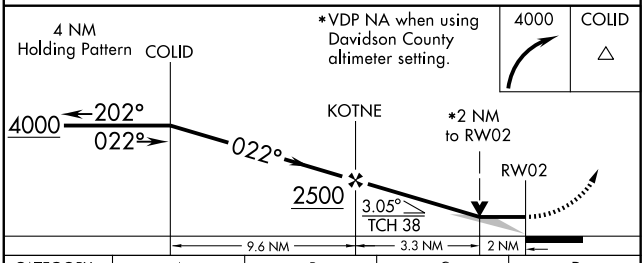
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Davidson County altimeter setting and increase all MDAs 40 feet.

NA

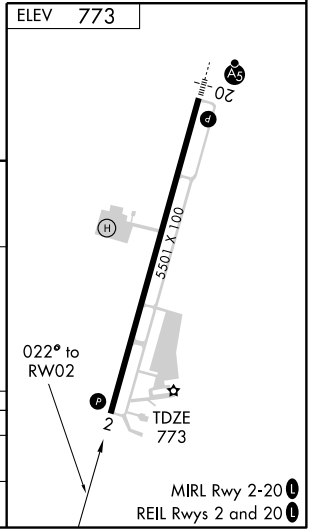
MISSED APPROACH: Climbing right turn to 4000 direct COLID WP and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1440-1	667 (700-1)	1440-1¾ 667 (700-1¾)	1440-2 667 (700-2)
CIRCLING	1440-1	667 (700-1)	1440-1¾ 667 (700-1¾)	1440-2 667 (700-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

SALISBURY, NORTH CAROLINA AL-5551 (FAA)

APP CRS	Rwy Idg	5501
202°	TDZE	773
	Apt Elev	773

RNAV (GPS) RWY 20

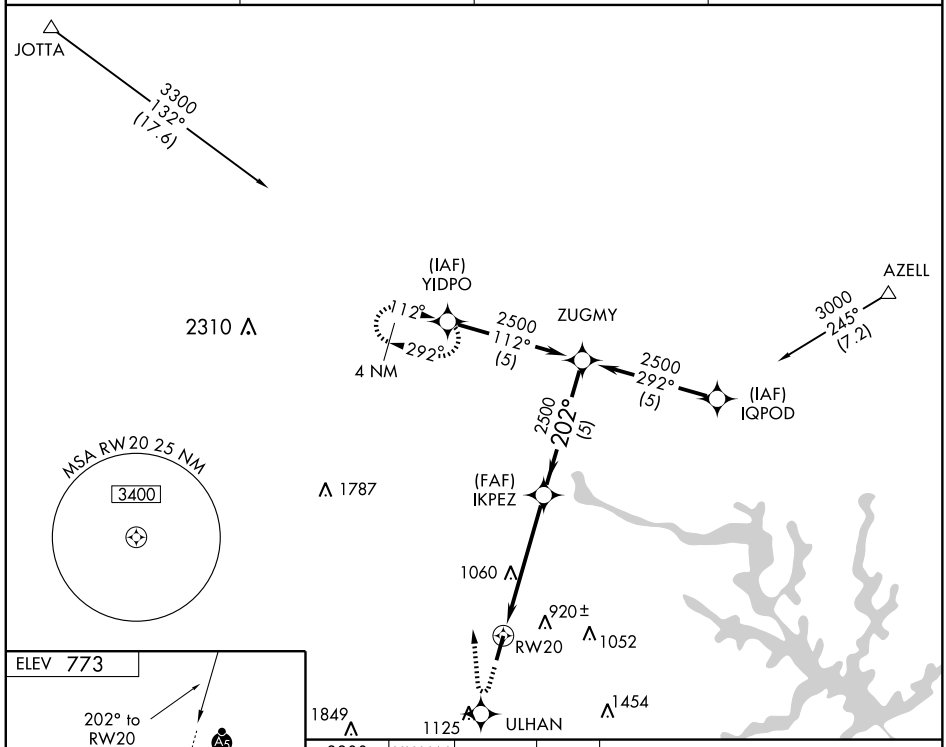
SALISBURY/ ROWAN COUNTY (RUQ)

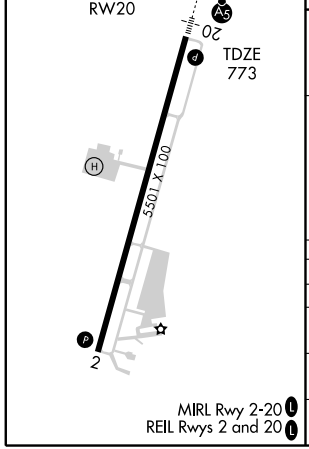
Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

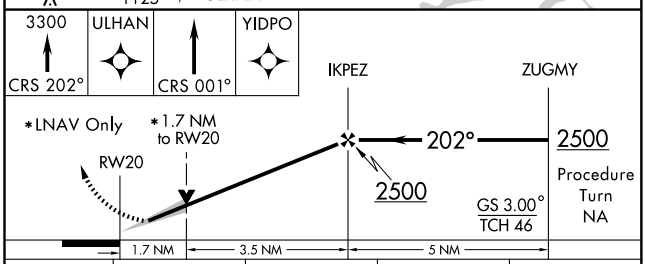
MALSR

MISSED APPROACH: Climb to 3300 via course 202° to ULHAN WP then via course 001° to YIDPO WP and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.32 307.8	127.35	122.8 (CTAF) L

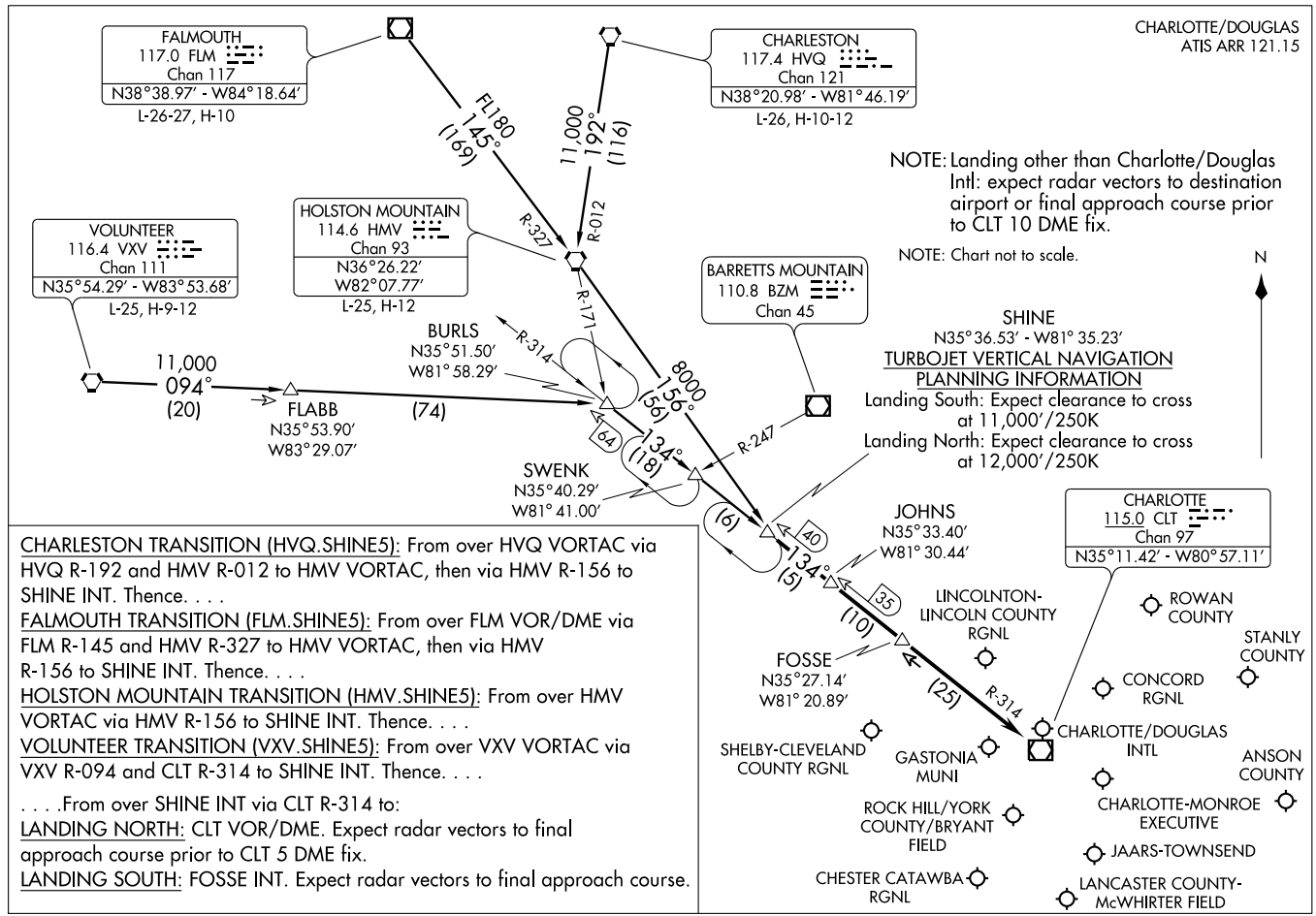






CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-½ 287 (300-½)			1060-¾ 287 (300-¾)
LNAV MDA	1360-½ 587 (600-½)		1360-1 587 (600-1)	1360-1¼ 587 (600-1¼)
CIRCLING	1360-1 587 (600-1)		1360-1½ 587 (600-1½)	1420-2 647 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

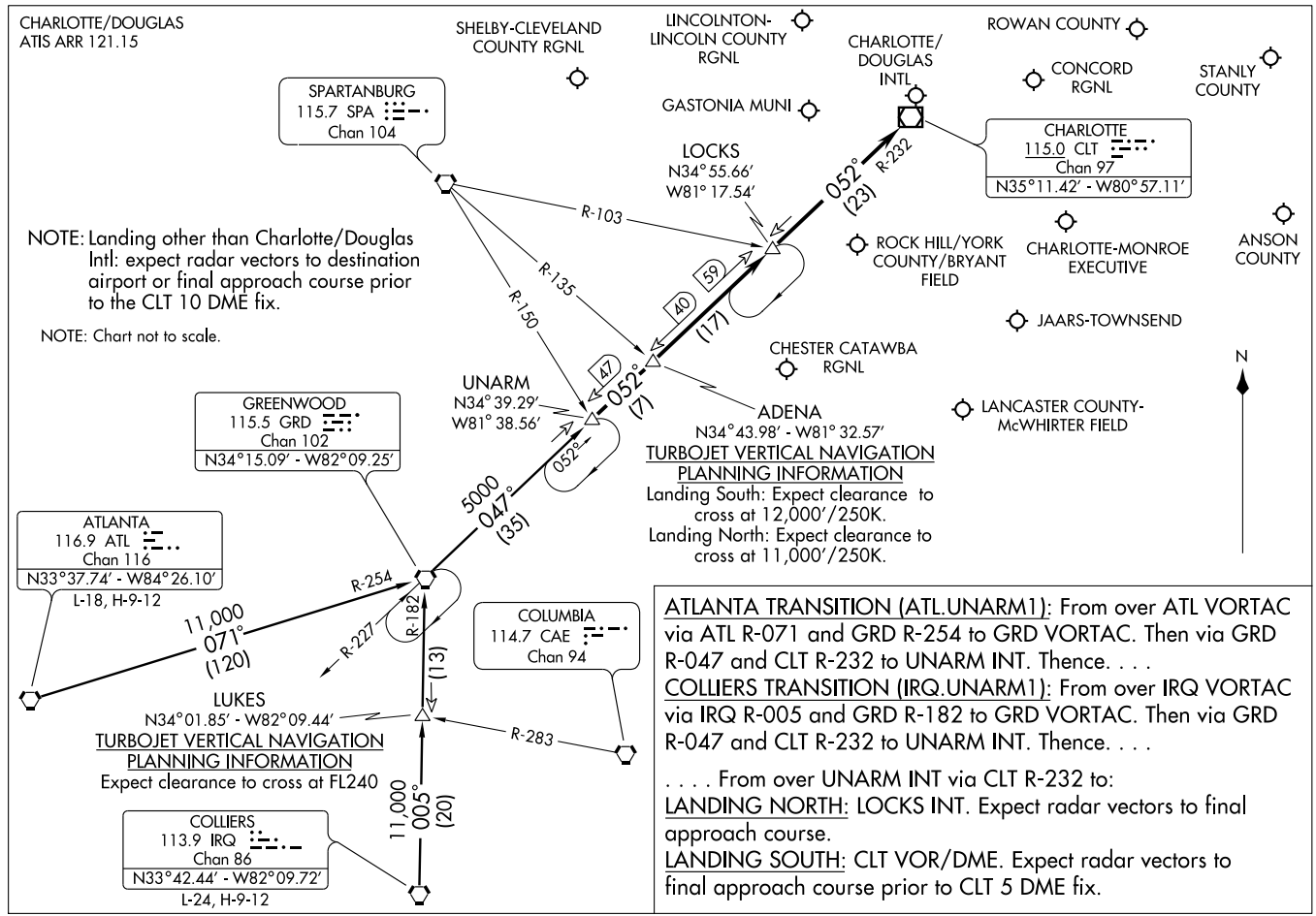
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

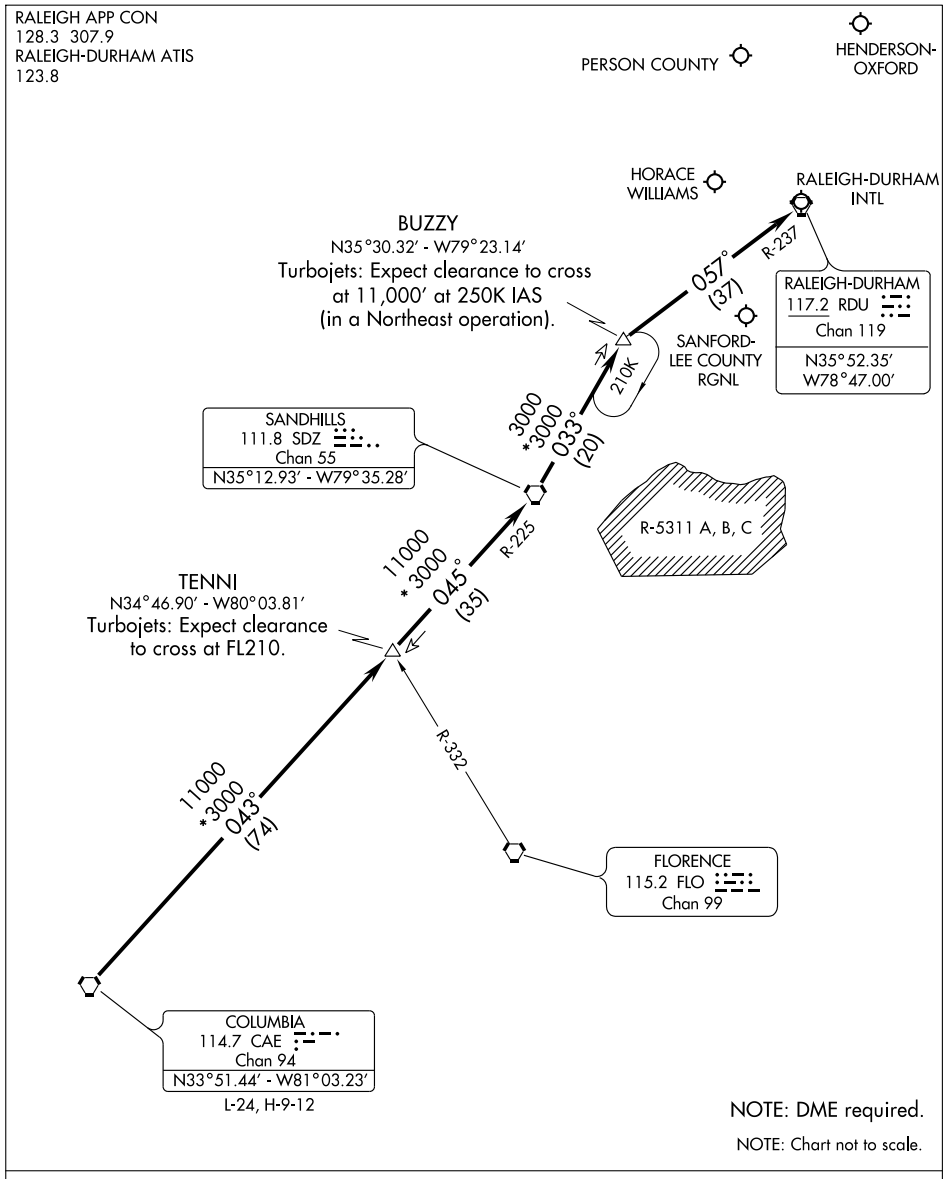
. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

BUZZY SIX ARRIVAL (BUZZY.BUZZY6)

RALEIGH/DURHAM, NORTH CAROLINA



From over Columbia (CAE) via CAE R-043 and Sandhills (SDZ) R-225 to SDZ. Thence via SDZ R-033 to BUZZY INT. Thence via Raleigh-Durham (RDU) R-237 to RDU. Expect radar vectors to final approach course after BUZZY INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TTA	APP CRS	Rwy Idg	6500
110.75	029°	TDZE	246
Chan 44 (Y)		Apt Elev	247

ILS RWY 3

SANFORD-LEE COUNTY RGNL (TTA)

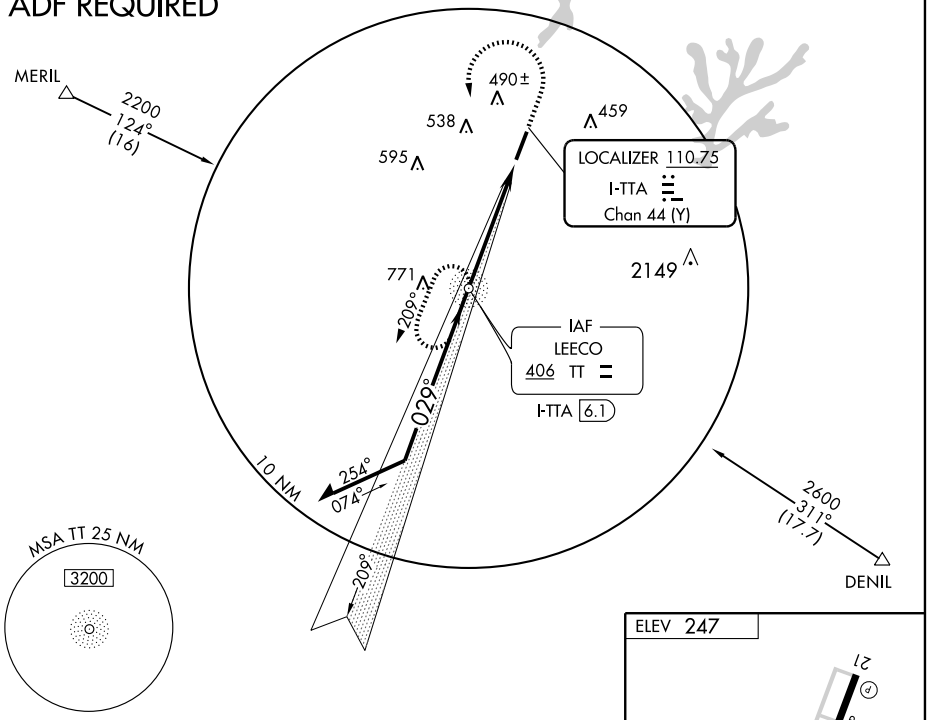
NA

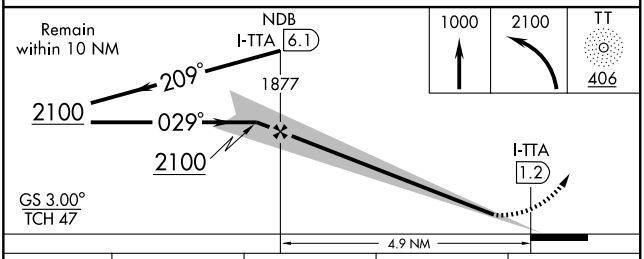
MALSR

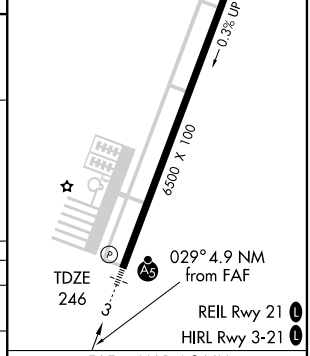
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct LEECO NDB and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 380.05	123.075 (CTAF) L	135.075

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 3	446-½ 200 (200-½)			
S-LOC 3	740-½ 494 (500-½)		740-¾ 494 (500-¾)	740-1 494 (500-1)
CIRCLING	760-1 513 (600-1)	800-1 553 (600-1)	840-1½ 593 (600-1½)	840-2 593 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-2. 17 DEC 2009 to 14 JAN 2010

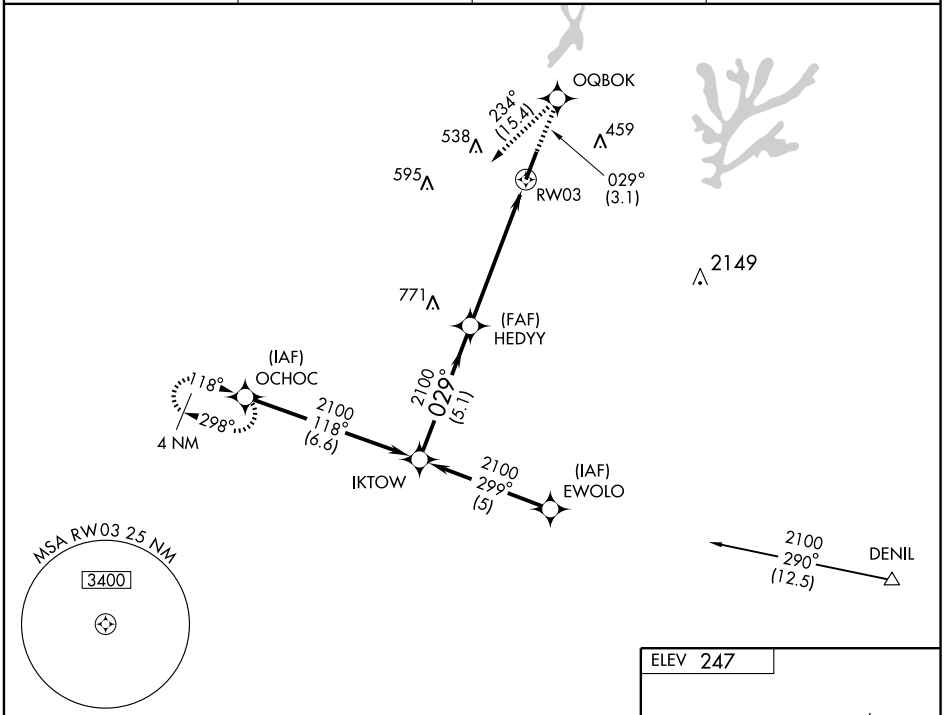
SANFORD, NORTH CAROLINA AL-9472 (FAA)

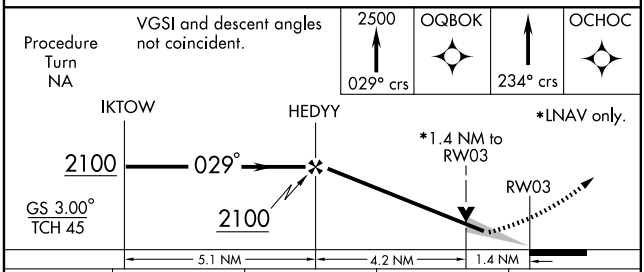
APP CRS	Rwy Idg	6500
029°	TDZE	246
	Apt Elev	247

RNAV (GPS) RWY 3

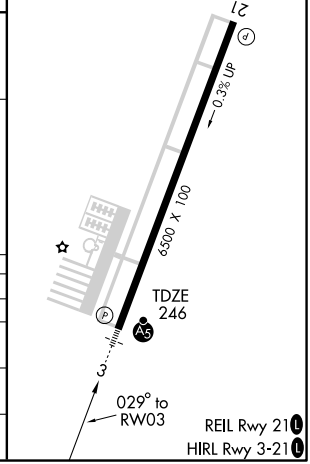
SANFORD-LEE COUNTY RGNL (TTA)

Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 2500 via 029° course to OQBOK WP then via 234° course to OCHOC WP and hold.	
AWOS-3 120.625	RALEIGH APP CON 125.3 380.05	UNICOM 123.075 (CTAF) L	GCO 135.075





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	680-1 434 (500-1)			
LNAV MDA	740-½ 494 (500-½)		740-¾ 494 (500-¾)	740-1 494 (500-1)
CIRCLING	760-1½ 513 (600-1½)	800-1½ 553 (600-1½)	840-1½ 593 (600-1½)	840-2 593 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6500
209°	TDZE	227
	Apt Elev	247

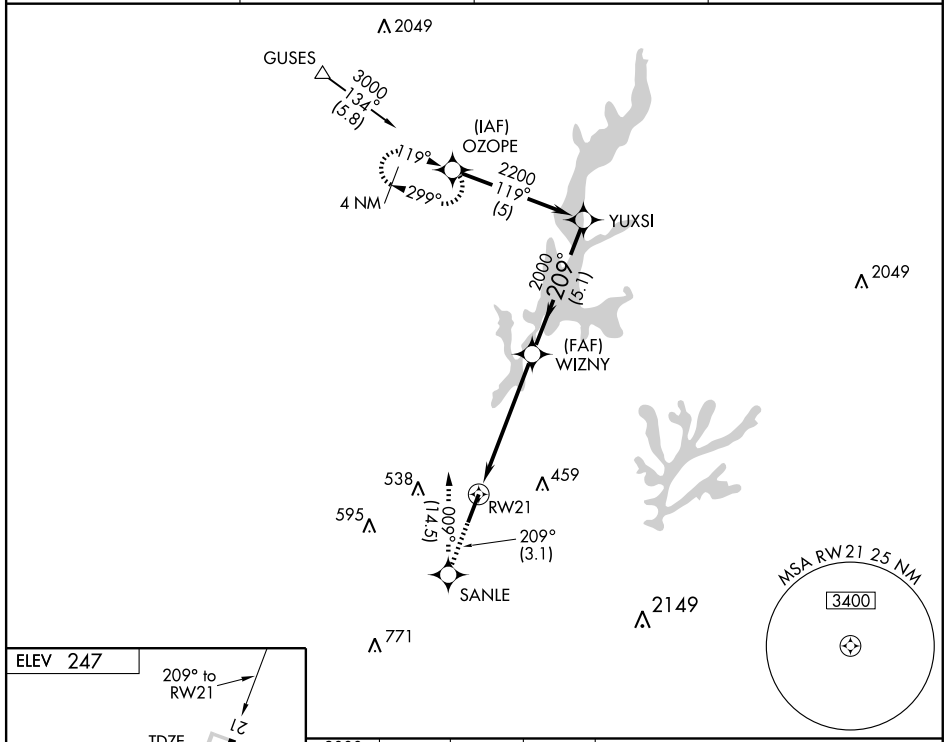
RNAV (GPS) RWY 21

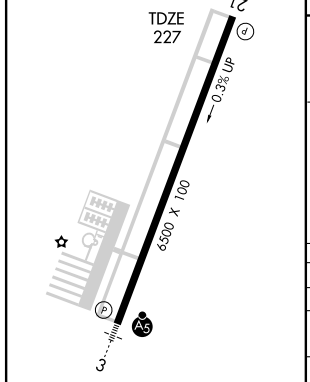
SANFORD-LEE COUNTY RGNL (TTA)

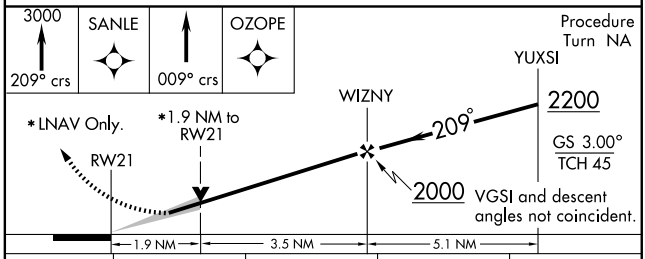
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 209° course to SANLE WP then via 009° course to OZOPE WP and hold.

AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 380.05	123.075 (CTAF) L	135.075



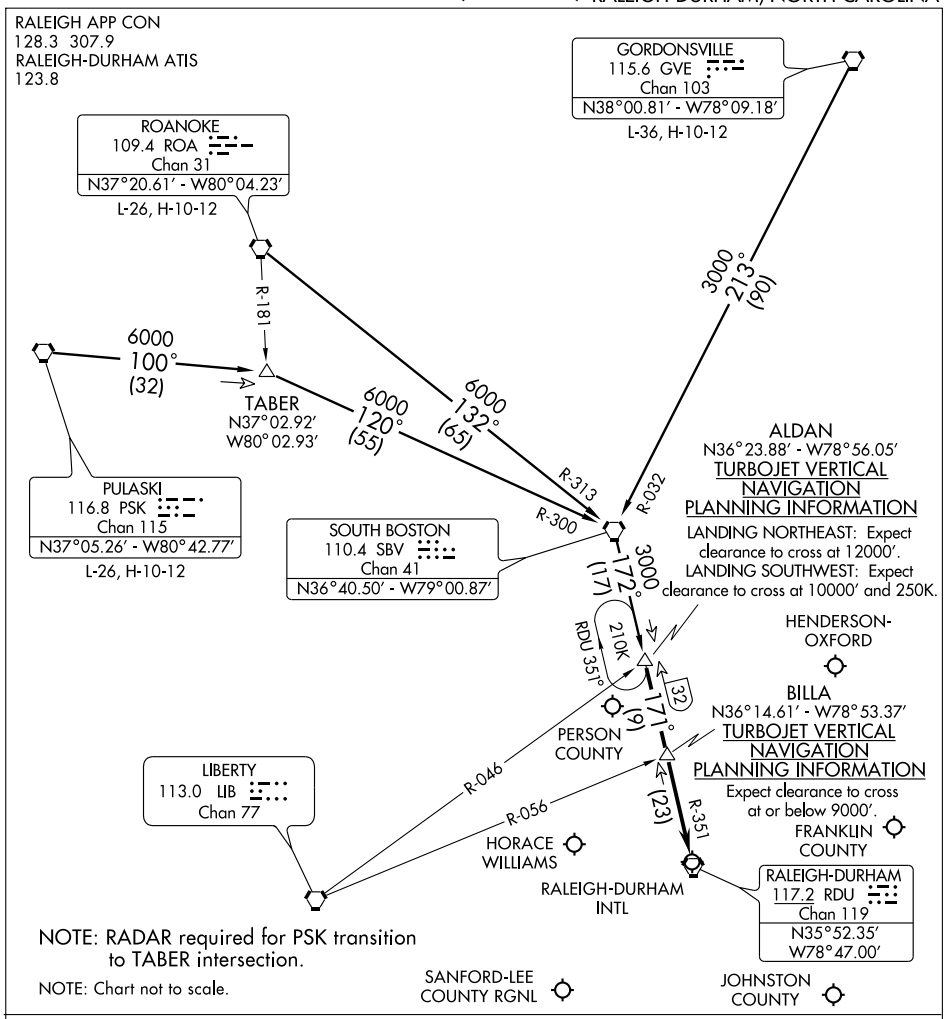




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	660-1½ 433 (500-1½)			
LNAV MDA	860-1 633 (700-1)		860-1¾ 633 (700-1¾)	860-2 633 (700-2)
CIRCLING	860-1½ 613 (700-1½)		860-1¾ 613 (700-1¾)	860-2 613 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

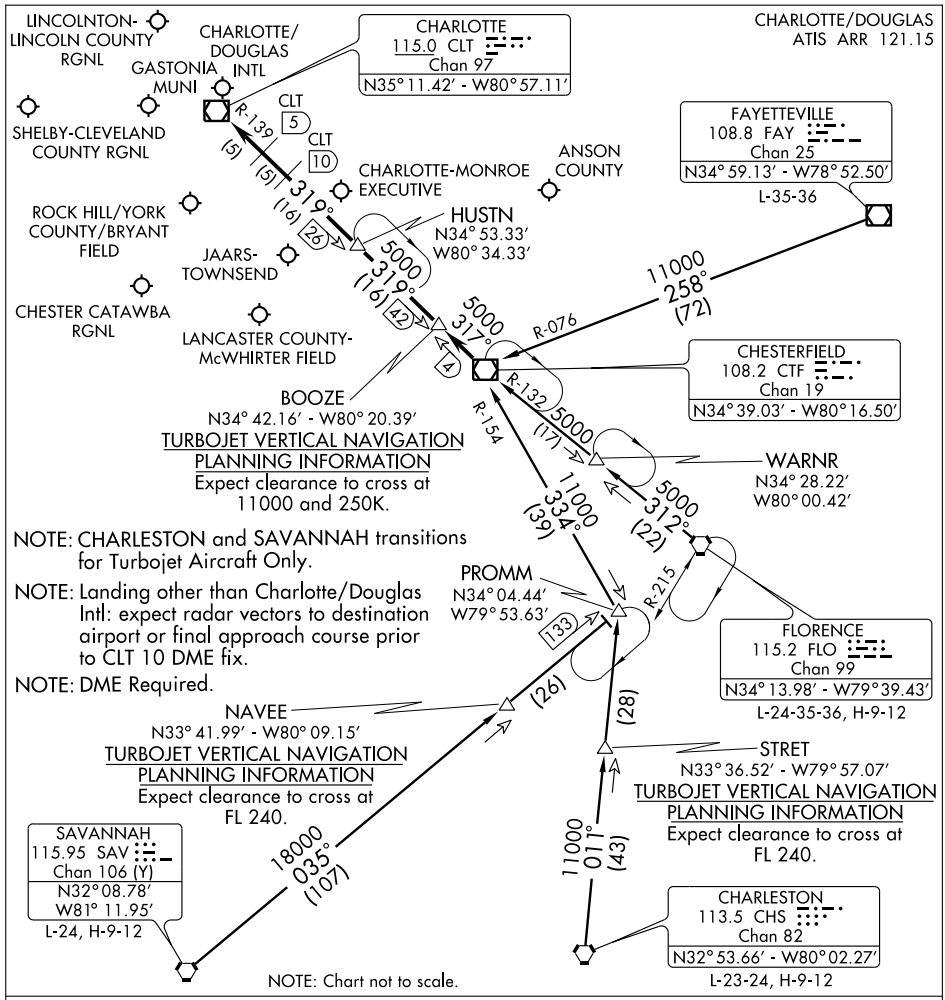
. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

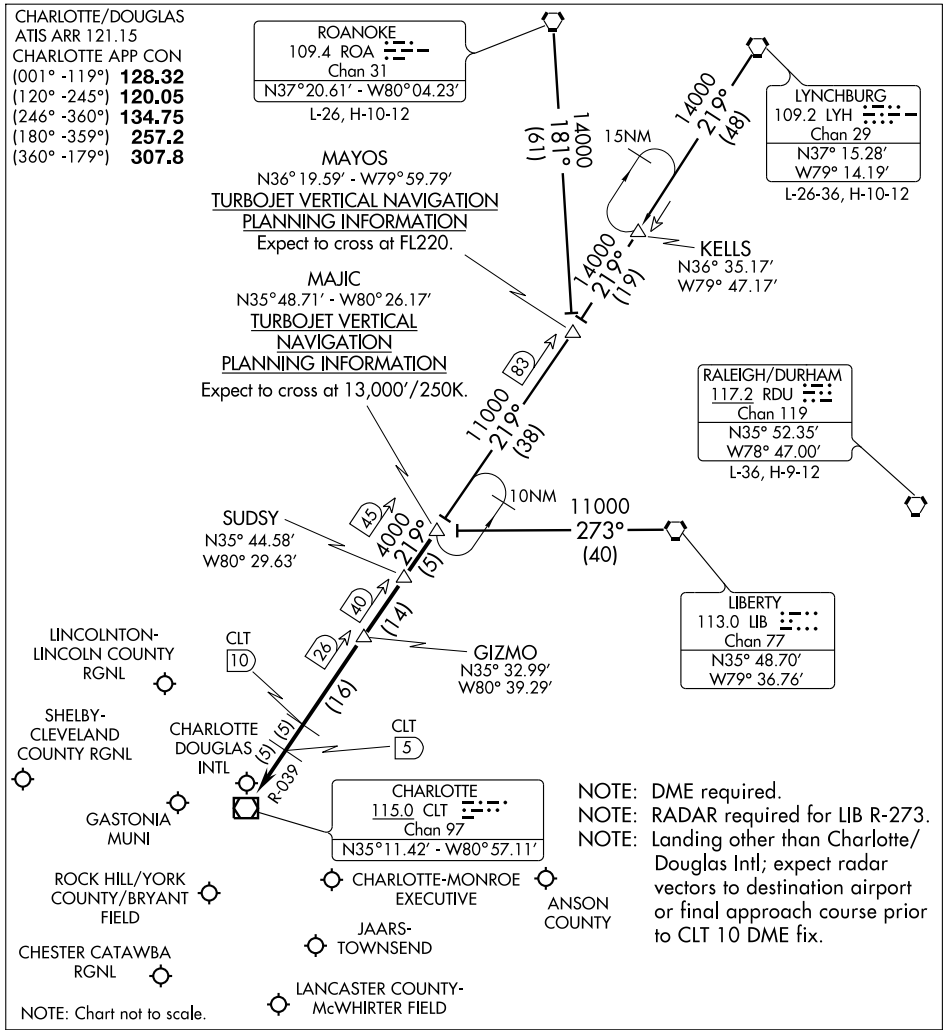
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB SLP	APP CRS	Rwy Idg	5002
417	218°	TDZE	847
		Apt Elev	847

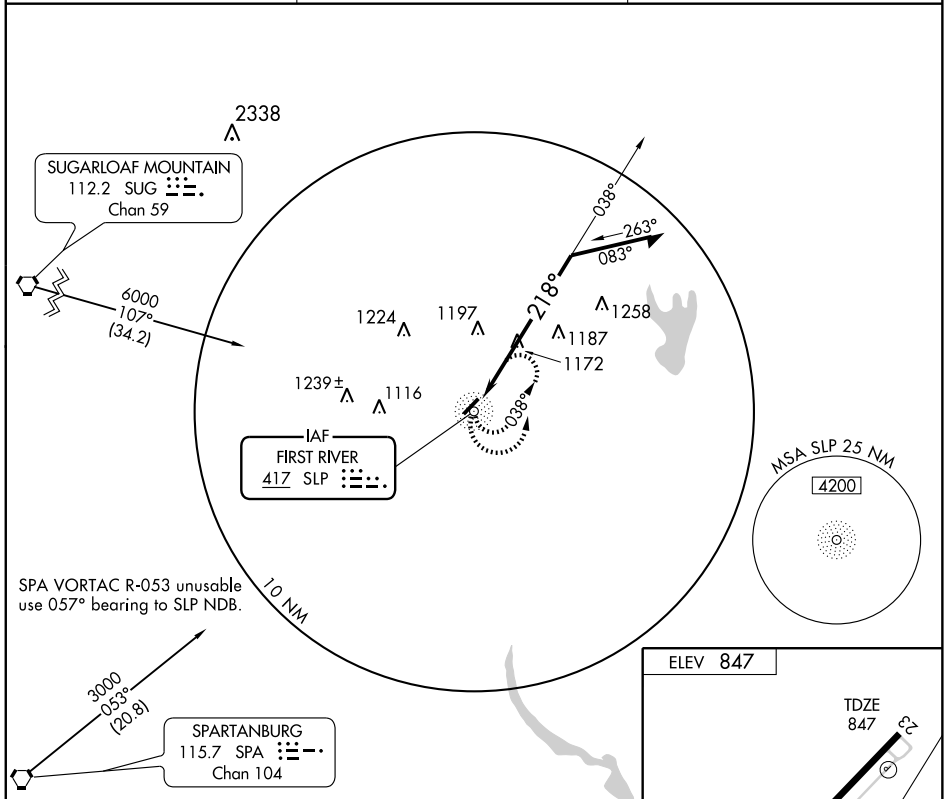
NDB RWY 23

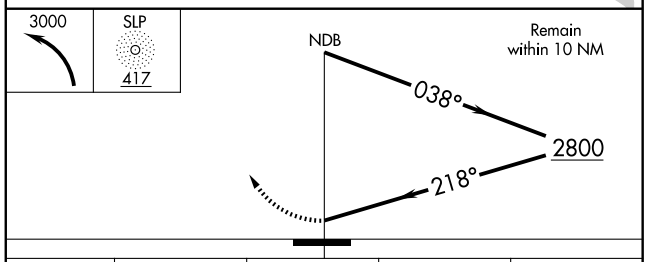
SHELBY - CLEVELAND COUNTY RGNL (EHO)

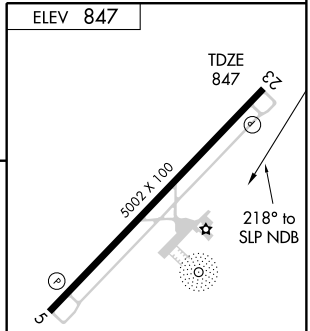
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat. C and D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	134.75 257.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
050°	TDZE	847
	Apt Elev	847

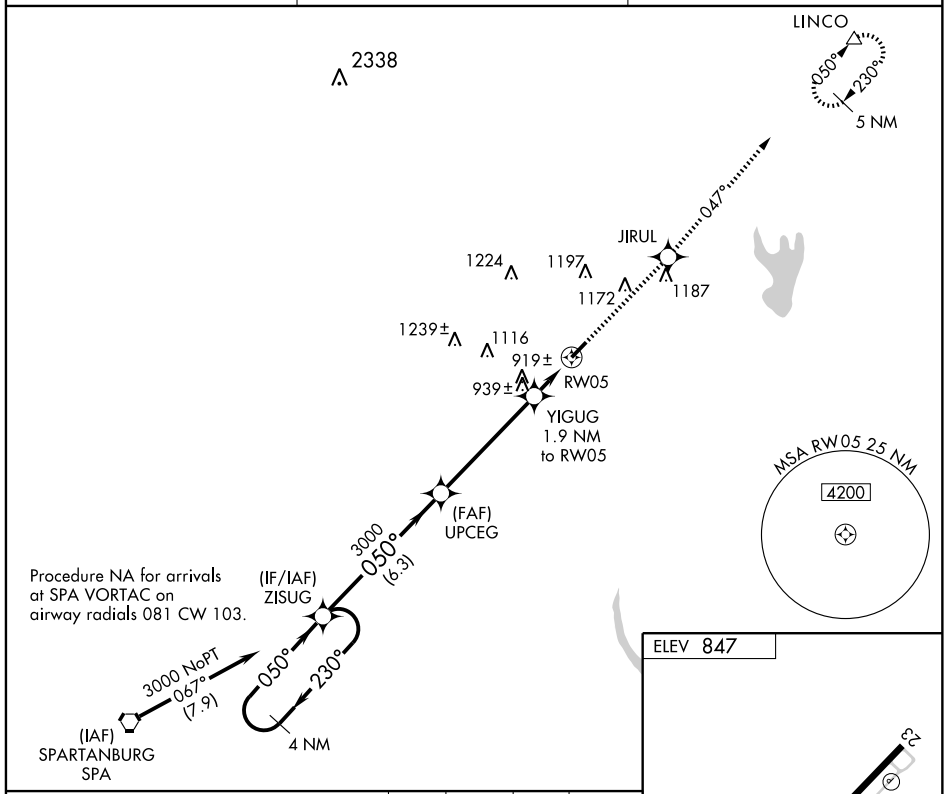
RNAV (GPS) RWY 5

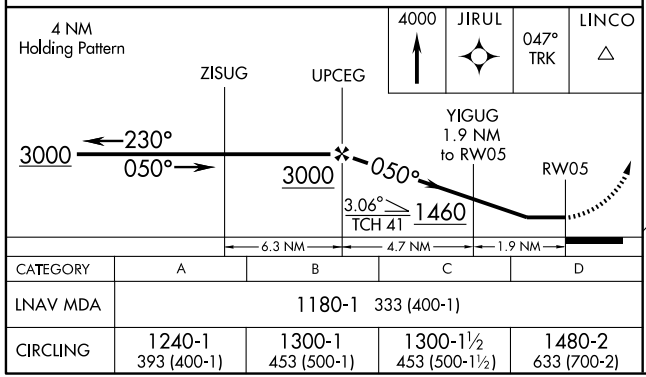
SHELBY - CLEVELAND COUNTY RGNL (EHO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Charlotte altimeter setting and increase all MDA 100 feet and LNAV Cat. C and Circling Cat. D visibility ¼ mile and LNAV Cat. D visibility ½ mile.

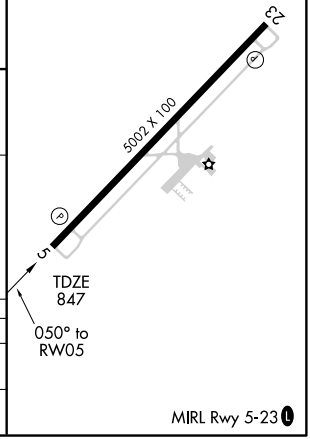
MISSED APPROACH: Climb to 4000 direct JIRUL and via 047° track to LINCO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	134.75 257.2	122.8 (CTAF) L



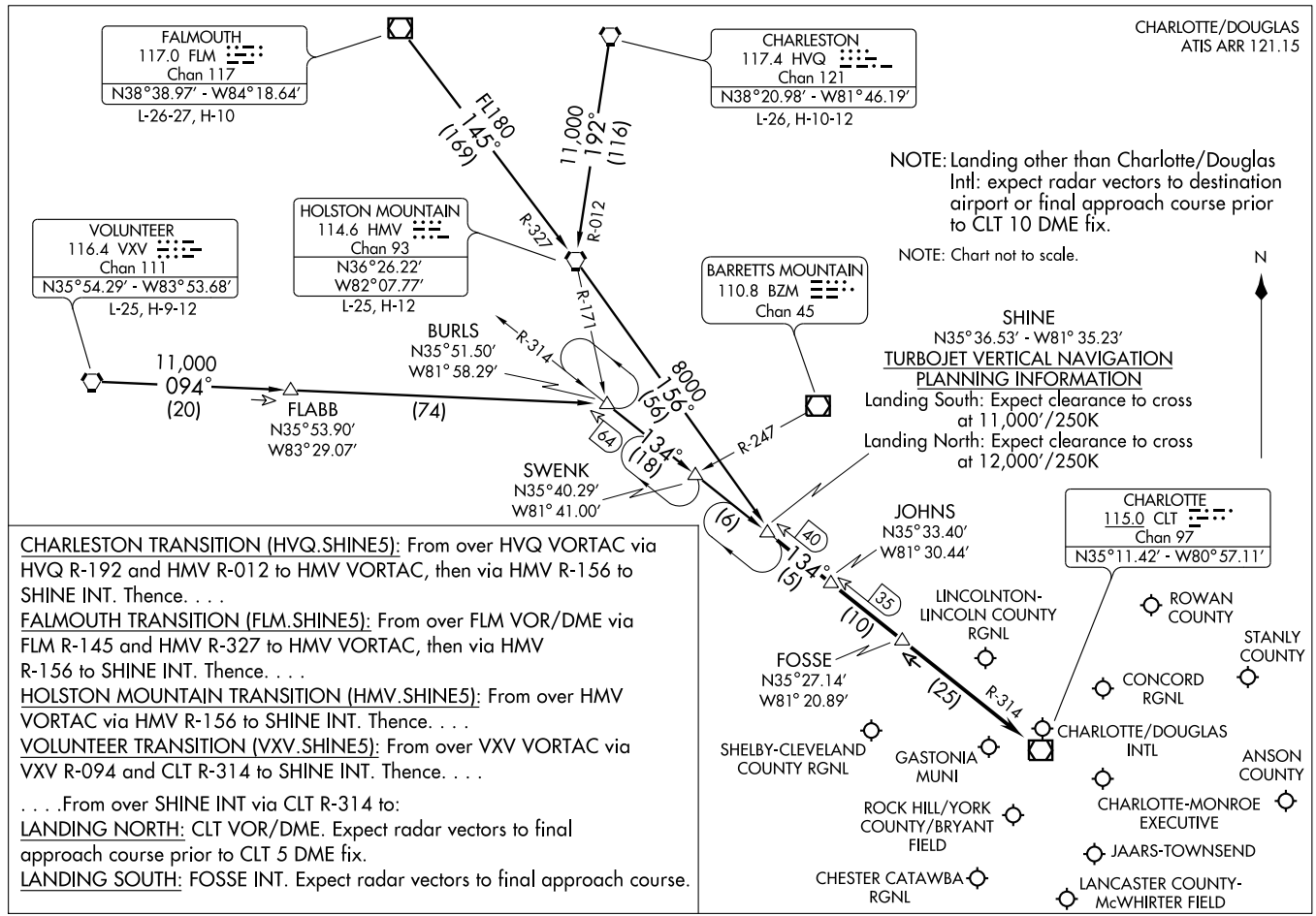


CATEGORY	A	B	C	D
LNAV MDA	1180-1 333 (400-1)			
CIRCLING	1240-1 393 (400-1)	1300-1 453 (500-1)	1300-1½ 453 (500-1½)	1480-2 633 (700-2)



MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

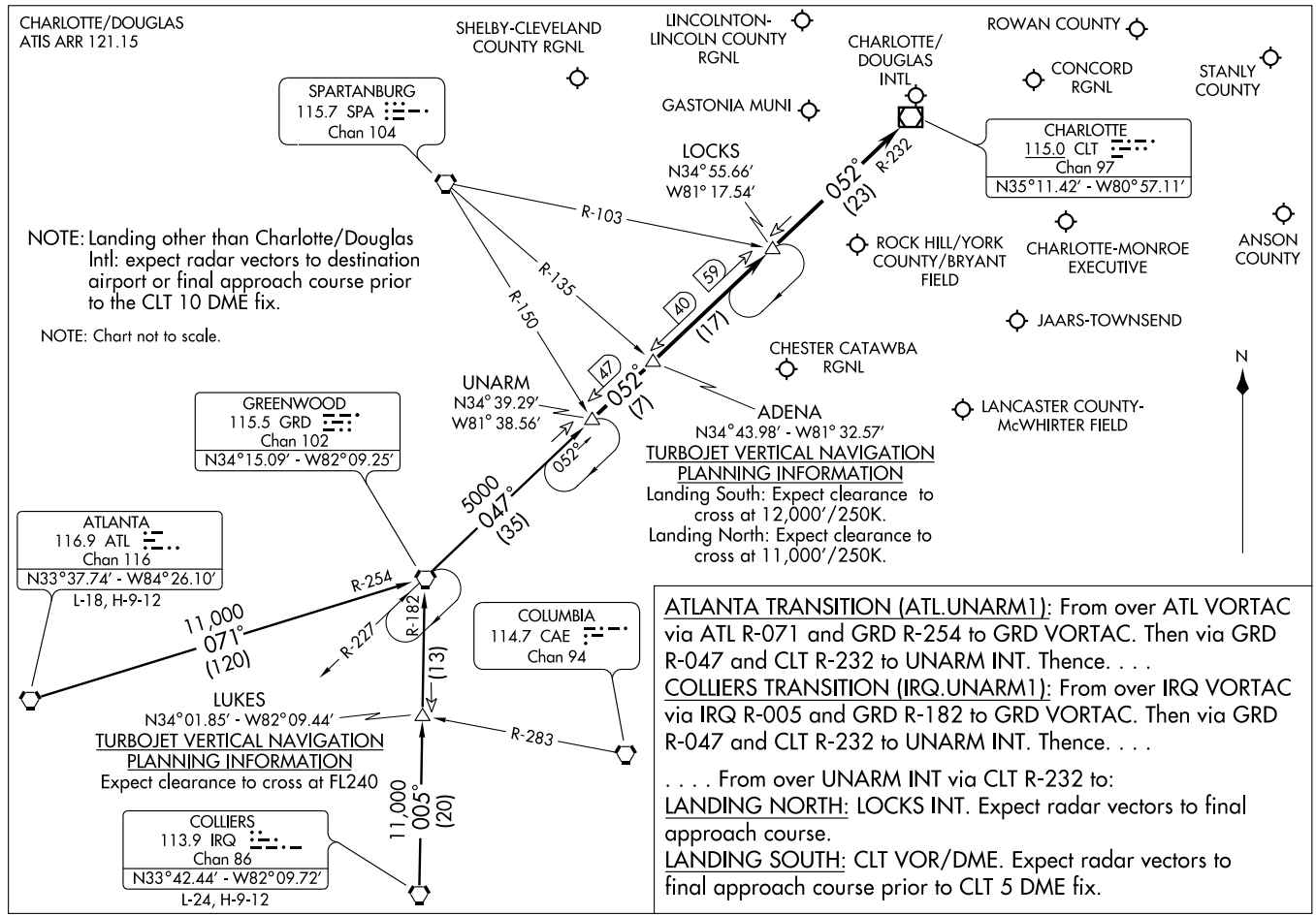
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

NDB TOX	APP CRS	Rwy Idg	5000
371	218°	TDZE	614
		Apt Elev	614

NDB RWY 22

SILER CITY MUNI (5W8)

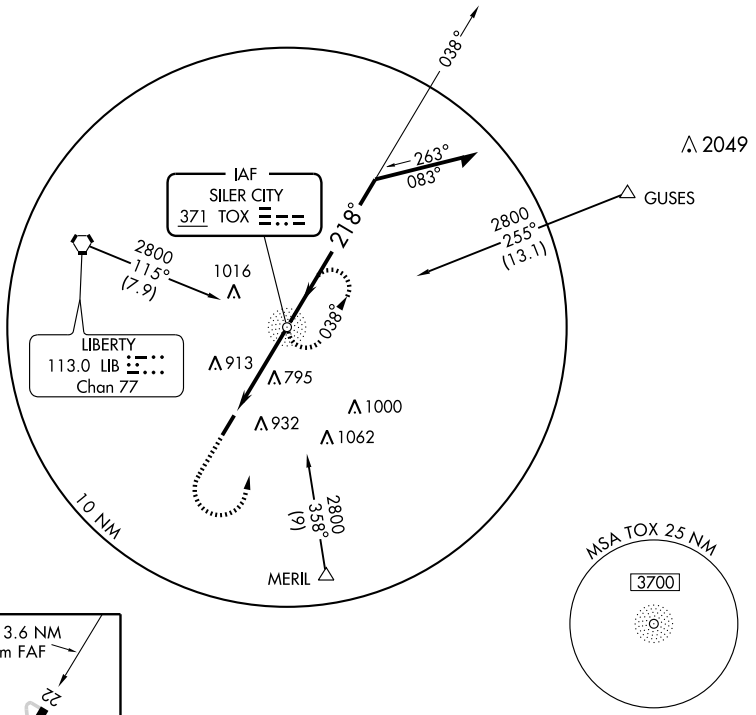
NA

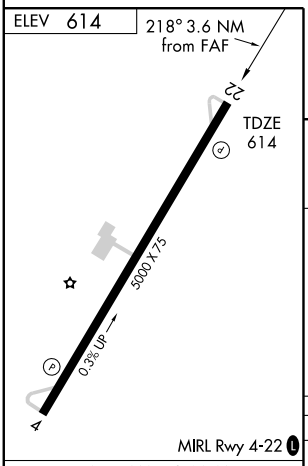
Use Greensboro altimeter setting.

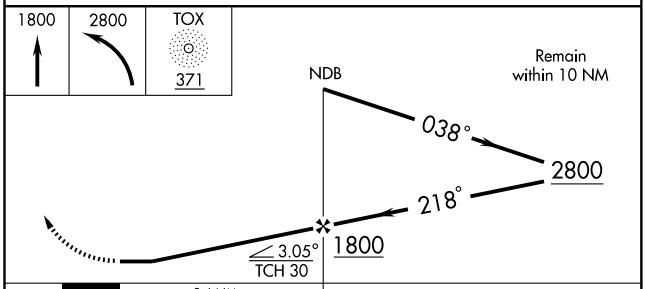
MISSED APPROACH: Climb to 1800 then climbing left turn to 2800 direct TOX NDB and hold.

GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) L







FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-22	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
218°	Rwy Idg	5000
	TDZE	614
	Apt Elev	614

RNAV (GPS) RWY 22
SILER CITY MUNI (5W8)

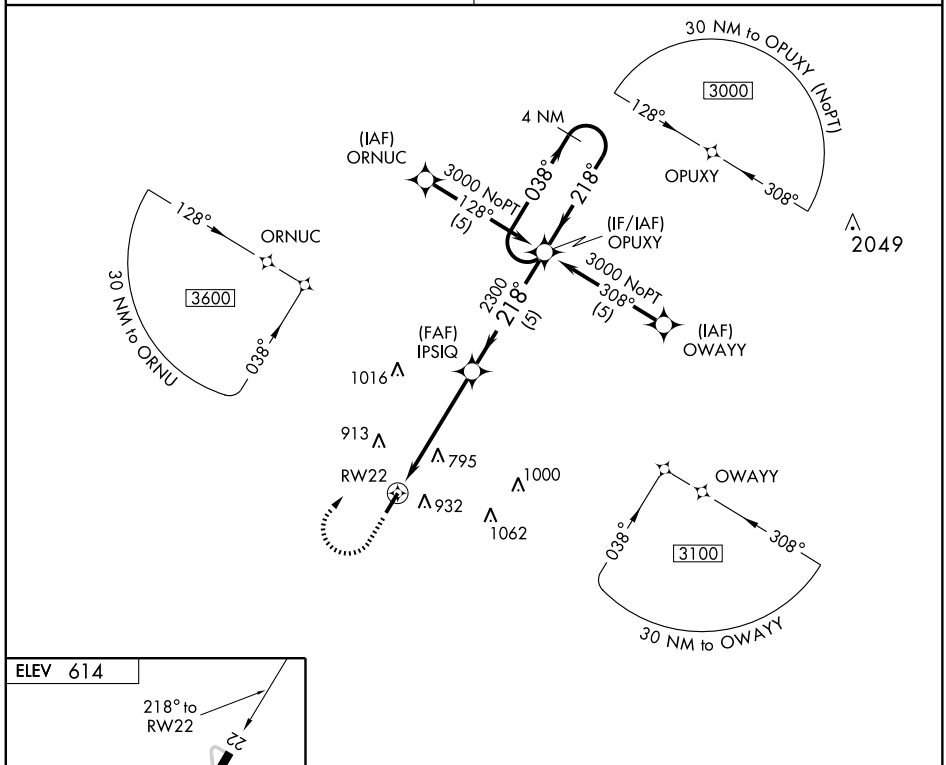
Use Greensboro altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

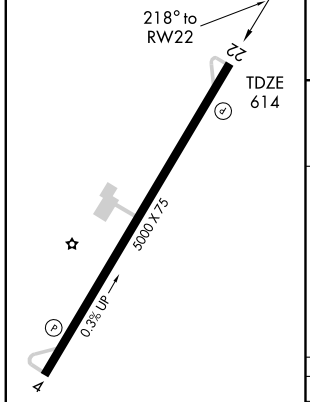
NA

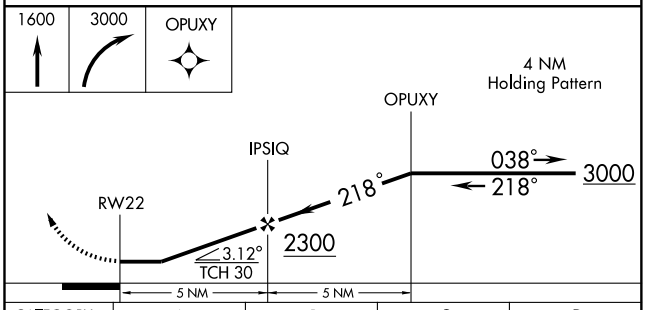
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct OPUXY WP and hold.

GREENSBORO APP CON
118.5 327.075

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 626 (700-1)		1240-1¾ 626 (700-1¾)	NA
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC LIB	APP CRS	Rwy Idg	N/A
113.0	144°	TDZE	N/A
Chan 77		Apt Elev	614

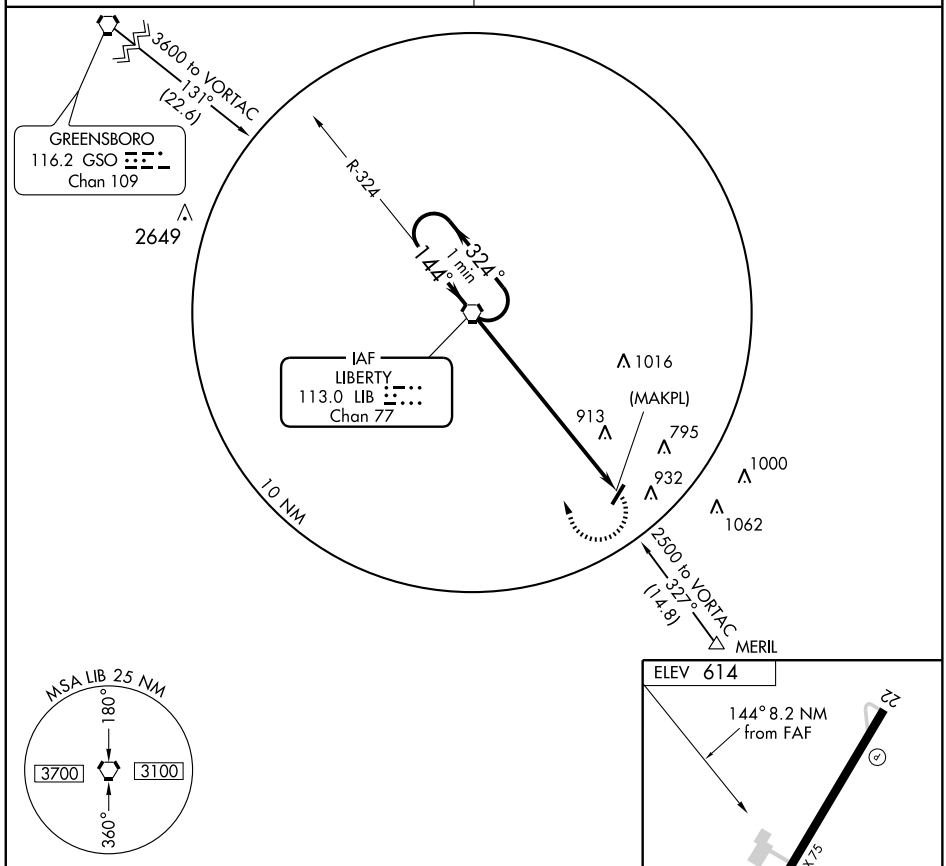
VOR or GPS-A

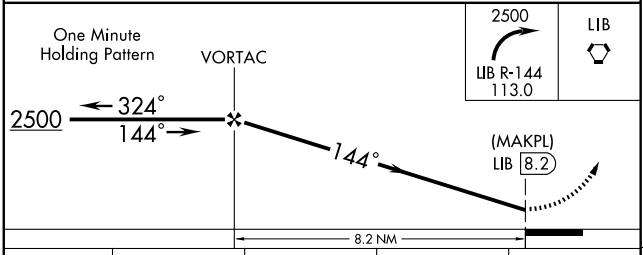
SILER CITY MUNI (5W8)

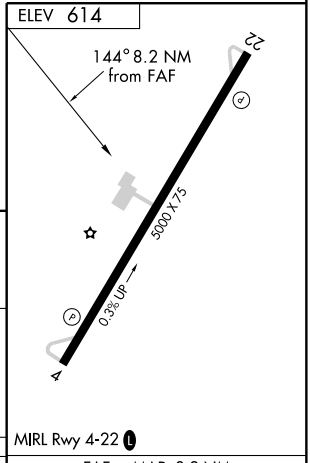
Use Greensboro altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via LIB R-144 to LIB VORTAC and hold.

GREENSBORO APP CON	UNICOM
118.5 327.075	122.7 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 786 (800-1)	1400-1¼ 786 (800-1¼)	1400-2¼ 786 (800-2¼)	NA

FAF to MAP 8.2 NM

Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

SE-2. 17 DEC 2009 to 14 JAN 2010

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA)

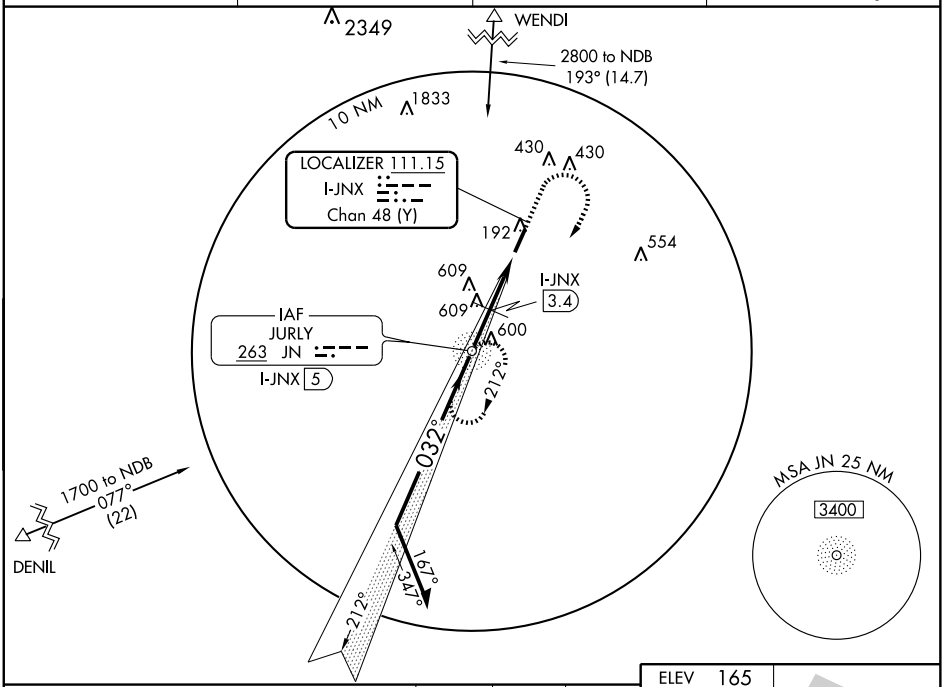
LOC/DME I-JNX	APP CRS	Rwy Idg	5500
111.15	032°	TDZE	148
Chan 48 (Y)		Apt Elev	165

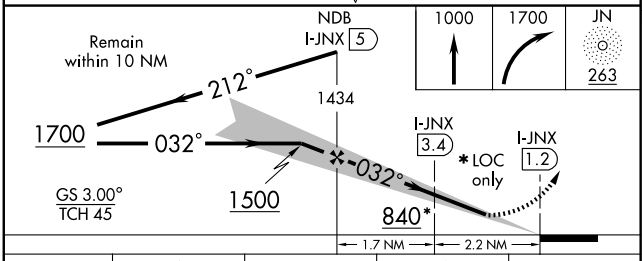
ILS RWY 3

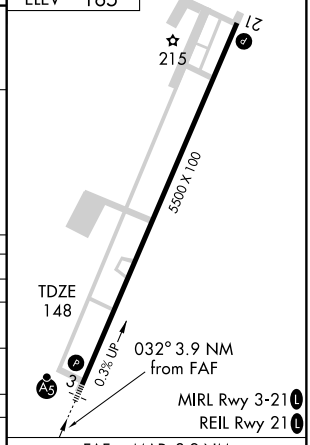
SMITHFIELD/JOHNSTON COUNTY (JNX)

ADF REQUIRED NA	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 380.05	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3		348-½ 200 (200-½)		
S-LOC 3	840-½ 692 (700-½)		840-1½ 692 (700-1½)	840-1¾ 692 (700-1¾)
CIRCLING	840-1 675 (700-1)		840-2 675 (700-2)	960-2½ 795 (800-2½)
DME MINIMUMS				
S-LOC 3	600-½ 452 (500-½)		600-¾ 452 (500-¾)	600-1 452 (500-1)
CIRCLING	640-1 475 (500-1)		660-1½ 495 (500-1½)	960-2½ 795 (800-2½)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB EUU	APP CRS	Rwy Idg	5500
251	213°	TDZE	165
		Apt Elev	165

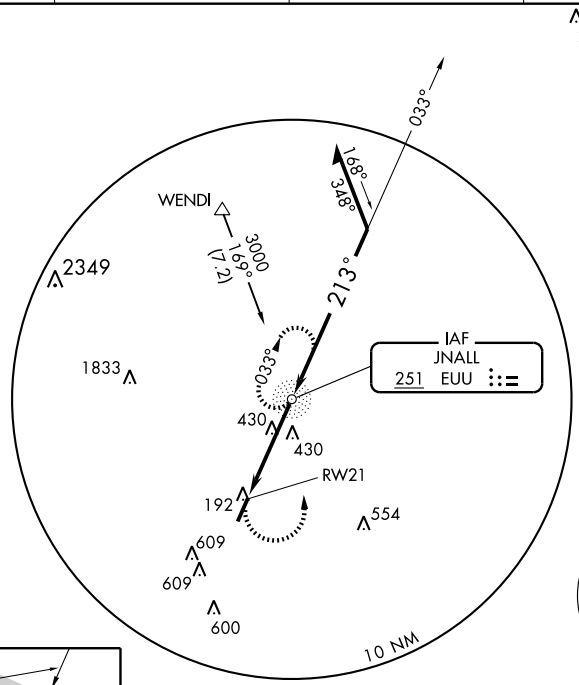
NDB or GPS RWY 21

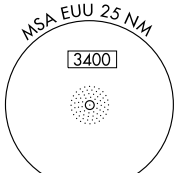
SMITHFIELD/JOHNSTON COUNTY (JNX)

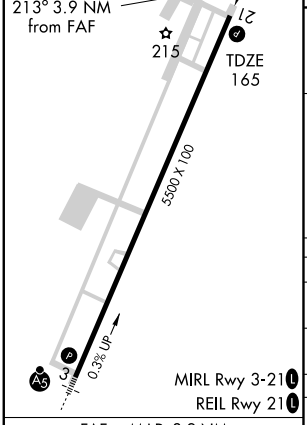
T NA — Obtain local altimeter setting on CTAF; when not received use Seymour Johnson AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct EUU NDB and hold.

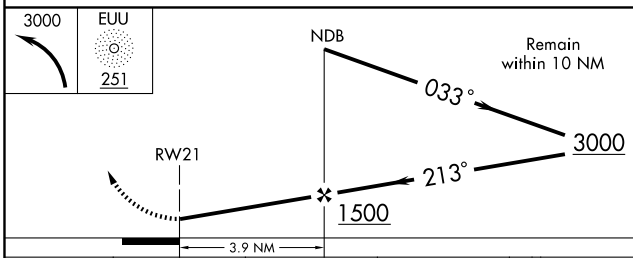
AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 380.05	135.075	122.8 (CTAF) L







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-21	780-1	615 (700-1)	780-1¾ 615 (700-1¾)	780-2 615 (700-2)
CIRCLING	780-1	615 (700-1)	780-1¾ 615 (700-1¾)	960-2½ 795 (800-2½)
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS				
S-21	860-1	695 (700-1)	860-2 695 (700-2)	860-2¼ 695 (700-2¼)
CIRCLING	860-1	695 (700-1)	860-2 695 (700-2)	1040-2¾ 875 (900-2¾)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB JN	APP CRS	Rwy Idg	5500
263	032°	TDZE	148
		Apt Elev	165

NDB RWY 3

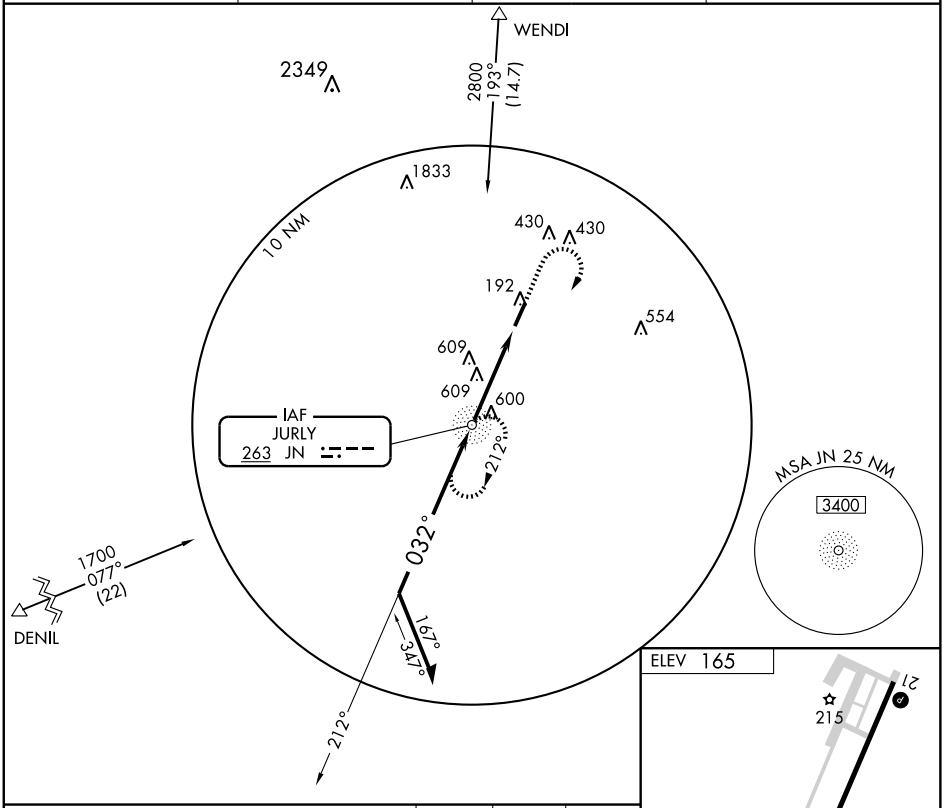
SMITHFIELD/JOHNSTON COUNTY (JNX)

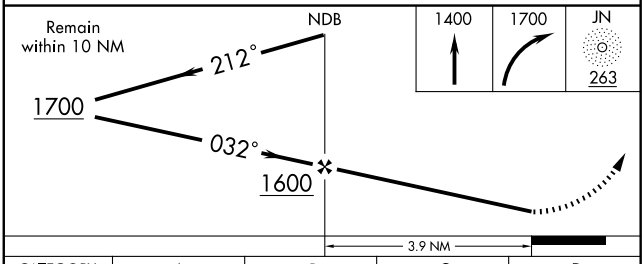
T A NA — For inoperative MALSR, increase S-3 Cat. B visibility to 1¼.

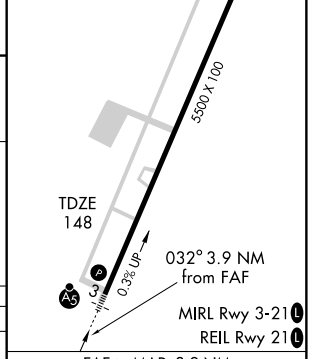
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 1700 direct JN NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 380.05	135.075	122.8 (CTAF) L







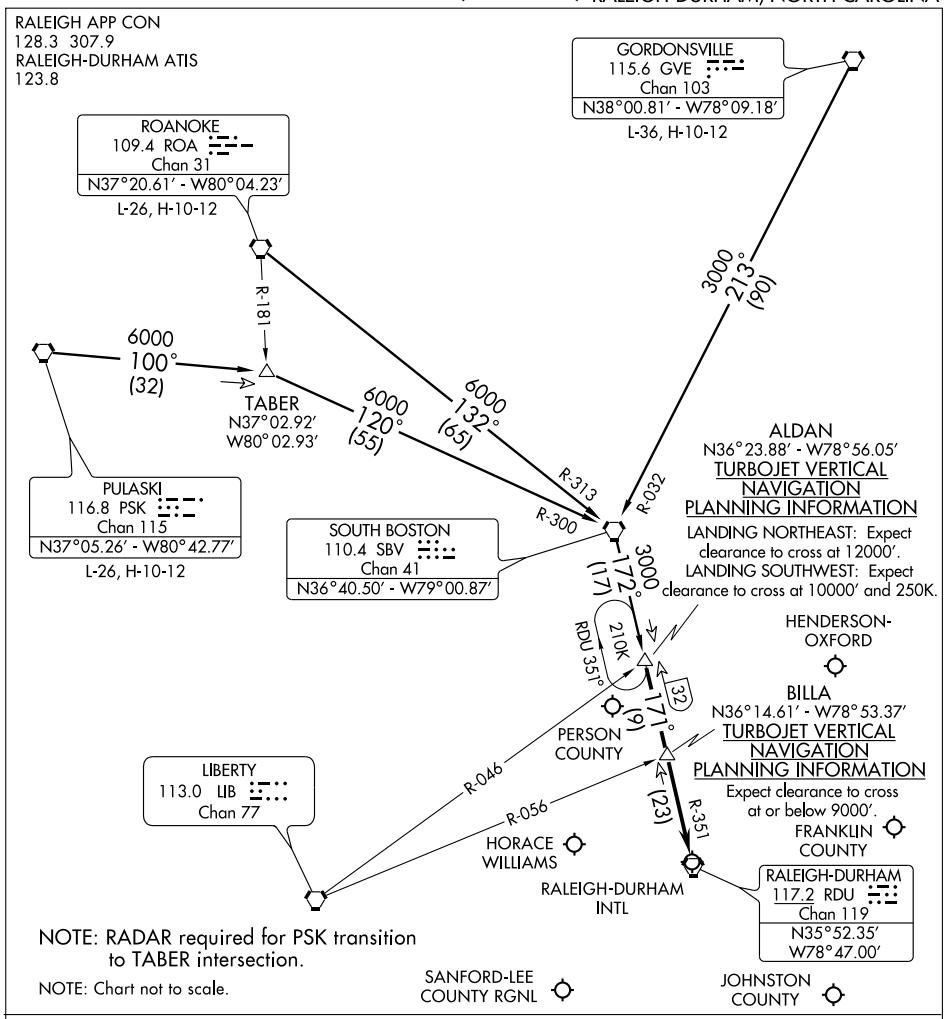
CATEGORY	A	B	C	D
S-3	960-¾ 812 (800-¾)		960-2 812 (800-2)	960-2½ 812 (800-2½)
CIRCLING	960-1 795 (800-1)	960-1¼ 795 (800-1¼)	960-2½ 795 (800-2½)	960-2¾ 795 (800-2¾)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-2. 17 DEC 2009 to 14 JAN 2010

SOUTH BOSTON FOUR ARRIVAL (SBV.SBV4) RALEIGH-DURHAM, NORTH CAROLINA



GORDONSVILLE TRANSITION (GVE.SBV4): From over GVE VORTAC via GVE R-213 and SBV R-032 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

PULASKI TRANSITION (PSK.SBV4): From over PSK VORTAC via PSK R-100 and SBV R-300 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence. . . .

ROANOKE TRANSITION (ROA.SBV4): From over ROA VORTAC via ROA R-132 and SBV R-313 to SBV VORTAC, then via SBV R-172 to ALDAN INT. Thence . . . .

. . . . From over ALDAN INT via RDU R-351 to BILLA INT, then via RDU R-351 to RDU VORTAC. For arrival to Raleigh-Durham Intl (RDU), Franklin County (LHZ), Horace Williams (IGX), Johnston County (JNX) and Sanford-Lee County Rgnl (TTA) airports: Expect radar vectors to final approach course after BILLA INT.

For arrival to Henderson-Oxford (HNZ) and Person County (TDF) airports: Expect radar vectors to final approach course after ALDAN INT.

SE-2, 17 DEC 2009 to 14 JAN 2010

STATESVILLE, NORTH CAROLINA

AL-5683 (FAA)

LOC/DME I-SVH	APP CRS	Rwy Idg	5456
111.75	282°	TDZE	966
Chan 54 (Y)		Apt Elev	968

ILS or LOC/DME RWY 28

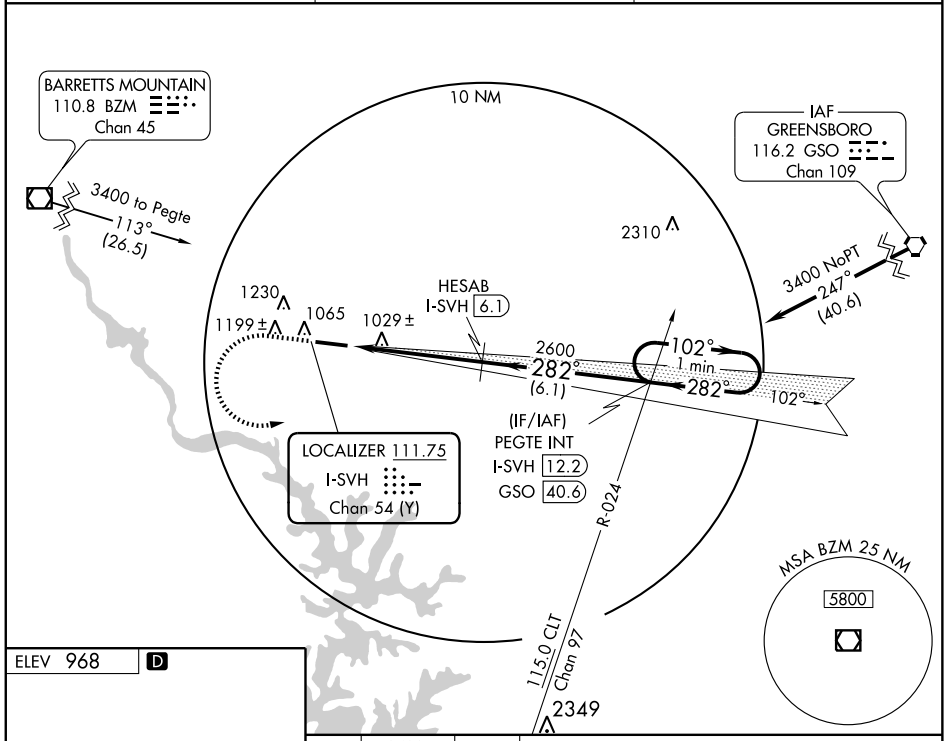
STATESVILLE RGNL (SVH)

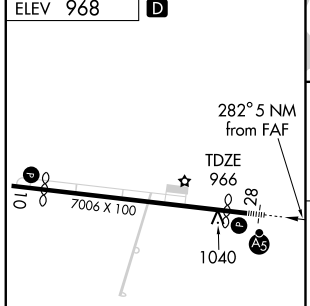
T A NA If local altimeter setting not received, use Lincolnton altimeter setting and increase all DH/MDAs 60 feet.

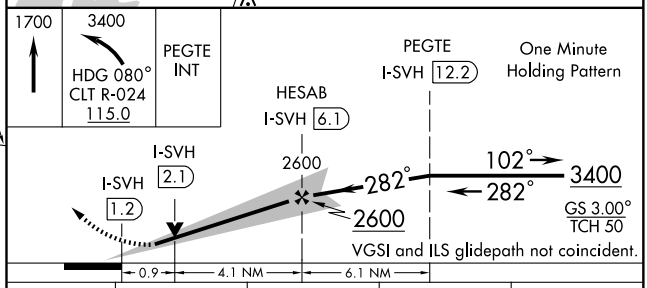
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 via heading 080° and CLT R-024 to PEGTE INT/I-SVH 12.2 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 28	1166-½ 200 (200-½)			
S-LOC 28	1280-½ 314 (400-½)			1280-¾ 314 (400-¾)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1½ 572 (600-1½)	1540-2 572 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2. 17 DEC 2009 to 14 JAN 2010

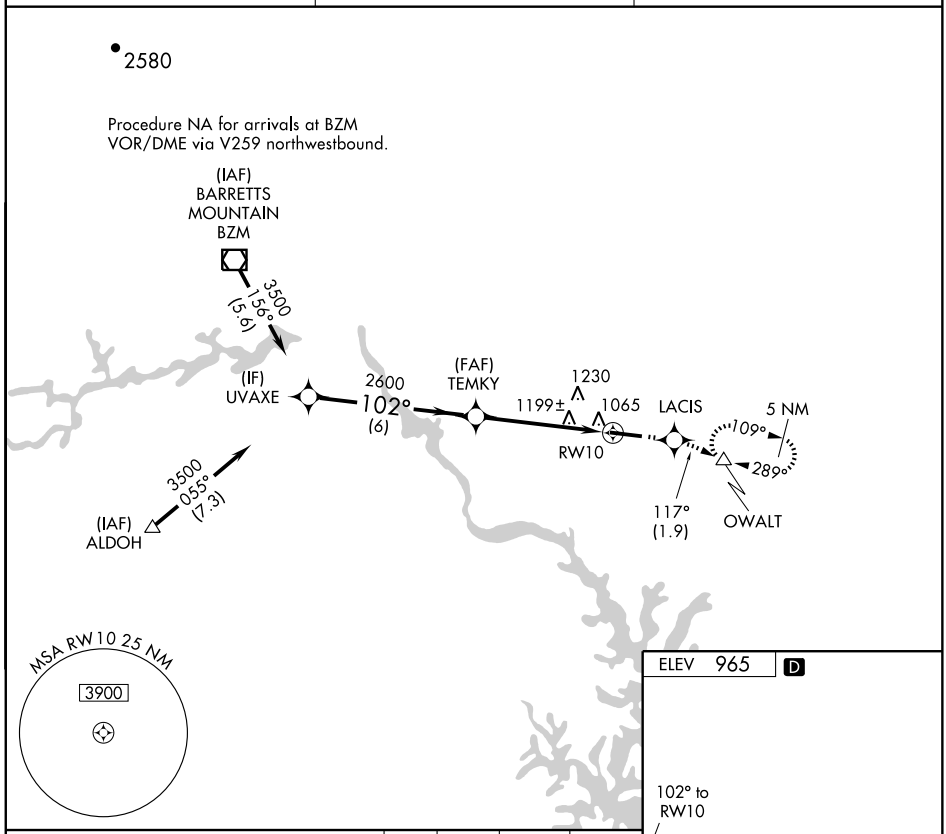
APP CRS		
102°	Rwy Idg	5456
	TDZE	965
	Apt Elev	965

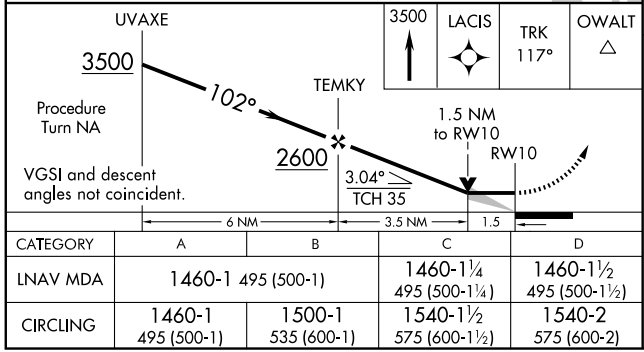
RNAV (GPS) RWY 10
STATESVILLE RGNL (SVH)

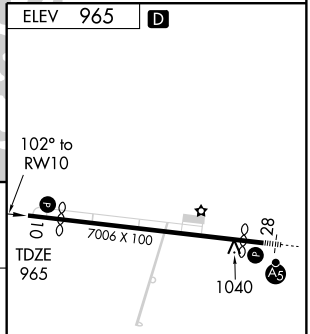
If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet. VDP NA when using Lincolnton altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct LACIS and via 117° track to OWALT and hold, continue climb-in-hold to 3500.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 495 (500-1)		1460-1¼ 495 (500-1¼)	1460-1½ 495 (500-1½)
CIRCLING	1460-1 495 (500-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5456
CH 60903	282°	TDZE	966
W28A		Apt Elev	968

RNAV (GPS) RWY 28

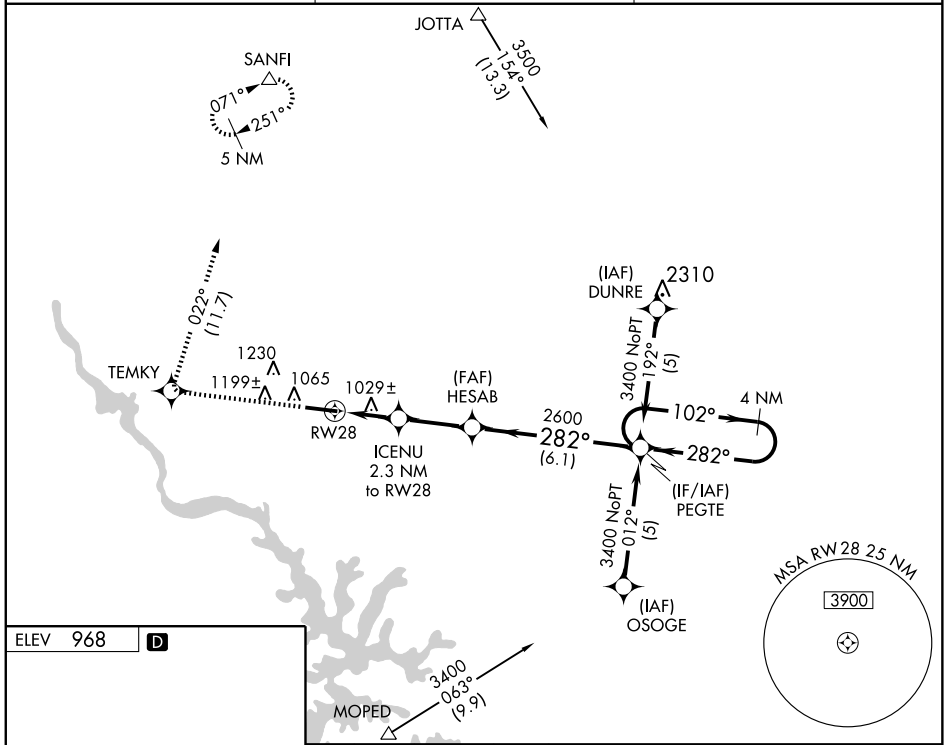
STATESVILLE RGNL (SVH)

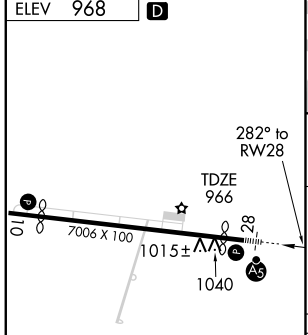
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Lincolnton altimeter setting and increase all DA/MDAs 60 feet. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV Cat D visibilities to 1. Inoperative table does not apply to LNAV Cat D.

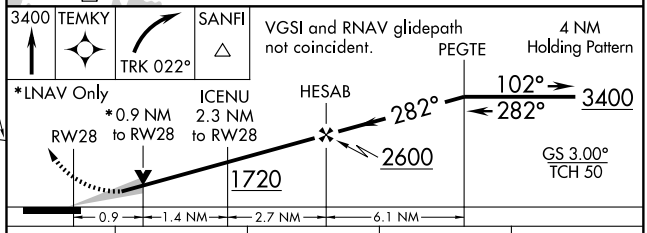
MALSR

MISSED APPROACH: Climb to 3400 direct TEMKY and right turn via 022° track to SANFI and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1216-½ 250 (300-½)			
LNAV/VNAV DA	1240-½ 274 (300-½)			1240-¾ 274 (300-¾)
LNAV MDA	1280-½ 314 (400-½)			1280-1 314 (400-1)
CIRCLING	1420-1 452 (500-1)	1480-1 512 (600-1)	1540-1½ 572 (600-1½)	1540-2 572 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 17 DEC 2009 to 14 JAN 2010

STATESVILLE, NORTH CAROLINA AL-5683 (FAA)

VOR/DME BZM	APP CRS	Rwy Idg	5456
110.8	121°	TDZE	965
Chan 45		Apt Elev	965

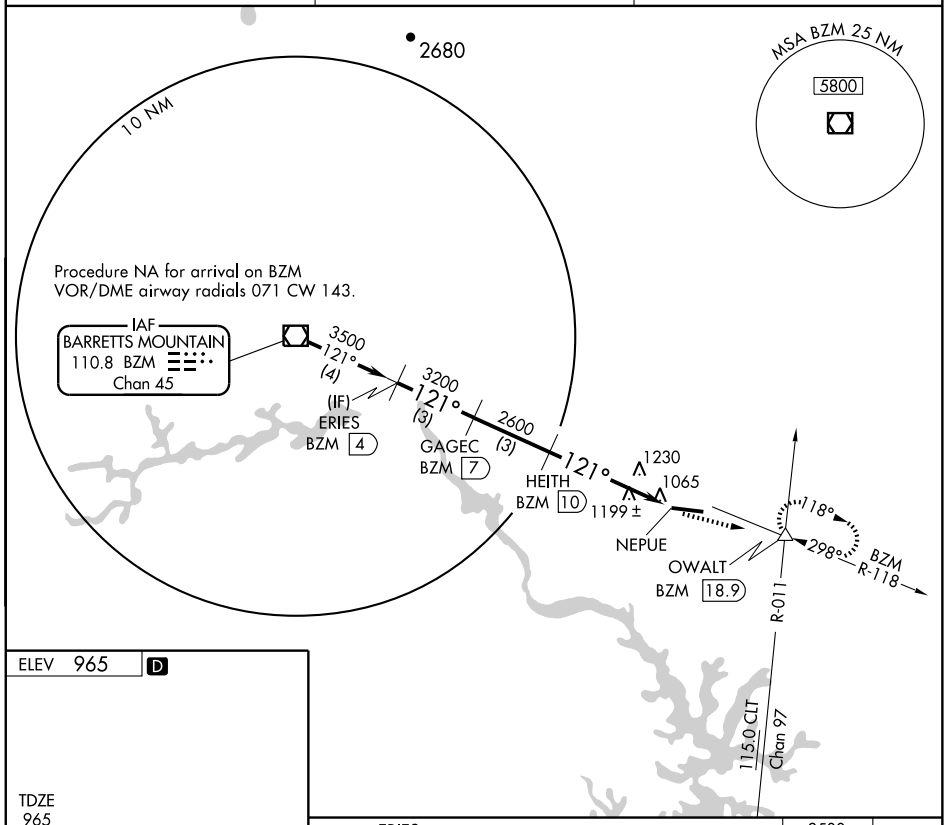
VOR/DME RWY 10

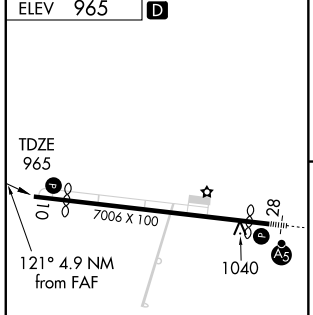
STATESVILLE RGNL (SVH)

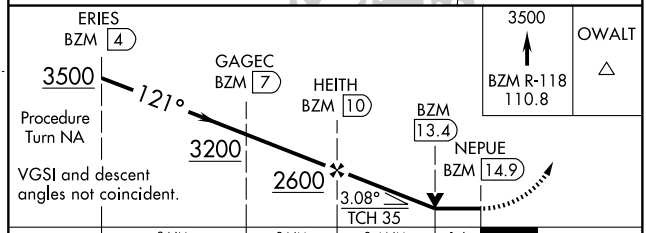
If local altimeter setting not received, use Lincolnton altimeter setting and increase all MDAs 60 feet.
VDP NA when using Lincolnton altimeter setting.

MISSED APPROACH: Climb to 3500 via BZM VOR/DME R-118 to OWALT INT and hold, continue climb-in-hold to 3500.

AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-10	1480-1	515 (600-1)	1480-1½ 515 (600-1½)	1480-1¾ 515 (600-1¾)
CIRCLING	1480-1 515 (600-1)	1500-1 535 (600-1)	1540-1½ 575 (600-1½)	1540-2 575 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2. 17 DEC 2009 to 14 JAN 2010

TACAN RWY 23

TACAN NJM Chan 67	APCH CRS 224°	Rwy ldg 4010 TDZE 21 Arpt Elev 22

AL-2400 [USN]

BOGUE MCALF (KNJM)

* When ALS inop, increase CAT ABCD vis to 1½ miles.

MALSF

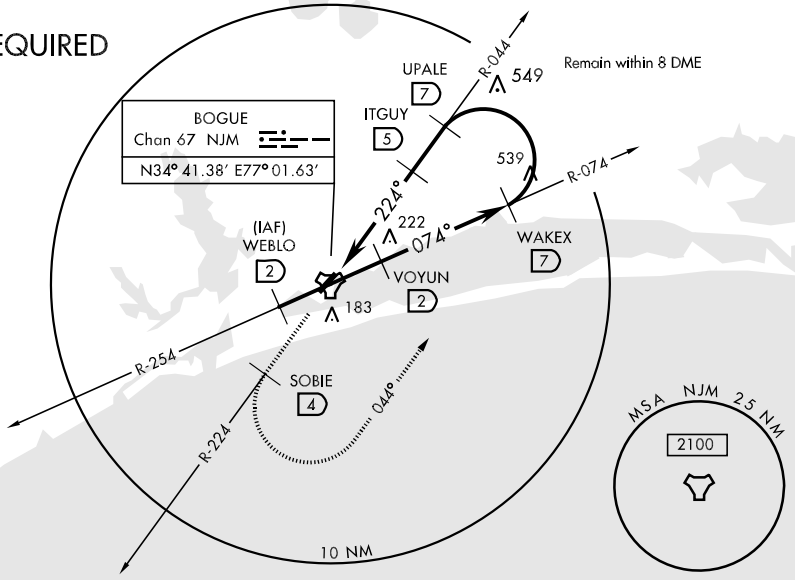
MISSED APPROACH: Climb to 1300 direct NJM TACAN, then via R-224 to SOBIE (NJM R-224/4 DME), then climbing left turn to 1600 via 044 °. Expect radar vectors.

CHERRY POINT APP CON	BOGUE TOWER *	GND CON	CLNC DEL	PAR
EAST 124.1 268.7 WEST 119.35 377.175	126.45 (CTAF) 256.875	262.6	262.6	

CAUTION: 20:1 visual penetrated by unlit obstacles, procedure not authorized at night.

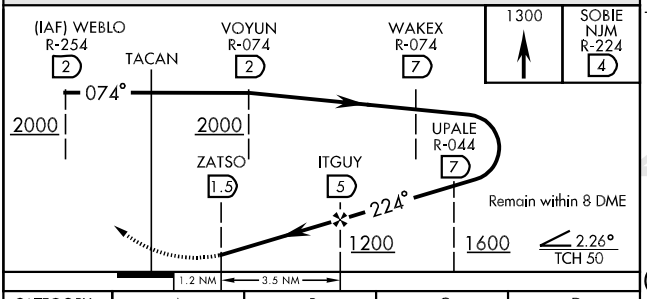
NOT FOR CIVIL USE

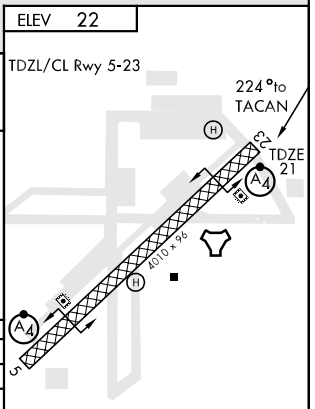
RADAR REQUIRED



EFFECTIVE BY NOTAM

EMERG SAFE ALT 100 NM 3400





CATEGORY	A	B	C	D
S-23*	480-1¼ 459 (500-1¼)			
CIRCLING	500-1¼ 479 (500-1¼)		500-1½ 479 (500-1½)	580-2 559 (600-2)
S-PAR 23	271-1 250 (300-1) GS 3.00°			

34°42'N-77°02'W

NDB ETC	APP CRS		
257	264°	Rwy Idg	4000
		TDZE	50
		Apt Elev	53

NDB RWY 27

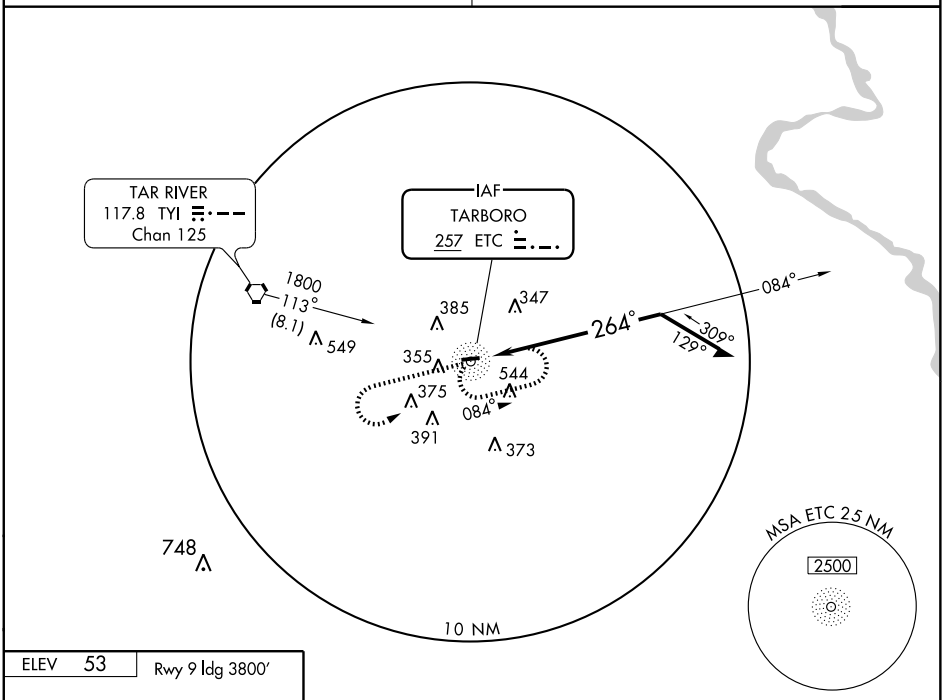
TARBORO-EDGECOMBE (ETC)

Use Rocky Mount altimeter setting; when not received, use Raleigh-Durham altimeter setting minimums.

NA

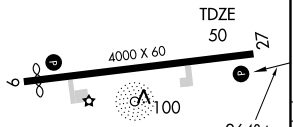
MISSED APPROACH: Climb to 1200 then climbing left turn to 1800 direct ETC NDB and hold.

WASHINGTON CENTER	CTAF
118.475 279.65	122.9 L



ELEV 53

Rwy 9 ldg 3800'

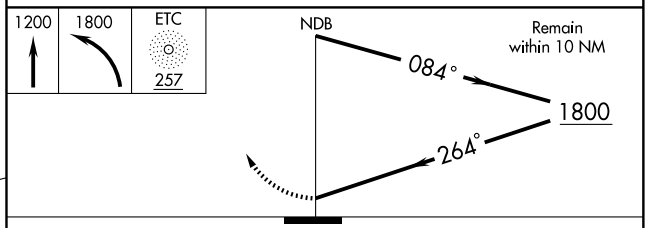


264° to ETC NDB

REIL Rwy 27 L

MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	760-1	710 (800-1)	760-2 710 (800-2)	760-2¼ 710 (800-2¼)
CIRCLING	760-1	707 (800-1)	760-2 707 (800-2)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	980-1¼	930 (1000-1¼)	980-2¾ 930 (1000-2¾)	980-3 930 (1000-3)
CIRCLING	980-1¼	927 (1000-1¼)	980-2¾ 927 (1000-2¾)	1140-3 1087 (1100-3)

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC TYI	APP CRS	Rwy Idg	4000
117.8	291°	TDZE	50
Chan 125		Apt Elev	53

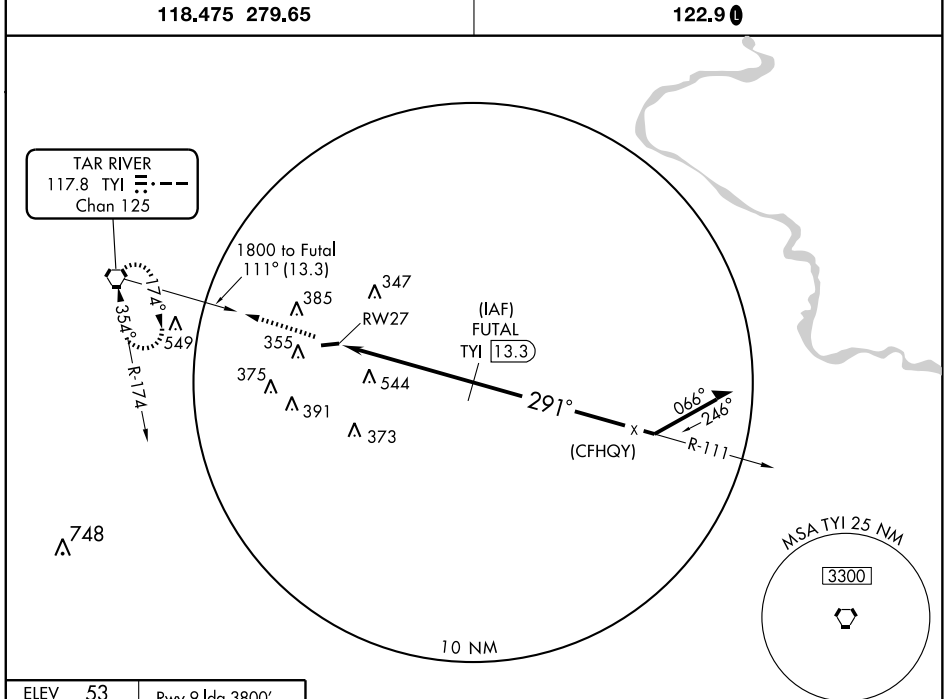
VOR/DME or GPS RWY 27

TARBORO-EDGECOMBE (ETC)

Use Rocky Mount altimeter setting; when not received NA use Raleigh-Durham altimeter setting minimums.

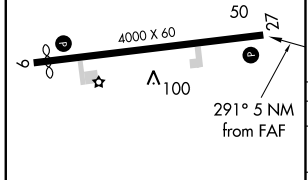
MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

WASHINGTON CENTER	CTAF
118.475 279.65	122.9 L



ELEV 53

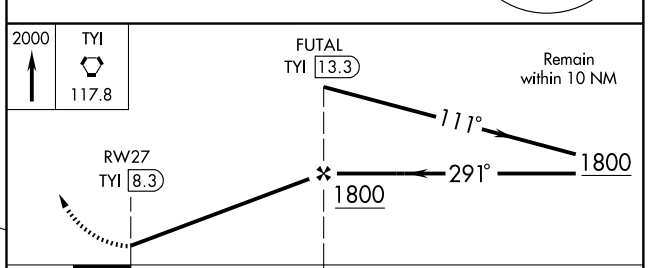
Rwy 9 ldg 3800'



REIL Rwy 27 L

MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

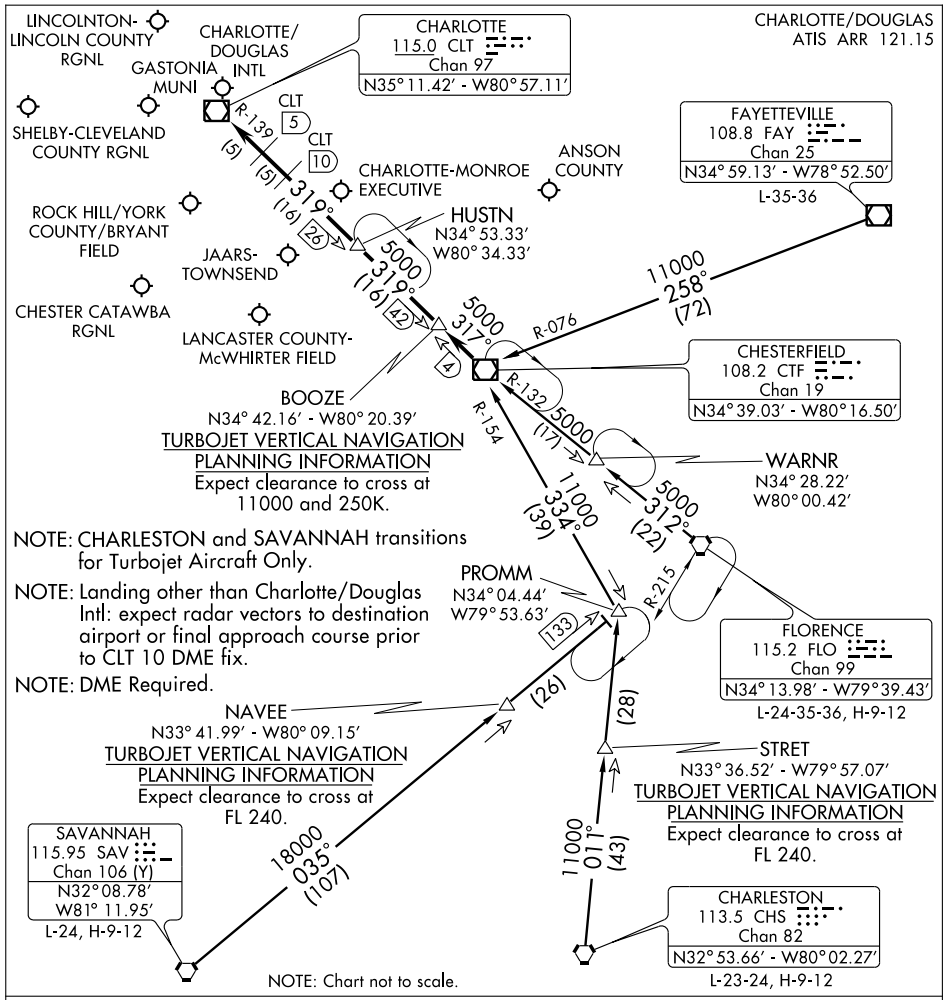


CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3 1027 (1100-3)	1140-3 1087 (1100-3)

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

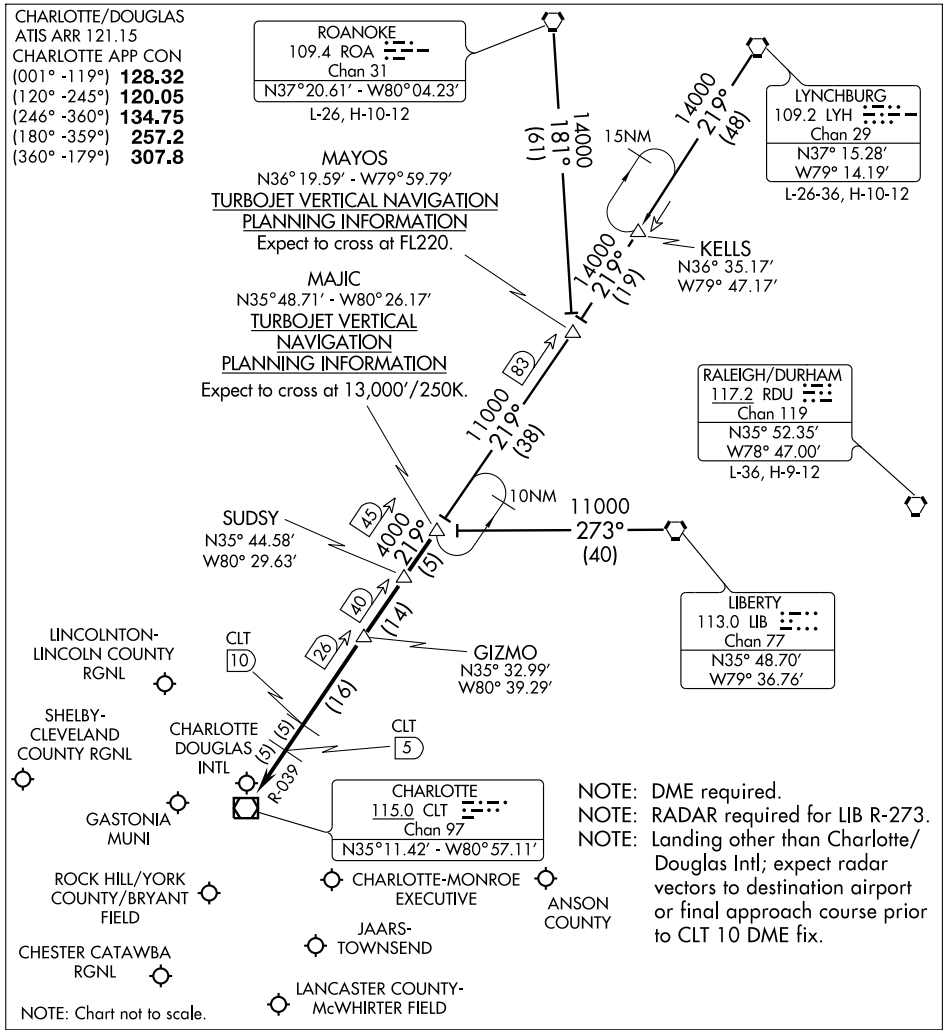
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5498
162°	TDZE	300
	Apt Elev	300

RNAV (GPS) RWY 16

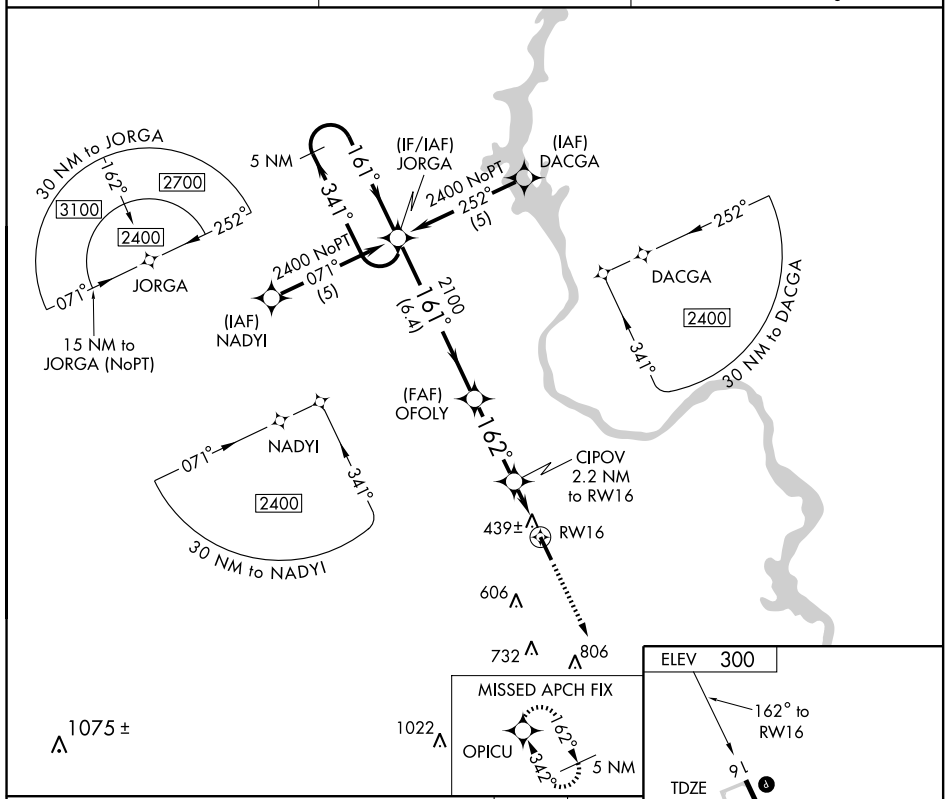
WADESBORO/ANSON COUNTY (AFP)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockingham altimeter setting and increase all MDA 60 feet, LNAV Cat. C and D, and circling Cat. C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2400 direct OPICU WP and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16 MDA	700-1 400 (400-1)			700-1¼ 400 (400-1¼)
CIRCLING	740-1 440 (500-1)	860-1 560 (600-1)	880-1½ 580 (600-1½)	920-2 620 (700-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5498
CH 69408	342°	TDZE	299
W34A		Apt Elev	300

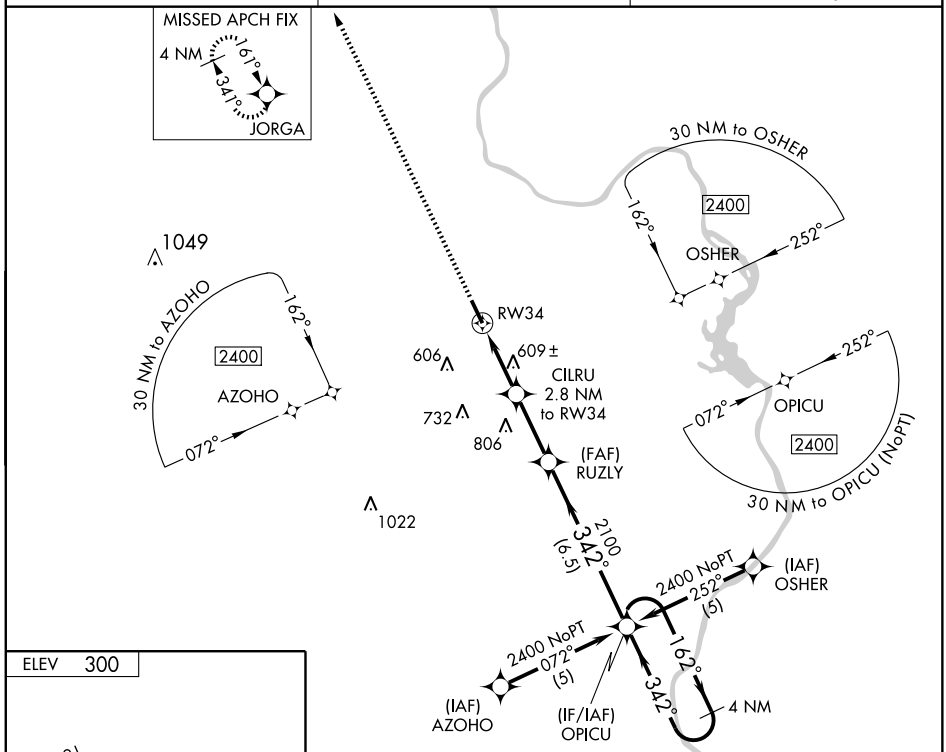
RNAV (GPS) RWY 34

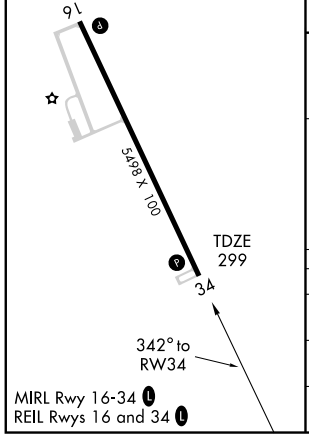
WADESBORO/ANSON COUNTY (AFP)

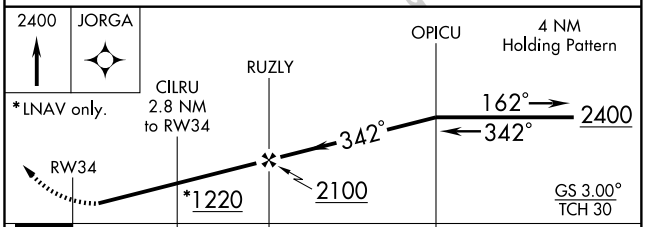
When local altimeter setting not received, use Rockingham altimeter setting and increase DA to 712 and all MDA 60 feet, LPV visibility ¼ mile all Cats., LNAV and Circling Cat. C and D visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct JORGA and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	120.05 307.8	122.8 (CTAF) L

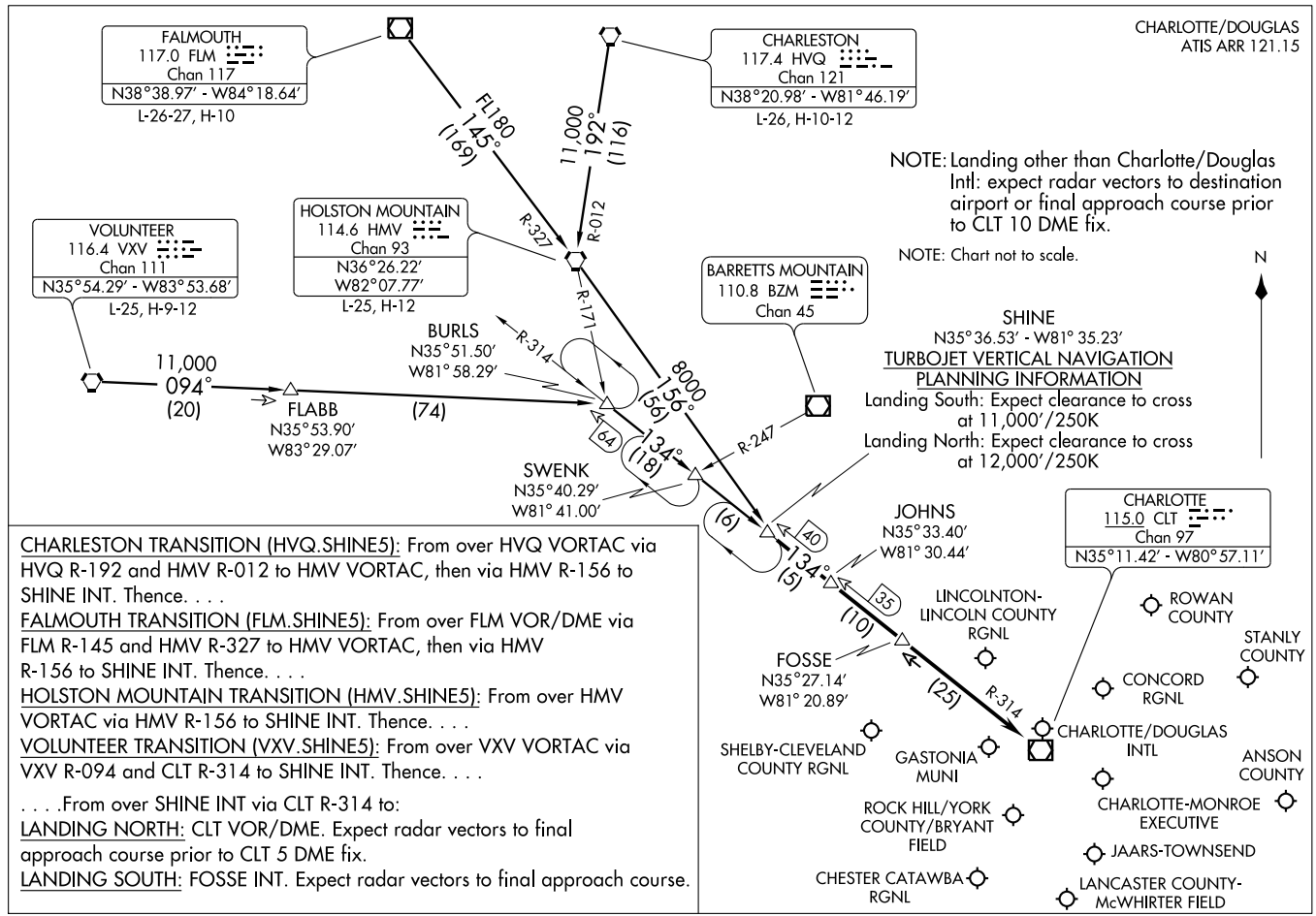






CATEGORY	A	B	C	D
LPV DA	663-1¼ 364 (400-1¼)			
LNAV MDA	860-1 561 (600-1)		860-1½ 561 (600-1½)	860-1¾ 561 (600-1¾)
CIRCLING	860-1 560 (600-1)		880-1½ 580 (600-1½)	920-2 620 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

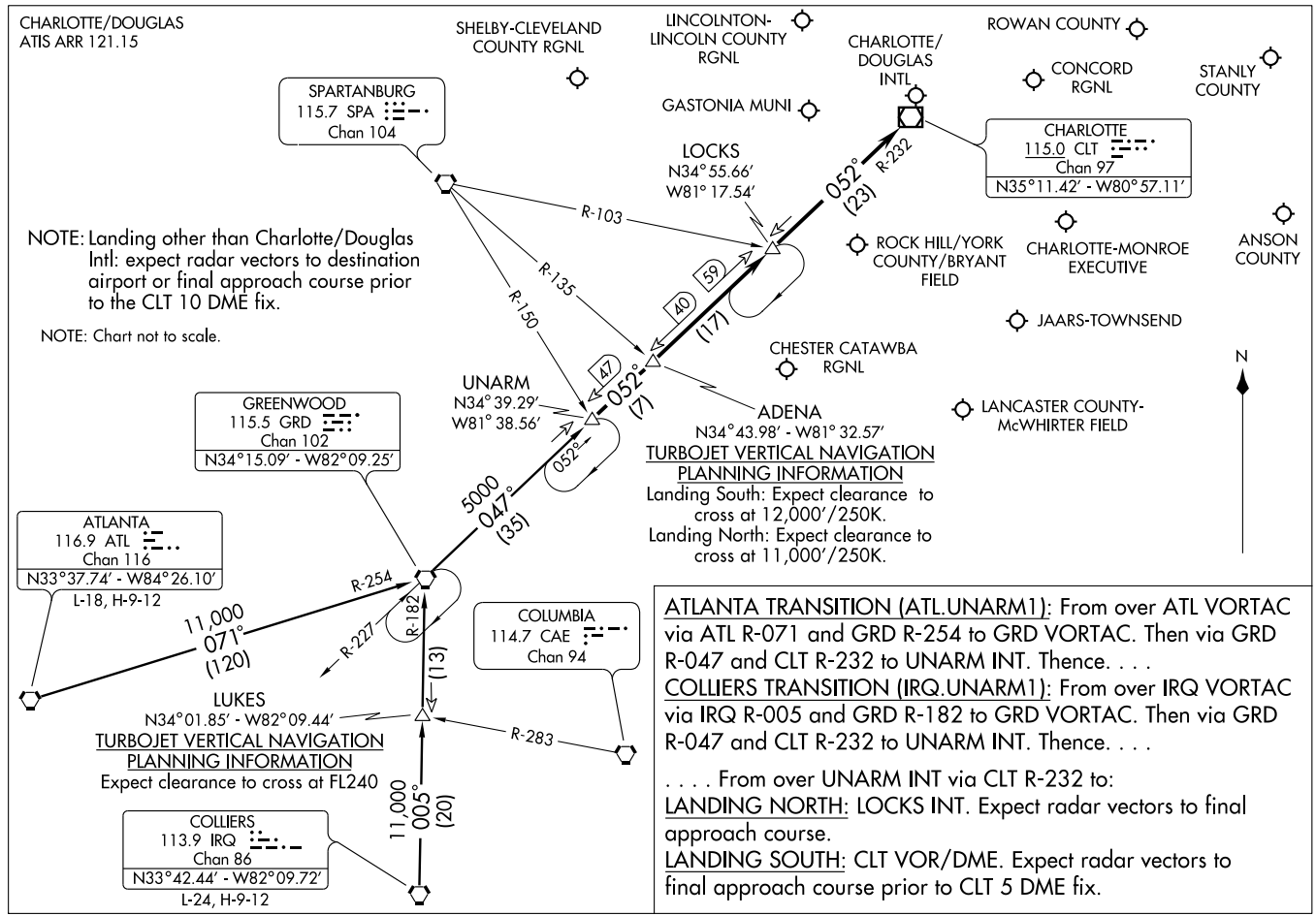
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

APP CRS	Rwy Idg	3849
094 °	TDZE	39
	Apt Elev	39

GPS RWY 9

WALLACE/ HENDERSON FIELD (ACZ)

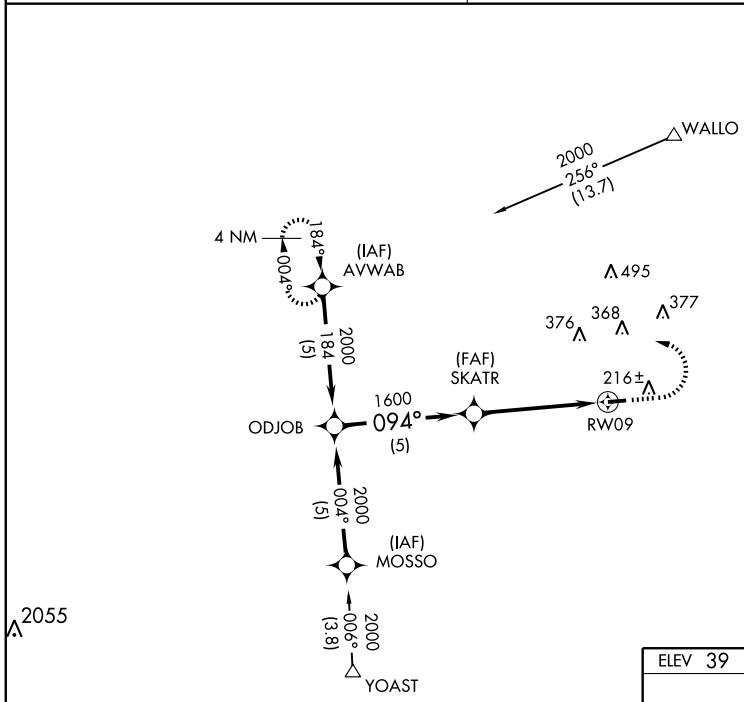
NA

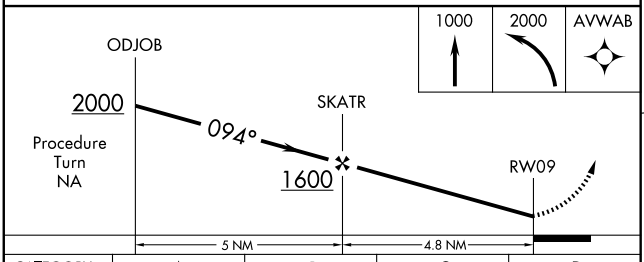
Use Wilmington altimeter setting.

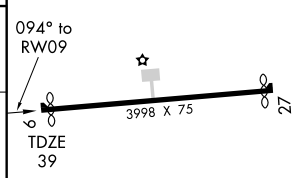
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AVWAB WP and hold.

WILMINGTON APP CON ★
135.75 257.6 346.35

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
S-9	500-1	461 (500-1)	500-1¼ 461 (500-1¼)	500-1½ 461 (500-1½)
CIRCLING	640-1	601 (700-1)	640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

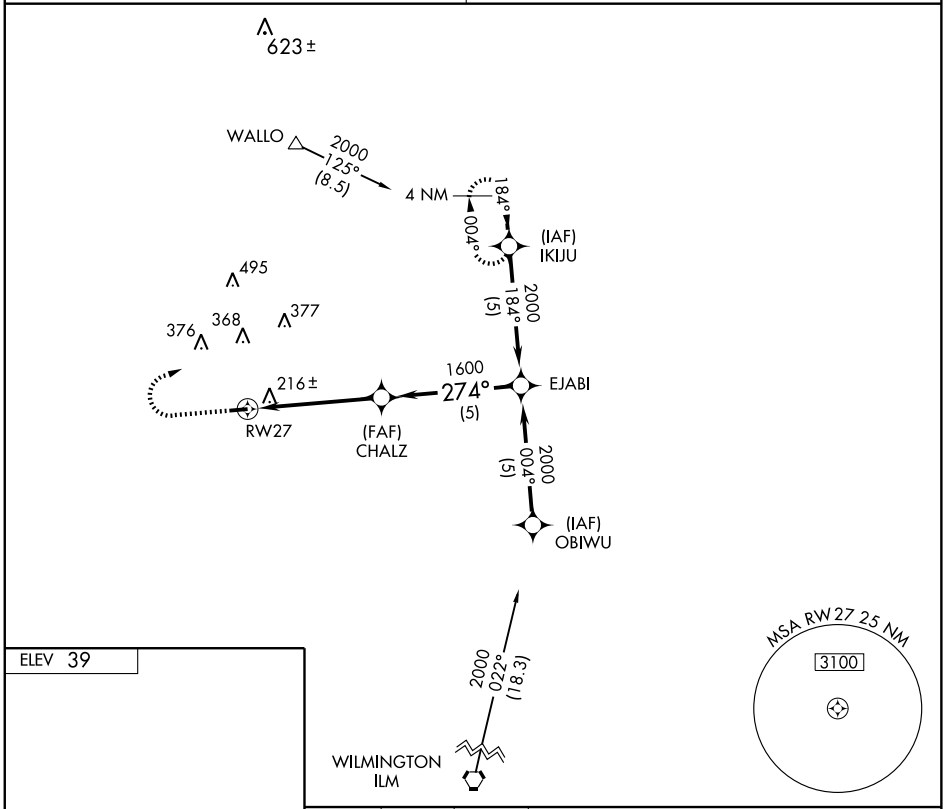
SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3847
274°	TDZE	37
	Apt Elev	39

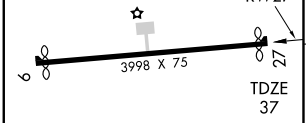
GPS RWY 27

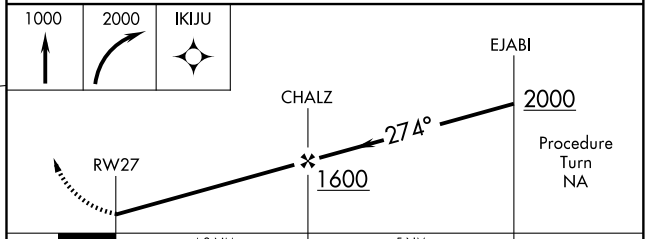
WALLACE/ HENDERSON FIELD (ACZ)

NA — Use Wilmington altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IKIJU WP and hold.
WILMINGTON APP CON ★ 135.75 257.6 346.35	UNICOM 122.8 (CTAF)



ELEV 39





CATEGORY	A	B	C	D
S-27	580-1 543 (600-1)		580-1½ 543 (600-1½)	580-1¾ 543 (600-1¾)
CIRCLING	640-1 601 (700-1)		640-1¾ 601 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB ACZ	APP CRS		
379	267°	Rwy Idg	3847
		TDZE	37
		Apt Elev	39

NDB RWY 27

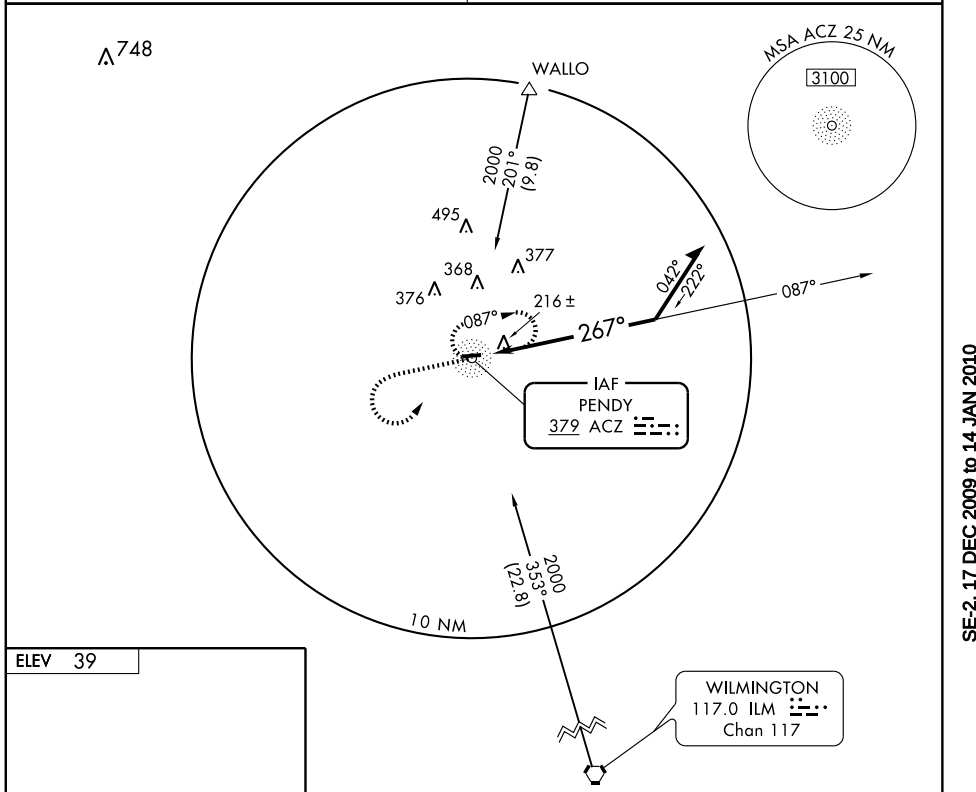
WALLACE/ HENDERSON FIELD (ACZ)

Use Wilmington altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ACZ NDB and hold.

WILMINGTON APP CON ★
135.75 257.6 346.35

UNICOM
122.8 (CTAF)



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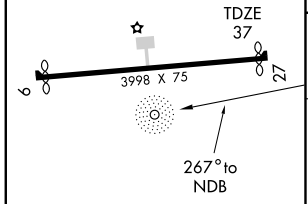
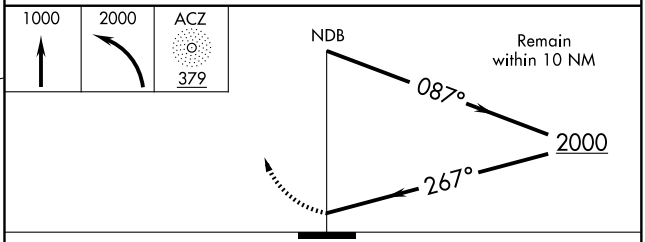




CATEGORY	A	B	C	D
S-27	680-1 643 (700-1)		680-1¾ 643 (700-1¾)	680-2 643 (700-2)
CIRCLING	680-1 641 (700-1)		680-1¾ 641 (700-1¾)	780-2½ 741 (800-2½)

MIRL Rwy 9-27

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GSO	APP CRS	Rwy Idg	2725
116.2	334°	TDZE	631
Chan 109		Apt Elev	631

VOR/DME or GPS RWY 34

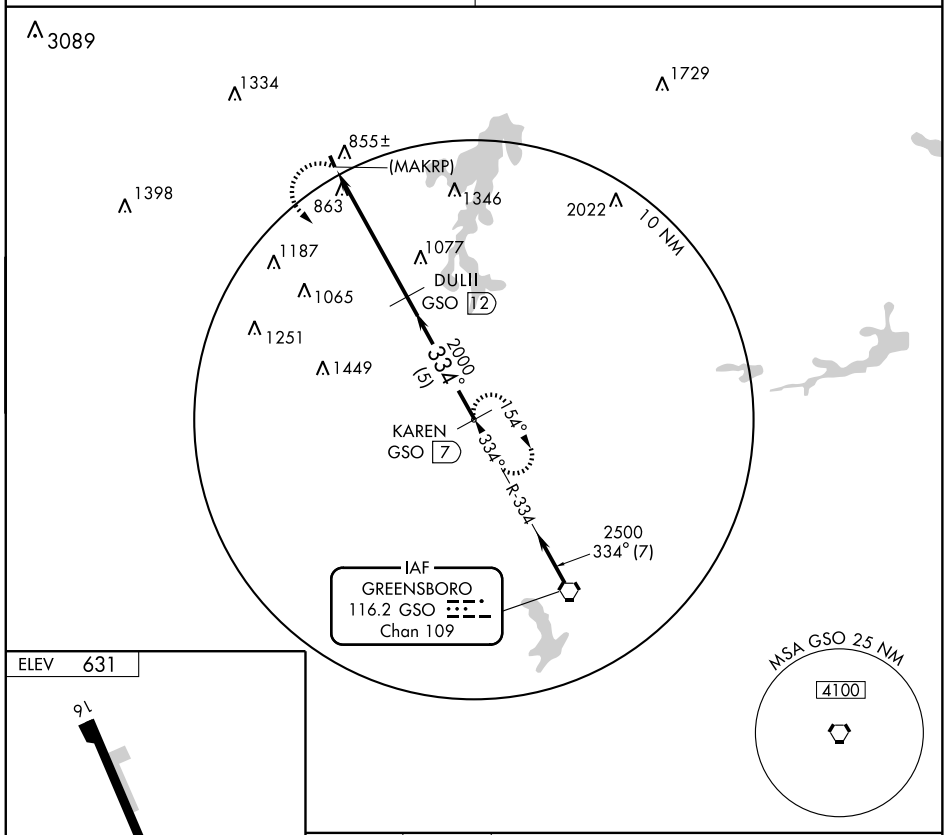
WALNUT COVE/ MEADOW BROOK FIELD (N63)

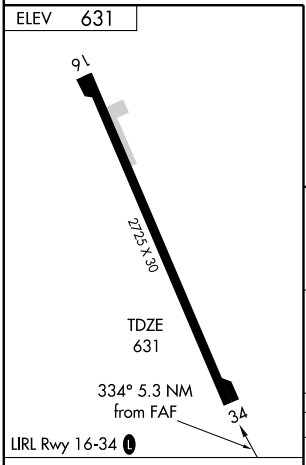
Use Smith Reynolds altimeter setting, when not available, use Greensboro altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

NA

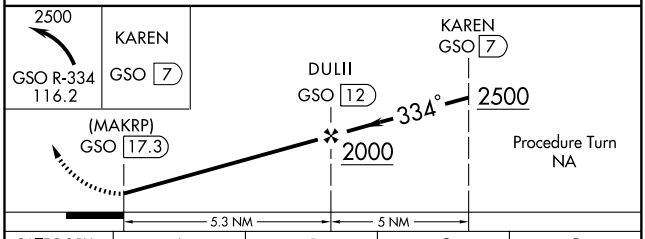
MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

GREENSBORO APP CON	UNICOM
124.35 269.225	123.0 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	
CIRCLING	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OCW	APP CRS	Rwy Idg	5000
110.9	045°	TDZE	37
Chan 46		Apt Elev	38

LOC RWY 5

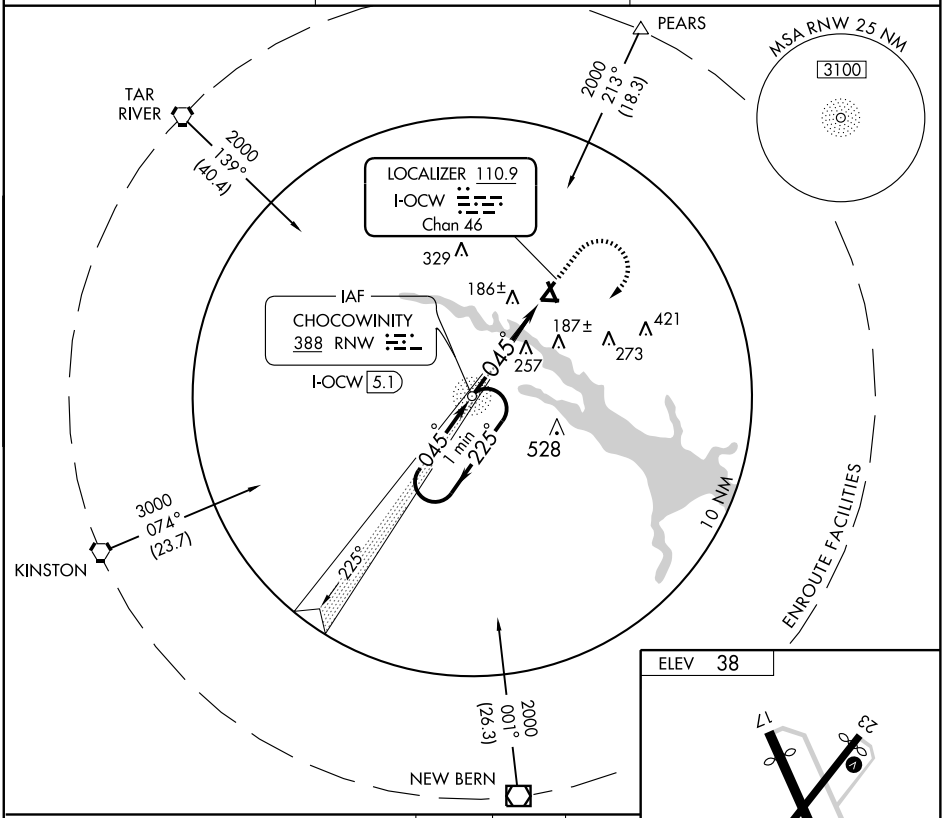
WASHINGTON/ WARREN FIELD (OCW)

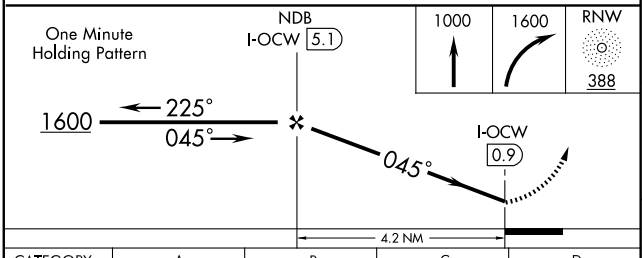
V
A NA

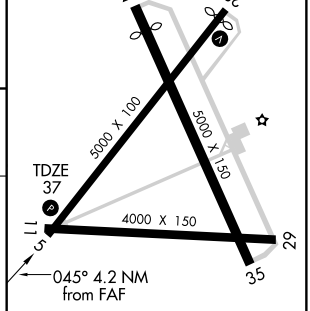
ADF REQUIRED

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	480-1	443 (500-1)	480-1¼ 443 (500-1¼)	480-1½ 443 (500-1½)
CIRCLING	540-1	502 (600-1)	540-1½ 502 (600-1½)	620-2 582 (600-2)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 42810	045°	TDZE	35
W05A		Apt Elev	37

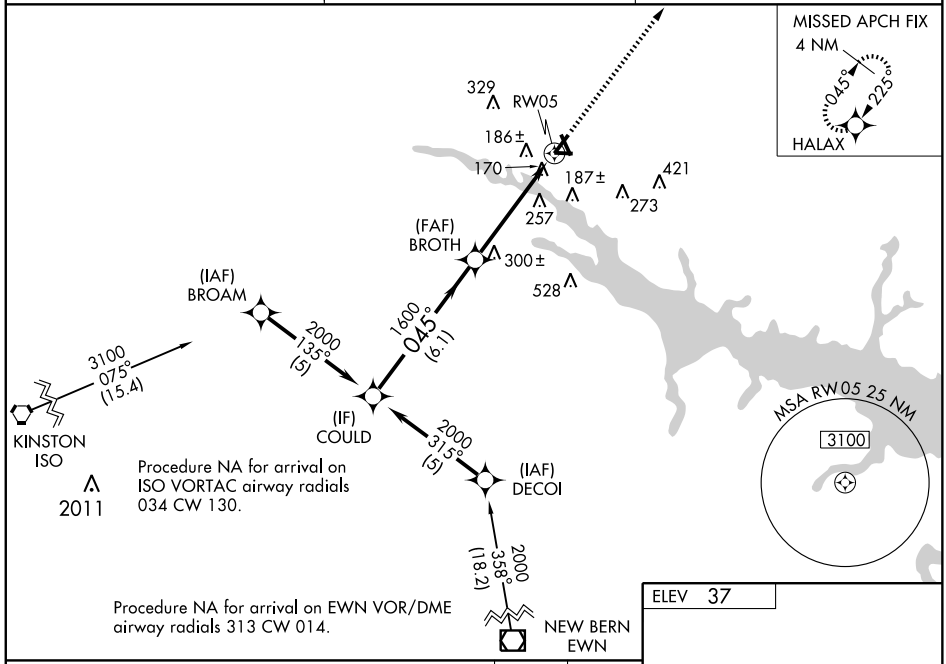
RNAV (GPS) RWY 5

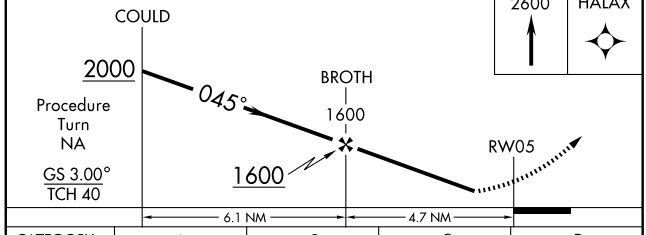
WASHINGTON/ WARREN FIELD (OCW)

Circling to Rwy 17-35 NA at night. Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 483, LNAV/VNAV DA to 518, and all MDA 60 feet; increase LNAV/VNAV all Cats. visibility ¼ mile.

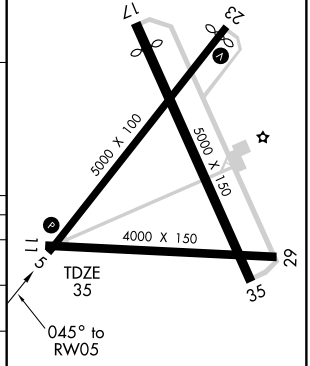
MISSED APPROACH: Climb to 2600 direct HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	442-1½ 407 (500-1½)			
LNAV/ VNAV DA	477-1½ 442 (500-1½)			
LNAV MDA	560-1 525 (600-1)		560-1½ 525 (600-1½)	560-1¾ 525 (600-1¾)
CIRCLING	560-1 523 (600-1)		560-1½ 523 (600-1½)	620-2 583 (600-2)



REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

APP CRS	Rwy Idg	4499
163°	TDZE	36
	Apt Elev	37

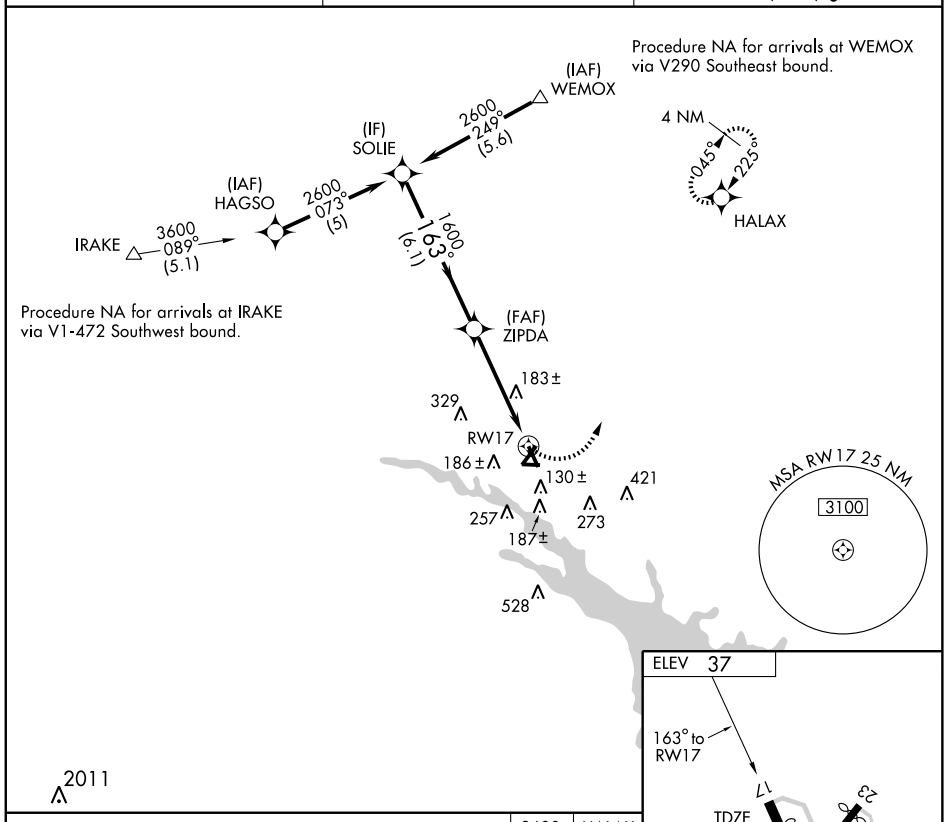
RNAV (GPS) RWY 17

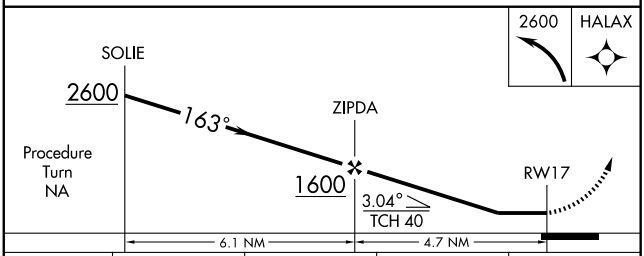
WASHINGTON/ WARREN FIELD (OCW)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet; increase LNAV Cat. D visibility ¼ mile.

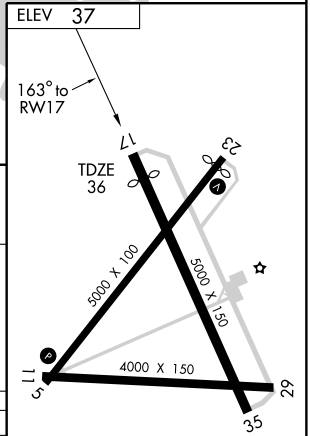
MISSED APPROACH: Climbing left turn to 2600 direct HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1 404 (500-1)		440-1¼ 404 (500-1¼)	
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)



REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4801
CH 93810	225°	TDZE	37
W23A		Apt Elev	37

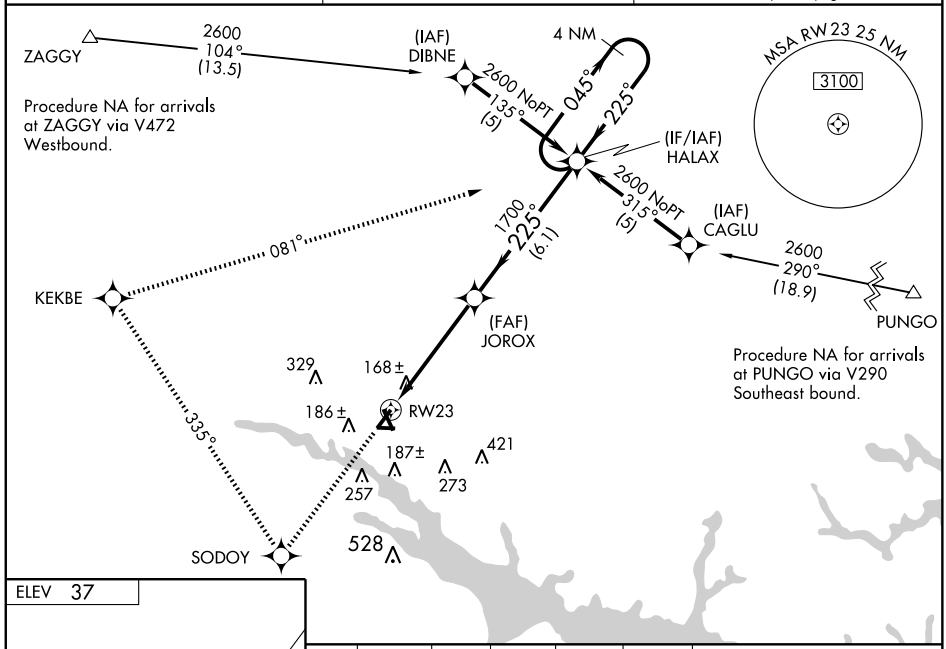
RNAV (GPS) RWY 23

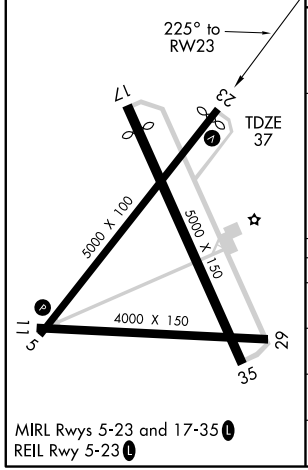
WASHINGTON/ WARREN FIELD (OCW)

Circling to Rwy 17-35 NA at night.
Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 477, LNAV/VNAV DA to 514, and all MDA 60 feet; increase LNAV/VNAV all Cats., and LNAV Cats. C and D visibility ¼ mile.

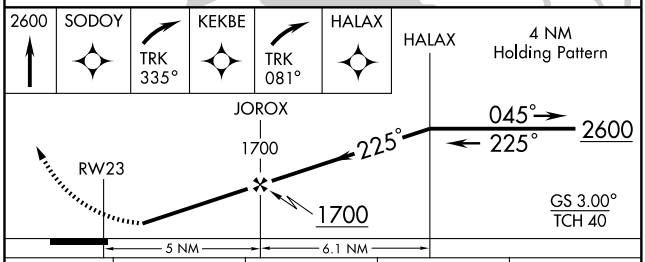
MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L





MIRL Rwys 5-23 and 17-35 L
REIL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	436-1½ 399 (400-1½)			
LNAV/ VNAV DA	473-1½ 436 (500-1½)			
LNAV MDA	420-1 383 (400-1)			420-1¼ 383 (400-1¼)
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 78310	343°	TDZE	35
W35A		Apt Elev	37

RNAV (GPS) RWY 35

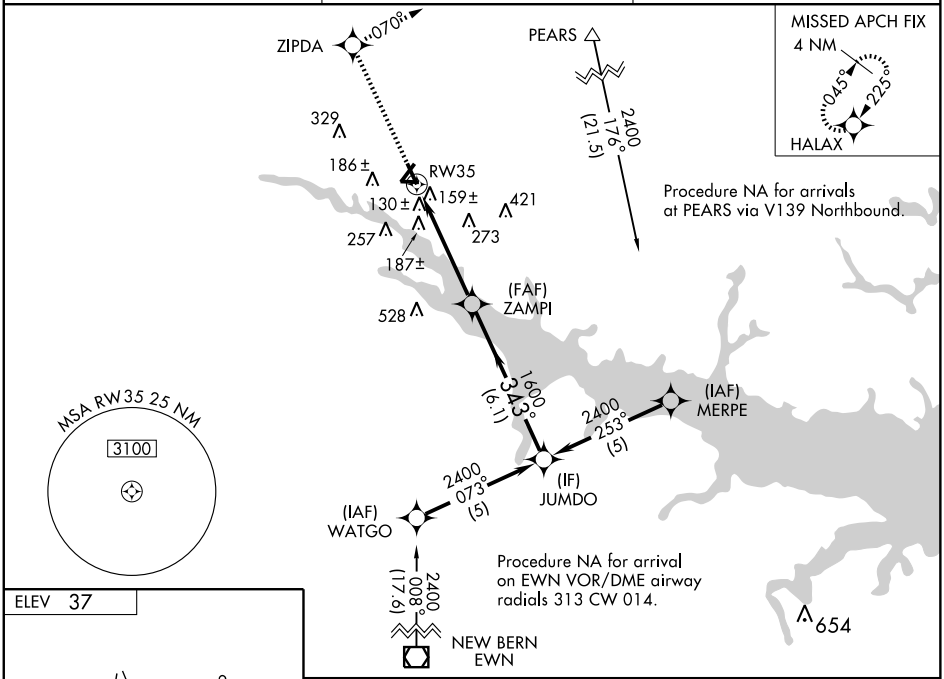
WASHINGTON/ WARREN FIELD (OCW)

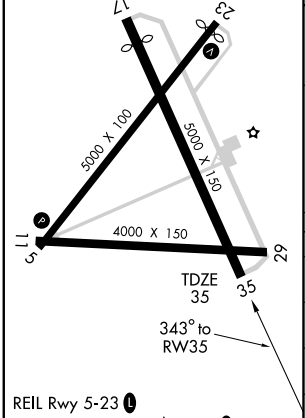
T
A

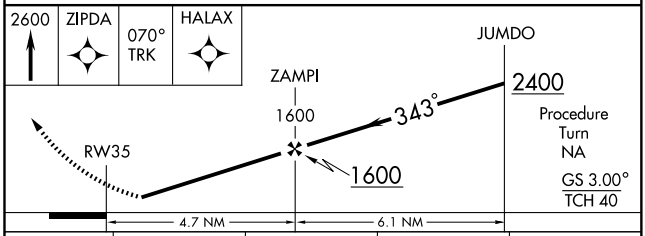
Baro-VNAV NA when using Greenville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 400, LNAV/VNAV DA to 534, and all MDA 60 feet; increase LNAV Cats.C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	359-1¼ 324 (400-1¼)			
LNAV/ VNAV DA	493-1¾ 458 (500-1¾)			
LNAV MDA	500-1 465 (500-1)		500-1¼ 465 (500-1¼)	500-1½ 465 (500-1½)
CIRCLING	540-1 503 (600-1)		540-1½ 503 (600-1½)	620-2 583 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC ISO	APP CRS	Rwy Idg	5000
109.6	069°	TDZE	35
Chan 33		Apt Elev	38

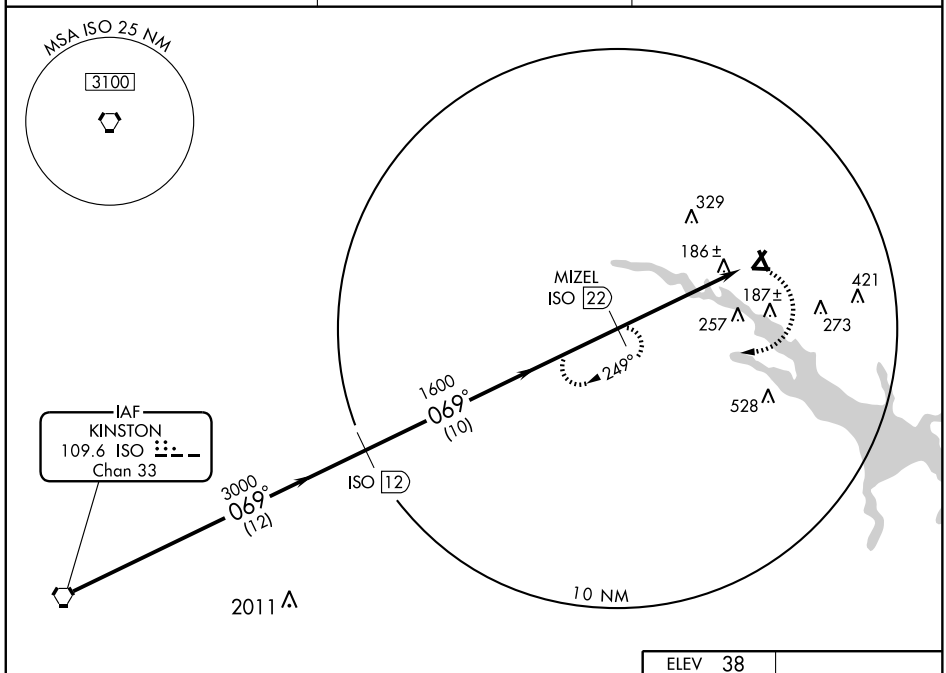
VOR/DME RWY 5

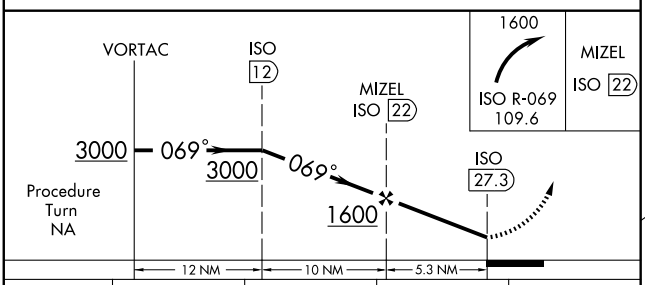
WASHINGTON/ WARREN FIELD (OCW)

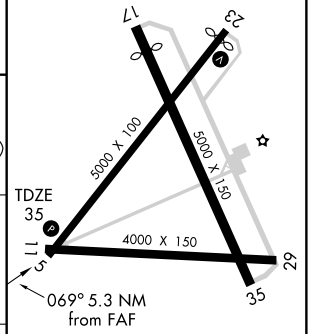
NA

MISSED APPROACH: Climbing right turn to 1600 via ISO R-069 to MIZEL ISO 22 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
120.175	135.5 272.75	122.7 (CTAF) L







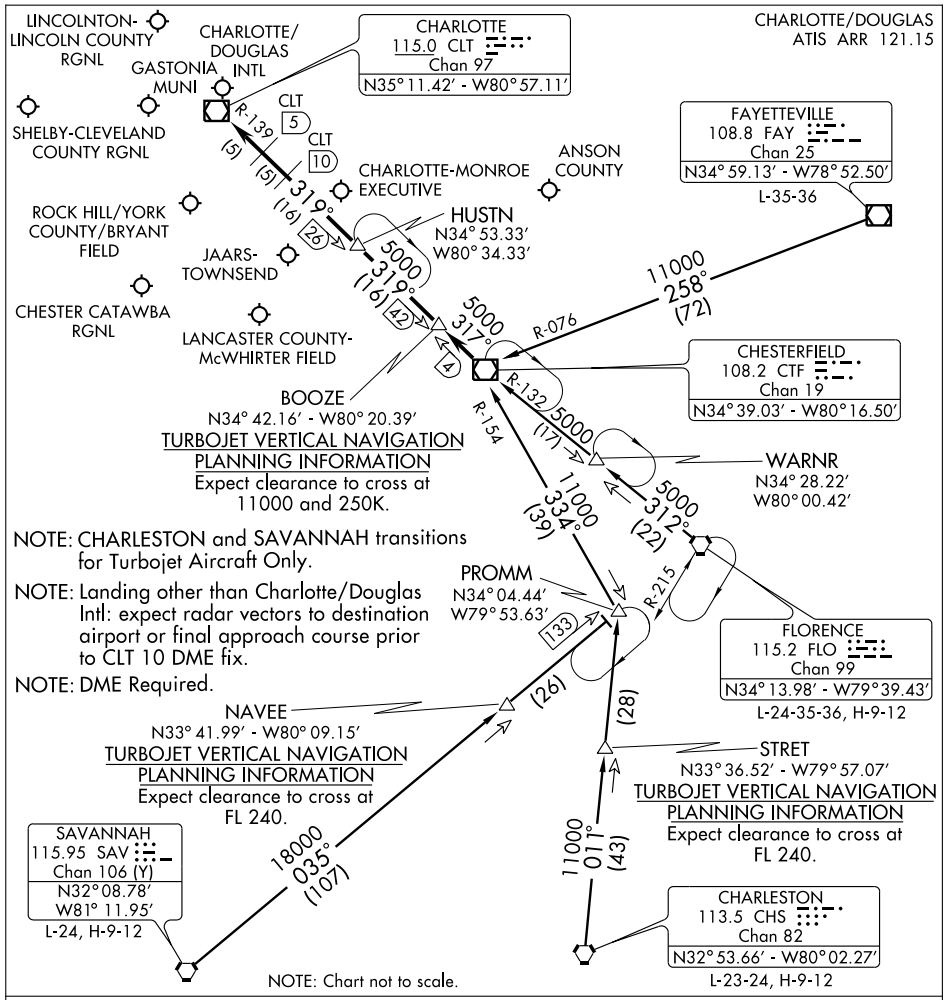
CATEGORY	A	B	C	D
S-5	800-1 765 (800-1)	800-1¼ 765 (800-1¼)	800-2¼ 765 (800-2¼)	800-2½ 765 (800-2½)
CIRCLING	800-1 762 (800-1)	800-1¼ 762 (800-1¼)	800-2¼ 762 (800-2¼)	800-2½ 762 (800-2½)

REIL Rwy 5-23 L
MIRL Rwys 5-23 and 17-35 L

SE-2. 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

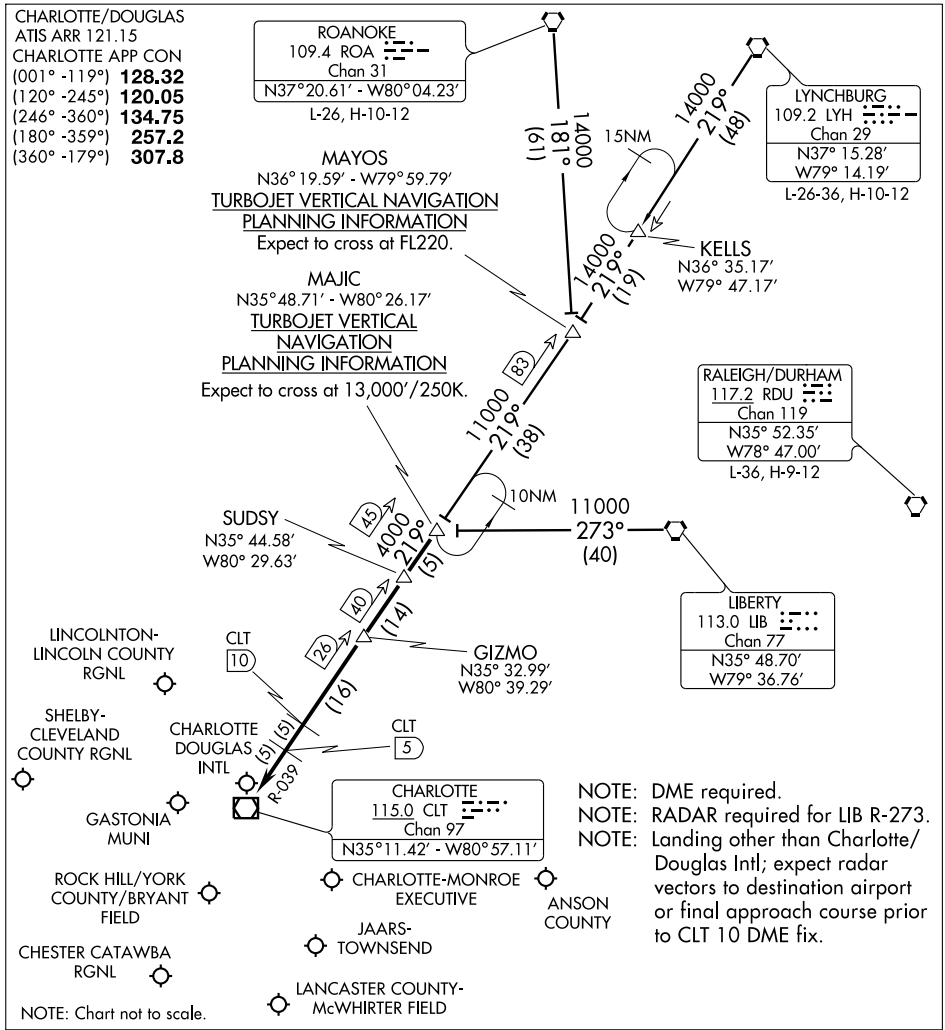
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3309
045°	TDZE	602
	Apt Elev	602

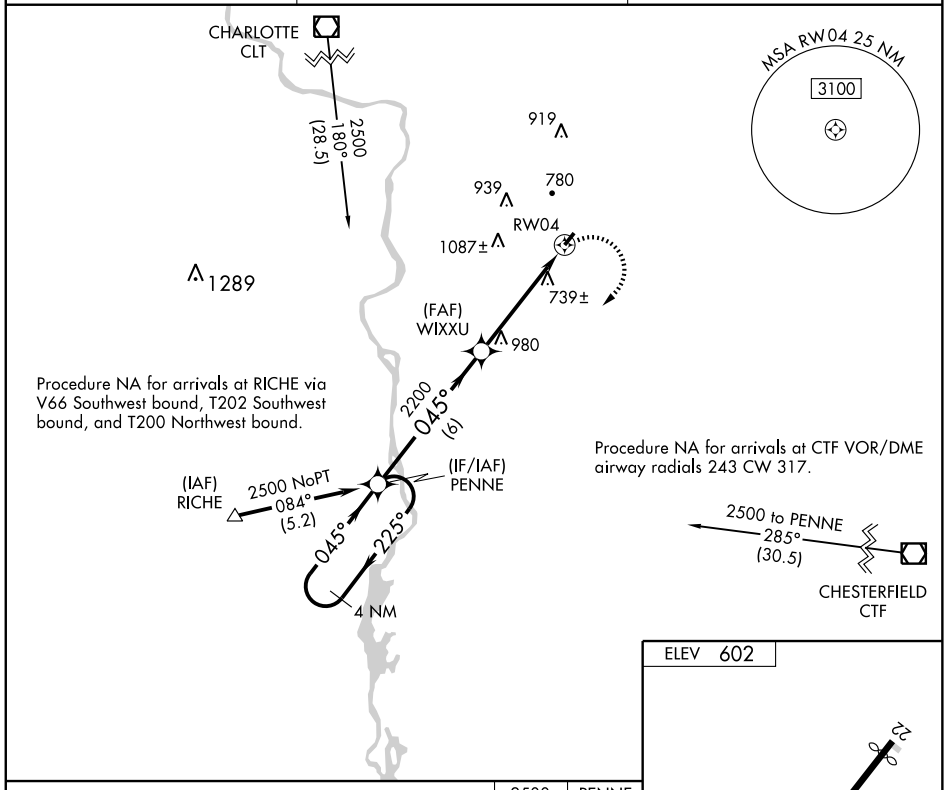
RNAV (GPS) RWY 4

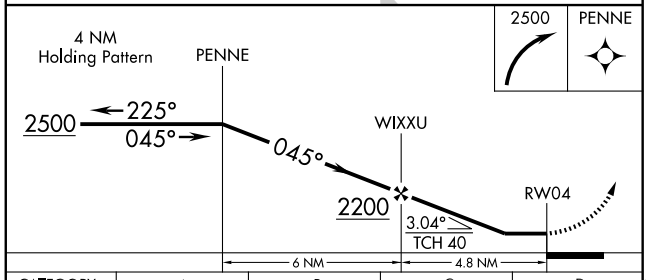
WAXHAW/JAARS-TOWNSEND (N52)

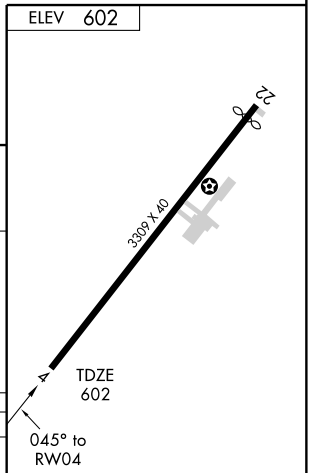
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

MONROE ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 438 (500-1)		1040-1¼ 438 (500-1¼)	1040-1½ 438 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)

LIRL Rwy 4-22 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAXHAW, NORTH CAROLINA

AL-6246 (FAA)

APP CRS	Rwy Idg	3109
240°	TDZE	602
	Apt Elev	602

RNAV (GPS) RWY 22

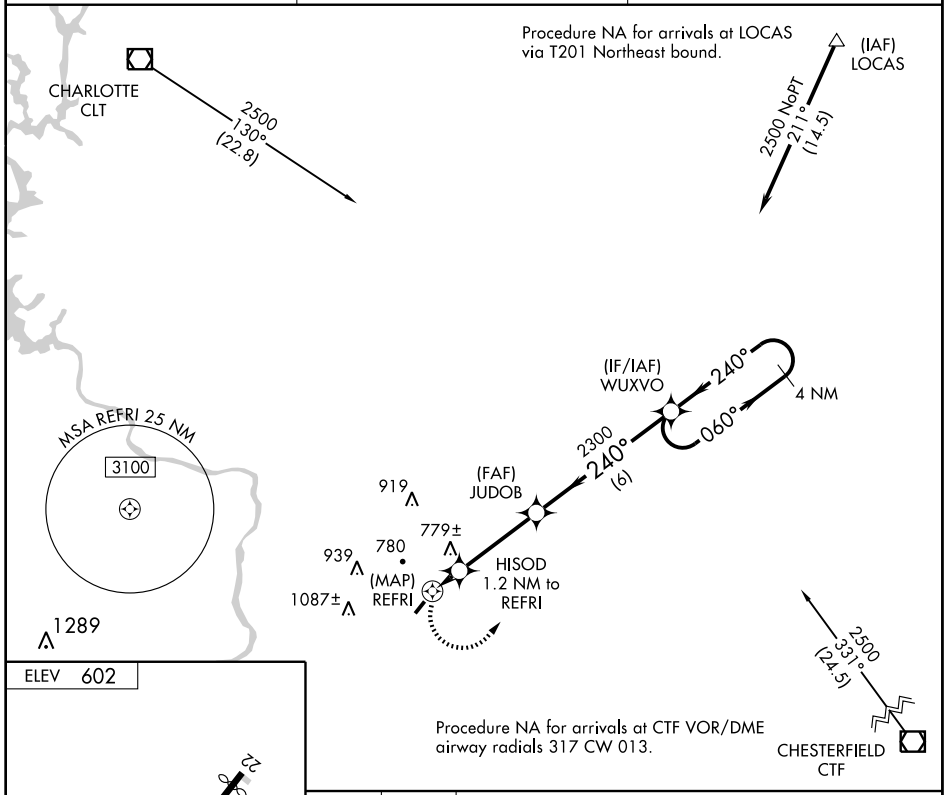
WAXHAW/ JAARS-TOWNSEND (N52)

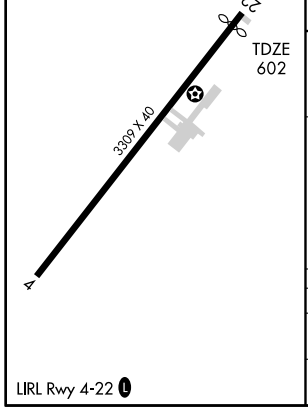
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

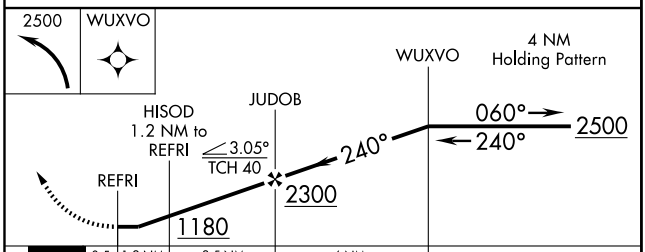
NA

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

MONROE ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L

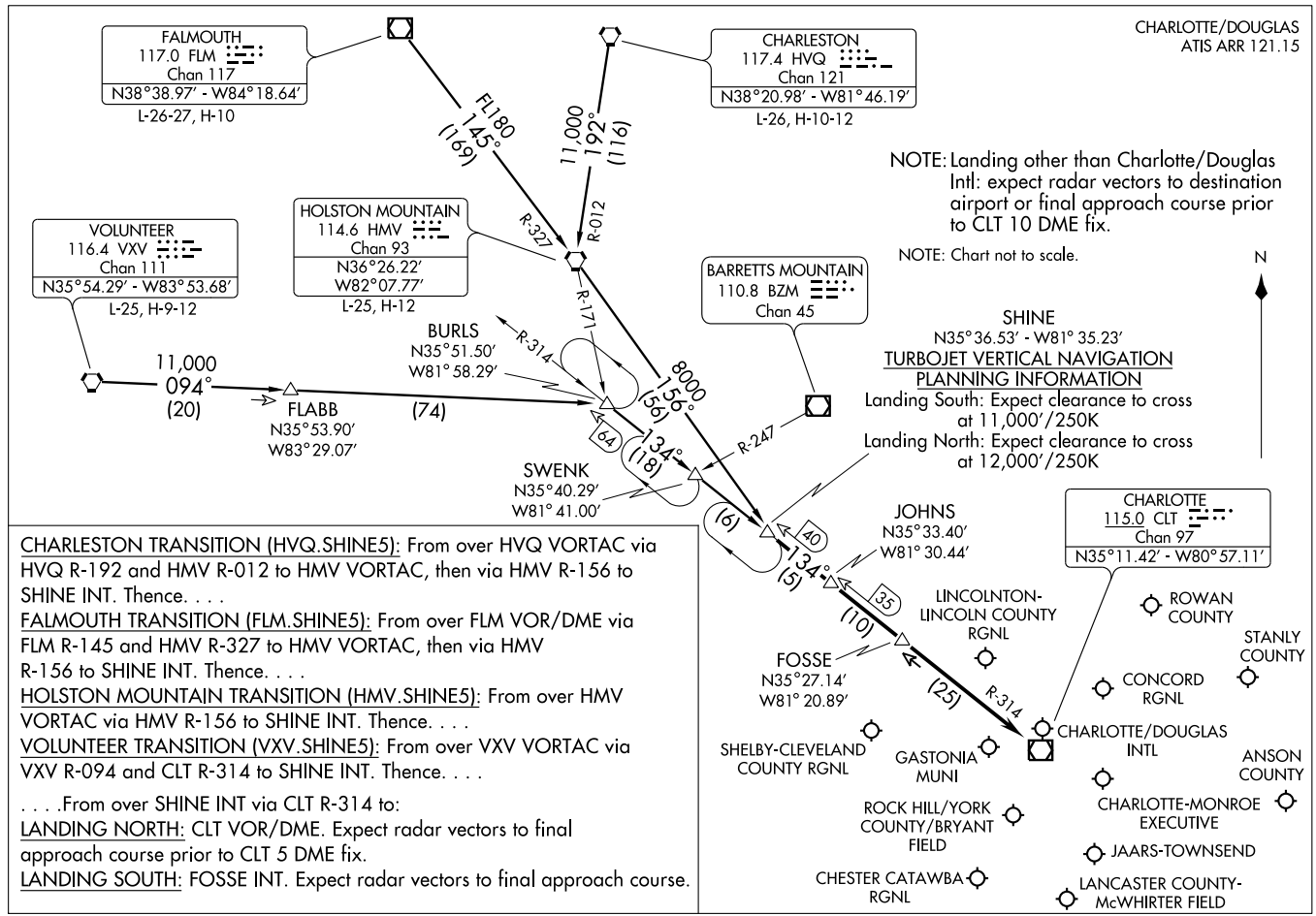






CATEGORY	A	B	C	D
LNAV MDA	1080-1 478 (500-1)		1080-1¼ 478 (500-1¼)	1080-1½ 478 (500-1½)
CIRCLING	1160-1 558 (600-1)	1220-1 618 (700-1)	1220-1¾ 618 (700-1¾)	1320-2¼ 718 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

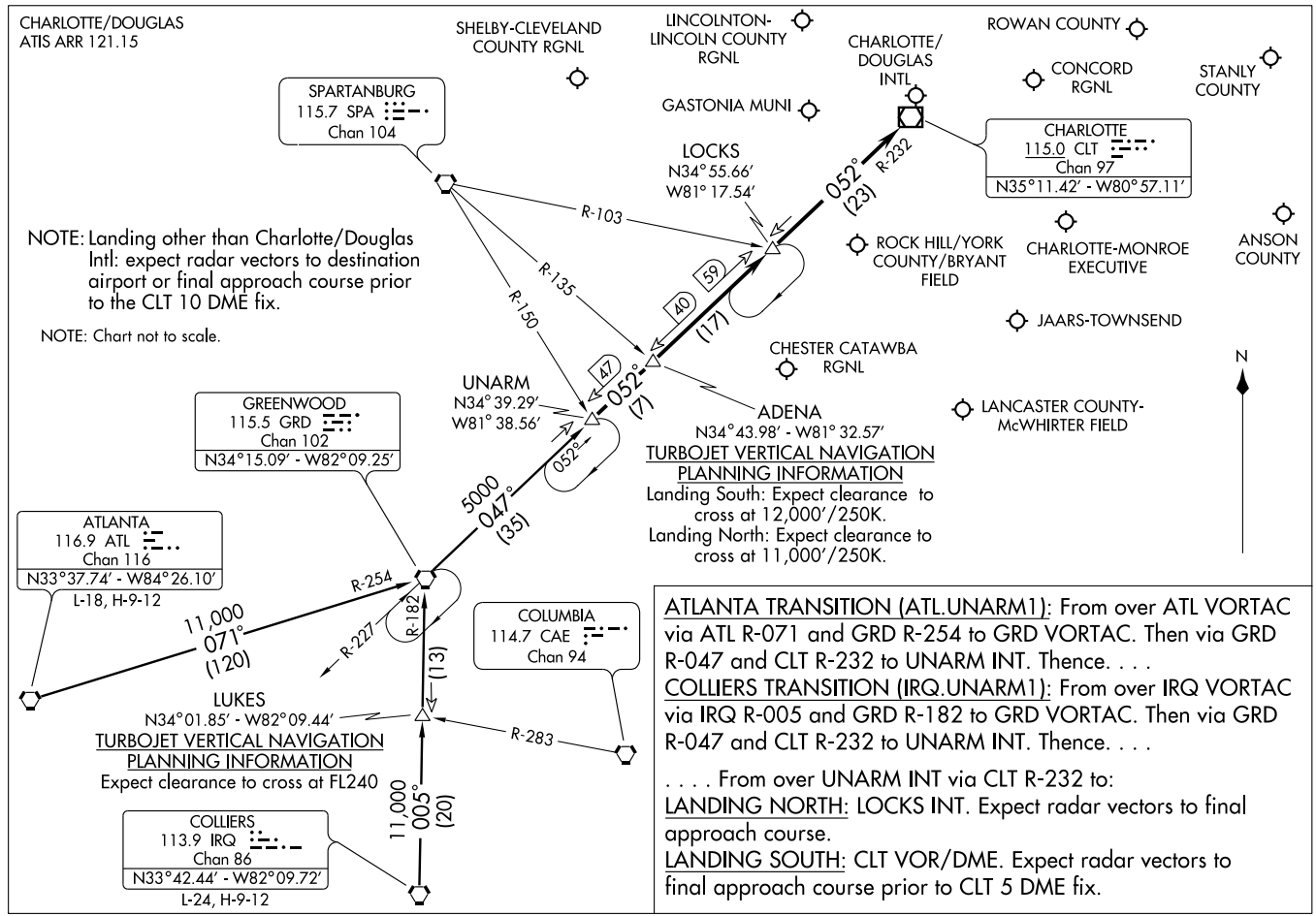
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

NDB CPC	APP CRS		
227	059°	Rwy Idg	5500
		TDZE	99
		Apt Elev	99

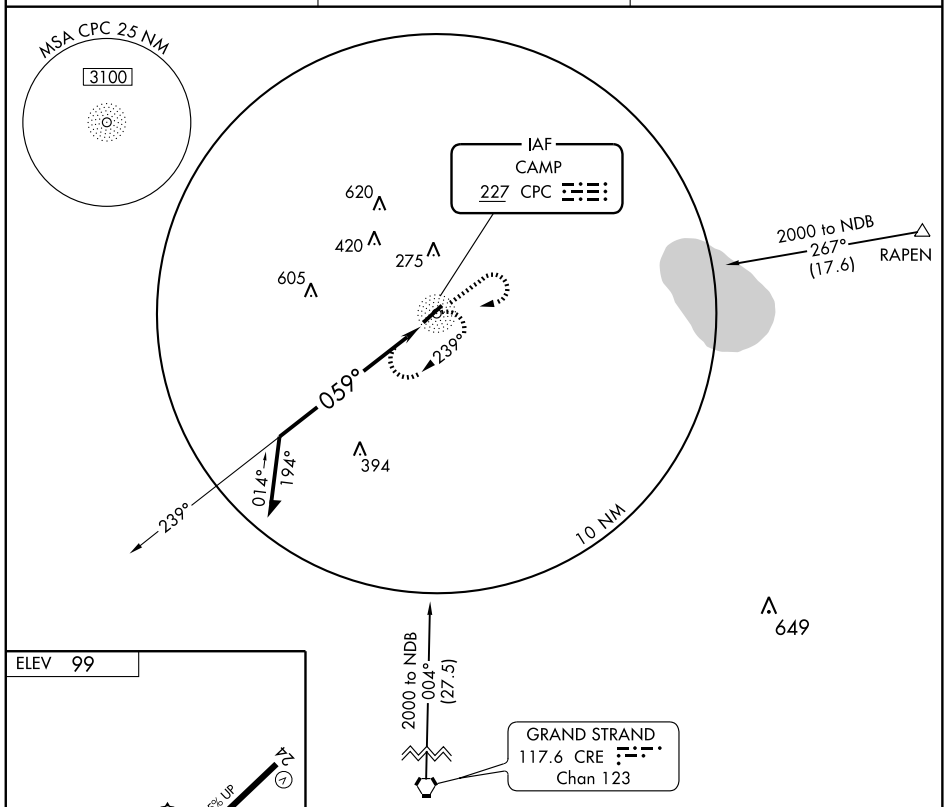
NDB RWY 6

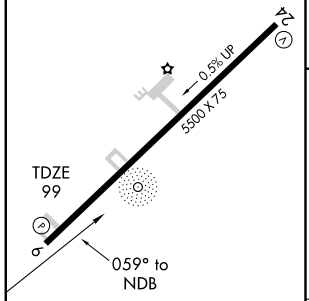
WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

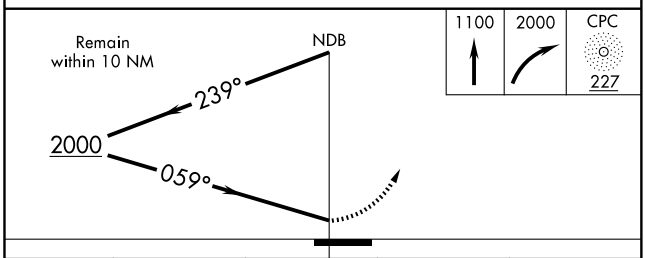
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, S-6 Cat. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-2 581 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

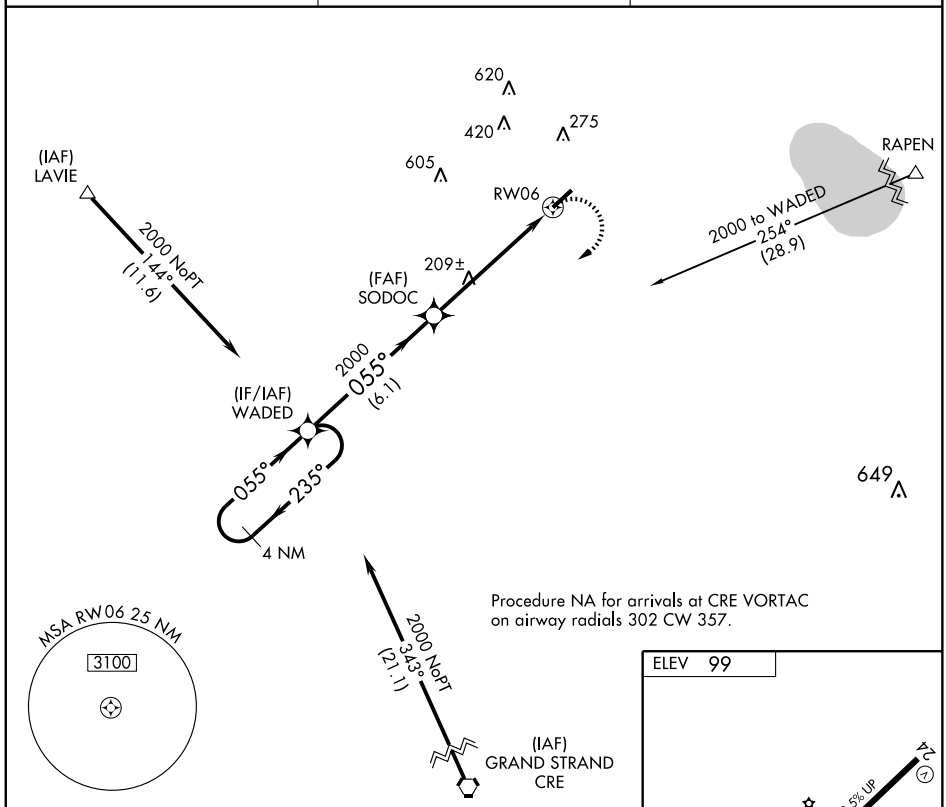
RNAV (GPS) RWY 6

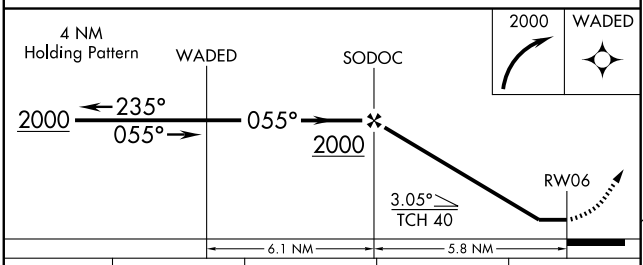
WHITEVILLE/ COLUMBUS COUNTY MUNI (CPC)

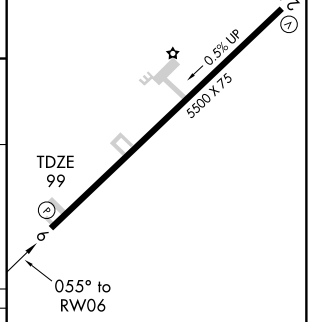
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
118.375	119.2 350.3	122.8 (CTAF) L







REIL Rwy 6 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
LNAV MDA	500-1 401 (500-1)		500-1¼ 401 (500-1¼)	
CIRCLING	560-1 461 (500-1)		560-1½ 461 (500-1½)	660-2 561 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB MCZ	APP CRS	Rwy Idg	5000
336	208°	TDZE	76
		Apt Elev	76

NDB RWY 21

WILLIAMSTON/MARTIN COUNTY (MCZ)

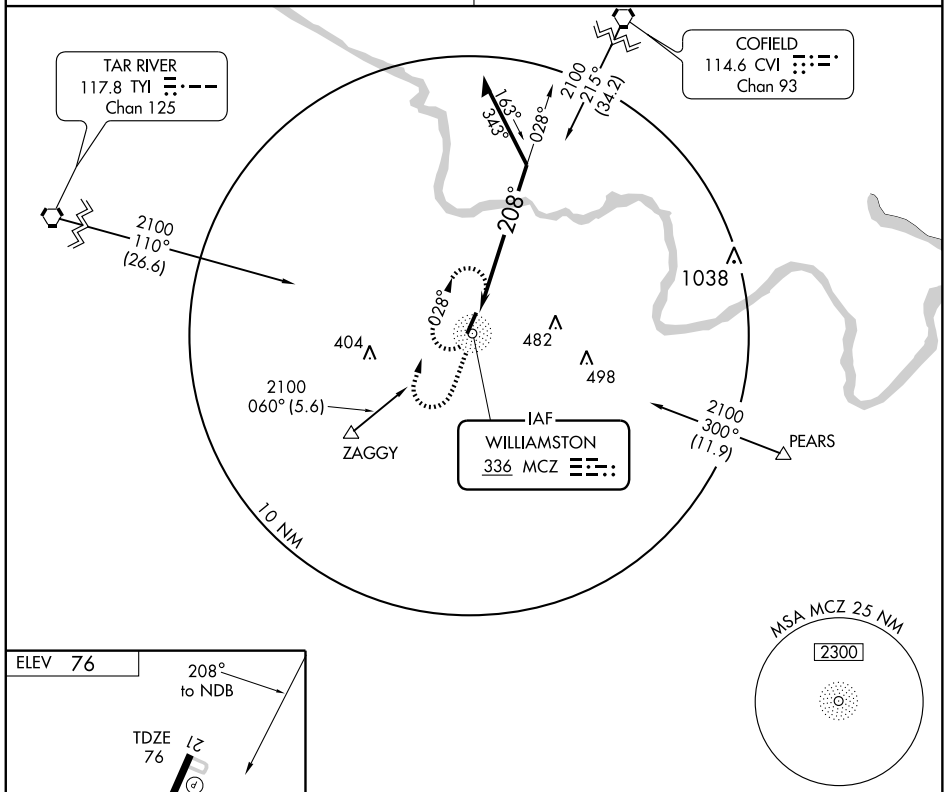
Use Pitt-Greenville altimeter setting; if not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

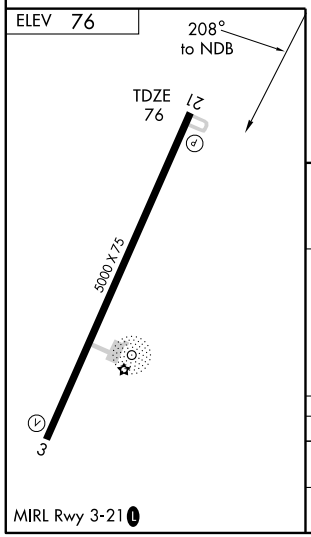
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct MCZ NDB and hold.

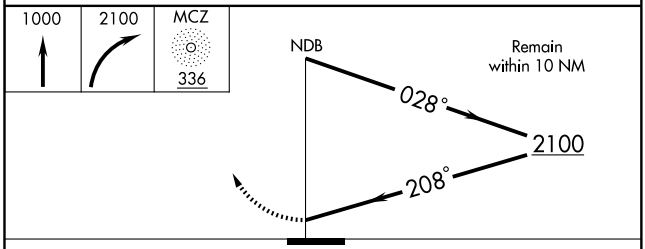
WASHINGTON CENTER
135.5 272.75

UNICOM
122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-21	600-1	524 (600-1)	600-1½ 524 (600-1½)	600-1¾ 524 (600-1¾)
CIRCLING	600-1	524 (600-1)	600-1½ 524 (600-1½)	640-2 564 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
033°	TDZE	75
	Apt Elev	76

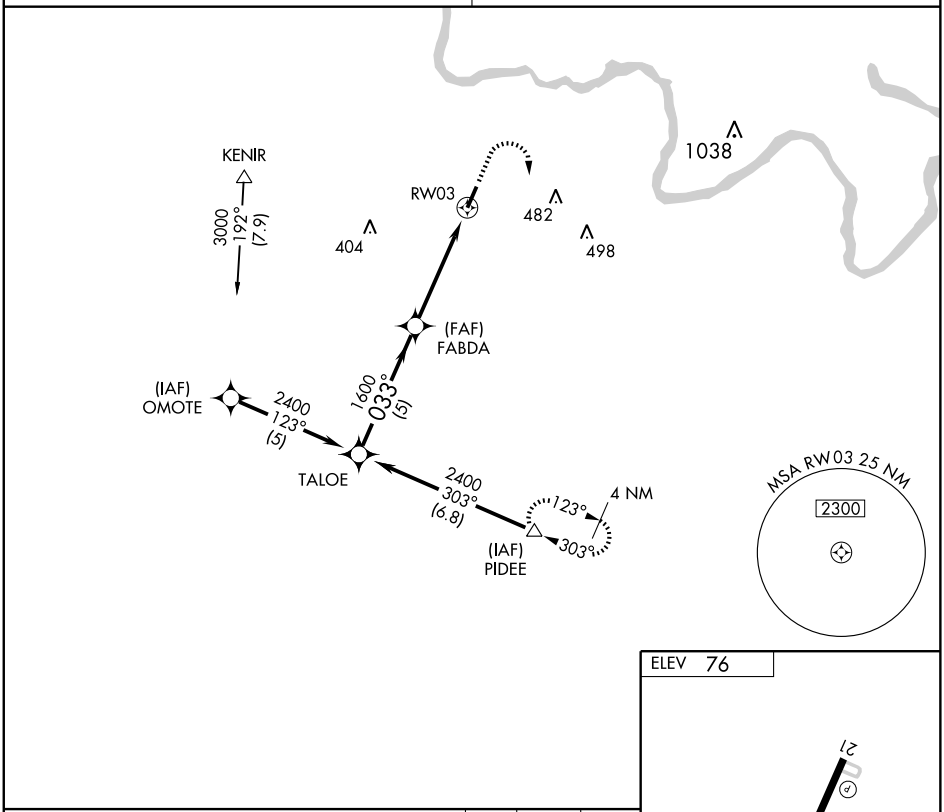
RNAV (GPS) RWY 3

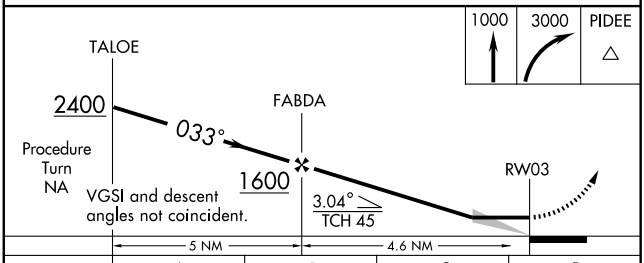
WILLIAMSTON/ MARTIN COUNTY (MCZ)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

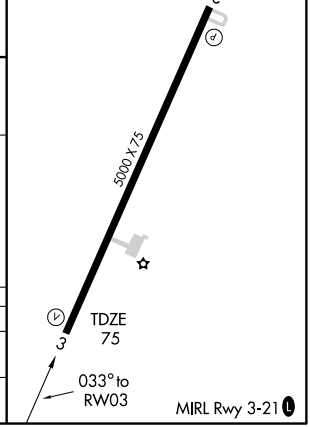
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PIDEE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 272.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1 445 (500-1)		520-1¼ 445 (500-1¼)	520-1½ 445 (500-1½)
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
213°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 21

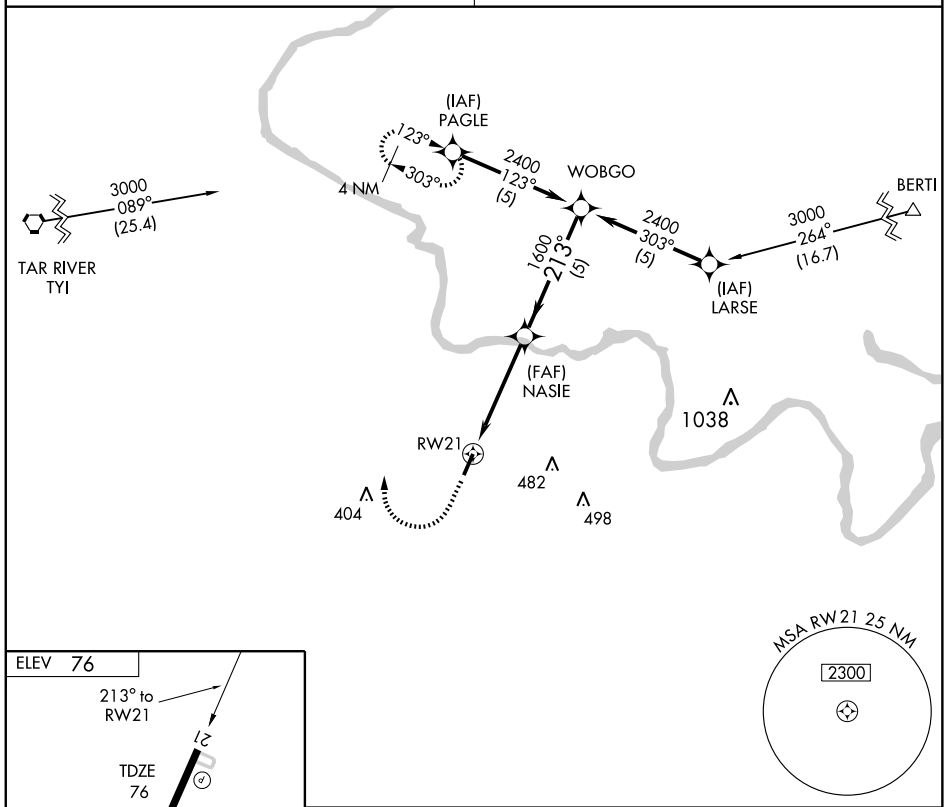
WILLIAMSTON/ MARTIN COUNTY (MCZ)

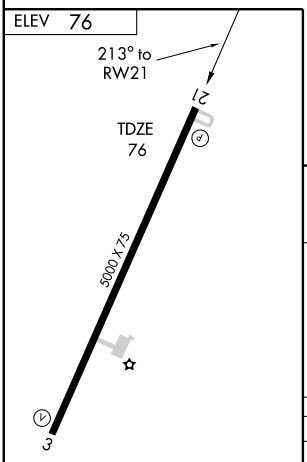
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Pitt-Greenville altimeter setting; If not received, use Rocky Mount altimeter setting and increase all MDAs 60 feet.

NA

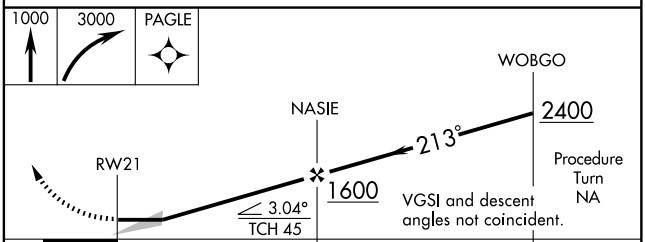
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAGLE WP and hold.

WASHINGTON CENTER	UNICOM
135.5 272.75	122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	480-1 404 (500-1)		480-1¼ 404 (500-1¼)	
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	640-2 564 (600-2)

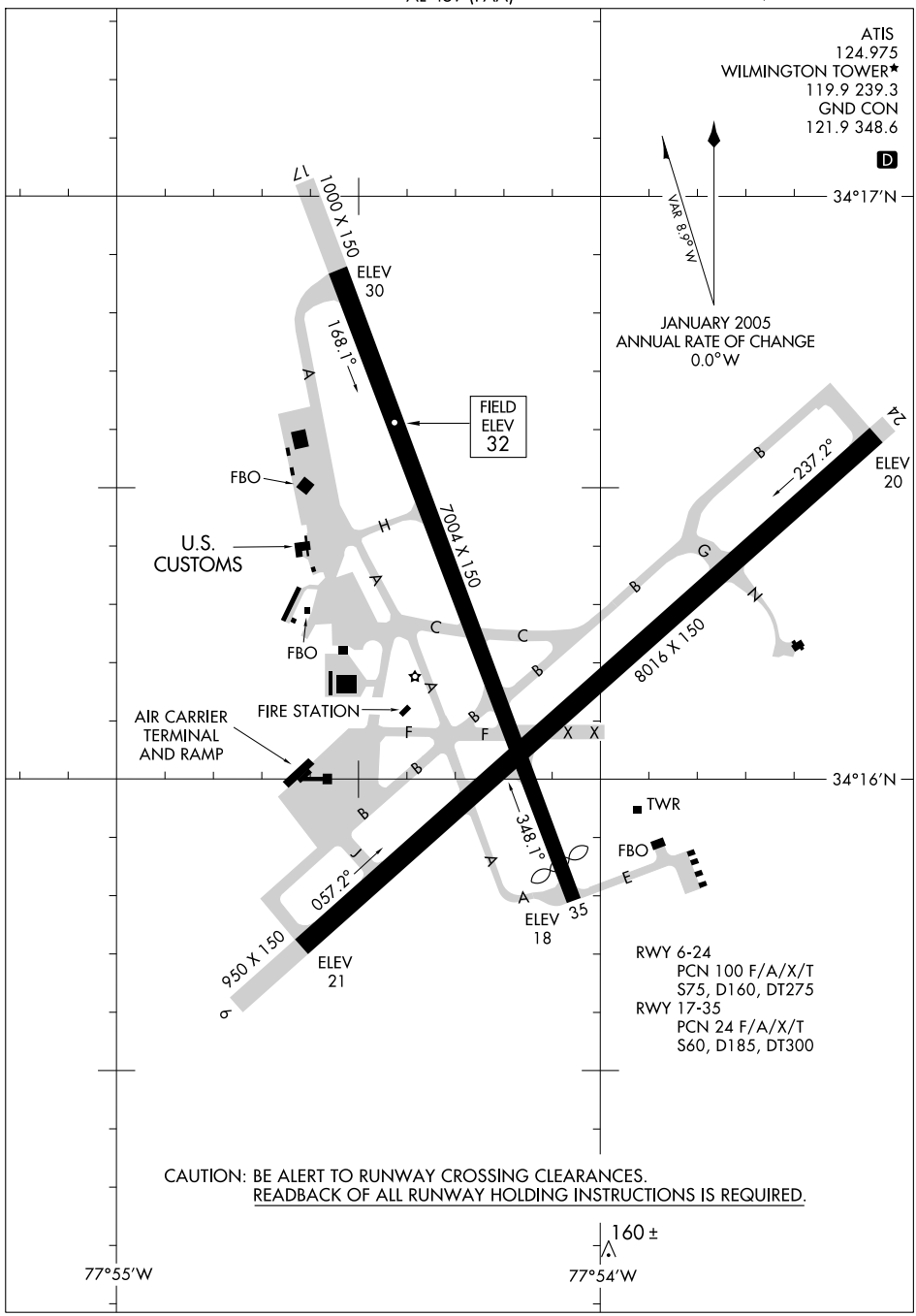
SE-2, 17 DEC 2009 to 14 JAN 2010

09295

AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)
WILMINGTON, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GNM	APP CRS	Rwy Idg	8016
109.95	055°	TDZE	28
Chan 36 (Y)		Apt Elev	32

ILS or LOC/DME RWY 6

WILMINGTON INTL (ILM)

ASR

If local altimeter setting not received, use Brunswick County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Brunswick County altimeter setting.

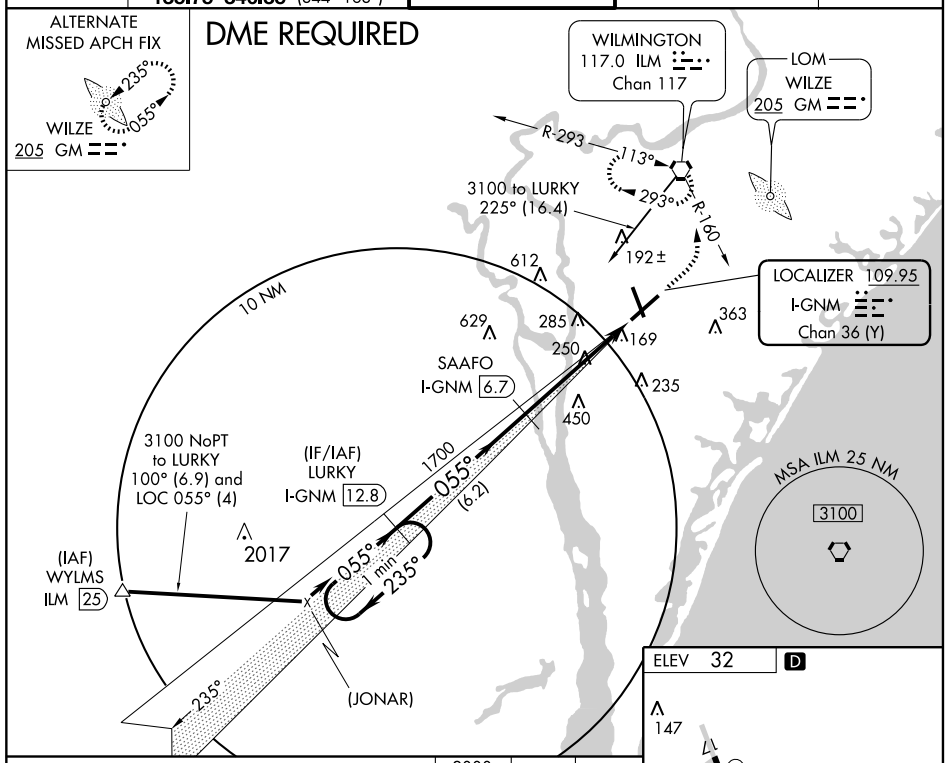
MISSED APPROACH: Climb to 2000 via heading 055° and ILM VORTAC R-160 to ILM VORTAC and hold.

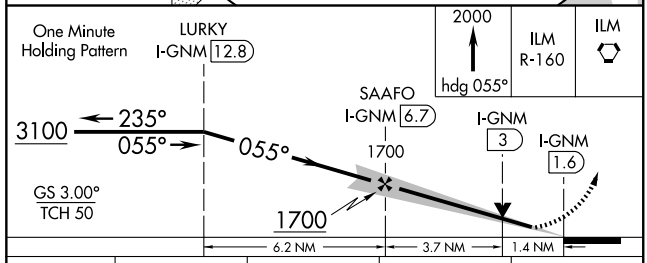
ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

ALTERNATE MISSED APCH FIX

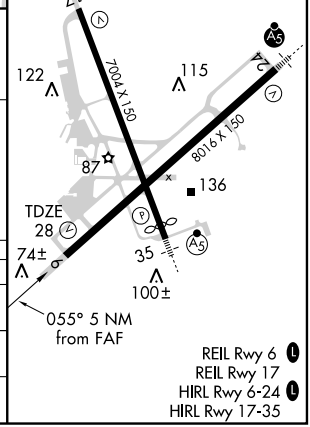
WILZE
205 GM

DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 6	228/40 200 (200-¾)			
S-LOC 6	500/50 472 (500-1)		500/60 472 (500-1¼)	500-1½ 472 (500-1½)
CIRCLING	560-1 528 (600-1)		560-1½ 528 (600-1½)	640-2 608 (700-2)



REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	235°	TDZE	26
		Apt Elev	32

ILS or LOC RWY 24
WILMINGTON INTL (ILM)

ASR

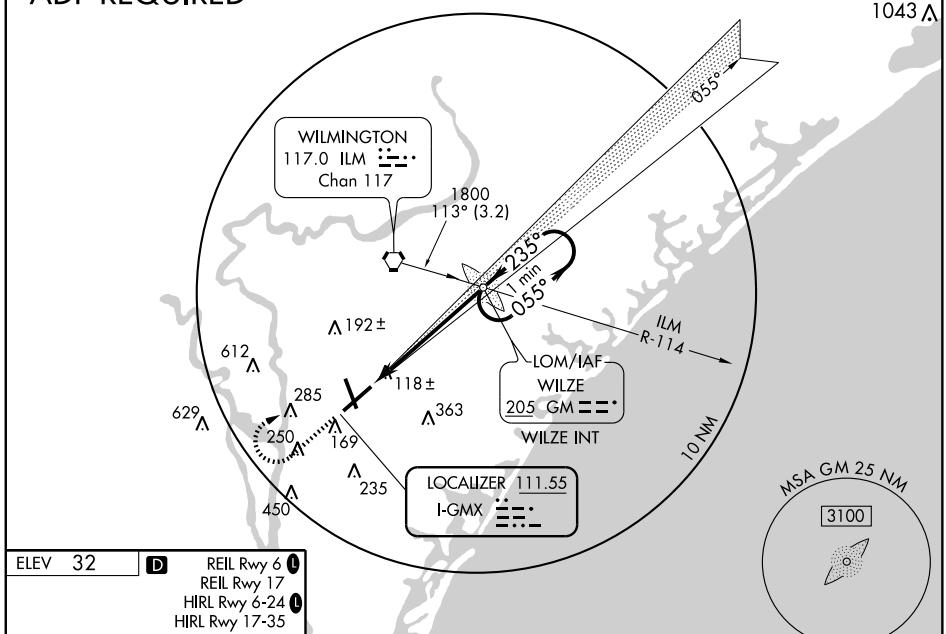
If local altimeter setting not received, use Brunswick County altimeter setting and increase all DAs/MDAs 60 feet.
ADF REQUIRED. Straight-in minimums NA at night when control tower closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

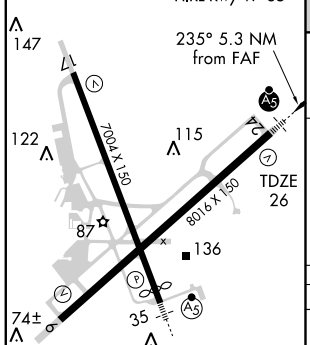
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

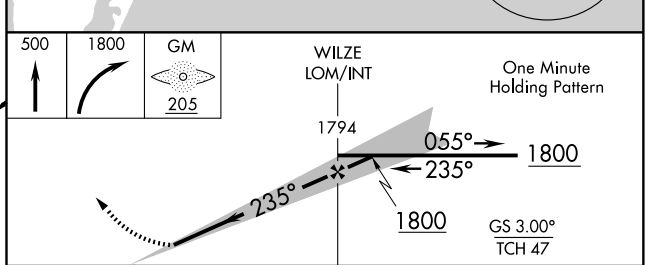
ATIS	WILMINGTON APP CON *	WILMINGTON TOWER *	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

ADF REQUIRED





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 24	* 226/24 200 (200-½)			
S-LOC 24	380/24 354 (400-½)			380/40 354 (400-¾)
CIRCLING	560-1 528 (600-1)		560-1½ 528 (600-1½)	640-2 608 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-ILM	APP CRS	Rwy Idg	6604
110.3	346°	TDZE	30
		Apt Elev	32

ILS or LOC RWY 35
WILMINGTON INTL (ILM)

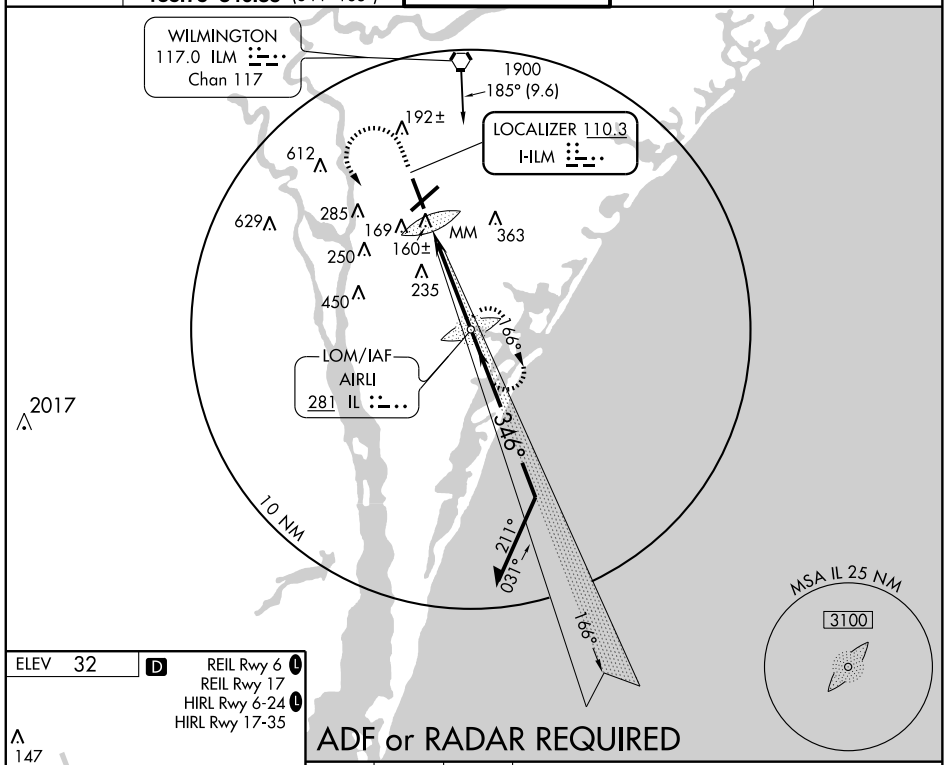
ASR

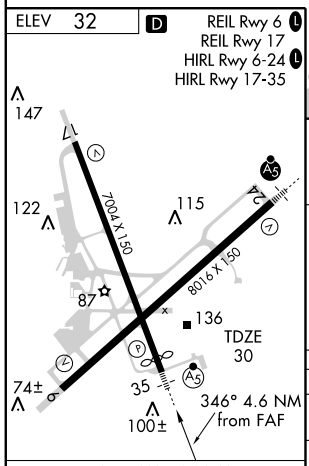
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

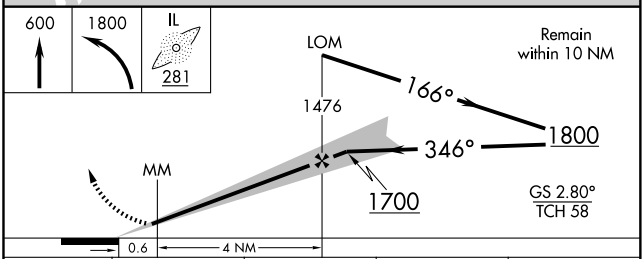
MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct IL LOM and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 35	*230/24 200 (200-½)			
S-LOC 35	420/24 390 (400-½)			420/40 390 (400-¾)
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	640-2 608 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8016
CH 86599	055°	TDZE	28
W06A		Apt Elev	32

RNAV (GPS) RWY 6

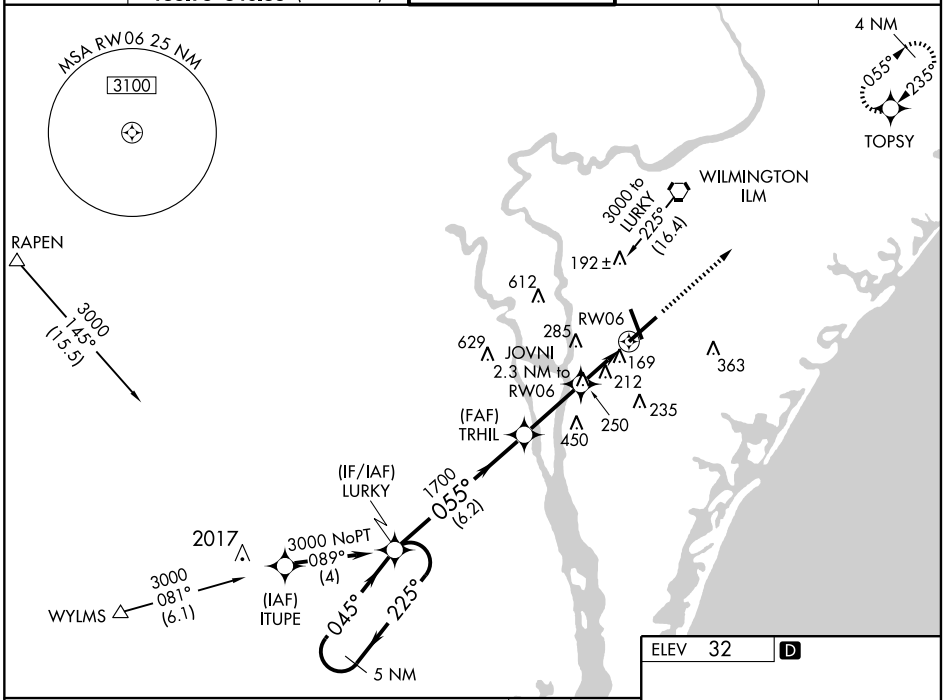
WILMINGTON INTL (ILM)

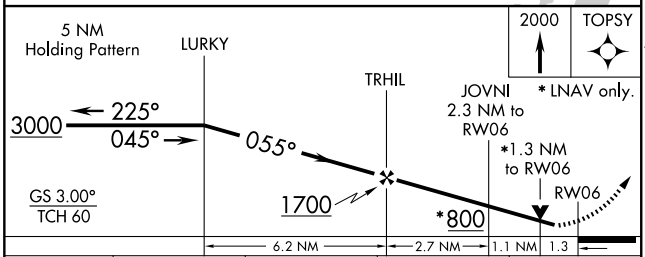
T A ASR

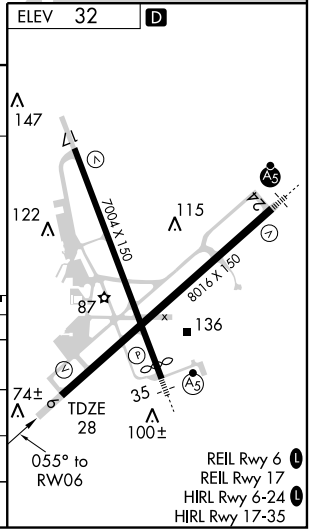
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. VDP and Baro-VNAV NA when using Oak Island altimeter setting. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	300-1 272 (300-1)			
LNAV/ VNAV DA	587-2 559 (600-2)			
LNAV MDA	480-1 452 (500-1)		480-1¼ 452 (500-1¼)	480-1½ 452 (500-1½)
CIRCLING	560-2 528 (600-2)			600-2 568 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6204
CH 90499	166°	TDZE	32
W17A		Apt Elev	32

RNAV (GPS) RWY 17

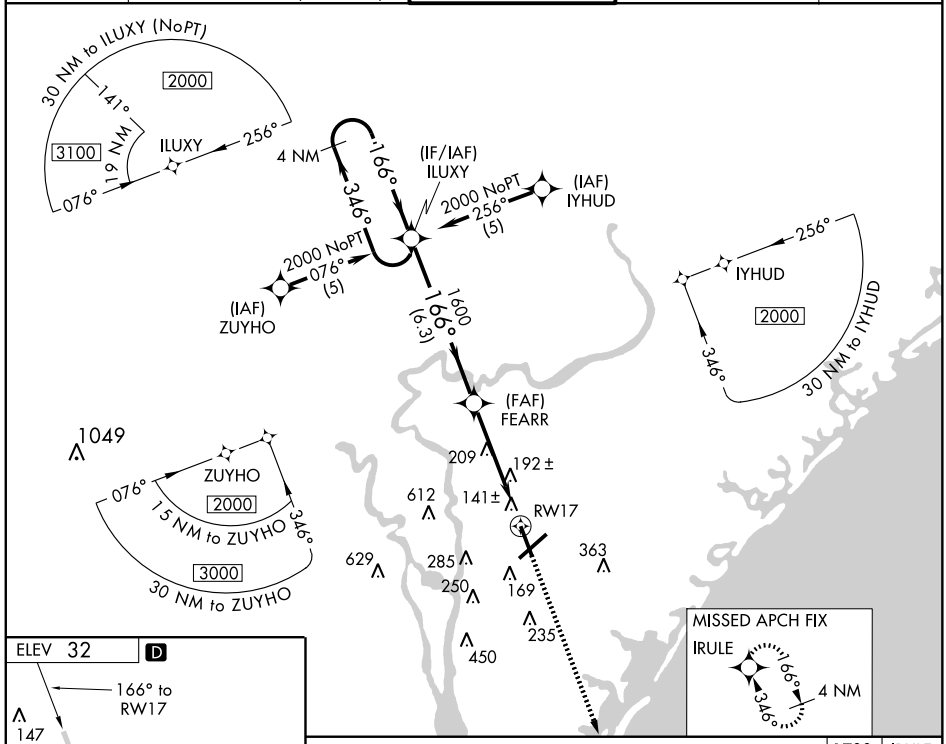
WILMINGTON INTL (ILM)

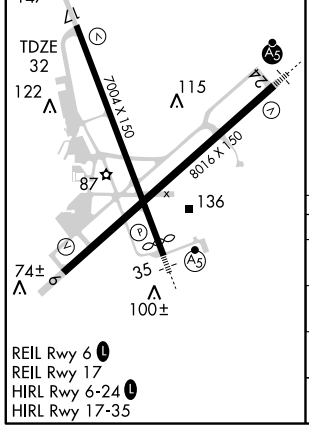
T A ASR

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

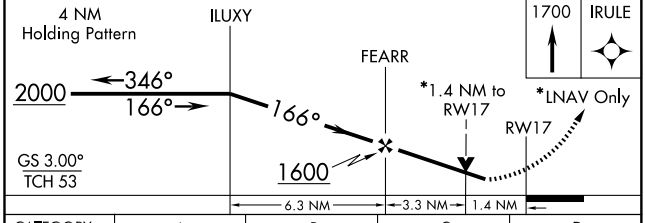
MISSED APPROACH: Climb to 1700 direct IRULE and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	374-1¼ 342 (400-1¼)			
LNAV/ VNAV DA	417-1¼ 385 (400-1¼)			
LNAV MDA	520-1 488 (500-1)		520-1¼ 488 (500-1¼)	520-1½ 488 (500-1½)
CIRCLING	560-1¼ 528 (600-1¼)		560-1½ 528 (600-1½)	600-2 568 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8016
CH 45899	235°	TDZE	26
W24A		Apt Elev	32

RNAV (GPS) RWY 24

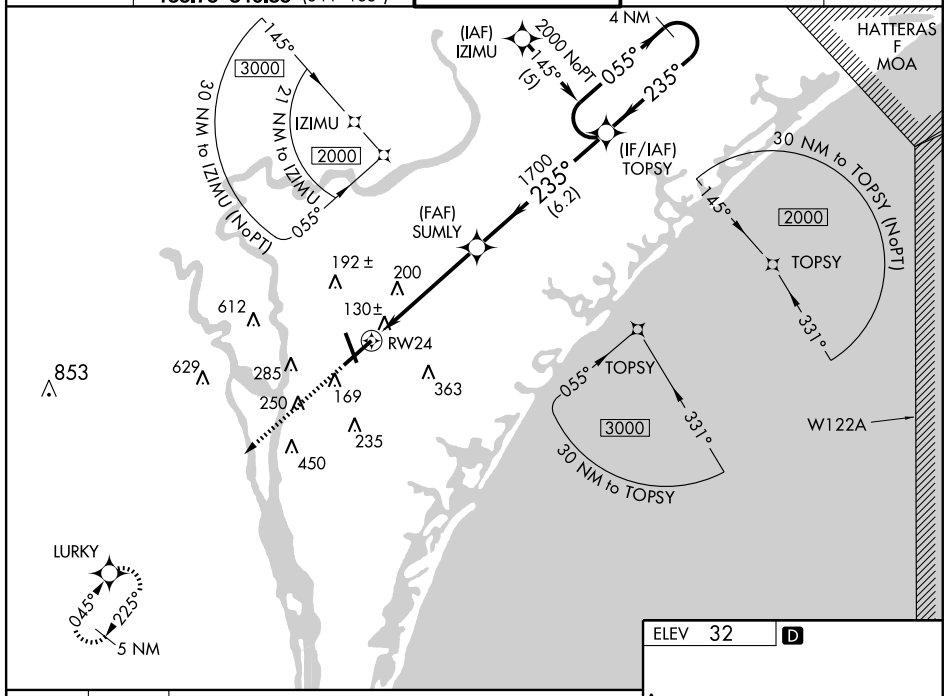
WILMINGTON INTL (ILM)

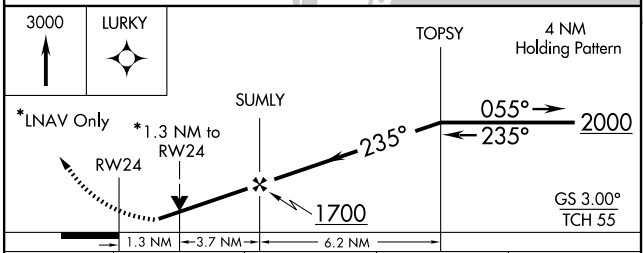
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night when control tower closed. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting.

MALSR

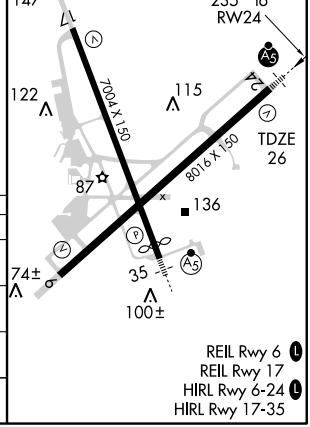
MISSED APPROACH: Climb to 3000 direct LURKY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	367-1¼ 341 (400-1¼)			
LNAV/ VNAV DA	405-1¼ 379 (400-1¼)			
LNAV MDA	500-1 474 (500-1)		500-1¼ 474 (500-1¼)	500-1½ 474 (500-1½)
CIRCLING	560-1¼ 528 (600-1¼)		560-1½ 528 (600-1½)	600-2 568 (600-2)



REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

WAAS	APP CRS	Rwy Idg	6604
CH 50499	346°	TDZE	30
W35A		Apt Elev	32

RNAV (GPS) RWY 35

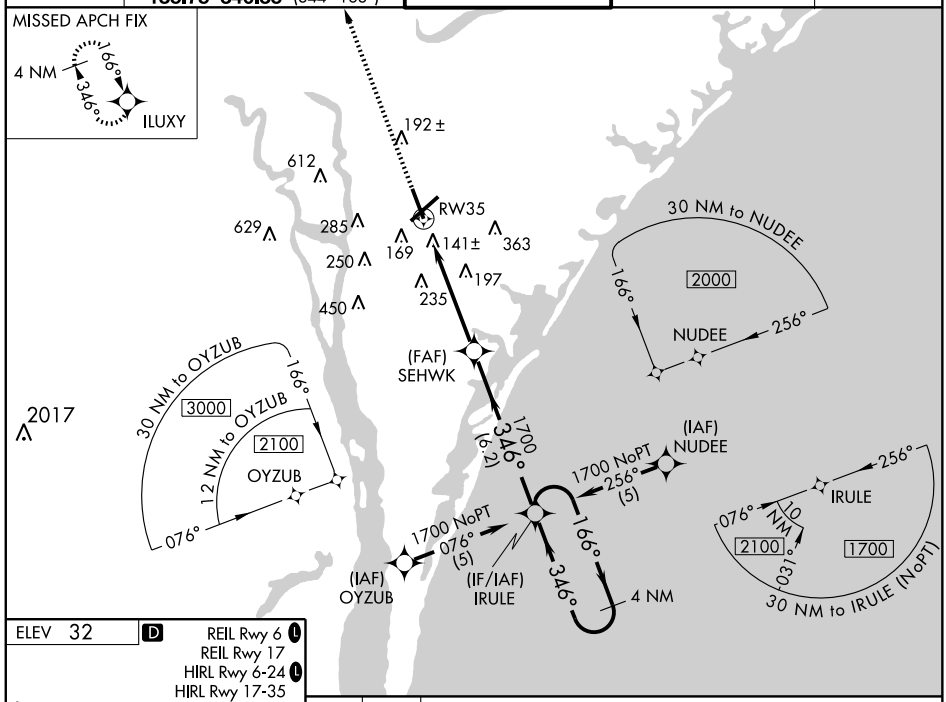
WILMINGTON INTL (ILM)

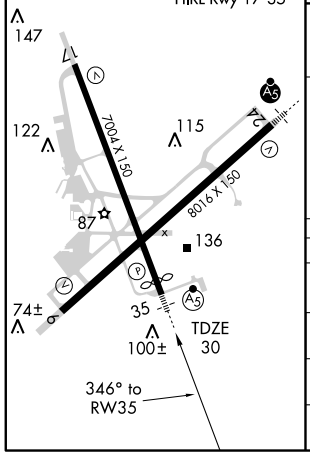
V A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oak Island altimeter setting and increase all DAs 52 feet and all MDAs 60 feet. VDP and Baro-VNAV NA when using Oak Island altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000.

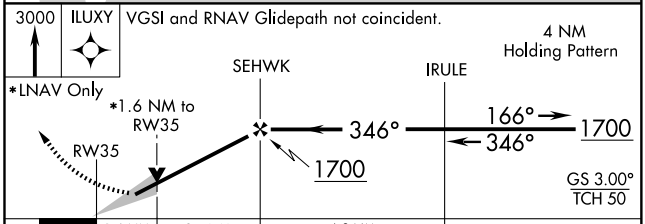
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 346.35 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	351/40 321 (400-¾)			
LNAV/ VNAV DA	471/50 441 (500-1)			
LNAV MDA	500/24 470 (500-½)		500/40 470 (500-¾)	500/50 470 (500-1)
CIRCLING	560-1½ 528 (600-1½)			600-2 568 (600-2)

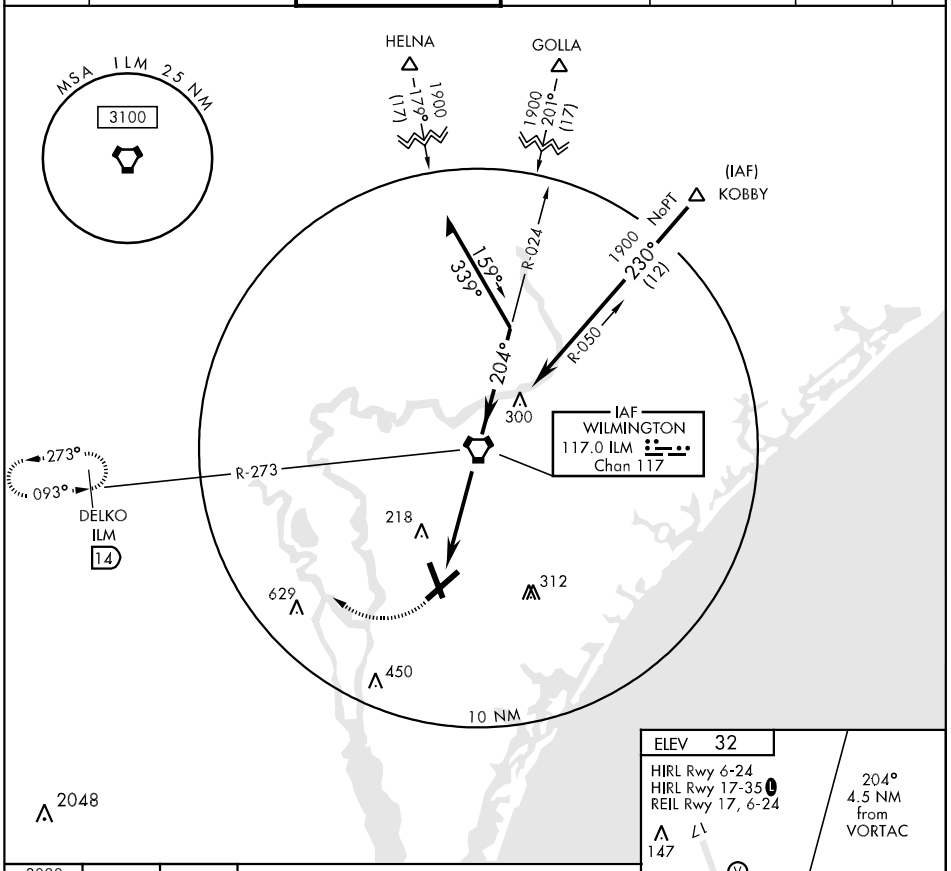
SE-2. 17 DEC 2009 to 14 JAN 2010

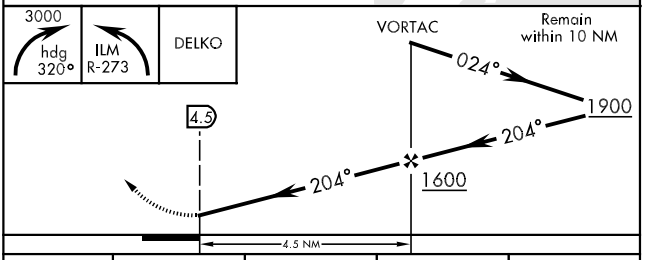
TACAN-A

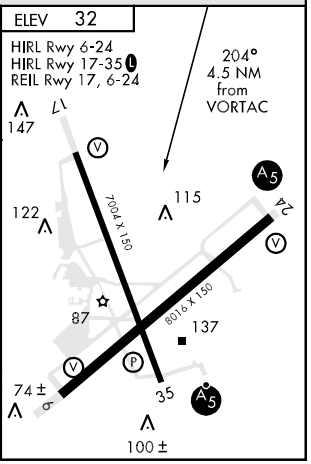
VORTAC ILM 117.0 Chan 117	APCH CRS 204°	Rwy ldg N/A TDZE N/A Arpt Elev 32	AL-459 [USN]	WILMINGTON INTL (KILM)

MISSED APPROACH: Climbing right turn to 3000 via hdg 320° and ILM VORTAC R-273 to DELKO int and hold.

ATIS	WILMINGTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM	ASR
124.975	135.75 346.35	119.9 (CTAF) L 239.3	121.9 348.6	121.9 348.6	122.95	







CATEGORY	A	B	C	D
CIRCLING	540-1 508 (600-1)		540-1½ 508 (600-1½)	640-2 608 (700-2)

APP CRS	Rwy Idg	4500
038°	TDZE	156
	Apt Elev	161

RNAV (GPS) RWY 3

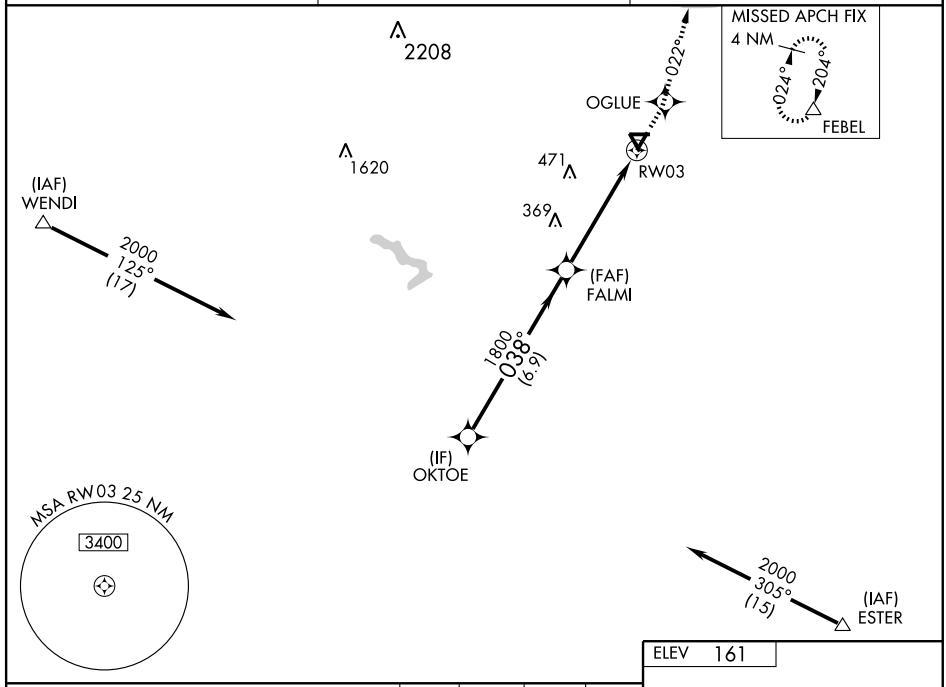
WILSON INDUSTRIAL AIR CENTER (WØ3)

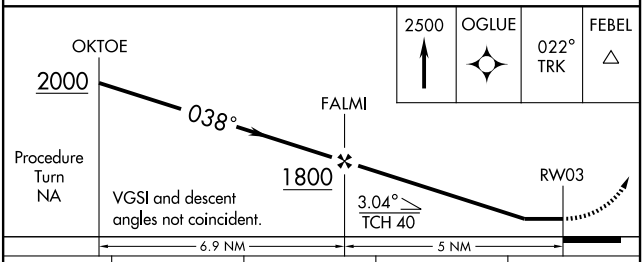
T
NA

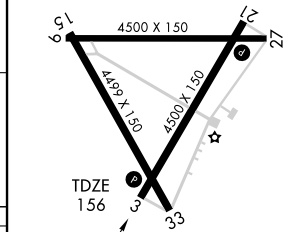
Circling to Rwy 9, 15, 27, 33 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct OGLUE then via 022° track to FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 404 (400-1)		560-1¼ 404 (400-1¼)	
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 424 (500-1)		580-1¼ 424 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4500
095°	TDZE	161
	Apt Elev	161

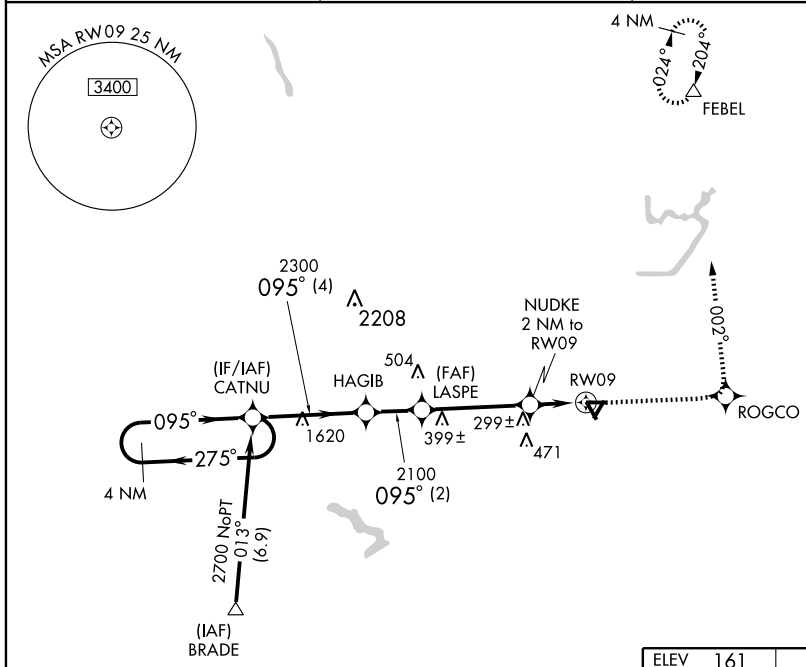
RNAV (GPS) RWY 9

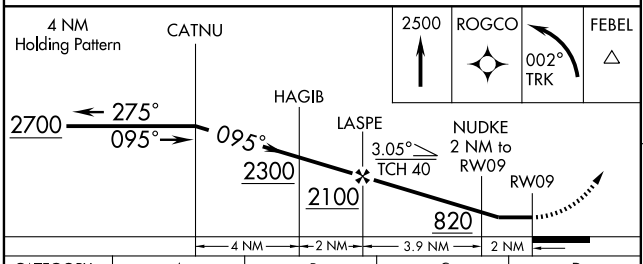
WILSON INDUSTRIAL AIR CENTER (W03)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

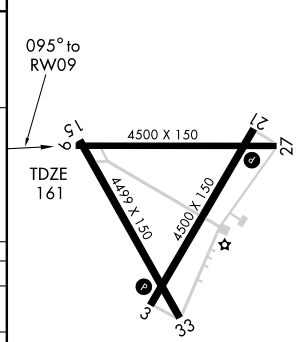
MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	161

RNAV (GPS) RWY 15

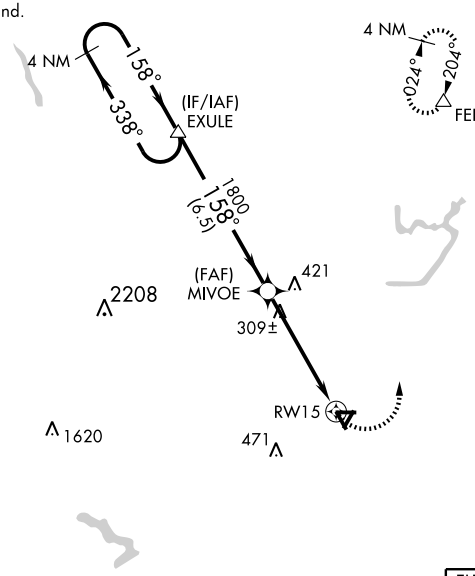
WILSON INDUSTRIAL AIR CENTER (W03)

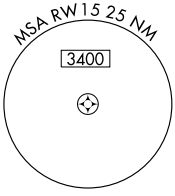
T NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

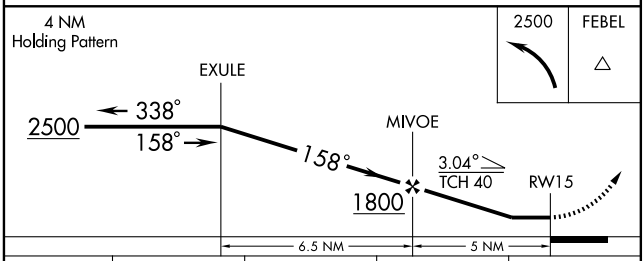
MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725

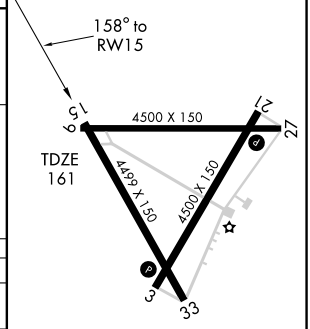
NoPT for arrival at EXULE on V194-310 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	560-1 399 (400-1)			560-1¼ 399 (400-1¼)
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 419 (500-1)		580-1¼ 419 (500-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

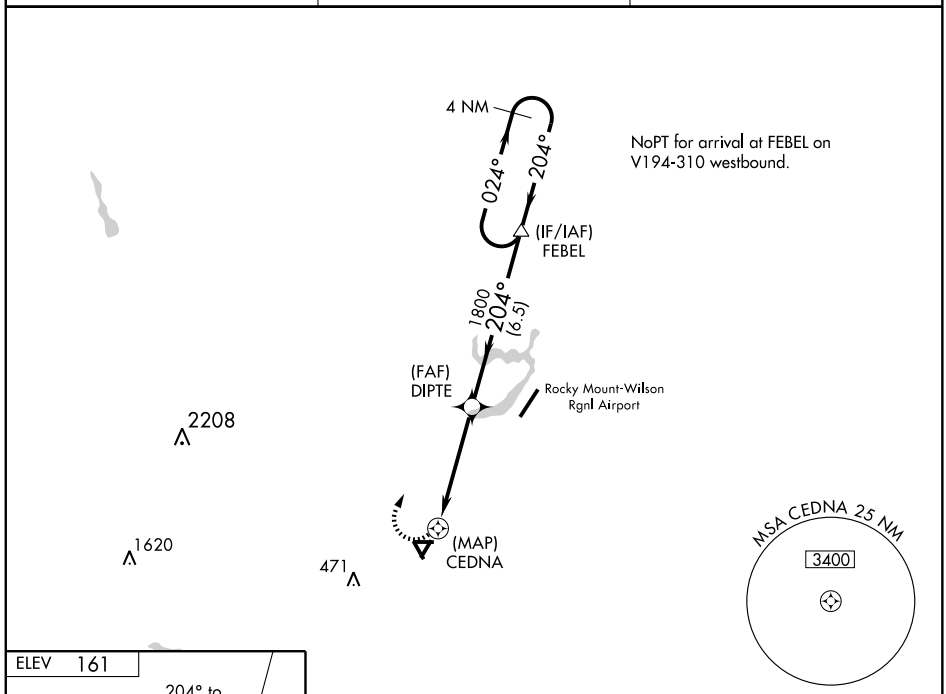
APP CRS	Rwy Idg	4500
204°	TDZE	159
	Apt Elev	161

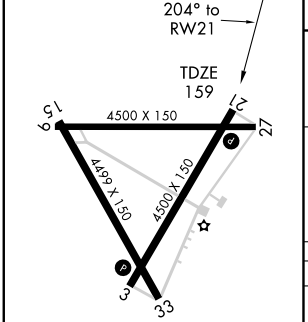
RNAV (GPS) RWY 21
WILSON INDUSTRIAL AIR CENTER (WØ3)

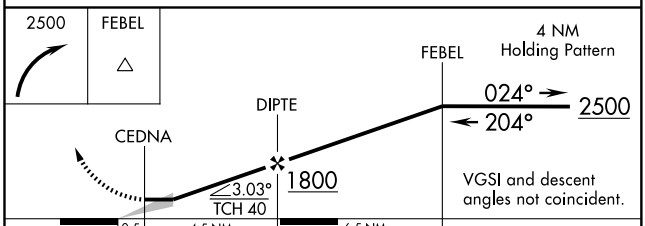
Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)	
CIRCLING	660-1 499 (500-1)		660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 401 (400-1)		560-1¼ 401 (400-1¼)	
CIRCLING	680-1 519 (600-1)		680-1½ 519 (600-1½)	720-2 559 (600-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4499
339°	TDZE	157
	Apt Elev	161

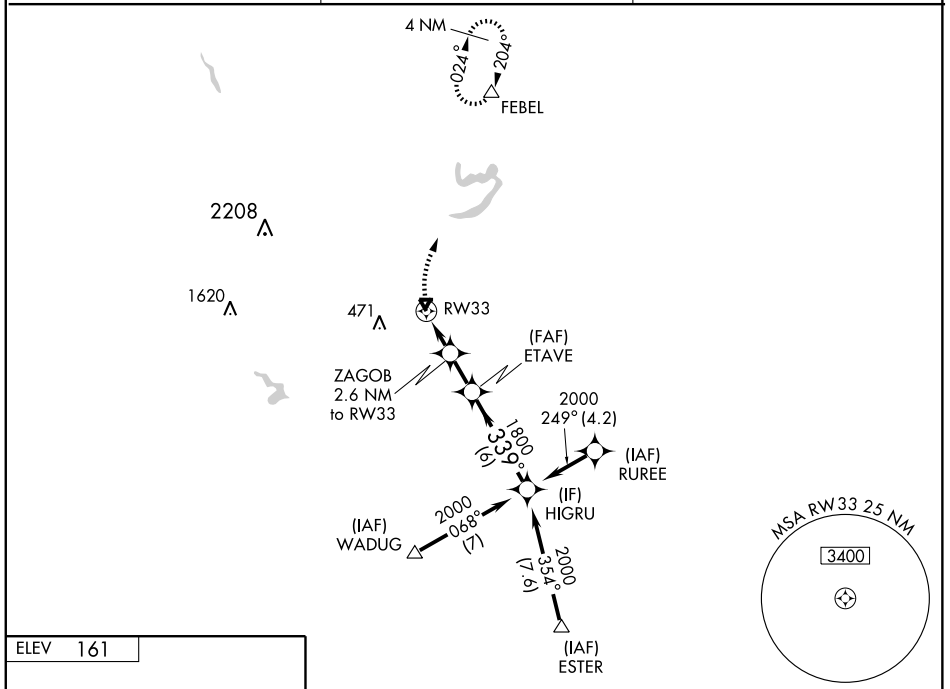
RNAV (GPS) RWY 33

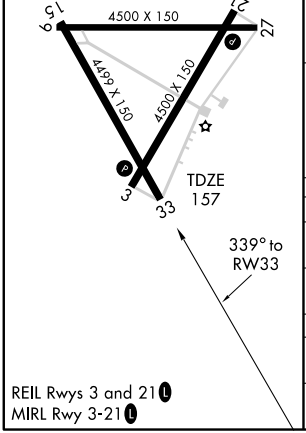
WILSON INDUSTRIAL AIR CENTER (WØ3)

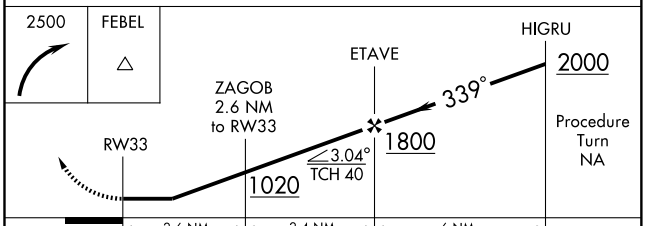
▼ ▲ NA — Obtain local altimeter setting on CTAF; when not received use Rocky Mount-Wilson Rgnl altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Circling NA at night to Rwys 9, 27, 15, 33.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

WASHINGTON CENTER	UNICOM	GCO
118.475 279.65	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LNAV MDA	640-1	483 (500-1)	640-1¼ 483 (500-1¼)	640-1½ 483 (500-1½)
CIRCLING	660-1	499 (500-1)	660-1½ 499 (500-1½)	720-2 559 (600-2)
ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	660-1	503 (500-1)	660-1½	503 (500-1½)
CIRCLING	680-1	519 (600-1)	680-1½ 519 (600-1½)	720-2 559 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

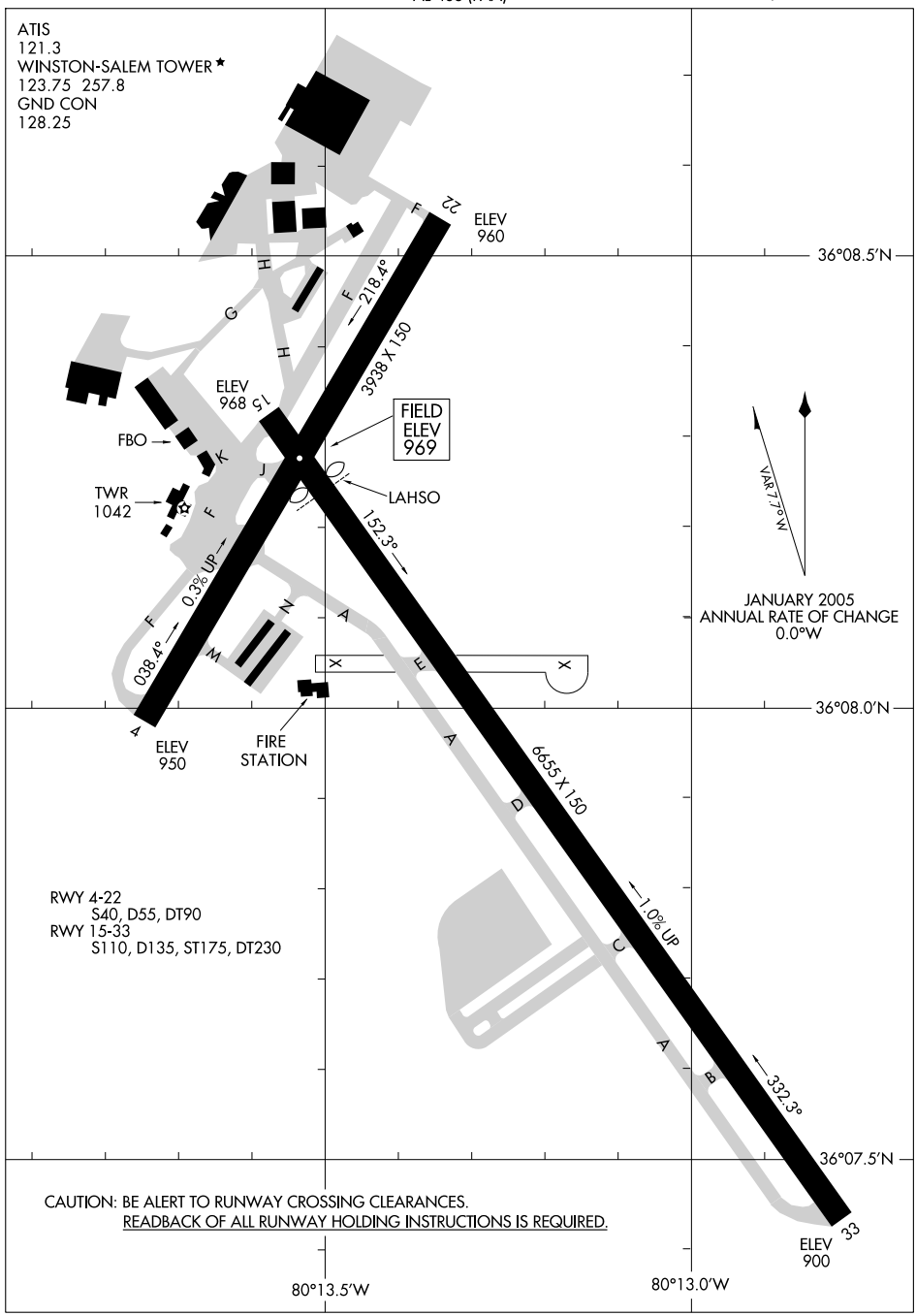
09295

AIRPORT DIAGRAM

AL-463 (FAA)

WINSTON-SALEM /SMITH REYNOLDS (INT)

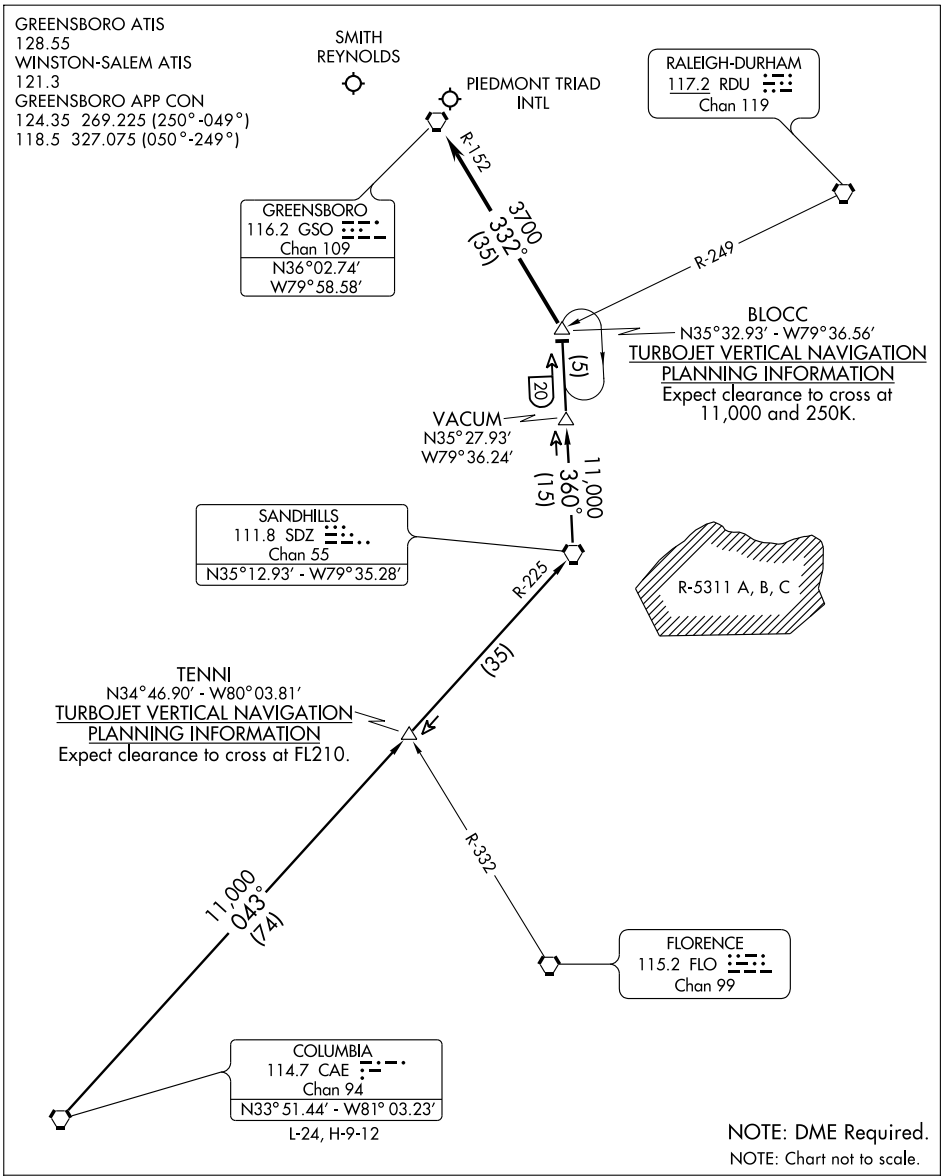
WINSTON-SALEM, NORTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

BLOCC ONE ARRIVAL (BLOCC.BLOCC1)

GREENSBORO, NORTH CAROLINA



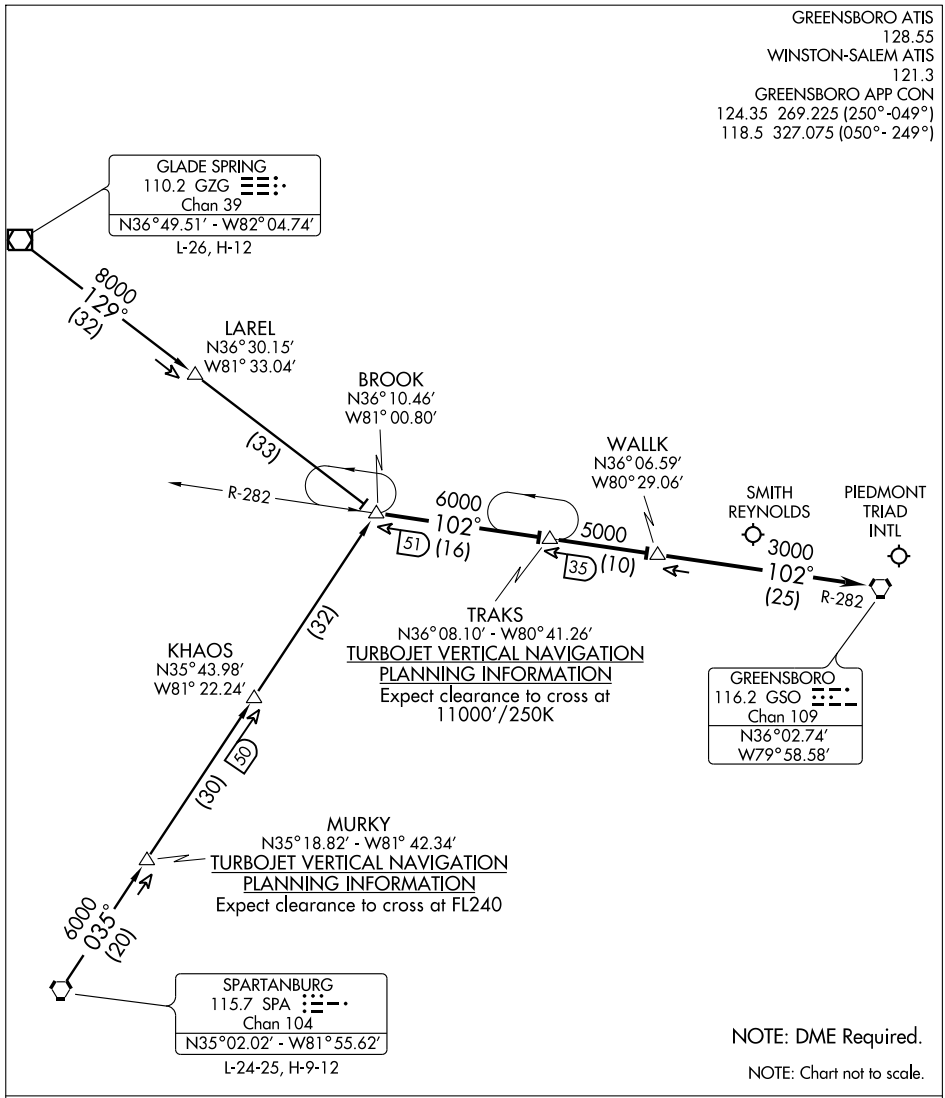
COLUMBIA TRANSITION (CAE.BLOCC1): From over CAE VORTAC via CAE R-043 and SDZ R-225 to SDZ VORTAC, then via SDZ R-360 to BLOCC INT. Thence. . . .

. . . .From over BLOCC INT via GSO R-152 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA



GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

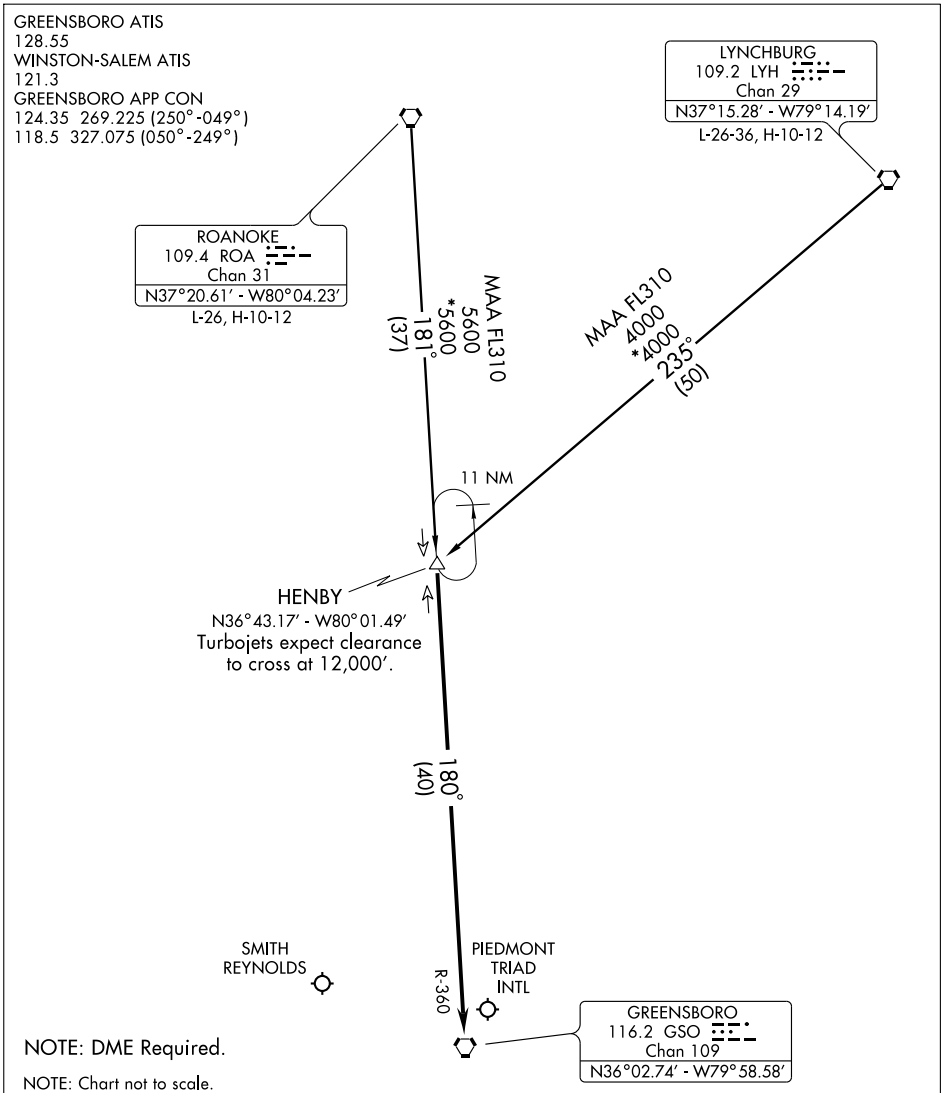
SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

HENBY TWO ARRIVAL (HENBY.HENBY2)

GREENSBORO, NORTH CAROLINA



LYNCHBURG TRANSITION (LYH.HENBY2): From over LYH VORTAC via LYH R-235 to HENBY INT. Thence. . . .

ROANOKE TRANSITION (ROA.HENBY2): From over ROA VORTAC via ROA R-181 to HENBY INT. Thence. . . .

. . . .From over HENBY INT via GSO R-360 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-INT	APP CRS	Rwy Idg	6655
110.3	332°	TDZE	941
		Apt Elev	969

ILS or LOC RWY 33

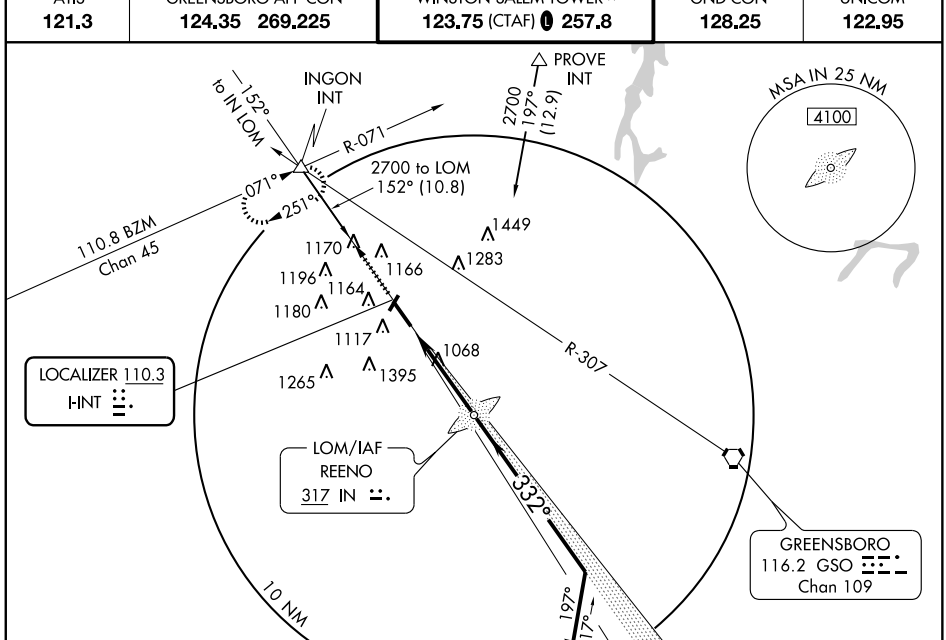
WINSTON-SALEM / SMITH REYNOLDS (INT)

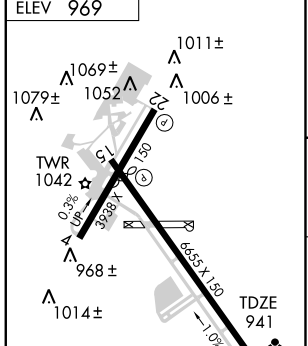
For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase S-ILS 33 visibility to RVR 5000 all Cats. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 33 Cat. C visibility to RVR 4000 and Circling Cat. D ¼ mile. ADF Required.

MALSR

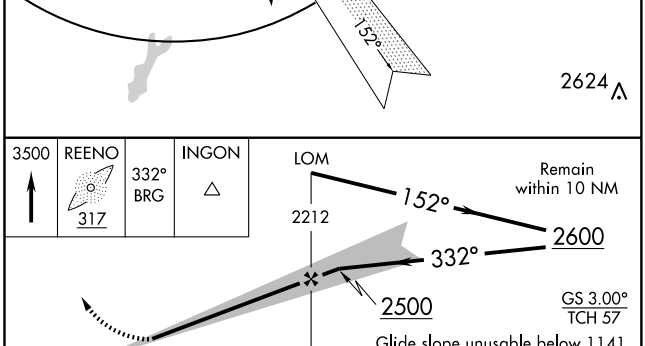
MISSED APPROACH: Climb to 3500 via 332° bearing from REENO LOM to INGON Int and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95





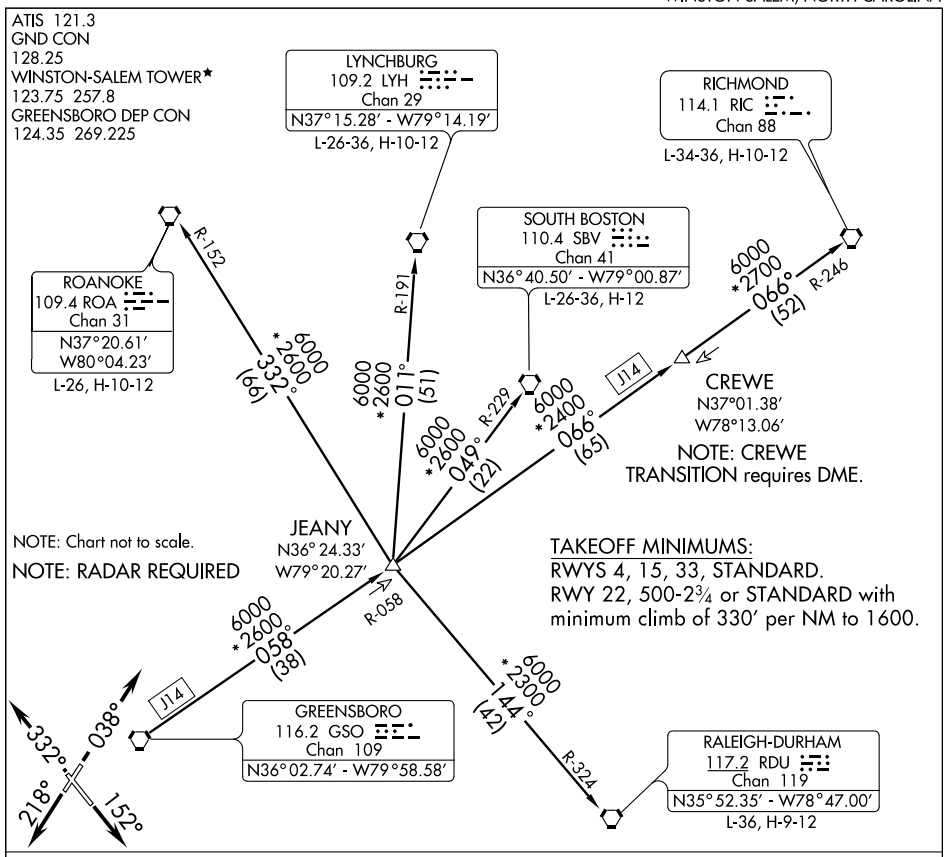
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-ILS 33	1141/24 200 (200-½)			
S-LOC 33	1320/24 379 (400-½)			1320/40 379 (400-¾)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

QUAKER THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence....
TAKEOFF RWY 15: Climb heading 152°. Thence....
TAKEOFF RWY 22: Climb heading 218°. Thence....
TAKEOFF RWY 33: Climb heading 332°. Thence....

TURBOJETS: Maintain 4000. TURBOPROP/PROP: Maintain 2500 or assigned altitude.

. . . Expect vector to intercept assigned radial associated with issued transition. Proceed via the depicted radial to the transition fix then as filed. If no transition assigned, expect vector to appropriate fix. Expect filed altitude/flight level ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION (CONTINUED)

RICHMOND TRANSITION (QUAK3.RIC): From over GSO VORTAC via GSO R-058 to JEANY INT then via GSO R-058 and RIC R-246 to CREWE DME fix. Then via RIC R-246 to RIC VORTAC.

LYNCHBURG TRANSITION (QUAK3.LYH): From over GSO VORTAC via GSO R-058 to JEANY INT then via LYH R-191 to LYH VORTAC.

RALEIGH-DURHAM TRANSITION (QUAK3.RDU): From over GSO VORTAC via GSO R-058 to JEANY INT then via RDU R-324 to RDU VORTAC.

ROANOKE TRANSITION (QUAK3.ROA): From over GSO VORTAC via GSO R-058 to JEANY INT then via ROA R-152 to ROA VORTAC.

SOUTH BOSTON TRANSITION (QUAK3.SBV): From over GSO VORTAC via GSO R-058 to JEANY INT then via SBV R-229 to SBV VORTAC.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014' from DER, 159' left of centerline, up to 92' AGL/1,041' MSL. Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1,051' MSL.

RWY 15: Bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

RWY 22: Multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1,014' MSL. Antenna 4,538' from DER, 1,044' left of centerline, 189' AGL/1,138' MSL. Tower 2.1 NM from DER, 2,784' left of centerline, 468' AGL/1,395' MSL. Antenna on building 2.3 NM from DER, 3,230' left of centerline, 460' AGL/1,376' MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1,083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1,084' MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6069
152°	TDZE	968
	Apt Elev	969

RNAV (GPS) RWY 15

WINSTON-SALEM / SMITH REYNOLDS (INT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COLEB and via track 102° to GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95

Procedure NA for arrival at FREON via V222 Northeast bound.

(IAF) FREON

4100 NoPT 202° (15.7)

2579

3089

5 NM 152° 332°

(IF/IAF) ADKAW

2700 152° (6.1)

4600 280° (11.7) PROVE

4100 to ADKAW 331° (5.4) INGON

MSA RW15 25 NM 4100

(FAF) GASTN

1197±

1170 1166 1449

1196 1283

1180 1164 RW15

1117

1265 1395

COLEB 102° GREENSBORO GSO 107° 287° 4 NM

ELEV 969

152° to RW15

1011±

1069± 1052 1006±

1079±

TWR 1042

TDZE 968

0.3% UP

3988 X 150

6655 X 150

968±

1014±

1.0% UP

5 NM Holding Pattern

ADKAW

4100 332° 152° 152°

GASTN

2700 3.04° TCH 36

RW15

6.1 NM 5.3 NM

3000	COLEB	102° TRK	GSO

CATEGORY	A	B	C	D
LNAV MDA	1420-1 452 (500-1)		1420-1¼ 452 (500-1¼)	1420-1½ 452 (500-1½)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1½ 611 (700-1½)	1740-2¼ 771 (800-2¼)

MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6655
CH 82011	332°	TDZE	941
W33A		Apt Elev	969

RNAV (GPS) RWY 33

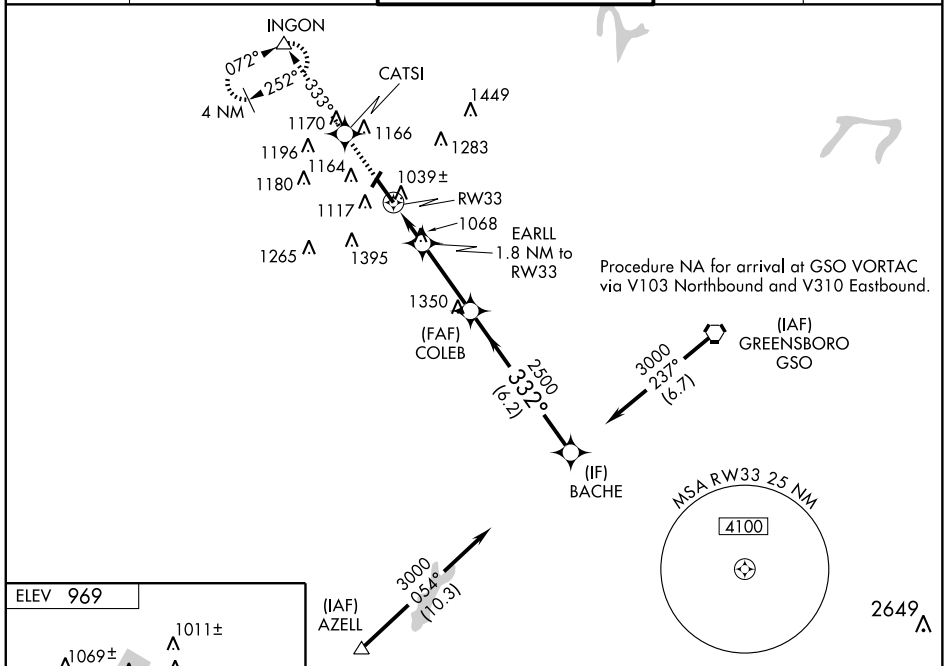
WINSTON-SALEM / SMITH REYNOLDS (INT)

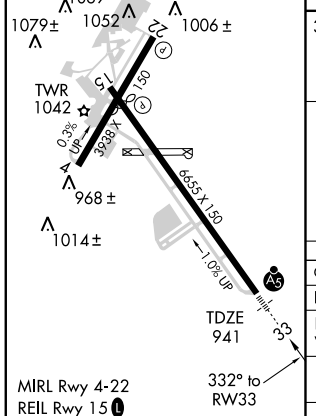
For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats. visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile.

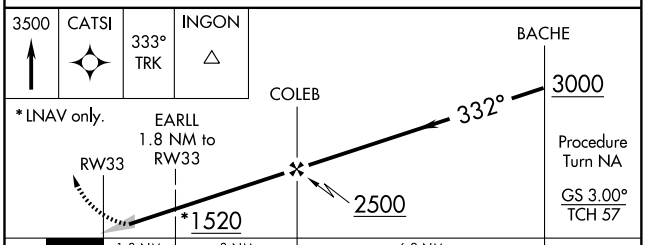
MALSR

MISSED APPROACH: Climb to 3500 direct CATSI and via 333° track to INGON and hold, continue climb-in-hold to 3500.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) 257.8	128.25	122.95





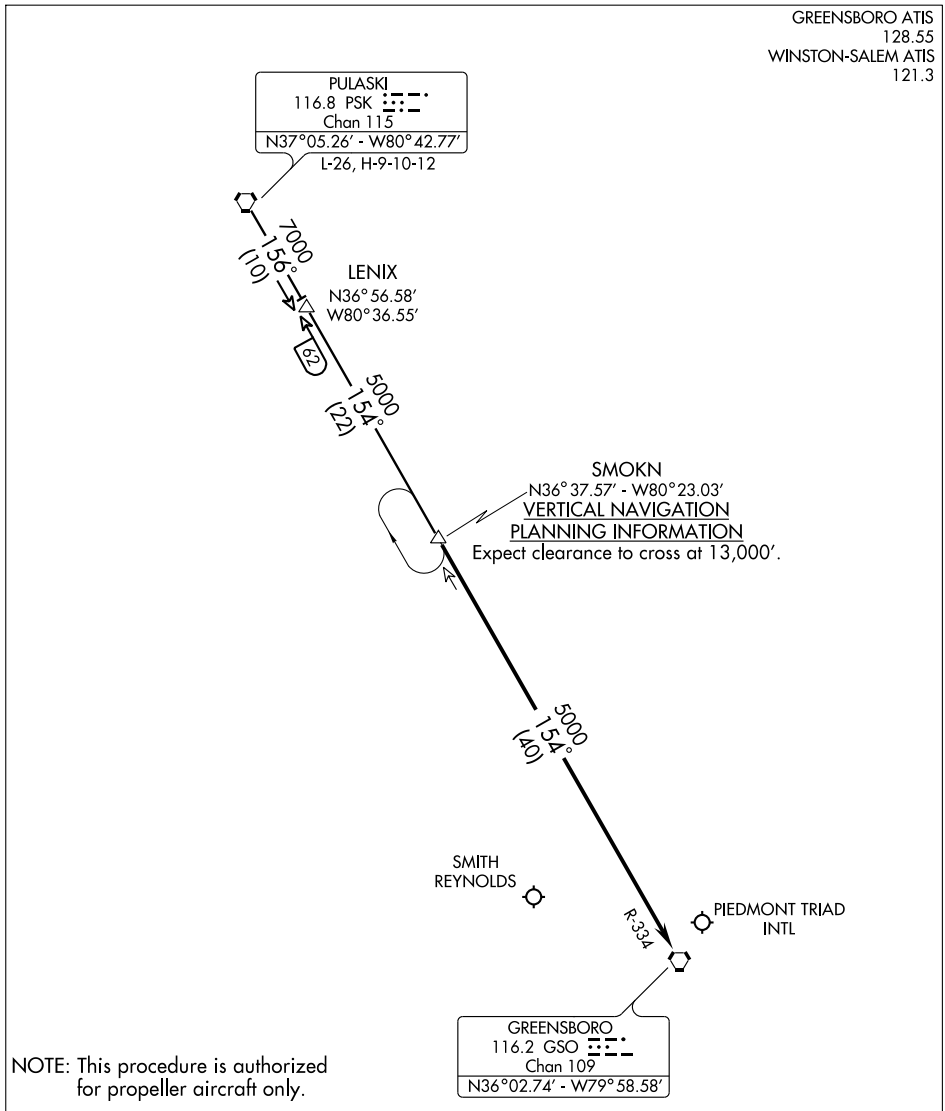


CATEGORY	A	B	C	D
LPV DA	1141/24 200 (200-½)			
LNAV/VNAV DA	1407/60 466 (500-1¼)			
LNAV MDA	1380/24 439 (500-½)		1380/40 439 (500-¾)	1380/50 439 (500-1)
CIRCLING	1480-1 511 (600-1)	1580-1 611 (700-1)	1580-1¾ 611 (700-1¾)	1740-2½ 771 (800-2½)

SE-2. 17 DEC 2009 to 14 JAN 2010

SMOKN THREE ARRIVAL (SMOKN.SMOKN3)

GREENSBORO, NORTH CAROLINA



NOTE: This procedure is authorized for propeller aircraft only.

NOTE: Chart not to scale.

PULASKI TRANSITION (PSK.SMOKN3): From over PSK VORTAC via PSK R-156 to LENIX INT. Thence via GSO R-334 to SMOKN INT. Thence....

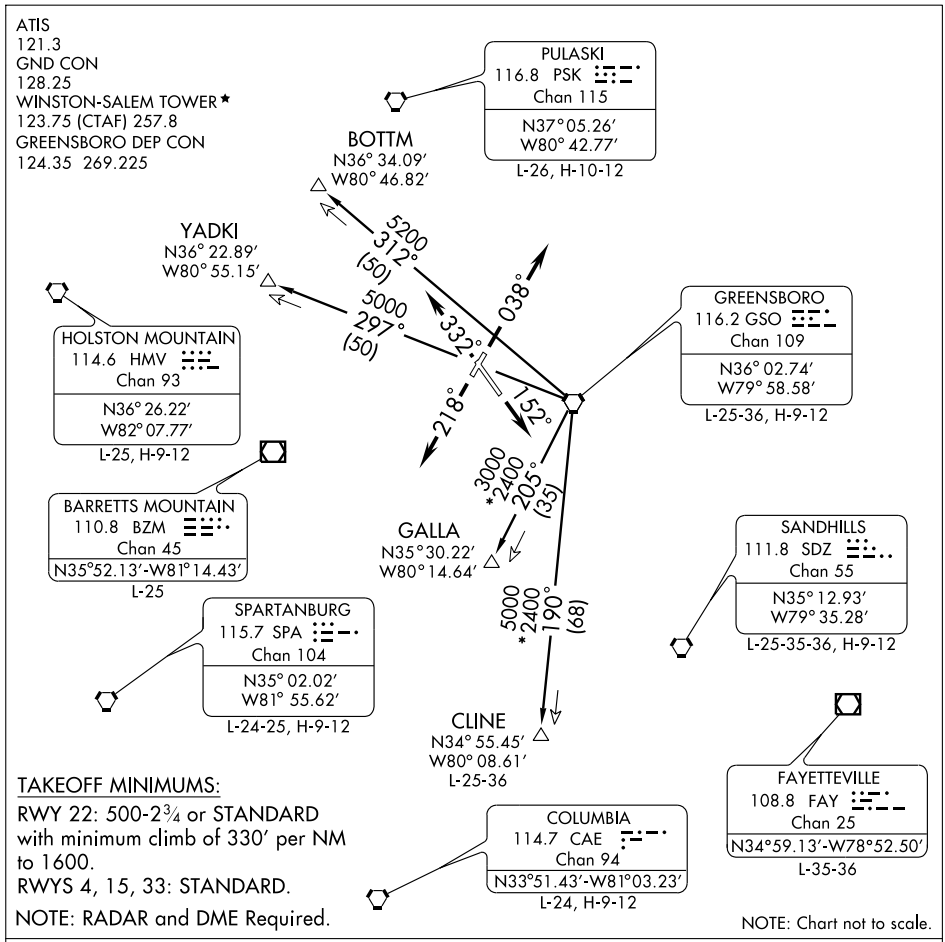
. . . .From over SMOKN INT via GSO R-334 to GSO VORTAC. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

TRIAD SIX DEPARTURE

SL-463 (FAA)

WINSTON-SALEM/ SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA



TAKEOFF MINIMUMS:

RWY 22: 500-2¾ or STANDARD with minimum climb of 330′ per NM to 1600.
RWYS 4, 15, 33: STANDARD.

NOTE: RADAR and DME Required.

NOTE: Chart not to scale.

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038°. Thence. . . .
TAKEOFF RWY 15: Climb heading 152°. Thence. . . .
TAKEOFF RWY 22: Climb heading 218°. Thence. . . .
TAKEOFF RWY 33: Climb heading 332°. Thence. . . .

Turbojets: Maintain 4000.
Turboprop/Prop: Maintain 2500 or assigned altitude.
Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix; thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect filed altitude/flight level ten minutes after departure.

(NARRATIVE ON FOLLOWING PAGE)

TRIAD SIX DEPARTURE

BOTTM TRANSITION (TRI6.BOTTM): From over GSO VORTAC via GSO R-312 to BOTTM.

CLINE TRANSITION (TRI6.CLINE): From over GSO VORTAC via GSO R-190 to CLINE.

GALLA TRANSITION (TRI6.GALLA): From over GSO VORTAC via GSO R-205 to GALLA.

YADKI TRANSITION (TRI6.YADKI): From over GSO VORTAC via GSO R-297 to YADKI.

TAKEOFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 1,014′ from DER, 159′ left of centerline, up to 92′ AGL/1,041′ MSL. Multiple trees beginning 2′ from DER, 195′ right of centerline, up to 62′ AGL/1,051′ MSL.

RWY 15: Bush and multiple trees beginning 109′ from DER, 237′ left of centerline, up to 81′ AGL/960′ MSL. Multiple trees beginning 123′ from DER, 433′ right of centerline, up to 66′ AGL/945′ MSL.

RWY 22: Multiple trees beginning 376′ from DER, 136′ left of centerline, up to 65′ AGL/1,014′ MSL. Antenna 4,538′ from DER, 1,044′ left of centerline, 189′ AGL/1,138′ MSL. Tower 2.1 NM from DER, 2,784′ left of centerline, 468′ AGL/1,395′ MSL. Antenna on building 2.3 NM from DER, 3,230′ left of centerline, 460′ AGL/1,376′ MSL.

RWY 33: Floodlight, multiple hangars, poles, and trees beginning 230′ from DER, 41′ left of centerline, up to 74′ AGL/1,083′ MSL. Pole, windsock, multiple buildings and trees beginning 13′ from DER, 141′ right of centerline, up to 85′ AGL/1,084′ MSL.

WINSTON-SALEM, NORTH CAROLINA AL-463 (FAA)

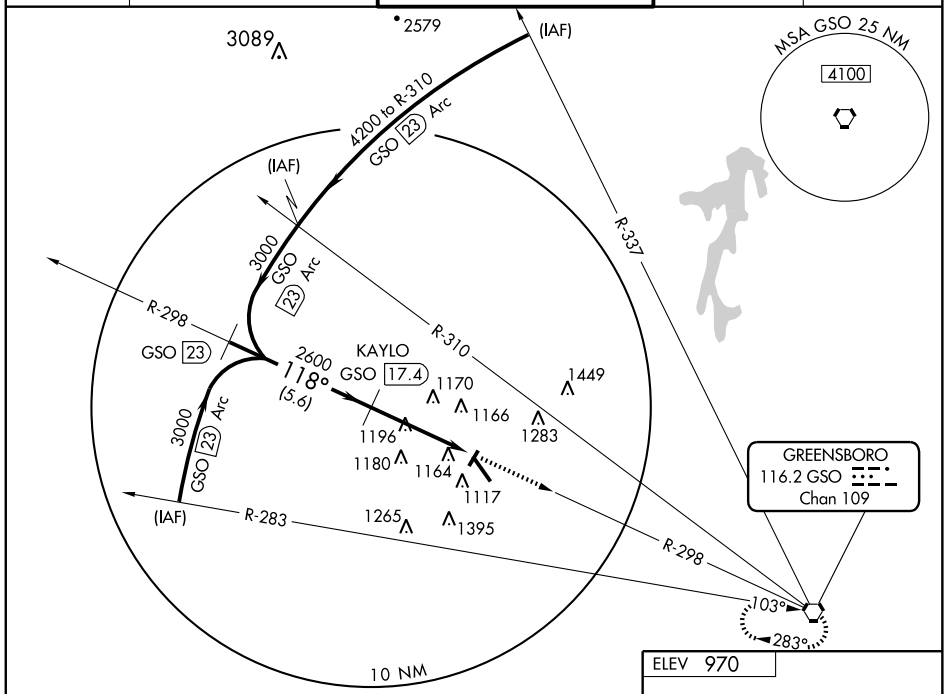
VORTAC GSO	APP CRS	Rwy Idg	6069
116.2	118°	TDZE	968
Chan 109		Apt Elev	970

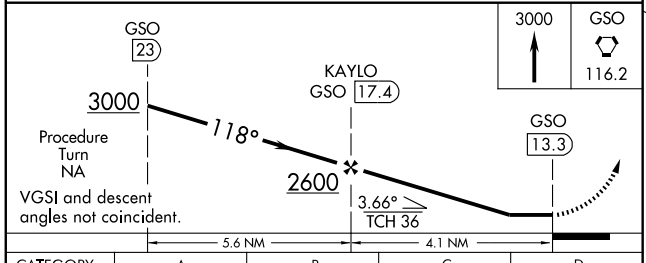
VOR/DME RWY 15

WINSTON-SALEM / SMITH REYNOLDS (INT)

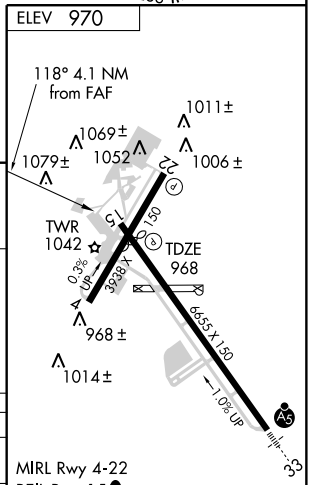
MISSED APPROACH: Climb to 3000 direct GSO VORTAC and hold.

ATIS	GREENSBORO APP CON	WINSTON-SALEM TOWER ★	GND CON	UNICOM
121.3	124.35 269.225	123.75 (CTAF) L 257.8	128.25	122.95



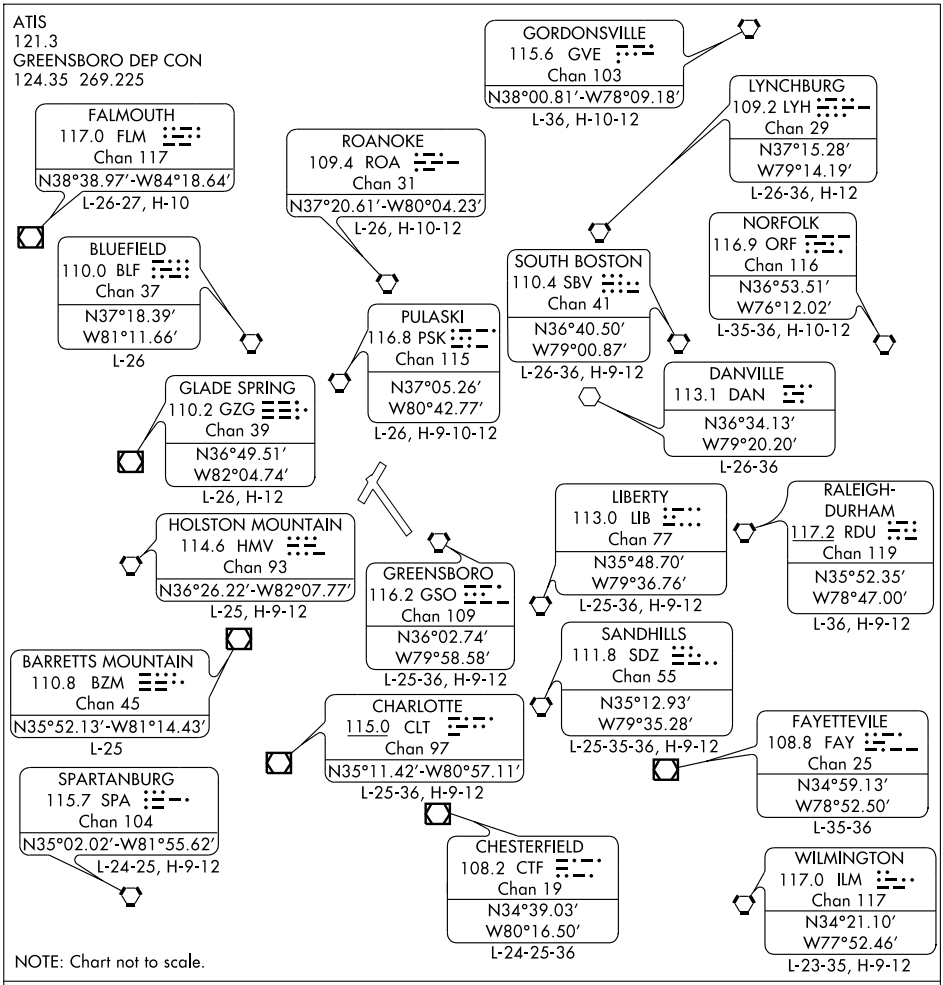


CATEGORY	A	B	C	D
S-15	1500-1 532 (600-1)		1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1500-1 530 (600-1)	1580-1 610 (700-1)	1580-1¾ 610 (700-1¾)	1740-2½ 770 (800-2½)



SE-2. 17 DEC 2009 to 14 JAN 2010

WINSTON ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TURBOJETS: Fly runway heading or heading assigned by tower, maintain 5000 feet or assigned altitude. Thence....

PROPELLER AIRCRAFT: Fly runway heading or heading assigned by tower, maintain assigned altitude. Thence....

....Expect vectors to join filed route. Expect filed altitude 10 minutes after departure.

SE-2, 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL	**RNAV (GPS)-A**
	RNAV (GPS)-B
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BARTOW, FL	
BARTOW MUNI	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 9L
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 27R
NA when local weather not available.	
BROOKSVILLE, FL	
HERNANDO COUNTY	**RNAV (GPS) Rwy 3**
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 27
NA when local weather not available.	
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING	**ILS Rwy 10[1],** 700-2
	VOR-A, 1200-3
[1]NA when control tower closed.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN	**ILS or LOC Rwy 10[1]**
	NDB Rwy 10[12]
	RNAV (GPS) Rwy 10[3]
	VOR Rwy 28[14]
[1]NA when control tower closed.	
[2]Category A,B, 1200-2; Category C,D, 1200-3.	
[3]Category A,B, 1000-2; Category C,D, 1000-3.	
[4]Category A,B, 900-2; Category C,D, 900-3.	

NAME	ALTERNATE MINIMUMS
CRESTVIEW, FL	
BOB SIKES	**ILS Rwy 17[12]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 35[1]
	VOR-A[3]
[1]NA when local weather not available.	
[2]Category D, 700-2.	
[3]Category D, 800-2¼.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL	**ILS or LOC Rwy 7L[1]**
	LOC BC Rwy 25R[1]
	VOR Rwy 16[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
DELAND, FL	
DELAND MUNI- SIDNEY H. TAYLOR FIELD	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
NA when local weather not available.	
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	**ILS or LOC Rwy 8**
ILS, Category D, 700-2.	
FORT LAUDERDALE-HOLLYWOOD INTL	**ILS or LOC Rwy 9L[1]**
	ILS or LOC Rwy 27R[1]
	LOC Rwy 9R[2]
	LOC/DME Rwy 13[2]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Y Rwy 9R[2]
	RNAV (GPS) Z Rwy 9L[2]
	RNAV (GPS) Rwy 27L[2]
	RNAV (GPS) Y Rwy 27R[2]
	RNAV (GPS) Rwy 31[2]
	RNAV (RNP) Z Rwy 27R, 800-2¼
	VOR Rwy 27R[2]
[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.	

NAME ALTERNATE MINIMUMS

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5**
NA when FMY tower closed.

SOUTHWEST
FLORIDA INTL ..... **ILS or LOC Rwy 6[1][2]**
RNAV (GPS) Rwy 13[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.
[3]NA when local weather not available.

FORT PIERCE, FL

ST LUCIE
COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
VOR/DME Rwy 14
NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RANV (GPS) Rwy 25[1]
VOR Rwy 25[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R**
NA when control tower closed.
NA when local weather not available.

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 31[4]
VOR/DME Rwy 31[3]
[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]Category E, 800-2¾.
[4]NA when local weather not available.

NAME ALTERNATE MINIMUMS

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL . **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]
NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31
NA when local weather not available.

MARCO ISLAND, FL

MARCO ISLAND ..... **VOR/DME Rwy 17**
Category D, 800-2¼.

MAYAGUEZ, PR

EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL

MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R

NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R

NA when control tower closed.

NAPLES, FL

NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

OCALA, FL

OCALA INTL-JIM TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36

NA when local weather not available.

OKEECHOBEE, FL

OKEECHOBEE COUNTY.. . **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

ORLANDO, FL

EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25

[1]Category D, 800-2½.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R

ILS, 700-2.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]

[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL ..... **ILS Rwy 14[12]**
NDB Rwy 14[1]
VOR or TACAN-A[3]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 32[1]
RNAV (GPS) Rwy 14[4]
RNAV (GPS) Rwy 32[4]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

PENSACOLA, FL

PENSACOLA RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]

[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

POMPANO BEACH. FL

POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33

NA when local weather not available.
[1]NA when control tower closed.

PUNTA GORDA, FL

CHARLOTTE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

ST. AUGUSTINE, FL

ST. AUGUSTINE ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[1]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

ST. PETERSBURG, FL

ALBERT WHITTED ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

ST. PETERSBURG-CLEARWATER, FL

ST. PETERSBURG- CLEARWATER
INTL ..... **ILS or LOC Rwy 17L[12]**
ILS or LOC/DME Rwy 35R[12]
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 17L[2]
RNAV (GPS) Rwy 35R[2]
VOR Rwy 4[3]

[1]Category E, 1000-3.
[2]NA when local weather not available.
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.

SAN JUAN, PR

LUIS MUNOZ MARIN INTL ..... **ILS Rwy 10[1]**
VOR or TACAN Rwy 8[2]
VOR or TACAN Rwy 10[2]
VOR or TACAN Rwy 26[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 900-3.

SARASOTA(BRADENTON), FL

SARASOTA/
BRADENTON INTL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TALLAHASSEE, FL

TALLAHASSEE RGNL ... **ILS or LOC Rwy 27[123]**
ILS or LOC/DME Rwy 36[1]
NDB Rwy 36[1]
RNAV (GPS) Rwy 18[5]
RNAV (GPS) Rwy 27[5]
VOR/DME or TACAN Rwy 36[4]
VOR Rwy 18[15]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.
[4]Category E, 1000-3.
[5]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

TAMPA, FL

TAMPA INTL ..... **ILS or LOC Rwy 18R**
ILS or LOC Rwy 36L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R

Category E, 1000-3.

PETER O KNIGHT ..... **NDB-A[1]**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¾.

TAMPA EXECUTIVE ..... **ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS,Categories B, C, 800-2.

TITUSVILLE, FL

SPACE COAST RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Y Rwy 9[2]
RNAV (GPS) Y Rwy 18[2]
RNAV (GPS) Z Rwy 18[3]
RNAV (GPS) Rwy 36[2]

[1]ILS, 700-2, LOC,NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed.

VERO BEACH, FL

VERO BEACH MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 11R
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 28R[1]
RNAV (GPS) Y Rwy 14[2]
VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S
GILBERT ..... **RNAV (GPS) Rwy 11[1]**
VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME — TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)
ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18,36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL

DEPARTURE PROCEDURE: **Rwys 14, 32,** climb runway heading to 600 before turning right.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up to 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ

TAKE-OFF MINIMUMS: **Rwy 9,** NA. **Rwy 27,** 500-1 or std. with a min. climb of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 9,** NA. **Rwy 27,** climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 27,** trees 1200' from departure end of runway, 700' left of centerline, 30' AGL/171' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.

Rwy 14, climb heading 139° to 700 before turning right.

Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 07214

Rwy 3, obstacle identification surface begins 25' above DER. Diverse departures authorized between 028° CCW to 216°. Left turn to departure heading only. **Rwy 7**, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°. Other departure headings expect Radar vectors. Do not exceed 310 KIAS until receiving Radar vectors. If no vectors are received by EYW VORTAC 12 DME or NQX TACAN 6 DME, then climbing right turn direct EYW for enroute aircraft or NQX TACAN for military aircraft intending use of local special use airspace. Turboprop aircraft cross EYW VORTAC or NQX TACAN at or above 3000, Turbojet aircraft cross EYW VORTAC or NQX TACAN at or above 5000, before proceeding on course. Do not exceed 310 KIAS until crossing the VORTAC or TACAN. **Rwy 13,** diverse departures authorized between 084° CW to 315°. **Rwy 21**, diverse departures authorized between 084° CW to 315°. **Rwy 25**, diverse departures authorized between 084° CW to 315°. **Rwy 31**, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°.

TAKEOFF OBSTACLES: **Rwy 3**, Mast 1374' from DER, 323' left of centerline, 58' AGL/63' MSL. **Rwy 31**, Bldg 1058' from DER, 558' right of centerline, 39' AGL/ 43' MSL. Pole 1551' from DER, 474' right of centerline, 54' AGL/58' MSL.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL.

Rwy 23, trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL.

Rwy 29, trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/ 77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/ 75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)

AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD

NOTE: **Rwy 18**, power line 204' from departure end of runway on centerline, 40' AGL/119' MSL.

NAPLES, FL

NAPLES MUNI (APF)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)

ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL.

Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY

DEPARTURE PROCEDURE: **Rwy 29,** aircraft departing on a course between 270° clockwise to 360° climb on heading 270° to 1300 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2¼ or std. with a min. climb of 233' per NM to 500.

NOTE: **Rwy 5,** towers 1.8 NM from departure end of runway, 3216' right of centerline, 319' AGL/338' MSL, trees beginning 296' from departure end of runway, 205' right of centerline, up to 61' AGL/74' MSL, trees beginning 225' from departure end of runway, 217' left of centerline, up to 69' AGL/79' MSL. **Rwy 5,** multiple trees beginning 1585' from departure end of runway, 232' left of centerline, up to 43' AGL/64' MSL, trees beginning 731' from departure end of runway, 200' right of centerline, up to 65' AGL/75' MSL. **Rwy 14,** trees and buildings beginning 445' from departure end of runway, 29' right of centerline, up to 80' AGL/110' MSL. Trees beginning 13' from departure end of runway, 374' left of centerline, up to 87' AGL/107' MSL. **Rwy 23,** numerous trees beginning 55' from departure end of runway, 236' left of centerline, up to 65' AGL/72' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM.

TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2 2 88' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/ 21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)
AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

TAMPA INTL

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** tree 2225' from departure end of runway, 464' left of centerline, 45' AGL/84' MSL. Tower 4214' from departure end of runway, 265' right of centerline, 105' AGL/145' MSL. **Rwy 18L,** antenna and building beginning 3279' from departure end of runway, 1160' left of centerline, up to 146' AGL/155' MSL. **Rwy 18R,** multiple trees beginning 482' from departure end of runway, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from departure end of runway, 1162' left of centerline, up to 154' AGL/158' MSL. Multiple trees beginning 585' from departure end of runway, 419' right of centerline, up to 44' AGL/58' MSL. **Rwy 36L,** tree 752' from departure end of runway, 696' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)
AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)
AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure endof runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

WEST PALM BEACH, FL (CON'T)

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)

AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1000 before turning south.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

APP CRS	Rwy Idg	11302
082°	TDZE	237
	Apt Elev	237

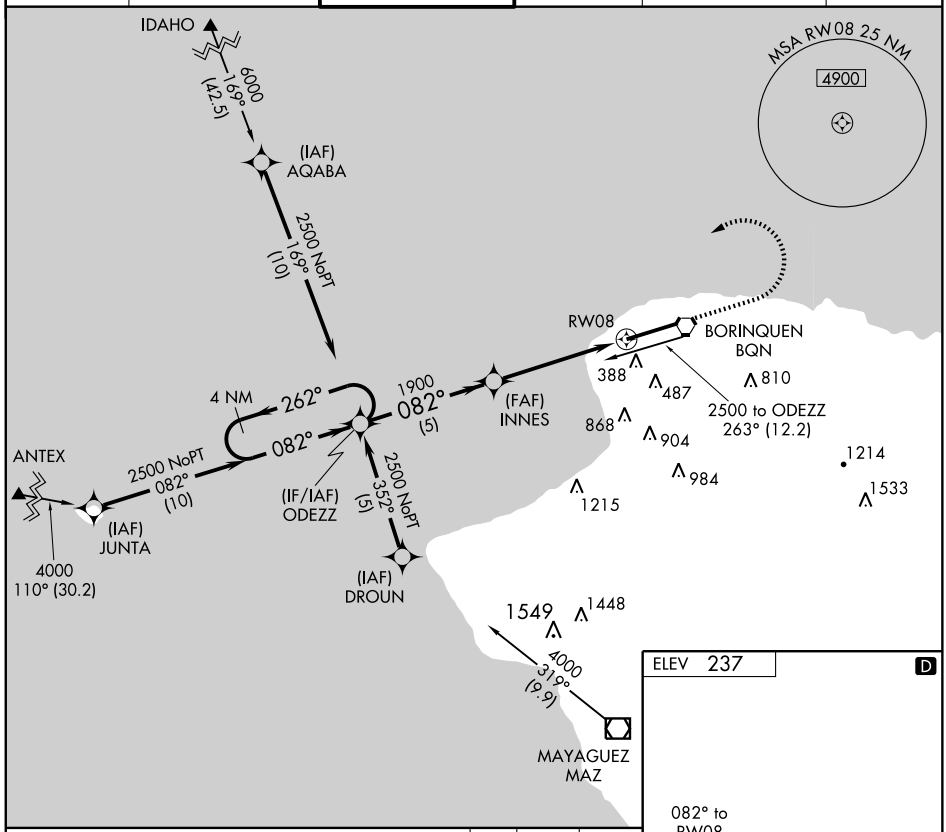
RNAV (GPS) RWY 8

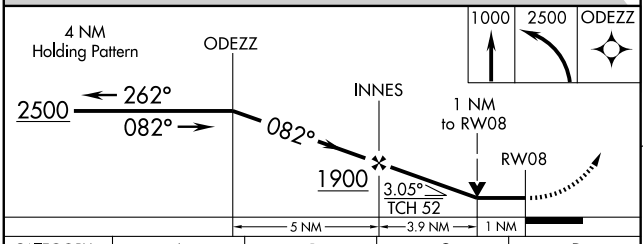
AGUADILLA / RAFAEL HERNANDEZ (BQN) (TJBQ)

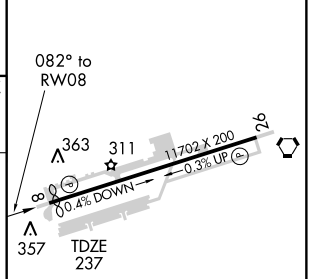
Obtain local altimeter setting on CTAF; when not received procedure not authorized.
Circling not authorized south of Rwy 8-26. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 direct ODEZZ WP and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER	GND CON	CLNC DEL	UNICOM
118.325	124.35 269.35	124.95 (CTAF) L	120.875	124.35 269.35	123.0







CATEGORY	A	B	C	D
LNAV MDA	620-1 383 (400-1)			620-1¼ 383 (400-1¼)
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

REIL Rwy 8 L
MIRL Rwy 8-26

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC BQN 113.5 Chan 82	APP CRS 085°	Rwy Idg 11302 TDZE 237 Apt Elev 237

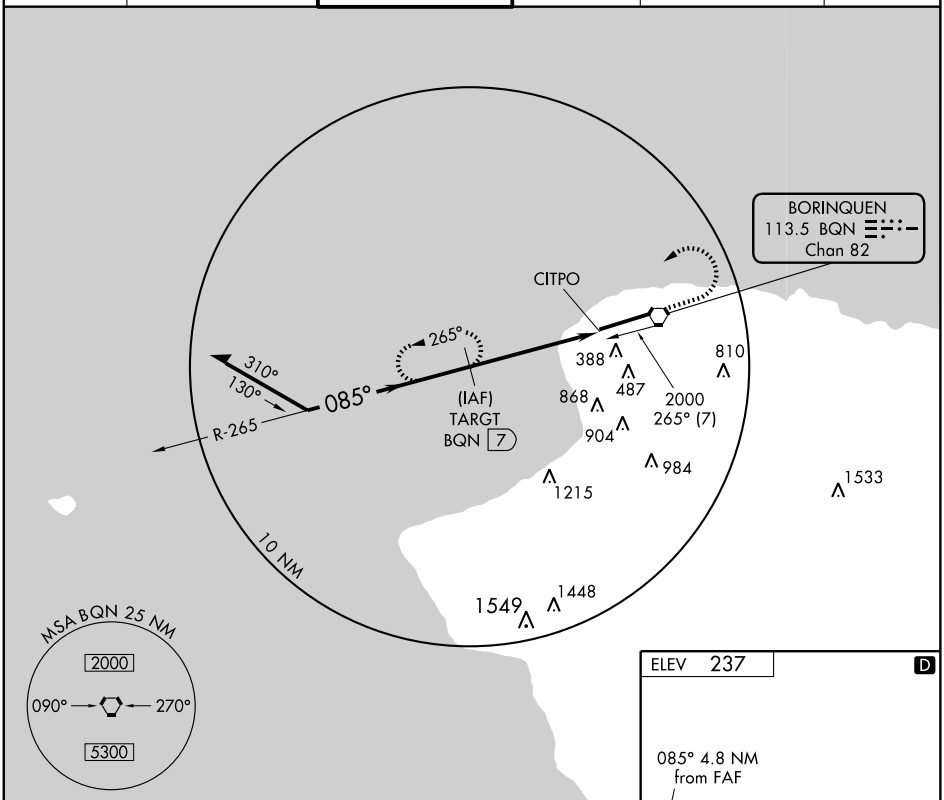
VOR/DME RWY 8

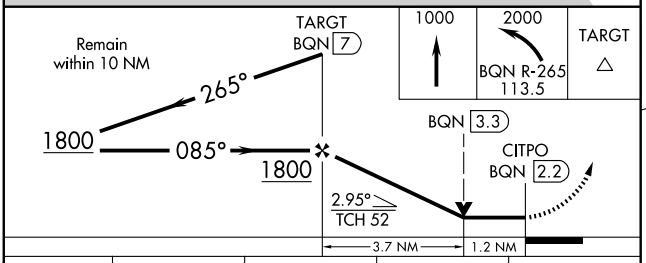
AGUADILLA / RAFAEL HERNANDEZ (BQN) (TJBQ)

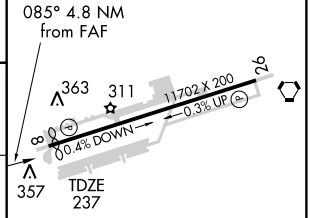
Obtain local altimeter setting on CTAF; when not received procedure not authorized. Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BQN R-265 to TARGT/7 DME and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER	GND CON	CLNC DEL	UNICOM
118.325	124.35 269.35	124.95 (CTAF) L	120.875	124.35 269.35	123.0







CATEGORY	A	B	C	D
S-8	660-1 423 (500-1)		660-1¼ 423 (500-1¼)	
CIRCLING	680-1 443 (500-1)	700-1 463 (500-1)	700-1½ 463 (500-1½)	800-2 563 (600-2)

REIL Rwy 8 L
MIRL Rwy 8-26

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC BQN 113.5 Chan 82	APP CRS 085°	Rwy Idg 11302 TDZE 237 Apt Elev 237

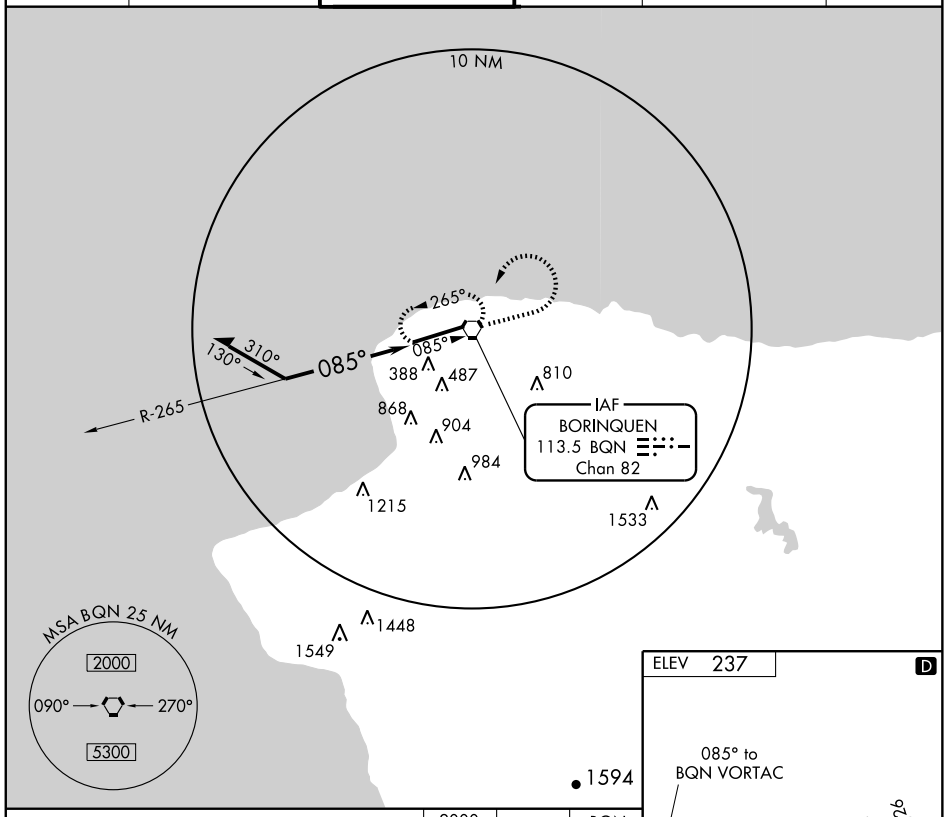
VOR RWY 8

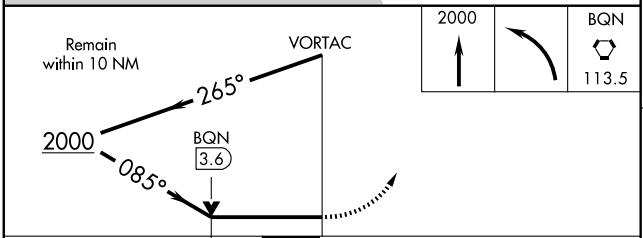
AGUADILLA / RAFAEL HERNANDEZ (BQN) (TJBQ)

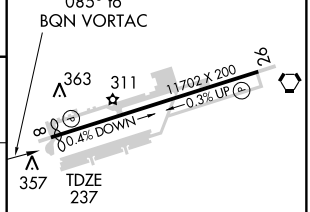
Obtain local altimeter setting on CTAF; when not received procedure not authorized. Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 2000 then left turn direct BQN VORTAC and hold.

ATIS	SAN JUAN CENTER	AGUADILLA TOWER	GND CON	CLNC DEL	UNICOM
118.325	124.35 269.35	124.95 (CTAF) L	120.875	124.35 269.35	123.0







CATEGORY	A	B	C	D
S-8	740-1 503 (600-1)		740-1½ 503 (600-1½)	
CIRCLING	740-1 503 (600-1)		740-1½ 503 (600-1½)	800-2 563 (600-2)

REIL Rwy 8 L
MIRL Rwy 8-26

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3405
090°	TDZE	47
	Apt Elev	49

RNAV (GPS) RWY 9

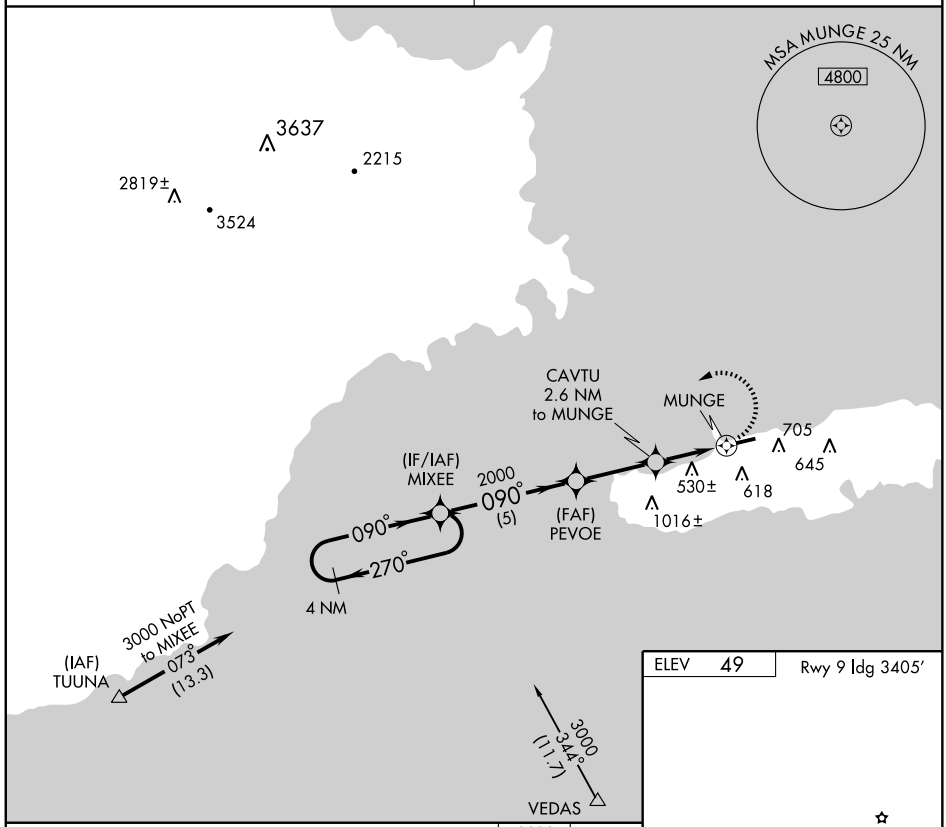
ISLA DE VIEQUES/ANTONIO RIVERA RODRIGUEZ (VQS)(TJVQ)

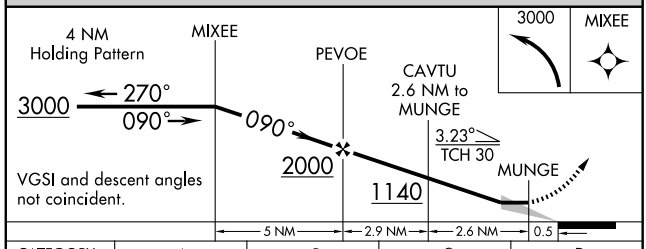
Use Luis Munoz Marin Intl altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA south of Rwy 9-27.

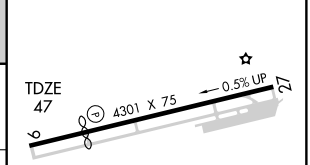
MISSED APPROACH: Climbing left turn to 3000 direct MIXEE and hold.

SAN JUAN CERAP APP CON
128.65 279.6

UNICOM
123.0 (CTAF)







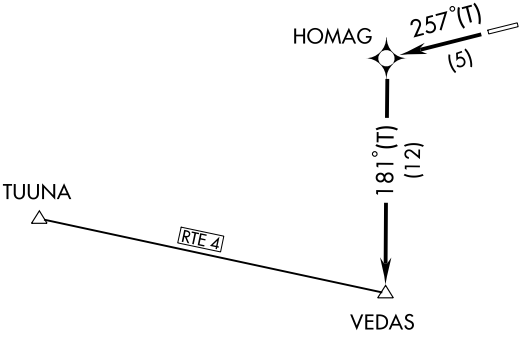
CATEGORY	A	B	C	D
LNAV MDA	880-1 833 (900-1)	880-1¼ 833 (900-1¼)	NA	
CIRCLING	1140-1¼ 1091 (1100-1¼)	1140-1½ 1091 (1100-1½)	NA	

MIRL Rwy 9-27

SE-3. 17 DEC 2009 to 14 JAN 2010

VEDAS TWO DEPARTURE (RNAV) (VEDAS2.VEDAS) ISLA DE VIEQUES, PUERTO RICO

SAN JUAN CERAP DEP CON
128.65 279.6



TAKE-OFF MINIMUMS: RWY 9: Not authorized
RWY 27: 500-1 or standard with a minimum climb of 300′ per NM to 1600.

NOTE: 1. GPS Required.
NOTE: 2. RNAV 1.

TAKE-OFF OBSTACLE NOTE:
Rwy 27: Trees 1200′ from DER, 700′ left of centerline, 30′ AGL/171′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb to 5000 or assigned lower altitude direct HOMAG WP, then left turn direct VEDAS WP. Expect filed altitude 10 minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

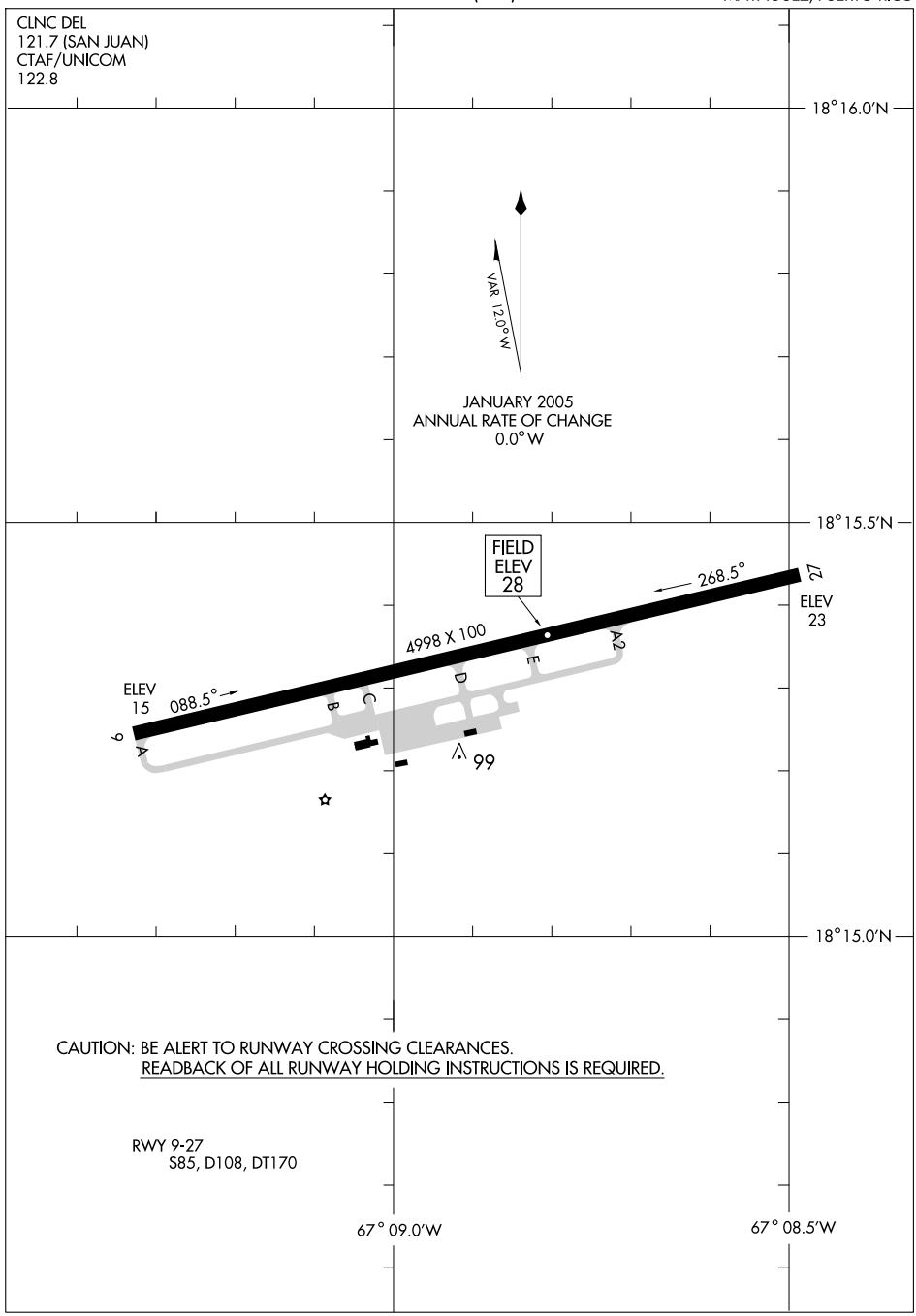
07074

AIRPORT DIAGRAM

MAYAGUEZ/EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

AL-5328 (FAA)

MAYAGUEZ, PUERTO RICO



SE-3, 17 DEC 2009 to 14 JAN 2010

VOR/DME MAZ	APP CRS	Rwy Idg	4998
110.6	081°	TDZE	28
Chan 43		Apt Elev	28

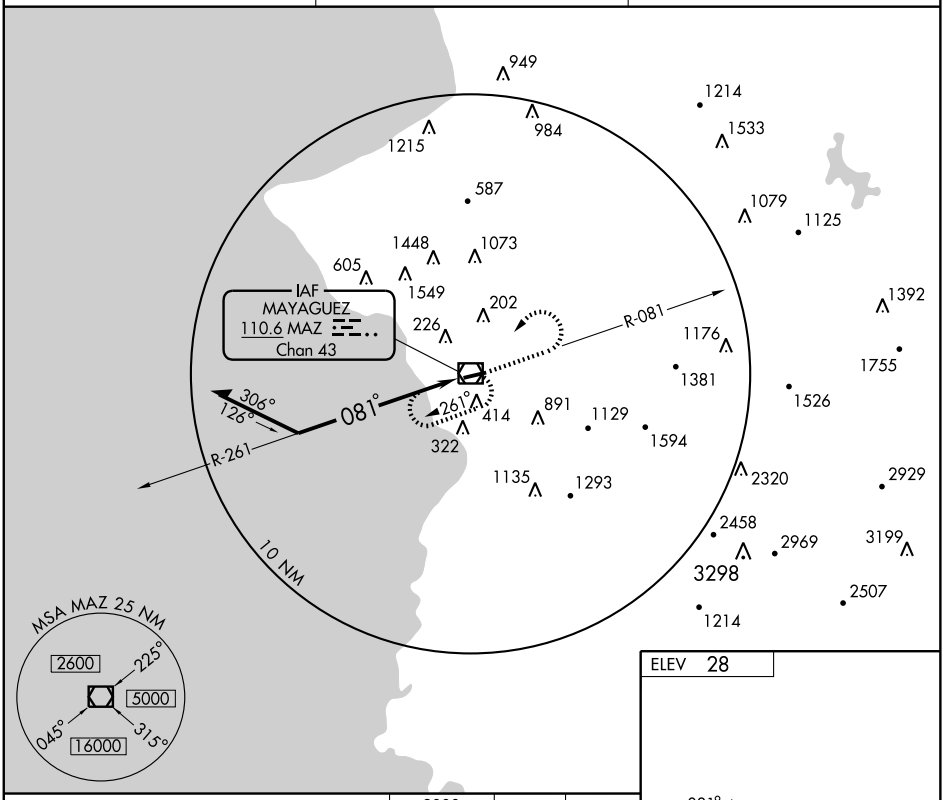
VOR or GPS RWY 9

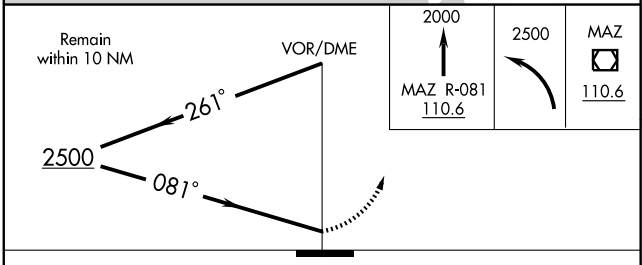
MAYAGUEZ / EUGENIO MARIA DE HOSTOS (MAZ)(TJMZ)

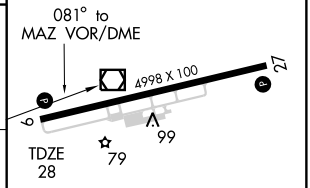
When Class E airspace not in effect, except for operators with approved weather reporting service, procedure not authorized.

MISSED APPROACH: Climb to 2000 via MAZ R-081 then climbing left turn to 2500 direct MAZ VOR/DME and hold.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.7	122.8 (CTAF) L







MIRL Rwy 9-27
REIL Rwy 9

CATEGORY	A	B	C	D
S-9	1000-1¼ 972 (1000-1¼)	1000-1½ 972 (1000-1½)	1000-3 972 (1000-3)	NA
CIRCLING	1000-1¼ 972 (1000-1¼)	1000-1½ 972 (1000-1½)	1000-3 972 (1000-3)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5488
104°	TDZE	26
	Apt Elev	26

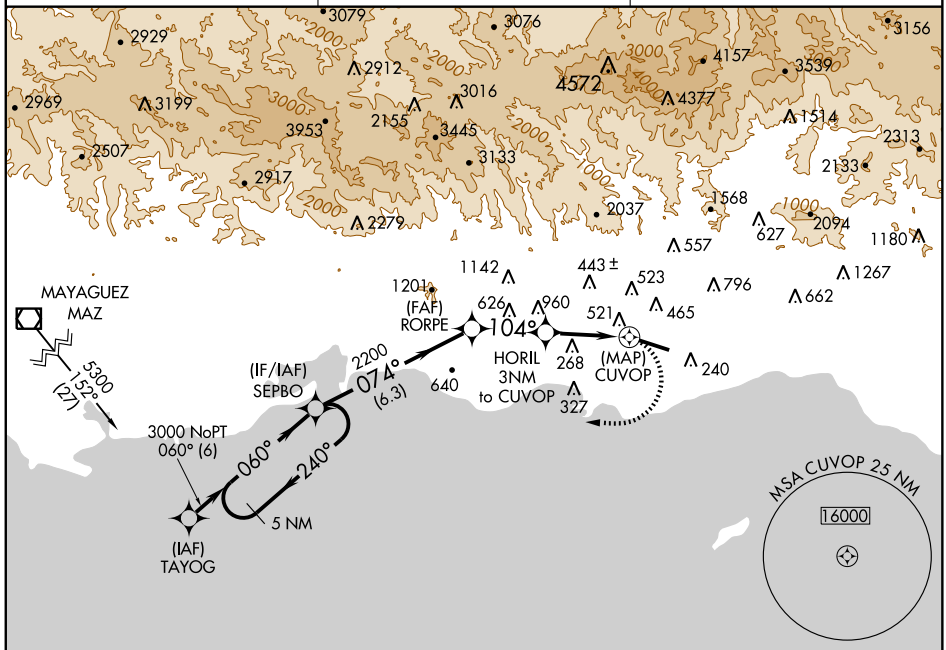
RNAV (GPS) RWY 12

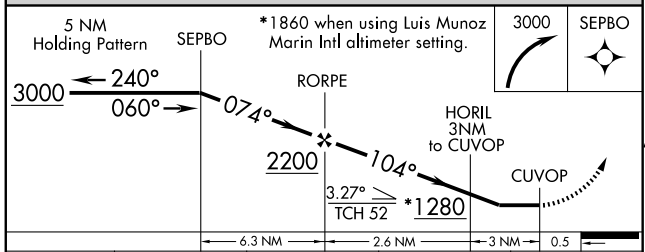
PONCE/MERCEDITA (PSE) (TJPS)

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received use Luis Munoz Marin Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct SEPBO and hold.

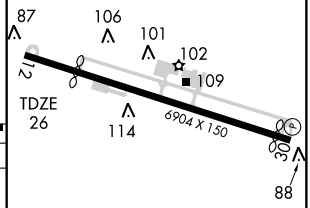
SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1 854 (900-1)	880-1¼ 854 (900-1¼)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)
CIRCLING	880-1 854 (900-1)	880-1¼ 854 (900-1¼)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	NA			
CIRCLING	1460-1¼ 1434 (1500-1¼)	1460-1½ 1434 (1500-1½)	1460-3 1434 (1500-3)	

ELEV 26 D



HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6677
299°	TDZE	27
	Apt Elev	29

RNAV (GPS) RWY 30

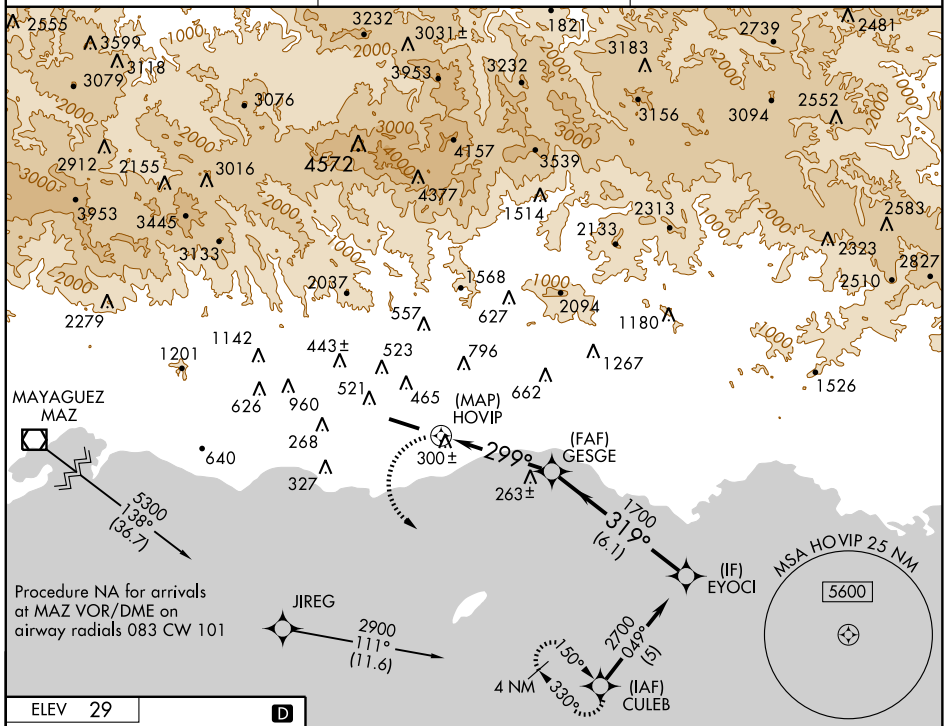
PONCE/ MERCEDITA (PSE) (TJPS)

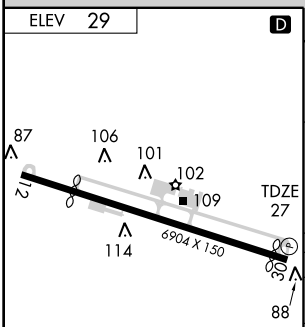
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Luis Munoz Marin Intl altimeter setting.

NA

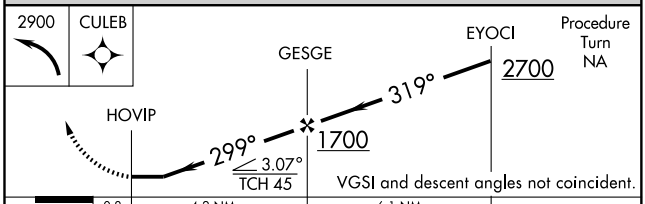
MISSED APPROACH: Climbing left turn to 2900 direct CULEB and hold.

SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.9	122.7 (CTAF) L





HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 573 (600-1)		600-1½ 573 (600-1½)	600-1¾ 573 (600-1¾)
CIRCLING	840-1 811 (900-1)	840-1¼ 811 (900-1¼)	840-2½ 811 (900-2½)	840-2¾ 811 (900-2¾)
LUIS MUNOZ MARIN INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1200-1¼ 1173 (1200-1¼)	1200-1½ 1173 (1200-1½)	1200-3 1173 (1200-3)	
CIRCLING	1420-1¼ 1391 (1400-1¼)	1420-1½ 1391 (1400-1½)	1420-3 1391 (1400-3)	

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR/DME PSE	APP CRS	Rwy Idg	6677
109.0	301°	TDZE	28
Chan 27		Apt Elev	29

VOR RWY 30

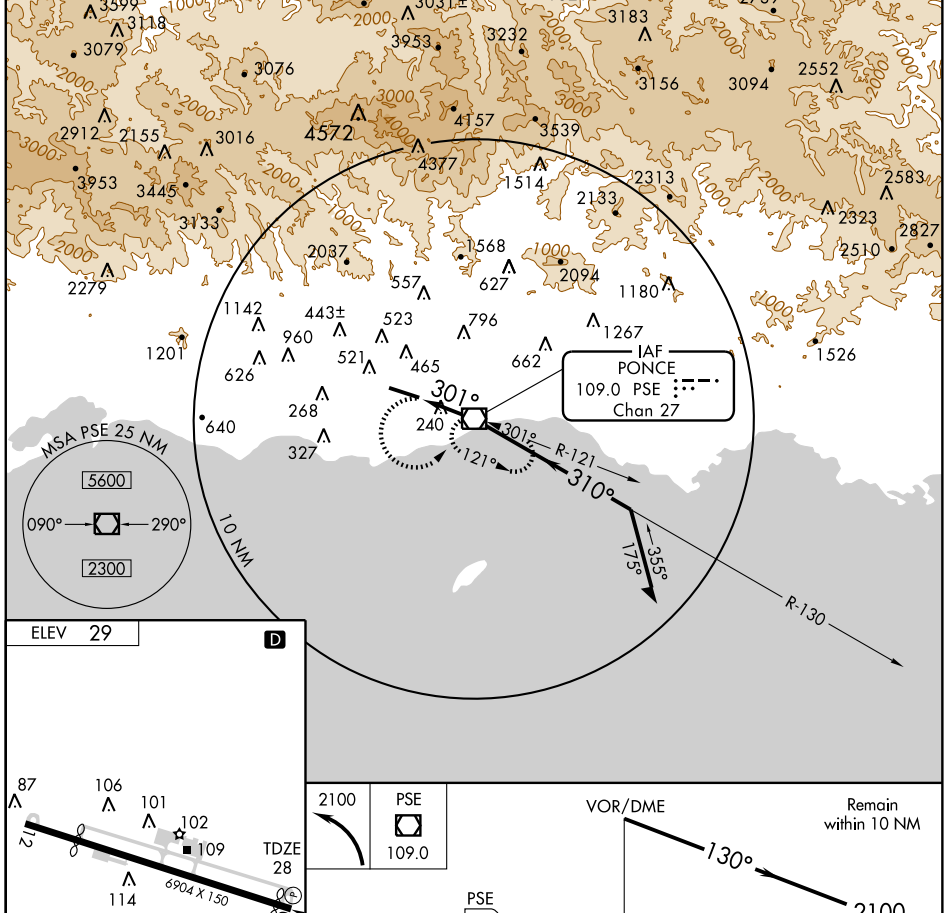
PONCE/MERCEDITA (PSE) (TJPS)

T
NA

Obtain local altimeter setting on CTAF; when not received:
1. Use Luis Munoz Marin Intl altimeter setting.
2. S-30 minimums not authorized; increase all Circling MDAs to 1340 and visibilities to 3 miles.

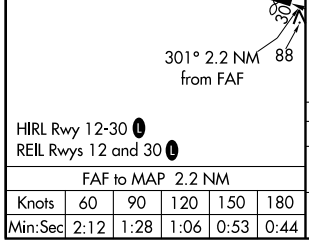
MISSED APPROACH: Climbing left turn to 2100 direct PSE VOR/DME and hold.

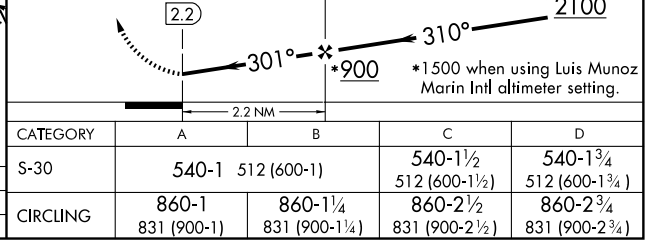
SAN JUAN CENTER	CLNC DEL	UNICOM
118.75 269.0	121.9	122.7 (CTAF) L



ELEV 29

D





HIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

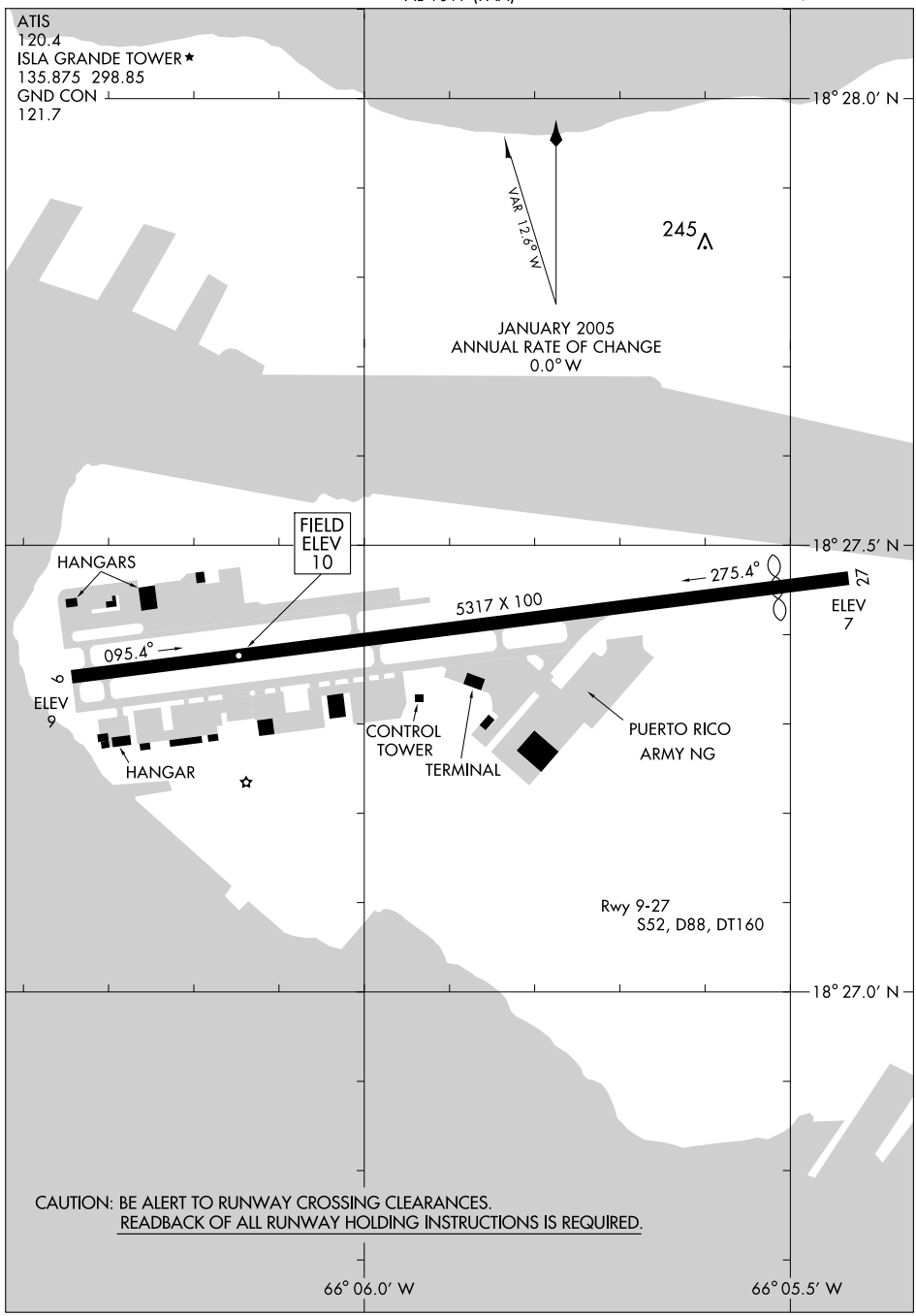
CATEGORY	A	B	C	D
S-30	540-1 512 (600-1)		540-1½ 512 (600-1½)	540-1¾ 512 (600-1¾)
CIRCLING	860-1 831 (900-1)	860-1¼ 831 (900-1¼)	860-2½ 831 (900-2½)	860-2¾ 831 (900-2¾)

SE-3, 17 DEC 2009 to 14 JAN 2010

09295

AIRPORT DIAGRAM

SAN JUAN/ FERNANDO LUIS RIBAS DOMINICCI (SIG)(TJIG)
AL-1019 (FAA)
SAN JUAN, PUERTO RICO



SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5317
095°	TDZE	10
	Apt Elev	10

RNAV (GPS) RWY 9

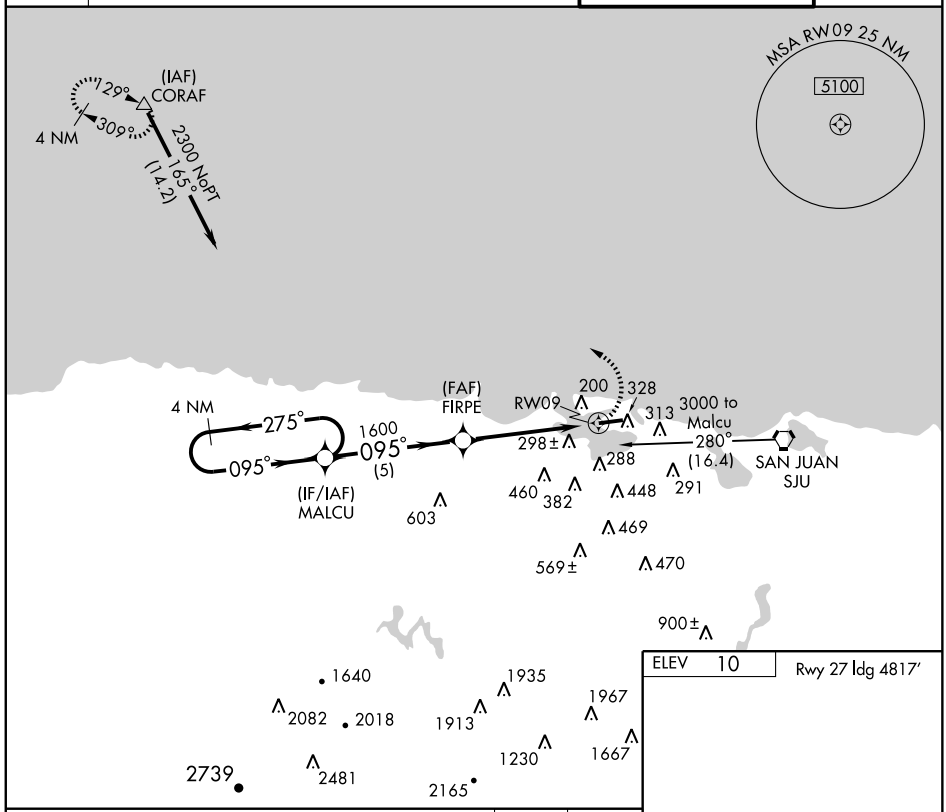
SAN JUAN/FERNANDO LUIS RIBAS DOMINICCI (SIG)(TJIG)

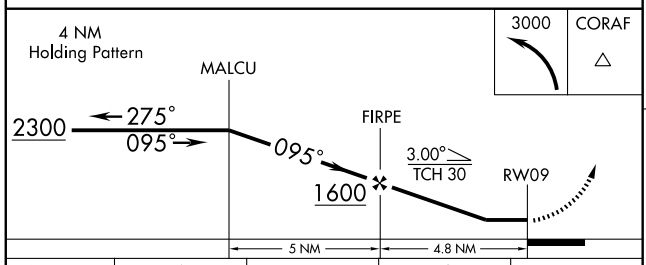
Use Luis Munoz Marin Intl altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

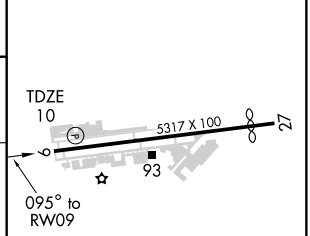
NA

MISSED APPROACH: Climbing left turn to 3000 direct CORAF WP and hold.

ATIS	SAN JUAN APP CON	ISLA GRANDE TOWER★	GND CON
120.4	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	135.875 (CTAF) 298.85	121.7





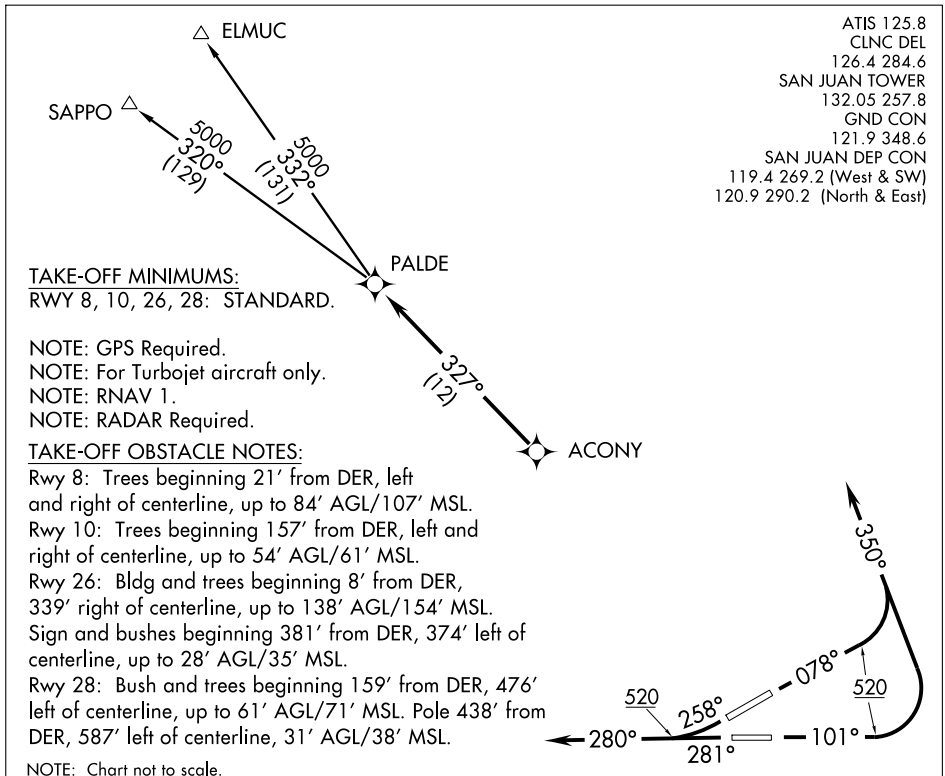


CATEGORY	A	B	C	D
LNAV MDA	540-1	530 (600-1)	NA	
CIRCLING	660-1	650 (700-1)	NA	

MIRL Rwy 9-27

SE-3. 17 DEC 2009 to 14 JAN 2010

ACONY ONE DEPARTURE (RNAV)



TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21′ from DER, left and right of centerline, up to 84′ AGL/107′ MSL.
Rwy 10: Trees beginning 157′ from DER, left and right of centerline, up to 54′ AGL/61′ MSL.
Rwy 26: Bldg and trees beginning 8′ from DER, 339′ right of centerline, up to 138′ AGL/154′ MSL. Sign and bushes beginning 381′ from DER, 374′ left of centerline, up to 28′ AGL/35′ MSL.
Rwy 28: Bush and trees beginning 159′ from DER, 476′ left of centerline, up to 61′ AGL/71′ MSL. Pole 438′ from DER, 587′ left of centerline, 31′ AGL/38′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to ACONY, then via 327° track to PALDE. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

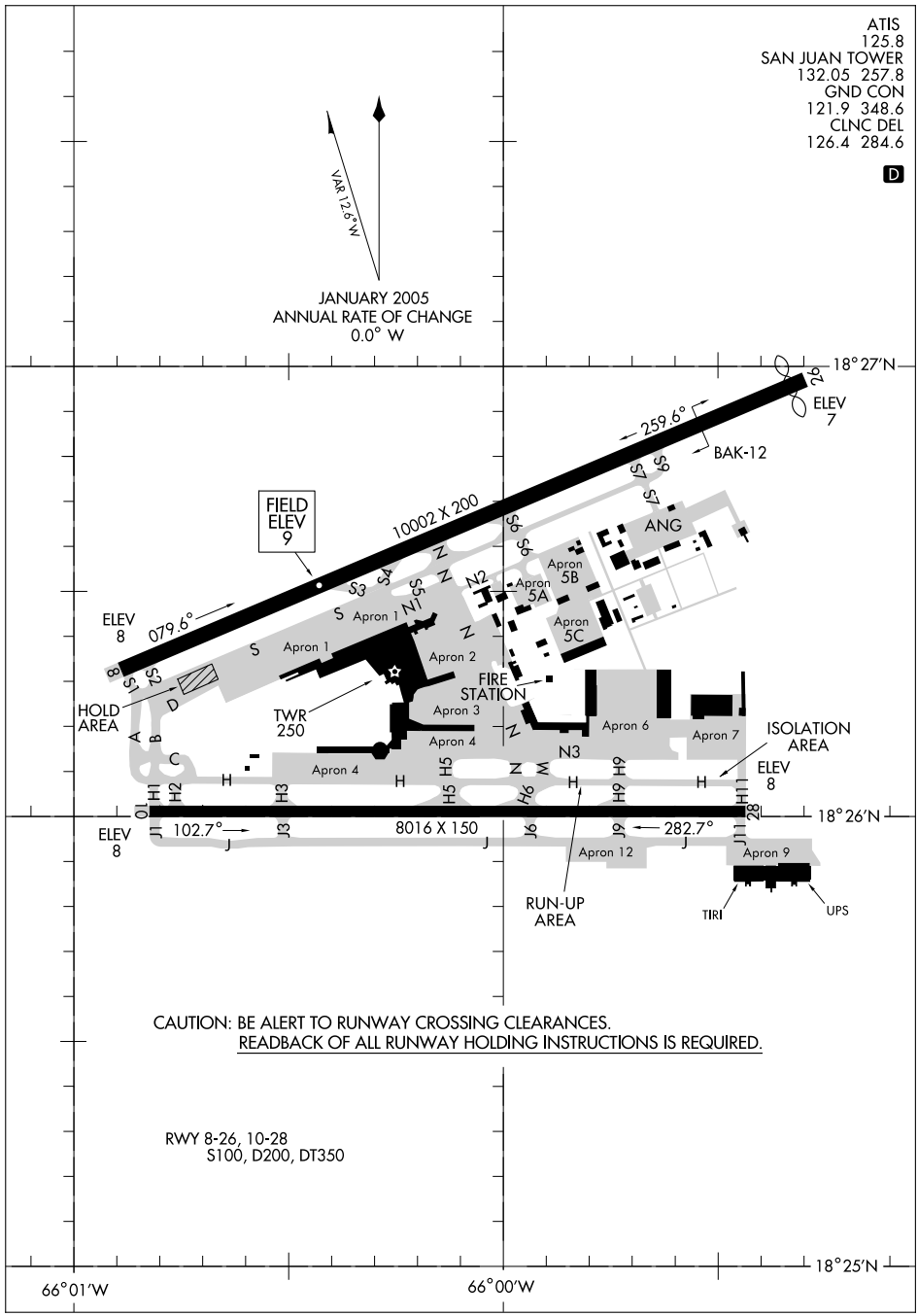
ELMUC TRANSITION (ACONY1.ELMUC):

SAPPO TRANSITION (ACONY1.SAPPO):

09295

AIRPORT DIAGRAM

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO



SE-3, 17 DEC 2009 to 14 JAN 2010

SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
ATIS
125.8

ARRIVAL ROUTE DESCRIPTION

ELMUC TRANSITION (ELMUC.BEANO1):

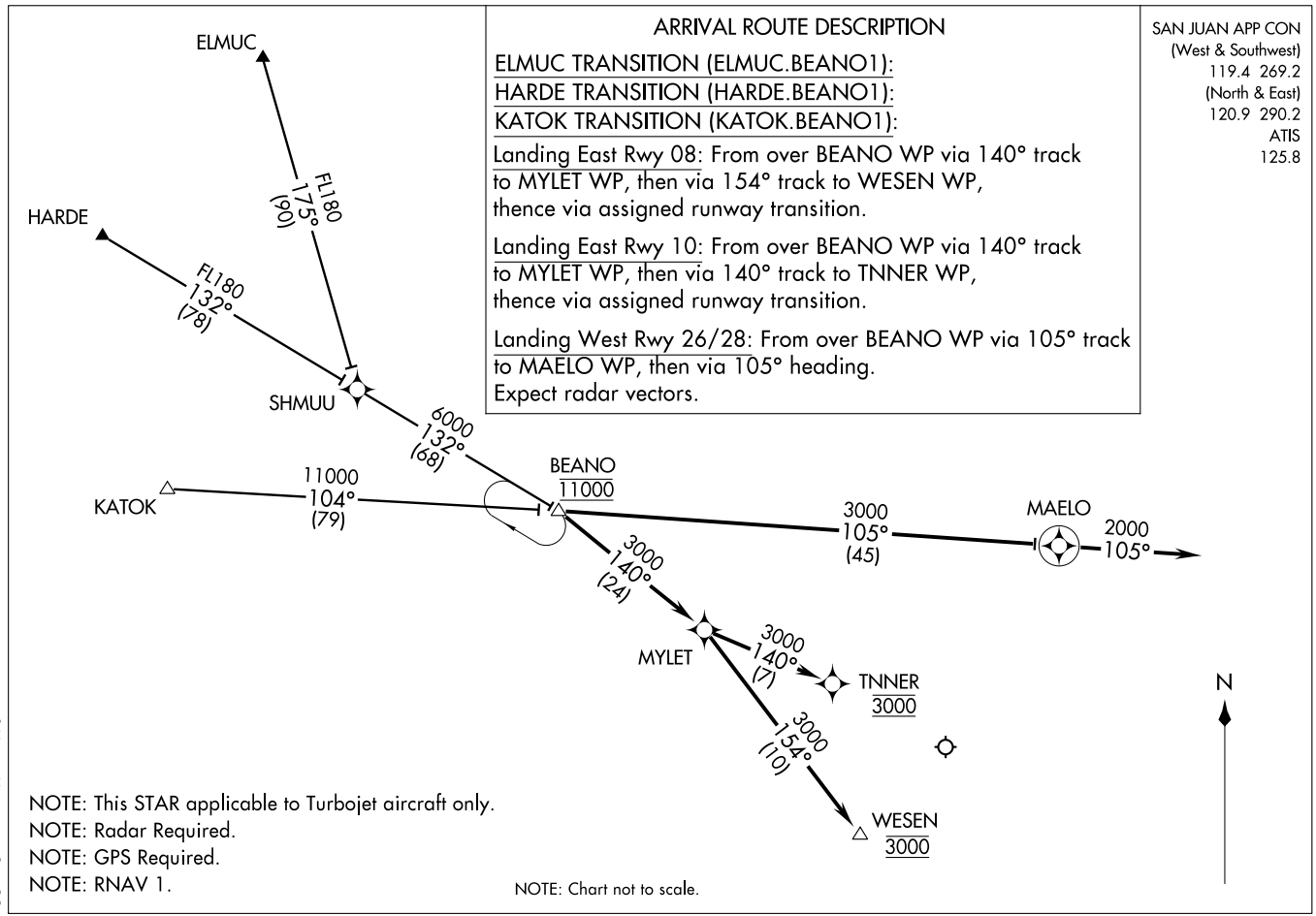
HARDE TRANSITION (HARDE.BEANO1):

KATOK TRANSITION (KATOK.BEANO1):

Landing East Rwy 08: From over BEANO WP via 140° track to MYLET WP, then via 154° track to WESEN WP, thence via assigned runway transition.

Landing East Rwy 10: From over BEANO WP via 140° track to MYLET WP, then via 140° track to TNNER WP, thence via assigned runway transition.

Landing West Rwy 26/28: From over BEANO WP via 105° track to MAELO WP, then via 105° heading. Expect radar vectors.



NOTE: This STAR applicable to Turbojet aircraft only.
NOTE: Radar Required.
NOTE: GPS Required.
NOTE: RNAV 1.

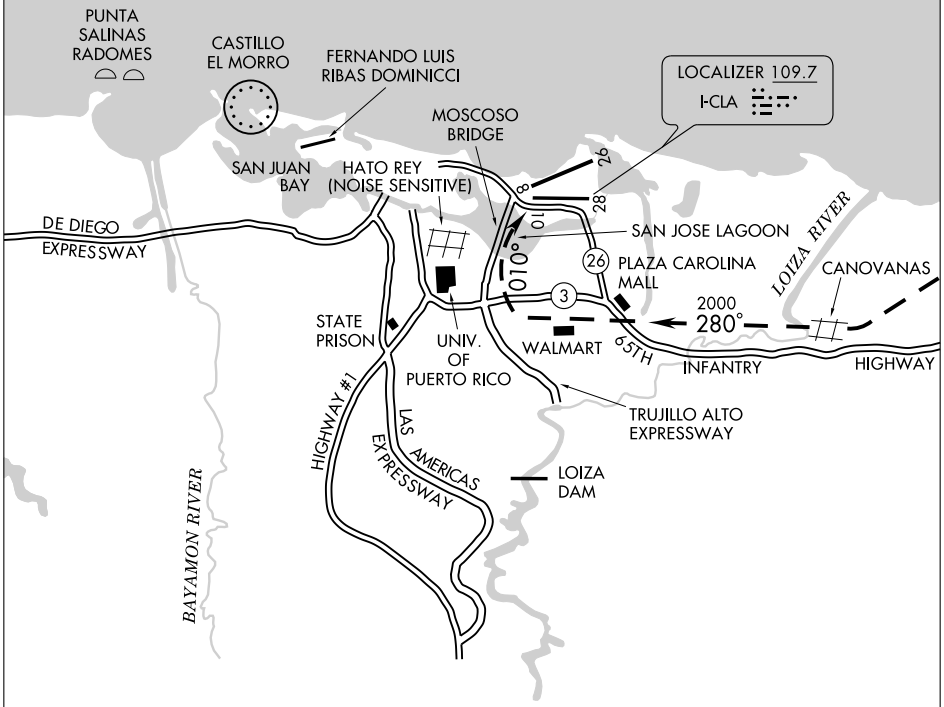
NOTE: Chart not to scale.

BRIDGE VISUAL RWY 10

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO

ATIS 125.8
SAN JUAN APP CON
119.4 269.2 (WEST & SW)
120.9 290.2 (NORTH & EAST)
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
CLNC DEL
126.4 284.6

RADAR REQUIRED



Weather Minima: 2500 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

Vertical Guidance Navaid and Angle
VASI Rwy 10 (3.00°)

BRIDGE VISUAL APPROACH RUNWAY 10
PROCEDURE NOT AUTHORIZED AT NIGHT
NOT AUTHORIZED FOR JETS OR FOUR ENGINE PROPS

When cleared for the Bridge Visual Runway 10 Approach aircraft will base East of the Moscoso Bridge.

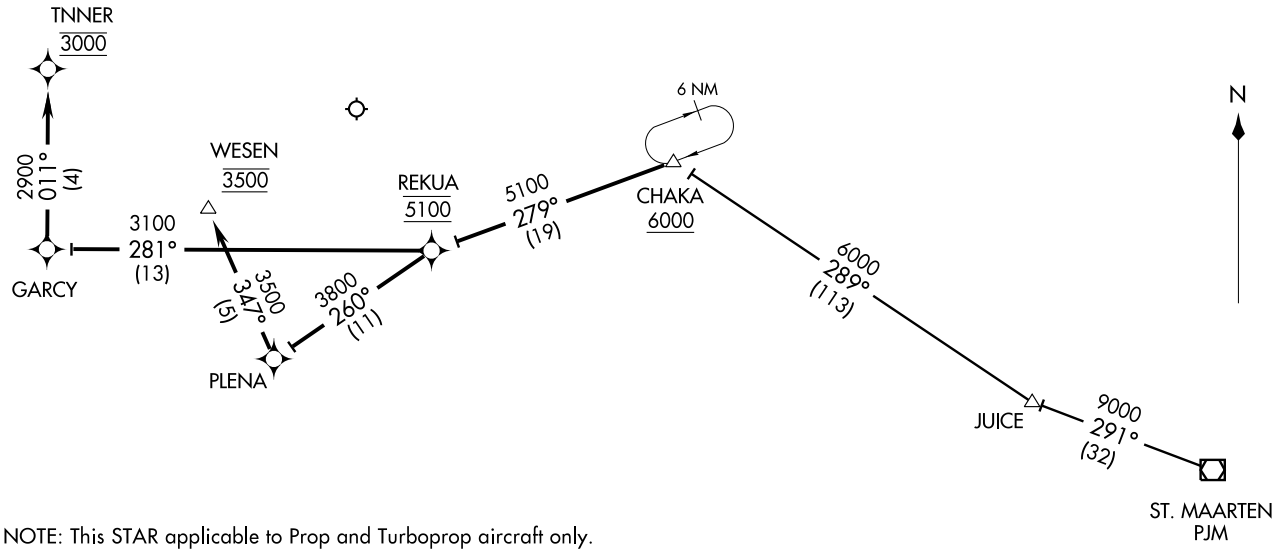
SAN JUAN APP CON
(West & Southwest)
119.4 269.2
(North & East)
120.9 290.2
ATIS
125.8

ARRIVAL ROUTE DESCRIPTION

SAINT MAARTEN TRANSITION (PJM.CHAKA1):

Landing East Rwy 08: From CHAKA WP via 279° track to REKUA WP, then via 260° track to PLENA WP, then via 347° track to WESEN WP, thence via assigned runway transition.

Landing East Rwy 10: From CHAKA WP via 279° track to REKUA WP, then via 281° track to GARCY WP, then via 011° track to TNNER WP, thence via assigned runway transition.



NOTE: This STAR applicable to Prop and Turboprop aircraft only.
NOTE: RADAR Required.
NOTE: GPS Required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

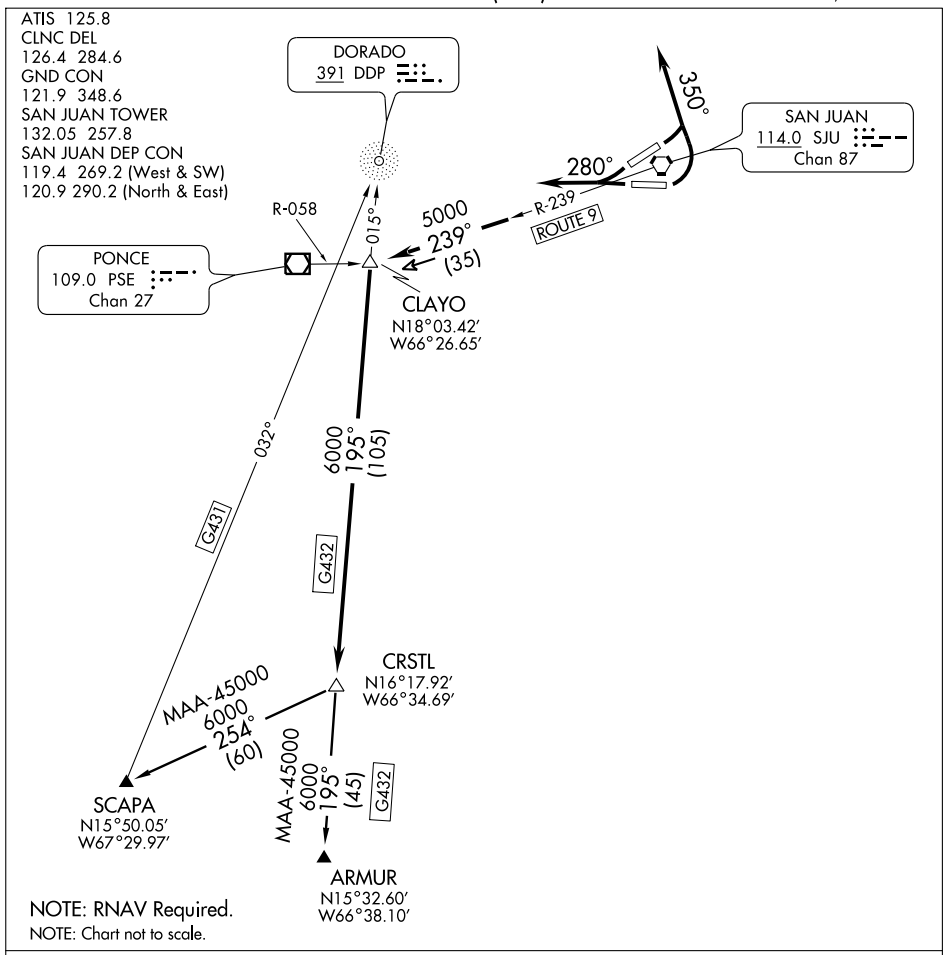
(CHAKA.CHAKA1) 09015

CHAKA ONE ARRIVAL (RNAV)

ST-784 (FAA)

SAN JUAN/LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO

CRSTL ONE DEPARTURE

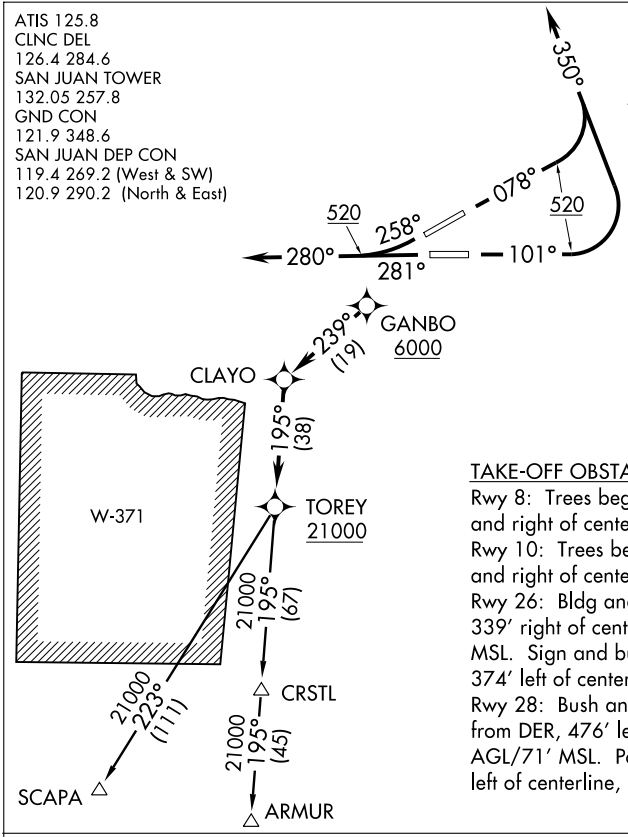


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 350° for vector to intercept SJU R-239 to CLAYO INT. Then via G432 to CRSTL INT. Thence....
TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-239 to CLAYO INT. Then via G432 to CRSTL INT. Thence....
....Maintain 5000′ unless assigned lower altitude. Expect clearance to FL280 or requested altitude, if lower, ten minutes after departure.
ARMUR TRANSITION (CRSTL1.ARMUR): From over CRSTL INT via G432 (DDP bearing 015°) to ARMUR INT.
SCAPA TRANSITION (CRSTL1.SCAPA): From over CRSTL INT direct to SCAPA INT.

GANBO ONE DEPARTURE (RNAV)

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD. Minimum obstacle climb of 390′ per NM to 4900. ATC climb of 420′ per NM to 6000.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: ATC climb of 264′ per NM to 21000.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21′ from DER, left and right of centerline, up to 84′ AGL/107′ MSL.
Rwy 10: Trees beginning 157′ from DER, left and right of centerline, up to 54′ AGL/61′ MSL.
Rwy 26: Bldg and trees beginning 8′ from DER, 339′ right of centerline, up to 138′ AGL/154′ MSL. Sign and bushes beginning 381′ from DER, 374′ left of centerline, up to 28′ AGL/35′ MSL.
Rwy 28: Bush and trees beginning 159′ from DER, 476′ left of centerline, up to 61′ AGL/71′ MSL. Pole 438′ from DER, 587′ left of centerline, 31′ AGL/38′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 350° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .
TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GANBO, then via depicted route to TOREY. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

ARMUR TRANSITION (GANBO1.ARMUR):
SCAPA TRANSITION (GANBO1.SCAPA):

GLADA ONE DEPARTURE (RNAV)

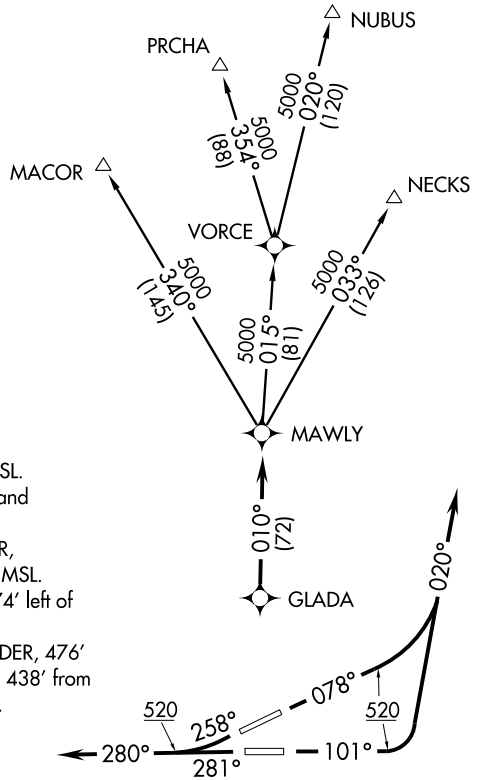
ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)

TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD.

NOTE: GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, then climbing left turn heading 020° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, then climbing left turn heading 020° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .

TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .

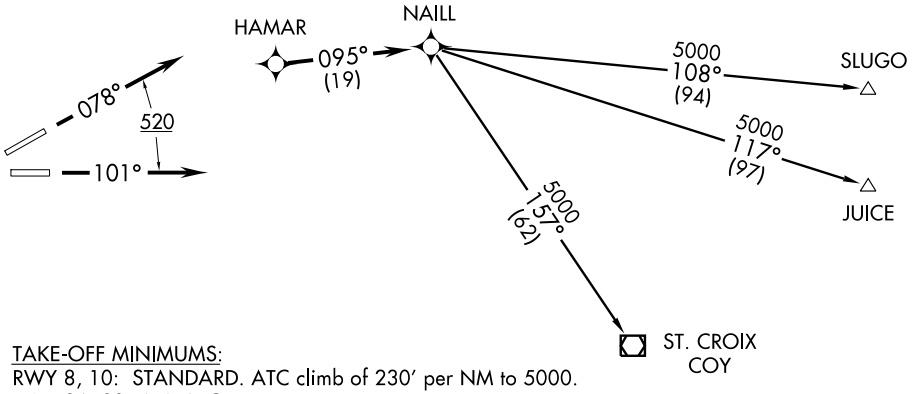
TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb heading 280° or as assigned by ATC, expect vectors to GLADA, then via 010° track to MAWLY. Thence. . . .

. . . .Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

MACOR TRANSITION (GLADA1.MACOR):
NECKS TRANSITION (GLADA1.NECKS):
NUBUS TRANSITION (GLADA1.NUBUS):
PRCHA TRANSITION (GLADA1.PRCHA):

HAMAR ONE DEPARTURE (RNAV)

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
RWY 8, 10: STANDARD. ATC climb of 230' per NM to 5000.
RWY 26, 28: NA-ATC.

NOTE: GPS Required.
NOTE: For Prop and Turboprop aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 520, continue climb expect vectors to HAMAR, then via 095° track to NAILL. Thence. . . .

. . . . Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JUICE TRANSITION (HAMAR1.JUICE):
SLUGO TRANSITION (HAMAR1.SLUGO):
ST. CROIX TRANSITION (HAMAR1.COY):

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-SJU	APP CRS	Rwy Idg	10002
110.3	078°	TDZE	10
		Apt Elev	10

ILS RWY 8

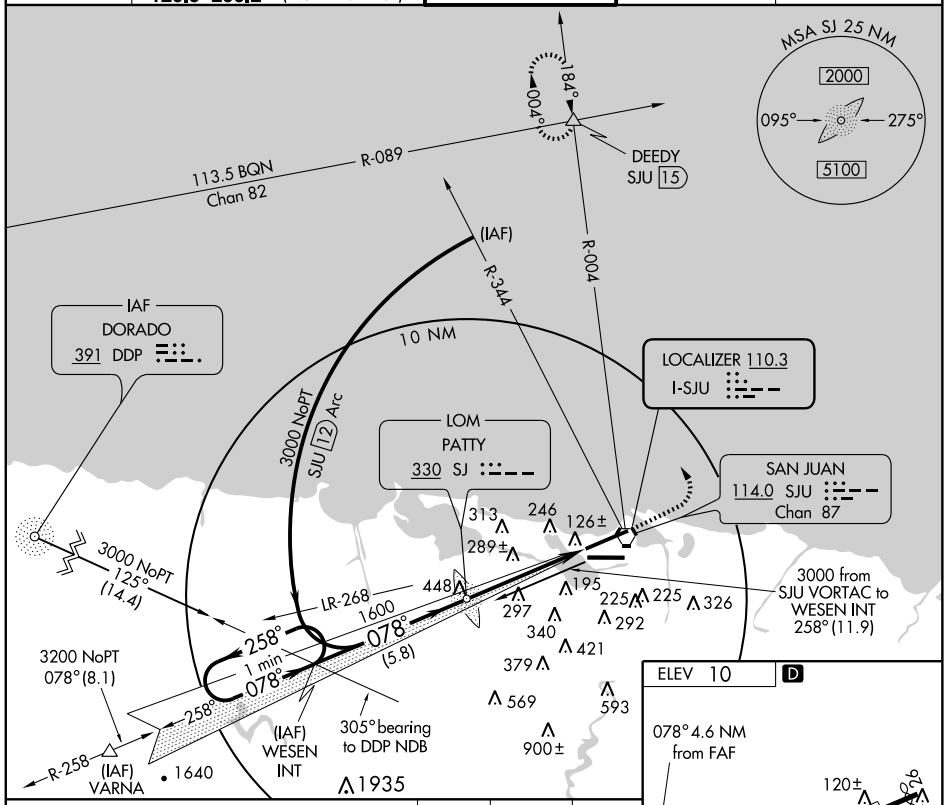
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

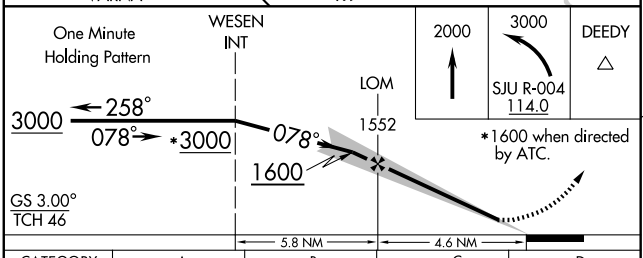
ILS unusable 0.8 NM from threshold inbound.

MALSR

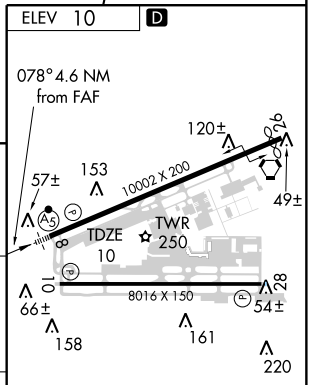
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via SJU R-004 to DEEDY Int/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6





CATEGORY	A	B	C	D
S- ILS-8	311-½ 301 (400-½)			
S- LOC-8	560-½ 550 (600-½)		560-1 550 (600-1)	560-1¼ 550 (600-1¼)
CIRCLING	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-2 550 (600-2)



REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3. 17 DEC 2009 to 14 JAN 2010

LOC I-CLA	APP CRS	Rwy Idg	8016
109.7	101°	TDZE	9
		Apt Elev	10

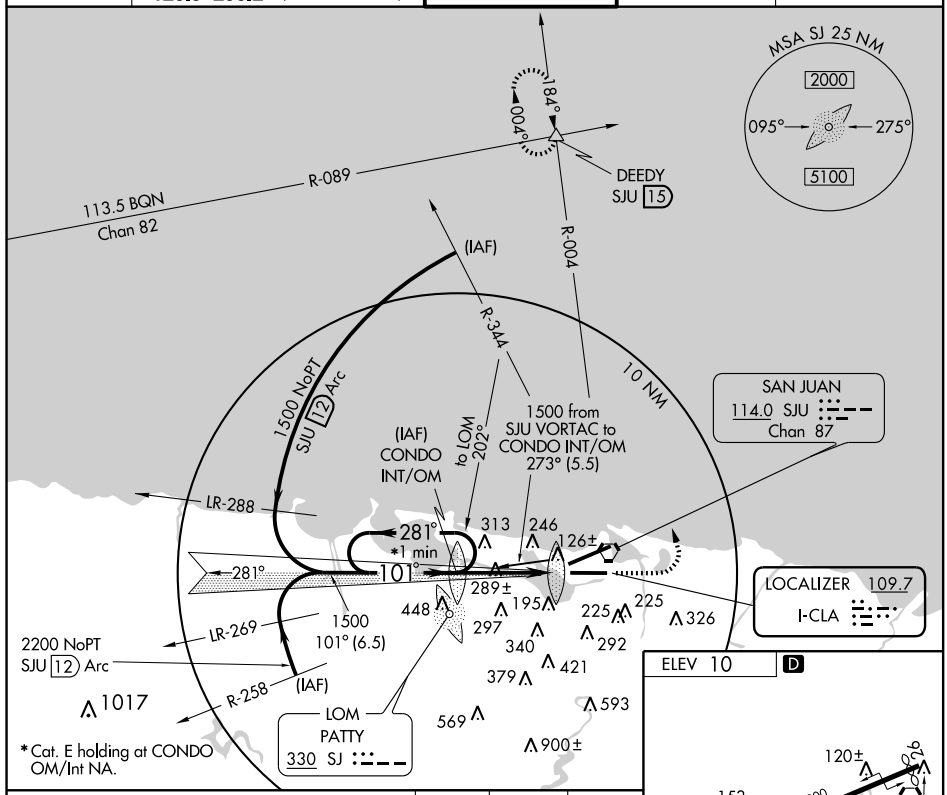
ILS RWY 10

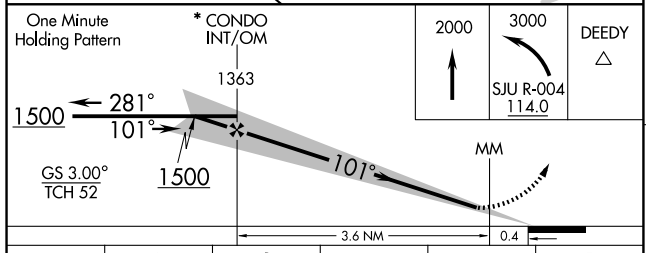
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

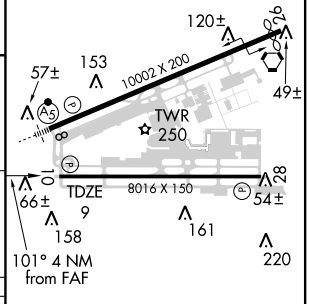
Cat. E circling not authorized south of Rwy 10-28.
Inoperative table does not apply to S-LOC 10 Cat. C.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via SJU R-004 to DEEDY Int/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6







CATEGORY	A	B	C	D	E
S- ILS 10	259-¾ 250 (300-¾)				
S- LOC 10	540-¾ 531 (600-¾)		540-1½ 531 (600-1½)	540-1¾ 531 (600-1¾)	540-2 531 (600-2)
CIRCLING	560-1 550 (600-1)		560-1½ 550 (600-1½)	580-2 570 (600-2)	640-2¼ 630 (700-2¼)

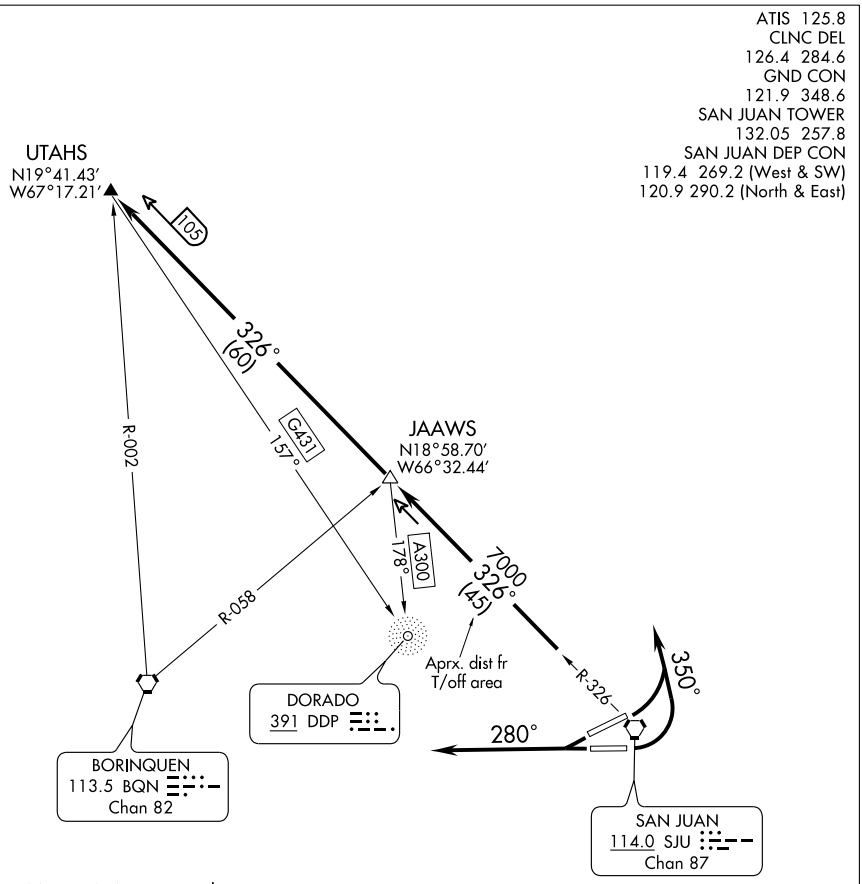
REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3. 17 DEC 2009 to 14 JAN 2010

JAAWS NINE DEPARTURE

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SL-784 (FAA)
SAN JUAN, PUERTO RICO



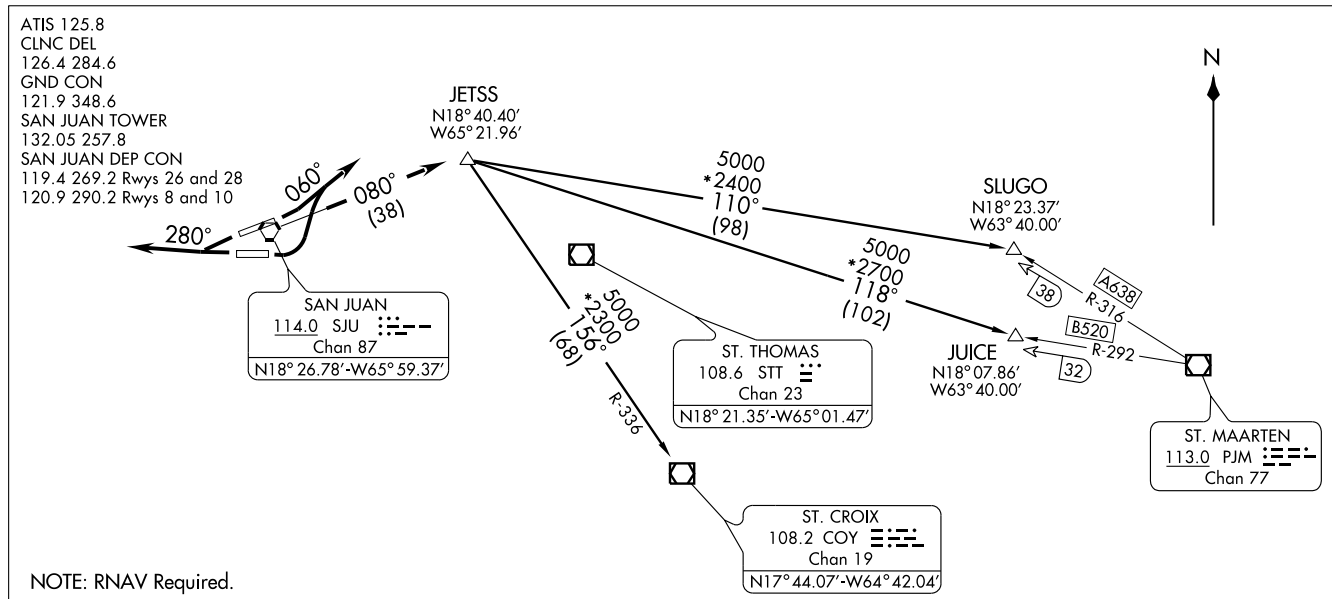
NOTE: DME or RNAV required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 and 10: Turn left heading 350° for radar vector to intercept SJU R-326 to UTAHS INT. Thence....
TAKE-OFF RUNWAYS 26 and 28: Fly heading 280° for radar vector to intercept SJU R-326 to UTAHS INT. Thence....
....Maintain 5000' unless assigned lower altitude. Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

JETSS ONE DEPARTURE



NOTE: RNAV Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8 AND 10: Turn left heading 060° for vector to intercept SJU R-080 to JETSS INT. Thence....

TAKE-OFF RUNWAYS 26 AND 28: Fly heading 280° for vector to intercept SJU R-080 to JETSS INT. Thence....

....Maintain 5000' unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten (10) minutes after departure.

JUICE TRANSITION (JETSS1.JUICE): From over JETSS INT direct to JUICE DME. Thence as filed.

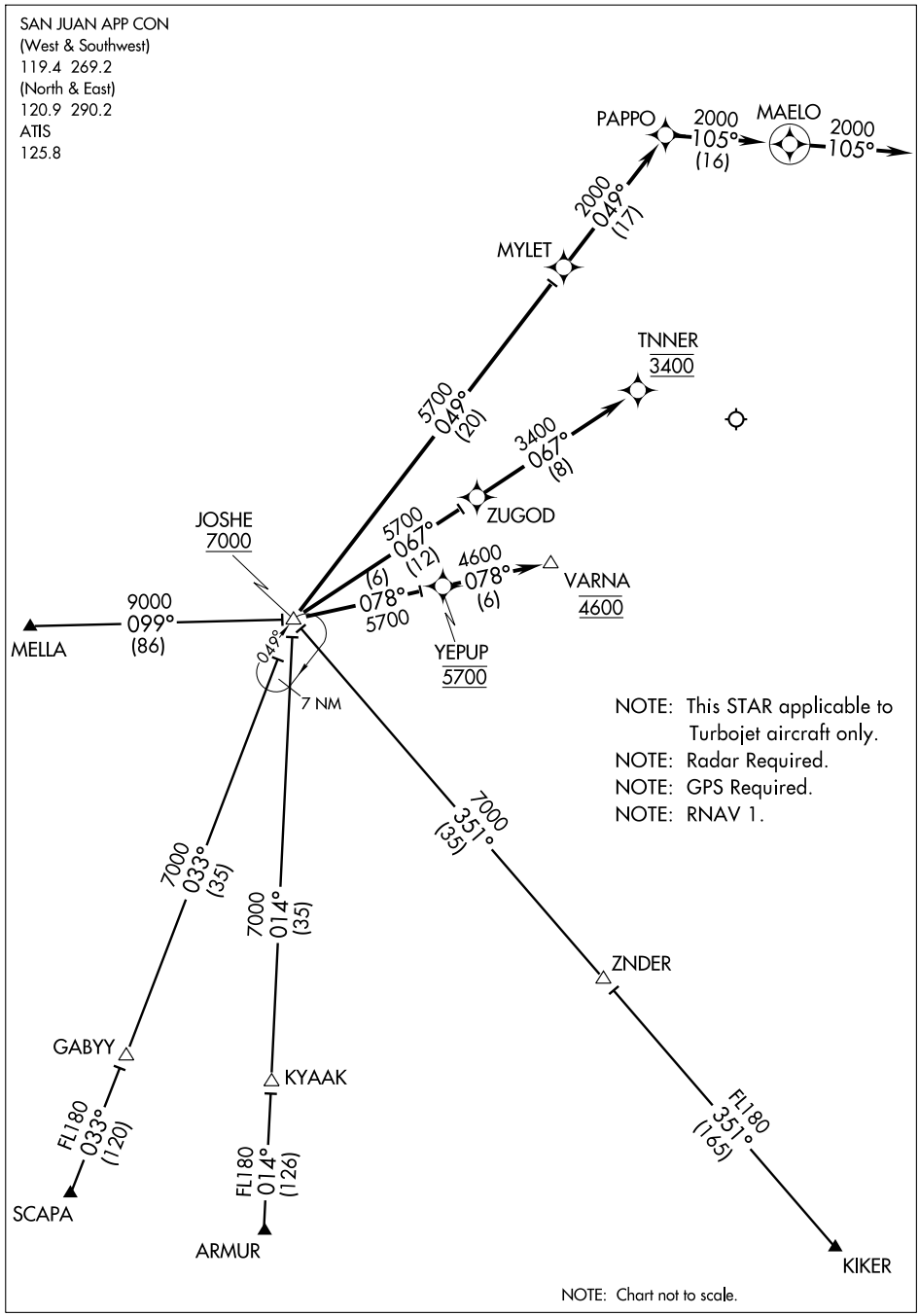
SLUGO TRANSITION (JETSS1.SLUGO): From over JETSS INT direct to SLUGO DME. Thence as filed.

ST. CROIX TRANSITION (JETSS1.COY): From over JETSS INT direct to COY VOR/DME. Thence as filed.

(JOSHE.JOSHE1) 09015 ST-784 (FAA)

JOSHE ONE ARRIVAL (RNAV)

SAN JUAN/LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO



SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL ROUTE DESCRIPTION

ARMUR TRANSITION (ARMUR.JOSHE1):
KIKER TRANSITION (KIKER.JOSHE1):
MELLA TRANSITION (MELLA.JOSHE1):
SCAPA TRANSITION (SCAPA.JOSHE1):

Landing East Rwy 08: From over JOSHE WP via 078° track to YEPUP WP, then via 078° track to VARNA WP, thence via assigned runway transition.

Landing East Rwy 10: From over JOSHE WP via 067° track to ZUGOD WP, then via 067° track to TNNER WP, thence via assigned runway transition.

Landing West Rwys 26/28: From over JOSHE WP via 049° track to MYLET WP, then via 049° track to PAPPO WP, then via 105° track to MAELO WP, then via 105° heading.

Expect radar vectors to runway transition.

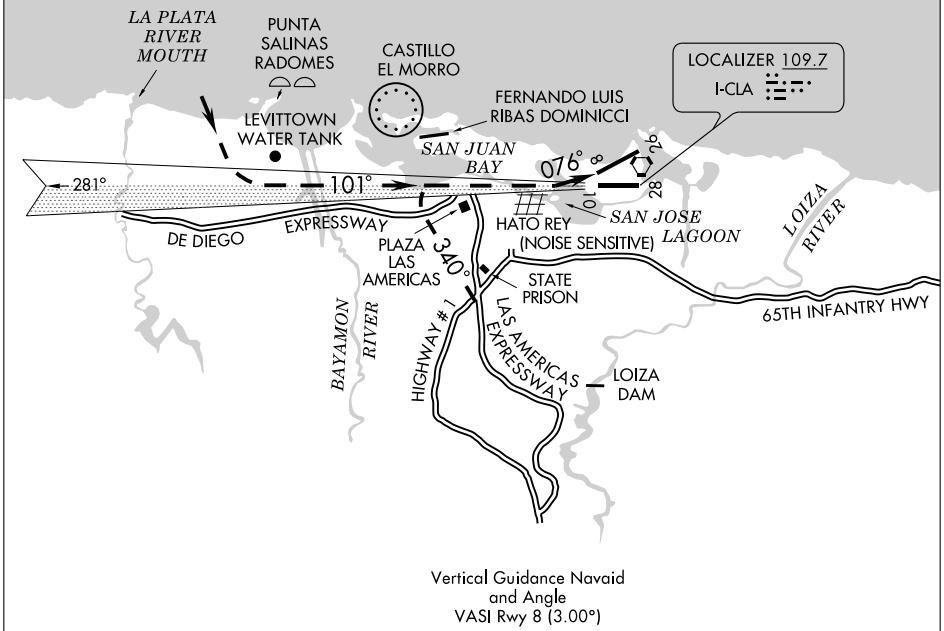
SE-3, 17 DEC 2009 to 14 JAN 2010

LAGOON VISUAL RWY 8

SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
AL-784 (FAA)
SAN JUAN, PUERTO RICO

ATIS 125.8
SAN JUAN APP CON
119.4 269.2 (WEST & SW)
120.9 290.2 (NORTH & EAST)
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
CLNC DEL
126.4 284.6

RADAR REQUIRED



Vertical Guidance Navaid
and Angle
VASI Rwy 8 (3.00°)

Weather Minima: 2000 foot ceiling and 5 mile visibility.

NOTE: Chart not to scale.

LAGOON VISUAL APPROACH RUNWAY 8
PROCEDURE NOT AUTHORIZED AT NIGHT

When cleared for the Lagoon Visual Runway 8 Approach aircraft will proceed visually to intercept and fly the Runway 10 final approach course until the west end of the San Jose Lagoon, then make left turn to land Runway 8.

LOM SJ	APP CRS	Rwy Idg 10002
330	078°	TDZE 9
		Apt Elev 9

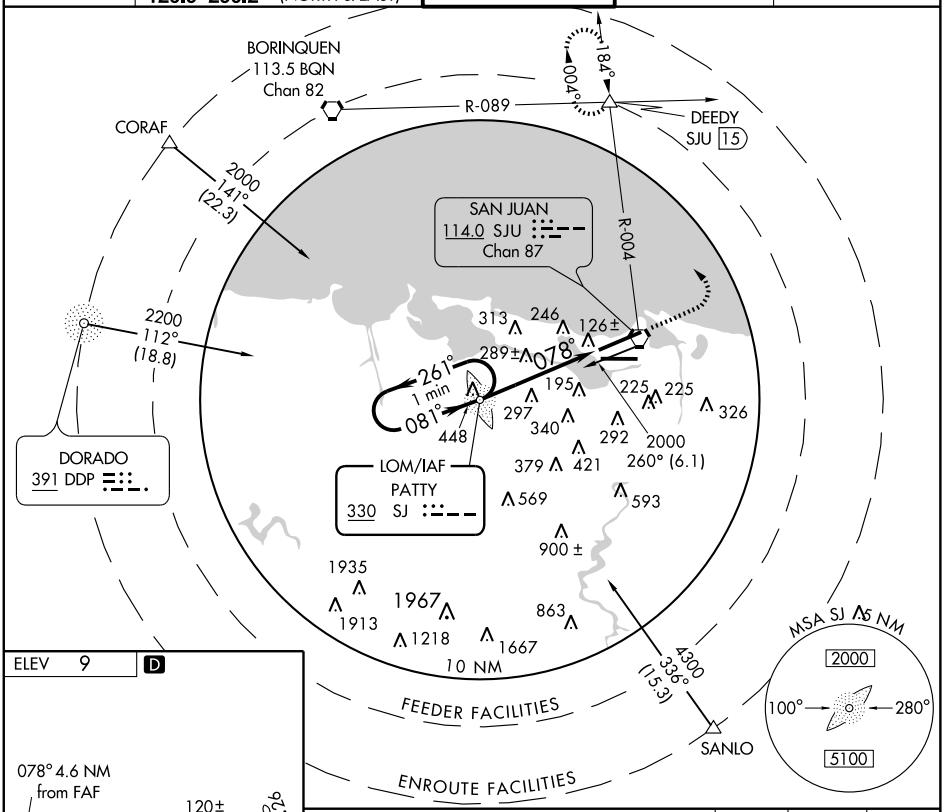
NDB RWY 8

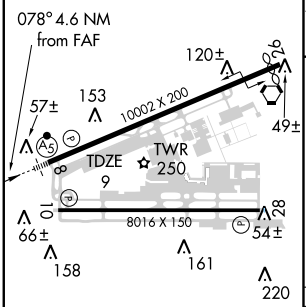
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via SJU VORTAC R-004 to DEEDY Int/SJU 15 DME and hold.

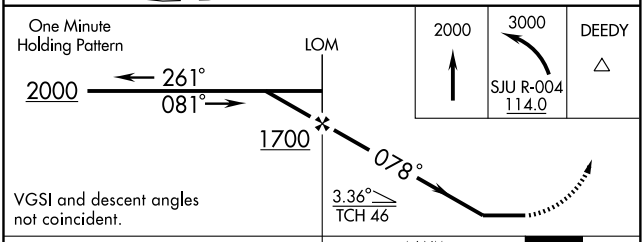
ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6





REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-8	600-¾ 591 (600-¾)		600-1 591 (600-1)	600-1½ 591 (600-1½)
CIRCLING	600-1 591 (600-1)		600-1½ 591 (600-1½)	600-2 591 (600-2)

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10002
078°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 8

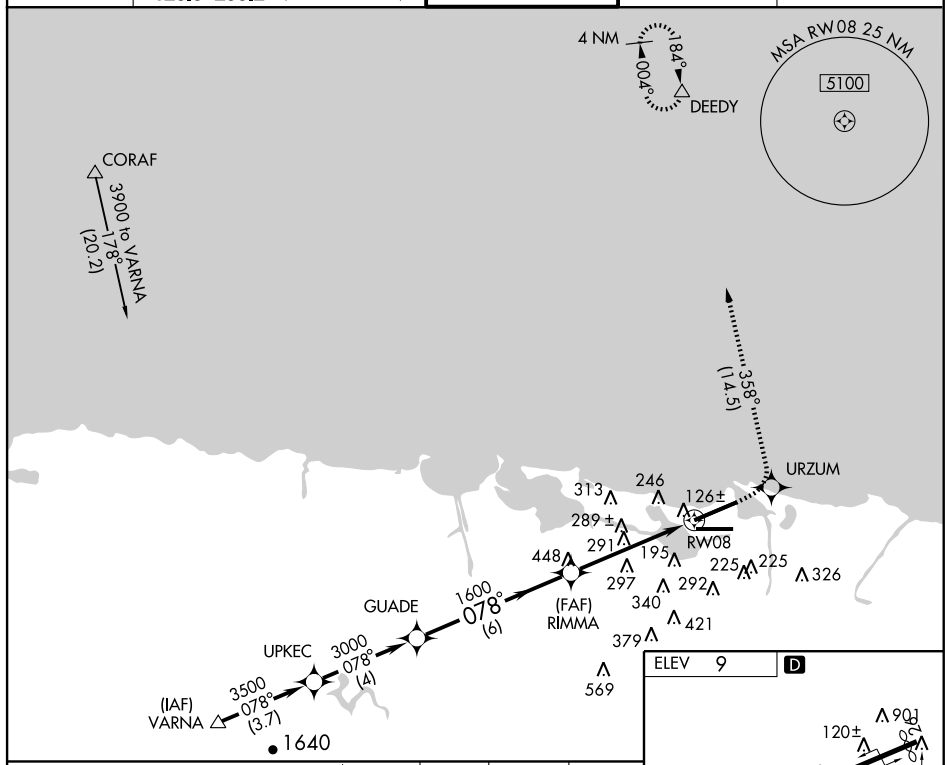
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

NA — Baro-VNAV not authorized below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized. WAAS VNAV NA.

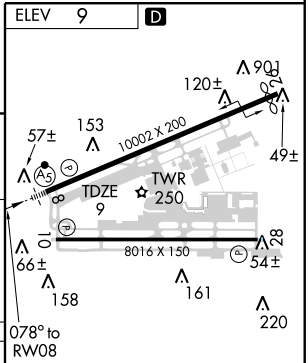
MALSR

MISSED APPROACH: Climb to 3000 direct URZUM WP then turn left via 358° track to DEEDY WP and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	480-1¼ 471 (500-1¼)			
LNAV MDA	560-½ 551 (600-½)		560-1 551 (600-1)	560-1¼ 551 (600-1¼)
CIRCLING	560-1¾ 551 (600-1¾)			560-2 551 (600-2)



REIL Rwy 26

HIRL Rwys 8-26 and 10-28

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8016
101°	TDZE	8
	Apt Elev	9

RNAV (GPS) RWY 10

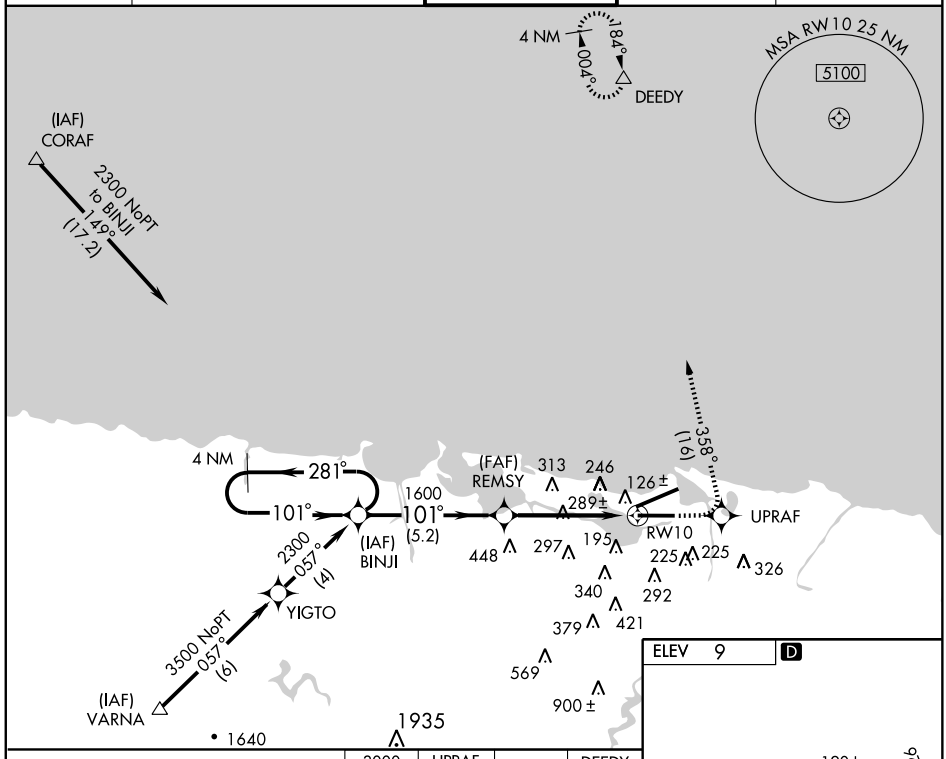
SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

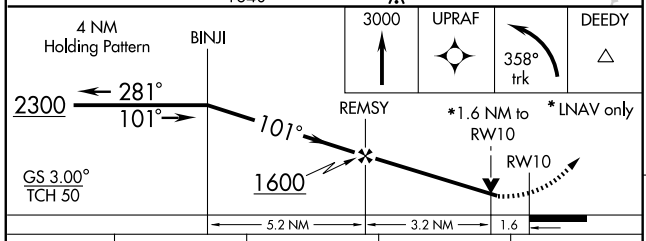
NA

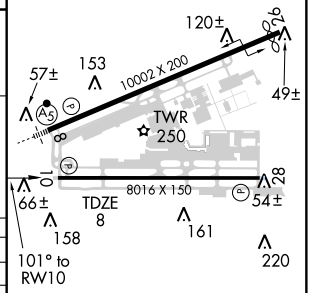
Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required.
DME/DME RNP-0.3 not authorized. WAAS VNAV NA.
For inoperative MALS, increase LNAV Cat. A/B visibility to 1.
Inoperative table does not apply to LNAV/VNAV.

MISSED APPROACH: Climb to 3000 direct UPRAF WP then turn left via 358° track to DEEDY WP and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	480-1¾ 472 (500-1¾)			
LNAV MDA	560-¾ 552 (600-¾)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	560-1¾ 551 (600-1¾)			560-2 551 (600-2)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	10002
258°	TDZE	7
	Apt Elev	9

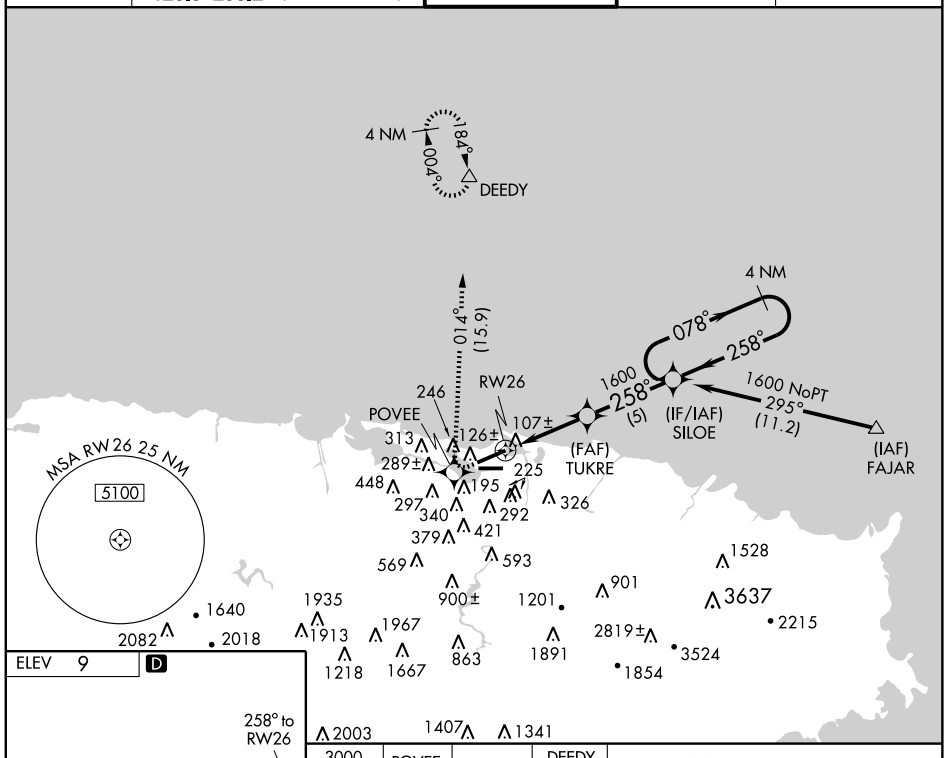
RNAV (GPS) RWY 26

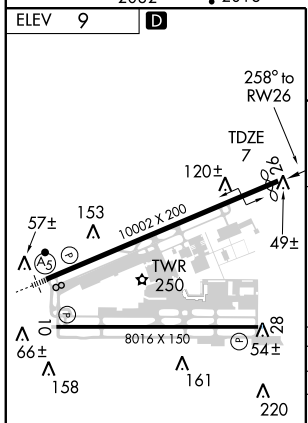
SAN JUAN/LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

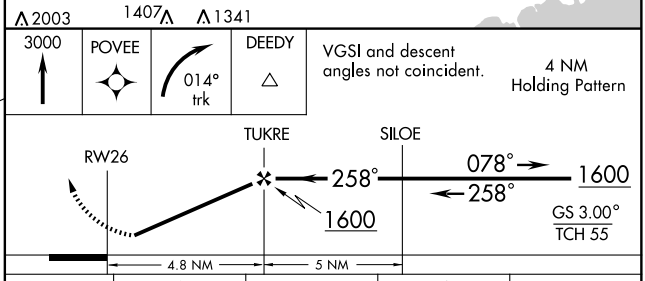
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA.

MISSED APPROACH: Climb to 3000 direct POVEE WP and then right turn via 014° track to DEEDY WP and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6







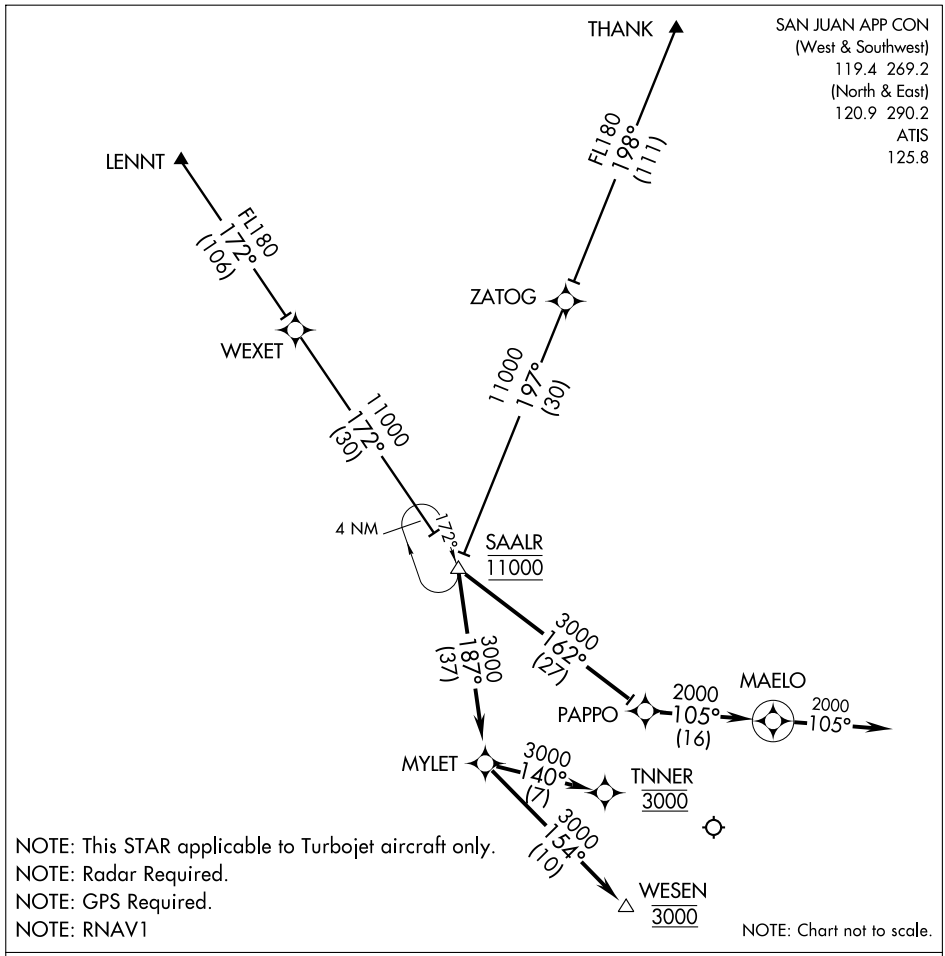
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	360-1¼ 353 (400-1¼)			
LNAV MDA	400-1 393 (400-1)			400-1¼ 393 (400-1¼)
CIRCLING	560-1¼ 551 (600-1¼)		560-1½ 551 (600-1½)	560-2 551 (600-2)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3. 17 DEC 2009 to 14 JAN 2010

SAALR ONE ARRIVAL (RNAV)

SAN JUAN/LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO



SE-3, 17 DEC 2009 to 14 JAN 2010

ARRIVAL ROUTE DESCRIPTION

LENNT TRANSITION (LENNT.SAALR1):
THANK TRANSITION (THANK.SAALR1):

Landing East Rwy 08: From over SAALR WP via 187° track to MYLET WP, then via 154° track to WESEN WP, thence via assigned runway transition.

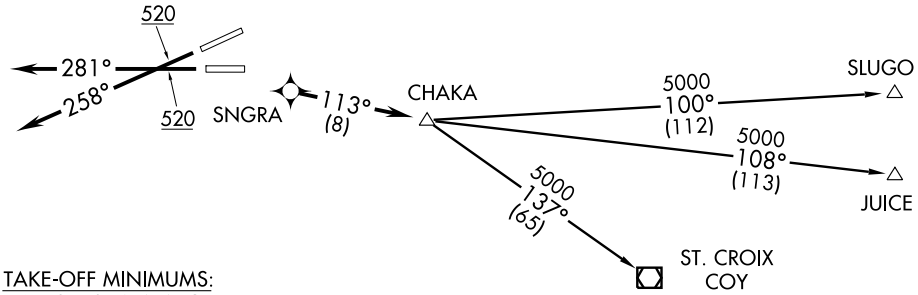
Landing East Rwy 10: From over SAALR WP via 187° track to MYLET WP, then via 140° track to TNNER WP, thence via assigned runway transition.

Landing West Rwys 26/28: From over SAALR WP via 162° track to PAPPO WP, then via 105° track to MAELO WP, then via 105° heading.

Expect radar vectors to runway transition.

SNGRA ONE DEPARTURE (RNAV) SL-784 (FAA)

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
RWY 8, 10: NA-ATC.
RWY 26: STANDARD with minimum obstacle climb of 311' per NM to 4800.
ATC climb of 350' per NM to 5000.
RWY 28: STANDARD with minimum obstacle climb of 323' per NM to 4800.
ATC climb of 350' per NM to 5000.

NOTE: GPS Required.
NOTE: For Prop and Turboprop aircraft only.
NOTE: RNAV 1.
NOTE: RADAR Required.

TAKE-OFF OBSTACLE NOTES:
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL.
Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL.
Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

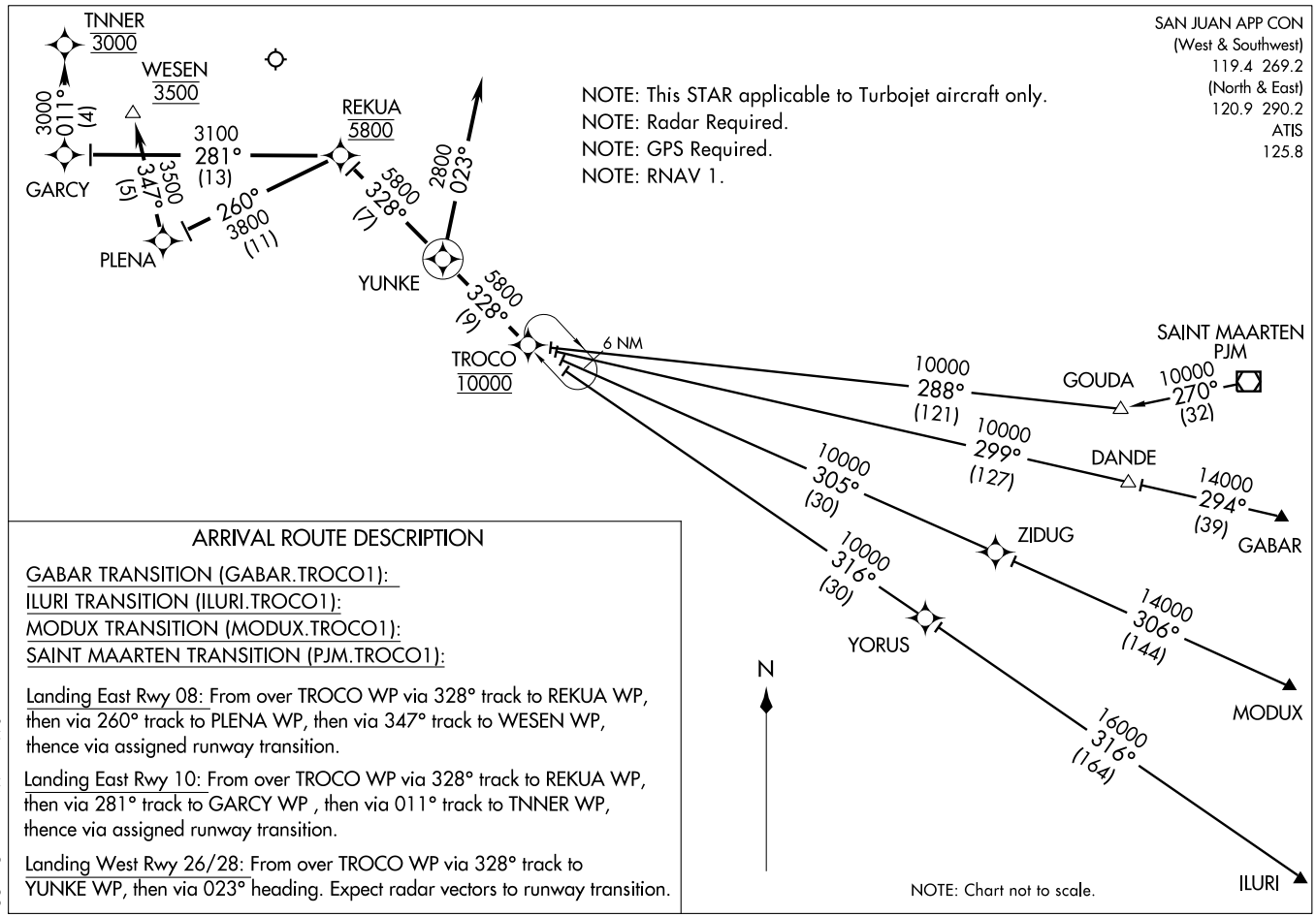
TAKE-OFF RUNWAY 26: Climb heading 258° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 520, continue climb expect vectors to SNGRA, then via 113° track to CHAKA. Thence. . . .

. . . . Via assigned transition. Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

JUICE TRANSITION (SNGRA1.JUICE):
SLUGO TRANSITION (SNGRA1.SLUGO):
ST. CROIX TRANSITION (SNGRA1.COY):

SE-3, 17 DEC 2009 to 14 JAN 2010



ARRIVAL ROUTE DESCRIPTION

GABAR TRANSITION (GABAR.TROCO1):
ILURI TRANSITION (ILURI.TROCO1):
MODUX TRANSITION (MODUX.TROCO1):
SAINT MAARTEN TRANSITION (PJM.TROCO1):

Landing East Rwy 08: From over TROCO WP via 328° track to REKUA WP, then via 260° track to PLENA WP, then via 347° track to WESEN WP, thence via assigned runway transition.

Landing East Rwy 10: From over TROCO WP via 328° track to REKUA WP, then via 281° track to GARCY WP , then via 011° track to TNNER WP, thence via assigned runway transition.

Landing West Rwy 26/28: From over TROCO WP via 328° track to YUNKE WP, then via 023° heading. Expect radar vectors to runway transition.

(TROCO.TROCO1) 09015

TROCO ONE ARRIVAL (RNAV)

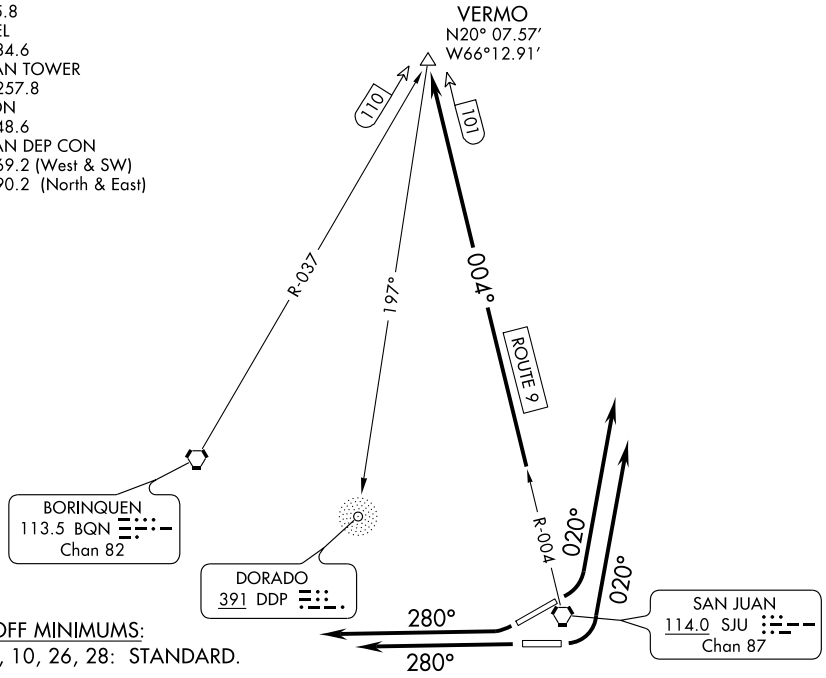
ST-784 (FAA)

SAN JUAN/LUIS MUNOZ MARIN INTL
SAN JUAN, PUERTO RICO

VERMO FIVE DEPARTURE

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SL-784 (FAA)
SAN JUAN, PUERTO RICO

ATIS 125.8
CLNC DEL
126.4 284.6
SAN JUAN TOWER
132.05 257.8
GND CON
121.9 348.6
SAN JUAN DEP CON
119.4 269.2 (West & SW)
120.9 290.2 (North & East)



TAKE-OFF MINIMUMS:
RWY 8, 10, 26, 28: STANDARD.

TAKE-OFF OBSTACLE NOTES:
Rwy 8: Trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL.
Rwy 10: Trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL.
Rwy 26: Bldg and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL.
Rwy 28: Bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climbing left turn heading 020° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
TAKE-OFF RUNWAY 10: Climbing left turn heading 020° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
TAKE-OFF RUNWAY 26: Climb heading 280° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 280° or as assigned by ATC, expect vectors to intercept SJU R-004 to VERMO INT. Thence. . . .

. . . . Maintain 5000 unless assigned lower altitude. Expect clearance to FL280, or requested altitude if lower, ten minutes after departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

VORTAC SJU	APP CRS	Rwy Idg	10002
114.0	082°	TDZE	9
Chan 87		Apt Elev	9

VOR or TACAN RWY 8

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

For inoperative MALSR, increase S-8 Cat E visibility to 2 miles.

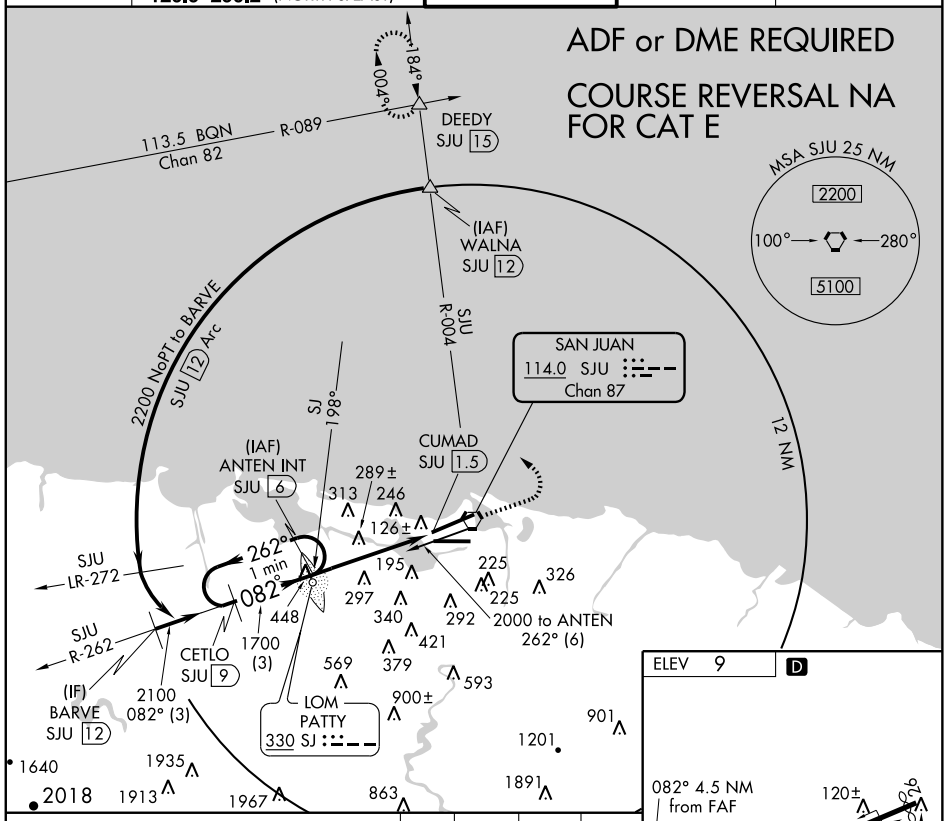
MALSR

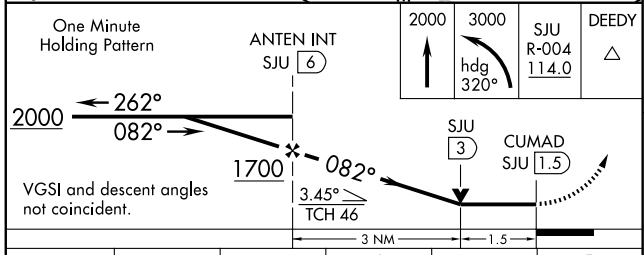
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 320° and SJU VORTAC R-004 outbound to DEEDY INT/SJU 15 DME and hold.

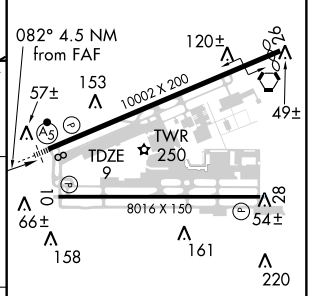
ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

ADF or DME REQUIRED

COURSE REVERSAL NA FOR CAT E







CATEGORY	A	B	C	D	E
S-8	560-½	551 (600-½)	560-1 551 (600-1)	560-1¼ 551 (600-1¼)	560-1½ 551 (600-1½)
CIRCLING	600-1	591 (600-1)	600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 17 DEC 2009 to 14 JAN 2010

SAN JUAN, PUERTO RICO

AL-784 (FAA)

09295

VORTAC SJU	APP CRS	Rwy Idg	8016
114.0	082°	TDZE	9
Chan 87		Apt Elev	9

VOR or TACAN RWY 10

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 320° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

ADF or DME REQUIRED

COURSE REVERSAL NA FOR CAT E

MSA SJU 25 NM
2200
100° 280°
5100

DEEDY
SJU 15

113.5 BQN
Chan 82

R-089

184°

004°

(IAF)
WALNA
SJU 12

2200 NoPT to BARVE
SJU 12 Arc

SJ 198°

R-004

12 NM

SAN JUAN
114.0 SJU
Chan 87

(IAF)
ANTEN INT
SJU 6

CUMAD
SJU 1.5

289±
313
246
126±

262°
1 min
082°

SJU
LR-272

SJU
R-262

CETLO
SJU 9

1700
(3)

2100
082° (3)

(IF)
BARVE
SJU 12

LOM
PATTY
330 SJ

2000 to ANTEN
262° (6)

225
195
225
326
297
340
292
448
379
421
569
593
900±
901
1201
1640
1935
2018
1913
1967
863
1891

ELEV 9 D

082° 4.5 NM from FAF

120±
94±
57±
153
49±
10002 X 200
TWR
250
10
28
66±
TDZE
9
8016 X 150
54±
158
161
220

One Minute Holding Pattern

ANTEN INT
SJU 6

2000
262°
082°

1700
082°

SJU
3.1

CUMAD
SJU 1.5

3.47°
TCH 50

VGSI and descent angles not coincident.

2.9 NM
1.6

2000	3000	SJU R-004 114.0	DEEDY
	hdg 320°		

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

CATEGORY	A	B	C	D	E
S-10	560-1	551 (600-1)	560-1½ 551 (600-1½)	560-1¾ 551 (600-1¾)	560-2 551 (600-2)
CIRCLING	600-1	591 (600-1)	600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 17 DEC 2009 to 14 JAN 2010

VORTAC SJU	APP CRS	Rwy Idg	10002
114.0		TDZE	7
Chan 87	249°	Apt Elev	9

VOR or TACAN RWY 26

SAN JUAN/ LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 045° and SJU VORTAC R-004 to DEEDY INT/SJU 15 DME and hold.

ATIS	SAN JUAN APP CON	SAN JUAN TOWER	GND CON	CLNC DEL
125.8	119.4 269.2 (WEST & SW) 120.9 290.2 (NORTH & EAST)	132.05 257.8	121.9 348.6	126.4 284.6

DME or RADAR REQUIRED

MSA SJU 25 NM
2200
100° 280°
5100

113.5 BQN Chan 82
R-089
004° 184°
DEEDY SJU 15

(IAF) DONKE SJU 11
1600 NoPT SJU 11 Arc
024° 204°
R-069
R-345
R-004
(IAF) PAESO SJU 5 RADAR
1600 249° (6)
(IF) ARETE SJU 11
SJU 11 Arc 1600 NoPT
R-097
(IAF) ISLLA SJU 11

DORADO 391 DDP

2200 to VORTAC 104° (24.2)
2000 to VORTAC 080° (6.1)
1600 to PASEO 069° (5)

LOM PATTY 330 SJ

SAN JUAN 114.0 SJU Chan 87

10 NM

313 246 126± 111± 289± 448 195 225 297 340 421 292 225 326 379 593 569 900± 901 1201 1528 3637 2215

ELEV 9 D

249° to SJU VORTAC

TDZE 7

120± 206 153 57± 49± 10002 X 200 TWR 250 8016 X 150 10 66± 158 161 28 54± 220

2000	3000	SJU R-004 114.0	DEEDY
	hdg 045°		△

PAESO SJU 5 /RADAR
Remain within 15 NM
069°
249°
1600
1600
VORTAC
3.00°
TCH 45
4.9 NM

CATEGORY	A	B	C	D	E
S-26	440-1	433 (500-1)	440-1¼ 433 (500-1¼)	440-1½	433 (500-1½)
CIRCLING	600-1	591 (600-1)	600-1½ 591 (600-1½)	600-2 591 (600-2)	900-3 891 (900-3)

REIL Rwy 26
HIRL Rwys 8-26 and 10-28

SE-3. 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ALBEMARLE, NC

STANLY COUNTY ..... **ILS Rwy 22L[1]**
NDB or GPS Rwy 22L[2]

NA when control tower closed.
[1]ILS, Categories B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ANDERSON, SC

ANDERSON RGNL ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
VOR Rwy 5

NA when local weather not available.

ASHEVILLE, NC

ASHEVILLE RGNL ..... **ILS or LOC Rwy 16[12]**
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[35]
RADAR-1, 900-2¾[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A,B, 1000-2, Categories C, D, 1000-3.

BARNWELL, SC

BARNWELL RGNL ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL . **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 33[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]Category E, NA.

CHARLESTON EXECUTIVE.. ..... **ILS or LOC Rwy 9**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL ..... **ILS or LOC Rwy 23**

ILS, Categories A,B,C,D, 700-2.

CLEMSON, SC

OCONEE COUNTY RGNL.. **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

CLINTON, NC

SAMPSON COUNTY.. ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

COLUMBIA, SC

COLUMBIA METROPOLITAN ..... **ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 11[2]
ILS or LOC Rwy 29[2]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

CONCORD, NC

CONCORD RGNL ..... **ILS or LOC Rwy 20**[1]
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]

Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

CURRITUCK, NC

CURRITUCK COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A

NA when local weather not available.

EDENTON, NC

NORTHEASTERN RGNL ..... **LOC Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

ELIZABETH CITY, NC

ELIZABETH CITY CG AIR STATION/RGNL . **ILS or LOC Rwy 10**[1][2]
RNAV (GPS) Rwy 10

NA when local weather not available.
[1]ILS, Category D 700-2.
[2]ILS,LOC,NA when control tower closed.

ERWIN, NC

HARNETT RGNL JETPORT ..... **LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/ GRANNIS FIELD ..... **LOC BC Rwy 22**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 22

NA when local weather not available.
[1]NA when control tower closed.

FLORENCE, SC

FLORENCE RGNL ..... **ILS or LOC Rwy 9**[1][2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR or TACAN-A

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

FRANKLIN, NC

MACON COUNTY ..... **RNAV (GPS)-A**

NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

GASTONIA, NC

GASTONIA MUNI ..... **RNAV (GPS) Rwy 21**

NA when local weather not available.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A

NA when local weather not available.

GREENSBORO, NC

PIEDMONT TRIAD INTL ... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

GREENVILLE, NC

PITT-GREENVILLE ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

ALTERNATE MINS

09351

NAME	ALTERNATE MINIMUMS

GREENVILLE, SC

DONALDSON CENTER ..... **ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

GREENVILLE DOWNTOWN ..... **ILS or LOC Rwy 1[123]**
RNAV (GPS) Rwy 1[24]
RNAV (GPS) Rwy 10[24]
RNAV (GPS) Rwy 19[24]
RADAR-1[14]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2. LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

GREENWOOD, SC

GREENWOOD COUNTY ..... **NDB or GPS Rwy 27**
VOR OR GPS Rwy 9
VOR Rwy 27
NA when local weather not available.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN ..... **ILS or LOC Rwy 4**
RADAR-1
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

JEFFERSON, NC

ASHE COUNTY ..... **RNAV (GPS) Rwy 28**
Categories A, B, 1100-2; Category C, 1100-3; Category D, 1500-3.
NA when local weather not available.

KINGSTREE, SC

WILLIAMSBURG RGNL .... **RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 1000-3.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD ..... **ILS Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR Rwy 23[1]

[1]NA when control tower closed.
[2]Category D, 700-2.
[3]NA when local weather not available.

NAME	ALTERNATE MINIMUMS

JACKSONVILLE, NC

ALBERT J ELLIS ..... **ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
NA when local weather not available.

LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER FIELD ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

LOUISBURG, NC

FRANKLIN COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MORGANTON, NC

FOOTHILLS RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MYRTLE BEACH, SC

MYRTLE BEACH INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36
ILS, Category D, 700-2.
[1]NA when local weather not available.

NEW BERN, NC

COASTAL CAROLINA RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

NEWBERRY, SC
NEWBERRY COUNTY ..... **NDB Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

NORTH MYRTLE BEACH, SC
GRAND STRAND ..... **ILS Rwy 23[1]**
VOR Rwy 5
VOR Rwy 23[2]
NA when control tower closed.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

ORANGEBURG, SC
ORANGEBURG MUNI ..... **NDB Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

OXFORD, NC
HENDERSON-OXFORD ..... **LOC Rwy 6**
NDB Rwy 6
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

RALEIGH/DURHAM, NC
RALEIGH-DURHAM
INTL ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 5R[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[2]
NDB Rwy 23L[3]
VOR Rwy 32[4]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

REIDSVILLE, NC
ROCKINGHAM COUNTY NC
SHILOH ..... **NDB Rwy 31**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROANOKE RAPIDS, NC
HALIFAX-NORTHAMPTON
RGNL ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
VOR/DME Rwy 2
NA when local weather not available.

ROCK HILL, SC
ROCK HILL/YORK CO/
BRYANT FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ROCKY MOUNT, NC
ROCKY MOUNT-
WILSON RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR/DME Rwy 22
NA when local weather not available.

ROXBORO, NC
PERSON COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

RUTHERFORDTON, NC
RUTHERFORD CO/
MARCHMAN FIELD ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

SHELBY, NC
SHELBY-CLEVELAND
COUNTY RGNL ..... **NDB Rwy 23[1]**
RNAV (GPS) Rwy 5
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

STATESVILLE, NC
STATESVILLE RGNL ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

SUMTER, SC
SUMTER ..... **RNAV (GPS) Rwy 5[1]**
RNAV (GPS) Y Rwy 23
RNAV (GPS) Z Rwy 23
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

WADESBORO, NC
ANSON COUNTY ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

ALTERNATE MINS

09351

NAME ALTERNATE MINIMUMS

WALLACE, NC

HENDERSON FIELD ..... **NDB Rwy 27**
Category D, 800-2½.

WASHINGTON, NC

WARREN FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 35
NA when local weather not available.

WHITEVILLE, NC

COLUMBUS COUNTY
MUNI ..... **NDB Rwy 6**
RNAV (GPS) Rwy 6
NA when local weather not available.

WILMINGTON, NC

WILMINGTON INTL .. **ILS or LOC/DME Rwy 6[12]**
ILS or LOC/DME Rwy 24[12]
ILS Rwy 35[23]
RADAR-1[3]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 24[1]
RNAV (GPS) Rwy 35[1]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]NA when control tower closed.

WINSTON-SALEM, NC

SMITH REYNOLDS ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[34]
RNAV (GPS) Rwy 33[35]
VOR/DME Rwy 15[5]
[1]NA when control tower closed.
[2]ILS,Categories B,C, 700-2,Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.

ASHEVILLE, NC

Amdt. 5A, NOV 18, 1998 (FAA)

ELEV **2165**

ASHEVILLE RGNL

RADAR- 124.65 269.575 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34		AB	**2800**/24	660	(700-½)	C	**2800**/60	660	(700-1¼)
			D	**2800**-1½	660	(700-1½)				
	16		A	**3000**/50	835	(900-1)	B	**3000**/60	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)
CIRCLING			A	**3000**-1	835	(900-1)	B	**3000**-1¼	835	(900-1¼)
			C	**3000**-2½	835	(900-2½)	D	**3000**-2¾	835	(900-2¾)

Circling not authorized west of Rwy 16-34. Night circling not authorized.

BEAUFORT, SC

Amdt. 3A, NOV 20, 2008 (FAA)

ELEV **10**

BEAUFORT COUNTY

RADAR-1 118.45 292.125 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25		ABC	**440**-1¼	430	(500-1¼)				
CIRCLING			AB	**500**-1¼	490	(500-1¼)	C	**500**-1½	490	(500-1½)

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

BEAUFORT MCAS (KNBC), (MERRITT FLD) SC (08325 USN) ELEV 37

RADAR - (E) 123.7x 298.875x 317.775x 323.275x 372.0x 379.275x 383.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	23[25]	3.0°/44/821	ABCDE	116-¼	100	(100-¼)
	32	3.0°/40/771	ABCDE	125-½	100	(100-½)
	14	3.0°/40/768	ABCDE	132-½	100	(100-½)
	5[25]	3.0°/38/779	ABCDE	137-¼	100	(100-¼)
PAR[1] W/O GS	23[4]		ABCDE	320-¾	304	(300-¾)
	5[4]		ABCDE	360-1	323	(400-1)
	14		ABCDE	380-1¼	348	(400-1¼)
	32[6]		ABCDE	380-1¼	355	(400-1¼)
ASR	23[3]		AB	360-½	344	(400-½)
			CDE	360-¾	344	(400-¾)
	5[7]		AB	440-¾	403	(500-¾)
			CD	440-1	403	(500-1)
			E	440-1¼	403	(500-1¼)
	14		ABC	420-1	388	(400-1)
			DE	420-1¼	388	(400-1¼)
	32		AB	520-1	495	(500-1)
			C	520-1¼	495	(500-1¼)
			D	520-1½	495	(500-1½)
			E	520-1¾	495	(500-1¾)
CIR	5, 14, 23		AB	500-1¼	463	(500-1¼)
			C	500-1½	463	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)
	32		AB	520-1¼	483	(500-1¼)
			C	520-1½	483	(500-1½)
			D	600-2	563	(600-2)
			E	720-2½	683	(700-2½)

[1]No-NOTAM MP 1200-2000Z++ Sat. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]CAUTION: PAR and VGSI not coincident. [6]Cross 2 NM from touchdown, 600 min alt. [7]When ALS inop, increase vis CAT AB to 1 mile,CAT CD to 1¼ miles,CAT E to 1½ miles.

BOGUE MCALF (KNJM), NC (07270 USA) ELEV 22

RADAR [1] **- (E)** 328.4 119.5x 361.2x 341.3x 336.4x 336.5x 363.6x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	23[2]	3.0°/37/706	ABCDE	271-1	250	(300-1)

[1]RADAR svc avbl by PPR only, during sked field hrs, ctc ATC DSN 582-0697, C252-466-0697 for PPR. [2]CAUTION: 20:1 visual area penetrated. Procedure NA at night.

CHERRY POINT MCAS (KNKT), (CUNNINGHAM FLD) NC(09239 USN) ELEV 29

RADAR - (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32L[1] [3]	3.0°/36/668	ABCDE	126-¼	100	(100-¼)
	23R	3.0°/55/1051	AB	273-¾	250	(300-¾)
			CDE	273-1	250	(300-1)
	14L[3]	3.0°/40/763	ABCDE	126-½	100	(100-½)
	5R[3]	3.0°/39/733	ABCDE	127-½	100	(100-½)
ASR	32L[2]		AB	340-½	314	(400-½)
			CDE	340-¾	314	(400-¾)
	23R[4]		ABCDE	360-1	337	(400-1)
	5R		AB	440-1	413	(500-1)
			CD	440-1¼	413	(500-1¼)
			E	440-1½	413	(500-1½)
	14L		AB	440-1	414	(500-1)
			C	440-1¼	414	(500-1¼)
			DE	440-1½	414	(500-1½)
CIR	All Rwys		AB	520-1	491	(500-1)
			C	540-1½	511	(600-1½)
			DE	580-2	551	(600-2)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCDE to 1 mile.[3]CAUTION: PAR RPI and PAPI RRP are not coincident. [4]When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.

COLUMBIA, SC

Amdt. 12, SEP 24, 2009 (FAA)

ELEV **236**

COLUMBIA METROPOLITAN

RADAR- 133.4 285.6 124.15 338.2 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**700**/24	472	(500-½)	C	**700**/40	472	(500-¾)
		D	**700**/50	472	(500-1)				
	11	AB	**680**/24	444	(500-½)	C	**680**/40	444	(500-¾)
		D	**680**/50	444	(500-1)				
	29	AB	**720**/24	493	(500-½)	C	**720**/40	493	(500-¾)
		D	**720**/50	493	(500-1)				
	23	AB	**680**/50	467	(500-1)	C	**680**/60	467	(500-1¼)
		D	**680**-1½	467	(600-1½)				
CIRCLING		AB	**740**-1	504	(600-1)	C	**840**-1¾	604	(700-1¾)
		D	**880**-2	644	(700-2)				

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

COLUMBIA, SC

Amdt. 2, OCT 22, 2009 (FAA)

ELEV **193**

JIM HAMILTON L.B. OWENS

RADAR-1 133.4 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31	AB	**720**-1¼	535	(600-1¼)	C	**720**-1½	535	(600-1½)
		D	**720**-1¾	535	(600-1¾)				
CIRCLING		NA							

Use Columbia Metropolitan altimeter setting. Visibility reduction by helicopters NA.
Lost Communications (All Rwys): As directed by ATC on initial contact.

FLORENCE, SC

AMDT 1, MAR 12, 2009 (FAA)

ELEV **146**

FLORENCE RGNL

RADAR-1 118.6 341.7 135.25 316.15 ▽ ⚠NA.

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**480**-1	346	(400-1)	D	**480**-1¼	346	(400-1¼)
	9*	AB	**680**-½	534	(600-½)	C	**680**-1	534	(600-1)
		D	**680**-1¼	534	(600-1¼)				
	19**	AB	**860**-1	717	(800-1)	C	**860**-2	717	(800-2)
		D	**860**-2¼	717	(800-2¼)				
	27	AB	**560**-1	421	(500-1)	CD	**560**-1¼	421	(500-1¼)
CIRCLING		AB	**640**-1	494	(500-1)	C	**640**-1½	494	(500-1½)
		D	**740**-2	594	(600-2)				
CIRCLING*		AB	**680**-1	534	(600-1)	C	**680**-1½	534	(600-1½)
		D	**740**-2	594	(600-2)				
CIRCLING**		AB	**860**-1	714	(800-1)	C	**860**-2	714	(800-2)
		D	**860**-2¼	714	(800-2¼)				

GREENVILLE, SC

Amdt. 13A, SEP 25, 2008 (FAA) ELEV **1048**

GREENVILLE DOWNTOWN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		ABC	**1480**-1¼	465	(500-1¼)	D	**1480**-1½	465	(500-1½)
CIRCLING			AB	**1620**-1¼	572	(600-1¼)	C	**1620**-1½	572	(600-1½)
			D	**1740**-2¼	692	(700-2¼)				

Alternate minimums: Standard, except CAT D 800-2¼, NA when control tower closed.

GREER, SC

Amdt. 6, SEP 1, 2005 (FAA) ELEV **964**

GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN

RADAR- 118.8 385.4 ▽ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**1340**/40	376	(400-¾)	D	**1340**/50	376	(400-1)
	4		ABC	**1420**/40	471	(500-¾)	D	**1420**/50	471	(500-1)
CIRCLING			AB	**1420**-1¼	456	(500-1¼)	C	**1420**-1½	456	(500-1½)
			D	**1520**-2	556	(600-2)				

When APP CON closed, ASR NA.
For inoperative MALSR, increase S-22 Category D visibility to RVR 6000.
If local altimeter setting not received use Greenville Downtown altimeter setting and increase all MDAs 40 feet.

MC ENTIRE JNGB (MMT), SC (Eastover) (Orig 09295 USAF) ELEV 252

RADAR[12] 125.4 385.6 143.55 281.525 316.4x 269.05x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[3]	32	2.5°/52/1169	ABCDE	443/24	200	(200-½)
ASR[4]	32		AB	640-½	397	(400-½)
			CD	640-¾	397	(400-¾)
			E	640-1	397	(400-1)
CIR	32		A	840-1	588	(600-1)
			B	860-1	608	(700-1)
			C	880-1¾	628	(700-1¾)
			D	880-2	628	(700-2)
			E	1020-2¾	768	(800-2¾)

[1]If no transmissions are received for one minute in the pattern or five/fifteen seconds on final approach, attempt contact with McEntire Tower on 253.5 or 132.4 and proceed VFR. If unable, proceed with TACAN/ILS/VOR/NDB approach, maintain 2000 until established on/over fix/ NAVAID/approach procedure. [2]Remain within 4 NM of MMT VORTAC to avoid R-6001; if unable, expect 10 minute delay for activation. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

NEW BERN, NC

Amdt. 2B, JUL 2, 2009 (FAA) ELEV **19**

COASTAL CAROLINA RGNL

RADAR- 119.35 374.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4	ABC	**400**-1	383	(400-1)	D	**400**-1¼	383	(400-1¼)
	22	AB	**540**-1	525	(600-1)	C	**540**-1½	525	(600-1½)
		D	**540**-1¾	525	(600-1¾)				
CIRCLING		AB	**560**-1	541	(600-1)	C	**560**-1½	541	(600-1½)
		D	**580**-2	561	(600-2)				

When Cherry Point MCAS control zone not in effect: 1. Procedure not authorized. 2. Alternate minimums not authorize

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NEW RIVER MCAS (KNCA),

(MC CUTCHEON FLD) NC (Jacksonville) (08325 USN)

RADAR - (U) 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 **ELEV 26**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/45/877	ABCD	124-¼	100	(100-¼)
	5[1]	3.0°/35/646	ABCD	126-¼	100	(100-¼)
	19	3.0°/41/750	ABCD	123-½	100	(100-½)
	23	3.0°/36/655	ABCD	125-½	100	(100-½)
PAR W/O GS	5[2]		ABCD	400-1	374	(400-1)
	1[2]		ABCD	400-1	376	(400-1)
	23		ABCD	420-1¼	395	(400-1¼)
	19		ABCD	420-1¼	397	(400-1¼)
ASR	5[3]		ABC	380-¾	354	(400-¾)
			D	380-1	354	(400-1)
	23		AB	440-1	415	(500-1)
			CD	440-1¼	415	(500-1¼)
	19		AB	440-1	417	(500-1)
			CD	440-1¼	417	(500-1¼)
CIR ASR	All Rwy		AB	500-1	474	(500-1)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)
CIR PAR W/O GS	All Rwy		AB	500-1¼	474	(500-1¼)
			C	500-1½	474	(500-1½)
			D	580-2	554	(600-2)

[1]When ALS inop, increase vis to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles.
[3]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

SIMMONS AAF (KFBG), NC (Fort Bragg) (08353 USA) ELEV 244

RADAR[1] - (E) 120.8 124.2 257.65 284.675

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	27	3.0°/36/628	ABC	**428-½**	200	(200-½)
			D	NA	NA	NA

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

WILMINGTON, NC Amdt. 6C, NOV 20, 2008 (FAA) ELEV 32

WILMINGTON INTL

RADAR- 118.25 135.75 284.65 346.35

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		ABC	**460**-1¼	428	(500-1¼)	D	**460**-1½	428	(500-1½)
	24		ABC	**460**-1¼	433	(500-1¼)	D	**460**-1½	433	(500-1½)
			ABC	**480**-1¼	451	(500-1¼)	D	**480**-1½	451	(500-1½)
	35		AB	**540**/40	509	(600-¾)	CD	**540**/50	509	(600-1)
CIRCLING			AB	**540**-1¼	508	(600-1¼)	C	**540**-1½	508	(600-1½)
			D	**640**-2	608	(700-2)				

When control tower closed procedure not authorized.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AIKEN, SC

AIKEN MUNI (AIK)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff min. and a normal 200' NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 186° to 1100 before turning west.

NOTE: **Rwy 1**, terrain 74' from departure end of runway, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from departure end of runway, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from departure end of runway, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from departure end of runway, 246' right of centerline up to 496' MSL. Numerous trees beginning 1322' from departure end of runway, 241' right of centerline, up to 100' AGL/609' MSL. **Rwy 7,** terrain beginning 51' from departure end of runway, 207' right of centerline up to 499' MSL. Numerous trees beginning 1230' from departure end of runway, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1601' from departure end of runway, 731' left of centerline, up to 56' AGL/563' MSL.

AIKEN MUNI (CON'T)

Rwy 19, numerous trees beginning at departure end of runway, 110' right of centerline, up to 100' AGL/629' MSL. numerous trees beginning 6' from departure end of runway, 82' left of centerline, up to 100' AGL/639' MSL. **Rwy 25,** tree 1244' from departure end of runway, 766' right of centerline, 73' AGL/572' MSL. Tree 1506' from departure end of runway, 661' left of centerline, 72' AGL/561' MSL.

ALBEMARLE, NC

STANLY COUNTY (VUJ)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4L,22R,** NA-VFR runway. **Rwy 4R,** 300-1½ or std. w/ min. climb of 297' per NM to 1000.

NOTE: **Rwy 4R,** trees 1.25 NM from DER, 2078' left of centerline, 100' AGL/859' MSL. Powerlines 1.1 NM from DER left to right of centerline 78' AGL/799' MSL. **Rwy 22L,** multiple trees beginning 196' from DER, 249' right of centerline, 100' AGL/709' MSL. Multiple trees beginning 847' from DER, 648' left of centerline, 100' AGL/699' MSL.

ANDERSON, SC

ANDERSON RGNL

NOTES: **Rwy 5,** multiple trees beginning 1282' from departure end of runway, 172' right of centerline, up to 93' AGL/879' MSL. Multiple trees beginning 85' from departure end of runway, 299' left of centerline, up to 89'AGL/878' MSL. **Rwy 17,** multiple trees beginning 1017' from departure end of runway, 25' right of centerline, up to 73' AGL/800' MSL. Multiple trees beginning 3' from departure end of runway, 47' left of centerline, up to 77' AGL/820' MSL. **Rwy 23,** transmission line tower and multiple trees beginning 1186' from departure end of runway, 552' left of centerline, up to 100' AGL/890' MSL. **Rwy 35,** multiple trees beginning 131' from departure end of runway, 279' right of centerline, up to 87' AGL/854' MSL. Ceilometer and tree beginning 257' from departure end of runway, 319' left of centerline, up to 73' AGL/820' MSL.

ANDREWS, NC

WESTERN CAROLINA RGNL

TAKE-OFF MINIMUMS: **Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.

DEPARTURE PROCEDURE: **Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Andrews-Murphy Airport while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

ANDREWS, SC

ROBERT F. SWINNE

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 400-1.

DEPARTURE PROCEDURE: **Rwy s18, 36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 18,** tower 165' from departure end of runway, 500' right of centerline, 118' AGL/145' MSL. Tree 630' from departure end of runway, 350' left of centerline, 87' AGL/114' MSL. Water tank 340' from departure end of runway, 1040' right of centerline, 129' AGL/156' MSL. **Rwy 36,** tree 60' from departure end of runway, 500' left of centerline, 67' AGL/85'MSL. Tree 10' from departure end of runway, 210' right of centerline, 55' AGL/73' MSL. Tree 10' from departure end of runway, 190' left of centerline, 32' AGL/50' MSL. Tree 720' from departure end of runway, 265' right of centerline, 34' AGL/61' MSL.

ASHEBORO, NC

ASHEBORO RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 230' per NM to 1200. **Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 1500 before turning southeast.

ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

AMDT 8 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. with a min. climb of 360' per NM to 6100, or 3300-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 380' per NM to 5700, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct BRA NDB, climb in holding pattern; hold South, right turns, 344° inbound to cross BRA NDBat or above 6100 before proceeding on course or for climb in visual conditions: cross Asheville Rgnl Airport southbound at or above 5300 MSL direct BRA NDB before proceeding on course. NOTE: climb in visual NA at night. **Rwy 34,** climb direct KEANS (IM) LOM, climb in holding pattern; hold North, left turns, 164° inbound to cross KEANS LOM at or above 7000 before proceeding on course or for climb in visual conditions; cross Asheville Rgnl Airport northbound at or above 5300 MSL direct KEANS LOM before proceeding on course. Note: climb in visual NA at night.

NOTE: **Rwy 16,** tree 207' from DER, 529' left of centerline, 100' AGL/2148' MSL. **Rwy 34,** tree 543' from DER, 614' left of centerline, 100' AGL/2194' MSL.Tree 81' from DER, 41' left of centerline, 100' AGL/2172' MSL.

BARNWELL, SC

BARNWELL RGNL

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 165° to 1100 before turning. **Rwy 23,** climb heading 230° to 1100 before turning south.

NOTE: **Rwy 5,** trees beginning 1959' from departure end of runway, 506' right of centerline, up to 100' AGL/329' MSL. Trees beginning 2458' from departure end of runway, 440' left of centerline, up to 100' AGL/359' MSL. **Rwy 17,** trees beginning 3225' from departure end of runway, 1092' right of centerline, up to 100'AGL/339' MSL. Tower 1.9 NM from departure end of runway, 3064' left of centerline, 366' AGL/544' MSL. **Rwy 23,** trees beginning 717' from departure end of runway, 237' right of centerline, up to 100' AGL/339' MSL. Trees beginning 971' from departure end of runway, 254' left of centerline, 100' AGL/349' MSL. Tree 2933' from departure end of runway, 559' left of centerline, 100' AGL/319' MSL. **Rwy 35,** trees beginning 948' from departure end of runway, 570' left of centerline, up to 100' AGL/349' MSL. Trees beginning 2805' from departure end of runway, 440' right of centerline, up to 100' AGL/ 359' MSL.

BEAUFORT, NC

MICHAEL J. SMITH FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 500' per NM to 500.

NOTE: **Rwy 21,** tower 2831' from departure end of runway, 926' left of centerline, 162' AGL/172' MSL.

BEAUFORT, SC

BEAUFORT COUNTY

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1700 before turning right. **Rwy 25,** climb runway heading to 300 before turning right.

NOTE: **Rwy 25,** tree 1100' from departure end of runway, 70' left of centerline, 40' AGL/50' MSL. Powerline 1000' from departure end of runway, on centerline, 30' AGL/35' MSL.

BENNETTSVILLE, SC

MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

ORIG 09155 (FAA)

NOTE: **Rwy 6,** trees beginning 383' from DER, 425' left of centerline, up to 100' AGL/249' MSL. Trees beginning 667' from DER, 420' right of centerline, up to 100' AGL/249' MSL. **Rwy 24,** trees beginning 653' from DER, 570' left of centerline, upt o 100' AGL/239' MSL. Trees beginning 866' from DER, 422' right of centerline, up to 100' AGL/239' MSL.

BOGUE MCALF (KNJM)

SWANSBORO, NC 07270

TAKE-OFF OBSTACLES: **Rwy 05**, Trees, 82' MSL (60' AGL) 1253' from DER, 257' left of centerline. **Rwy 23**, Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 540' from DER, 439' right of centerline. Trees, 90' MSL (70' AGL), 608' from DER, 54' right of centerline.

BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1200 before turning left.

CAMDEN, SC

WOODWARD FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.

NOTE: **Rwy 6,** light 184' from departure end of runway, 500' right of centerline, 27' AGL/316' MSL. Trees beginning 867' from departure end of runway, 113' right of centerline, up to 83' AGL/373' MSL. Trees beginning 736' from departure end of runway, 256' left of centerline, up to 100' AGL/419' MSL. Water tank 5407' from departure end of runway, 1852' left of centerline, 168' AGL/487' MSL. **Rwy 14,** trees and terrain beginning 90' from departure end of runway, 68' left of centerline, up to 100' AGL/409' MSL. Trees and terrain beginning 159' from departure end of runway, 148' right of centerline, up to 100' AGL/399' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 413' right of centerline, up to 100' AGL/338' MSL. Trees beginning 234' from departure end of runway, 389' left of centerline, up to 100' AGL/347' MSL. **Rwy 32,** trees beginning 3059' from departure end of runway, 455' right of centerline, up to 100' AGL/449' MSL. Tree 5066' from departure end of runway, 858' left of centerline, 100' AGL/429' MSL.

CHAPEL HILL, NC

HORACE WILLIAMS

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 1400 before turning southwest. **Rwy 27,** climb heading 270° to 2400 before turning south.

NOTE: **Rwy 9,** trees 1084' from departure end of runway, 250' left of centerline, 82' AGL/551' MSL. Trees 785' from departure end of runway, 401' right of centerline, 56' AGL/520' MSL. **Rwy 27,** trees 200' from departure end of runway, 240' left of centerline, 43' AGL/542' MSL.

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

AMDT 6 08045 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 1157' from departure end of runway, 184' left of centerline, up to 77' AGL/111' MSL. Electrical equipment, microwave tower, and multiple trees beginning 102' from departure end of runway, 58' right of centerline, up to 104' AGL/136' MSL. **Rwy 15,** multiple trees beginning 213' from departure end of runway, 413' left of centerline, up to 93' AGL/107' MSL. Multiple trees beginning 200' from departure end of runway, 378' right of centerline, up to 42' AGL/66' MSL. **Rwy 21,** multiple trees beginning 42' from departure end of runway, 142' left of centerline, up to 92' AGL/111' MSL. Multiple trees beginning 1057' from departure end of runway, 199' right of centerline, up to 95' AGL/114' MSL. **Rwy 33,** trees 1797' from departure end of runway, 953' right of centerline, 84' AGL/128' MSL.

CHARLESTON EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 22,** climb to 700 before turning west.

CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

AMDT 5 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 1700 before turning right. **Rwy 36C,** climb heading 003°to 1400 before turning left. **Rwy 36L,** climb heading 003° to 1800 58before turning left.

NOTE: **Rwy 5,** trees beginning 1031' from DER, 480' left of centerline, up to 127' AGL/856' MSL. **Rwy 18L,** tower and pole beginning 981' from DER, 708' left of centerline, up to 160' AGL/850' MSL. Trees beginning 1235' from DER, 707' right of centerline, up to 88' AGL/767' MSL. **Rwy 18C,** trees beginning 1688' from DER, 735' left of centerline, up to 108' AGL/787' MSL.Trees beginning 3251' from DER, 995' right of centerline, up to 102' AGL/841' MSL. **Rwy 23,** trees beginning 3899' from DER, 216' left of centerline, up to 99' AGL/818' MSL. Trees beginning 1491' from DER, 603' right of centerline, up to 74' AGL/823' MSL. **Rwy 36C,** trees beginning 1937' from DER, 725' left of centerline, up to 54' AGL/823' MSL. Trees beginning 1420' from DER, 309' right of centerline, up to 114' AGL/823' MSL. **Rwy 36R,** pole and trees beginning 713' from DER, 416' left of centerline, up to 94' AGL/853' MSL. Railroad, antenna, poles and trees beginning 471' from DER, 93' right of centerline, up to 93' AGL/852' MSL.

CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD

NOTE: **Rwy 8,** multiple trees 465' from departure end of runway, 176' right of centerline, up to 100' AGL/279' MSL. Power lines 845' from departure end of runway, 501' left of centerline, 65' AGL/243' MSL. Multiple trees 2407' from departure end of runway, 11' left of centerline, up to 100' AGL/279' MSL. **Rwy 26,** trees 1089' from departure end of runway, 213' left of centerline, up to 100' AGL/389' MSL. Trees 1467' from departure end of runway, 63' right of centerline, up to 100' AGL/379' MSL. Power lines 2066' from departure end of runway, 186' right of centerline, 65' AGL/243' MSL.

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC 08073

Rwy 5R, 14L, 23R, 32L: Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 5L**: Tree, 2765' from DER, 985' left of centerline, 91' MSL; Tree, 2414' from DER, 974' left of centerline, 87' MSL; Tree, 1470' from DER, 838' left of centerline, 85' MSL; Tree, 686' from DER, 678' left of centerline, 62' MSL; Tree, 1074' from DER, 497' left of centerline, 54' MSL; Tree, 780' from DER, 566' left of centerline, 50' MSL. **Rwy 14R**: Tree, 960' from DER, 727' left of centerline, 47' MSL.

CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 383' from departure end of runway, 180' left of centerline up to 100' AGL/719' MSL. **Rwy 17,** trees beginning 54' from departure end of runway, 289' left of centerline up to 100' AGL/739' MSL. Trees beginning 164' from departure end of runway, 291' right of centerline up to 100' AGL/739' MSL. **Rwy 23,** trees beginning 163' from departure end of runway, 379' right of centerline up to 100' AGL/729' MSL. Trees beginning 3229' from departure end of runway, 726' left of centerline up to 100' AGL/779' MSL. **Rwy 35,** vehicle on road 761' from departure end of runway, 684' left of centerline up to 15' AGL/734' MSL. Trees beginning 321' from departure end of runway, 684' right of centerline up to 100' AGL/761' MSL.

CLEMSON, SC

OCONEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 252° to 1900 before turning right.

NOTE: **Rwy 7,** multiple trees beginning 25' from departure end of runway, 185' right of centerline, up to 100' AGL/923' MSL. Multiple trees beginning 35' from departure end of runway, 184' left of centerline, up to 100' AGL/912' MSL. **Rwy 25,** multiple trees and poles beginning 109' from departure end of runway, 2' right of centerline, up to 100' AGL/960' MSL. Multiple trees and poles beginning 123' from departure end of runway, 8' left of centerline, up to 100' AGL/973' MSL.

CLINTON, NC

SAMPSON COUNTY (CTZ)

AMDT 1 09267 (FAA)

NOTE: **Rwy 6,** trees beginning 9' from DER , 404' right of centerline, up to 65' AGL/215' MSL. Trees beginning 384' from DER, left and right of centerline, up to 125' AGL/245' MSL. **Rwy 24,** trees beginning 13' from DER, left and right of centerline, up to 100' AGL/219' MSL.

COLUMBIA, SC

COLUMBIA METROPOLITAN (CAE)

AMDT 1 09239 (FAA)

NOTE: **Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL. Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL. **Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL. Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL. **Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL. **Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL. Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

JIM HAMILTON L.B. OWENS (CUB)

AMDT 3 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2½ or std. with min. climb of 345' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 311° to 1500 before turning Northbound.

NOTE: **Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL. Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL. Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL. **Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL. Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL. Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL. Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

CONCORD, NC

CONCORD RGNL (JQF)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 20,** 200-1¾ or std. w/ min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 2200 before proceeding on course. **Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2000 before proceeding on course.

NOTE: **Rwy 2,** multiple poles and trees beginning 2444' from departure end of runway, 6' left of centerline, up to 43' AGL/792' MSL. Multiple poles and trees beginning 2104' from departure end of runway, 242' right of centerline, up to 27' AGL/786' MSL. Powerline 1.3 NM from departure end of runway, 2049' left of centerline, 164' AGL/908' MSL. **Rwy 20,** multiple street lights beginning 3047' from departure end of runway, 196' right of centerline, up to 105' AGL/744' MSL. Trees 1.3 NM from departure end of runway, 1581' right of centerline, up to 100' AGL/849' MSL.

CONWAY, SC

CONWAY-HORRY COUNTY

NOTE: **Rwy 4,** multiple trees 2307' from departure end of runway, 193' left of centerline, up to 100' AGL/134' MSL. **Rwy 22,** multiple trees 963' from departure end of runway, 97' right of centerline, up to 40' AGL/75' MSL.

CURRITUCK, NC

CURRITUCK COUNTY RGNL (ONX)
AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1300 before proceeding on course. **Rwy 23,** climb heading 240° to 4000 before turning southbound.

NOTE: **Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL. Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL. **Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL. Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

DARLINGTON, SC

DARLINGTON COUNTY JETPORT

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 343° to 900' before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 11' from departure end of runway, 241' left of centerline, up to 97' AGL/246' MSL. Multiple trees beginning 72' from departure end of runway, 29' right of centerline, up to 97' AGL/236' MSL. **Rwy 10,** multiple trees beginning 20' from departure end of runway, 358' left of centerline, up to 74' AGL/243' MSL. Multiple trees beginning 1526' from departure end of runway, 46' right of centerline, up to 100' AGL/289' MSL. **Rwy 16,** multiple trees beginning 70' from departure end of runway, 258' right of centerline, up to 113' AGL/292' MSL. Tree 1295' from departure end of runway, 135' left of centerline, 70' AGL/256' MSL. **Rwy 23,** antenna 18' from departure end of runway, 263' left of centerline, 9' AGL/194' MSL. Trees beginning 241' from departure end of runway, 394' left of centerline, up to 70' AGL/249' MSL. Tree 732' from departure end of runway, 427' right of centerline, 33' AGL/212' MSL. **Rwy 28,** multiple trees beginning 405' from departure end of runway, 214' left of centerline, up to 100' AGL/299' MSL. Tree 2840' from departure end of runway, 46' right of centerline, 100' AGL/309' MSL. **Rwy 34,** tree 2008' from departure end of runway, 273' right of centerline, 87' AGL/277' MSL.

DILLON, SC

DILLON COUNTY

DEPARTURE PROCEDURE: **Rwys 7,25,** climb to 2200 on runway heading before turning south.

EDENTON, NC

NORTHEASTERN RGNL (EDE)
ORIG 09211 (FAA)

NOTE: **Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL. **Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL. Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

ELIZABETH CITY, NC

ELIZABETH CITY COAST GUARD AIR STATION/RGNL

NOTE: When tethered balloon located approximately 2 NM southeast of airport is flying: **Rwys 1,10,** climb runway heading to 4000 before turning south. **Rwy 19,** climb to 4000 via ECG R-160 before turning east. **Rwy 28,** climb runway heading to 4000 before turning east.

ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 2100 before turning left. **Rwy 33,** climb heading 332° to 1100 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL. **Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL. Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

ELKIN, NC

ELKIN MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 270' per NM to1300. **Rwy 25,** 300-1 or std. with a min. climb of 290' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 7, 25,** climb to 3900 before turning north.

ERWIN, NC

HARNETT RGNL JETPORT

NOTE: **Rwy 5,** multiple trees beginning 1529' from departure end of runway 16' left of centerline, up to 96' AGL/297' MSL. Multiple trees beginning 2775' from departure end of runway, 111' right of centerline, up to 76' AGL/282' MSL. Multiple poles beginning 303' from departure end of runway, 445' left of centerline, up to 17' AGL/239' MSL. Pole beginning 671' from departure end of runway, 610' right of centerline, up to 38' AGL/239' MSL.

NOTE: **Rwy 23,** trees beginning 94' from departure end of runway, 206' right of centerline, up to 64' AGL/252' MSL. Trees beginning 5' from departure end of runway, 296' right of centerline, up to 59' AGL/247' MSL.

FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

ORIG 08213 (FAA)

NOTE: **Rwy 4,** trees beginning 154' from departure end of runway, 117' right of centerline, up to 79' AGL/189' MSL. Trees beginning 344' from departure end of runway, 240' left of centerline, up to 63' AGL/173' MSL. **Rwy 10,** trees beginning 182' from departure end of runway, 295' right of centerline, up to 43' AGL/223' MSL. Trees beginning 451' from departure end of runway, 383' left of centerline, up to 62' AGL/242' MSL. **Rwy 22,** vehicle on road 98' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 1059' from departure end of runway, 551' right of centerline, up to 94' AGL/264' MSL.

FLORENCE, SC

FLORENCE RGNL (FLO)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb on heading 021° to 1200 prior to turning left.

NOTE: **Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL. Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL. Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL. Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL. Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL. Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL. **Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL. Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL. Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL. **Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL. Trees beginning 811' from DER, 23' right of centerline up 69' AGL/181' MSL. Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL. **Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

FRANKLIN, NC

MACON COUNTY (1A5)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

NOTE: **Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL. Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL. Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL. Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL. Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL. **Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL. Terrain 1000' from DER, on centerline, 2061' MSL. Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL. Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

GASTONIA, NC

GASTONIA MUNI (AKH)

AMDT 4 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 049° to 2600 before proceeding West or North. **Rwy 21,** climb heading 214° to 1500 before proceeding North.

NOTE: **Rwy 3,** multiple trees beginning 1200' from departure end of runway, 433' left of centerline, up to 80' AGL/859' MSL. Multiple trees beginning 162' from departure end of runway, 371' right of centerline, up to 136' AGL/885' MSL. **Rwy 21,** antenna and multiple trees beginning 269' from departure end of runway, 210' left of centerline, up to 101' AGL/880' MSL. Multiple trees beginning 252' from departure end of runway, 264' right of centerline, up to 136' AGL/885' MSL.

GEORGETOWN, SC

GEORGETOWN COUNTY

DEPARTURE PROCEDURE: **Rwys 5, 23, 29, 34,** climb runway heading to 500 before turning.

GOLDSBORO, NC

GOLDSBORO-WAYNE MUNI

NOTE: **Rwy 5,** tree 445' from departure end of runway, 498' right of centerline, 23' AGL/158' MSL. **Rwy 23,** tree 158' from departure end of runway, 311' right of centerline, 11' AGL/143' MSL. Tree 1788' from departure end of runway, 281' right of centerline, 52' AGL/184' MSL. Tree 2770' from departure end of runway, 354' right of centerline, 111' AGL/239' MSL.

GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)
AMDT 1 09295 (FAA)

NOTE: **Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL. **Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL. Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL. **Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL. **Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL. **Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL. Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL. Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL. **Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

GREENVILLE, NC

PITT-GREENVILLE

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 ½ or std. with a min. climb of 220' per NM to 300. **Rwy 20,** 200-1 or std. with a min. climb of 425' per NM to 300.

NOTE: **Rwy 2,** tree 1633' from departure end of runway, 741' right of centerline, -/115' MSL. Tree 3303' from departure end of runway, 575' left of centerline, -/123' MSL. **Rwy 8,** tree 181' from departure end of runway, 517' left of centerline, -/108' MSL. Tree 3434' from departure end of runway, 724' right of centerline, -/134' MSL. **Rwy 15,** tower 1.2 NM from departure end of runway,1808' right of centerline, 191' AGL/231' MSL. Rod 1744' from departure end of runway, 966' left of centerline, -/86' MSL. **Rwy 20,** tree 2834' from departure end of runway, 986' left of centerline, -/171' MSL. Antenna 4857' from departure end of runway, 1798' right of centerline, -/165' MSL. **Rwy 26,** tree 1026' from departure end of runway, 546' left of centerline, -/108' MSL. Tree 261' from departure end of runway, 512' right of centerline, -/81' MSL. **Rwy 33,** tree 199' from departure end of runway, 372' left of centerline, -/92' MSL. Tree 489' from departure end of runway, 473' right of centerline, -/91' MSL.

GREENVILLE, SC

DONALDSON CENTER

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 5,** antenna on obstruction light tower 1.7 NM from departure end of runway, 2183' left of centerline, 250' AGL/1167' MSL. Multiple trees beginning 1103' from departure end of runway, 151' right of centerline, up to 50' AGL/985' MSL. **Rwy 23,** stack 2761' from departure end of runway, 1152' left of centerline, 100' AGL/1026' MSL. Multiple trees beginning 2339' from departure end of runway, 231' right of centerline, up to 90' AGL/1001' MSL. Multiple trees beginning 2419' from departure end of runway, 52' left of centerline, up to 95' AGL/1020' MSL.

GREENVILLE, SC (CON'T)

GREENVILLE DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 10,** 400-2¼ or std. with a min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 2400 before turning left. **Rwy 28,** climb heading 276° to 1900 before turning right.

NOTE: **Rwy 1,** numerous trees 200' from departure end of runway, 400' right of centerline, 20' AGL/1087' MSL. Numerous trees 400' from departure end of runway, 575' left of centerline, 80' AGL/1123' MSL. Pole 860' from departure end of runway, 500' right of centerline, 30' AGL/1106' MSL. Numerous trees 1100' from departure end of runway, 750' right of centerline, 63' AGL/1179' MSL. Tree 1487' from departure end of runway, 657' right of centerline, 51' AGL/1157' MSL. **Rwy 10,** tree 31' from departure end of runway, 190' right of centerline, 36' AGL/1031' MSL. Tree 43' from departure end of runway, 370' right of centerline, 59' AGL/1050' MSL. Tree 429' from departure end of runway, 150' left of centerline, 45' AGL/1030' MSL. Tree 691' from departure end of runway, 390' left of centerline, 60' AGL/1051' MSL. Antenna 5221' from departure end of runway, 843' left of centerline, 152' AGL/1173' MSL. Building on hill 1.86 NM from departure end of runway, 500' right of centerline, 186' AGL/1374' MSL. **Rwy 19,** pole 432' from departure end of runway, 500' left of centerline, 25' AGL/1003' MSL. Tree 2905' from departure end of runway, 900' right of centerline, 66' AGL/1070' MSL. Tower 9.55 NM from departure end of runway, 4.2 NM left of centerline, 798' AGL/1849' MSL. **Rwy 28,** tree 364' from departure end of runway, 248' left of centerline, 46' AGL/1014' MSL. Tree 1042' from departure end of runway, 233' right of centerline, 88' AGL/1040' MSL. Stack 2846' from departure end of runway, 482' left of centerline, 69' AGL/1064' MSL. Building 1.93 NM from departure end of runway, 2045' right of centerline, 314' AGL/1315' MSL.

GREENWOOD, SC

GREENWOOD COUNTY (GRD)
ORIG 08017 (FAA)

NOTE: **Rwy 9,** tree 1859' from departure end of runway, 990' left of centerline, 100' AGL/719' MSL.

GREER, SC

GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 038° to 2800 before turning left.

NOTE: **Rwy 4,** tree 1454' from departure end of runway, 146' left of centerline, 78' AGL/1023' MSL.

HARTSVILLE, SC

HARTSVILLE REGIONAL (HSV)
ORIG 08045 (FAA)

NOTE: **Rwy 3,** trees beginning 2478' from departure end of runway, 684' right of centerline, up to 100' AGL/489' MSL. trees beginning 405' from departure end of runway, 363' left of centerline, up to 100' AGL/479' MSL. Road and vehicle 59' from departure end of runway, 418' right of centerline, up to 15' AGL/374' MSL. **Rwy 21,** trees beginning 128' from departure end of runway, 255' right of centerline, up to 100' AGL/439' MSL. Trees beginning 216' from departure end of runway, 325' left of centerline, up to 100' AGL/429' MSL. Road and vehicle 11' from departure end of runway, 335' right of centerline, up to 15' AGL/364' MSL.

HATTERAS, NC

BILLY MITCHELL (HSE)
ORIG 09267 (FAA)

NOTE: **Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL. **Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL. Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

HICKORY, NC

HICKORY RGNL

TAKE-OFF MINIMUMS: **Rwys 19, 24,** std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: Use HICKORY ONE DEPARTURE.

NOTE: **Rwy 1,** tree 50' from departure end of runway, 382' right of centerline, 79' AGL/1228' MSL. **Rwy 19,** tree 1253' from departure end of runway, 661' right of centerline, 92' AGL/1211' MSL. **Rwy 24,** tree 315' from departure end of runway, 584' left of centerline, 99' AGL/1218' MSL.

HILTON HEAD ISLAND, SC

HILTON HEAD

NOTE: **Rwy 3,** numerous trees 328' from departure end of runway, 428' left of departure end of runway, 86' AGL/106' MSL. Numerous trees 319' from departure end of runway, 390' right of departure end of runway, 83' AGL/97' MSL. **Rwy 21,** numerous trees 39' from departure end of runway, 357' right of departure end of runway, 94' AGL/111' MSL. Numerous trees 368' from departure end of runway, 332' left of departure end of runway, 73' AGL/87' MSL. Numerous trees 1421' from departure end of runway, 221' right of departure end of runway, 74' AGL/91' MSL. Numerous trees 1207' from departure end of runway, 329' left of departure end of runway, 85' AGL/99' MSL.

JACKSONVILLE, NC

ALBERT J. ELLIS

DEPARTURE PROCEDURE: **Rwy 23,** climb on runway heading to 500 before turning right.

JEFFERSON, NC

ASHE COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 1900-3.

DEPARTURE PROCEDURE: **Rwys 10, 28,** climb visually over the airport to 5000 before proceeding on course.

KENANSVILLE, NC

DUPLIN COUNTY (DPL)
ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 30' from departure end of runway, 156' right of centerline, up to 100' AGL/238' MSL. Trees beginning 1915' from departure end of runway, 126' left of centerline, up to 100' AGL/231' MSL. Vehicles on road 641' from departure end of runway, left and right of centerline, up to 17' AGL/156' MSL. **Rwy 23,** trees beginning 12' from departure end of runway, 329' left of centerline, up to 100' AGL/218' MSL. Trees beginning 16' from departure end of runway, 59' right of centerline, up to 100' AGL/225' MSL.

KINGSTREE, SC

WILLIAMSBURG RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1 or std. w/ min. climb of 353' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading132° to 800 before turning north.

NOTE: **Rwy 32,** multiple trees beginning 165' from departure end of runway, 360' right of centerline, up to 71' AGL/175' MSL.

KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 1800 before turning east.

NOTE: **Rwy 5,** multiple poles 1521' from departure end of runway, 237' right of centerline, up to 64' AGL/137' MSL. Pole 1625' from departure end of runway, 53' left of centerline, 52' AGL/128' MSL. Multiple trees 1873' from departure end of runway, 110' right of centerline, up to 73' AGL/173' MSL. **Rwy 23,** multiple trees 770' from departure end of runway, 598' left of centerline, up to 87' AGL/186' MSL, multiple trees 1092' from departure end of runway, 109' right of centerline, up to 49' AGL/148' MSL.

LAKE CITY, SC

LAKE CITY MUNI CJ EVANS FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700. **Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.

NOTE: **Rwy 1,** tree 1474' from departure end of runway, 189' right of centerline, 62' AGL/143' MSL. Multiple towers beginning 1.6 NM from departure end of runway, 1285' left of centerline, up to 411' AGL/491' MSL. **Rwy 19,** tree 1428' from departure end of runway, 225' right of centerline, 53' AGL/134' MSL. Tank 4906' from departure end of runway, 1349' left of centerline, 180' AGL/254' MSL.

LANCASTER, SC

LANCASTER COUNTY- MCWHIRTER FIELD (LKR)
AMDT 1 09351 (FAA)

NOTE: **Rwy 6,** trees beginning 176' from DER, 394' left of centerline, up to 26' AGL/526' MSL. Vehicles on roadway 322' from DER, 401' right of centerline, up to 15' AGL/517' MSL. Trees beginning 4704' from DER, 1425' left of centerline, up to 80' AGL/630' MSL. **Rwy 24,** trees beginning 73' from DER, 492' left of centerline, up to 27' AGL/467' MSL.

LEXINGTON, NC

DAVIDSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 290' per NM to 900.

LIBERTY, NC

CAUSEY

TAKE-OFF MINIMUMS: **Rwys 2, 20,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 3200 before turning right. **Rwy 23,** climb runway heading to 3200 before turning left. Departure procedure not required for aircraft with a min. climb of 300' per NM to 3200.

LUMBERTON, NC

LUMBERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 400-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb 270° heading to 600 before turning.

MANNING, SC

SANTEE COOPER RGNL (MNI)

ORIG 09043 (FAA)

NOTE: **Rwy 2,** trees beginning at departure end of runway, 480' right of centerline, up to 100' AGL/229' MSL. Trees beginning 16' from departure end of runway, 221' left of centerline, up to 100' AGL/209' MSL. Vehicle on road 85' from departure end of runway, 468' right of centerline, 15' AGL/117' MSL. **Rwy 20,** trees beginning 125' from departure end of runway, 289' right of centerline, up to 100' AGL/179' MSL. Trees beginning 86' from departure end of runway, 136' left of centerline, up to 100' AGL/189' MSL. Vehicle on road 250' from departure end of runway, on centerline, 15' AGL/110' MSL.

MANTEO, NC

DARE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 17, 35,** 300-1.

MARION, SC

MARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1 or std. with a min. climb of 330' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning.

MAXTON, NC

LAURINBURG-MAXTON

NOTE: **Rwy 5,** road 606' from departure end of runway, on centerline, 15' AGL/224' MSL. Trees 1002' from departure end of runway, 474' left of centerline, 67' AGL/267' MSL. **Rwy 13,** aircraft 762' from departure end of runway, 762' left of centerline, 58' AGL/266' MSL. **Rwy 23,** tree 1011' from departure end of runway, 512' right of centerline, 30' AGL/246' MSL. **Rwy 31,** trees beginning 1014' from departure end of runway, 58' left of centerline, up to 54' AGL/271' MSL.

MC ENTIRE JNGB (MMT)

EASTOVER, SC. 08353

..... **Rwy 5***

..... **Rwy 23****

..... **Rwy 32*****

* Standard with CG of 310'/NM to 2700.

** Standard with CG of 210'/NM to 1100.

*** Standard with CG of 230'/NM to 2700.

DEPARTURE PROCEDURE: **Rwy 5,** For climb in visual conditions: Ceiling 1400'/, Visibility 2.0 SM, remain within 4.8 NM of KMMT airport, cross KMMT airport at or above 1500' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 23,** For climb in visual conditions: Ceiling 1300'/, Visibility 1.5 SM, remain within 4.2 NM of KMMT airport, cross KMMT airport at or above 1400' MSL before proceeding on course. Max airspeed 180 KIAS. **Rwy 32,** Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi. For climb in visual conditions: Ceiling 1600'/, Visibility 2.5 SM, remain within 5.5 NM of KMMT airport, cross KMMT airport at or above 1700' MSL before proceeding on course. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5:** Helicopter parked 134' from DER, 323' left of centerline, NDB 1573' from DER, 591' left of centerline. Multiple trees left of centerline beginning 2319' out to 2915' from DER, 338' to 875' left of centerline, 70' AGL/309' MSL up to 319' MSL. Multiple trees right of centerline beginning 2190' out to 3838' from DER, 257' to 767' right of centerline, from 70' to 110' AGL/309' MSL up to 379' MSL. **Rwy 14:** Multiple trees beginning from 2328' from DER, 942' right of centerline, 110' AGL/329' MSL. Multiple trees left of centerline beginning 2400' out to 3781' from DER, 682' to 1199' left of centerline, from 90' to 91' AGL/289' to 319' MSL. Aircraft 120' from DER, 400' right of centerline, 39' AGL/255' MSL. Pylon 2665' from DER 1713' right of centerline, 109' AGL/320' MSL. Pylon 3279' from DER 1554' left of centerline, 109' AGL/322' MSL. **Rwy 23:** Multiple trees right of centerline beginning from 2444' out to 4131' from DER, 45' to 1297' right of centerline, from 90' to 120' AGL/319' to 359' MSL. Aircraft 1921' from DER, 402' right of centerline, 39' AGL/288' MSL. Tower 2885' from DER 98' right of centerline, 120' AGL/370' MSL. Building 907' from DER 157' right of centerline 12' AGL/259' MSL. Wind Sensors 490' from DER, 531' left of centerline, 33' AGL/274' MSL. Power lines 2990' from DER, 1057' right of centerline, 35' AGL/294' MSL. Building 1356' from DER, 154' right of centerline, 18' AGL/266' MSL. **Rwy 32:** Multiple trees right of centerline beginning 3240' out to 3290' from DER, 499' to 998' right of centerline, up to 130' AGL/349' MSL. Multiple trees left of centerline beginning 684' out to 4871' from DER, 1' to 1651' left of centerline up to 130' AGL/329' to 379' MSL. Localizer array 1116' from DER, 2' left of centerline, up to 5' AGL/284' MSL. Windsock 103' from DER, 417' left of centerline, up to 23' AGL/293' MSL.

09351

MOCKSVILLE, NC

TWIN LAKES

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1

NOTE: **Rwy 9,** numerous trees beginning 35' from departure end of runway, 27' right of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 200' from departure end of runway, 164' left of centerline, up to 100' AGL/919' MSL. **Rwy 27,** numerous trees beginning 200' from departure end of runway, 78' right of centerline, up to 100' AGL/ 929' MSL. Numerous trees beginning 616' from departure end of runway, 77' left of centerline, up to 100' AGL/909' MSL.

MONCKS CORNER, SC

BERKELEY COUNTY (MKS)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.

NOTE: **Rwy 5,** trees beginning 17' from departure end of runway, 102' right of centerline, up to 99' AGL/158' MSL. Terrain 30' from departure end of runway, 478' left of centerline, 79' MSL. Trees beginning 964' from departure end of runway, 66' left of centerline, up to 108' AGL/167' MSL. Poles beginning 467' from departure end of runway, 480' left of centerline, up to 24' AGL/103' MSL. Tower 1.4 NM from departure end of runway, 530' left of centerline, up to 228' AGL/292' MSL. **Rwy 23,** trees beginning abeam departure end of runway, 361' right of centerline, up to 100' AGL/199' MSL. Transmission poles beginning 1320' from departure end of runway, 249' right of centerline, up to 63' AGL/142' MSL. Terrain 21' from departure end of runway, 125' left of centerline, 76' MSL. Trees beginning 1141' from departure end of runway, 47' left of centerline, up to 84' AGL/163' MSL. Transmission pole 2503' from departure end of runway, 115' left of centerline, 62' AGL/141' MSL.

MONROE, NC

CHARLOTTE-MONROE EXECUTIVE

NOTES: **Rwy 5,** multiple trees beginning 57' from departure end of runway, 379' right of centerline, up to 80' AGL/759' MSL. Multiple trees beginning 2130' from departure end of runway, 998' left of centerline, up to 100' AGL/ 759' MSL. **Rwy 23,** tree 3637' from departure end of runway, 733' right of centerline, 100' AGL/769' MSL. Tree 7880' from departure end of runway, 1254' left of centerline, 100' AGL/757' MSL.

MOORESVILLE, NC

LAKE NORMAN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course. **Rwy 32,** climb heading 324° to 1300 before proceeding on course.

NOTE: **Rwy 14,** terrain and multiple trees beginning 197' from departure end of runway, 308' left of centerline, up to 200' AGL/1099' MSL. Building and multiple trees beginning 158' from departure end of runway, 258' right of centerline, up to 100' AGL/979' MSL. **Rwy 32,** tree 559' from departure end of runway, on centerline, 42' AGL/851' MSL. Multiple trees beginning 47' from departure end of runway, 34' left of centerline, up to 101' AGL/890' MSL. Multiple trees beginning 526' from departure end of runway, 31' right of centerline, up to 97' AGL/886' MSL.

MORGANTON, NC

FOOTHILLS RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound) to 5000 before proceeding on course. **Rwy 21,** climb direct FIQ NDB, continue climbing in holding pattern (southwest, left turns, 031° inbound)to 5000 before proceeding on course.

MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY

DEPARTURE PROCEDURE: **Rwy 18,** climb direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course. **Rwy 36,** climbing left turn direct AZW NDB, climb in AZW NDB holding pattern (N, right turns, 179° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 36,** 70' AGL powerline 500' right of departure end of runway.

MOUNT OLIVE, NC

MOUNT OLIVE MUNI

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 300' per NM to 500.

MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD

DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 2100 before turning east.

MYRTLE BEACH, SC

MYRTLE BEACH INTL

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 400 before turning left.

NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

AMDT 3B 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 32,** climb runway heading to 900' before turning north.

NOTES: **Rwy 22,** 75' AGL trees 958 ' from departure end of runway, 705' right of centerline. **Rwy 14,** 79' AGL trees 1297' from departure end of runway, 531' right of centerline. **Rwy 32,** 91' AGL trees 743' from departure end of runway, 626' left of centerline.

NEWBERRY, SC

NEWBERRY COUNTY (EOE)

AMDT 1 08325 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1895' from departure end of runway, left and right of centerline, up to 100' AGL/659' MSL. **Rwy 22,** multiple trees beginning 500' from departure end of runway, left and right of centerline, up to 100' AGL/629' MSL.

NORTH AF AUX (KXNO)

NORTH, SC. 08157

CAUTION: **Rwy 5/23** diverse departure procedures not authorized at night. **Rwy 5/23** diverse departure not for civil use.

TAKEOFF OBSTACLES: **Rwy 5,** Terrain 1' to 40' from DER 41' to 309' left of centerline, 328' MSL. Possible vehicle on road extending across extended runway centerline 473' from DER 336' left to 711' right of centerline, 15' AGL/349' MSL. Possible C5 on taxiway 12' inward of DER 484' left of centerline, 65' AGL/387' MSL. Possible C5 on taxiway 31' inward of DER 235' left of centerline, 66' AGL/387' MSL. Building 917' from DER 641' right of centerline, 30' AGL/364' MSL. Trees 1215' to 1419' from DER 376' to 570' right of centerline, 92' AGL/398' MSL. Pylon 3627' from DER 1029' left of centerline, 79' AGL/366' MSL. **Rwy 6,** Terrain 1' to 237' from DER 85' to 563' left of centerline, 329' MSL; Possible C5 on taxiway 627' from DER 597' right of centerline, 65' AGL/387' MSL; Possible C5 on taxiway 833' from DER 374' right of centerline, 65' AGL/388' MSL. Trees 2412' to 2812' from DER 749' to 1197' left of centerline, 103' AGL/407' MSL; Trees 1722' to 2044' from DER 844' to 899' left of centerline, 72' AGL/381' MSL; Pylon 2363' from DER 1572' left of centerline, 79' AGL/403' MSL. **Rwy 24,** Pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.

NORTH WILKESBORO, NC

WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 300' per NM to 1700.

OAK ISLAND, NC

BRUNSWICK COUNTY (SUT)

ORIG 09183 (FAA)

NOTE: **Rwy 5,** trees beginning 323' from DER, 255' left of centerline, up to 80' AGL/99' MSL. Trees beginning 528' from DER, 456' right of centerline, up to 100' AGL/119' MSL. **Rwy 23,** trees beginning 233' from DER, 521' left of centerline, up to 64' AGL/73' MSL. Trees beginning 70' from DER, 319' right of centerline, up to 93' AGL/102' MSL. Boat masts beginning 589' from DER, left and right of centerline, up to 50' AGL/50' MSL.

ORANGEBURG, SC

ORANGEBURG MUNI

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1000 before proceeding on course. **Rwy 35,** climb heading 354° to 900 before proceeding on course.

NOTE: **Rwy 5,** tree 1415' from departure end of runway, 260' left of centerline, 58' AGL/254' MSL. **Rwy 23,** tree 2096' from departure end of runway, 371' right of centerline, 89' AGL/260' MSL. **Rwy 35,** tree 2316' from departure end of runway, 228' right of centerline, 76' AGL/248' MSL. Terrain 13' from departure end of runway, 34' right of centerline, 174' MSL.

OXFORD, NC

HENDERSON-OXFORD (HNZ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. w/ min. climb of 245' per NM to 1900 or 700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Henderson-Oxford airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 6,** trees beginning 7' from departure end of runway, 367' left of centerline, up to 100' AGL/629' MSL. **Rwy 24,** trees beginning 804' from departure end of runway, 393' left of centerline, up to 100' AGL/629' MSL.

PAGELAND, SC

PAGELAND (PYG)

ORIG 09071 (FAA)

NOTE: **Rwy 5,** trees beginning 365' from DER, 353' right of centerline, up to 100' AGL/689' MSL. Powerlines 593' from DER, 93' right to 109' left of centerline, 100' AGL/679' MSL. Vehicle on road 12' from DER, 377' right of centerline, 15' AGL/582' MSL. Trees beginning 19' from DER, 455' left of centerline, up to 100' AGL/689' MSL. Vehicle on road 612' from DER, 329' left to right of centerline, 15' AGL/594' MSL. **Rwy 23,** trees beginning 29' from DER, 243' right of centerline, up to 100' AGL/679' MSL. Trees beginning 294' from DER, 290' left of centerline, up to 100' AGL/669' MSL. Vehicle on road 34' from DER, 413' left of centerline, 15' AGL/574' MSL. Powerline, 1863' from DER, 987' left of centerline, 79' AGL/609' MSL.

PELION, SC

LEXINGTON COUNTY AT PELION (6J0)

ORIG 09155 (FAA)

NOTE: **Rwy 18,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL. Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL. Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL. **Rwy 36,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

PICKENS, SC

PICKENS COUNTY (LQK)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35. **Rwy 23,** climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

NOTE: **Rwy 5,** tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL. Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL. Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL. Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL. **Rwy 23,** tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL. Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)
ORIG 09183 (FAA)

NOTE: **Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL. Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL. Terrain 141' from DER, 329' left of centerline, 435' MSL. Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL. Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL. Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL. Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

PLYMOUTH, NC

PLYMOUTH MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 400-1 or std. with a min. climb of 210' per NM to 500.

POPE AFB (KPOB)

FAYETTEVILLE , NC. 08213

Rwys 5, 23: expect radar vectors from Fayetteville Approach. **Rwy 23,** standard with minimum climb of 220'/NM to 1000', or 1100-3 for climb in visual conditions to 1200' MSL within 5.49 NM of KPOB airport, then proceed on course, max airspeed of 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 5,** multiple trees 1352' to 1545' from DER, 779' right of centerline, up to 34' AGL/242' MSL; Multiple trees 1889' to 3436' from DER, 412' right of centerline, up to 99' AGL/297' MSL; Multiple trees 2004' to 2746' from DER, 997' left of centerline, up to 100' AGL/294' MSL; Multiple trees 2887' to 3743' from DER, 511' left of centerline, up to 119' AGL/311' MSL; Powerline Tower 4181' from DER, 1464' right of centerline, 115' AGL/315' MSL. C-130 18' from DER 263' left of centerline, 35' AGL/215' MSL. **Rwy 23,** fence 1201' from DER, 71' left of centerline, 247' MSL; Terrain 1901' from DER, 1010' right of centerline, 269' MSL; Multiple trees 3002' to 3349' from DER, 506' right of centerline, up to 70' AGL/328' MSL; Forestry Tower 2.2 NM from DER, 3399' right of centerline, 140' AGL 559' MSL; Tower 3.0 NM from DER, 1.4 NM right of centerline, 220' AGL/746' MSL; Tree 1.0 NM from DER, 502' left of centerline, 61' AGL/375' MSL. C-130 55' from DER 302' right of centerline, 35' AGL/238' MSL; C-130 944' from DER 286' left of centerline, 35' AGL/215' MSL.

RAEFORD, NC

P K AIRPARK

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1.

RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 142° to 1400 before turning right. **Rwy 23L,** climb heading 232° to 1900 before turning left. **Rwy 23R,** climb heading 232° to 1800 before turning left.

NOTE: **Rwy 5L,** tree 2011' from departure end of runway, 949' right of centerline, 80' AGL/469' MSL. Tree 3802' from departure end of runway, 1238' left of centerline, 77' AGL/506' MSL. Tank 4046' from departure end of runway, 1578' right of centerline, 138' AGL/547' MSL. **Rwy 5R,** tree 1437' from departure end of runway, 803' right of centerline, 80' AGL/469' MSL. **Rwy 14,** multiple trees beginning 2021' from departure end of runway, 510' left of centerline, up to 122' AGL/571' MSL. Multiple trees beginning 2468' from departure end of runway, 1' right of centerline, up to 110' AGL/559' MSL. **Rwy 23L,** tree 1496' from departure end of runway, 797' left of centerline, 58' AGL/447' MSL. Light pole 1458' from departure end of runway, 878' right of centerline, 93' AGL/452' MSL. **Rwy 32,** multiple poles 1170' from departure end of runway, 634' left of centerline, up to 47' AGL/486' MSL. Antenna 1243' from departure end of runway, 754' right of centerline, 34' AGL/473' MSL. Control tower and antenna 2207' from departure end of runway, 911' right of centerline, 221' AGL/660' MSL.

REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

NOTE: **Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL. Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL. Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL. **Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL. Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL. Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL. Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL. Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

ROCK HILL, SC

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 231' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 20,** trees beginning 984' from departure end of runway, 704' left of centerline, up to 100' AGL/779' MSL. Trees beginning 2342' from departure end of runway, 64' left of centerline, up to 100' AGL/788' MSL. Terrain beginning 208' from departure end of runway, 275' right of centerline, up to 0' AGL/688' MSL. Trees beginning 1520' from departure end of runway, 747' right of centerline, up to 100' AGL/788' MSL. Trees beginning 2708' from departure end of runway, 3' right of centerline, up to 100' AGL/763' MSL. **Rwy 2,** trees beginning 1380' from departure end of runway, 166' left of centerline, up to 100' AGL/729' MSL. Powerline tower 5476' from departure end of runway, 780' left of centerline, 180' AGL/819' MSL. Vehicle on road and trees beginning 12' from departure end of runway, 448' right of centerline, up to 100' AGL/759' MSL. Trees beginning 1856' from departure end of runway, 26' right of centerline, up to 100' AGL/739' MSL. Powerline tower 4535' from departure end of runway, 1712' right of centerline, 180' AGL/789' MSL.

ROCKINGHAM, NC

RICHMOND COUNTY

DEPARTURE PROCEDURE: **Rwys 13, 22, 31,** climb runway heading to 900 before turning north. **Rwy 4,** right turn climb to 900 on 090° heading before turning north.

ROCKY MOUNT, NC

ROCKY MOUNT-WILSON RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 1200 before proceeding on course.

NOTE: **Rwy 4,** tree 1459' from departure end of runway, 791' left of centerline, 207' MSL. Tree 2454' from departure end of runway, 752' right of centerline, 231' MSL. **Rwy 22,** tree 1199' from departure end of runway, 665' right of centerline, 204' MSL. Tree 1215' from departure end of runway, 676' left of centerline, 224' MSL. Tree 1464' from departure end of runway, 616' left of centerline, 222' MSL.

ROXBORO, NC

PERSON COUNTY

NOTE: **Rwy 6,** trees 1600' from departure end of runway, 200' right of centerline, 100' AGL/729' MSL. **Rwy 24,** trees 562' from departure end of runway, 577' left of centerline, 100' AGL/699' MSL.

RUTHERFORDTON, NC

RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 434' per NM to 5400, or 2800-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 255' per NM to 3600, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 009° to 5400 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course. **Rwy 19,** climb heading 189° to 3600 before proceeding on course, or for climb in visual conditions cross Rutherford County/Marchman Field at or above 3700 before proceeding on course.

NOTE: **Rwy 1,** trees abeam departure end of runway, 310' left of centerline, 100' AGL/1159' MSL. Vehicles on roadway 421' from departure end of runway, on centerline 15' AGL/1094' MSL. Trees beginning 480' from departure end of runway, on centerline, up to 100' AGL/1159' MSL. Powerlines left and right of centerline, beginning 581' from departure end of runway, up to 78' AGL/1167' MSL. **Rwy 19,** trees abeam departure end of runway, 239' left of centerline, 100' AGL/1129' MSL. Trees 255' from departure end of runway, 500' right of centerline, 100' AGL/1129' MSL. Trees 1937' from departure end of runway, on centerline, 100' AGL/1119' MSL.

ST. GEORGE

ST. GEORGE (6J2)

ORIG 08101 (FAA)

NOTE: **Rwy 5,** tree 3021' from departure end of runway, 186' left of centerline, 100' AGL/175' MSL. **Rwy 23,** tree 1401' from departure end of runway, 259' right of centerline, 100' AGL/178' MSL.

SALISBURY, NC

ROWAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.

DEPARTURE PROCEDURE: **Rwy 20,** climb on heading 160° to 1200 before turning west.

SALUDA, SC

SALUDA COUNTY (6J4)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL. Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL. **Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL. Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

SANFORD, NC

SANFORD-LEE COUNTY RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1400 before turning right. **Rwy 21,** climb runway heading to 1400 before turning left.

SHAW AFB (KSSC)

SUMTER, SC 07214

TAKE-OFF OBSTACLES: **Rwy 4R**, Terrain 500' left of centerline at the threshold, 235' MSL. **Rwy 22L**, Radio Tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; Glideslope Antenna 563' from DER, 500' right of centerline, 40' AGL/293' MSL. **Rwy 22R**, Terrain 253' from DER, 568' right of centerline, 244' MSL.

SHELBY, NC

SHELBY-CLEVELAND COUNTY RGNL (EHO)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 74' from departure end of runway, 394' left of centerline, up to 99' AGL/899' MSL. Trees beginning 2018' from departure end of runway, 804' right of centerline, up to 100' AGL/919' MSL. **Rwy 23,** trees beginning 186' from departure end of runway, 148' left of centerline, up to 93' AGL/903' MSL.

SILER CITY, NC

SILER CITY MUNI

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 1000 before turning right.

SIMMONS AAF (KFBG)

FORT BRAGG, NC . . . . . .AMDT 1, 07354

Rwy 27, 400-2½*

* Or standard with minimum climb of 350 ft/NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093 to 1200 before proceeding on course. **Rwy 27**, climb heading 273 to 1200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 27**, antenna 1.9 NM from DER, 3602' right of centerline, 292' AGL/584' MSL.

SMITHFIELD, NC

JOHNSTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 500-1.

DEPARTURE PROCEDURE: **Rwy 3,** climb to 1300 before turning left. **Rwy 21,** climb to 1000 before turning right.

SPARTANBURG, SC

SPARTANBURG DOWNTOWN MEMORIAL (SPA)

ORIG 09295 (FAA)

NOTE: **Rwy 5,** trees beginning 230' from DER, left and right of centerline, up to 100' AGL/871' MSL. **Rwy 23,** trees beginning 580' from DER, left and right of centerline, up to 100' AGL/930' MSL.

STATESVILLE, NC

STATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.

NOTE: **Rwy 28,** powerline tower 8880' from departure end of runway, 858' right of centerline, 180' AGL/1199' MSL.

SUMMERVILLE, SC

SUMMERVILLE (DYB)

ORIG-A 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 054° to 600 before procedding on course. **Rwy 24,** climb heading 234° to 600 before turning north.

NOTE: **Rwy 6,** tree 842' from departure end of runway, 413' right of centerline, 413' right of centerline, 84' AGL/114' MSL. Tree 647' from departure end of runway, 6' left of centerline, 62' AGL/92' MSL. Tree 642' from departure end of runway, 31' left of centerline, 58' AGL/88' MSL. **Rwy 24,** tree 1169' from departure end of runway, 96' left of centerline, 72' AGL/99' MSL. Tree 1183' from departure end of runway, 159' right of centerline, 70' AGL/97' MSL. Tree 1176' from departure end of runway, 59' left of centerline, 69' AGL/96' MSL. Tree 846' from departure end of runway, 227' left of centerline, 65' AGL/92' MSL.

SUMTER, SC

SUMTER (SMS)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-VFR only. **Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL. Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

TARBORO, NC

TARBORO-EDGECOMBE

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 500 before turning.

UNION, SC

UNION COUNTY, TROY SHELTON FIELD

NOTE: **Rwy 5,** tree 1315' from departure end of runway, 400' left of centerline, 80' AGL/675' MSL. Tree 1340' from departure end of runway, 280' right of centerline, 51' AGL/678' MSL. **Rwy 23,** tree 38' from departure end of runway, 115' right of centerline, 10' AGL/583' MSL. Tree 58' from departure end of runway, 80' left of centerline, 28' AGL/584' MSL. Tree 1890' from departure end of runway, 400' right of centerline, 85' AGL/657' MSL. Tree 2005' from departure end of runway, 425' left of centerline, 95' AGL/667' MSL.

WADESBORO, NC

ANSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 300-2 or std. with a min. climb of 220' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 162° to 900 before proceeding on course.

NOTE: **Rwy 16,** terrain 31' from departure end of runway, 345' right of centerline, 0' AGL/319' MSL. Terrain 139' from departure end of runway, 120' right of centerline, 0' AGL/309' MSL. Terrain 305' from departure end of runway, 475' right of centerline, 0' AGL/309' MSL. Tree 1263' from departure end of runway, 425' left of centerline, 58' AGL/353' MSL. Tree 1381' from departure end of runway, 427' left of centerline, 61' AGL/356' MSL. Tree 1329' from departure end of runway, 262' right of centerline, 45' AGL/340' MSL. Tree 1337' from departure end of runway, 300' right of centerline, 48' AGL/343' MSL. Tree 1651' from departure end of runway, 282' left of centerline, 60' AGL/355' MSL. Tree 1875' from departure end of runway, 142' left of centerline, 59' AGL/354' MSL. Tree 1897' from departure end of runway, 71' left of centerline, 53' AGL/347' MSL. Tree 2658' from departure end of runway, 55' left of centerline, 68' AGL/363' MSL. Tree 2734' from departure end of runway, 78' right of centerline, 77' AGL/372' MSL. Tree 3031' from departure end of runway, 156' right of centerline, 80' AGL/375' MSL. Tree 3080' from departure end of runway, 383' right of centerline, 82' AGL/377' MSL. Tree 1.62 NM from departure end of runway, 2363' left of centerline, 100' AGL/569' MSL. **Rwy 34,** tree 3117' from departure end of runway, 1064' right of centerline, 87' AGL/384' MSL. Building 2841' from departure end of runway, 657' right of centerline, 80' AGL/377' MSL. Silo 2712' from departure end of runway, 604' right of centerline, 88' AGL/385' MSL. Tree 2531' from departure end of runway, 276' right of centerline, 92' AGL/389' MSL. Tree 2890' from departure end of runway, 740' left of centerline, 100' AGL/439' MSL. Tree 2267' from departure end of runway, 381' right of centerline, 84' AGL/381' MSL. Tree 1947' from departure end of runway, 785' right of centerline, 82' AGL/379' MSL. Tree 1830' from departure end of runway, 699' right of centerline, 71' AGL/ 368' MSL. Tree 1997' from departure end of runway, 17' right of centerline, 84' AGL/381' MSL. Tree 1972' from departure end of runway, 57' right of centerline, 82' AGL/379' MSL. Tree 1879' from departure end of runway, 51' left of centerline, 85' AGL/382' MSL. Railroad and train 1618' from departure end of runway, on centerline, 23' AGL/354' MSL. Tree 1651' from departure end of runway, 133' left of centerline, 75' AGL/372' MSL. Tree 1540' from departure end of runway, 230' left of centerline, 71' AGL/369' MSL. Tree 1503' from departure end of runway, 367' left of centerline, 75' AGL/372' MSL.

WALLACE, NC

HENDERSON FIELD (ACZ)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

NOTE: **Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL. Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL. **Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL. Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

WALNUT COVE, NC

MEADOW BROOK FIELD

TAKE-OFF MINIMUMS: **Rwys 16,34,** 800-2 or std. with a min. climb of 270' per NM to 3000.

WALTERBORO, SC

LOW COUNTRY RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 280' per NM to 300.

NOTE: **Rwy 5,** 93' AGL tree 960' from departure end of runway, 710' right of centerline. **Rwy 9,** 75' AGL tree 365' from departure end of runway, 575' right of centerline. **Rwy 17,** 74' AGL tree 508' from departure end of runway, 635' right of centerline. **Rwy 23,** 84' AGL tree 710' from departure end of runway, 675' left of centerline. **Rwy 35,** 69' AGL tree 1062' from departure end of runway, 690' right of centerline.

WASHINGTON, NC

WARREN FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 250' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 17, 29, 35,** climb runway heading to 400 before turning.

WAXHAW, NC

JAARS-TOWNSEND (N52)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2200' prior to DER.

NOTE: **Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

WHITEVILLE, NC

COLUMBUS COUNTY MUNI (CPC)

ORIG 09183 (FAA)

NOTE: **Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL. Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL. **Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL. Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

WILLIAMSTON, NC

MARTIN COUNTY

NOTE: **Rwy 3,** trees beginning 158' from departure end of runway, 98' right of centerline, up to 100' AGL/172' MSL. Trees beginning 3041' from departure end of runway, 168' left of centerline up to 100' AGL/172' MSL. **Rwy 21,** trees beginning 130' from departure end of runway, 57' right of centerline up to 100' AGL/168' MSL. Trees beginning 1393' from departure end of runway, 411' left of centerline up to 100' AGL/168' MSL. Vehicle on road 428' from departure end of runway, 15' AGL/80' MSL.

WILMINGTON, NC

WILMINGTON INTL

NOTE: **Rwy 6,** tree 2723' from departure end of runway, 558' left of centerline 57' AGL/90' MSL. Tree 3201' from departure end of runway, 401' right of centerline 73' AGL/110' MSL. Tree 3552' from departure end of runway, 643' right of centerline, 78' AGL/118' MSL. **Rwy 17,** multiple trees beginning 177' from departure end of runway, 438' right of centerline, up to 32' AGL/49' MSL. Tree 187' from departure end of runway, 545' left of centerline, 24' AGL/41' MSL. Multiple trees beginning 418' from departure end of runway, 540' left of centerline, up to 39' AGL/53' MSL. Tree 620' from departure end of runway, 246' left of centerline, 24' AGL/38' MSL. Tree 1468' from departure end of runway, 684' right of centerline, 66' AGL/83' MSL. Tree 1689' from departure end of runway, 592' right of centerline, 52' AGL/69' MSL. Transmission lines 3347' from departure end of runway, 1300' left to 1300' right of centerline, 135' AGL/160' MSL. **Rwy 24,** tree 163' from departure end of runway, 454' left of centerline, 61' AGL/75' MSL. Multiple trees beginning 1663' from departure end of runway, 277' left of centerline, up to 66' AGL/83' MSL. **Rwy 35,** tree 1500' from departure end of runway, 300' right of centerline, 50' AGL/83' MSL. Funnel 1796' from departure end of runway, 882' left of centerline, 57' AGL/90' MSL. Multiple trees beginning 1916' from departure end of runway, 138' right of centerline, up to 94' AGL/131' MSL. Multiple trees beginning 2486' from departure end of runway, 143' left of centerline, up to 107' AGL/140' MSL.

WILSON, NC

WILSON INDUSTRIAL AIR CENTER

DEPARTURE PROCEDURE: For departures 260° CW 320°: **Rwy 27,** climbing left turn to 2500 on heading 260° before proceeding on course. **Rwys 15, 21,** climbing right turn to 2500 on heading 260° before proceeding on course. **Rwys 3, 9, 33,** climbing left turn to 2500 on heading 320° before proceeding on course.

WINSTON-SALEM, NC

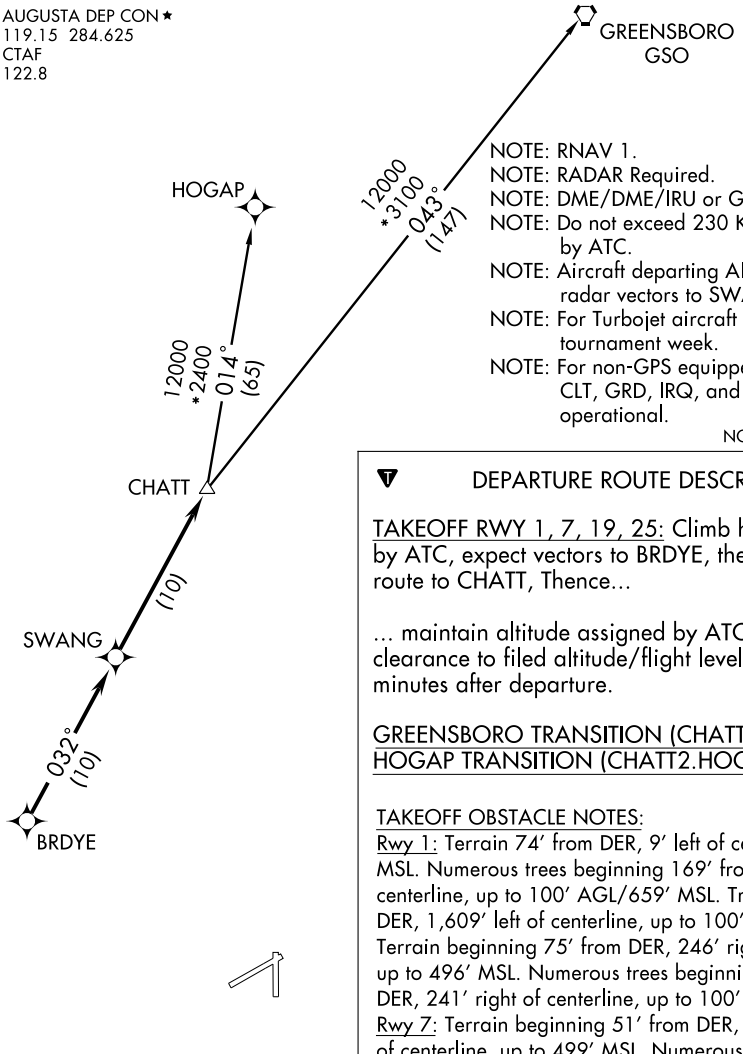
SMITH REYNOLDS (INT)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

NOTE: **Rwy 4,** multiple trees beginning 1014' from departure end of runway, 159' left of centerline, up to 92' AGL/1041' MSL. Multiple trees beginning 2' from departure end of runway, 195' right of centerline, up to 62' AGL/1051' MSL. **Rwy 15,** bush and multiple trees beginning 109' from departure end of runway, 237' left of centerline, up to 81' AGL/960' MSL. Multiple trees beginning 123' from departure end of runway, 433' right of centerline, up to 66' AGL/945' MSL. **Rwy 22,** multiple trees beginning 376' from departure end of runway, 136' left of centerline, up to 65' AGL/1014' MSL. Antenna 4538' from departure end of runway, 1044' left of centerline, 189' AGL/1138' MSL. Tower 2.1 NM from departure end of runway, 2784' left of centerline, 468' AGL/1395' MSL. Antenna on building 2.3 NM from departure end of runway, 3230' left of centerline, 460' AGL/1376' MSL. **Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from departure end of runway, 41' left of centerline, up to 74' AGL/1083' MSL. Pole, windsock, multiple buildings and trees beginning 13' from departure end of runway, 141' right of centerline, up to 85' AGL/1084' MSL.

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SWANG.
NOTE: For Turbojet aircraft during Masters golf tournament week.
NOTE: For non-GPS equipped aircraft: BZM, CLT, GRD, IRQ, and SPA DMEs must be operational.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BRDYE, then via depicted route to CHATT, Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT2.GSO):
HOGAP TRANSITION (CHATT2.HOGAP):

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74' from DER, 9' left of centerline, 496' MSL. Numerous trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL. Tree 6,023' from DER, 1,609' left of centerline, up to 100' AGL/649' MSL. Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL. Numerous trees beginning 1,322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
Rwy 7: Terrain beginning 51' from DER, 207' right of centerline, up to 499' MSL. Numerous trees beginning 1,230' from DER, 550' right of centerline, up to 100' AGL/609' MSL. Numerous trees beginning 1,601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
Rwy 19: Numerous trees beginning at DER, 110' right of centerline, up to 100' AGL/629' MSL. Numerous trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
Rwy 25: Tree 1,244' from DER, 766' right of centerline, 73' AGL/572 MSL. Tree 1,506' from DER, 661' left of centerline, 72' AGL/561' MSL.

TAKEOFF MINIMUMS:
Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

SE-2, 17 DEC 2009 to 14 JAN 2010

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: DBN and IRQ DMEs must be operational.

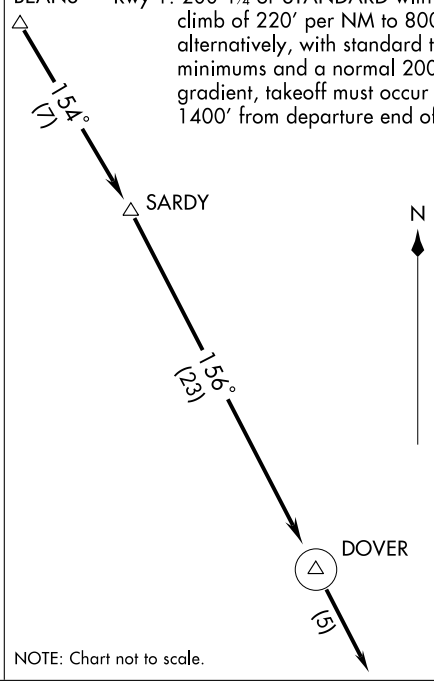
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to BEANS, then via depicted route to DOVER, then fly heading 156°, expect radar vectors. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

TAKEOFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.



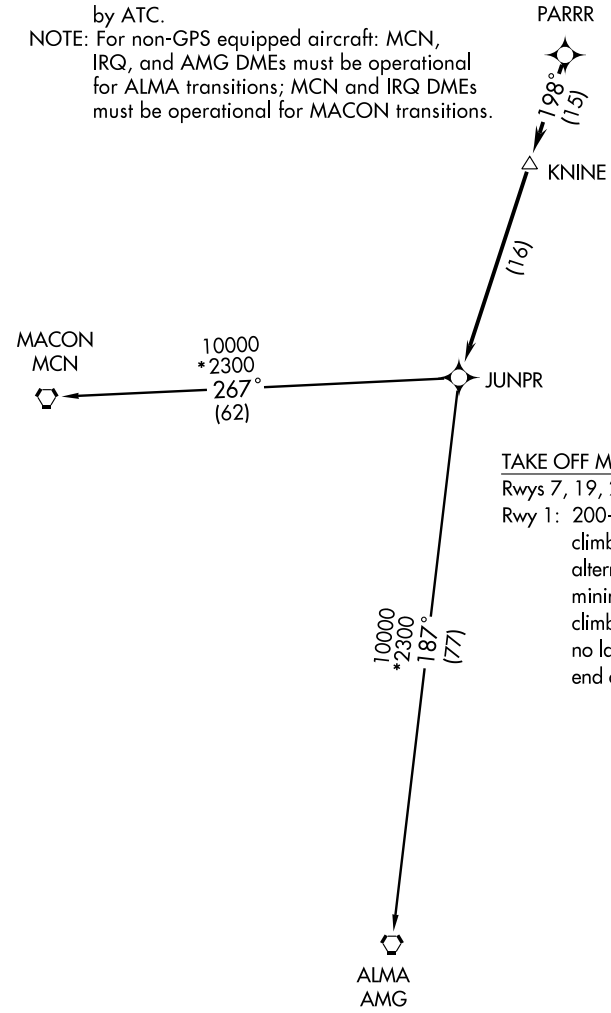
NOTE: Chart not to scale.

(DOVER2.DOVER) 08157
DOVER TWO DEPARTURE (RNAV)
SL-5197 (FAA)
AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

JUNPR TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For non-GPS equipped aircraft: MCN, IRQ, and AMG DMEs must be operational for ALMA transitions; MCN and IRQ DMEs must be operational for MACON transitions.



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to PARRR, then via depicted route to JUNPR. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR2.AMG):
MACON TRANSITION (JUNPR2.MCN):

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

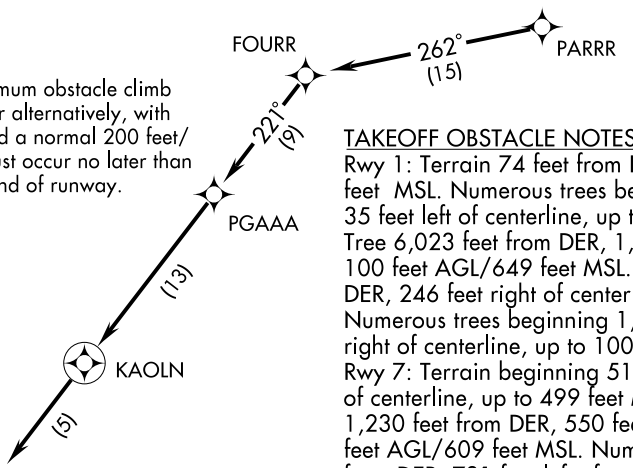
AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for radar vectors to PARRR, then via depicted route to KAOLN. Thence. . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

N



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: Standard.
Rwy 1: 200-1¼ or Standard with minimum obstacle climb of 220 feet per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400 feet prior to departure end of runway.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74 feet from DER, 9 feet left of centerline, 496 feet MSL. Numerous trees beginning 169 feet from DER, 35 feet left of centerline, up to 100 feet AGL/659 feet MSL. Tree 6,023 feet from DER, 1,609 feet left of centerline, up to 100 feet AGL/649 feet MSL. Terrain beginning 75 feet from DER, 246 feet right of centerline up to 496 feet MSL. Numerous trees beginning 1,322 feet from DER, 241 feet right of centerline, up to 100 feet AGL/609 feet MSL.
Rwy 7: Terrain beginning 51 feet from DER, 207 feet right of centerline, up to 499 feet MSL. Numerous trees beginning 1,230 feet from DER, 550 feet right of centerline, up to 100 feet AGL/609 feet MSL. Numerous trees beginning 1,601 feet from DER, 731 feet left of centerline, up to 56 feet AGL/563 feet MSL.
Rwy 19: Numerous trees beginning at DER, 110 feet right of centerline, up to 100 feet AGL/629 feet MSL. Numerous trees beginning 6 feet from DER, 82 feet left of centerline, up to 100 feet AGL/639 feet MSL.
Rwy 25: Tree 1,244 feet from DER, 766 feet right of centerline, 73 feet AGL/572 feet MSL. Tree 1,506 feet from DER, 661 feet left of centerline, 72 feet AGL/561 feet MSL.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: CAE and IRQ DMEs must be operational.
NOTE: For use during Masters Golf Tournament week only.

NOTE: Chart not to scale.

KAOLN THREE DEPARTURE (RNAV)

(KAOLN3.KAOLN) 09351
SL-5197 (FAA)

AIKEN MUNI (AIK)
AIKEN, SOUTH CAROLINA

NDB AIK	APP CRS	Rwy Idg	5500
347	223°	TDZE	494
		Apt Elev	528

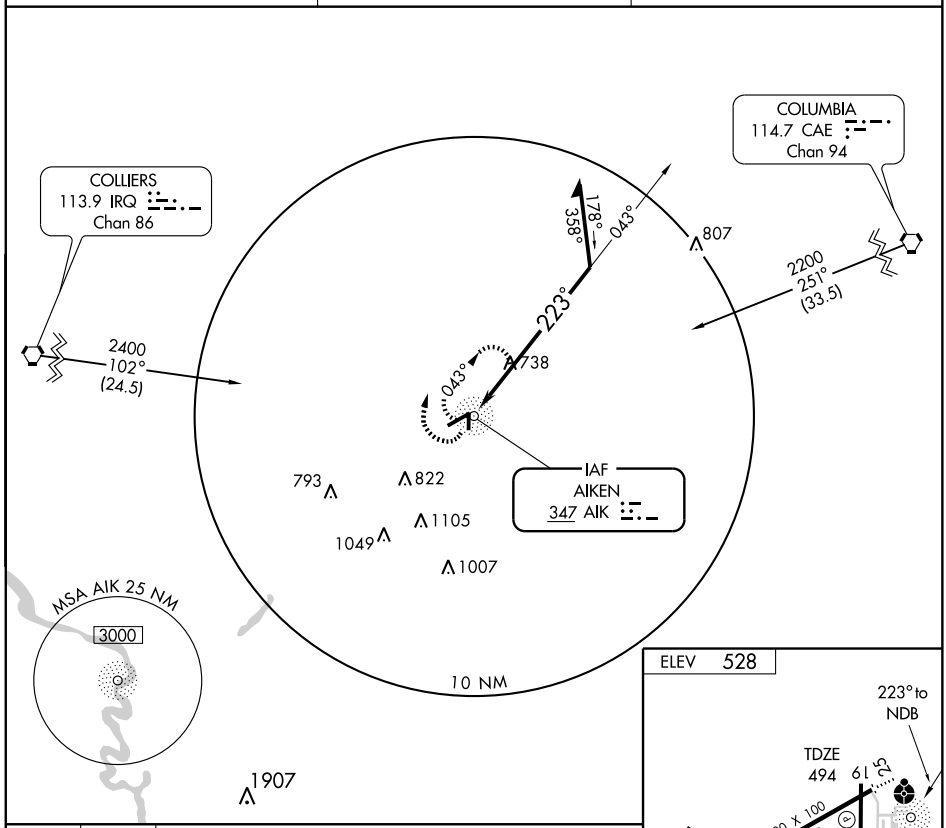
NDB RWY 25
AIKEN MUNI (AIK)

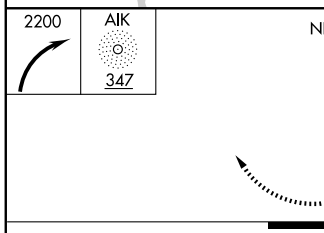
T
NA
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA. Inoperative table does not apply.

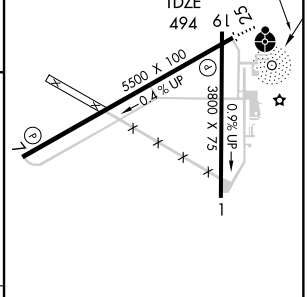
ODALS

MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







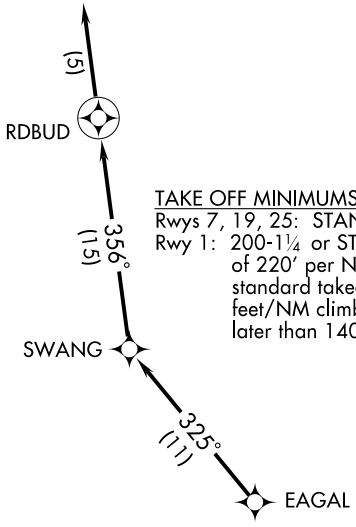
CATEGORY	A	B	C	D
S-25	1160-1	666 (700-1)	1160-1¾ 666 (700-1¾)	NA
CIRCLING	1160-1	632 (700-1)	1160-1¾ 632 (700-1¾)	NA

REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010

RDBUD TWO DEPARTURE (RNAV)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8



TAKE OFF MINIMUMS:
Rwys 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200 feet/NM climb gradient, takeoff must occur no later than 1400′ from departure end of runway.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: For Prop aircraft only during Masters golf tournament week.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC, expect vectors to EAGAL, then via depicted route to RDBUD, then fly heading 356°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 90301 W07A	APP CRS 066°	Rwy Idg 5500 TDZE 515 Apt Elev 528

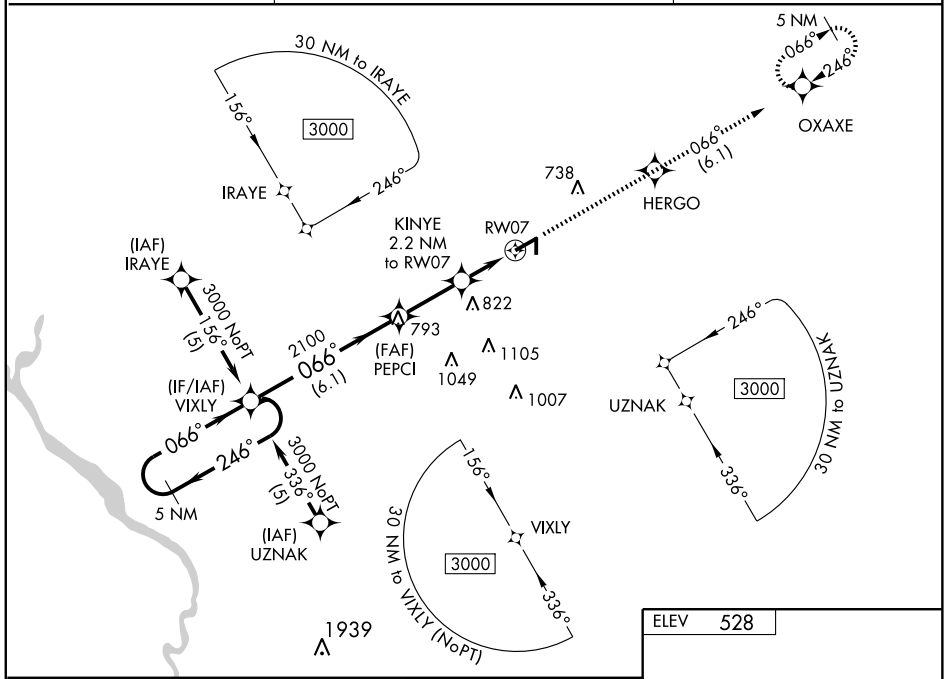
RNAV (GPS) RWY 7

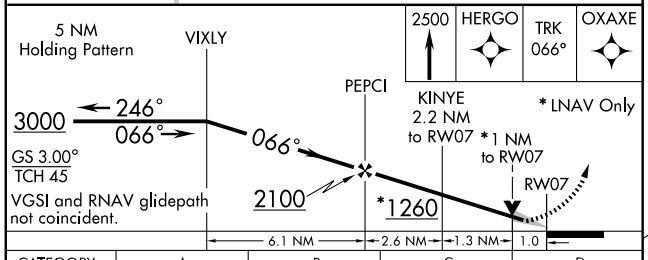
AIKEN MUNI (AIK)

▼ ▲ NA — If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 869 feet, LNAV/VNAV DA to 944 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).

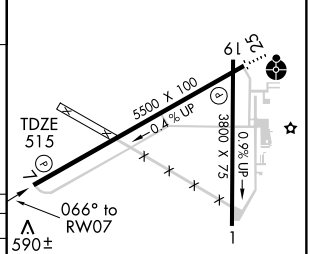
MISSED APPROACH: Climb to 2500 direct HERGO and via 066° track to OXAXE and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	765-¾ 250 (300-¾)			NA
LNAV/VNAV DA	840-1¼ 325 (400-1¼)			NA
LNAV MDA	840-1 325 (400-1)			NA
CIRCLING	900-1¼ 372 (400-1¼)	980-1¼ 452 (500-1¼)	980-1½ 452 (500-1½)	NA



REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 50301 W25A	APP CRS 246°	Rwy Idg 5500 TDZE 494 Apt Elev 528

RNAV (GPS) RWY 25

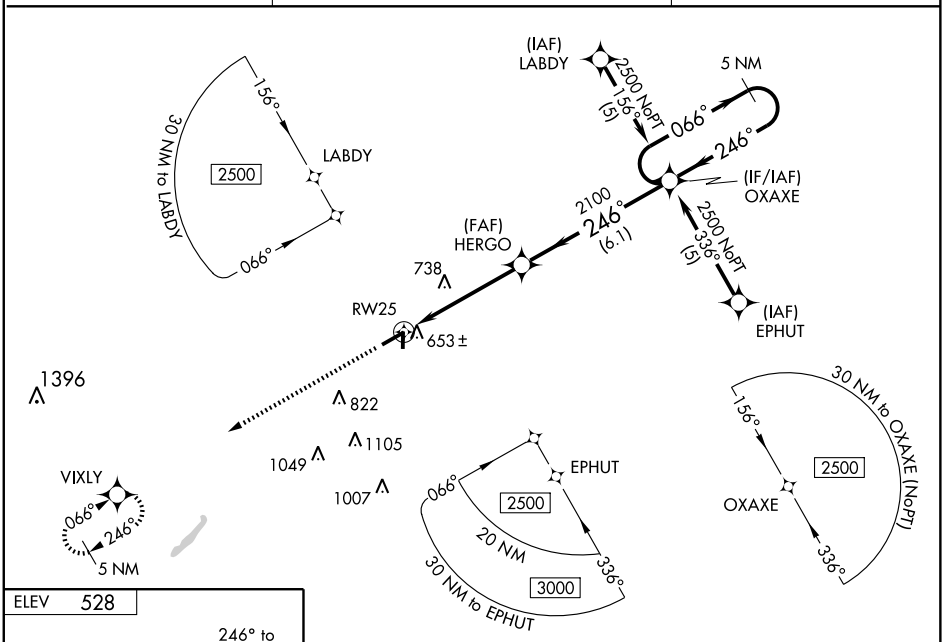
AIKEN MUNI (AIK)

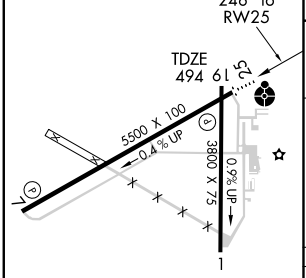
If local altimeter setting not received, used Augusta Rgnl at Bush Field altimeter setting and increase LPV DA to 865 feet, LNAV/VNAV DA to 1007 feet, and all MDAs 120 feet. DME/DME RNP-0.3 NA. Inoperative table does not apply. Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (205°F). Visibility reduction by helicopters NA.

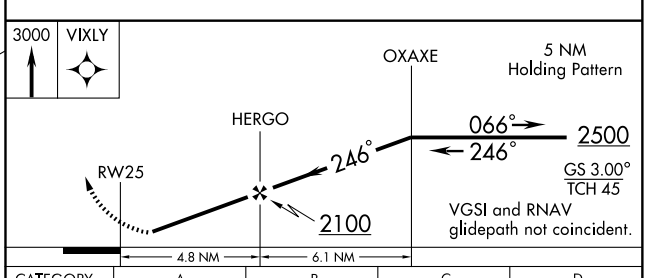
ODALS

MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	761-1 267 (300-1)			NA
LNAV/VNAV DA	903-1½ 409 (400-1½)			NA
LNAV MDA	1000-1 506 (500-1)		1000-1½ 506 (500-1½)	NA
CIRCLING	1000-1½ 472 (500-1½)			NA

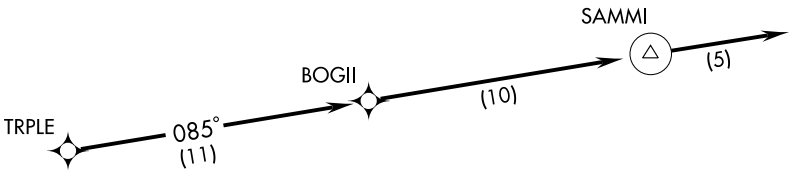
REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010

SAMMI TWO DEPARTURE (RNAV) SL-5197 (FAA)

AUGUSTA DEP CON ★
119.15 284.625
CTAF
122.8

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Do not exceed 230 KIAS until advised by ATC.
NOTE: Aircraft departing AIK and AGS expect radar vectors to SAMMI.



TAKEOFF MINIMUMS:
Rwy 7, 19, 25: STANDARD.
Rwy 1: 200-1¼ or STANDARD with a minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to departure end of runway.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb heading assigned by ATC. Expect vectors to TRPLE, then via depicted route to SAMMI, then fly heading 085°, Expect radar vectors. Thence...

... maintain altitude assigned by ATC. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:
Rwy 1: Terrain 74′ from DER, 9′ left of centerline, 496′ MSL. Numerous trees beginning 169′ from DER, 35′ left of centerline, up to 100′ AGL/659′ MSL. Tree 6,023′ from DER, 1,609′ left of centerline, up to 100′ AGL/649′ MSL. Terrain beginning 75′ from DER, 246′ right of centerline up to 496′ MSL. Numerous trees beginning 1,322′ from DER, 241′ right of centerline, up to 100′ AGL/609′ MSL.
Rwy 7: Terrain beginning 51′ from DER, 207′ right of centerline, up to 499′ MSL. Numerous trees beginning 1,230′ from DER, 550′ right of centerline, up to 100′ AGL/609′ MSL. Numerous trees beginning 1,601′ from DER, 731′ left of centerline, up to 56′ AGL/563′ MSL.
Rwy 19: Numerous trees beginning at DER, 110′ right of centerline, up to 100′ AGL/629′ MSL. Numerous trees beginning 6′ from DER, 82′ left of centerline, up to 100′ AGL/639′ MSL.
Rwy 25: Tree 1,244′ from DER, 766′ right of centerline, 73′ AGL/572′ MSL. Tree 1,506′ from DER, 661′ left of centerline, 72′ AGL/561′ MSL.

VORTAC IRQ	APP CRS	Rwy Idg	N/A
113.9	102°	TDZE	N/A
Chan 86		Apt Elev	528

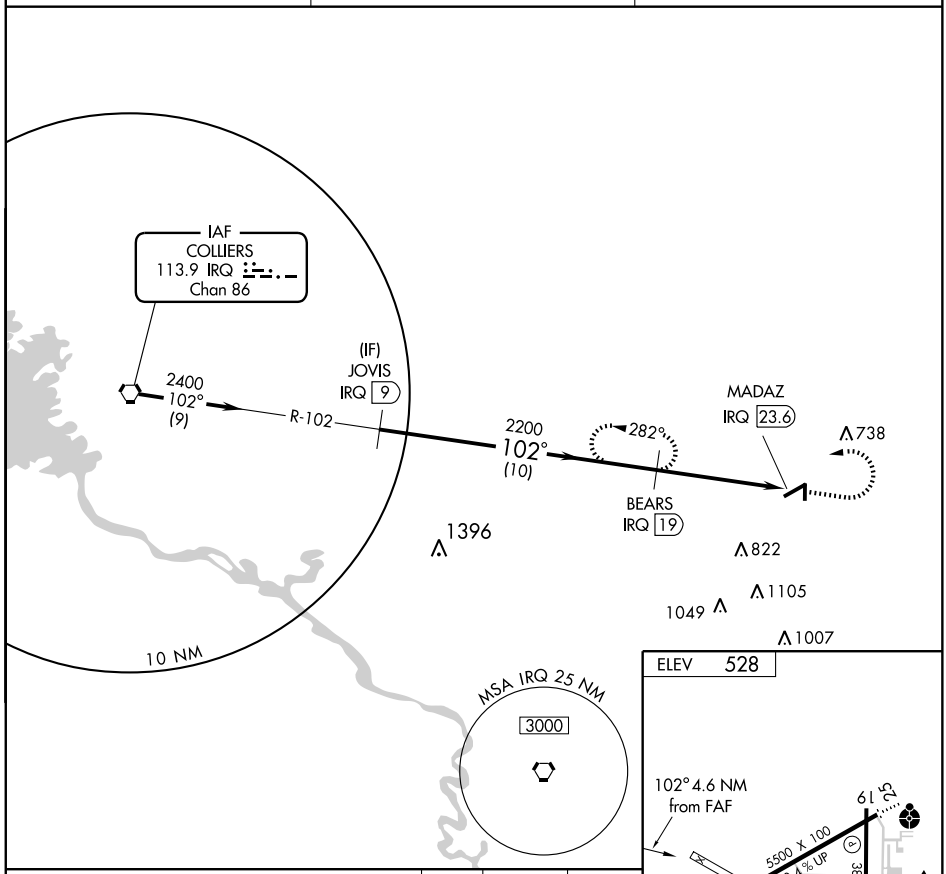
VOR/DME-A
AIKEN MUNI (AIK)

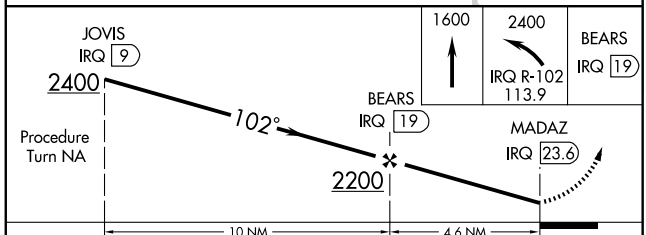
NA

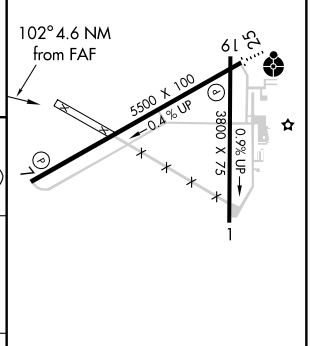
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 via IRQ R-102 to BEARS 19 DME and hold.

AWOS-3	AUGUSTA APP CON ★	UNICOM
118.025	119.15 284.625	122.8 (CTAF) L







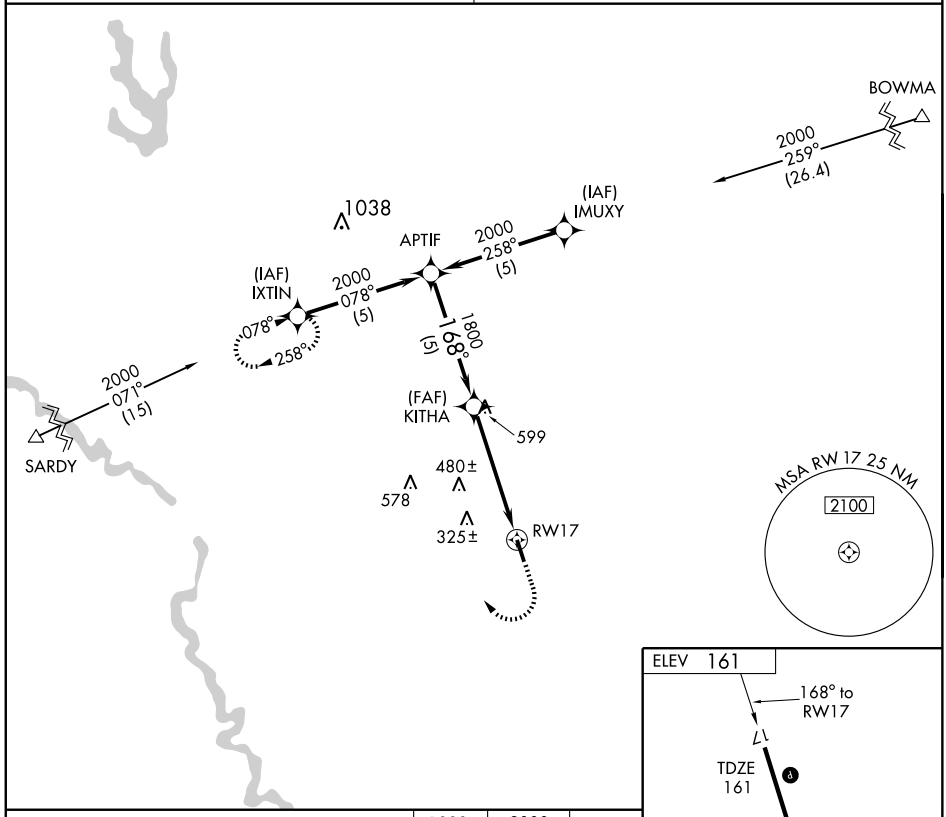
CATEGORY	A	B	C	D
CIRCLING	1020-1 492 (500-1)	1020-1¼ 492 (500-1¼)	1020-1½ 492 (500-1½)	NA

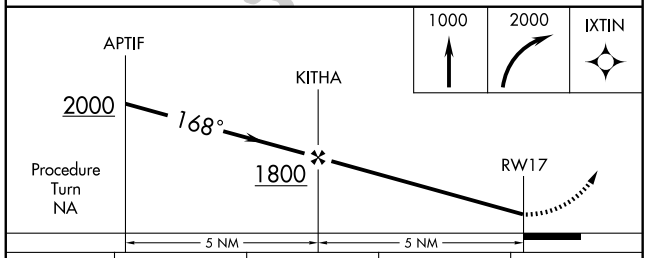
REIL Rwy 25
MIRL Rwy 1-19
MIRL Rwy 7-25 L

APP CRS	Rwy Idg	5005
168°	TDZE	161
	Apt Elev	161

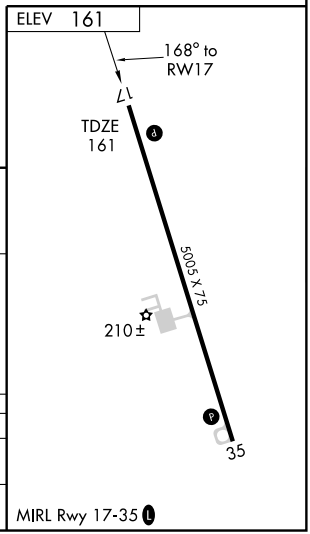
GPS RWY 17
ALLENDALE COUNTY (88J)

NA	Use Augusta, Ga. altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct IXTIN WP and hold.
JACKSONVILLE CENTER 132.5 363.2		UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	700-1	539 (600-1)	700-1½ 539 (600-1½)	700-1¾ 539 (600-1¾)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)



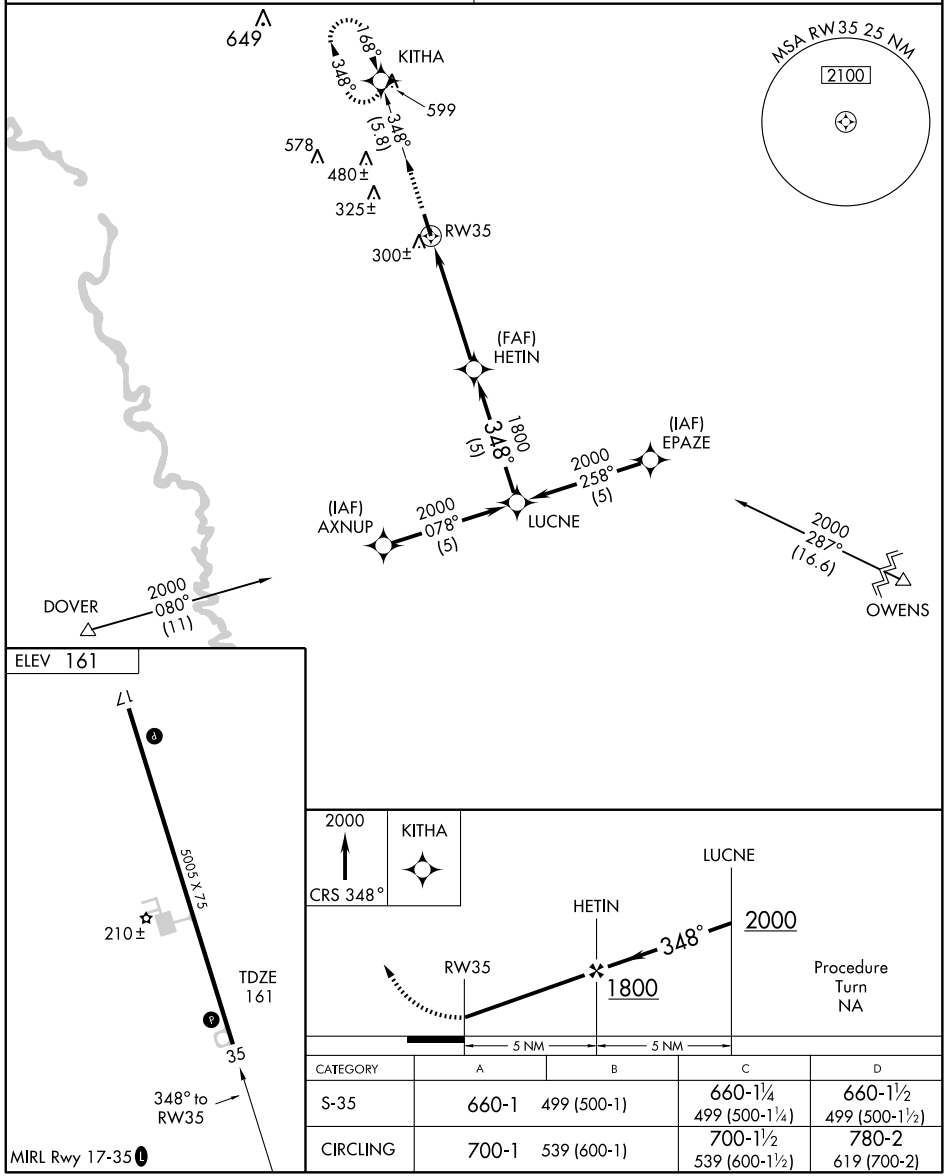
SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5005
348°	TDZE	161
	Apt Elev	161

GPS RWY 35
ALLENDALE COUNTY (88J)

NA	Use Augusta, Ga. altimeter setting.	MISSED APPROACH: Climb to 2000 via 348° course to KITHA WP and hold.

JACKSONVILLE CENTER	UNICOM
132.5 363.2	**122.8** (CTAF) L



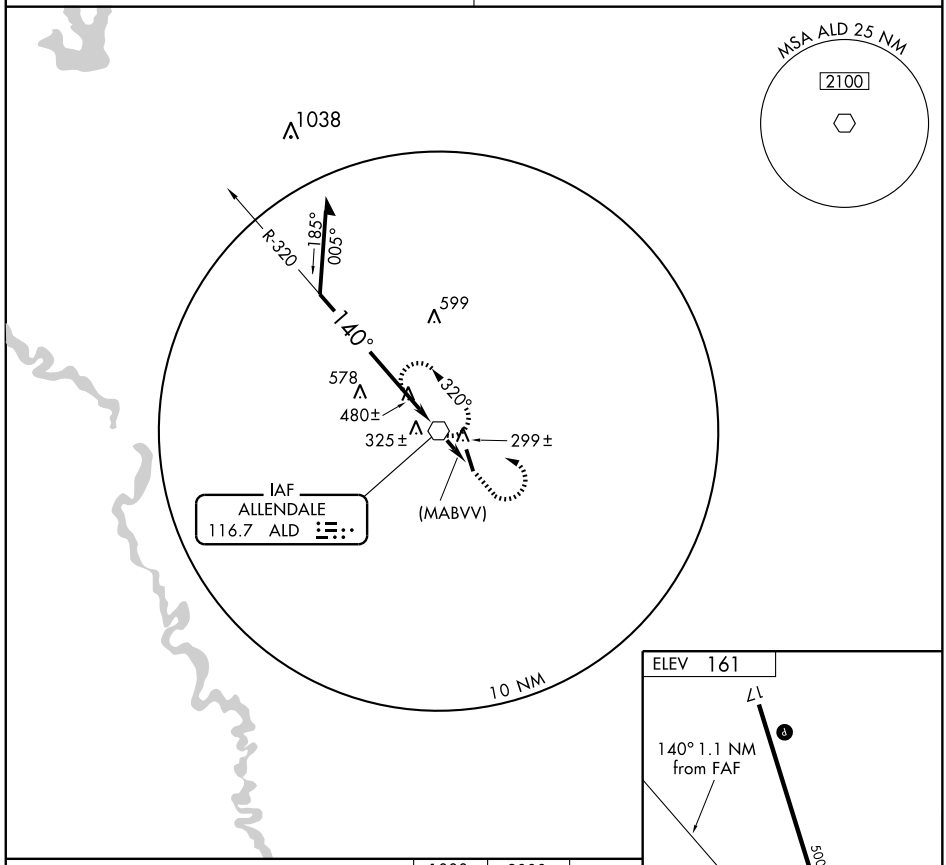
CATEGORY	A	B	C	D
S-35	660-1	499 (500-1)	660-1¼ 499 (500-1¼)	660-1½ 499 (500-1½)
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	780-2 619 (700-2)

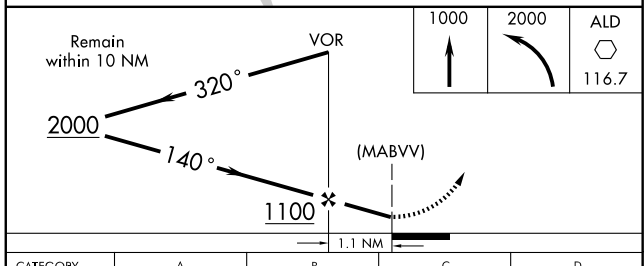
SE-2. 17 DEC 2009 to 14 JAN 2010

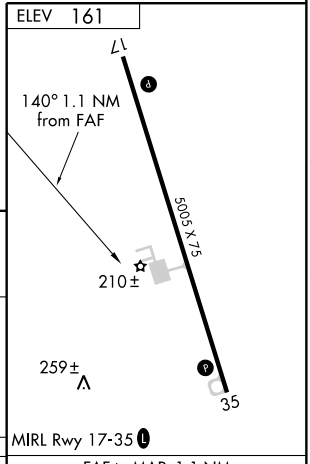
VOR ALD	APP CRS	Rwy Idg	N/A
116.7	140°	TDZE	N/A
		Apt Elev	161

VOR or GPS-A
ALLENDALE COUNTY (88J)

⚠ NA — Use Augusta altimeter setting.	MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ALD VOR and hold.
JACKSONVILLE CENTER **132.5 363.2**	UNICOM **122.8** (CTAF) Ⓛ







CATEGORY	A	B	C	D
CIRCLING	700-1	539 (600-1)	700-1½ 539 (600-1½)	740-2 579 (600-2)

FAF to MAP 1.1 NM

Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-AND	APP CRS	Rwy Idg	6002
111.9	051°	TDZE	758
		Apt Elev	782

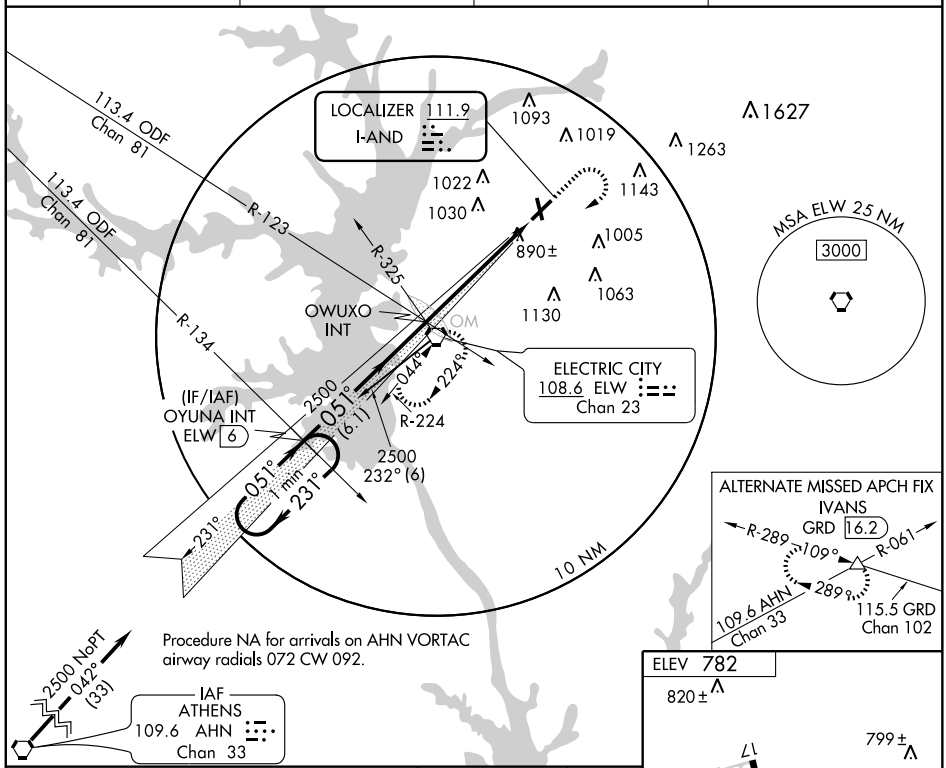
ILS or LOC RWY 5
ANDERSON RGNL (AND)

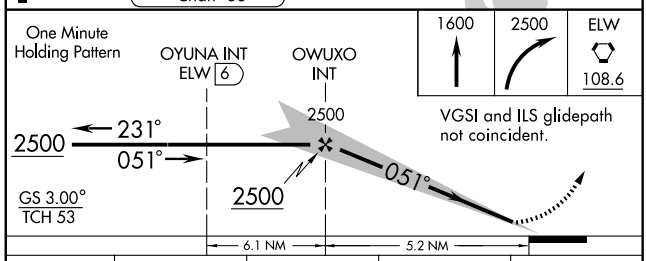
If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet.

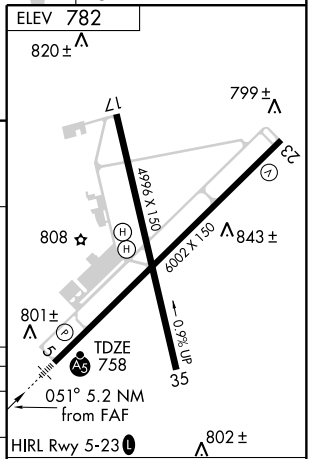
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ELW VORTAC and hold.

ASOS	GREER APP CON★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
S-ILS 5	958-½ 200 (200-½)			
S-LOC 5	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6002
CH 62901	051°	TDZE	758
W05A		Apt Elev	782

RNAV (GPS) RWY 5

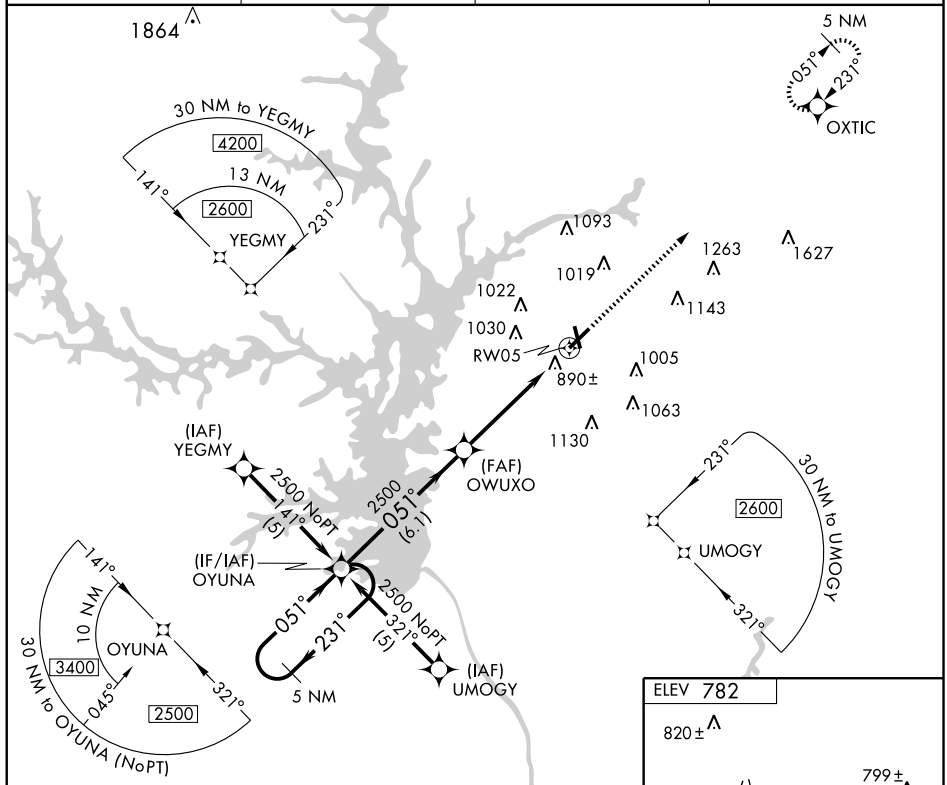
ANDERSON RGNL (AND)

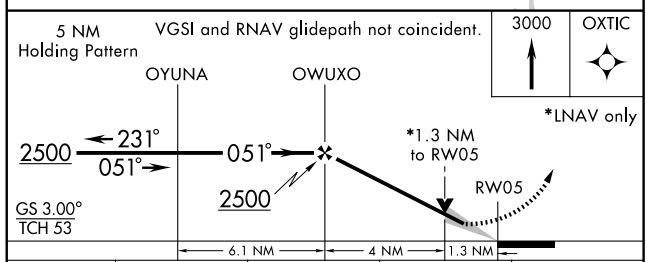
If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.

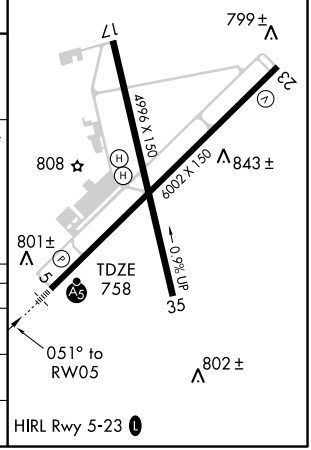
MALSR

MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
LPV DA	958-½ 200 (200-½)			
LNAV MDA	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4996
171°	TDZE	782
	Apt Elev	782

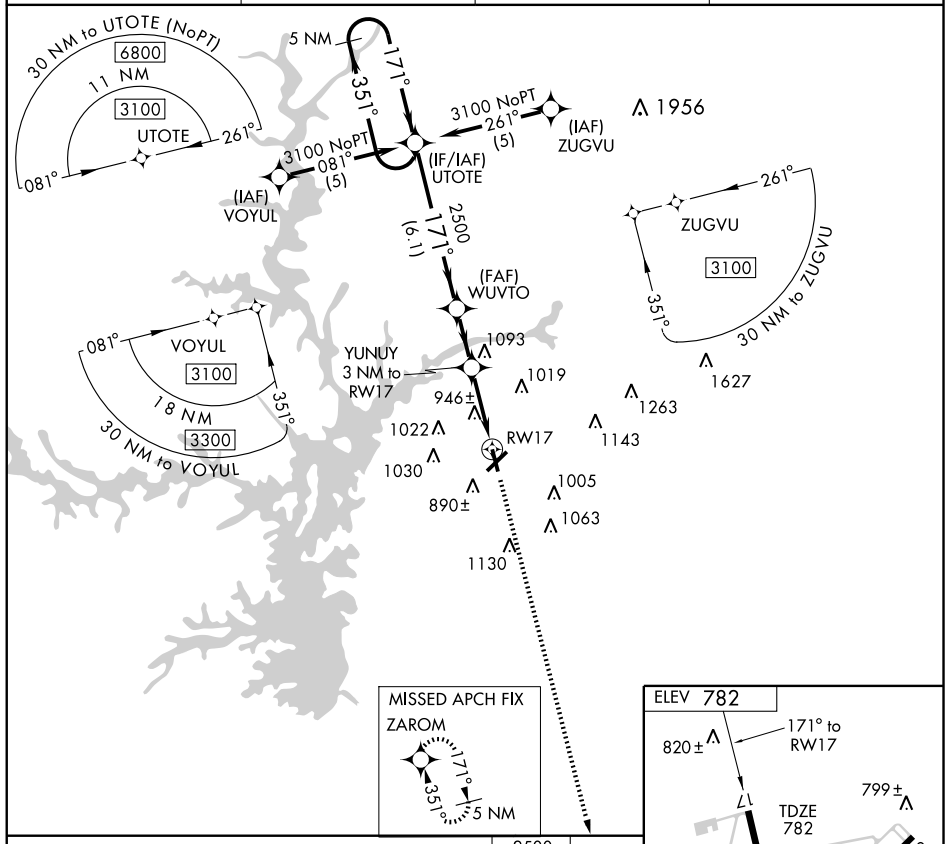
RNAV (GPS) RWY 17

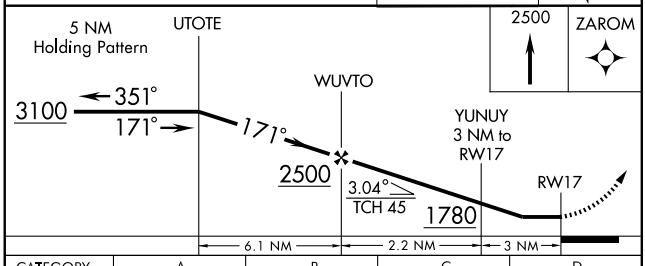
ANDERSON RGNL (AND)

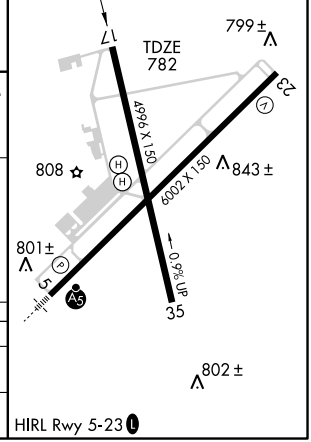
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
LNAV MDA	1200-1	418 (500-1)	1200-1¼	418 (500-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6002
231°	TDZE	754
	Apt Elev	782

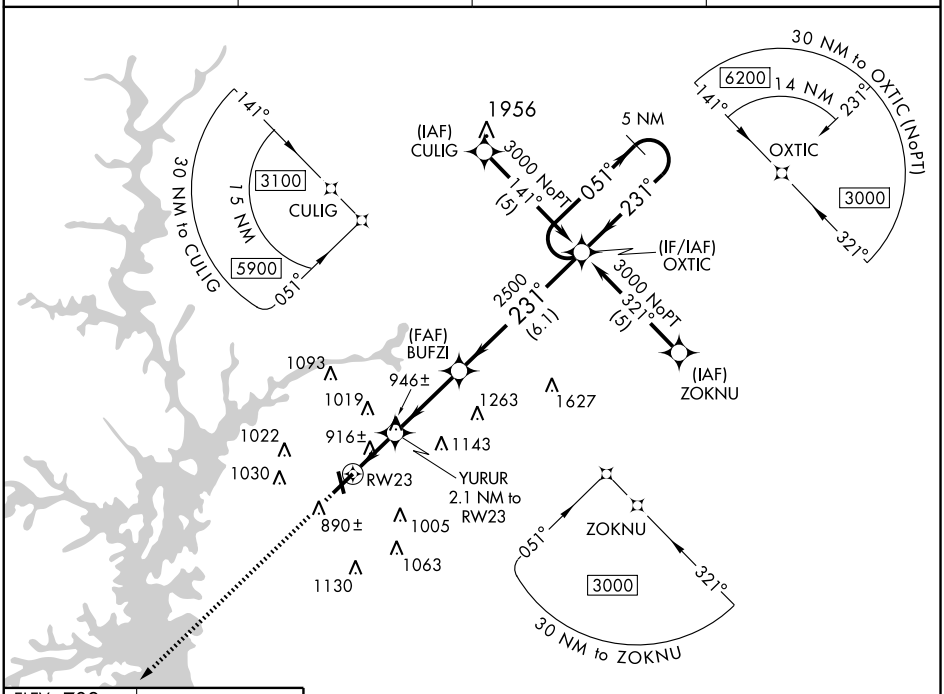
RNAV (GPS) RWY 23

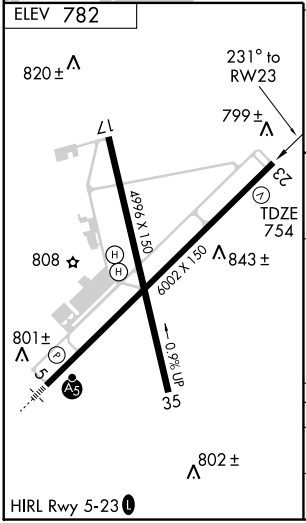
ANDERSON RGNL (AND)

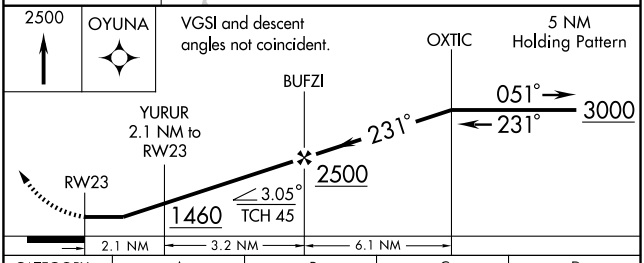
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
LNAV MDA	1180-1	426 (400-1)	1180-1¼	426 (400-1¼)
CIRCLING	1260-1	478 (500-1)	1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
351°	Rwy Idg	4996
	TDZE	762
	Apt Elev	782

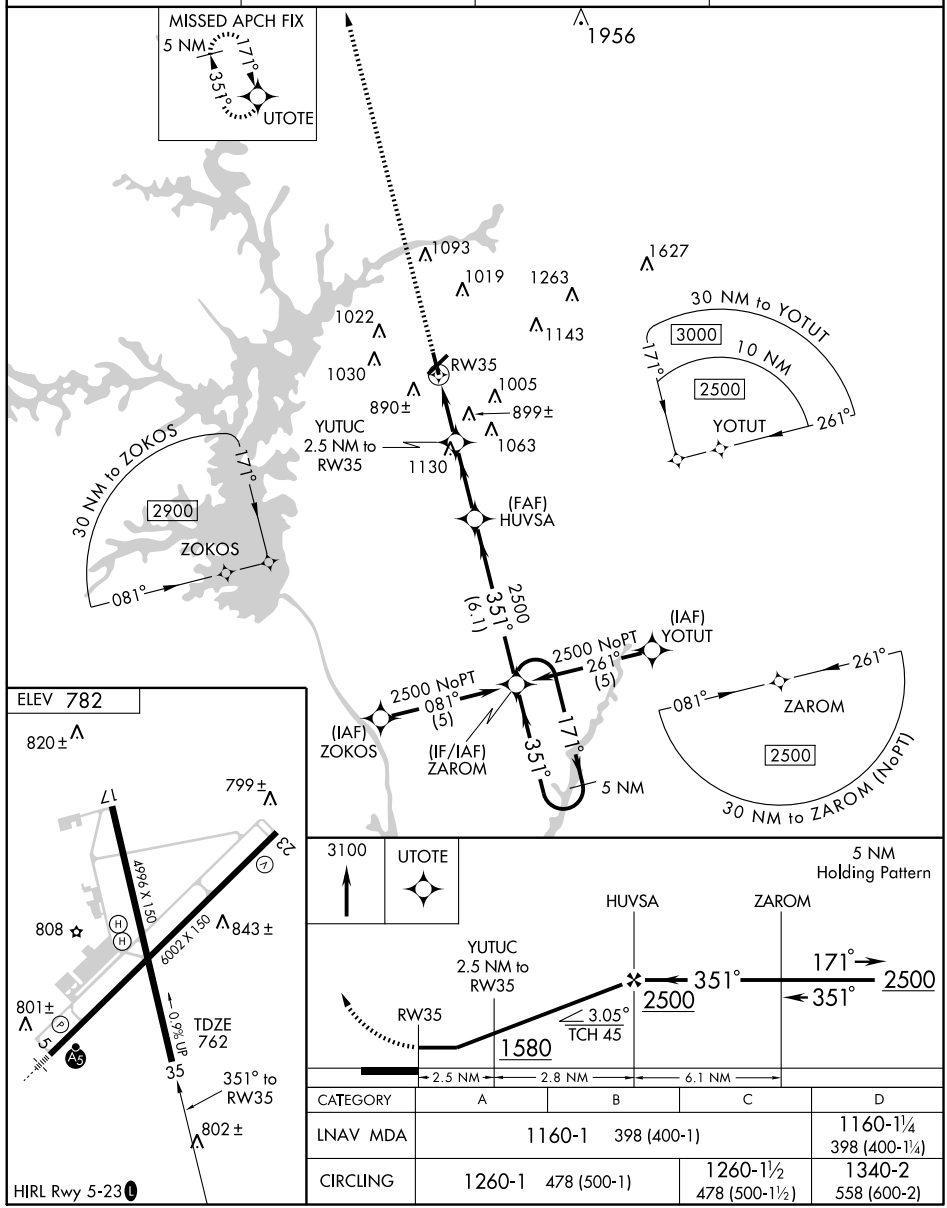
RNAV (GPS) RWY 35

ANDERSON RGNL (AND)

If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct UTOTE and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 (L)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1160-1 398 (400-1)			1160-1¼ 398 (400-1¼)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC ELW	APP CRS	Rwy Idg	6002
108.6	039°	TDZE	758
Chan 23		Apt Elev	782

VOR RWY 5

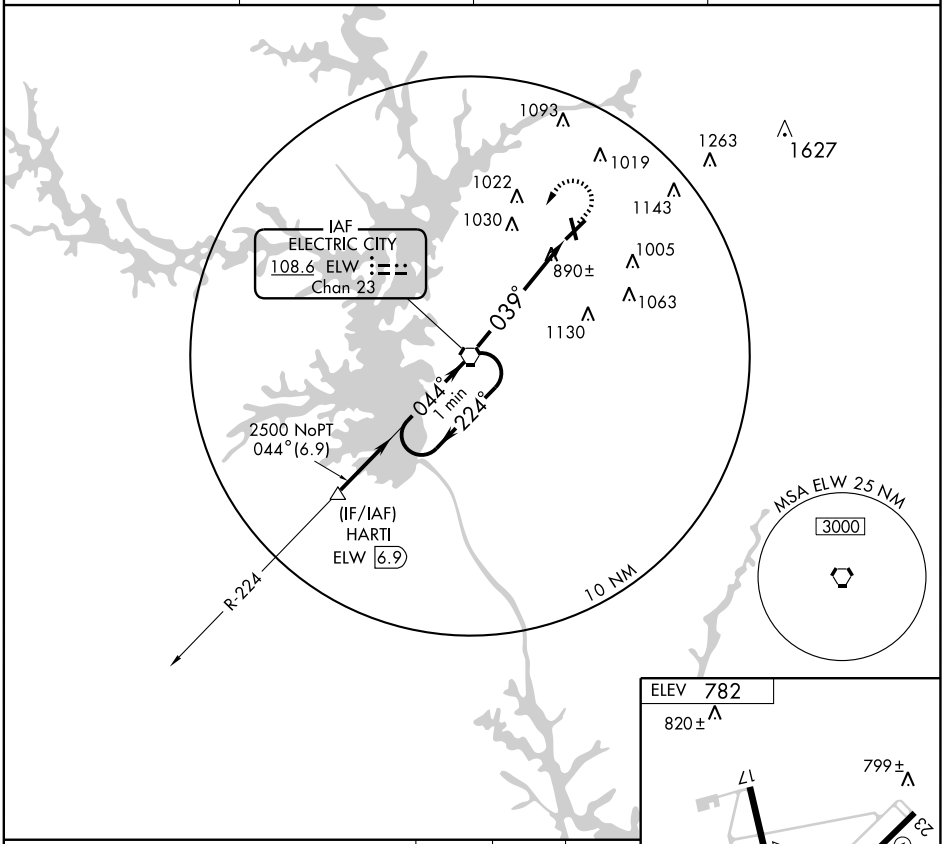
ANDERSON RGNL (AND)

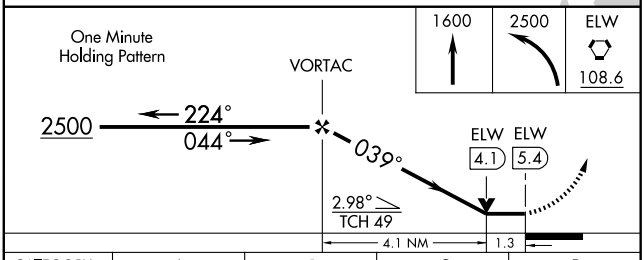
If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. VDP NA when using Clemson altimeter setting.

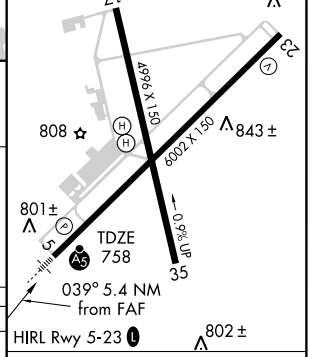
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

ASOS	GREER APP CON ★	CTAF	UNICOM
120.675	118.8 385.4	123.6 L	122.95







CATEGORY	A	B	C	D
S-5	1200-½ 442 (500-½)		1200-¾ 442 (500-¾)	1200-1 442 (500-1)
CIRCLING	1260-1 478 (500-1)		1260-1½ 478 (500-1½)	1340-2 558 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB PHH	APP CRS	Rwy ldg	3001
255	354°	TDZE	27
		Apt Elev	27

NDB RWY 36

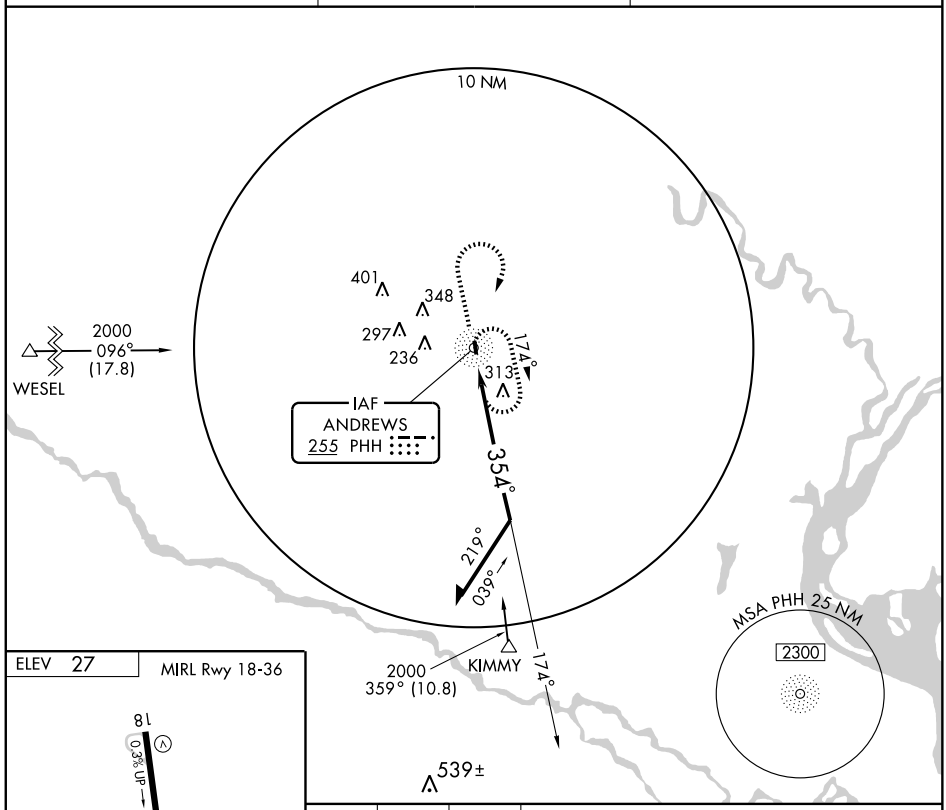
ANDREWS/ ROBERT F. SWINNIE (PHH)

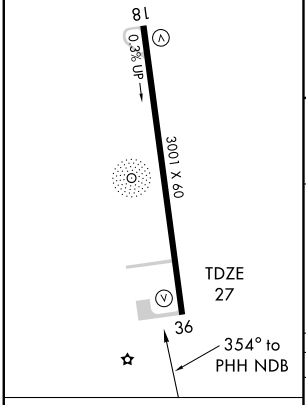
NA

Use Myrtle Beach altimeter setting.

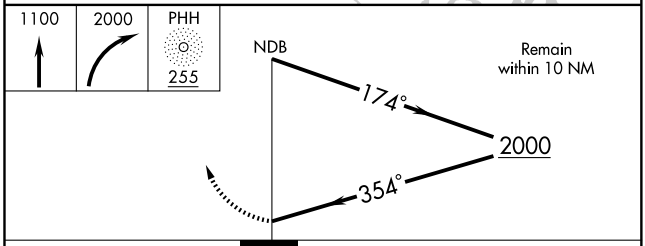
MISSED APPROACH: Climbing to 1100 then climbing right turn to 2000 direct to PHH NDB and hold

MYRTLE BEACH AWOS-3	MYRTLE BEACH APP CON	CTAF
124.5	127.4 257.95	122.9





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	740-1	713 (800-1)	740-2 713 (800-2)	NA
CIRCLING	740-1	713 (800-1)	740-2 713 (800-2)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5119
165°	TDZE	246
	Apt Elev	246

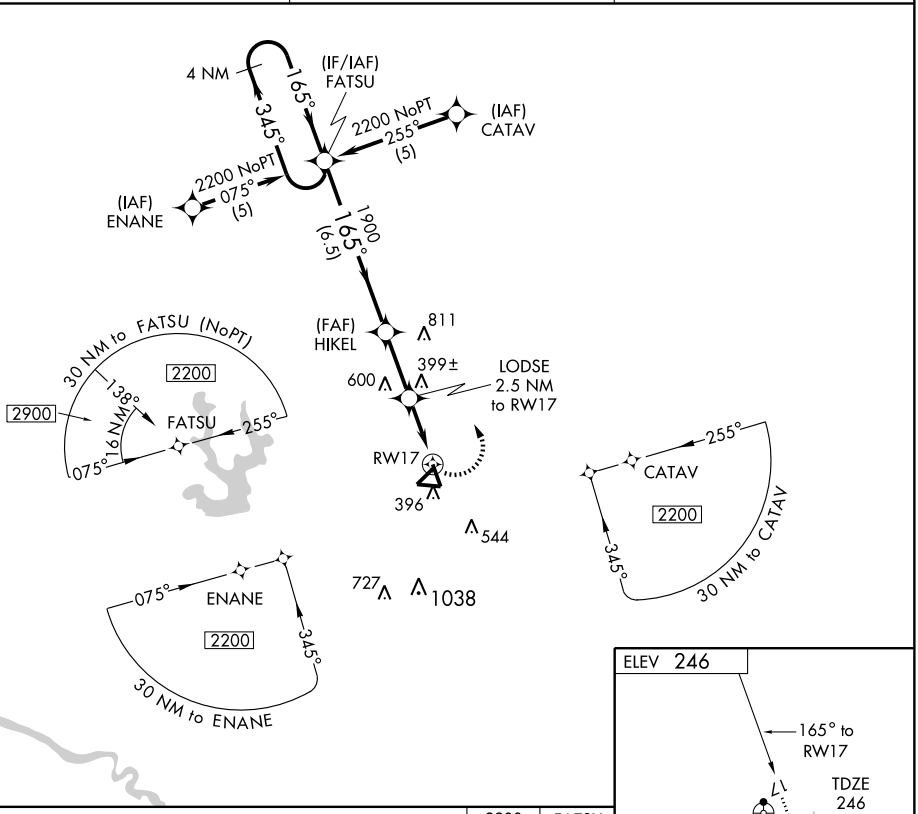
RNAV (GPS) RWY 17

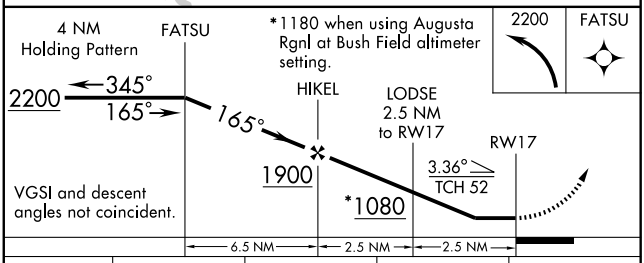
BARNWELL RGNL (BNL)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet.
When VGSI inop, straight-in/circling Rwy 17 NA at night.

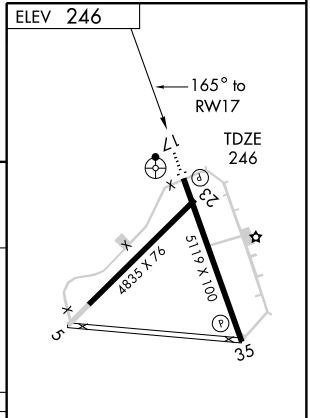
MISSED APPROACH: Climbing left turn to 2200 direct FATSU and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.775	132.5 363.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1 414 (500-1)		660-1¼ 414 (500-1¼)	
CIRCLING	700-1 454 (500-1)		700-1½ 454 (500-1½)	900-2 654 (700-2)



REIL Rwy 17
MIRL Rwy 17-35

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5119
345°	TDZE	246
	Apt Elev	246

RNAV (GPS) RWY 35

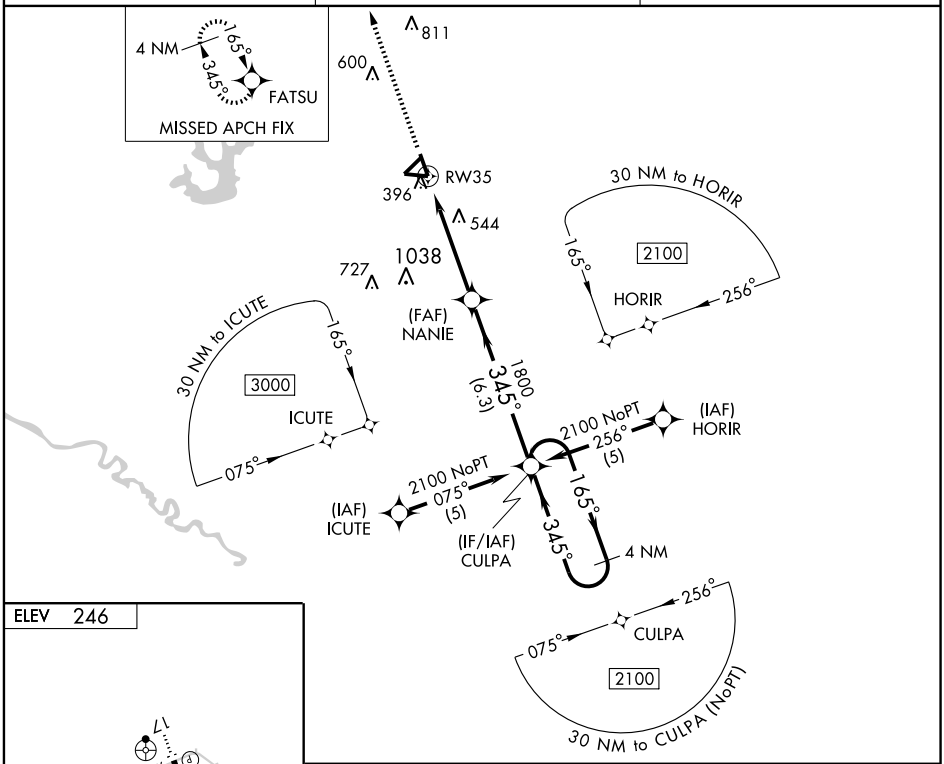
BARNWELL RGNL (BNL)

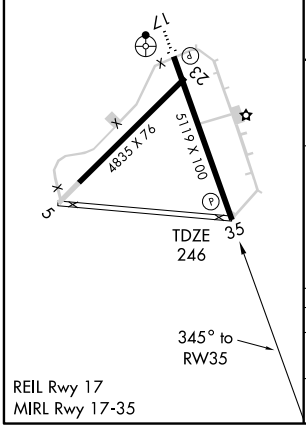
NA

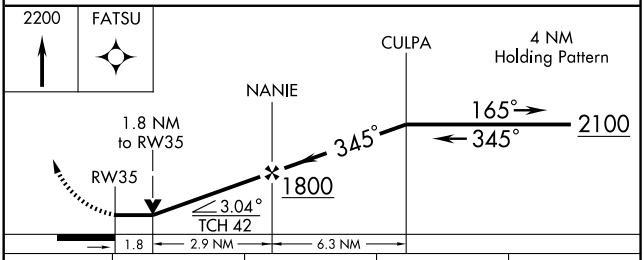
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat. C/D visibilities ¼ mile, Circling Cat. C visibility ¼ mile and Cat. D visibility ½ mile.
VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 2200 direct FATSU and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.775	132.5 363.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	860-2 614 (700-2)
CIRCLING	860-1 614 (700-1)		860-1¾ 614 (700-1¾)	900-2 654 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

BEAUFORT, SOUTH CAROLINA AL-6755 (FAA)

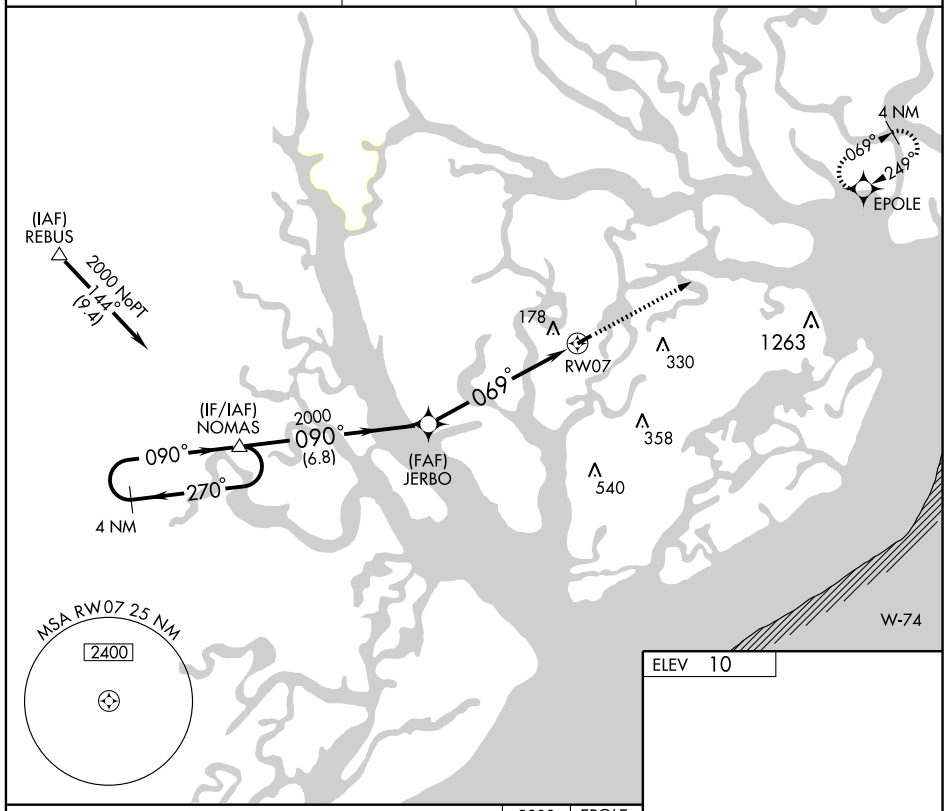
APP CRS	Rwy Idg	3434
069°	TDZE	10
	Apt Elev	10

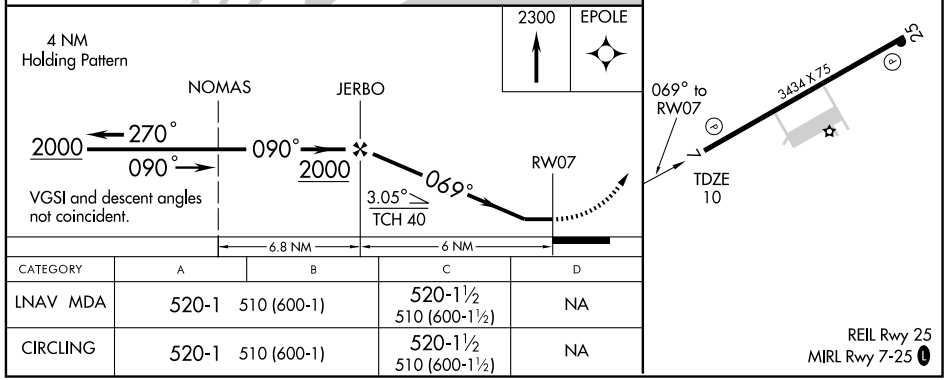
RNAV (GPS) RWY 7
BEAUFORT COUNTY (ARW)

Use Beaufort MCAS/Merritt Field altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct EPOLE WP and hold.

AWOS-3	BEAUFORT APP CON ★	UNICOM
119.675	118.45 292.125	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1	510 (600-1)	520-1½ 510 (600-1½)	NA
CIRCLING	520-1	510 (600-1)	520-1½ 510 (600-1½)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 17 DEC 2009 to 14 JAN 2010

BEAUFORT, SOUTH CAROLINA AL-6755 (FAA)

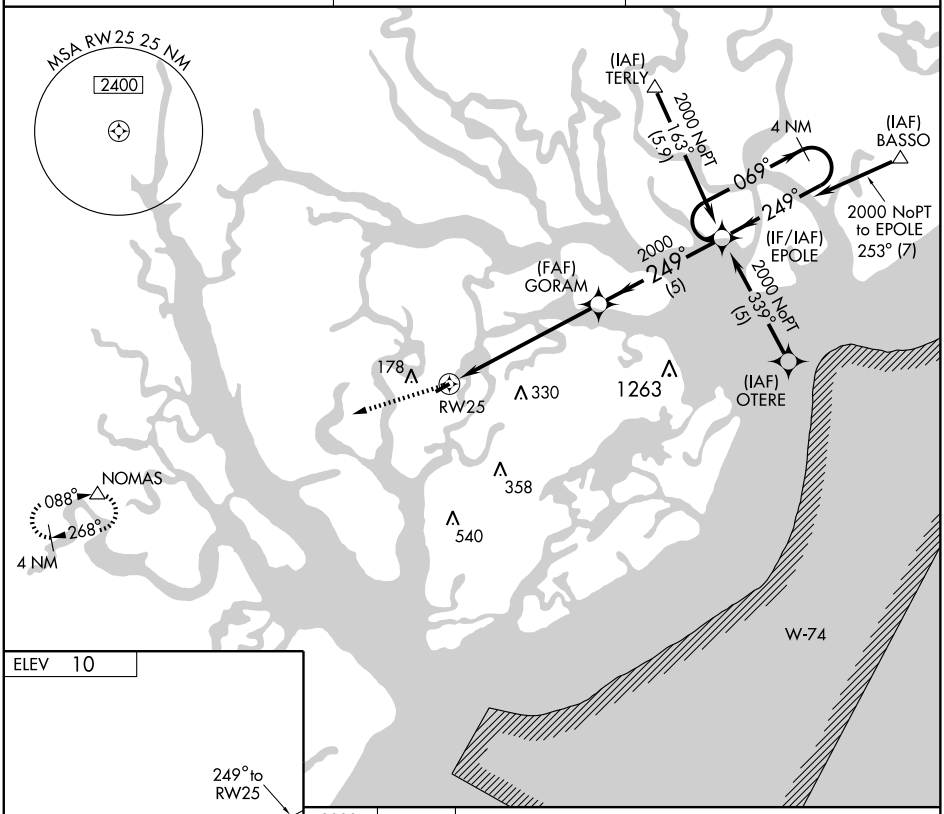
APP CRS	Rwy Idg	3434
249°	TDZE	10
	Apt Elev	10

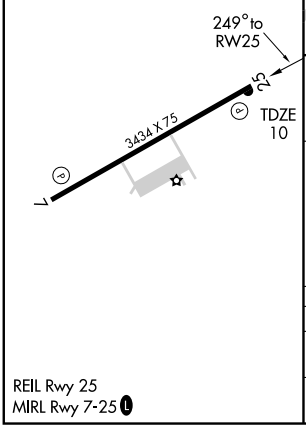
RNAV (GPS) RWY 25
BEAUFORT COUNTY (ARW)

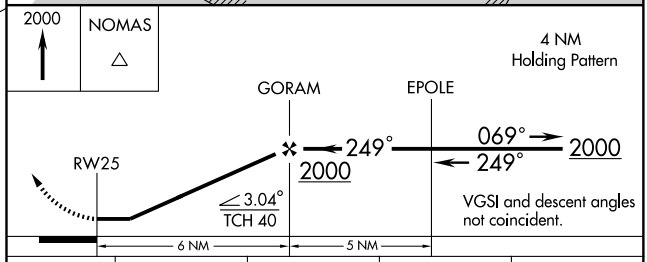
Use Beaufort MCAS/Merritt Field altimeter setting.
NA
GPS or RNP-0.3 Required.
ASR
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct to NOMAS WP and hold.

AWOS-3	BEAUFORT APP CON★	UNICOM
119.675	118.45 292.125	122.7 (CTAF) L



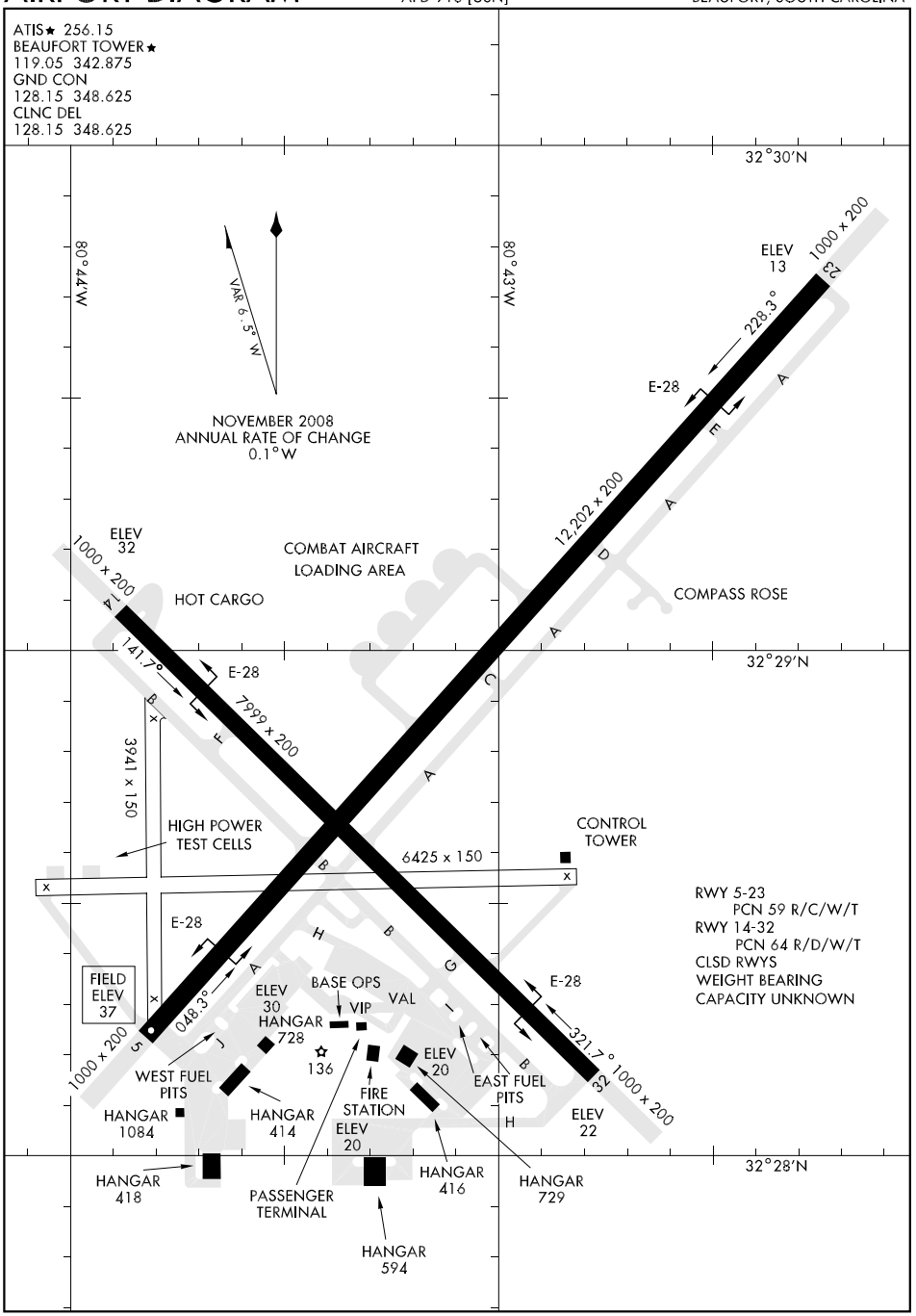




CATEGORY	A	B	C	D
LNAV MDA	420-1	410 (500-1)	420-1¼ 410 (500-1¼)	NA
CIRCLING	500-1	490 (500-1)	500-1½ 490 (500-1½)	NA

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2. 17 DEC 2009 to 14 JAN 2010


ATIS★ 256.15
BEAUFORT TOWER★
119.05 342.875
GND CON
128.15 348.625
CLNC DEL
128.15 348.625
32°30′N
32°29′N
32°28′N
80°44′W
80°43′W
VAR 6.5° W
NOVEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
ELEV 13
1000 x 200
23
228.3°
E-28
12,202 x 200
ELEV 32
1000 x 200
14
141.7°
E-28
7999 x 200
3941 x 150
COMBAT AIRCRAFT
LOADING AREA
HOT CARGO
COMPASS ROSE
HIGH POWER
TEST CELLS
CONTROL
TOWER
6425 x 150
RWY 5-23
PCN 59 R/C/W/T
RWY 14-32
PCN 64 R/D/W/T
CLSD RWYS
WEIGHT BEARING
CAPACITY UNKNOWN
FIELD
ELEV
37
E-28
048.3°
1000 x 200
5
ELEV
30
BASE OPS
VIP
VAL
HANGAR
728
136
E-28
321.7°
1000 x 200
32
WEST FUEL
PITS
FIRE
STATION
ELEV
20
EAST FUEL
PITS
ELEV
22
HANGAR
1084
HANGAR
414
ELEV
20
HANGAR
418
PASSENGER
TERMINAL
HANGAR
416
HANGAR
729
HANGAR
594

HI-TACAN X RWY 23

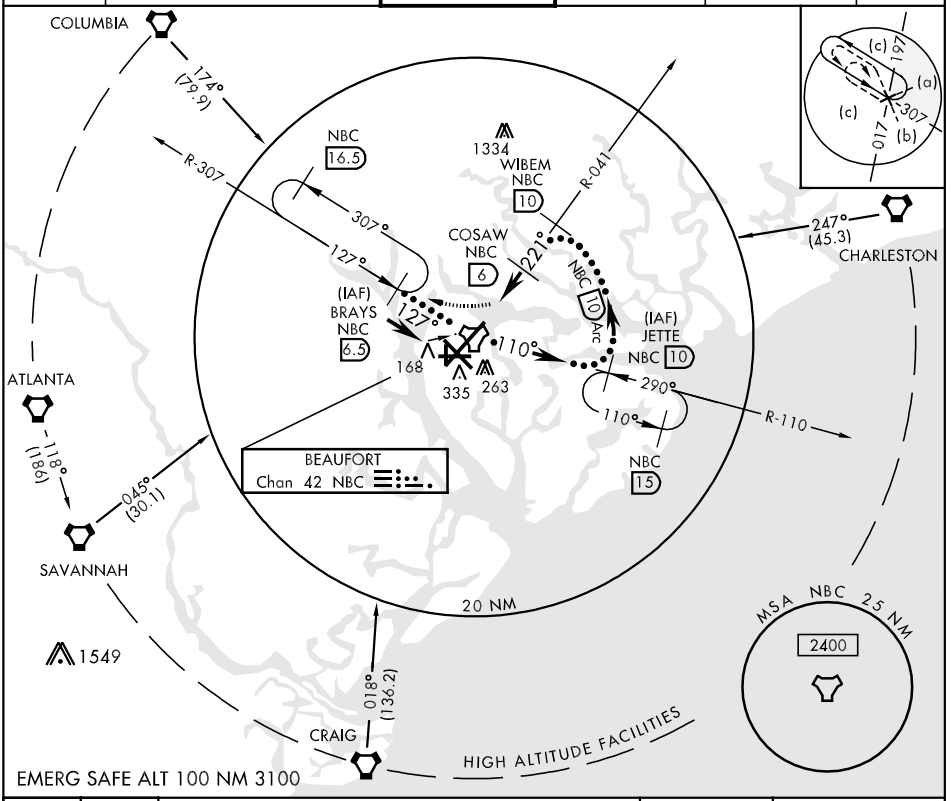
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)
NBC Chan 42	221°	12,202 / 16 / 37		

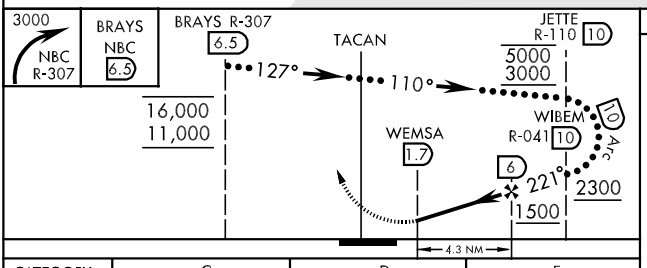
* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles; PAR CAT CDE vis to ½ mile.

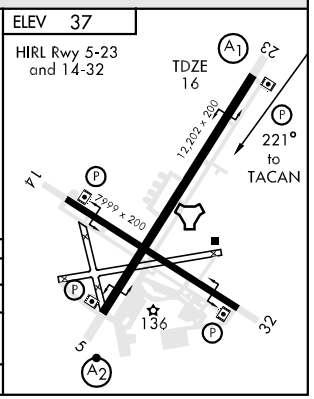
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 118.45 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼	100 (100-¼)	GS 3.00°

HI-TACAN Y RWY 14

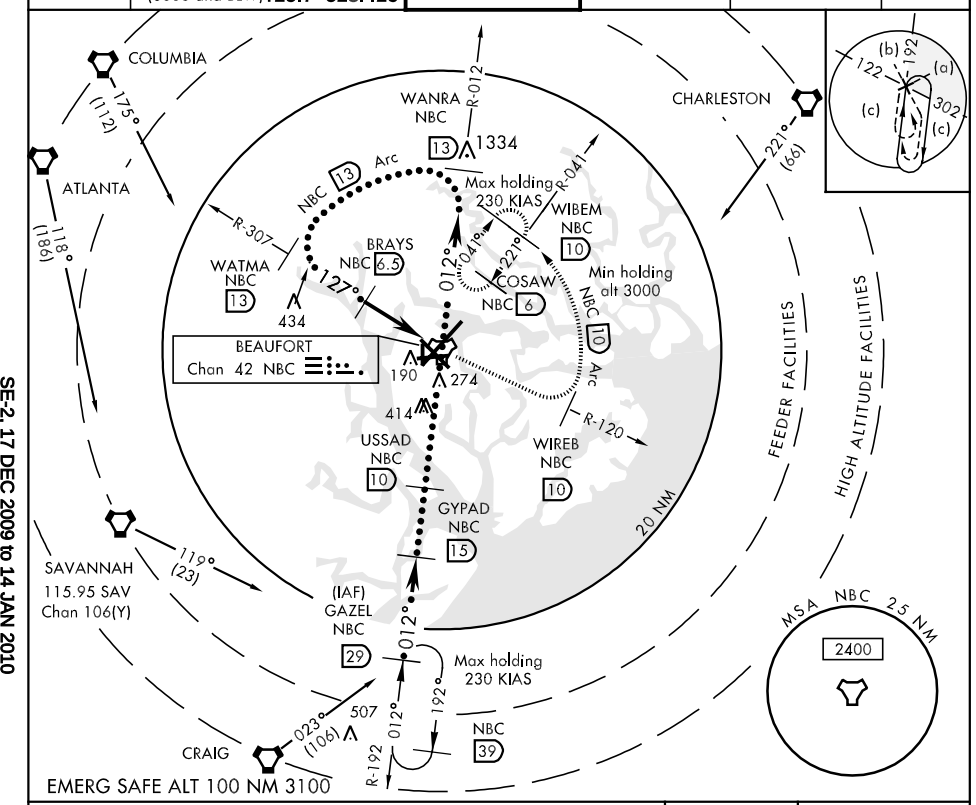
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NBC Chan **42**	**127°**	**7999**	**32**	**37**

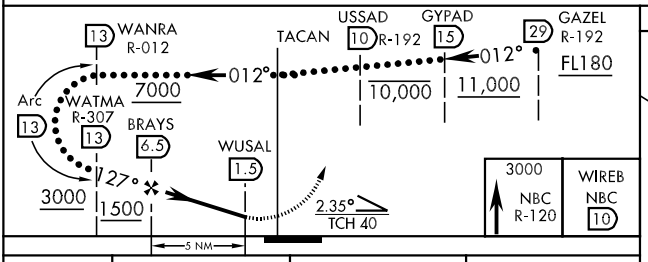
JAL-916 [USN]

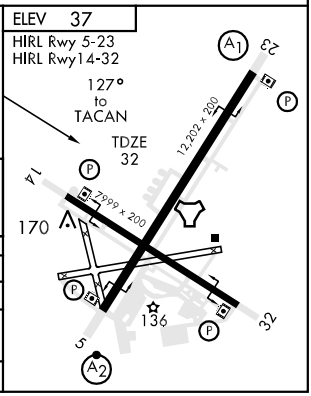
BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)**118.45 292.125** (3000 and BLW)**123.7 328.425**	**119.05 342.875**	**128.15 348.625**	**128.15 348.625**	







CATEGORY	C	D	E
S-14	420-1 388 (400-1)	420-1¼ 388 (400-1¼)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 14	132-½ 100 (100-½) GS 3.0°		

HI-TACAN Y RWY 23

TACAN	APCH CRS	Rwy ldg	12,202
NBC		TDZE	16
Chan 42	221°	Arpt Elev	37

JAL-916 [USN]

BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis (TACAN) CAT C to 1 mile, DE to 1¼ miles; PAR to ½ mile.

ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000) 118.45 292.125 (3000 and BLW) 123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

CAUTION: Intmed seg len 4 NM.

COLUMBIA 175° (112)

ATLANTA 118° (186)

CHARLESTON 221° (66)

SAVANNAH 115.95 SAV Chan 106(Y) 119° (23)

CRAIG 023° (106)

1334

R-012

R-041

R-307

R-192

WEKDU NBC 10

NBC 10.5

WIBEM NBC 10

COSAW NBC 6

BRAYS NBC 6.5

Max holding 230 KIAS

307° 127°

012° 221°

335 263

BEAUFORT Chan 42 NBC

USSAD NBC 10

GYPAD NBC 15

(IAF) GAZEL NBC 29

Max holding 230 KIAS

012° 192°

NBC 39

20 NM

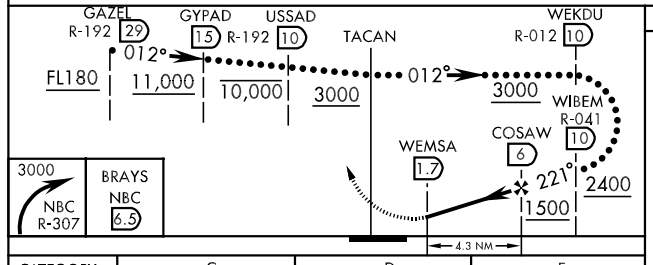
FEEDER FACILITIES

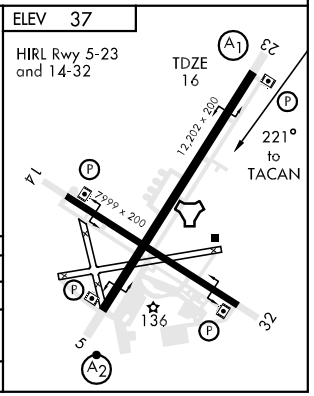
HIGH ALTITUDE FACILITIES

MSA NBC 25 NM

2400

EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23 *	360-¾	344 (400-¾)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼	100 (100-¼) GS 3.0°	

HI-TACAN Z RWY 14

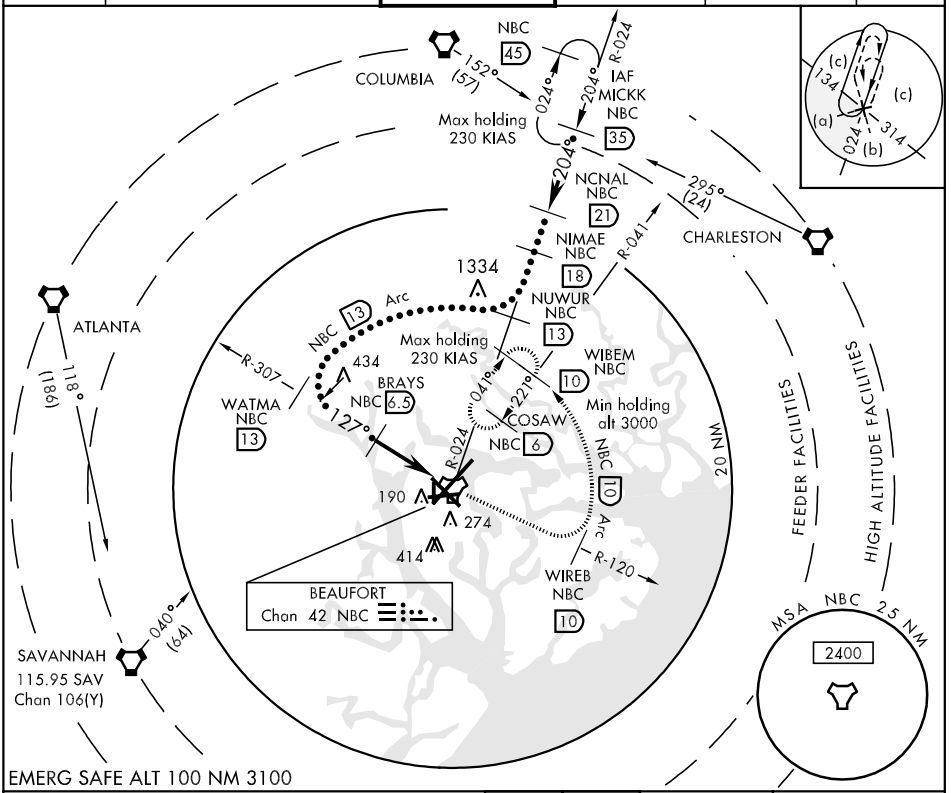
TACAN	APCH CRS	Rwy ldg	7999
NBC Chan 42	127°	TDZE	32
		Arpt Elev	37

JAL-916 [USN]

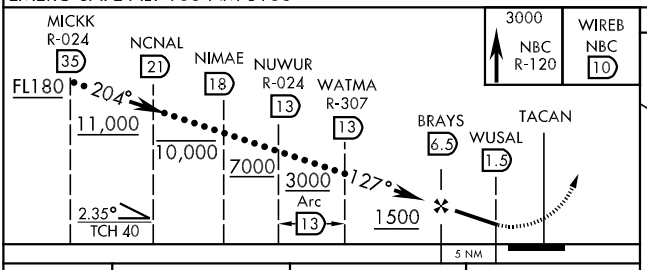
BEAUFORT MCAS (MERRITT FLD) (KNBC)

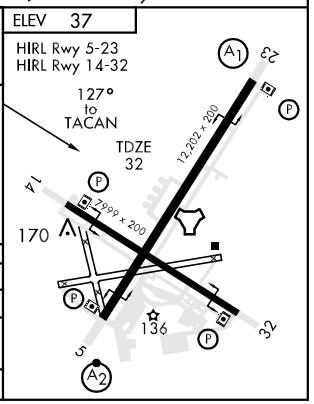
MISSED APPROACH: Climb to 3000 on NBC TACAN R-120 to NBC 10 DME (WIREB), arc E of NBC TACAN via 10 mile arc to NBC R-041/10 DME (WIBEM), then via NBC R-041 to 6 DME (COSAW) and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-14	420-1 388 (400-1)	420-1¼ 388 (400-1¼)	
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 14	132-½ 100 (100-½) GS 3.0°		

HI-TACAN Z RWY 23

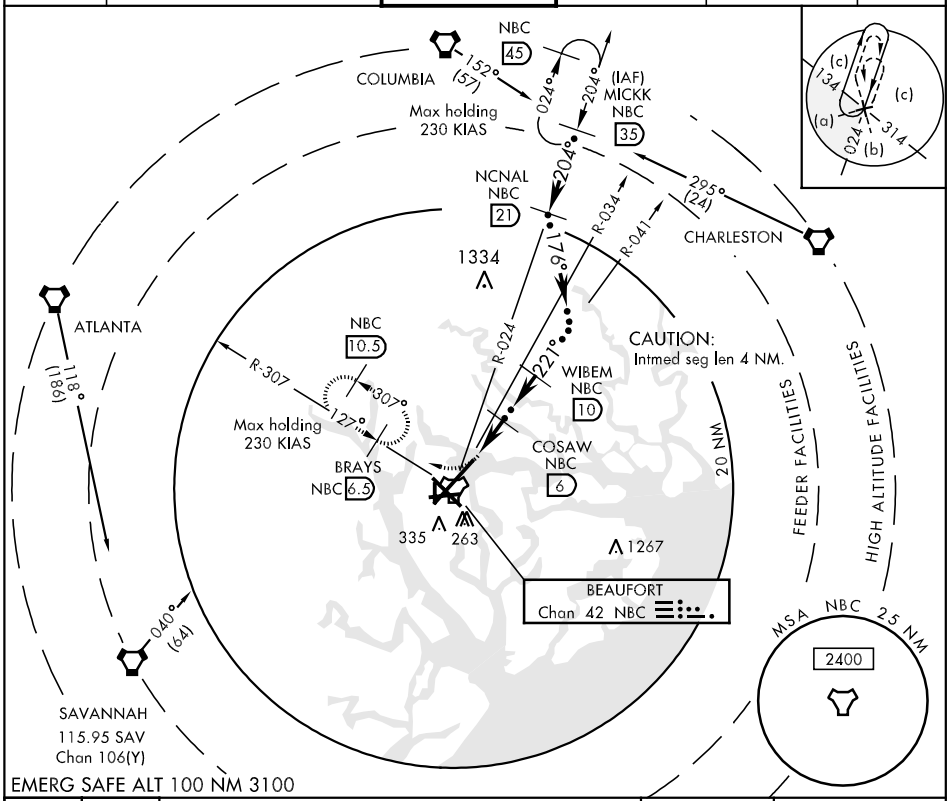
TACAN NBC Chan 42	APCH CRS 221°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37	JAL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

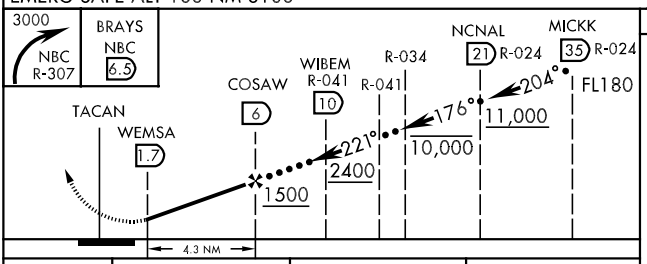
* When ALS inop, increase vis (TACAN) CAT C to 1 mile, DE to 1¼ miles; PAR to ½ mile.

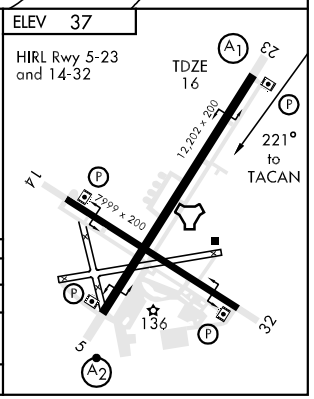
ALSF-1 (A1)

MISSED APPROACH: Climbing right turn to 3000, join NBC R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	







CATEGORY	C	D	E
S-23 *	360-¾	344	(400-¾)
CIRCLING	500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼	100 (100-¼) GS 3.0°	

TACAN RWY 5

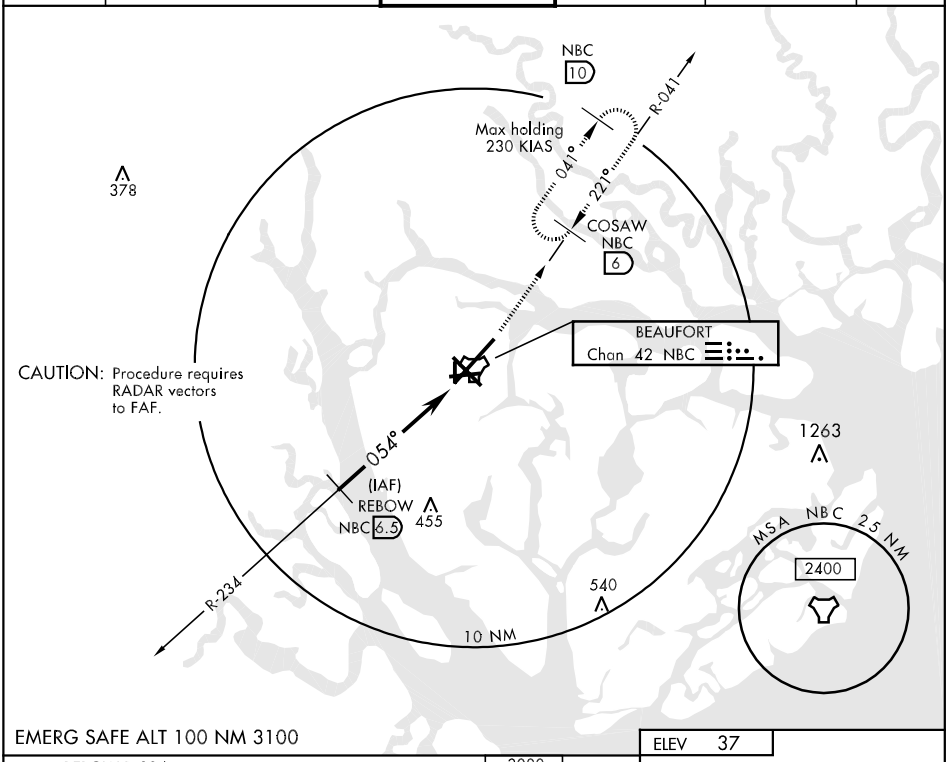
TACAN NBC Chan 42	APCH CRS 054°	Rwy ldg 12,202 TDZE 37 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis (TACAN) CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles; PAR to ½ mile.

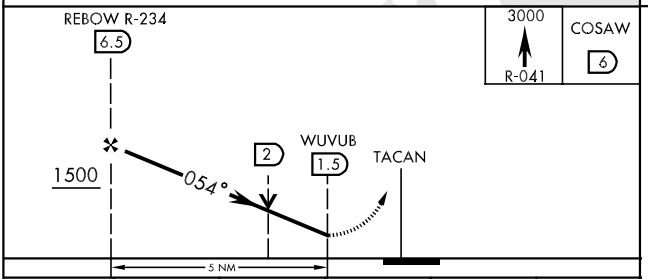
SALSF (A2)

MISSED APPROACH: Climb to 3000 on NBC TACAN R-041 to COSAW and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	

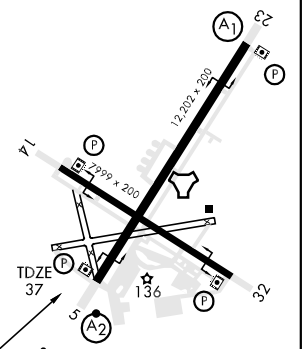


EMERG SAFE ALT 100 NM 3100



ELEV 37

HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D	E
S-5 ★	440-¾ 403 (500-¾)		440-1 403 (500-1)		440-1¼ 403 (500-1¼)
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 5 ★	137-¼ 100 (100-¼) GS 3.0°				

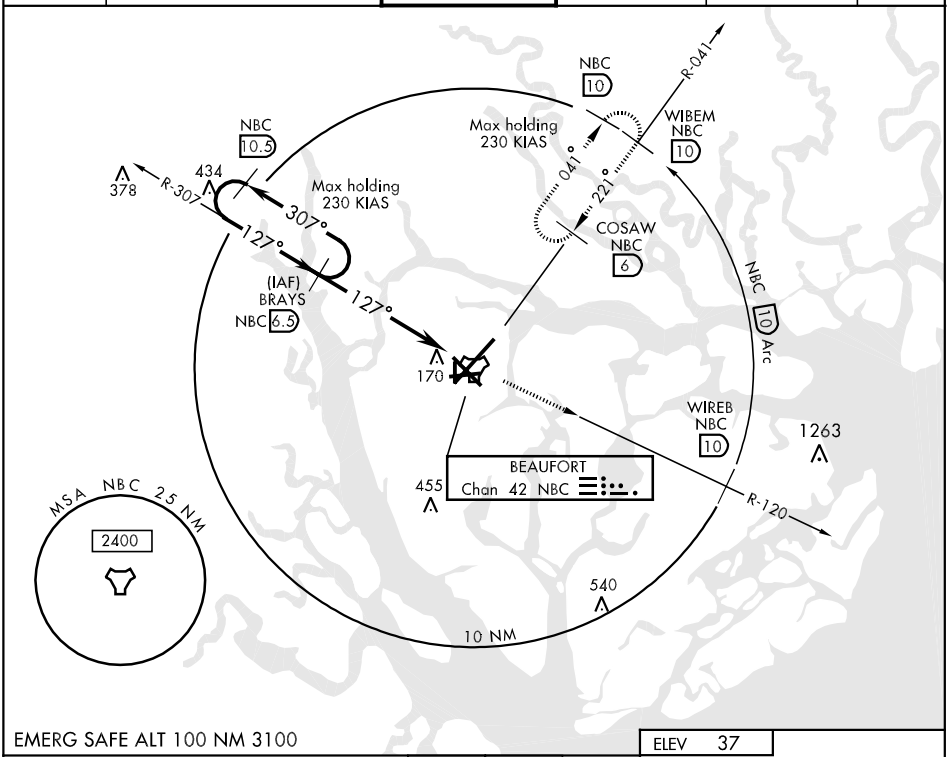
32° 29′N-80° 43′W

TACAN RWY 14

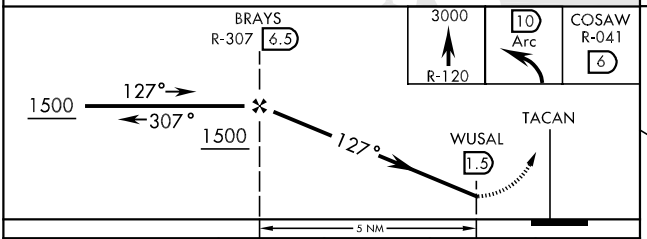
TACAN NBC Chan 42	APCH CRS 127°	Rwy Idg 7999 TDZE 32 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

MISSED APPROACH: Climb to 3000 on R-120 to WIREB, arc E on 10 mile arc to WIBEM then, via NBC R-041 to COSAW and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



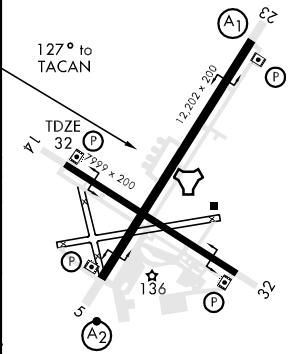
EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-14	420-1 388 (400-1)			420-1¼ 388 (400-1¼)	
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 14	132-½ 100 (100-½) GS 3.0°				

ELEV 37

HIRL Rwy 5-23 and 14-32



SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 23

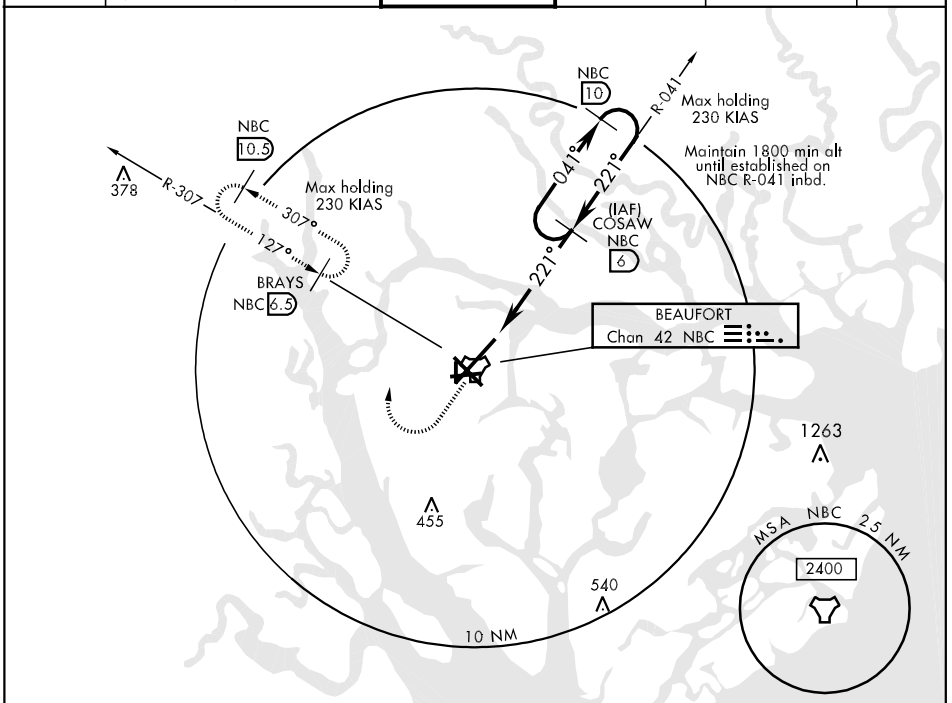
TACAN NBC Chan 42	APCH CRS 221°	Rwy ldg 12,202 TDZE 16 Arpt Elev 37	AL-916 [USN]	BEAUFORT MCAS (MERRITT FLD) (KNBC)

* When ALS inop, increase vis (TACAN) CAT ABC to 1 mile, DE to 1¼ miles; PAR to ½ mile.

ALSF-1

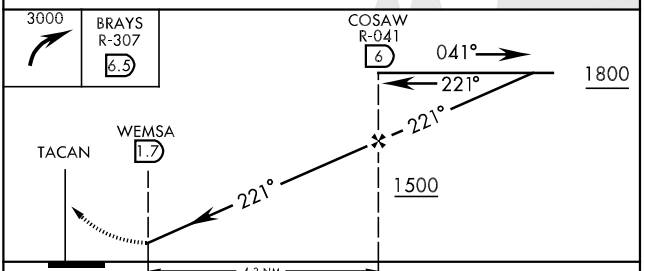
MISSED APPROACH: Climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
256.15	(ABV 3000)118.45 292.125 (3000 and BLW)123.7 328.425	119.05 342.875	128.15 348.625	128.15 348.625	



SE-2, 17 DEC 2009 to 14 JAN 2010

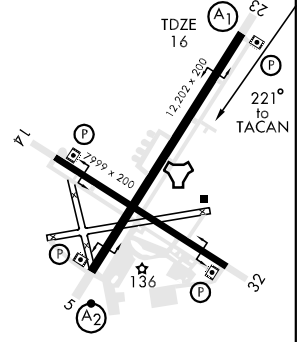
EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-23 *	360-½ 344 (400-½)		360-¾ 344 (400-¾)		
CIRCLING	500-1 463 (500-1)		500-1½ 463 (500-1½)	600-2 563 (600-2)	720-2½ 683 (700-2½)
S-PAR 23 *	116-¼ 100 (100-¼) GS 3.0°				

ELEV 37

HIRL Rwy 5-23 and 14-32



32° 29′N-80° 43′W

BEAUFORT MCAS (MERRITT FLD) (KNBC)
TACAN RWY 23

NDB BES 230	APP CRS 072°	Rwy Idg 5003 TDZE 146 Apt Elev 146

BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

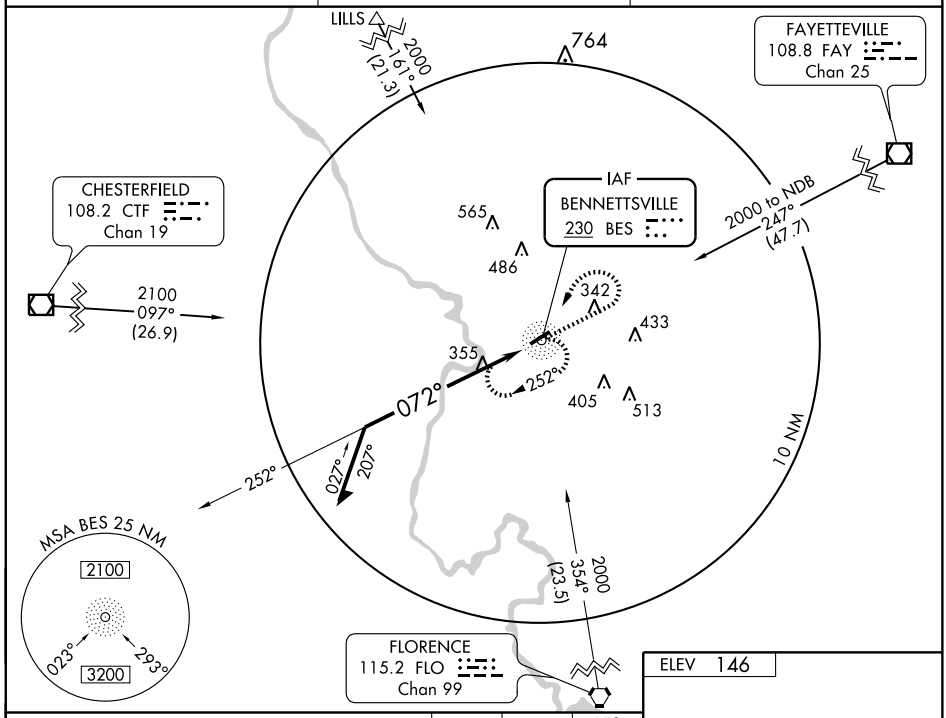
NDB RWY 6

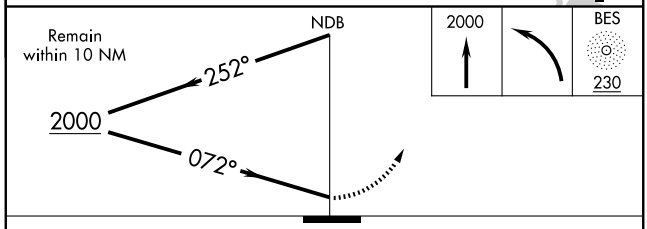
NA

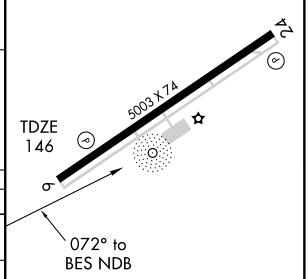
Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct BES NDB and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)







CATEGORY	A	B	C	D
S-6	780-1	634 (700-1)	780-1¾ 634 (700-1¾)	780-2 634 (700-2)
CIRCLING	780-1	634 (700-1)	780-1¾ 634 (700-1¾)	780-2 634 (700-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
S-6	840-1	694 (700-1)	840-2 694 (700-2)	840-2¼ 694 (700-2¼)
CIRCLING	840-1	694 (700-1)	840-2 694 (700-2)	840-2¼ 694 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
065°	TDZE	146
	Apt Elev	146

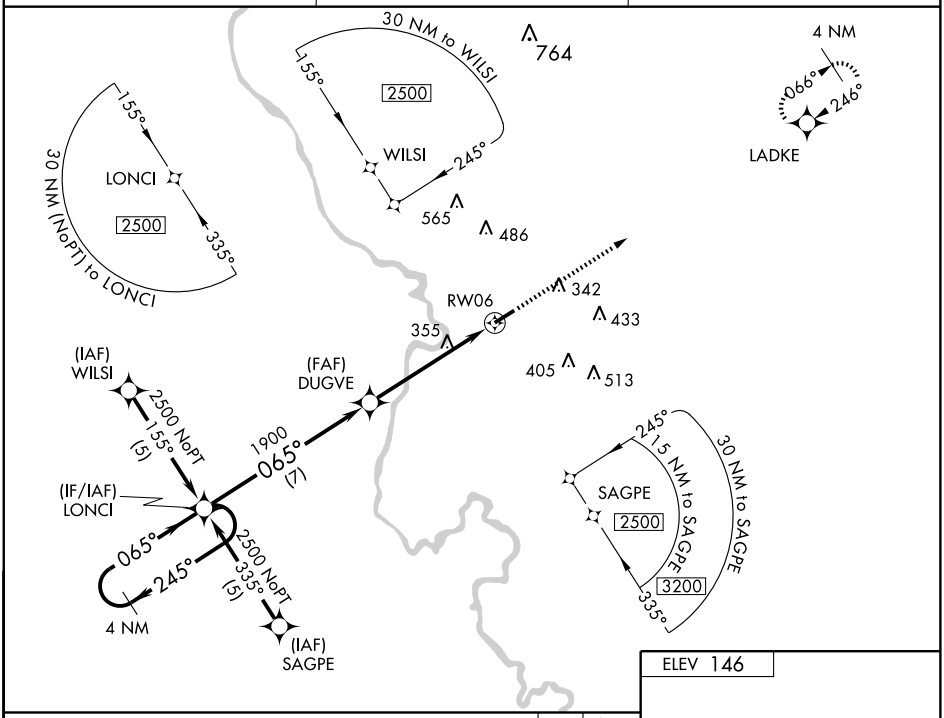
RNAV (GPS) RWY 6

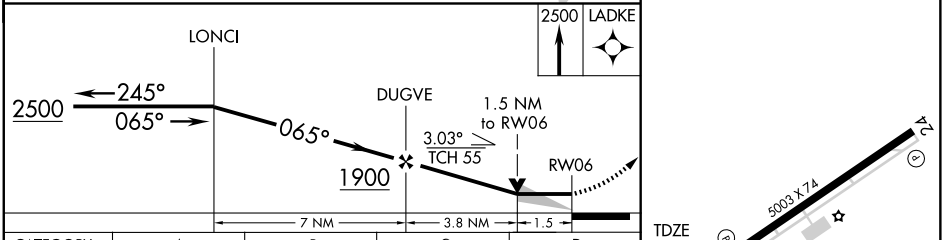
BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA. VDP NA with Florence altimeter setting.

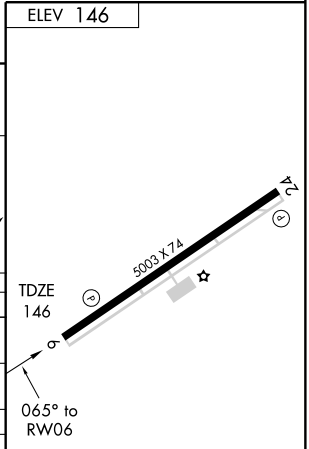
MISSED APPROACH: Climb to 2500 direct to LADKE and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1	514 (600-1)	660-1½ 514 (600-1½)	660-1¾ 514 (600-1¾)
CIRCLING	660-1	514 (600-1)	660-1½ 514 (600-1½)	720-2 574 (600-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	720-1	574 (600-1)	720-1½ 574 (600-1½)	720-1¾ 574 (600-1¾)
CIRCLING	720-1	574 (600-1)	720-1½ 574 (600-1½)	780-2 634 (700-2)



MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-2, 17 DEC 2009 to 14 JAN 2010

BENNETTSVILLE, SOUTH CAROLINA AL-6047 (FAA)

APP CRS	Rwy Idg	5003
246°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 24

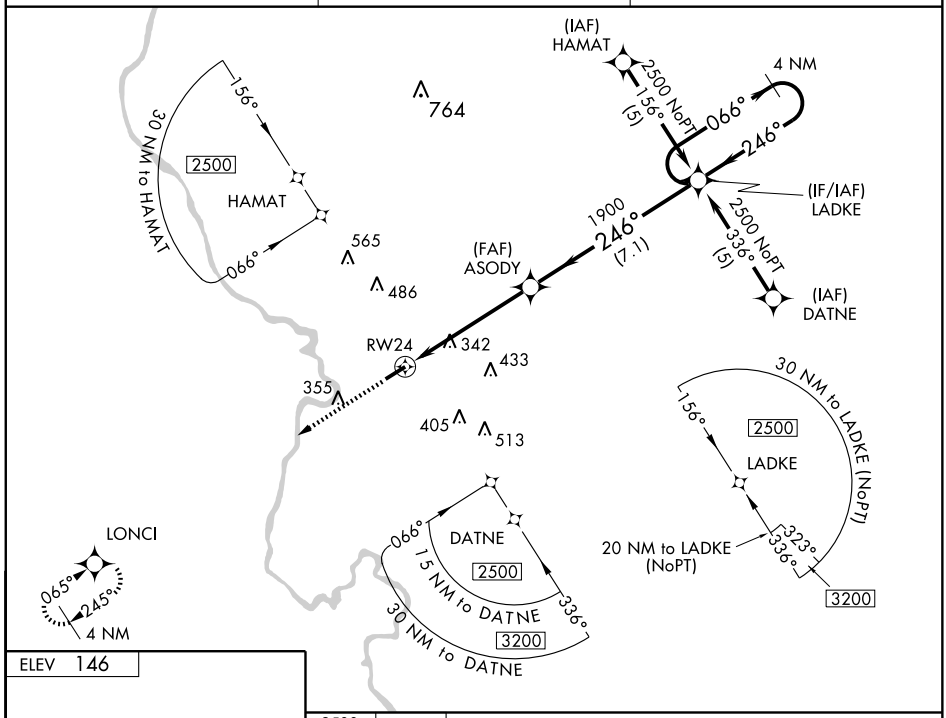
BENNETTSVILLE/ MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting.
DME/DME RNP-0.3 NA.

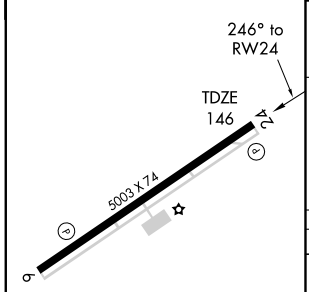
NA

MISSED APPROACH: Climb to 2500 direct to LONCI and hold.

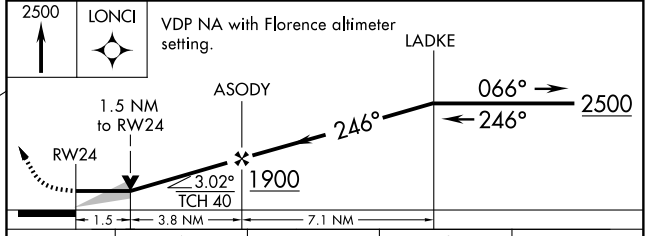
AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)



ELEV 146



MIRL Rwy 6-24
REIL Rwys 6 and 24



CATEGORY	A	B	C	D
LNAV MDA	660-1 514 (600-1)		660-1½ 514 (600-1½)	660-1¾ 514 (600-1¾)
CIRCLING	660-1 514 (600-1)		660-1½ 514 (600-1½)	720-2 574 (600-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	720-1 574 (600-1)		720-1½ 574 (600-1½)	720-1¾ 574 (600-1¾)
CIRCLING	720-1 574 (600-1)		720-1½ 574 (600-1½)	780-2 634 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

BENNETTSVILLE, SOUTH CAROLINA AL-6047 (FAA)

VORTAC	FLO	APP CRS	Rwy Idg	N/A
	115.2	354°	TDZE	N/A
Chan	99		Apt Elev	146

VOR/DME-A

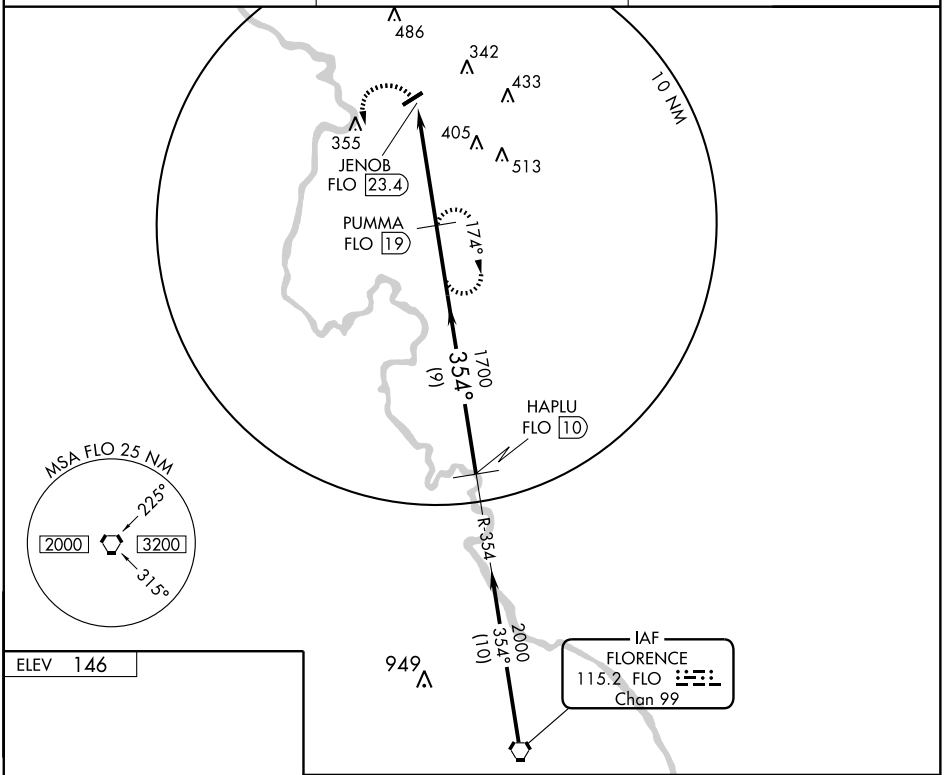
BENNETTSVILLE/
MARLBORO COUNTY JETPORT-H.E. AVENT FIELD (BBP)

T
A NA

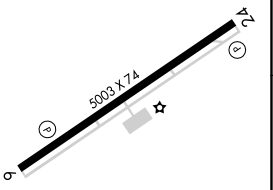
Obtain local altimeter setting on CTAF, when not received, use Florence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via FLO R-354 to PUMMA/FLO 19 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
123.825	118.6 341.7	122.8 (CTAF)

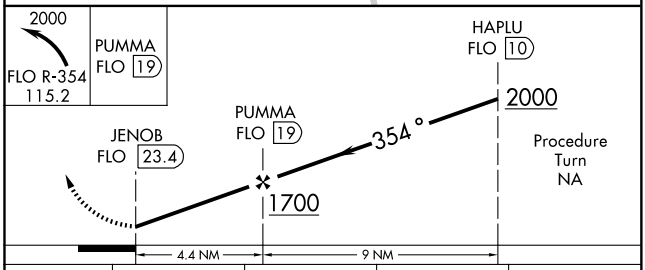


ELEV 146



354° 4.4 NM from FAF

MIRL Rwy 6-24
REIL Rwys 6 and 24



CATEGORY	A	B	C	D
CIRCLING	660-1 514 (600-1)	660-1¼ 514 (600-1¼)	660-1½ 514 (600-1½)	720-2 574 (600-2)
FLORENCE ALTIMETER SETTING MINIMUMS				
CIRCLING	720-1 574 (600-1)	720-1¼ 574 (600-1¼)	720-1½ 574 (600-1½)	780-2 634 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 86505	057°	Rwy Idg	5000
W06A		TDZE	302
		Apt Elev	302

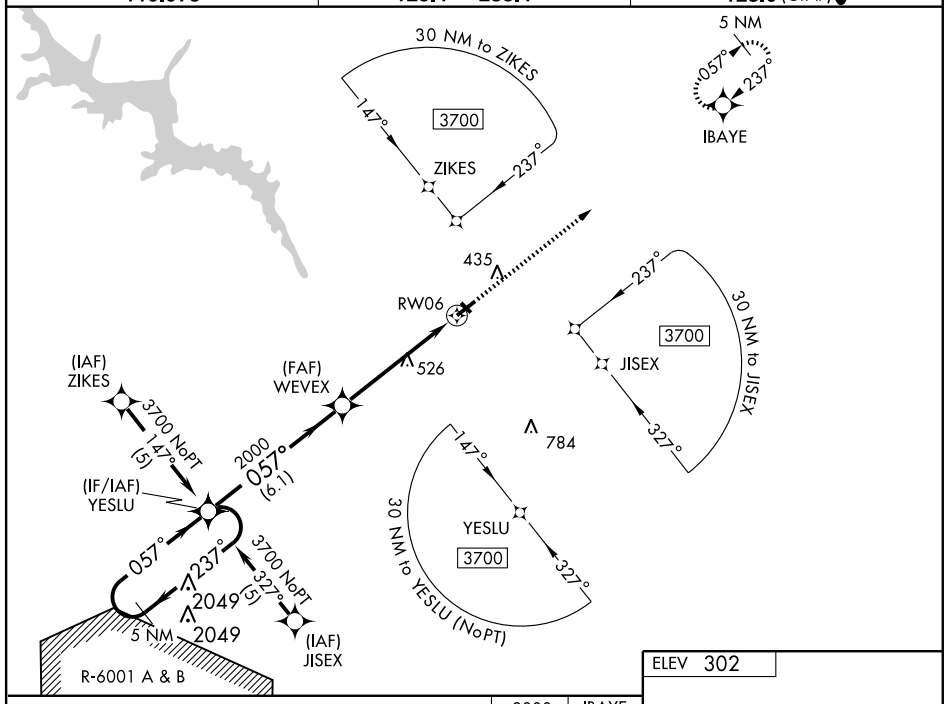
RNAV (GPS) RWY 6

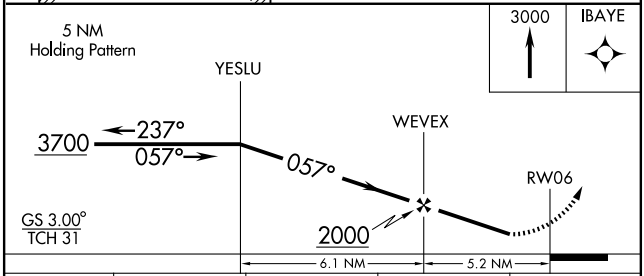
CAMDEN/ WOODWARD FIELD (CDN)

Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

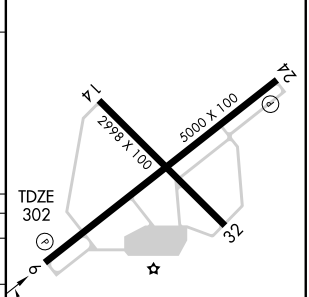
MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	582-1 280 (300-1)			
LNAV/ VNAV DA	713-1½ 411 (500-1½)			
LNAV MDA	780-1 478 (500-1)		780-1¼ 478 (500-1¼)	780-1½ 478 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	860-2 558 (600-2)



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
237°	TDZE	302
	Apt Elev	302

RNAV (GPS) RWY 24

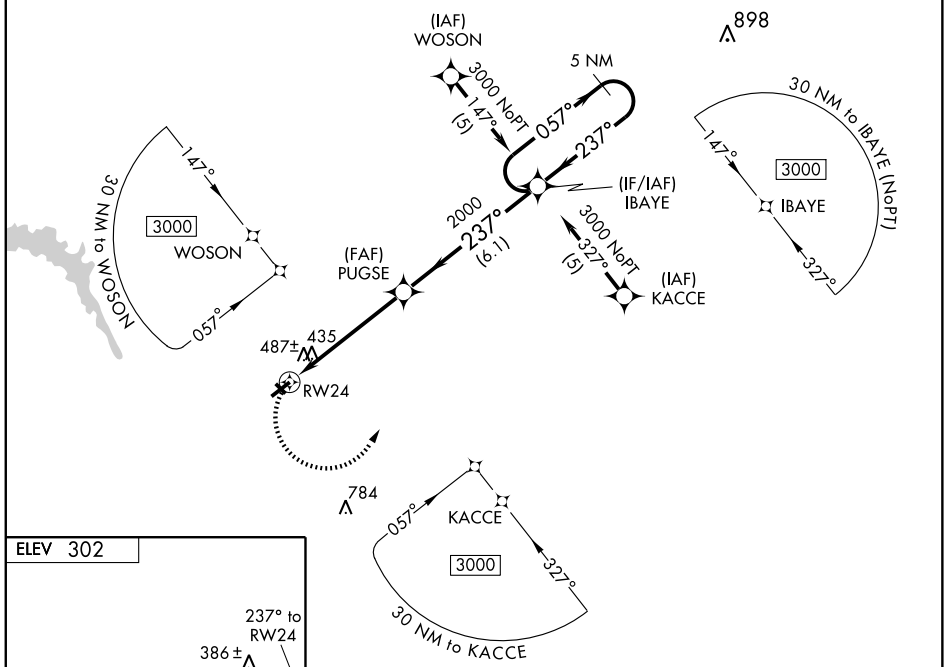
CAMDEN/ WOODWARD FIELD (CDN)

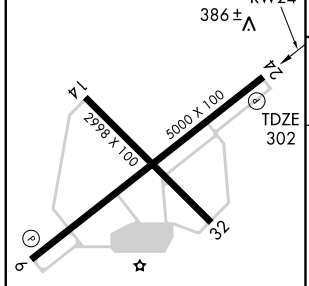
NA

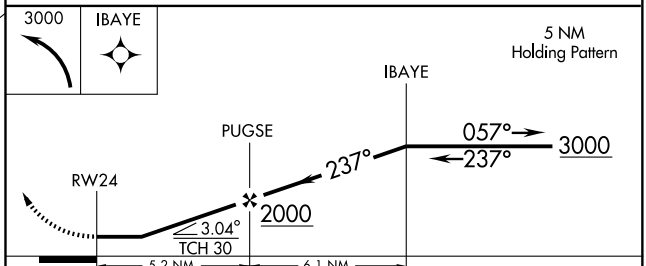
If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct IBAYE and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	800-1 498 (500-1)		800-1¼ 498 (500-1¼)	800-1½ 498 (500-1½)
CIRCLING	840-1 538 (600-1)		840-1½ 538 (600-1½)	860-2 558 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME CTF	APP CRS	Rwy Idg	N/A
108.2	216°	TDZE	N/A
Chan 19		Apt Elev	302

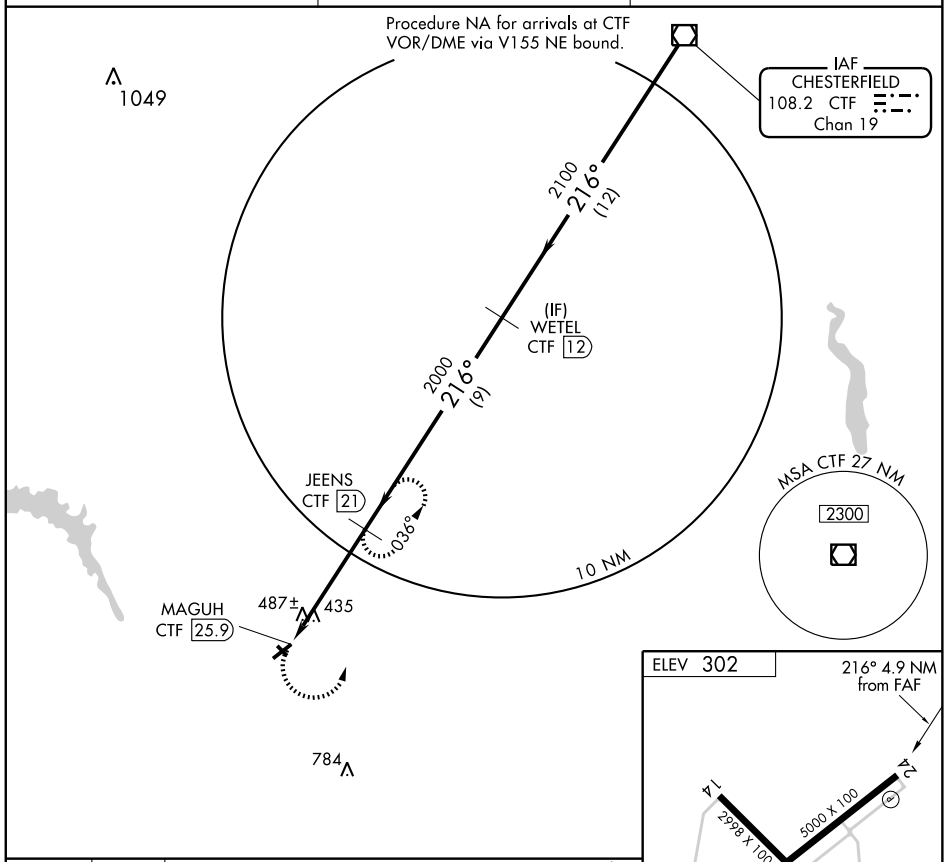
VOR/DME-A

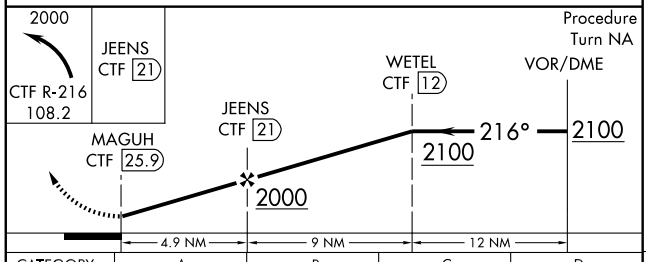
CAMDEN/ WOODWARD FIELD (CDN)

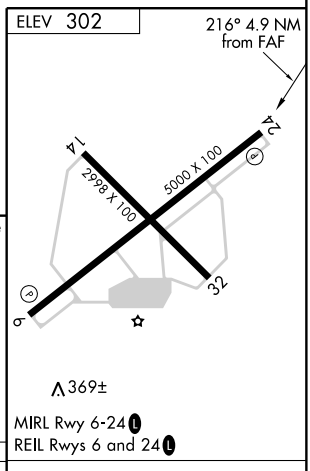
▼ If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet.
▲ NA

MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

AWOS-3	SHAW APP CON ★	UNICOM
119.975	125.4 285.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	860-2 558 (600-2)

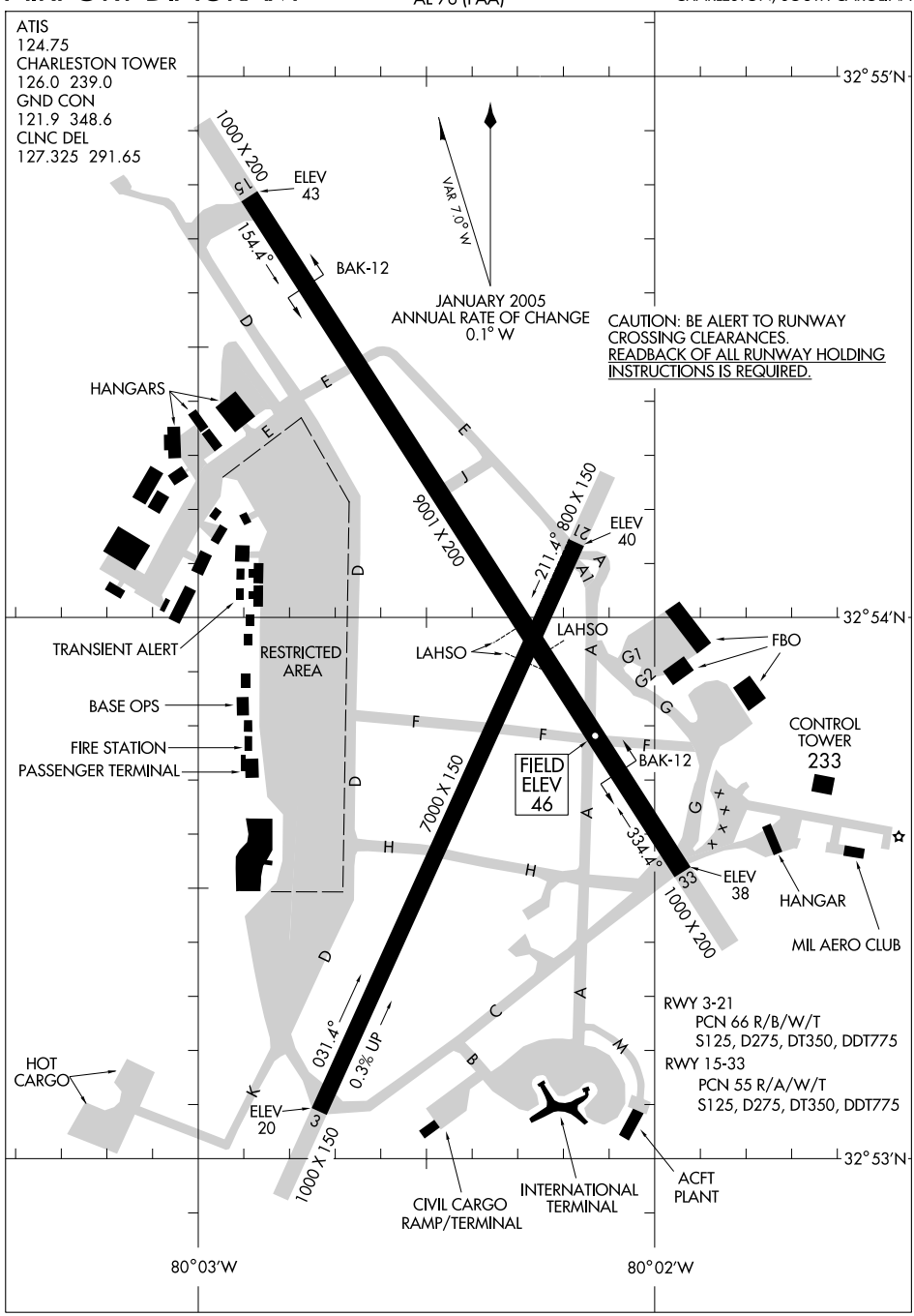
Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

HI-VOR/DME or TACAN RWY 15

VORTAC CHS	APCH CRS	Rwy ldg	9001
113.5	157°	TDZE	43
Chan 82		Arpt Elev	45

JAL-76 [USAF]

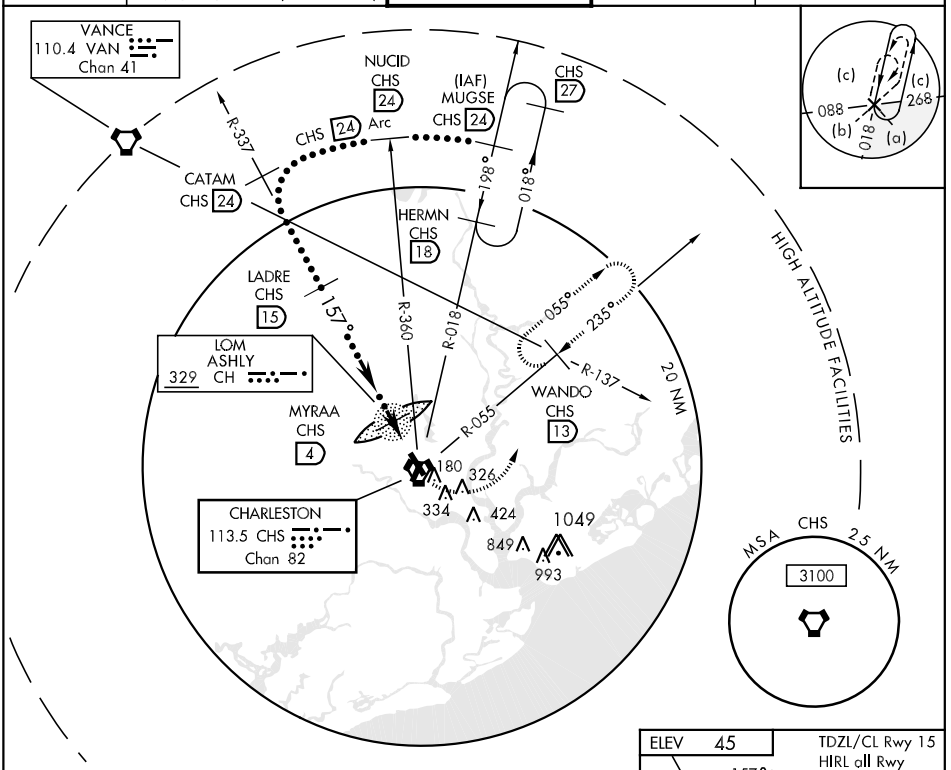
CHARLESTON AFB/INTL (KCHS)

*When ALS inop, increase CAT D RVR to 6000, vis to 1¼, CAT E vis to 1½.

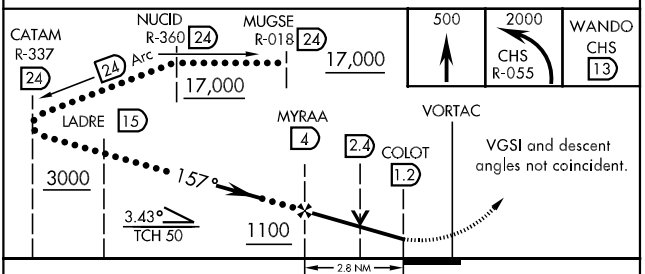
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

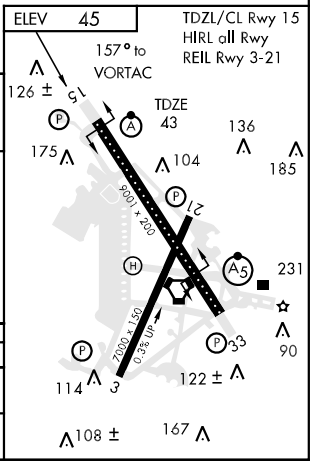
ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925 (151°- 330°) 135.8 257.1 (331°- 150°)	126.0 239.0	121.9 348.6	127.325 381.6



EMERG SAFE ALT 100 NM 3200



CATEGORY	C	D	E
S-15 *	460/40 417 (500-¾)	460/50 417 (500-1)	
CIRCLING	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)



HI-VOR/DME or TACAN RWY 33

VORTAC CHS	APCH CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chan 82		Arpt Elev	45

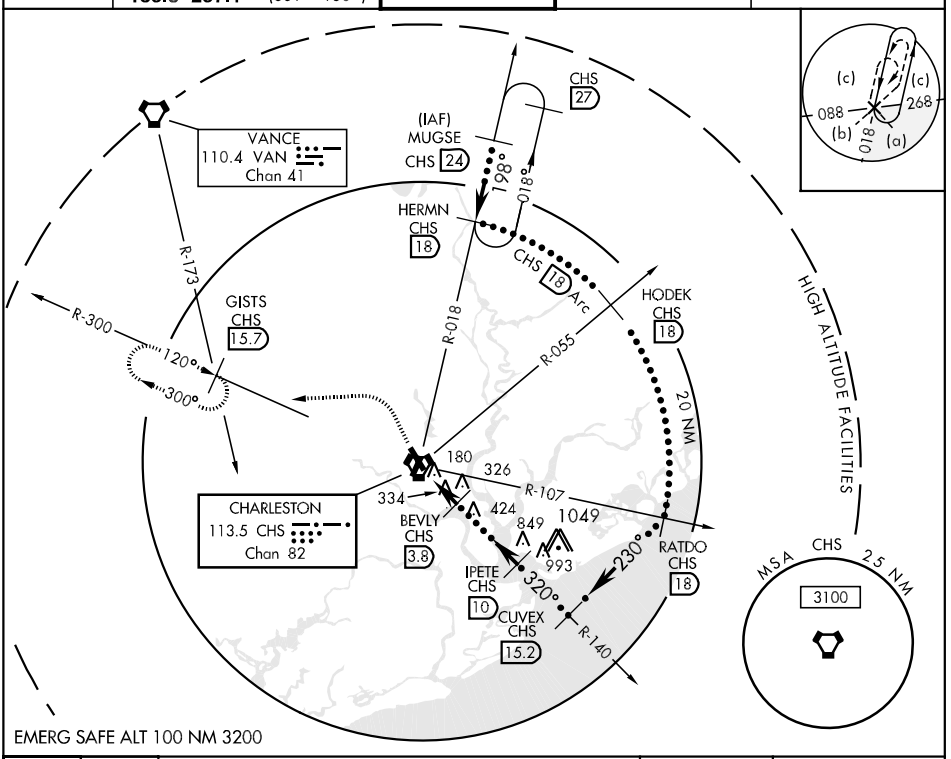
JAL-76 [USAF]

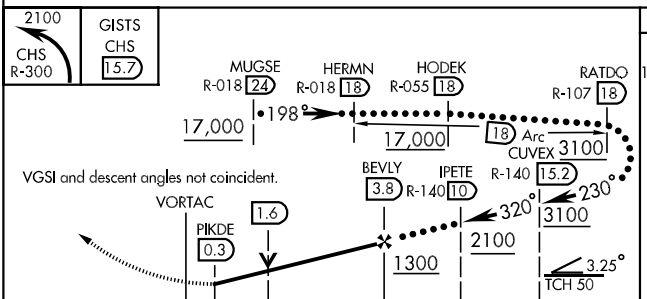
CHARLESTON AFB/INTL (KCHS)

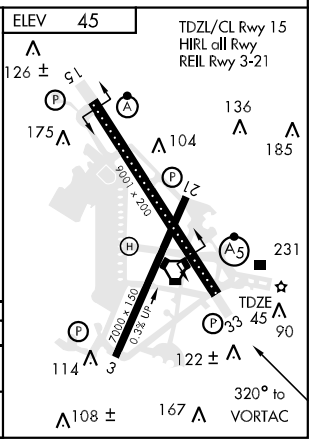
MALSR

MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925 (151°- 330°) 135.8 257.1 (331°- 150°)	126.0 239.0	121.9 348.6	127.325 381.6







CATEGORY	C	D	E
S-33	500/40 455 (500-¾)	500/50 455 (500-1)	500-1 455 (500-1)
CIRCLING	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	152°	TDZE	43
		Apt Elev	45

ILS or LOC RWY 15

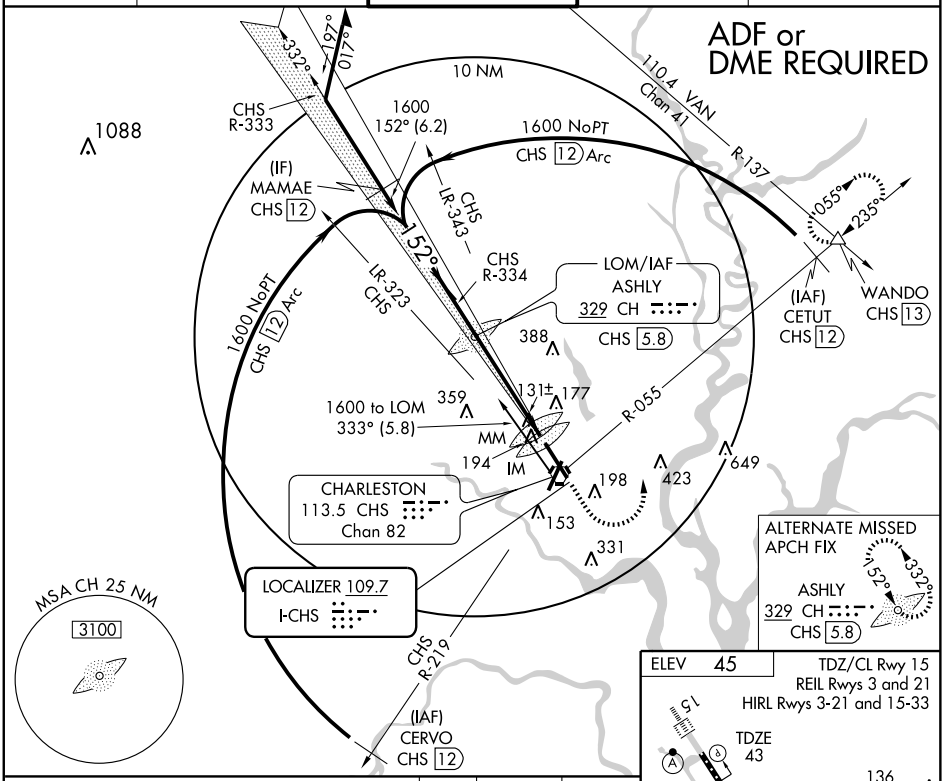
CHARLESTON AFB/INTL (CHS)

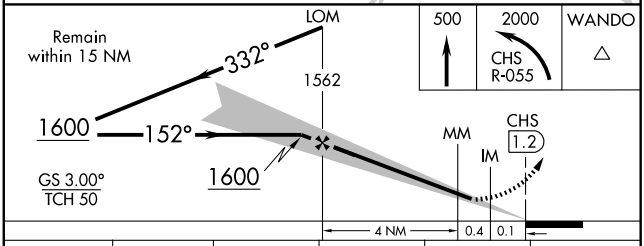
For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

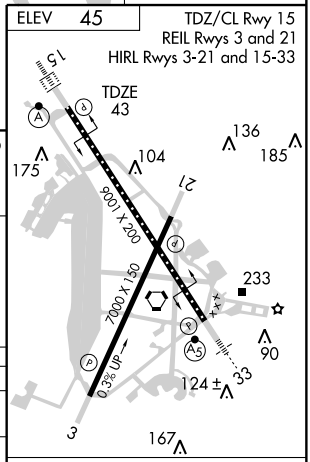
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6







CATEGORY	A	B	C	D	E
S-ILS 15	243/18 200 (200-½)				243/24 200 (200-½)
S-LOC 15	400/24 357 (400-½)			400/40 357 (400-¾)	
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-CCI	APP CRS		
108.9	332°	Rwy Idg	9001
		TDZE	45
		Apt Elev	45

ILS or LOC RWY 33

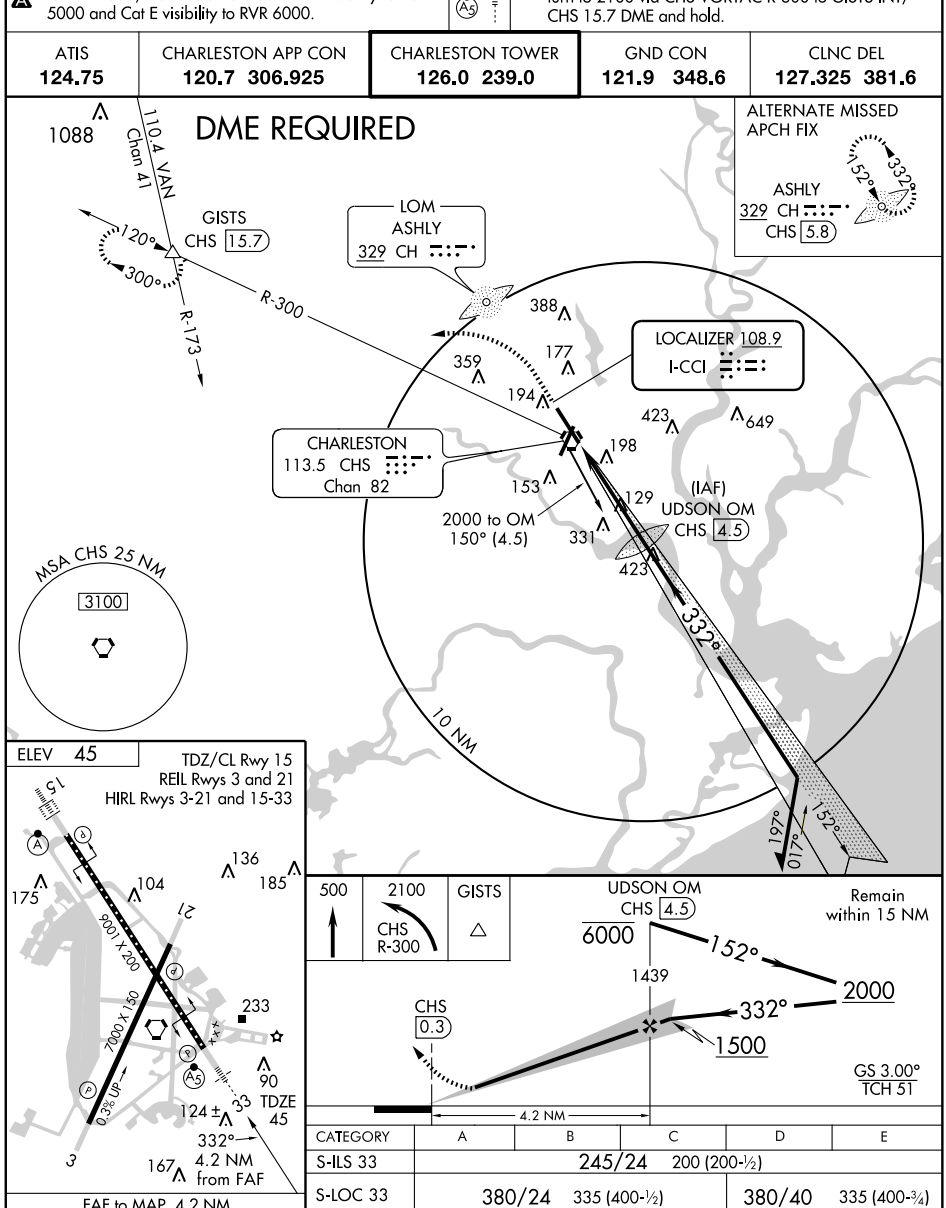
CHARLESTON AFB/INTL (CHS)

For inoperative MALSR, increase S-ILS 33 Cat E visibility to RVR 4000, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via CHS VORTAC R-300 to GISTS INT/ CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6



CATEGORY	A	B	C	D	E
S-ILS 33	245/24	200 (200-½)			
S-LOC 33	380/24	335 (400-½)		380/40	335 (400-¾)
CIRCLING	540-1	495 (500-1)	540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	152°	TDZE	43
		Apt Elev	45

ILS RWY 15 (CAT II)
CHARLESTON AFB/INTL (CHS)

For inoperative ASLF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS VORTAC R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

ADF or DME REQUIRED

1088

CHS R-333

332° 197° 017°

10 NM

1600 152° (6.2)

1600 NoPT CHS 12 Arc

110.4 VAN Chan 41

R-137

055° 235°

WANDO CHS 13

(IF) MAMAE CHS 12

CHS LR-343

152°

CHS R-334

LOM/IAF ASHLY 329 CH CHS 5.8

388

(IAF) CETUT CHS 12

1600 NoPT CHS 12 Arc

LR-323 CHS

1600 to LOM 333° (5.8)

359

131± 177

R-055

MM

194 IM

198 423 649

153

331

CHARLESTON 113.5 CHS Chan 82

ALTERNATE MISSED APCH FIX

152° 332°

ASHLY 329 CH CHS 5.8

MSA CH 25 NM

3100

LOCALIZER 109.7 I-CHS

CHS R-219

(IAF) CERVO CHS 12

ELEV 45

TDZE 43

175 104 136 185

21

9001 X 200

7000 X 150

233

90

124 ± 33

3 167

0.3% UP

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

Remain within 15 NM

LOM

332°

1562

1600 152° 152°

1600

MM

DH RA 97 IM

GS 3.00° TCH 50

43 MSL

4 NM 2538′ 961′ 1091′

500	2000 CHS R-055	WANDO

CATEGORY	A	B	C	D
S-ILS 15	RA 97/12 100 DA 143			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED.

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 86699	029°	TDZE	35
W03A		Apt Elev	45

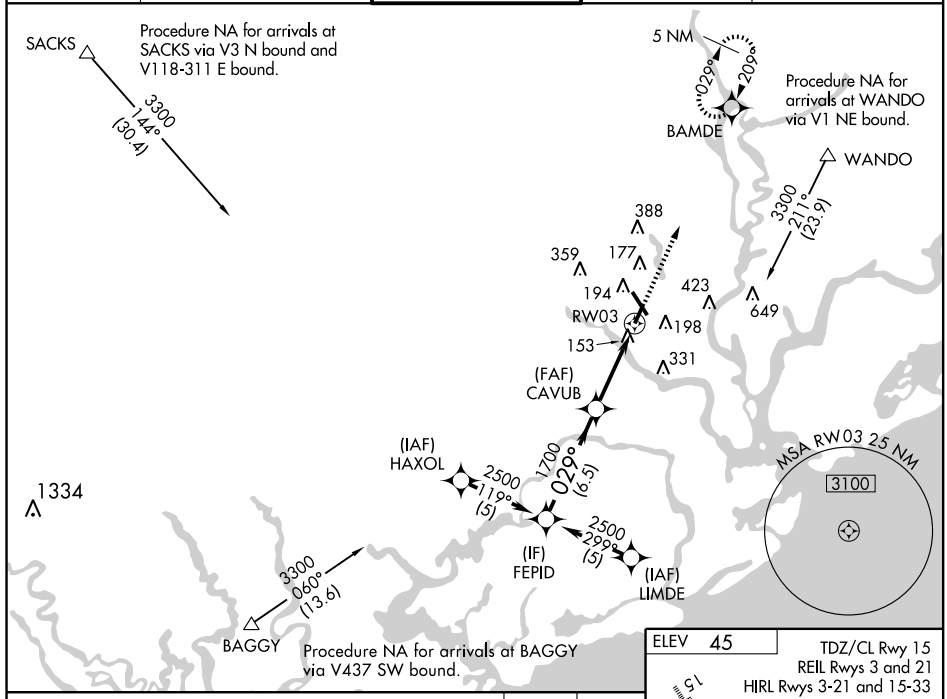
RNAV (GPS) RWY 3

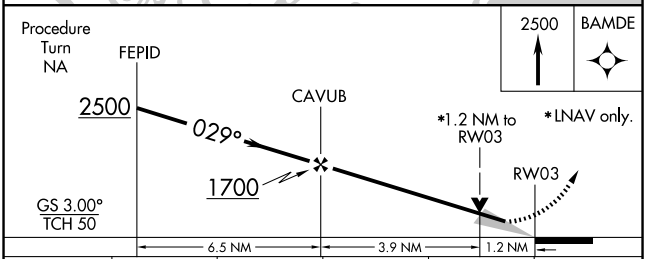
CHARLESTON AFB/INTL (CHS)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative SSALR, increase LPV visibility to 1 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility to 1, Cat D visibility to 1¼, and Cat E visibility to 1½.

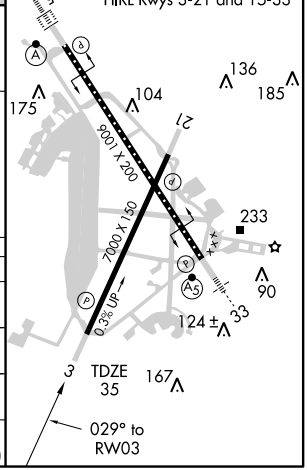
MISSED APPROACH: Climb to 2500 direct BAMDE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6





CATEGORY	A	B	C	D	E
LPV DA	286-¾ 251 (300-¾)				
LNAV/VNAV DA	458-1 423 (500-1)				
LNAV MDA	440-¾ 405 (400-¾)			440-1 405 (400-1)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9001
CH 77518	152°	TDZE	43
W15A		Apt Elev	45

RNAV (GPS) RWY 15

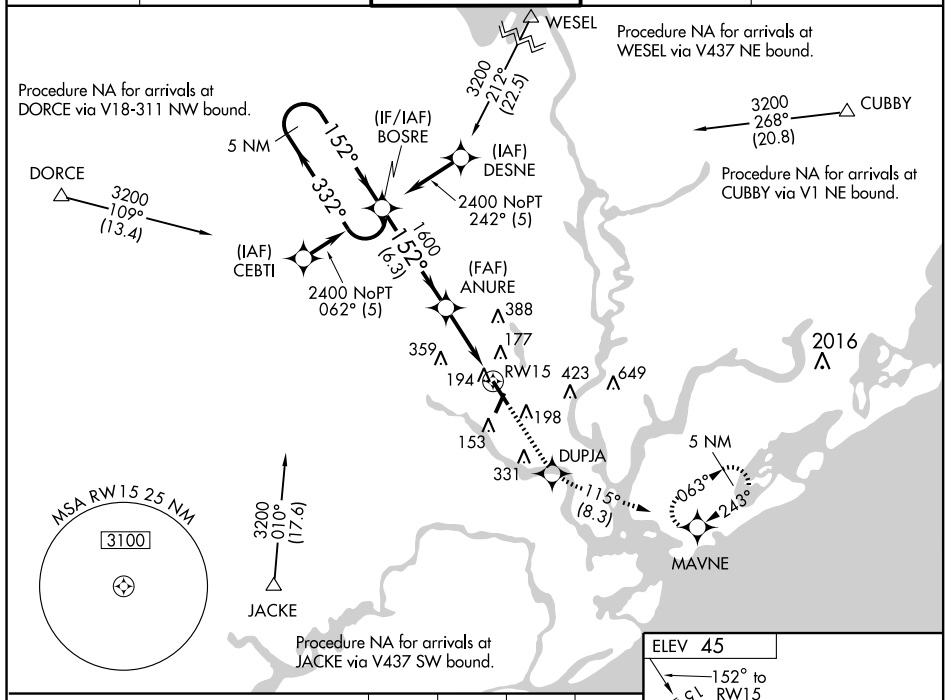
CHARLESTON AFB/ INTL (CHS)

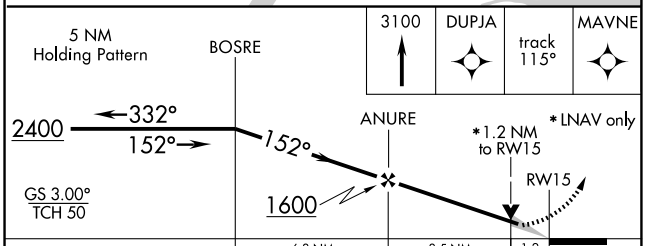
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat A and B visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½.

ALSF-2

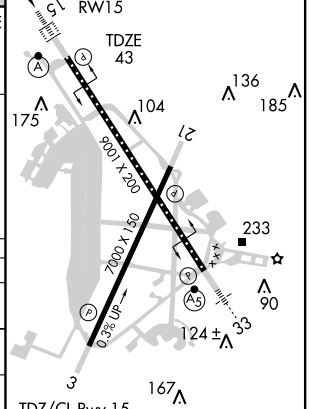
MISSED APPROACH: Climb to 3100 direct DUPJA and via 115° track to MAVNE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6





CATEGORY	A	B	C	D	E
LPV DA	341/24 298 (300-½)				
LNAV/ VNAV DA	464/50 421 (500-1)				
LNAV MDA	460/24 417 (500-½)		460/40 417 (500-¾)	460/50 417 (500-1)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7000
CH 40499	209°	TDZE	43
W21A		Apt Elev	45

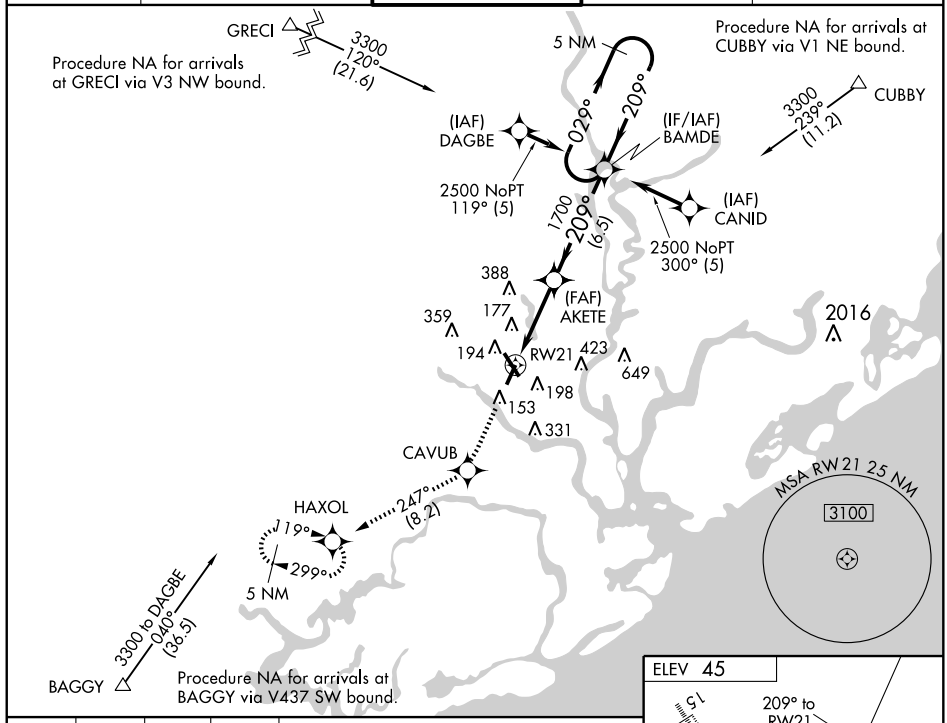
RNAV (GPS) RWY 21

CHARLESTON AFB/ INTL (CHS)

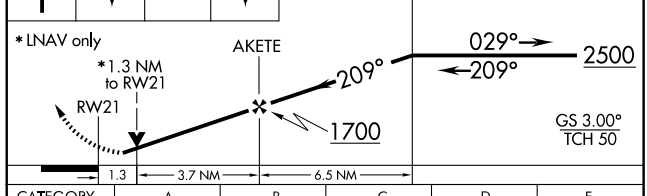
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3300 direct CAVUB and via 247° track to HAXOL and hold.

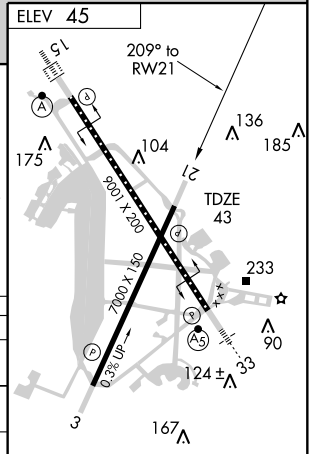
ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6



3300	CAVUB	track 247°	HAXOL



CATEGORY	A	B	C	D	E
LPV DA	293-¾ 250 (300-¾)				
LNAV/ VNAV DA	481-1½ 438 (500-1½)				
LNAV MDA	500-1 457 (500-1)		500-1¼ 457 (500-1¼)	500-1½ 457 (500-1½)	
CIRCLING	540-1½ 495 (500-1½)			600-2 555 (600-2)	740-2½ 695 (700-2½)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9001
CH 81818	332°	TDZE	45
W33A		Apt Elev	45

RNAV (GPS) RWY 33

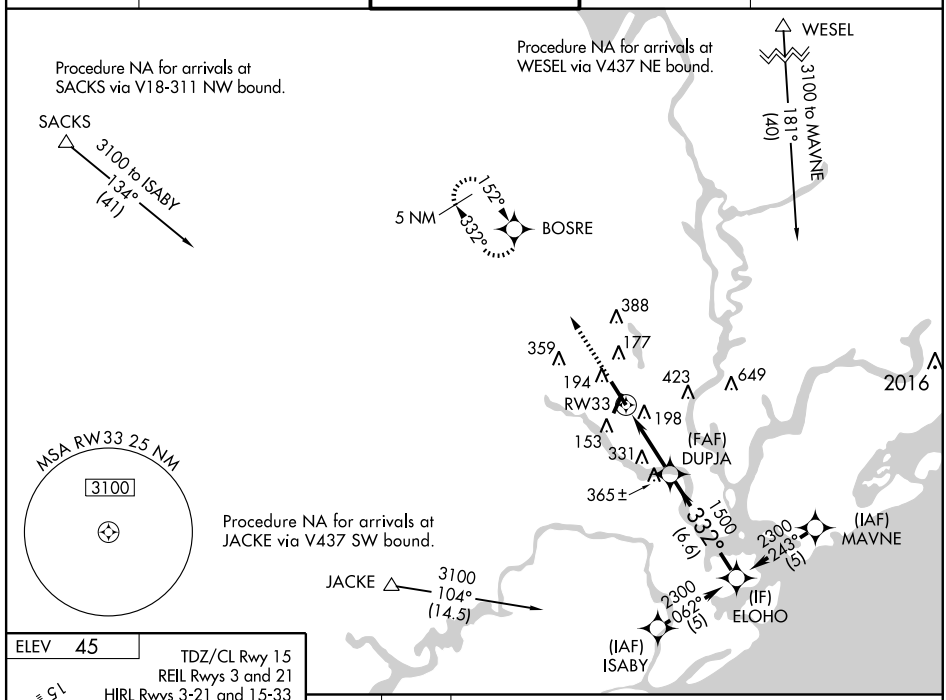
CHARLESTON AFB/ INTL (CHS)

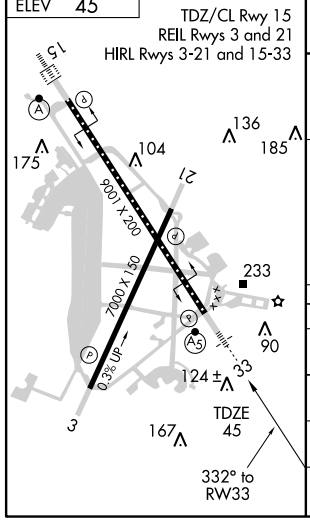
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, LNAV Cat E visibility to 2.

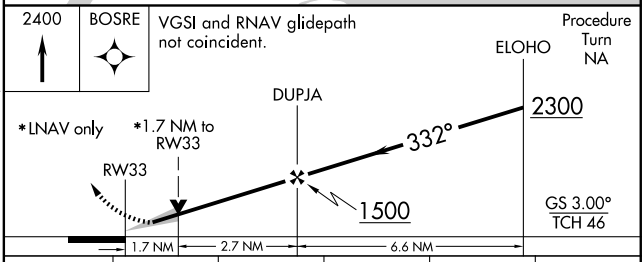
MALSR

MISSED APPROACH: Climb to 2400 direct to BOSRE and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6







CATEGORY	A	B	C	D	E
LPV DA	314/24 269 (300-½)				
LNAV/ VNAV DA	497/50 452 (500-1)				
LNAV MDA	640/24 595 (600-½)		640/50 595 (600-1)	640/60 595 (600-1¼)	640-1½ 595 (600-1½)
CIRCLING	640-1½ 595 (600-1½)			640-2 595 (600-2)	740-2½ 695 (700-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	7000
113.5	036°	TDZE	36
Chan 82		Apt Elev	46

VOR/DME or TACAN RWY 3

CHARLESTON AFB/INTL (CHS)

Inoperative table does not apply to S-3 Cats A, B and C. For inoperative SSALR, increase S-3 Cats D and E visibility to 1¼.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

EMERGENCY SAFE ALTITUDE
100 NM 3200

MISSED APCH FIX
110.4 VAN Chan 41
018° 198°
GINNE CHS 14.3
113.5 CHS Chan 82
R-018 R-137

IAF CHARLESTON 113.5 CHS Chan 82

(IAF) MEGEE CHS 10

R-300 R-018 10 NM

388 359 177 194 423 649 198 153 331 2016

HASID CHS 0.7

DAALE CHS 4

1600 NoPT CHS 10 Arc

1100 036° (6)

R-180

MSA CHS 25 NM 3100

IXEVE CHS 10

261° 081°

1600 NoPT CHS 10 Arc

(IAF) CURTA CHS 10

COPIT CHS 15

1600 036° (5)

R-216

Remain within 15 NM

VORTAC

216°

1700

IXEVE CHS 10

DAALE CHS 4

HASID CHS 0.7

1600 036°

2.92° TCH 55

1100

6 NM 3.3 NM

1000	2000	GINNE
	CHS R-018	△

ELEV 46

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

15 21 3 33

9001 X 200

7000 X 150

0.3% UP

136 185 175 104 233 90 124± 167

TDZE 36

036° 3.3 NM from FAF

CATEGORY	A	B	C	D	E
S-3	420-1 384 (400-1)				
CIRCLING	540-1 494 (500-1)		540-1½ 494 (500-1½)	600-2 554 (600-2)	740-2½ 694 (700-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	157°	TDZE	43
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 15

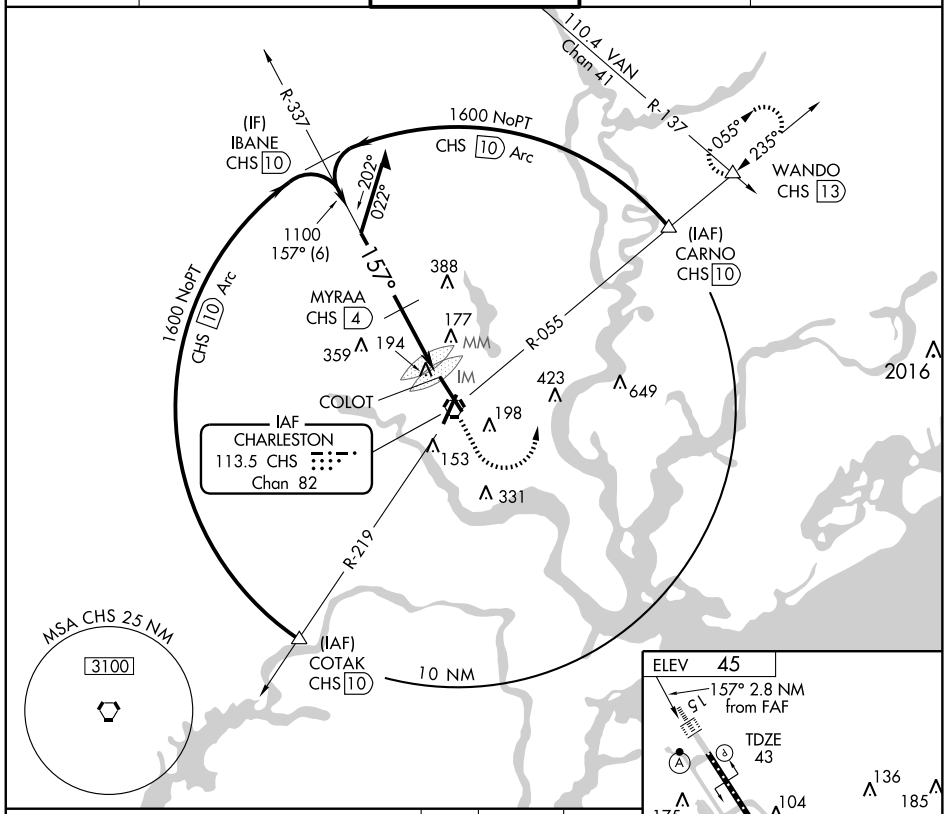
CHARLESTON AFB/INTL (CHS)

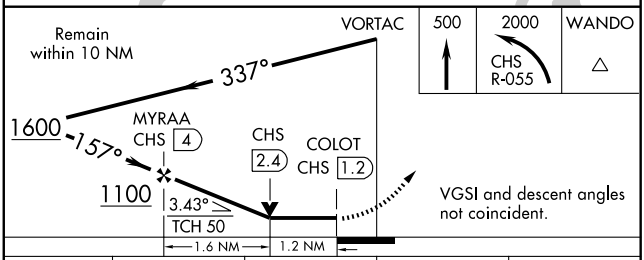
For inoperative ALSF increase Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

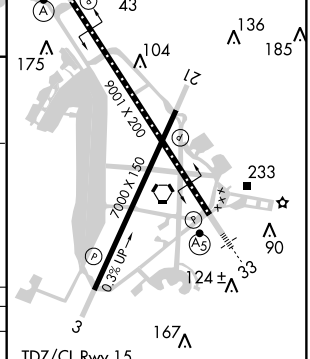
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via CHS R-055 to WANDO INT/CHS 13 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6







TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CATEGORY	A	B	C	D
S-15	460/40 417 (500-¾)			460/50 417 (500-1)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

VORTAC CHS	APP CRS	Rwy Idg	7000
113.5	203°	TDZE	43
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 21

CHARLESTON AFB/INTL (CHS)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

MSA CHS 25 NM
3100
EMERGENCY SAFE ALTITUDE
100 NM 3200

(IF) IDILE CHS 10
158° 338° R-023
1600 NoPT CHS 10 Arc
1200 203° (6)
ANGIE CHS 4
388
177
359
194
(IAF) CUBER CHS 10
R-282
IAF CHARLESTON 113.5 CHS Chan 82
153
198
NASPE 423 649
331
R-055
(IAF) CARNO CHS 10
2016
R-236
JACKE CHS 15.7
116.7 ALD
056° 236°
R-109
10 NM

1000 | 2000 CHS R-236 | JACKE

VGSI and descent angles not coincident

VORTAC
Remain within 15 NM
023°
203° 1600
NASPE CHS 0.5
CHS 1.6
ANGIE CHS 4
IDILE CHS 10
2.97°
1200
TCH 50
1.1 | 2.4 NM | 6 NM

ELEV 45
203° 3.5 NM from FAF
175
104
136
185
21
TDZE 43
9001 X 200
7000 X 150
0.3% UP
233
90
124 ±
33
3
167

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CATEGORY	A	B	C	D	E
S-21	440-1 397 (400-1)			440-1¼ 397 (400-1¼)	440-1½ 397 (400-1½)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)	740-2½ 695 (700-2½)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chan 82		Apt Elev	45

VOR/DME or TACAN RWY 33

CHARLESTON AFB/INTL (CHS)

MALSR

MISSED APPROACH: Climbing left turn to 2100 via CHS R-300 to GISTS INT/CHS 15.7 DME and hold.

ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 381.6

110.4 VAN Chan 41

1088

R-173

120°

300°

GISTS CHS 15.7

10 NM

(IAF) CARNO CHS 10

388

359

177

194

R-300

R-055

IAF CHARLESTON 113.5 CHS Chan 82

PIKDE

423

649

198

153

331

334± BEVLY CHS 3.8

320°

1300 320° (6.2)

2100 NoPT CHS 10 Arc

MSA CHS 25 NM

3100

R-236

(IAF) CULAP CHS 10

185°

005°

(IF) IPETE CHS 10

R-140

2100 NoPT CHS 10 Arc

ELEV 45

175

104

136

185

21

9001 X 200

7000 X 150

0.3% UP

233

TDZE

45

90

124 ±

33

3

167

320° 3.5 NM from FAF

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

2100 CHS R-300

GISTS

VORTAC

140°

Remain within 10 NM

BEVLY CHS 3.8

2100

320°

PIKDE CHS 0.3

CHS 1.6

3.25°

1300

TCH 50

1.3 NM

2.2 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-33	500/24 455 (500-½)		500/40 455 (500-¾)	500/50 455 (500-1)
CIRCLING	540-1 495 (500-1)		540-1½ 495 (500-1½)	600-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

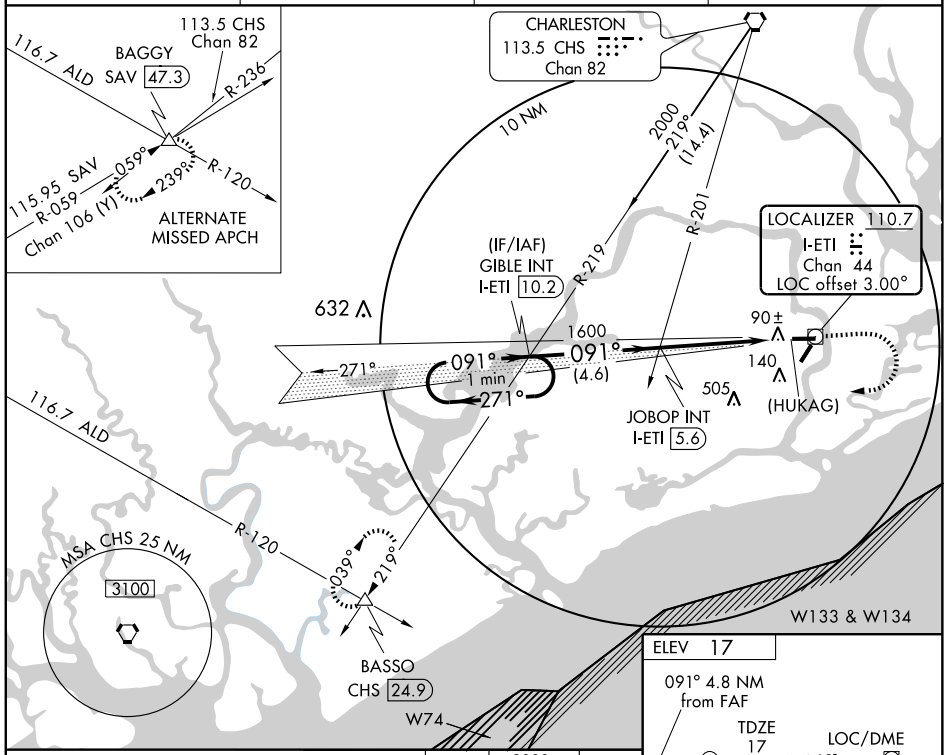
LOC/DME I-ETI	APP CRS	Rwy Idg	5000
110.7	091°	TDZE	17
Chan 44		Apt Elev	17

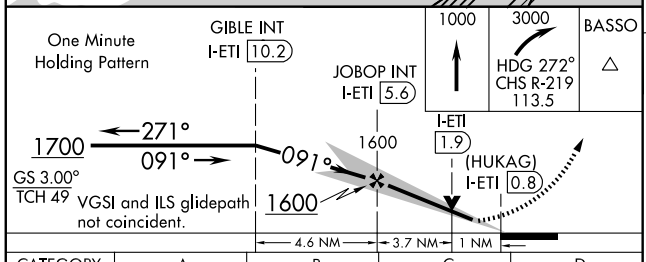
ILS or LOC RWY 9
CHARLESTON EXECUTIVE (JZI)

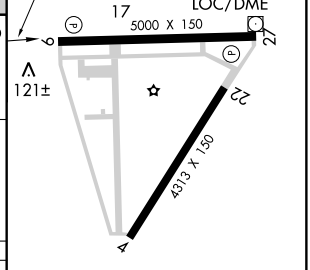
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. VDP NA when using Charleston AFB/Intl altimeter setting. DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 272° and CHS R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	267-¾ 250 (300-¾)			
S-LOC 9	380-1 363 (400-1)			380-1¼ 363 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2. 17 DEC 2009 to 14 JAN 2010

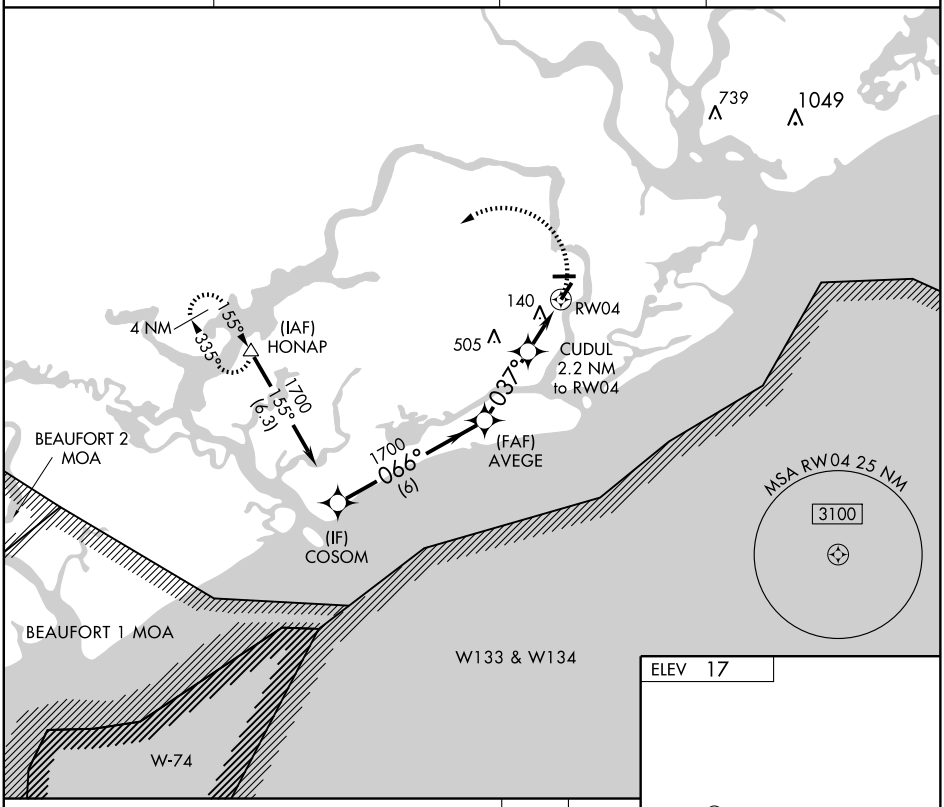
APP CRS	Rwy Idg	4313
037°	TDZE	13
	Apt Elev	17

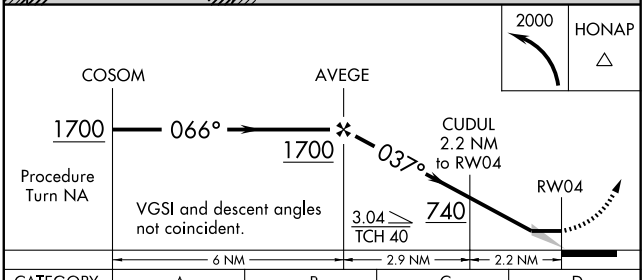
RNAV (GPS) RWY 4
CHARLESTON EXECUTIVE (JZI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat. D visibility ¼ mile.

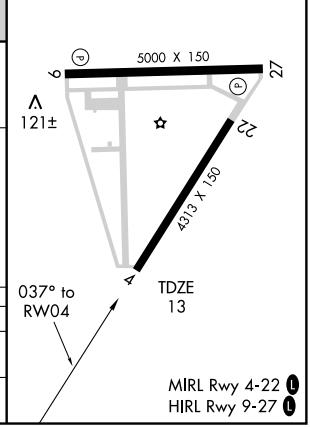
MISSED APPROACH: Climbing left turn to 2000 direct HONAP and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 407 (500-1)		420-1¼ 407 (500-1¼)	
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 53305	094°	TDZE	17
W09A		Apt Elev	17

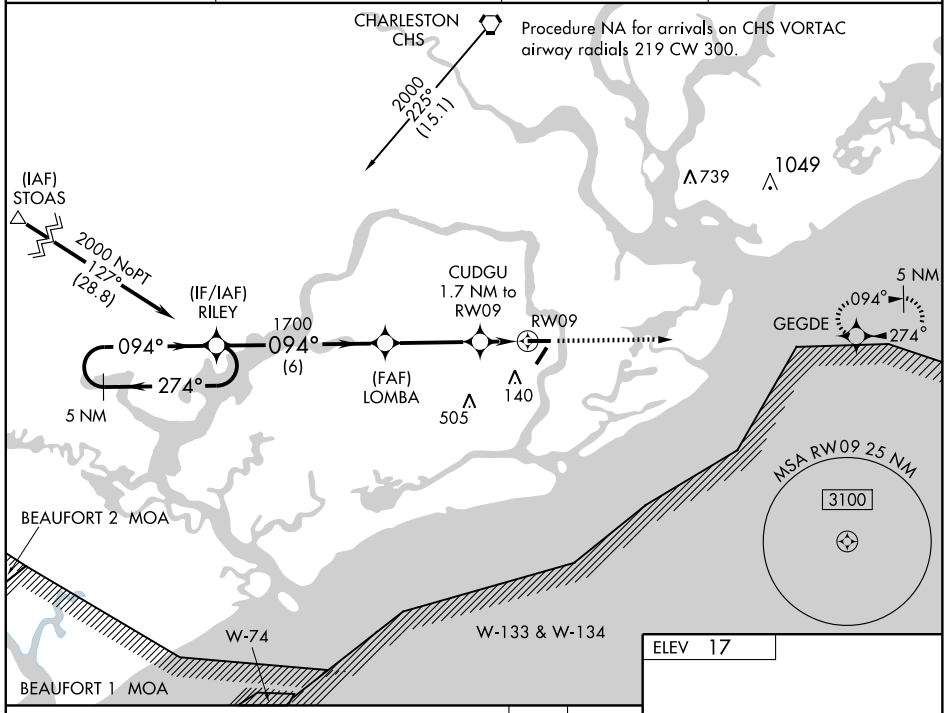
RNAV (GPS) RWY 9

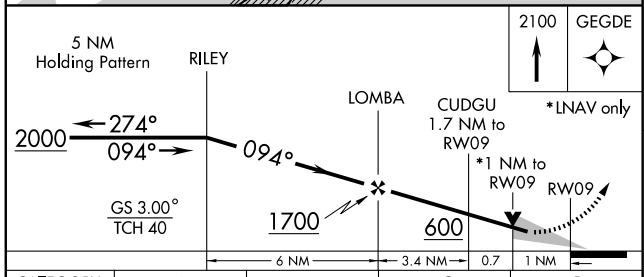
CHARLESTON EXECUTIVE (JZI)

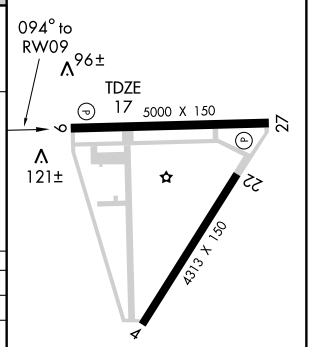
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs 32 feet/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2100 direct GEGDE and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	306-1 289 (300-1)			
LNAV/VNAV DA	356-1¼ 339 (400-1¼)			
LNAV MDA	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	400-1 383 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

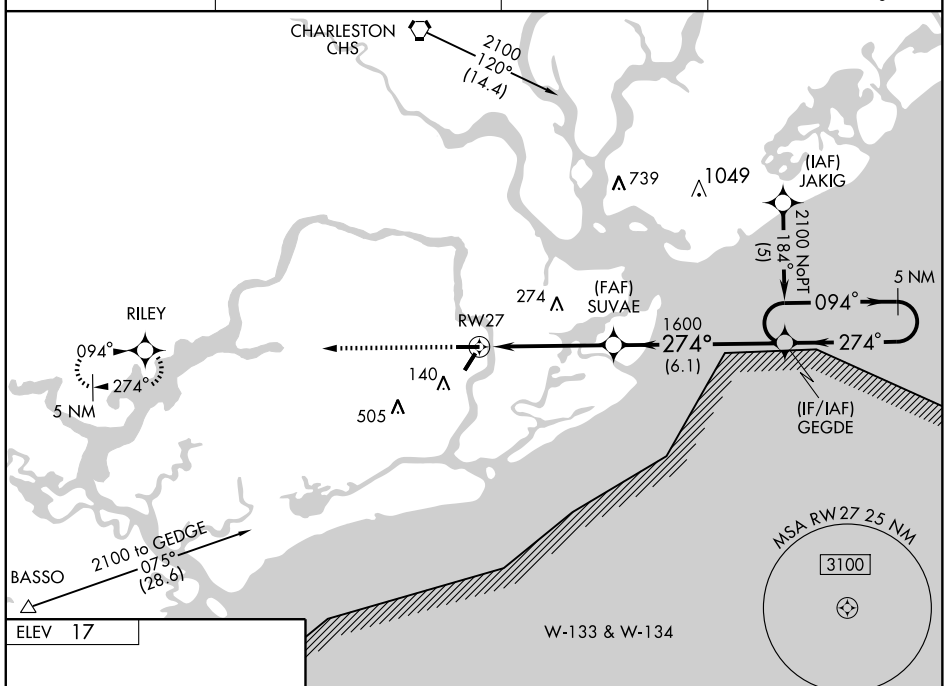
WAAS CH 77701 W27A	APP CRS 274°	Rwy Idg 5000 TDZE 14 Apt Elev 17

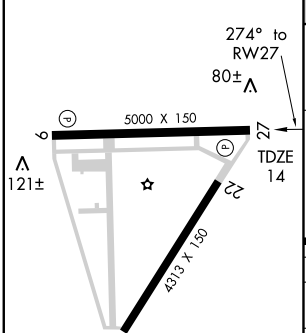
RNAV (GPS) RWY 27
CHARLESTON EXECUTIVE (JZI)

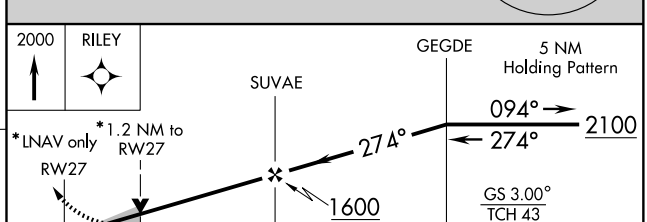
If local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (120° F). Circling to Rwy 4-22 NA at night.

MISSED APPROACH: Climb to 2000 direct RILEY and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	264-1 250 (300-1)			
LNAV/VNAV DA	330-1¼ 316 (400-1¼)			
LNAV MDA	440-1 426 (500-1)		440-1¼ 426 (500-1¼)	
CIRCLING	440-1¼ 423 (500-1¼)	480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

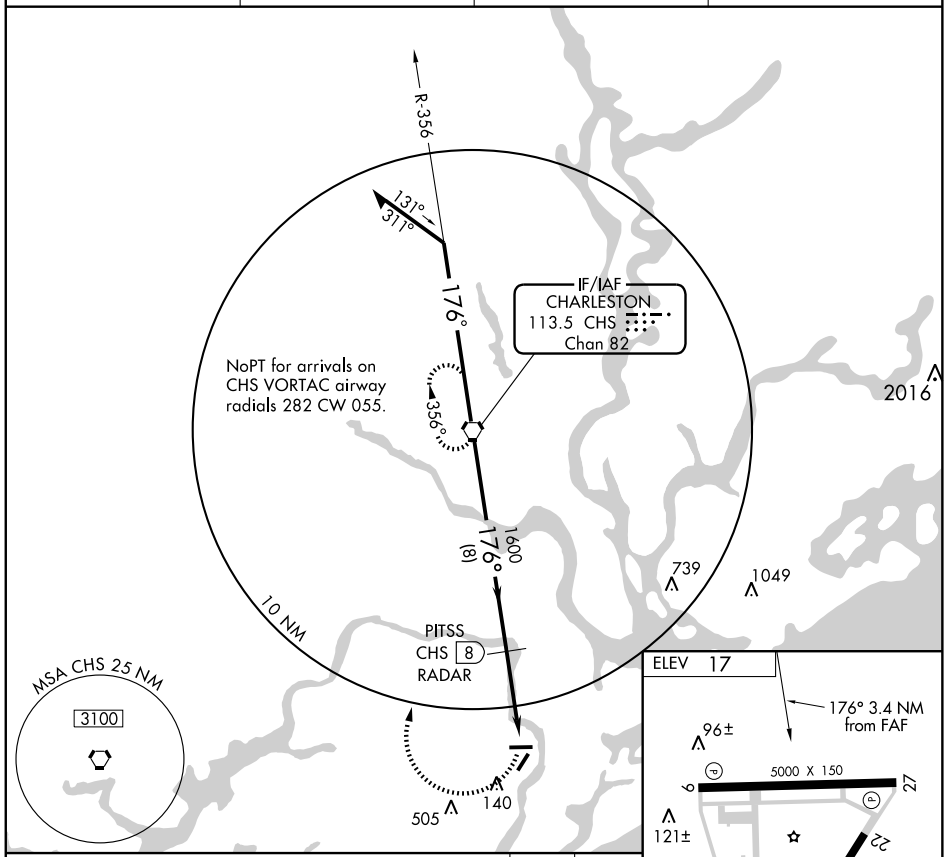
VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	176°	TDZE	N/A
Chan 82		Apt Elev	17

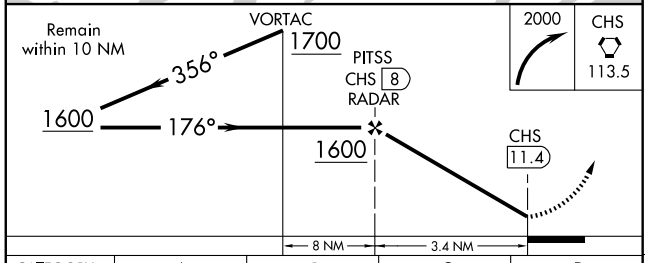
VOR-A
CHARLESTON EXECUTIVE (JZI)

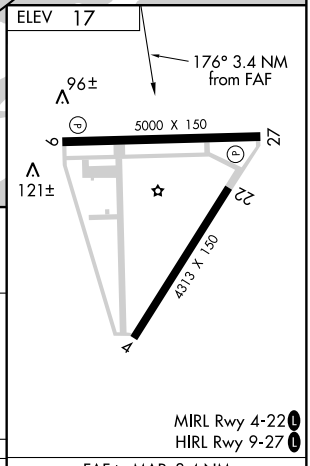
If local altimeter not received, use Charleston AFB/Intl altimeter setting and increase all MDAs 40 feet.
DME or RADAR required.

MISSED APPROACH: Climbing right turn to 2000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	CLNC DEL	UNICOM
123.775	120.7 306.925	127.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	500-1 483 (500-1)		500-1½ 483 (500-1½)	580-2 563 (600-2)

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

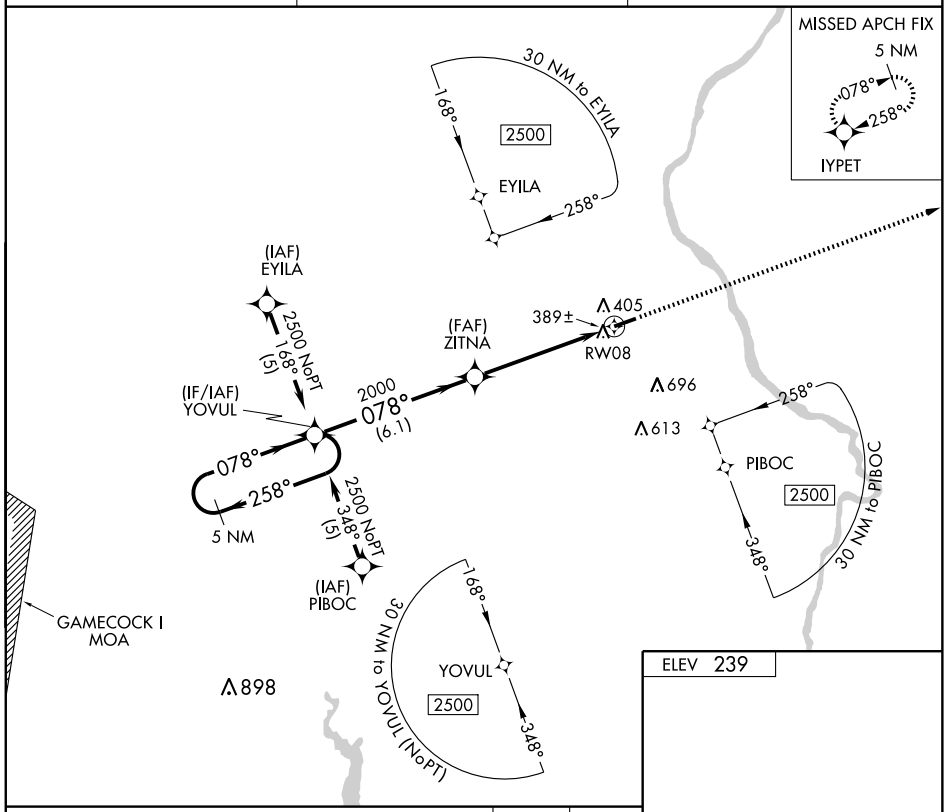
RNAV (GPS) RWY 8

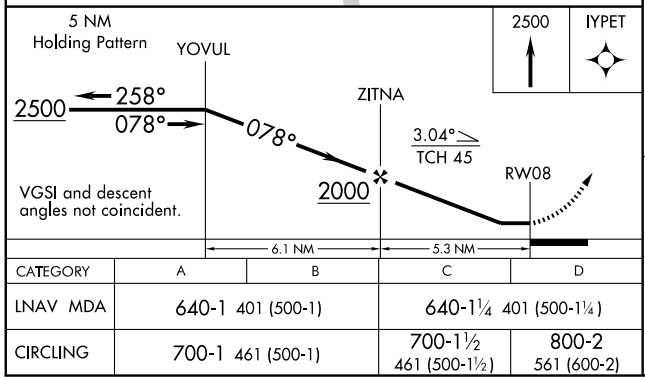
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

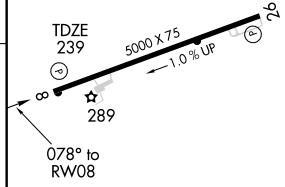
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 401 (500-1)		640-1¼ 401 (500-1¼)	
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
258°	TDZE	218
	Apt Elev	239

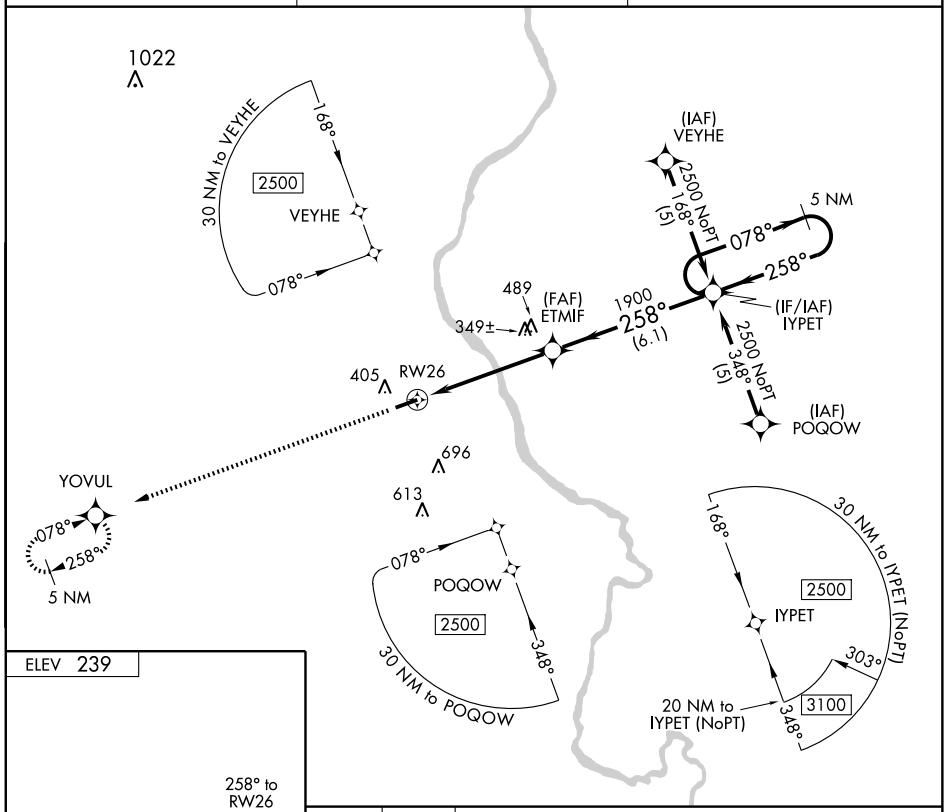
RNAV (GPS) RWY 26

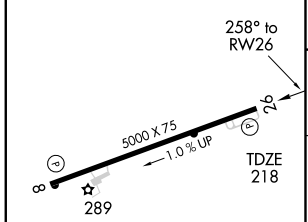
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

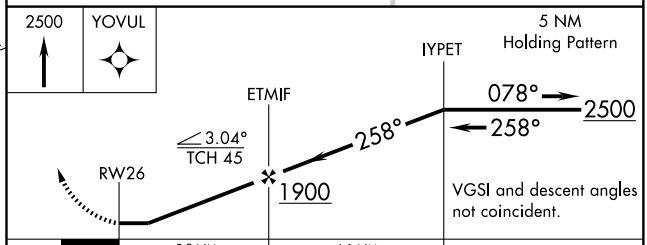
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 382 (400-1)			600-1¼ 382 (400-1¼)
CIRCLING	700-1 461 (500-1)		700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VOR/DME CTF	APP CRS	Rwy Idg	5000
108.2	080°	TDZE	239
Chan 19		Apt Elev	239

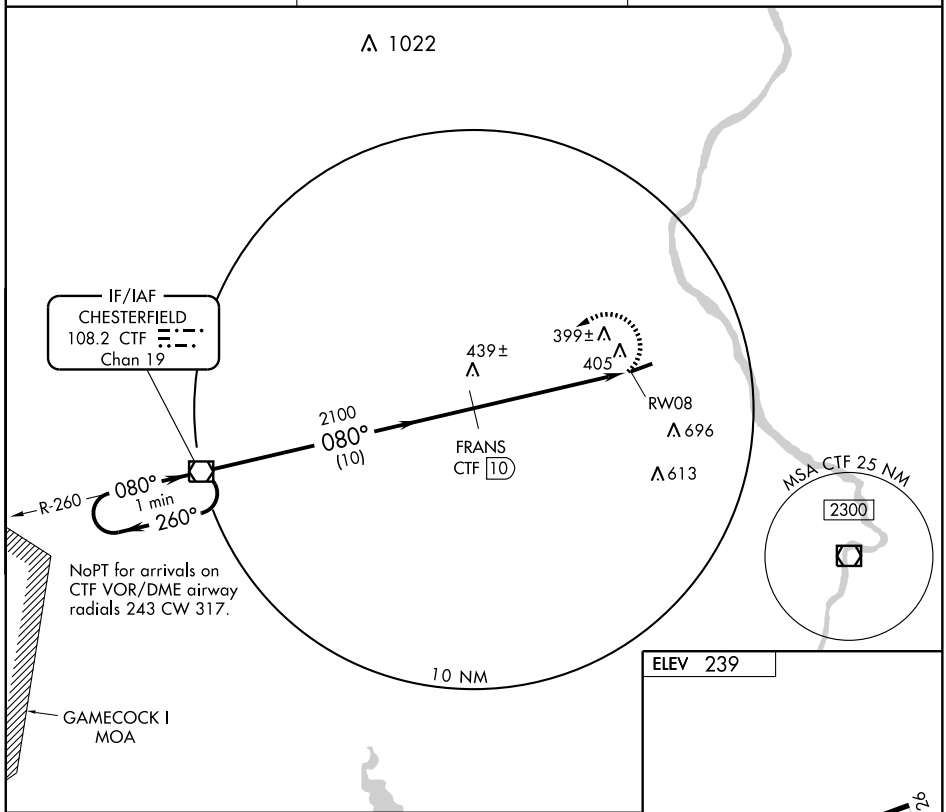
VOR/DME RWY 8

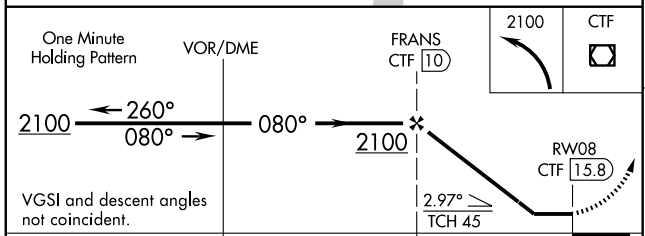
CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

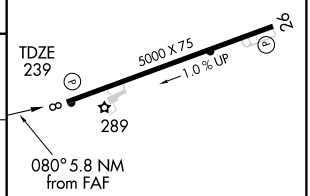
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
118.175	118.6 341.7	122.8 (CTAF) L







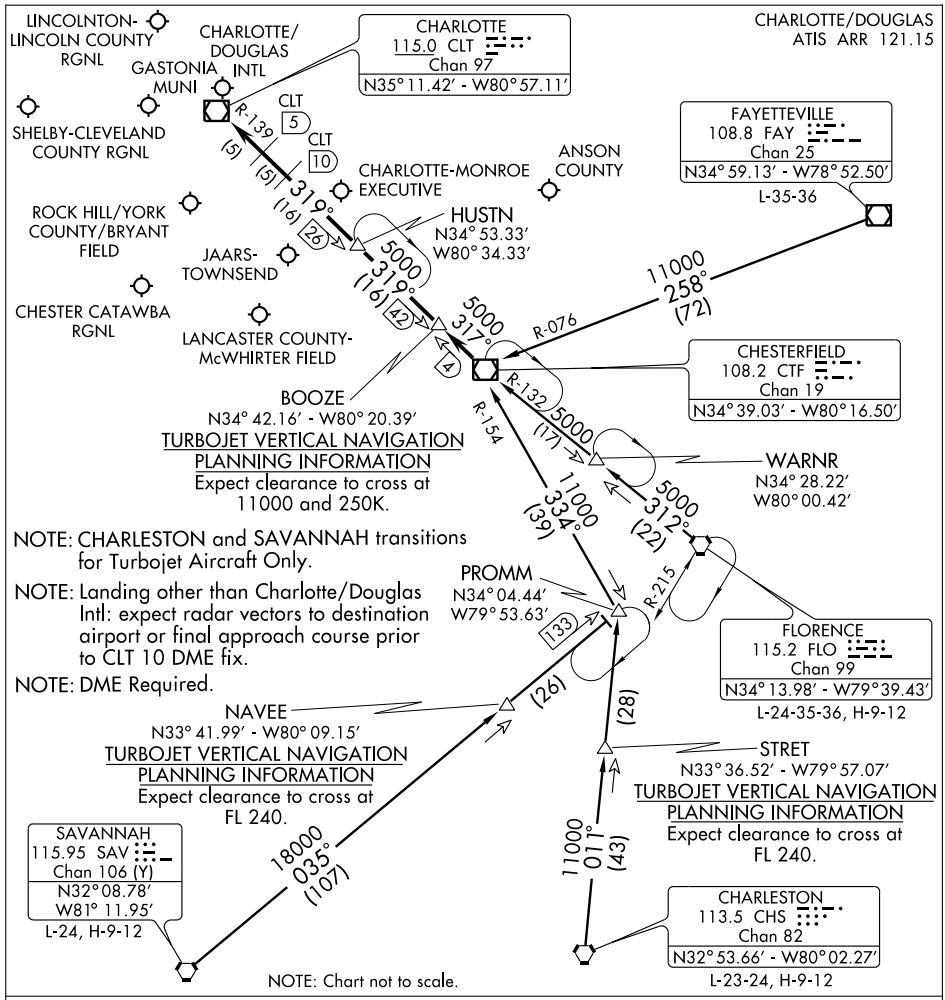
CATEGORY	A	B	C	D
S-8	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	660-1½ 421 (500-1½)
CIRCLING	700-1	461 (500-1)	700-1½ 461 (500-1½)	800-2 561 (600-2)

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

SE-2. 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

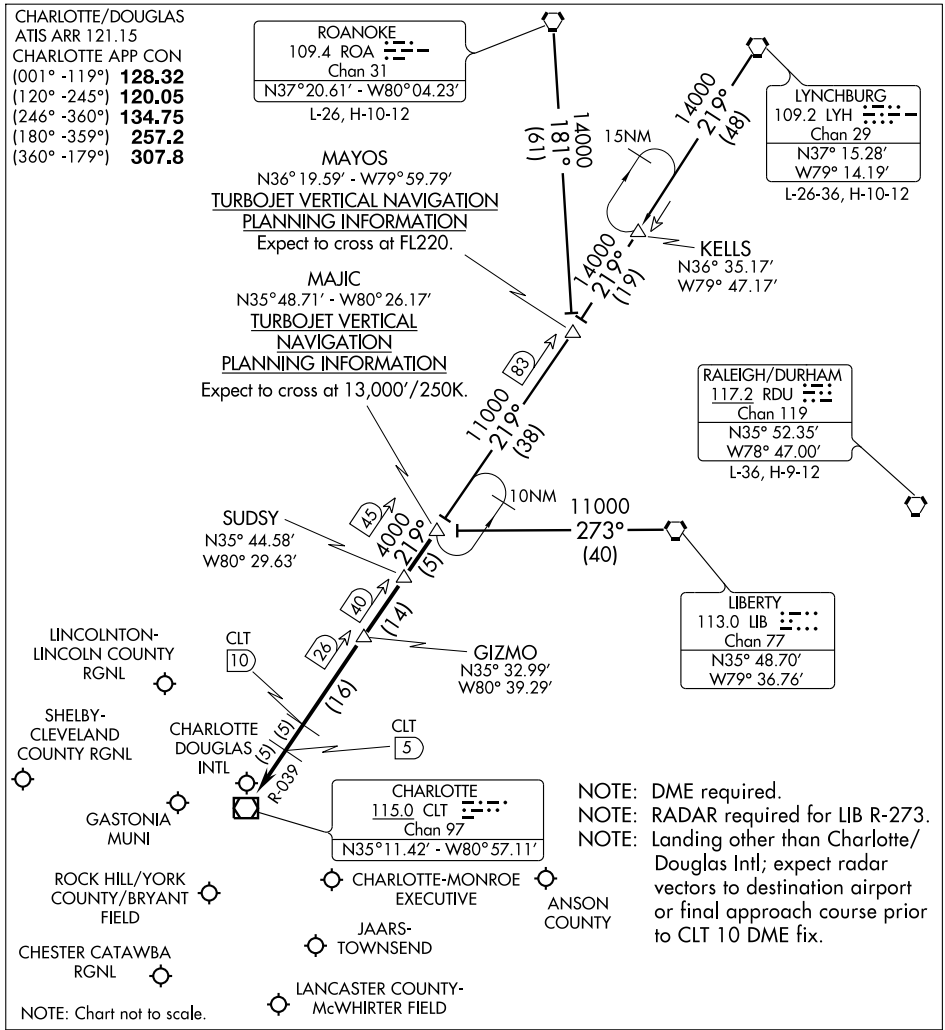
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB DCM	APP CRS		
220	342°	Rwy ldg	5000
		TDZE	648
		Apt Elev	656

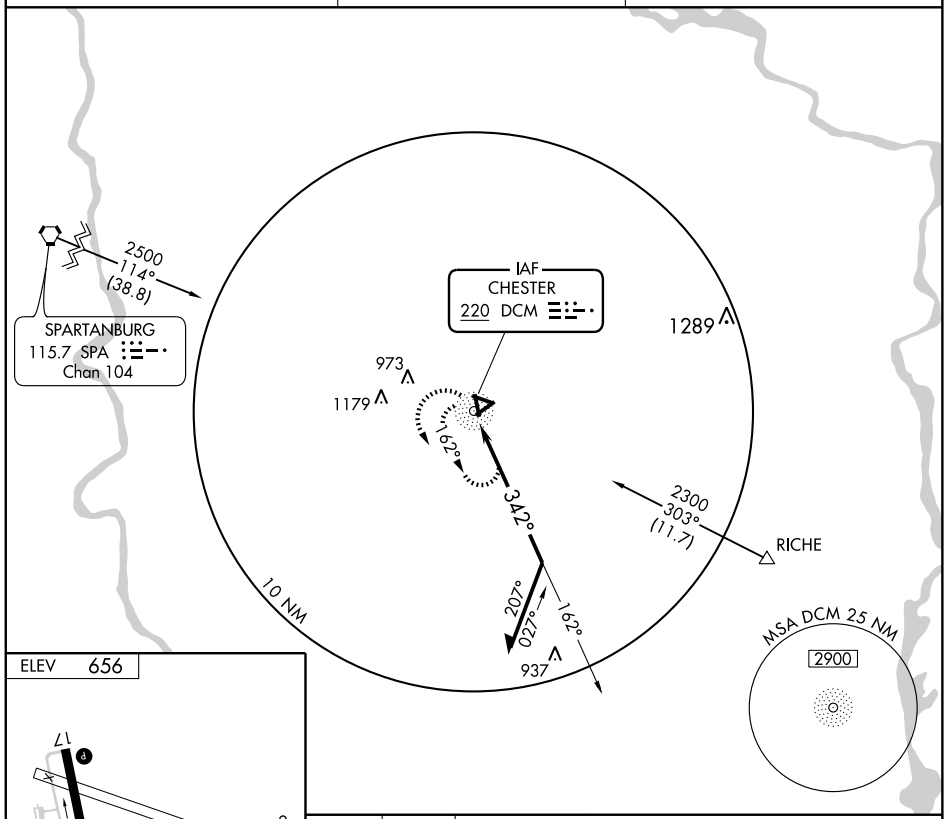
NDB RWY 35

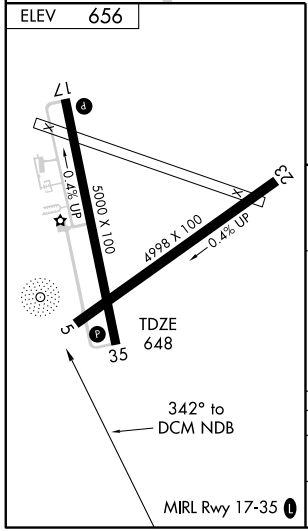
CHESTER CATAWBA RGNL (DCM)

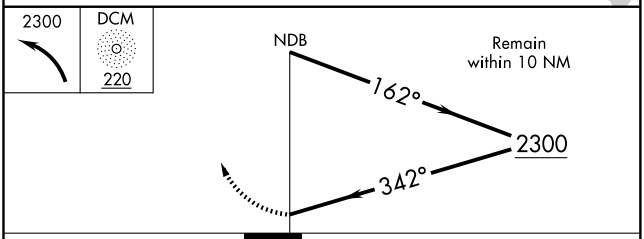
▼ NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	1340-1	692 (700-1)	1340-2 692 (700-2)	1340-2¼ 692 (700-2¼)
CIRCLING	1340-1	684 (700-1)	1340-2 684 (700-2)	1340-2¼ 684 (700-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
174°	TDZE	656
	Apt Elev	656

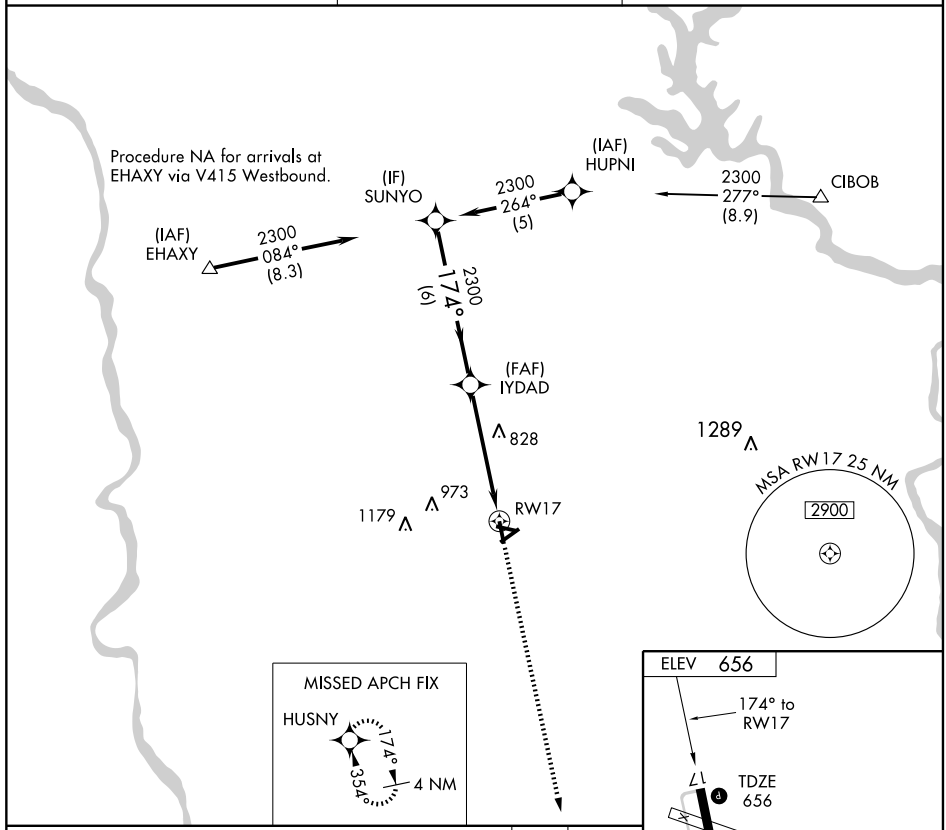
RNAV (GPS) RWY 17

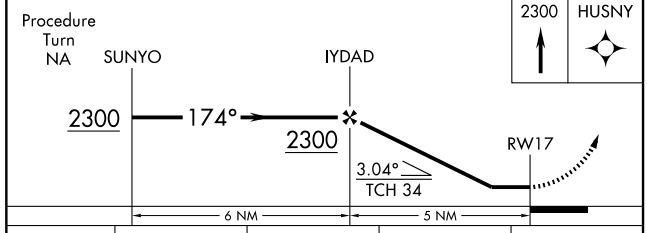
CHESTER CATAWBA RGNL (DCM)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet and LNAV Cat. D visibility ¼ mile.

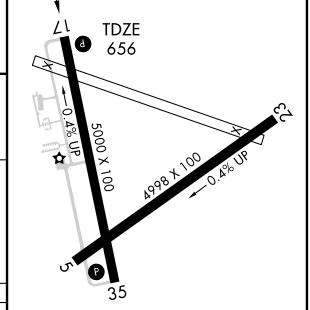
MISSED APPROACH: Climb to 2300 direct HUSNY and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1 424 (500-1)		1080-1¼ 424 (500-1¼)	
CIRCLING	1160-1 504 (600-1)		1160-1½ 504 (600-1½)	1220-2 564 (600-2)



SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

APP CRS	Rwy Idg	5000
354°	TDZE	648
	Apt Elev	656

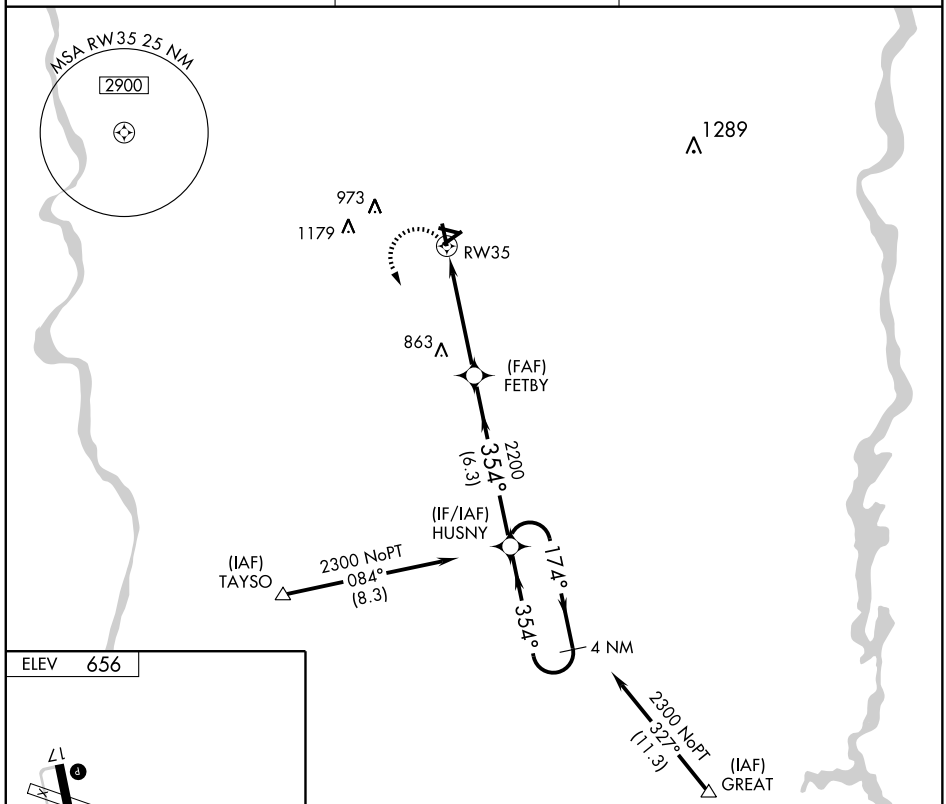
RNAV (GPS) RWY 35

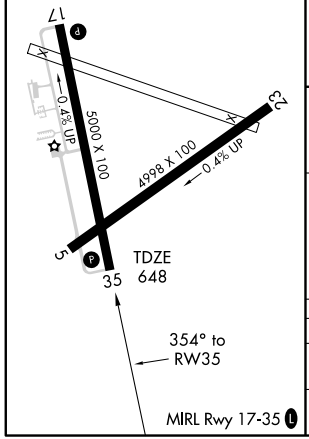
CHESTER CATAWBA RGNL (DCM)

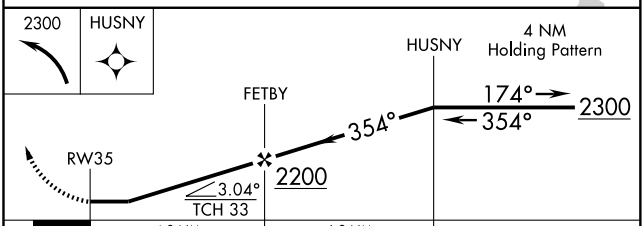
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2300 direct HUSNY and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
120.975	120.05 307.8	122.7 (CTAF)

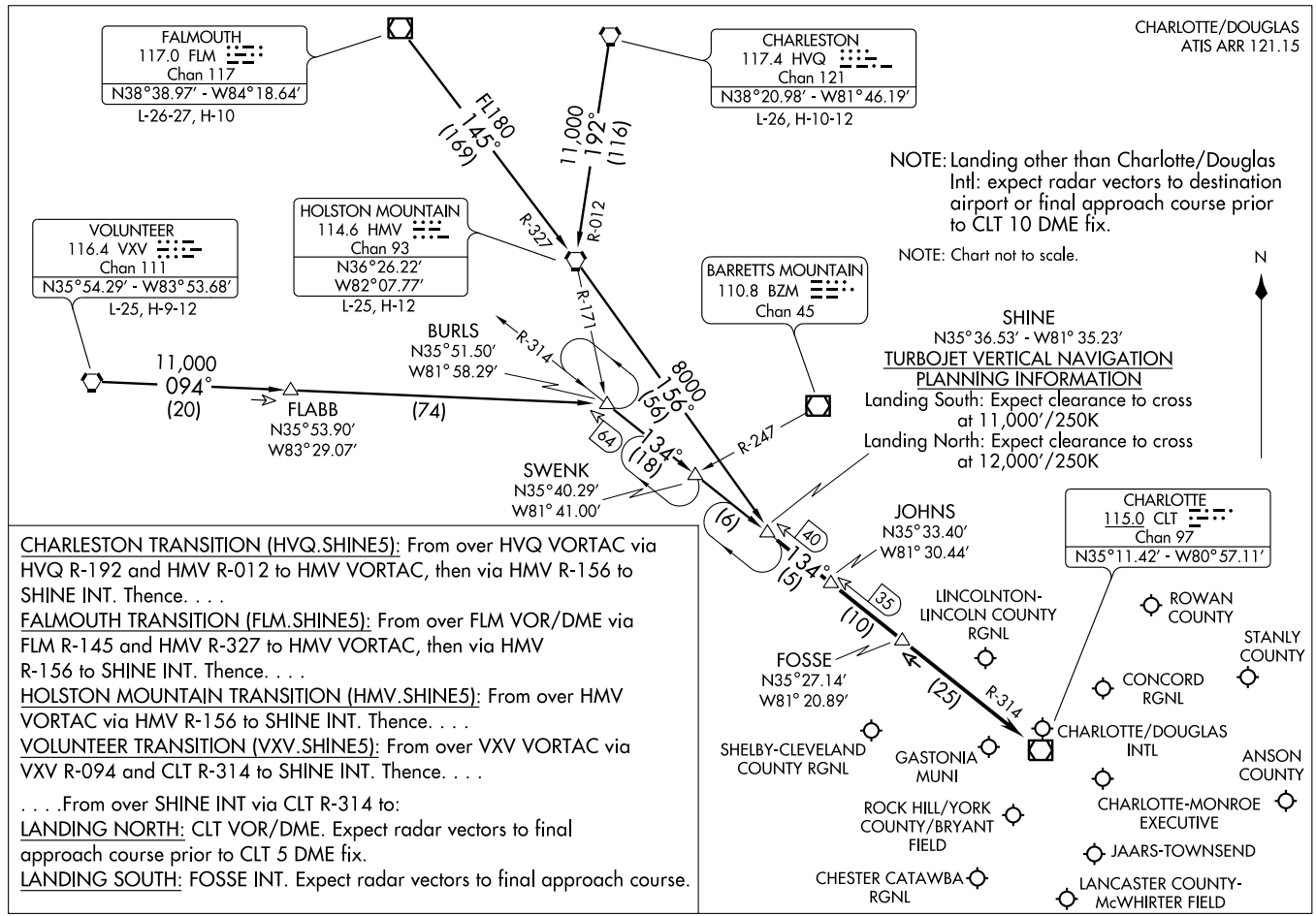






CATEGORY	A	B	C	D
LNAV MDA	1100-1	452 (500-1)	1100-1¼ 452 (500-1¼)	1100-1½ 452 (500-1½)
CIRCLING	1160-1	504 (600-1)	1160-1½ 504 (600-1½)	1220-2 564 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

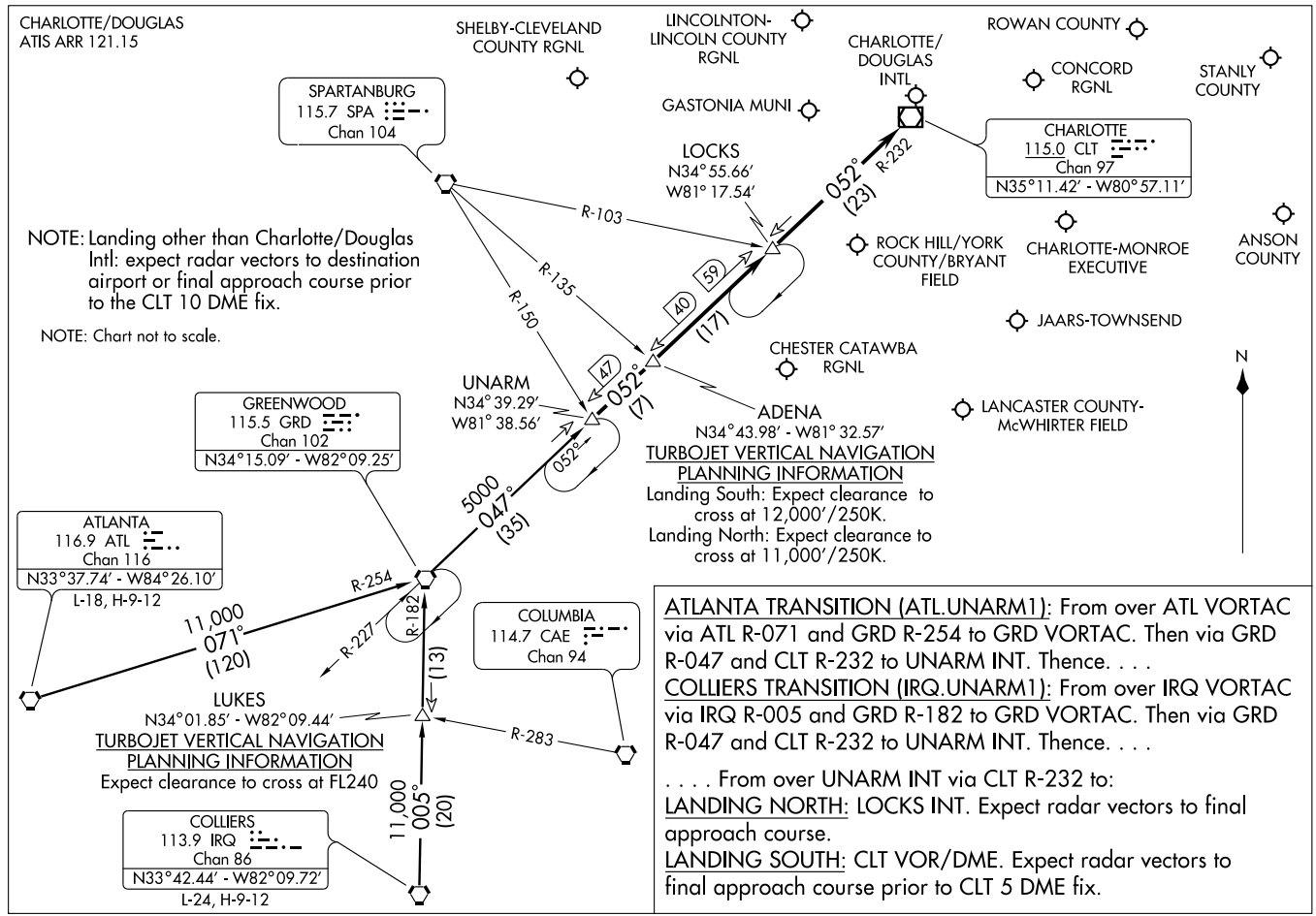
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

NDB CEU	APP CRS	Rwy ldg	4400
257	267°	TDZE	892
		Apt Elev	892

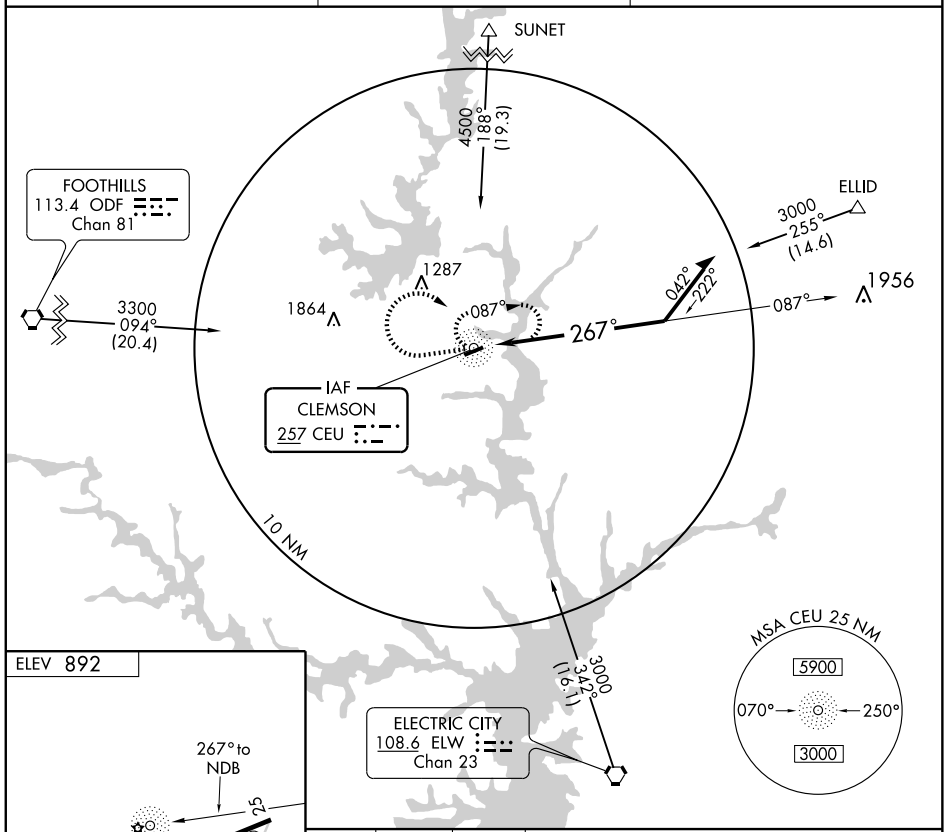
NDB RWY 25

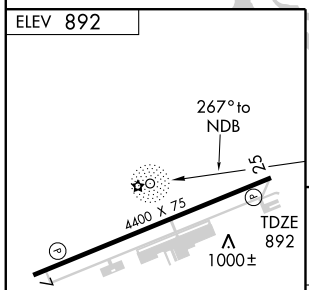
CLEMSON/OCONEE COUNTY RGNL (CEU)

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CEU NDB and hold.

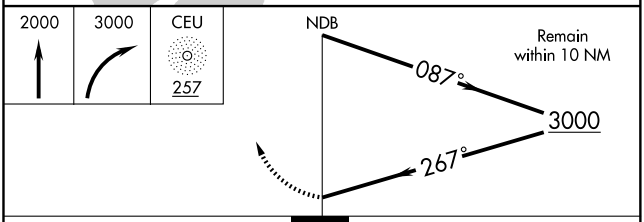
ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L





MIRL Rwy 7-25 L
REIL Rwys 7 and 25

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA
CIRCLING	1500-1 608 (700-1)		1500-1¾ 608 (700-1¾)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

CLEMSON, SOUTH CAROLINA AL-5996 (FAA)

WAAS	APP CRS	Rwy Idg	4400
CH 97605	073°	TDZE	892
W07A		Apt Elev	892

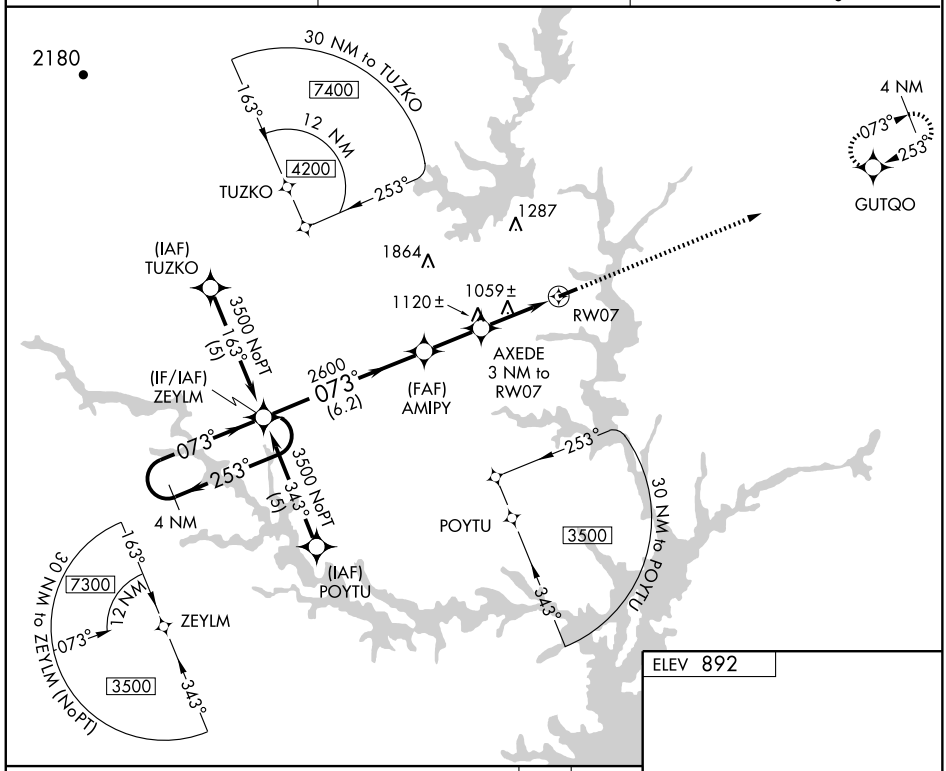
RNAV (GPS) RWY 7

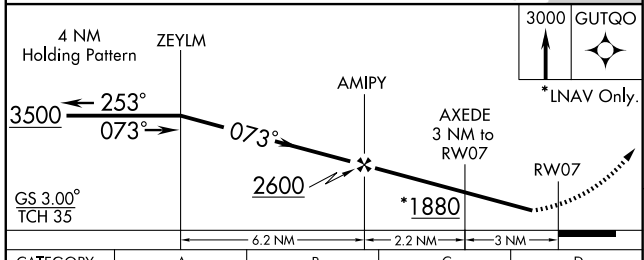
CLEMSON/ OCONEE COUNTY RGNL (CEU)

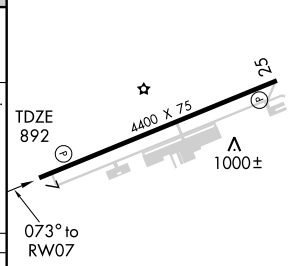
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1262 and all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1214-1¼ 322 (400-1¼)			NA
LNAV MDA	1320-1 428 (500-1)		1320-1¼ 428 (500-1¼)	NA
CIRCLING	1380-1 488 (500-1)		1380-1½ 488 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4400
CH 50405	253°	TDZE	892
W25A		Apt Elev	892

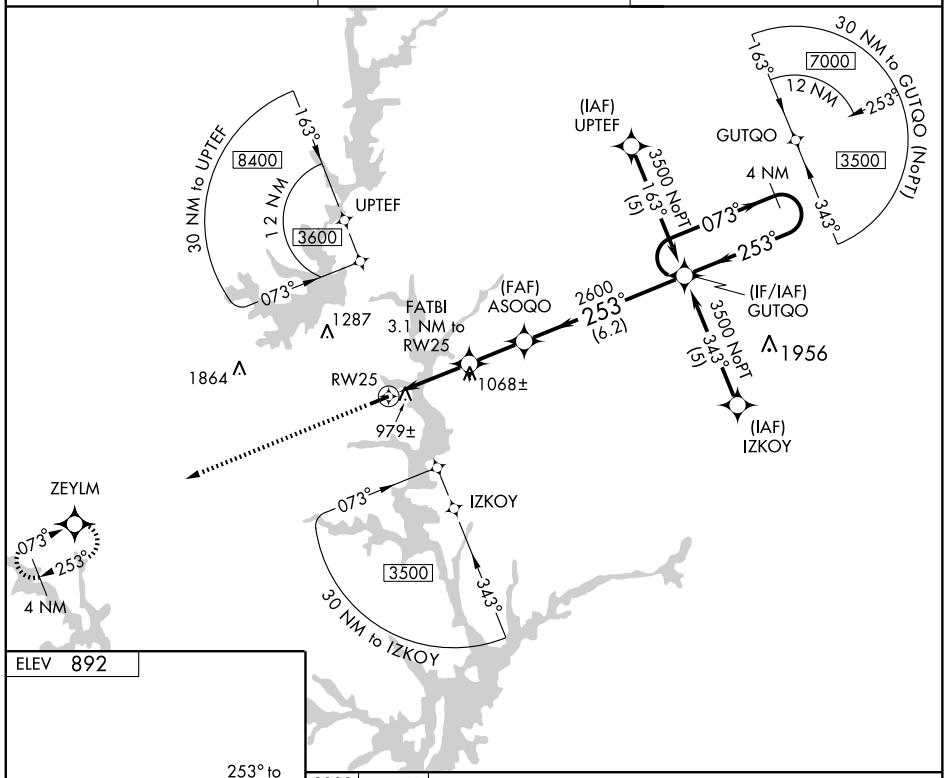
RNAV (GPS) RWY 25

CLEMSON/ OCONEE COUNTY RGNL (CEU)

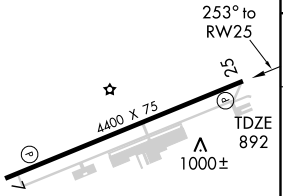
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA
If local altimeter setting not received, use Anderson altimeter setting and increase DA to 1190 and all MDAs 60 feet.

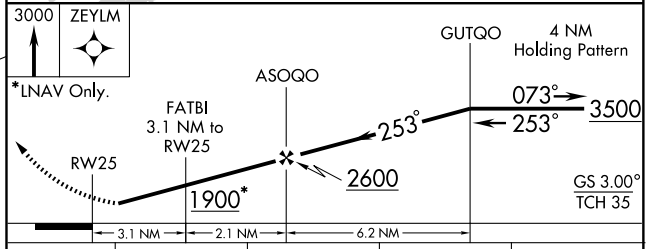
MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 385.4	122.7 (CTAF) L



ELEV 892





CATEGORY	A	B	C	D
LPV DA	1142-1 250 (300-1)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1380-1 488 (500-1)		1380-1½ 488 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 17 DEC 2009 to 14 JAN 2010

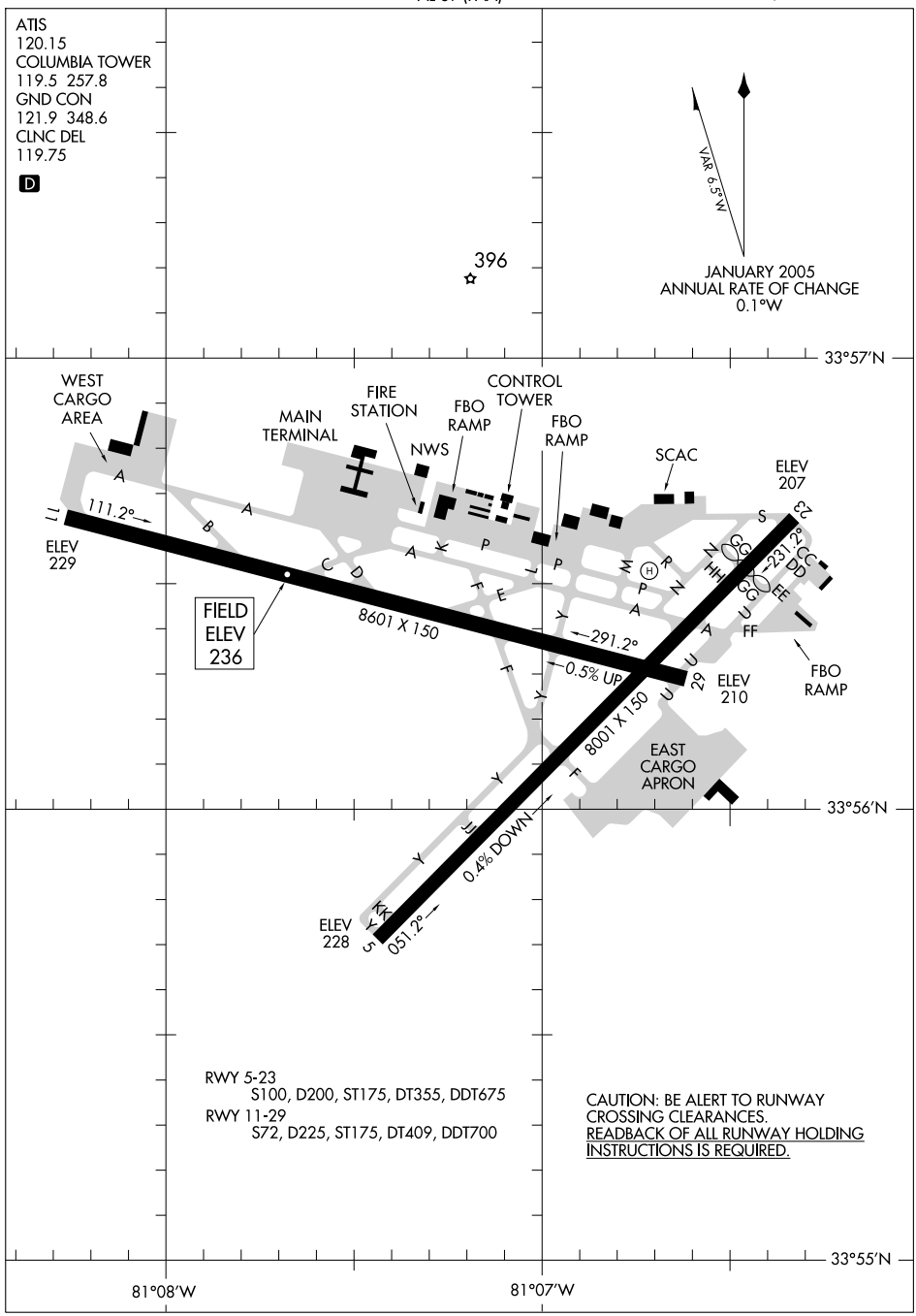
09015

AIRPORT DIAGRAM

AL-89 (FAA)

COLUMBIA METROPOLITAN (CAE)

COLUMBIA, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GJC	APP CRS	Rwy Idg	7001
108.95	050°	TDZE	228
		Apt Elev	236

ILS or LOC RWY 5
COLUMBIA METROPOLITAN (CAE)

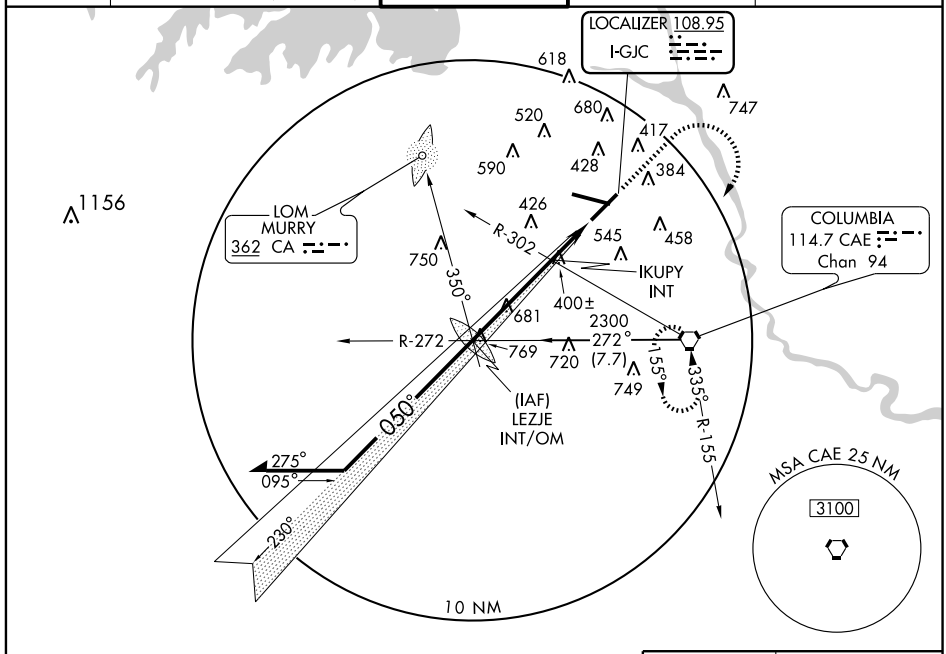
ASR

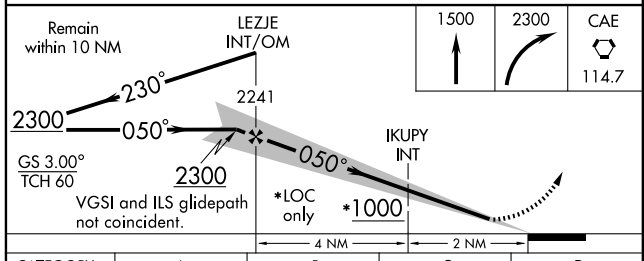
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

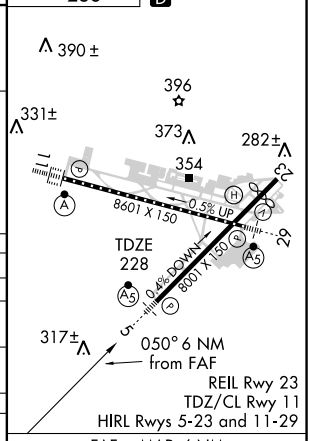
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
S-ILS 5	** 428/24 200 (200-½)			
S-LOC 5	1000/24 772 (800-½)	1000/40 772 (800-¾)	1000-1¾ 772 (800-1¾)	1000-2 772 (800-2)
CIRCLING	1000-1 764 (800-1)	1000-1¼ 764 (800-1¼)	1000-2¼ 764 (800-2¼)	1000-2½ 764 (800-2½)
IKUPY INT MINIMUMS				
S-LOC 5	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	760-1 524 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CAE	APP CRS	Rwy ldg	8601
110.3	112°	TDZE	236
		Apt Elev	236

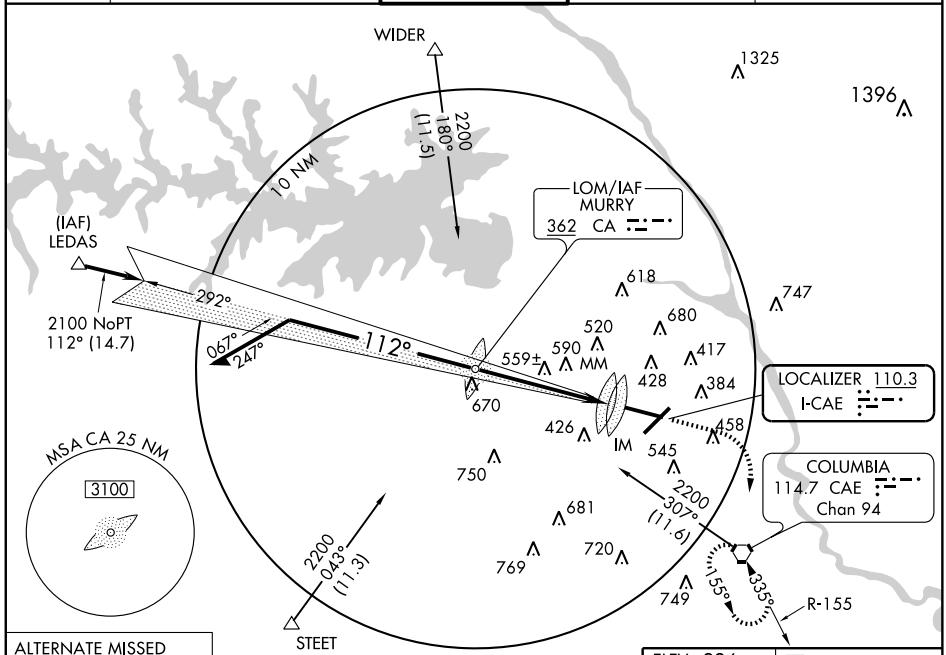
ILS or LOC RWY 11
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

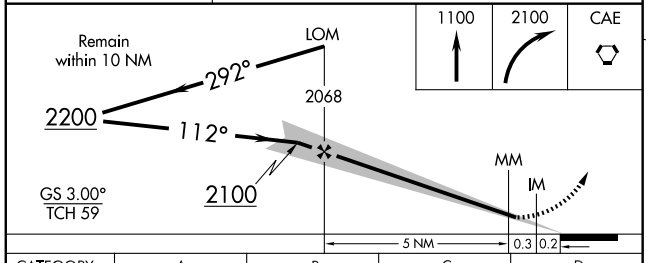
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



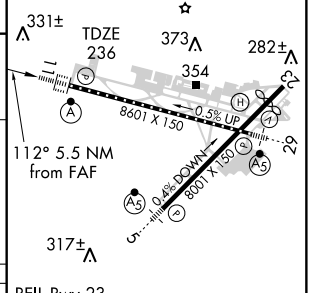
ALTERNATE MISSED APCH FIX

MURRY
CA
362

ADF REQUIRED



1100	2100	CAE



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

CATEGORY	A	B	C	D
S-ILS 11	436/18 200 (200-½)			
S-LOC 11	820/24 584 (600-½)		820/50 584 (600-1)	820/60 584 (600-1¼)
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-VYK	APP CRS	Rwy Idg	8601
108.3	290°	TDZE	227
		Apt Elev	236

ILS or LOC RWY 29
COLUMBIA METROPOLITAN (CAE)

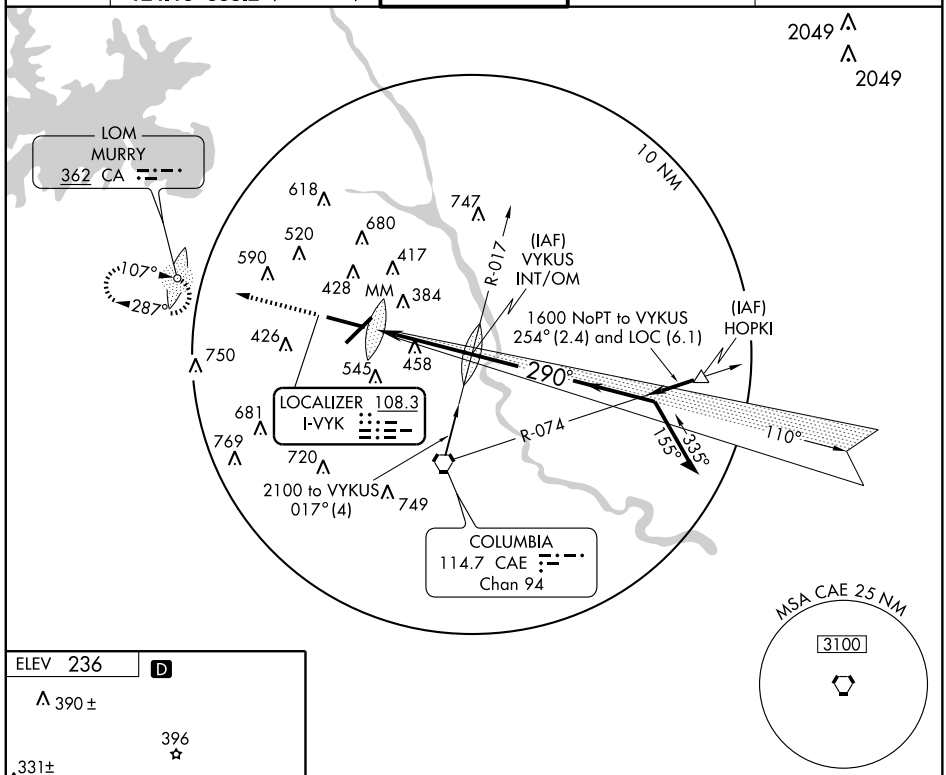
ASR

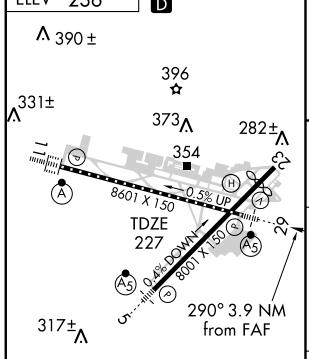
ADF REQUIRED.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2100 direct MURRY LOM and hold.

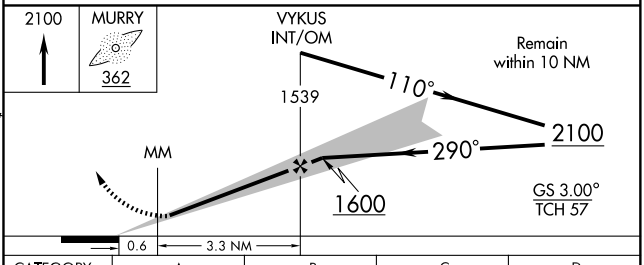
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-ILS 29	* 427/24	200 (200-½)		
S-LOC 29	700/24	473 (500-½)	700/40 473 (500-¾)	700/50 473 (500-1)
CIRCLING	760-1	524 (600-1)	840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CAE	APP CRS	Rwy Idg	8601
110.3	112°	TDZE	236
		Apt Elev	236

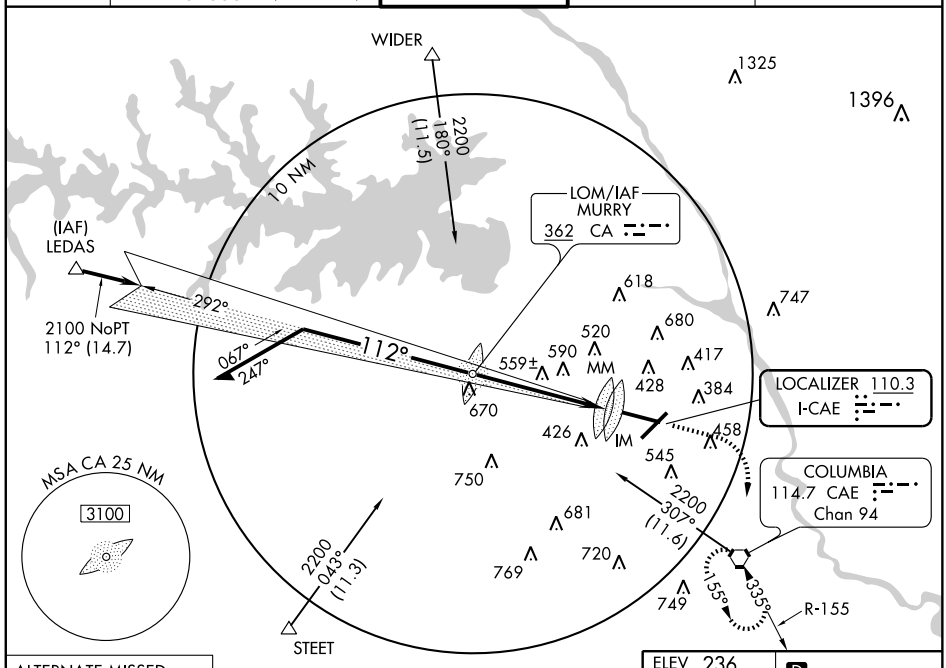
ILS RWY 11 (CAT II)
COLUMBIA METROPOLITAN (CAE)

ASR

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

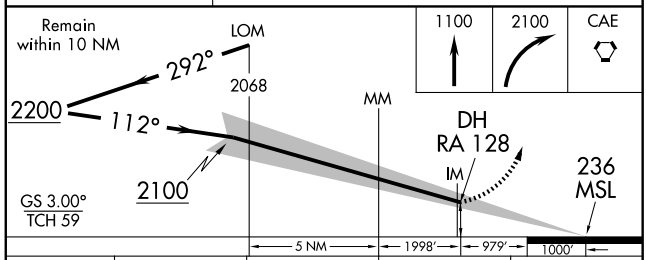


ALTERNATE MISSED APCH FIX

MURRY
CA
362

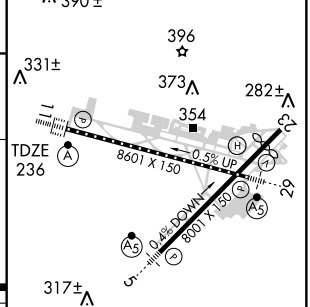
112°
292°

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 11	RA 128/12 100 DA 336			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-CAE	APP CRS	Rwy ldg	8601
110.3	112°	TDZE	236
		Apt Elev	236

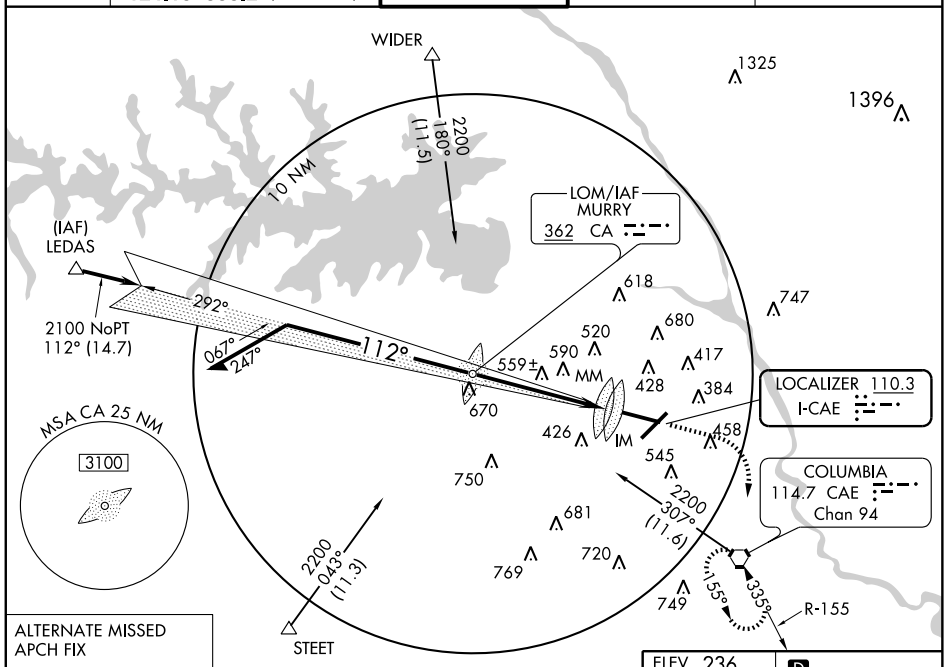
ILS RWY 11 (CAT III)
COLUMBIA METROPOLITAN (CAE)

ASR

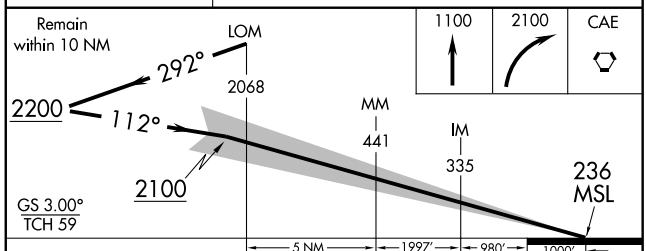
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

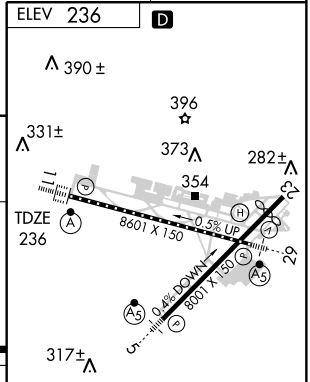


ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 11	CAT IIIA RVR 07			
S-ILS 11	CAT IIIB RVR 06			
S-ILS 11	CAT IIIC NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 45526 W05A	APP CRS 050°	Rwy Idg 7001 / TDZE 228 / Apt Elev 236

RNAV (GPS) RWY 5
COLUMBIA METROPOLITAN (CAE)

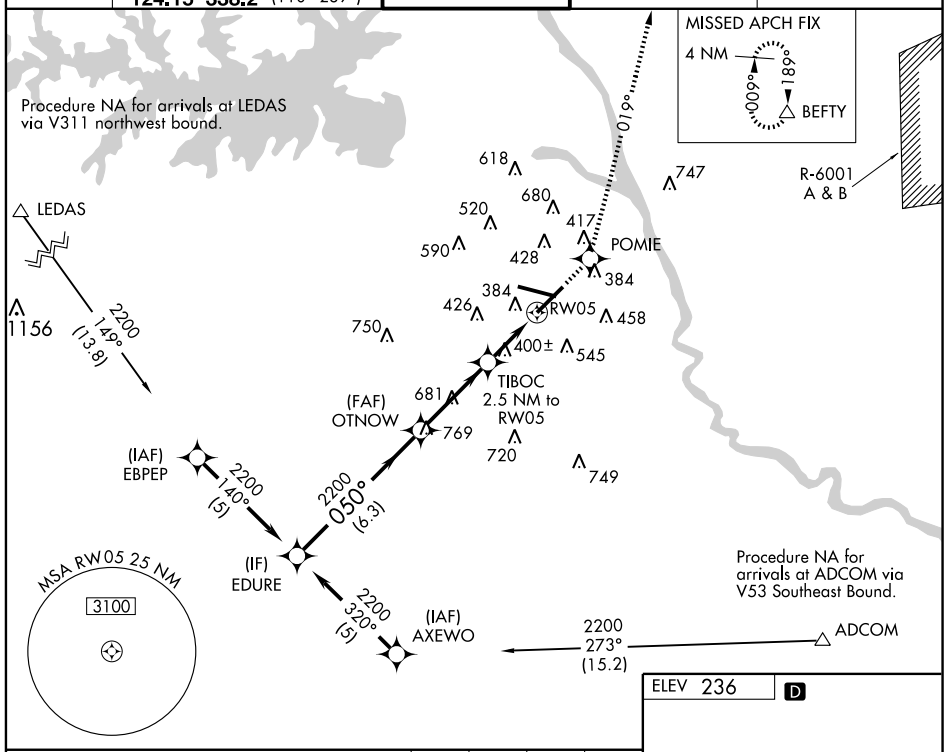
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

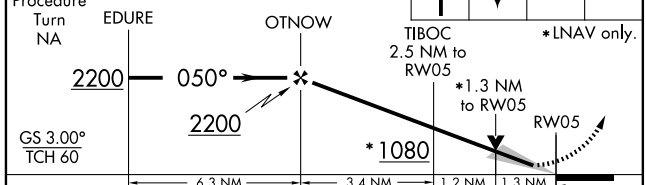
MISSED APPROACH: Climb to 2400 direct POMIE and via track 019° to BEFTY and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

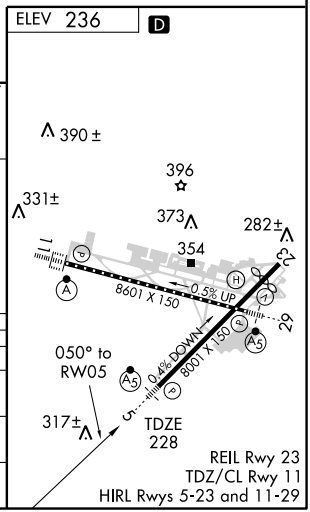


VGSI and RNAV glidepath not coincident.

2400	POMIE	track 019°	BEFTY



CATEGORY	A	B	C	D
LPV DA	428/24 200 (200-½)			
LNAV/VNAV DA	638/50 410 (500-1)			
LNAV MDA	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8601
CH 61014	110°	TDZE	236
W11A		Apt Elev	236

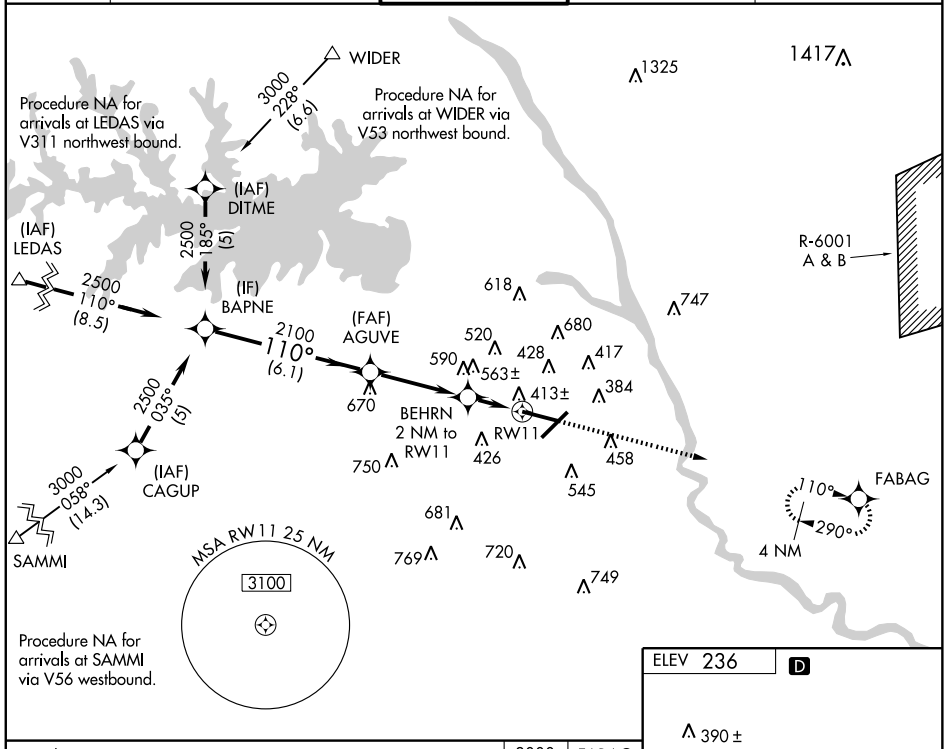
RNAV (GPS) RWY 11
COLUMBIA METROPOLITAN (CAE)

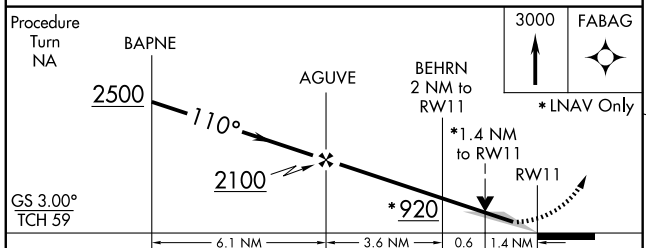
ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

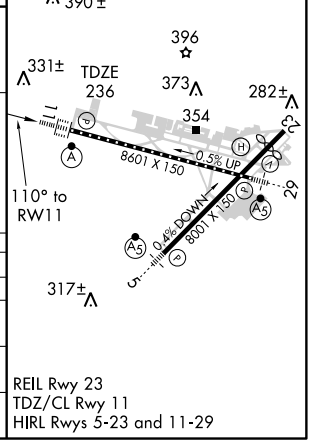
MISSED APPROACH: Climb to 3000 direct FABAG and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





CATEGORY	A	B	C	D
LPV DA	436/24 200 (200-½)			
LNAV/VNAV DA	744/60 508 (600-1¼)			
LNAV MDA	740/24 504 (600-½)		740/50 504 (600-1)	
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7001
CH 40026	230°	TDZE	213
W23A		Apt Elev	236

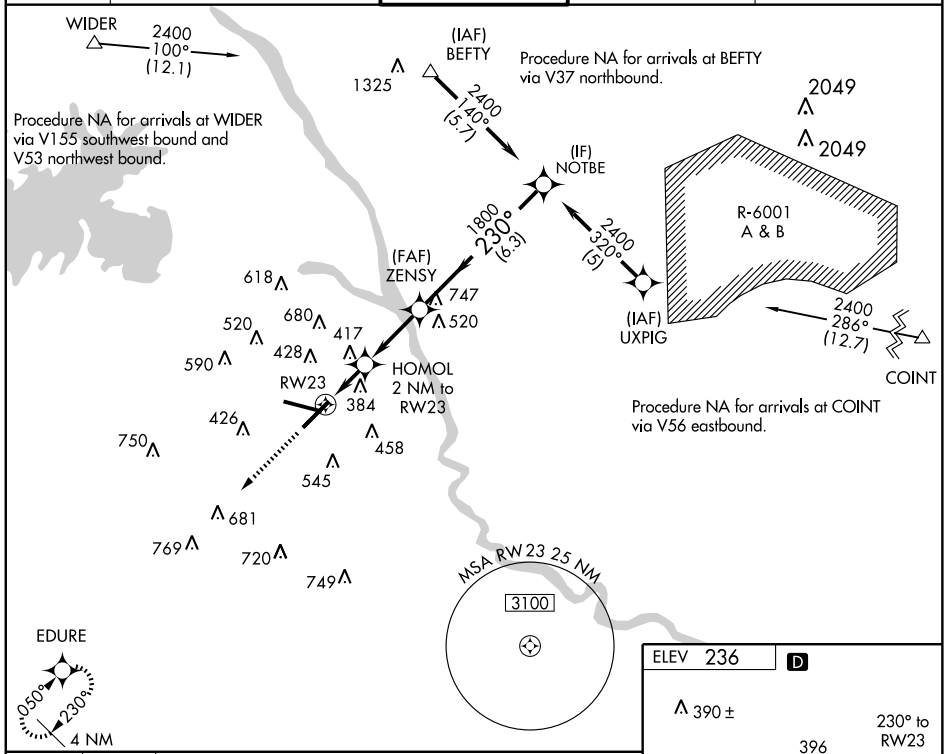
RNAV (GPS) RWY 23
COLUMBIA METROPOLITAN (CAE)

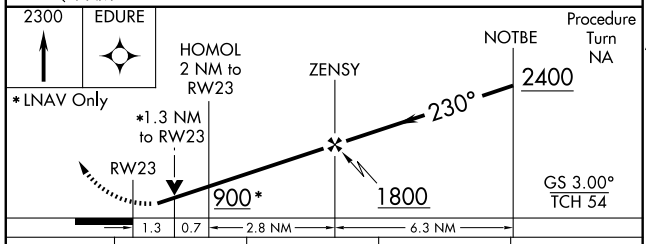
ASR

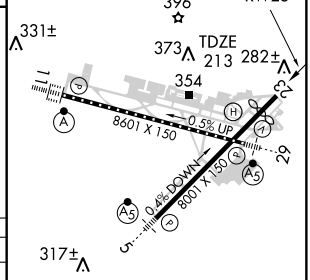
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
LPV DA	503/50 290 (300-1)			
LNAV/VNAV DA	699-1¾ 486 (500-1¾)			
LNAV MDA	680/50 467 (500-1)		680/60 467 (500-1¼)	680-1½ 467 (500-1½)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 17 DEC 2009 to 14 JAN 2010

COLUMBIA, SOUTH CAROLINA AL-89 (FAA)

WAAS	APP CRS	Rwy Idg	8601
CH 53414	290°	TDZE	227
W29A		Apt Elev	236

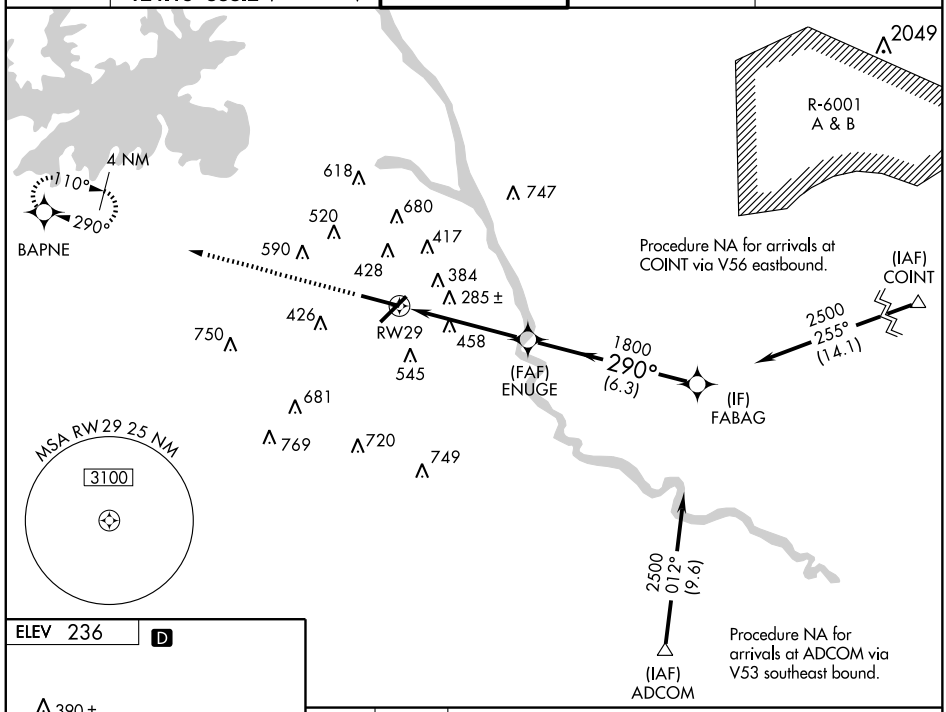
RNAV (GPS) RWY 29
COLUMBIA METROPOLITAN (CAE)

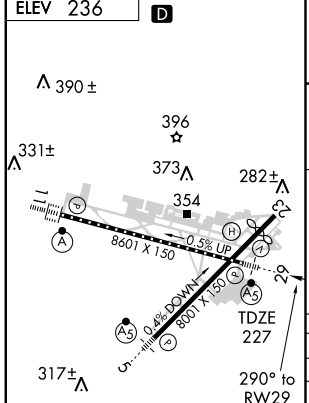
ASR — For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

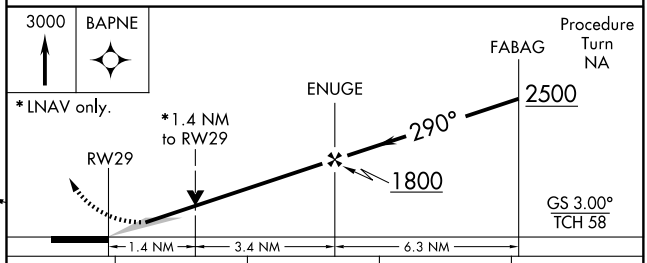
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







CATEGORY	A	B	C	D
LPV DA	427/24 200 (200-½)			
LNAV/VNAV DA	544/24 317 (400-½)			544/40 317 (400-¾)
LNAV MDA	720/24 493 (500-½)		720/40 493 (500-¾)	720/50 493 (500-1)
CIRCLING	740-1 504 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC CAE	APP CRS	Rwy Idg	N/A
114.7	329°	TDZE	N/A
Chan 94		Apt Elev	236

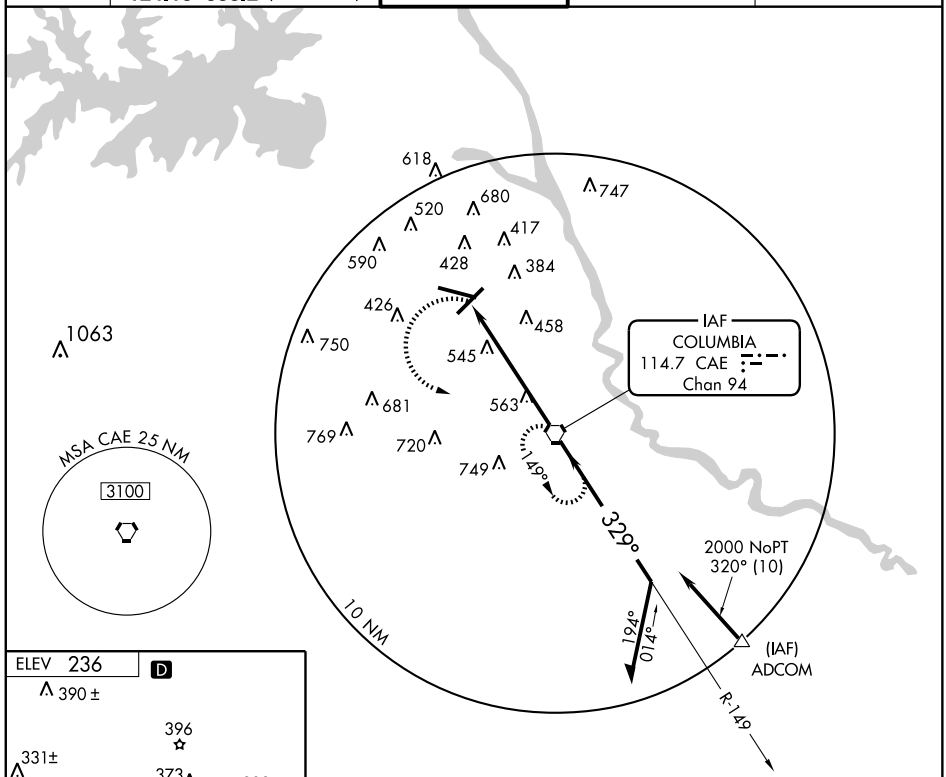
VOR-A

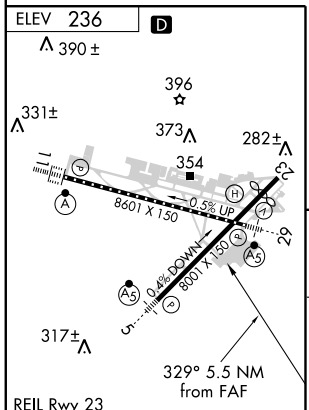
COLUMBIA METROPOLITAN (CAE)

ASR

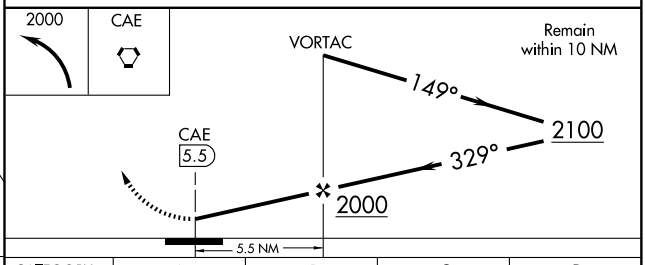
MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS		
311°	Rwy ldg	4611
	TDZE	190
	Apt Elev	194

GPS RWY 31

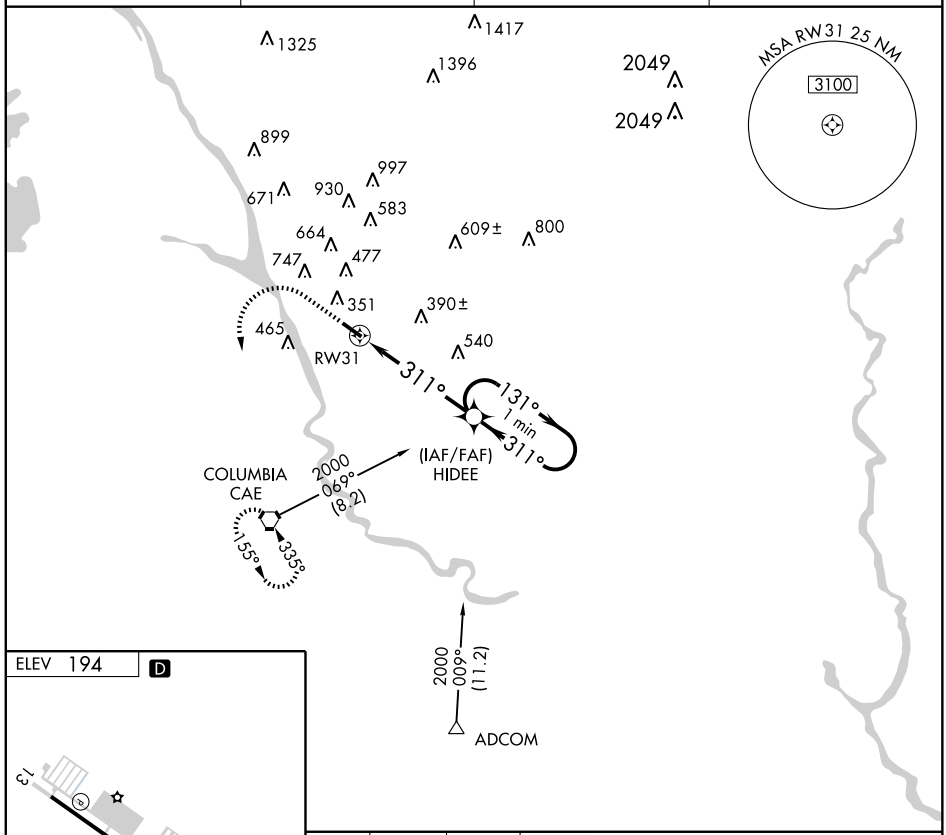
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

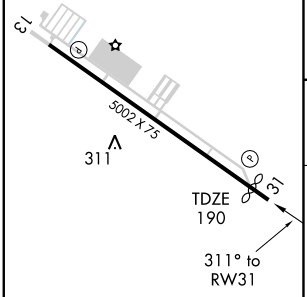
NA
ASR

Use Columbia altimeter setting.

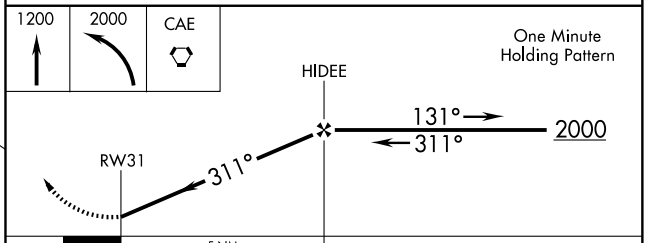
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
119.675	133.4	124.4	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	680-1 490 (500-1)		680-1¼ 490 (500-1¼)	680-1½ 490 (500-1½)
CIRCLING	NA			

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-CUB	APP CRS	Rwy Idg	4611
110.9	311°	TDZE	190
Chan 46		Apt Elev	194

LOC RWY 31

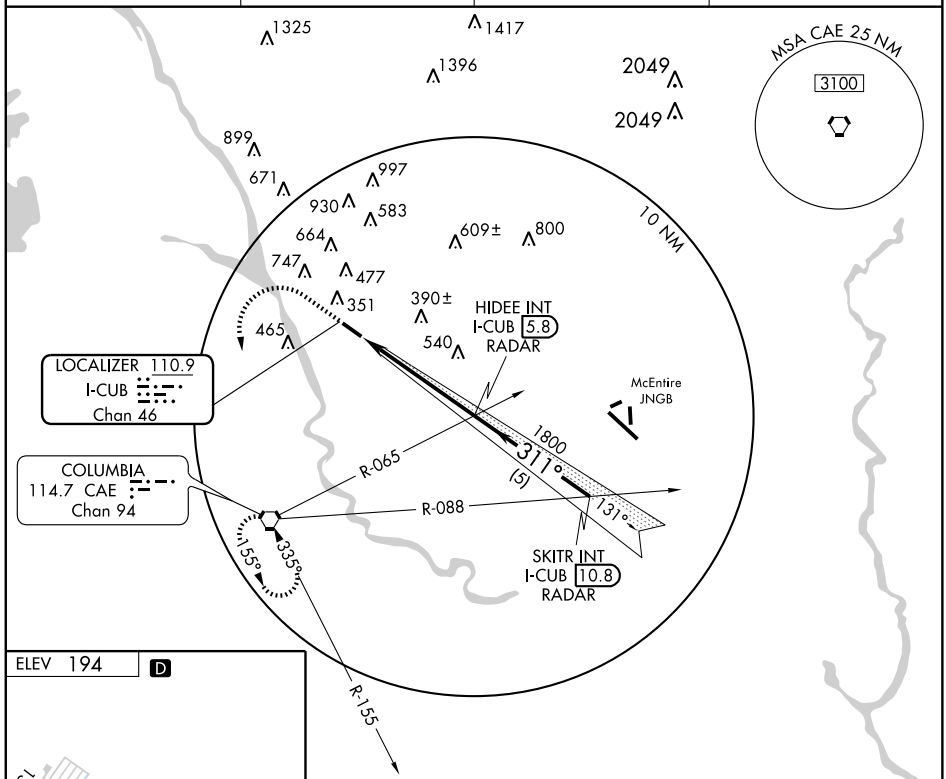
COLUMBIA/JIM HAMILTON L.B. OWENS (CUB)

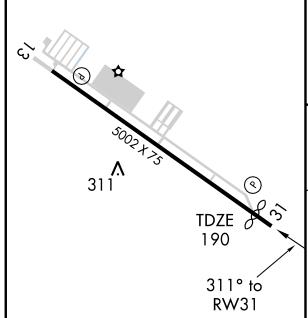
NA
ASR

Use Columbia Metropolitan altimeter setting.
RADAR REQUIRED

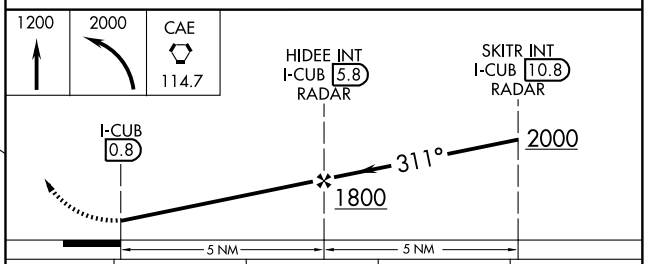
MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

ASOS	COLUMBIA APP CON	CLNC DEL	UNICOM
119.675	133.4	124.4	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-31	660-1 470 (500-1)		660-1¼ 470 (500-1¼)	660-1½ 470 (500-1½)
CIRCLING	NA			

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HYW 370	APP CRS 028°	Rwy Idg 4401 TDZE 33 Apt Elev 34

NDB RWY 4

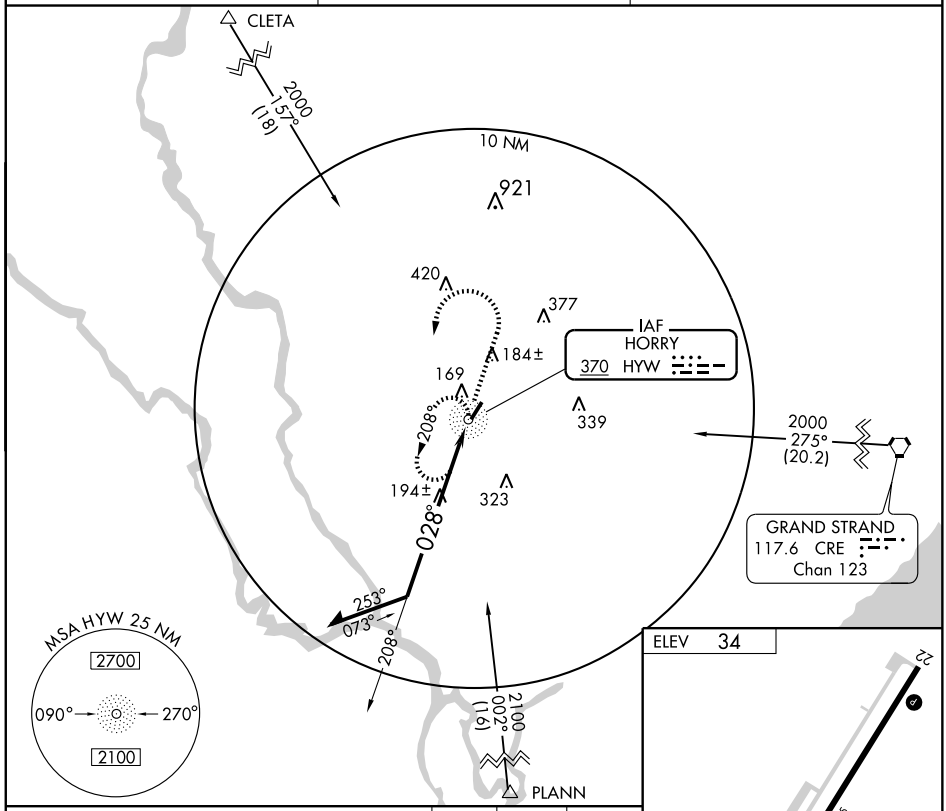
CONWAY-HORRY COUNTY (HYW)

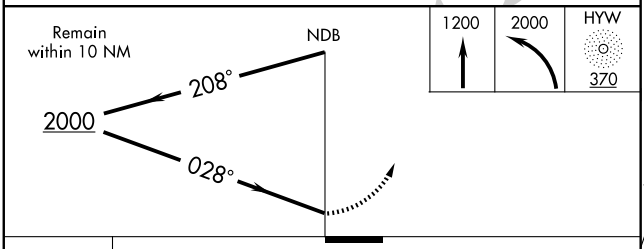
NA

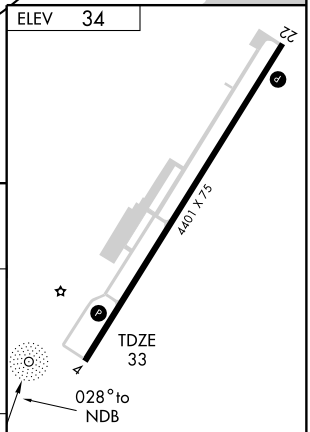
Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	580-1	547 (600-1)	580-1½ 547 (600-1½)	580-1¾ 547 (600-1¾)
CIRCLING	580-1	546 (600-1)	580-1½ 546 (600-1½)	600-2 566 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HYW 370	APP CRS 224°	Rwy Idg 4401 TDZE 34 Apt Elev 34

NDB RWY 22

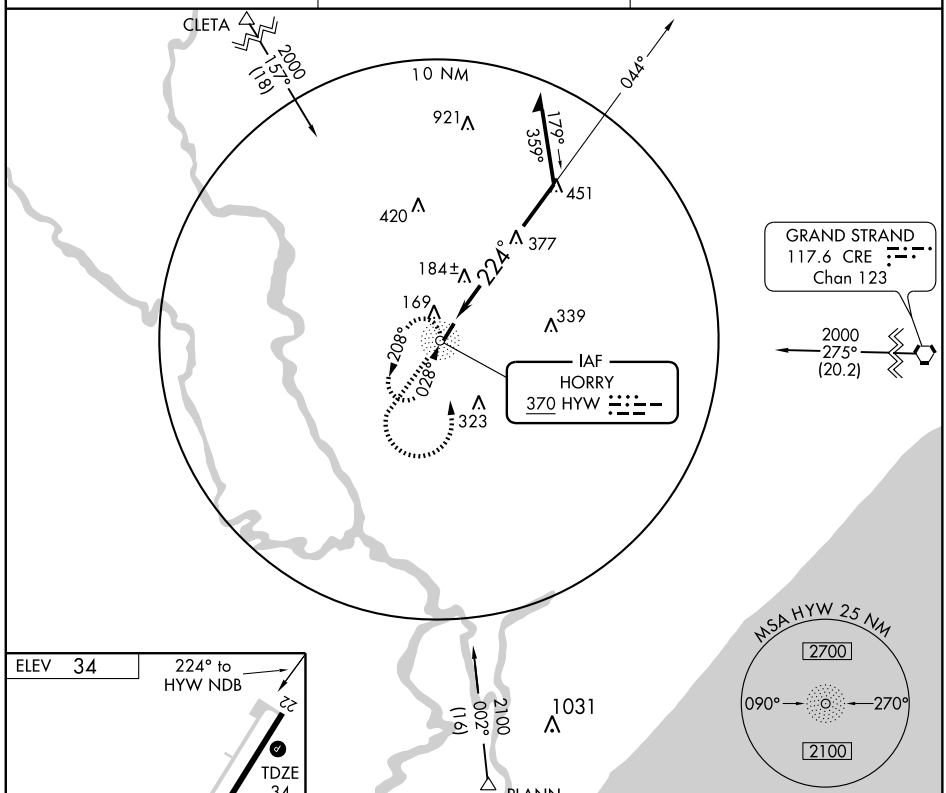
CONWAY- HORRY COUNTY(HYW)

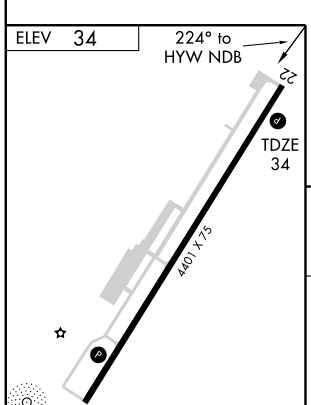
NA

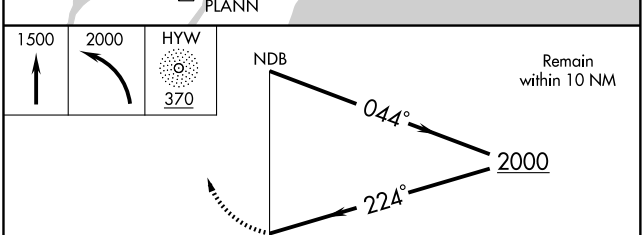
Use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HYW NDB and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-22	900-1 866 (900-1)	900-1¼ 866 (900-1¼)	900-2½ 866 (900-2½)	900-2¾ 866 (900-2¾)
CIRCLING	900-1 866 (900-1)	900-1¼ 866 (900-1¼)	900-2½ 866 (900-2½)	900-2¾ 866 (900-2¾)

SE-2, 17 DEC 2009 to 14 JAN 2010

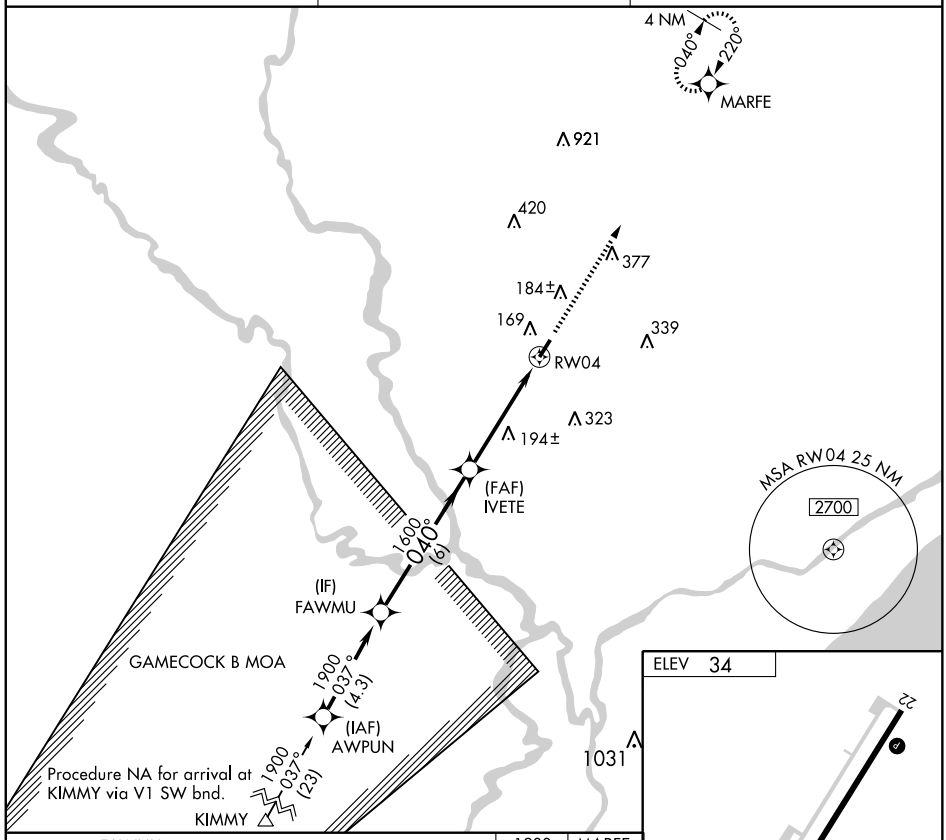
APP CRS	Rwy Idg	4401
040°	TDZE	33
	Apt Elev	34

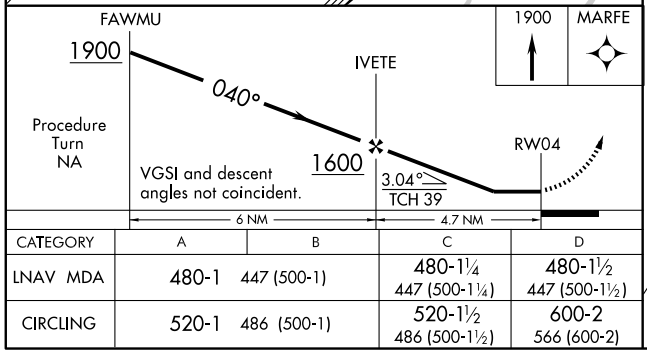
RNAV (GPS) RWY 4
CONWAY-HORRY COUNTY (HYW)

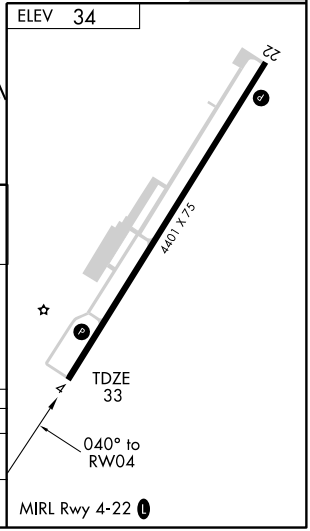
Use Myrtle Beach Intl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	447 (500-1)	480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	520-1	486 (500-1)	520-1½ 486 (500-1½)	600-2 566 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4401
220°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 22

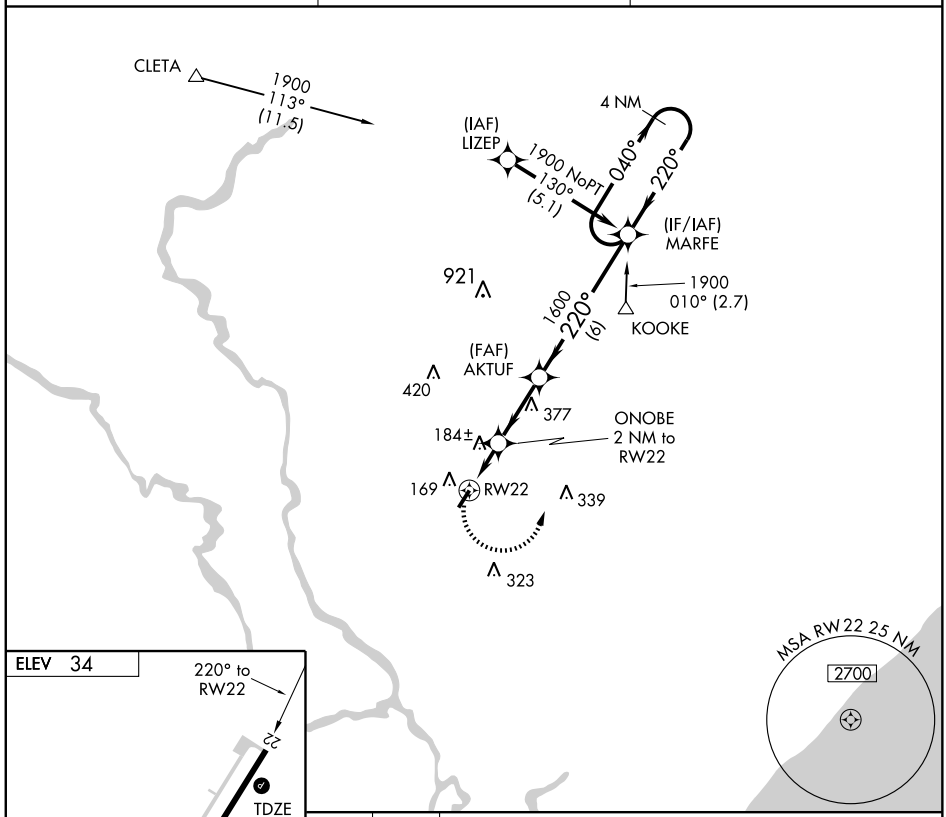
CONWAY-HORRY COUNTY (HYW)

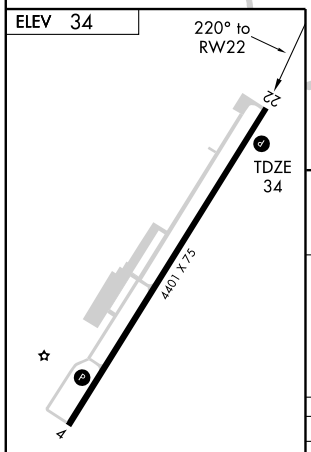
T
A NA

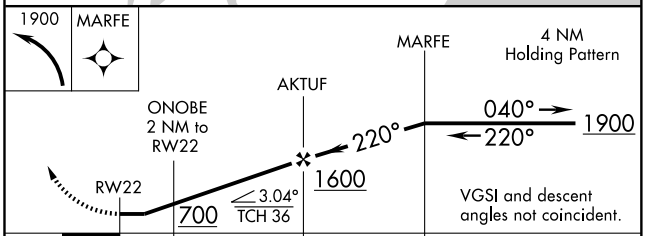
Use Myrtle Beach Intl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 1900 direct MARFE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
119.525	127.4 257.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	520-1 486 (500-1)		520-1½ 486 (500-1½)	600-2 566 (600-2)

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB UDG 245	APP CRS 222°	Rwy Idg 5500 TDZE 185 Apt Elev 192

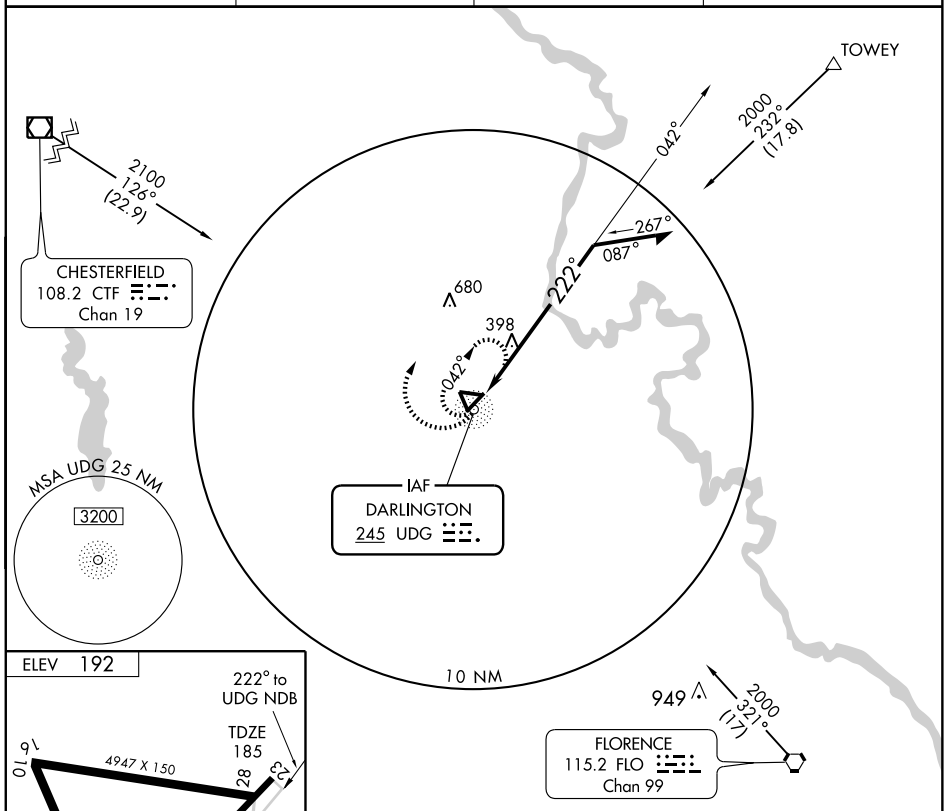
NDB RWY 23

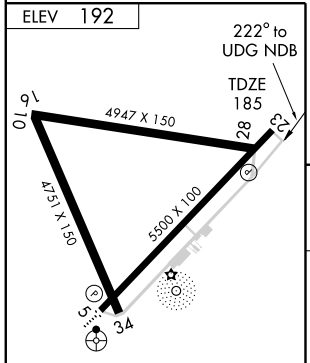
DARLINGTON COUNTY JETPORT (UDG)

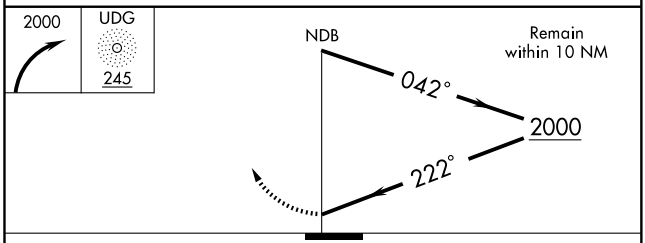
T NA — If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 in UDG NDB holding pattern.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	800-1	615 (700-1)	800-1¾ 615 (700-1¾)	800-2 615 (700-2)
CIRCLING	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)

LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA)

WAAS CH 42704 W05A	APP CRS 050°	Rwy Idg 5500 TDZE 189 Apt Elev 192

RNAV (GPS) RWY 5

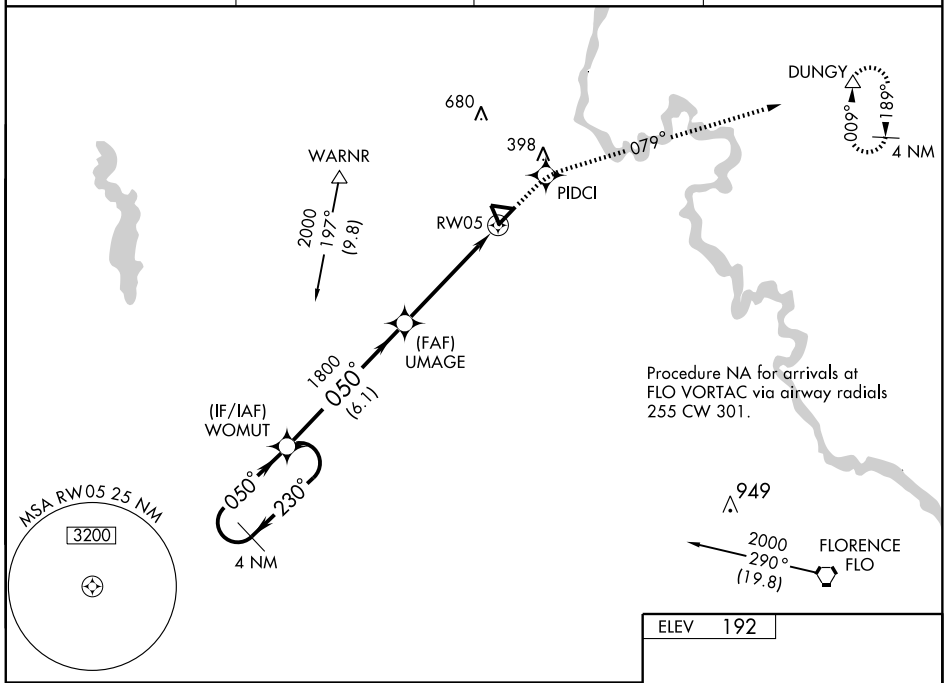
DARLINGTON COUNTY JETPORT (UDG)

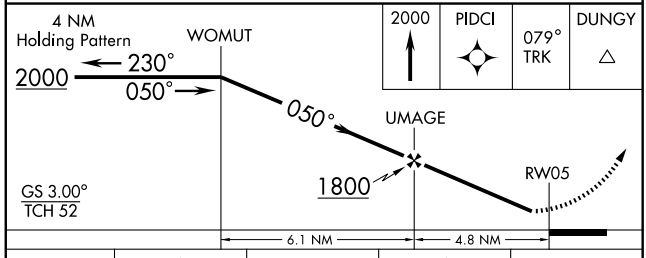
If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 541 feet; LNAV/VNAV DA to 610 feet; increase all MDAs 60 feet. Baro-VNAV NA when using Florence altimeter setting. DME/DME RNP-0.3 NA.Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA

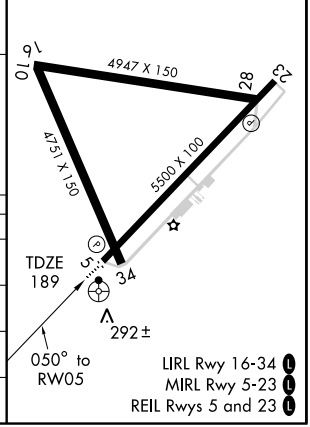
ODALS

MISSED APPROACH: Climb to 2000 direct PIDCI and via 079° track to DUNGY and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	493-1 304 (400-1)			
LNAV/VNAV DA	562-1¼ 373 (400-1¼)			
LNAV MDA	560-1 371 (400-1)			560-1¼ 371 (400-1¼)
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86904	230°	TDZE	185
W23A		Apt Elev	192

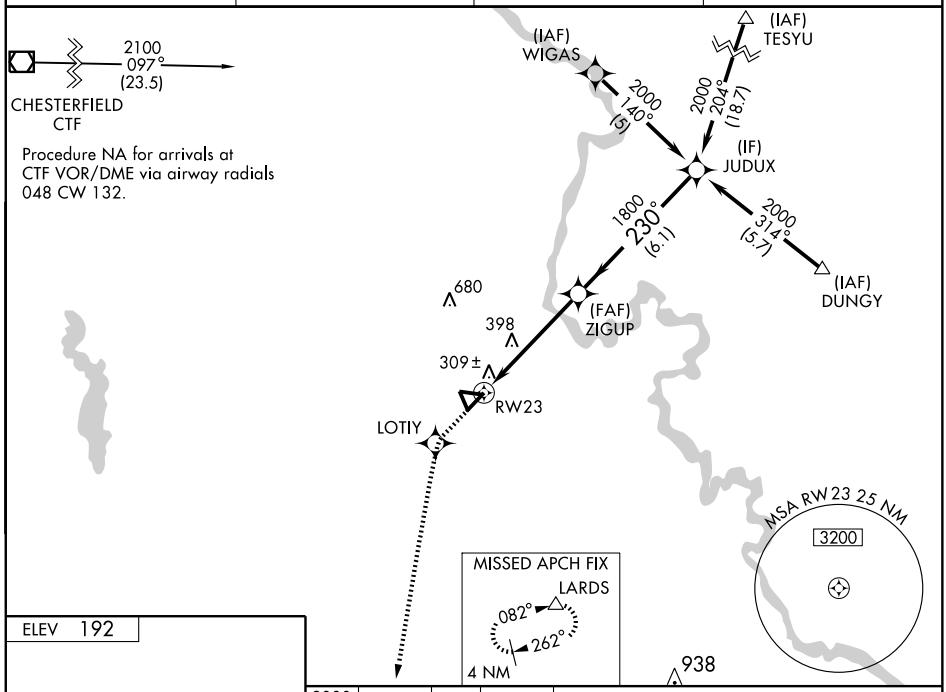
RNAV (GPS) RWY 23

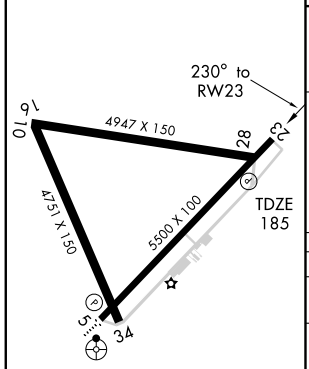
DARLINGTON COUNTY JETPORT (UDG)

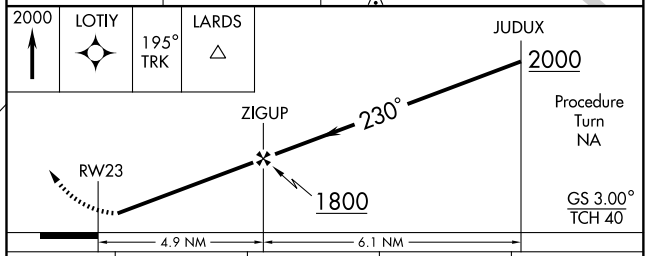
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). If local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527 feet; LNAV/VNAV DA to 627 feet; increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	479-1 294 (300-1)			
LNAV/VNAV DA	579-1½ 394 (400-1½)			
LNAV MDA	700-1 515 (600-1)		700-1½ 515 (600-1½)	700-1¾ 515 (600-1¾)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)

LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	320°	TDZE	N/A
Chan 99		Apt Elev	192

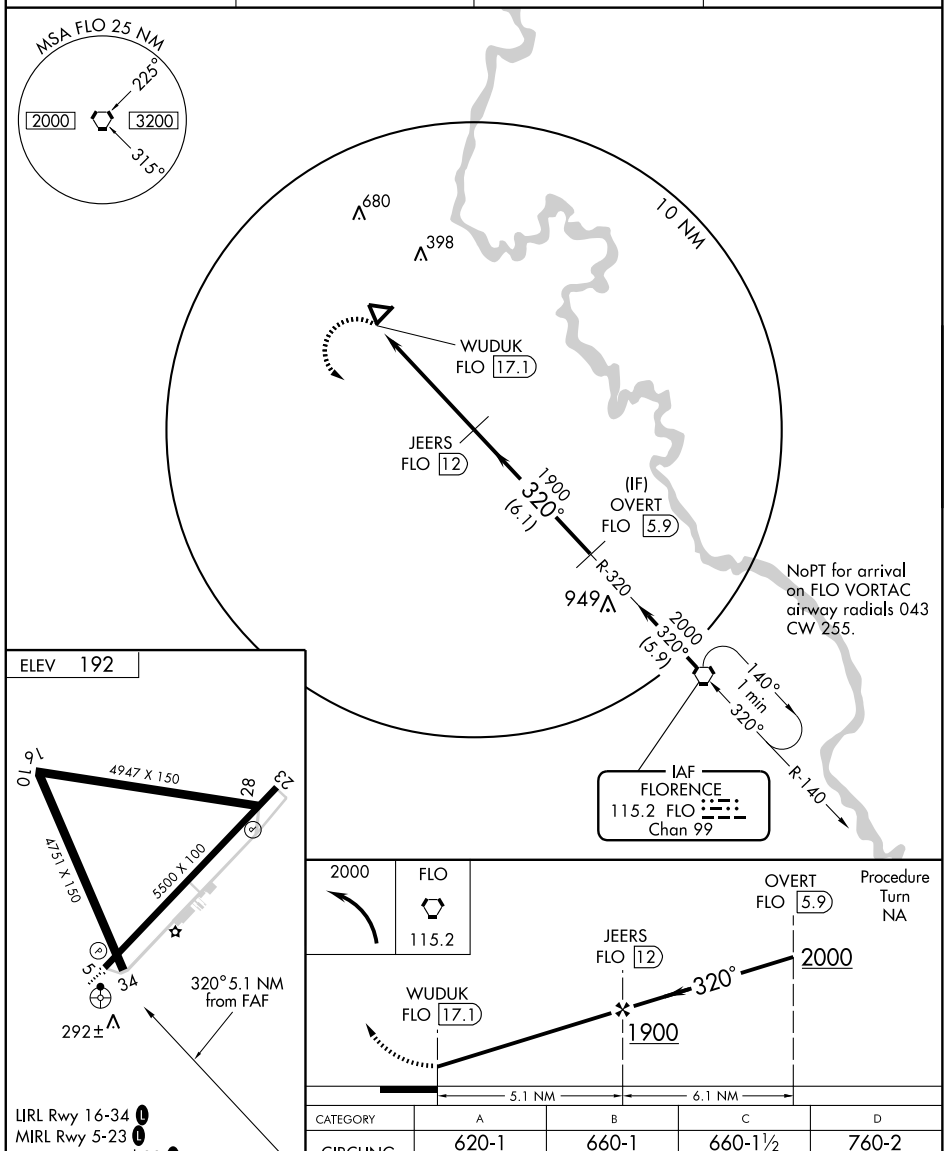
VOR/DME-A

DARLINGTON COUNTY JETPORT (UDG)

If local altimeter setting not received, use Florence altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct to FLO VORTAC and hold.

AWOS-3	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



LIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

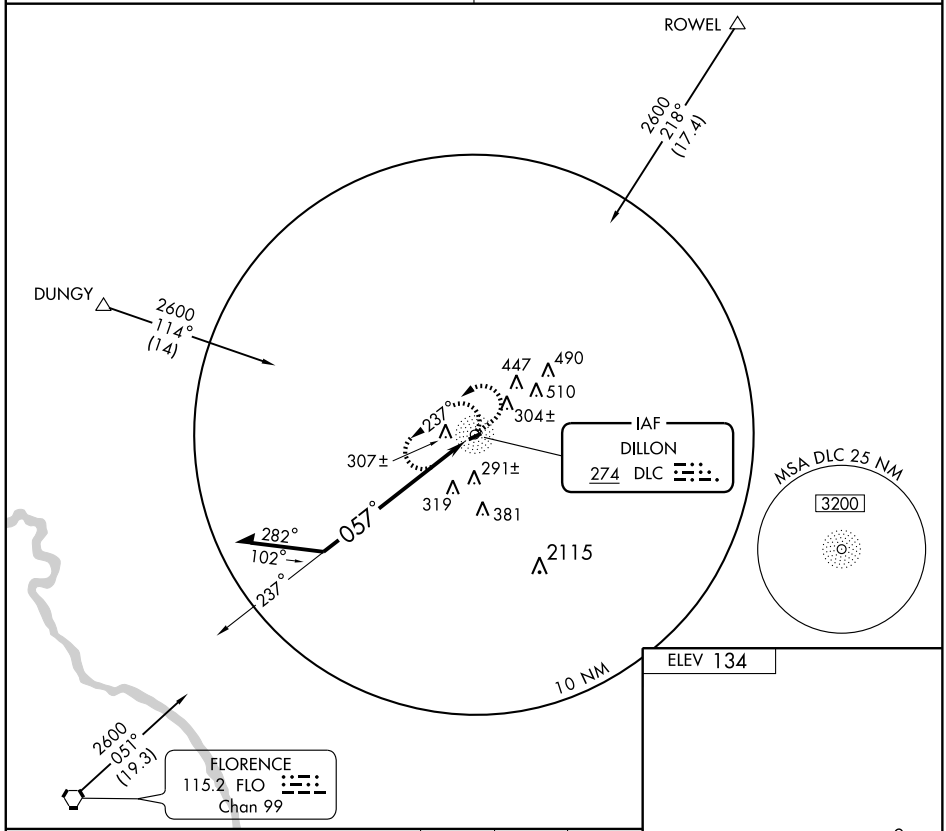
CATEGORY	A	B	C	D
CIRCLING	620-1 428 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

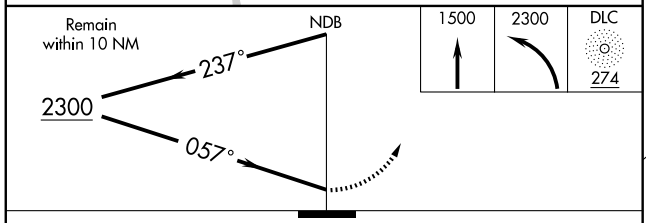
SE-2. 17 DEC 2009 to 14 JAN 2010

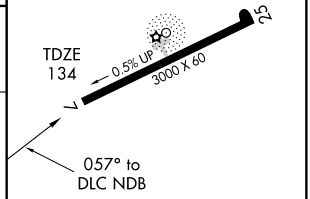
NDB DLC 274	APP CRS 057°	Rwy Idg 3000 TDZE 134 Apt Elev 134

NDB RWY 7
DILLON COUNTY (DLC)

NA Use Florence altimeter setting.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct DLC NDB and hold.
FLORENCE APP CON ★ **118.6 341.7**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
S-7	840-1	706 (800-1)	840-2 706 (800-2)	NA
CIRCLING	840-1	706 (800-1)	840-2 706 (800-2)	NA

MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

DILLON, SOUTH CAROLINA

AL-5887 (FAA)

VORTAC	FLO	APP CRS	Rwy Idg	3000
115.2		051°	TDZE	134
Chan 99			Apt Elev	134

VOR/DME or GPS RWY 7

DILLON COUNTY (DLC)

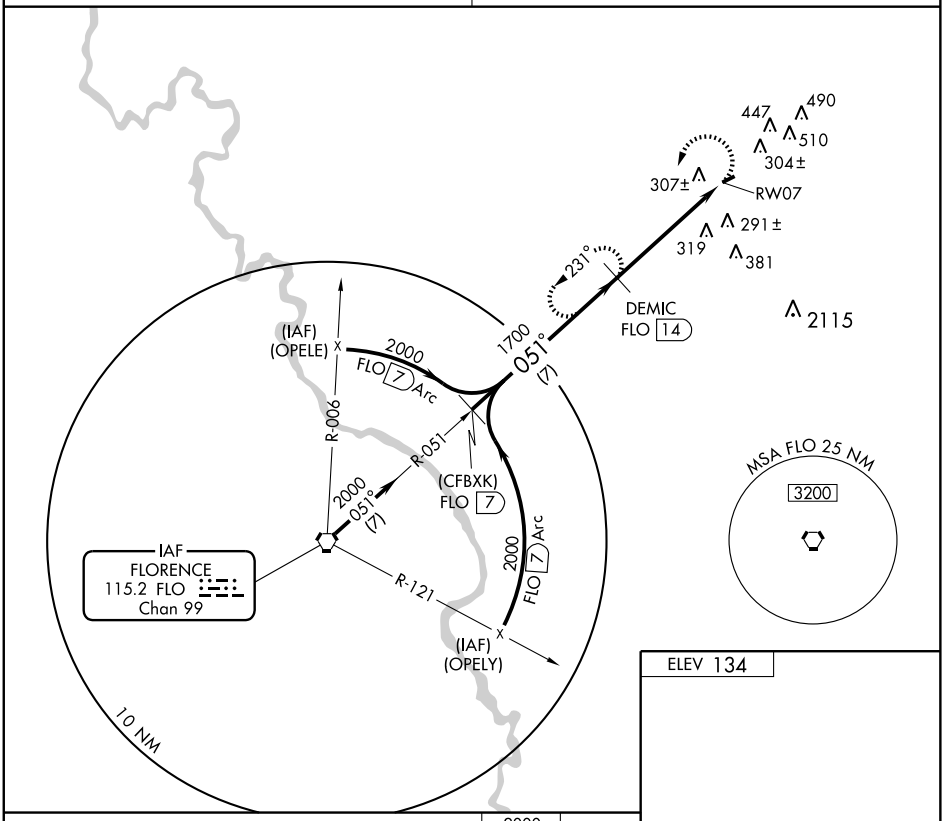
NA

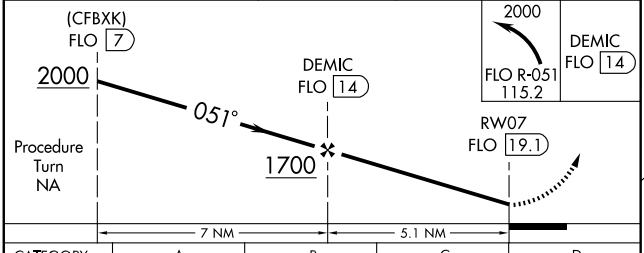
Use Florence altimeter setting.

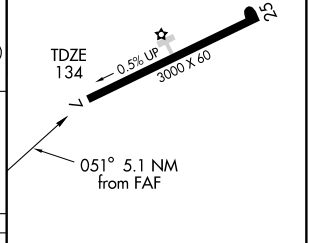
MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.

FLORENCE APP CON ★
118.6 341.7

UNICOM
122.8 (CTAF)





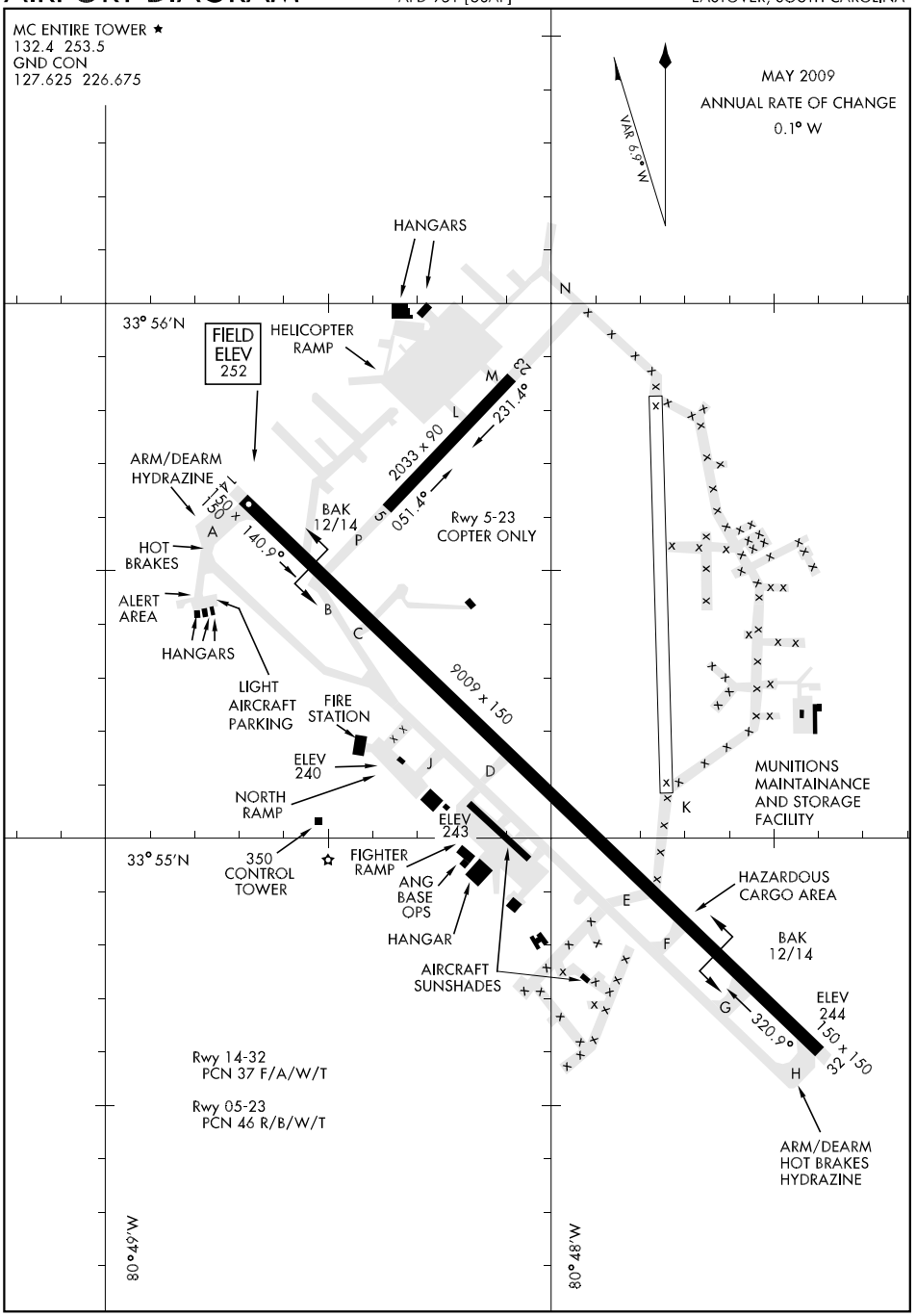


CATEGORY	A	B	C	D
S-7	660-1 526 (600-1)		660-1½ 526 (600-1½)	NA
CIRCLING	700-1 566 (600-1)		700-1½ 566 (600-1½)	NA

MIRL Rwy 7-25

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010



SE-2, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC/DME RWY 32

MC ENTIRE JNGB (KMMT)

LOC I-MMT	APCH CRS	Rwy ldg 9009 TDZE 243 Arpt Elev 252
111.1	319°	JAL-951 [USAF]

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.
*** When ALS inop, increase CAT CDE RVR to 50, and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) C 253.5	127.625 226.675	(RADAR VECTORING)

† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

Missed Approach requires ATC RADAR monitoring.

Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.

LOCALIZER 111.1 I-MMT

936

R-6001 2049 1573

744

EASTO 5.9 MMT

849

AYMAY MMT 12

R-6002

R-093

319°

LR-149

R-170

JOVIM MMT 12

139°

MMT 12 ARC

R-140

350°

MSA MMT 25 NM

110° 3100 300° 2100

FLORENCE 13,000 233° (66)

COLUMBIA 114.7 CAE Chan 94

MC ENTIRE 113.2 MMT Chan 79

COLLIERS 13,000 102° (75)

20 NM

(IAF) PIKAN MMT 25

170° 13,000 325° (49)

350°

MMT 35 CHARLESTON

HIGH ALTITUDE FACILITIES

13,000 024° (87)

SAVANNAH

1100 2000 hdg 110°

EMERG SAFE ALT 100 NM 3900

AYMAY R-140 12 Intcp Lczr

JOVIM 12

PIKAN R-170 25 13,000

350°

EASTO CAE R-093 5.9

VORTAC

EGULE 1.4 2.3

319° 2000 Arc 12 1600

3500

GS 2.50° TCH 48

0.4 4.5 NM

ELEV 252

2933 X 80

9009 X 150

320° TWR

319° 4.9 NM from FAF

Rwy 5-23
COPTER ONLY
HIRL Rwy 14-32
MIRL Rwy 5-23 C

TDZE 243

CATEGORY	C	D	E
S-ILS 32 *	443/24 200 (200-½)		
S-LOC 32 **	620/40 377 (400-¾)		
CIRCLING	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 768 (800-2¾)
S-PAR 32 *	443/24 200 (200-½) GS 2.50°		
COLUMBIA ALTIMETER SETTING MINIMUMS			
S-ILS 32 ***	482/24 239 (300-½)		
S-LOC 32 †	660/40 417 (500-¾)		660/50 417 (500-1)
CIRCLING	920-1¾ 668 (700-1¾)	920-2 668 (700-2)	1060-2¾ 808 (900-2¾)

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

HI-TACAN RWY 32

MC ENTIRE JNGB (KMMT)

VORTAC MMT	APCH CRS	Rwy ldg	9009
113.2	325°	TDZE	243
Chan 79		Arpt Elev	252

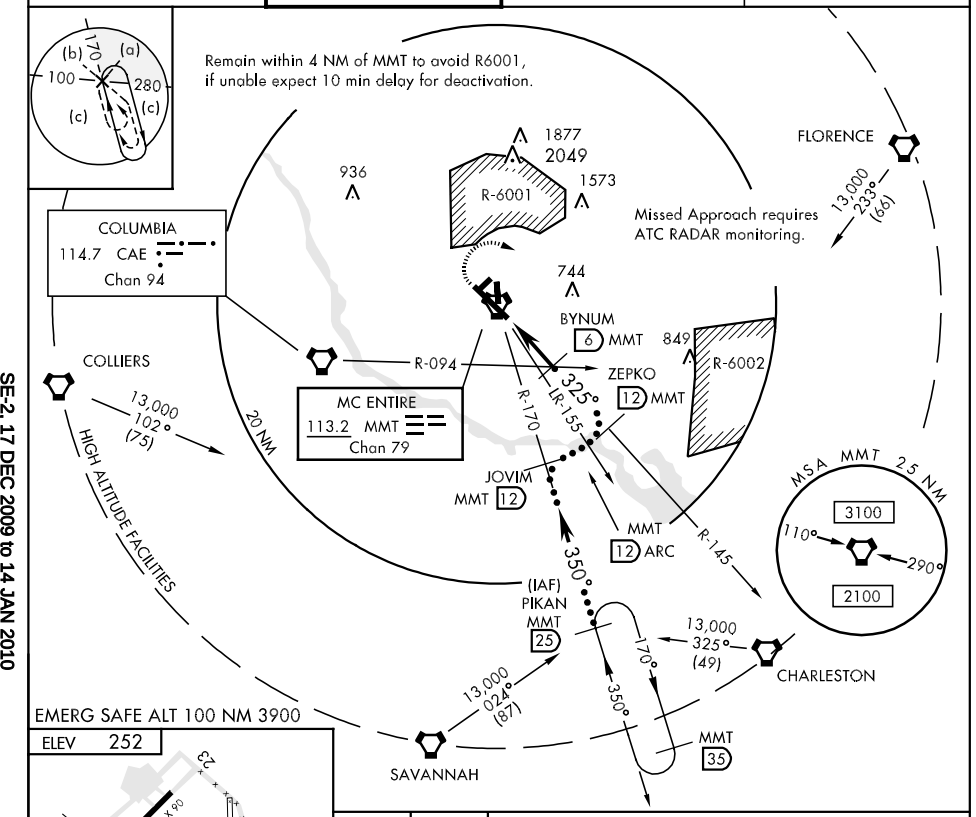
JAL-951 [USAF]

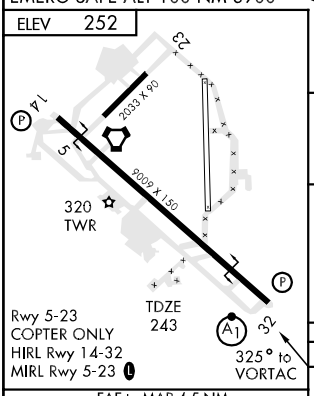
* When ALS inop, increase CAT C RVR 50, vis to 1 mile; CAT D RVR to 60, vis to 1¼ miles, CAT E vis to 1½ miles.

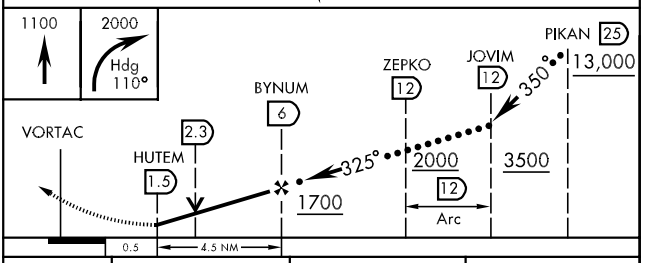
ALSF-1

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	(RADAR VECTORING)







FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

CATEGORY	C	D	E
S-32 *	640/40 397 (400-¾)		640/50 397 (400-1)
CIRCLING	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 768 (800-2¾)

ILS or LOC/DME RWY 32

LOC I-MMT	APCH CRS	Rwy ldg	9009
111.1	319°	TDZE	243
		Arpt Elev	252

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT A-E RVR to 40, and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50, and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** When ALS inop, increase CAT A-E RVR to 50, and vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1100, then immediate climbing right to 2000 via hdg 110°, then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR (RADAR VECTORING)
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	

† When ALS inop, increase CAT AB RVR to 50, and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

When local altimeter not received, use Columbia altimeter setting.

Missed Aprroach requires ATC Radar monitoring

Remain within 4 NM of MMT to avoid R-6001 If unable expect 10 min delay for deactivation.

R-6001

1573 936 543 744 849 668 495 491 814 541

LOCALIZER 111.1 I-MMT

MC ENTIRE 113.2 MMT Chan 79

COLUMBIA 114.7 CAE Chan 94

(IAF) EASTO MMT 5.9

(IAF) AYMAY MMT 11.9

2000 141° (5.9)

2000 104° (22)

NoPT

Max holding 230 KIAS

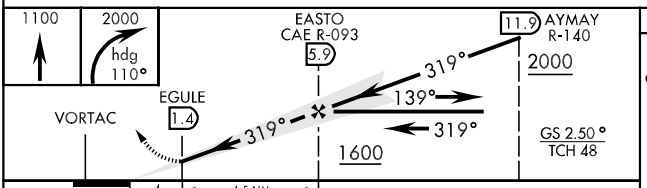
139° 319°

R-093 R-104 R-140

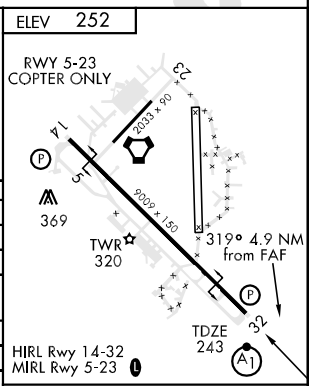
MSA MMT 25 NM
3100
110° 290°
2100

10 NM

EMERG SAFE ALT 100 NM 3900



ELEV 252



CATEGORY	A	B	C	D	E
S-ILS 32 *	443/24		200 (200-½)		
S-LOC 32 **	620/24 377 (400-½)		620/40 377 (400-¾)		
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 768 (800-2¾)
COLUMBIA ALTIMETER SETTING MINIMUMS					
S-ILS 32 ***	482/24		239 (300-½)		
S-LOC 32 †	660/24 417 (500-½)		660/40 417 (500-¾)		660/50 417 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)	1060-2¾ 808 (900-2¾)

LOC FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EASTOVER, SOUTH CAROLINA

NDB MMT	APCH CRS	Rwy ldg	9009
427	343°	TDZE	243
		Arpt Elev	252

NDB RWY 32

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

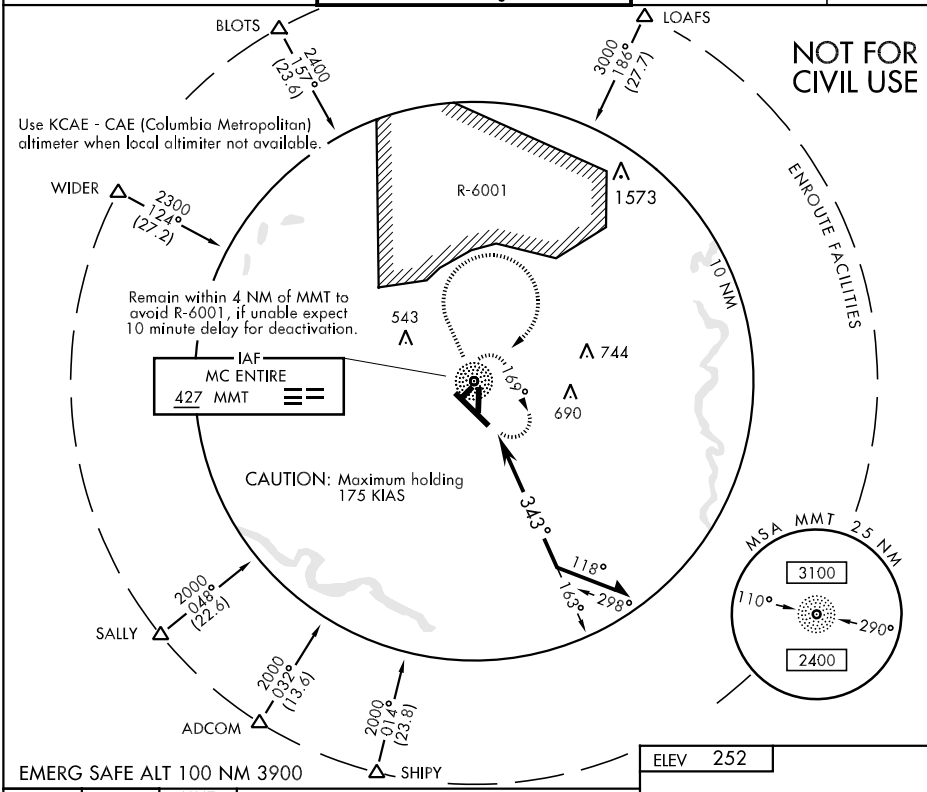
▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb straignt ahead to 1500 then climbing right turn to 2000 direct MMT NDB and hold.

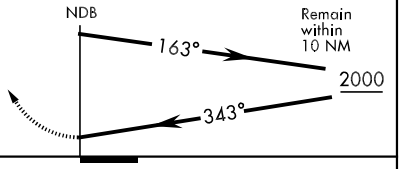
SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) L 253.5	127.625 226.675	

NOT FOR CIVIL USE



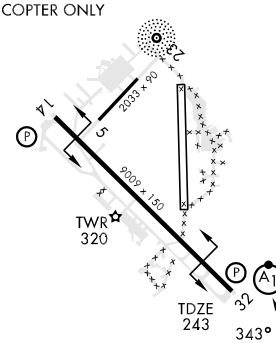
1500	2000	MMT
		427

VGSI and descent angles not coincident.



ELEV 252

RWY 5-23 COPTER ONLY



HIRL Rwy 14-32
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-32 *	800/40 557 (600-¾)		800/50 557 (600-1)	800/60 557 (600-1¼)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 *	840/40 597 (600-¾)		840/50 597 (600-1)	840/60 597 (600-1¼)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)
S-PAR 32	443/24 200 (200-½) 2.50°			

SE-2, 17 DEC 2009 to 14 JAN 2010

TACAN RWY 32

VORTAC MMT Chan 79	APCH CRS 325°	Rwy ldg 9009 TDZE 243 Arpt Elev 252

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ mile.

ALSF-1

MISSED APPROACH: Climb to 1100 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	(RADAR VECTORING)

When local altimeter is not received, use Columbia altimeter.

R6001

1573

702

696

608

510

Remain within 4 nm of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.

MC ENTIRE
113.2 MMT
Chan 79

Missed Approach requires ATC RADAR moitoring.

(IAF)
BYNUM
MMT
6

325°

325°

145°

Max holding
230 KIAS

Min holding alt 2000

2000
NaPT

10 NM

(IAF)
ZEPKO
MMT
12

R-145

MSA MMT 25 NM

3100

110°

290°

2100

EMERG SAFE ALT 100 NM 3900

1100

2000
hdg
110°

ZEPKO 12

2000

BYNUM 6

325°

VORTAC

HUTEM 2.3

1.5

325°

145°

325°

1700

0.5

4.5 NM

ELEV 252

RWY 5-23
COPTER ONLY

23

14

5

2033 x 90

9008 x 150

TWR
320

TDZE
243

32

HIRL Rwy 14-32
MIRL Rwy 5-23

325°
to VORTAC

CATEGORY	A	B	C	D	E
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)		640/50 397 (400-1)
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)	1020-2¾ 728 (800-2¾)

VOR RWY 32

VORTAC MMT	APCH CRS	Rwy ldg	TDZE	Arpt Elev
113.2 Chan 79	325°	9009	243	252

AL-951 [USAF]

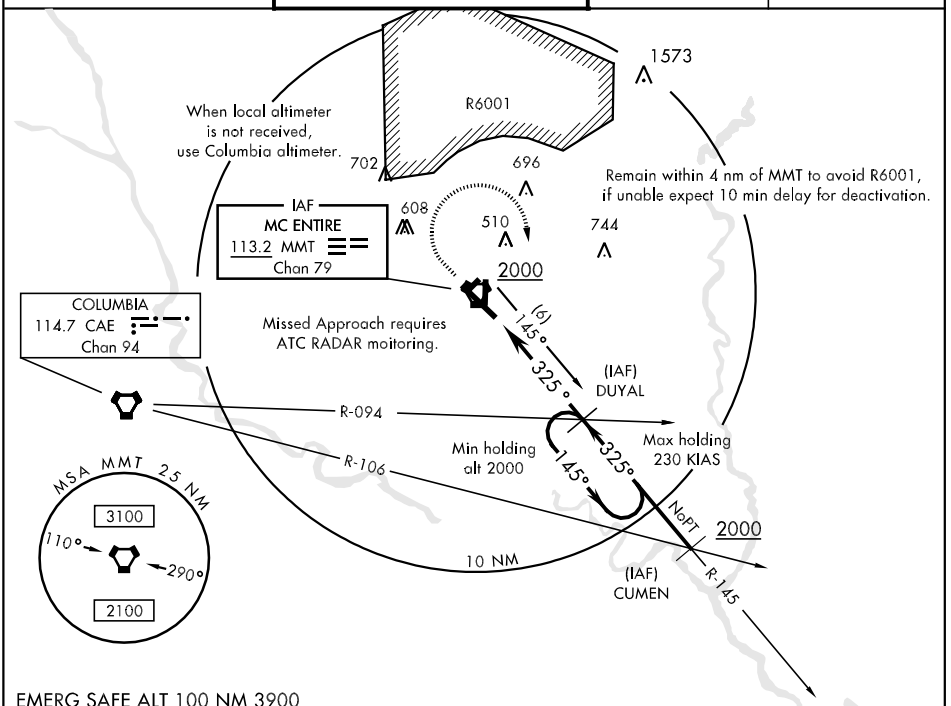
MC ENTIRE JNGB (KMMT)

▼ * When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT D RVR to 60, vis to 1¼ miles.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼, CAT D vis to 1½.

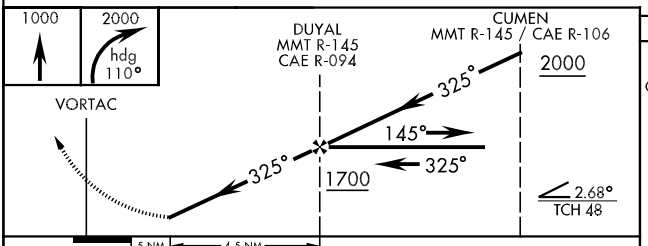
ALSF-1

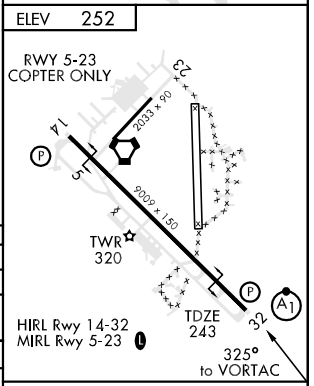
MISSED APPROACH: Climb to 1000 then immediate climbing right turn to 2000 via heading 110° then as directed by ATC.

SHAW APP CON	MC ENTIRE TOWER ★	GND CON	ASR/PAR (RADAR VECTORING)
125.4 385.6	132.4 (CTAF) 253.5	127.625 226.675	



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)	
CIRCLING	840-1 588 (600-1)	860-1 608 (700-1)	880-1¾ 628 (700-1¾)	880-2 628 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-32 **	680/24 437 (500-½)		680/40 437 (500-¾)	680/50 437 (500-1)
CIRCLING	880-1 628 (700-1)	900-1 648 (700-1)	920-1¾ 668 (700-1¾)	920-2 668 (700-2)

FAF to MAP 4.5 NM

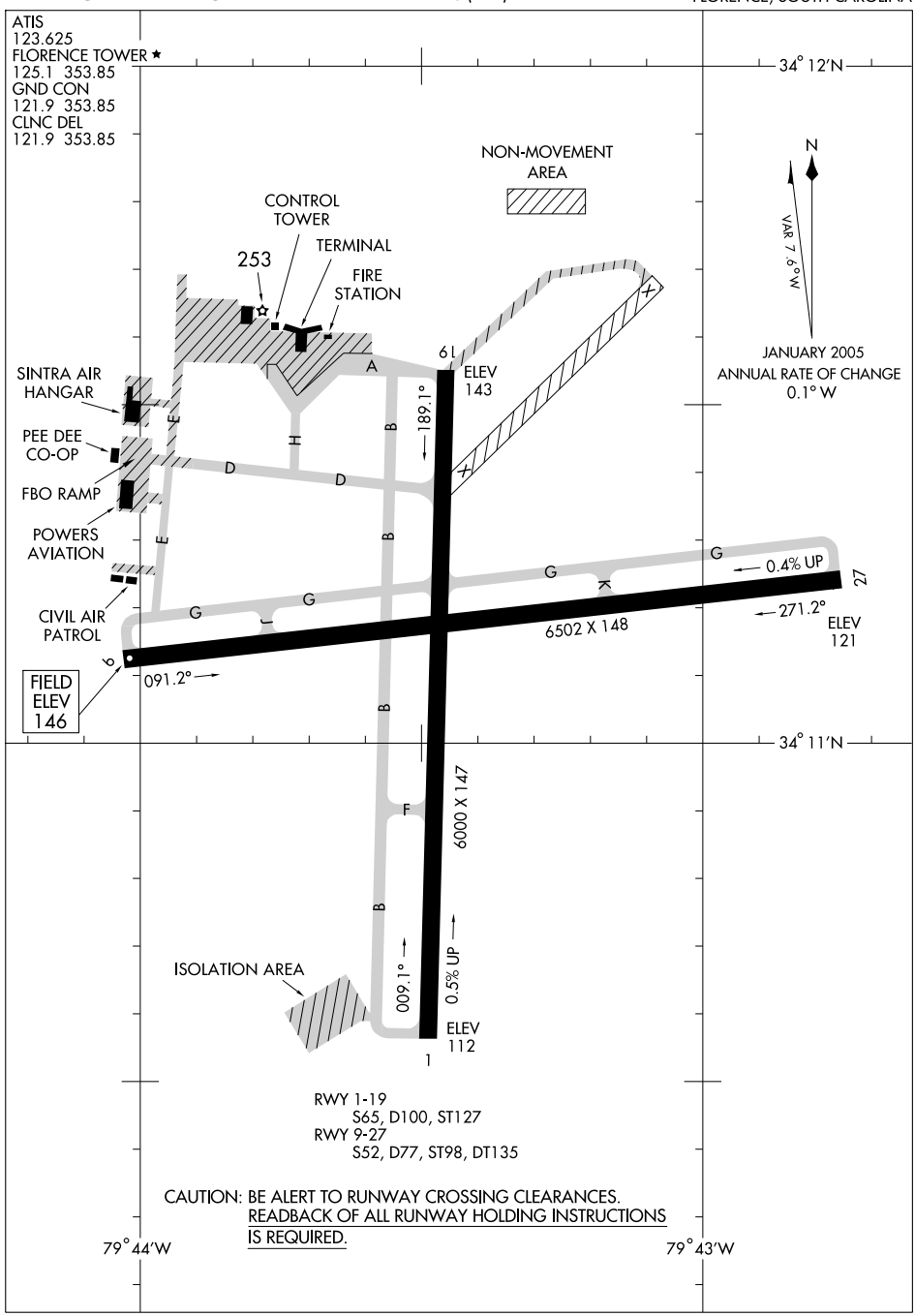
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

09015

AIRPORT DIAGRAM

AL-145 (FAA)

FLORENCE RGNL (FLO)
FLORENCE, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-FLO	APP CRS	Rwy Idg	6502
109.1	089°	TDZE	146
		Apt Elev	146

ILS or LOC RWY 9

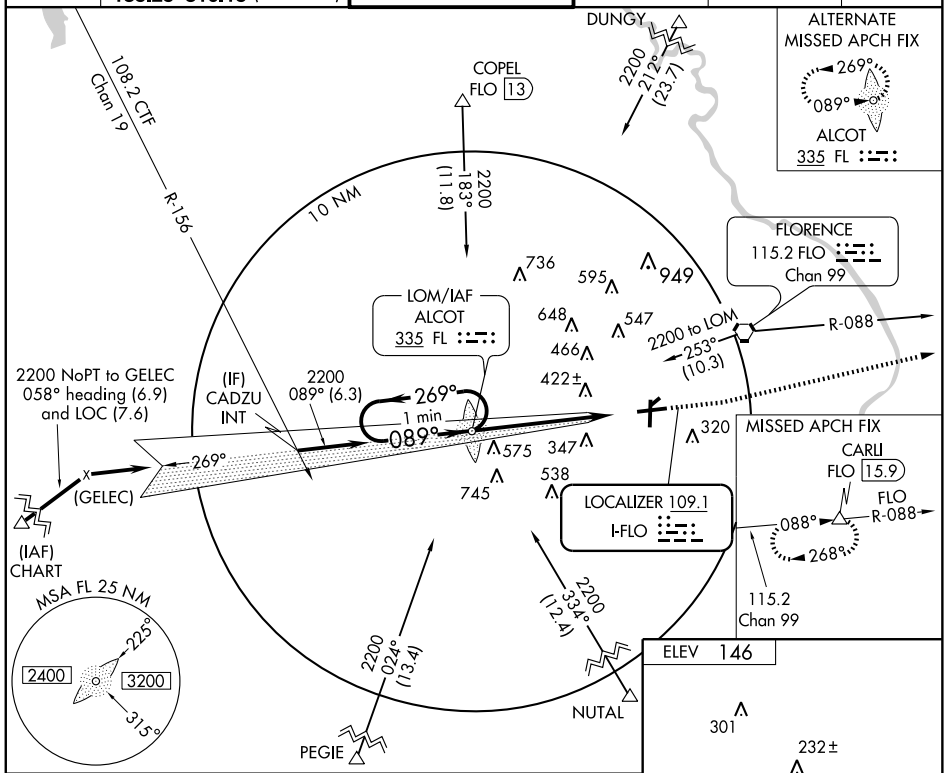
FLORENCE RGNL (FLO)

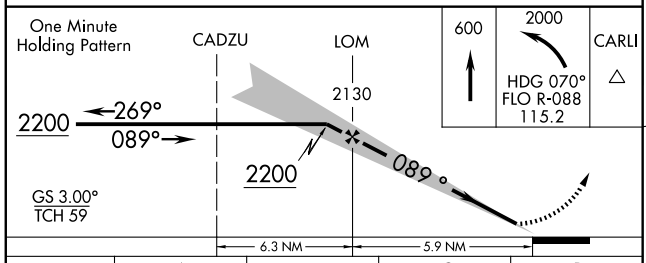
T A ASR — DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile.

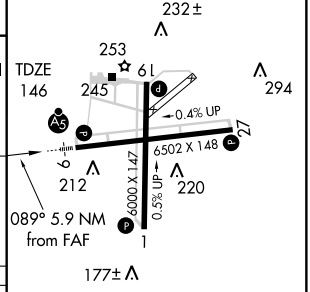
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/FLO 15.9 DME and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
S-ILS 9	346-½ 200 (200-½)			
S-LOC-9	840-½ 694 (700-½)		840-1½ 694 (700-1½)	840-1¾ 694 (700-1¾)
CIRCLING	840-1 694 (700-1)		840-2 694 (700-2)	840-2¼ 694 (700-2¼)

MIRL Rwy 1-19
HIRL Rwy 9-27 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
006°	TDZE	134
	Apt Elev	146

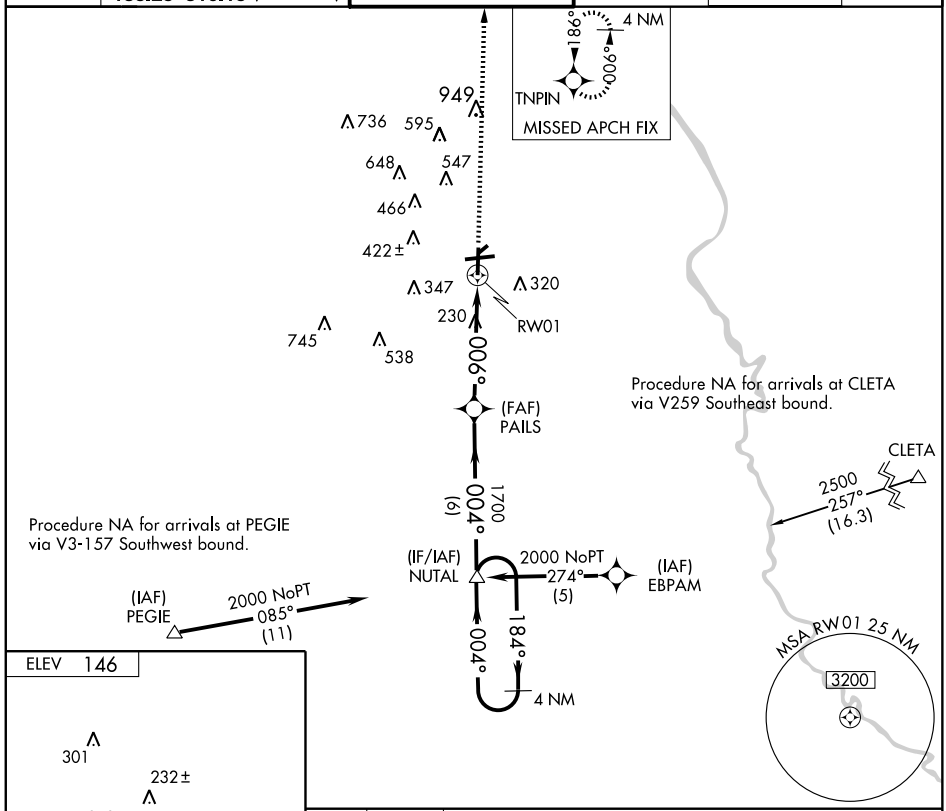
RNAV (GPS) RWY 1
FLORENCE RGNL (FLO)

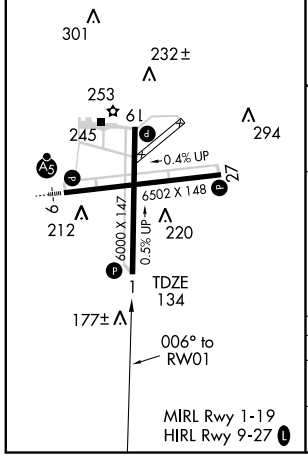
ASR

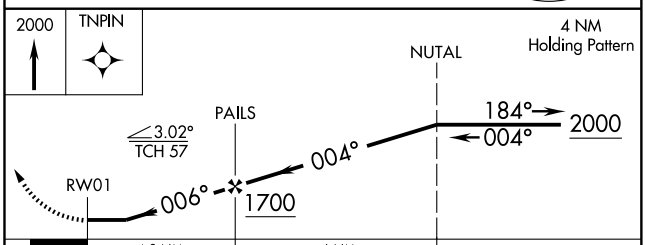
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
LNAV MDA	480-1 346 (400-1)			480-1¼ 346 (400-1¼)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6502
CH 70710	088°	TDZE	146
W09A		Apt Elev	146

RNAV (GPS) RWY 9

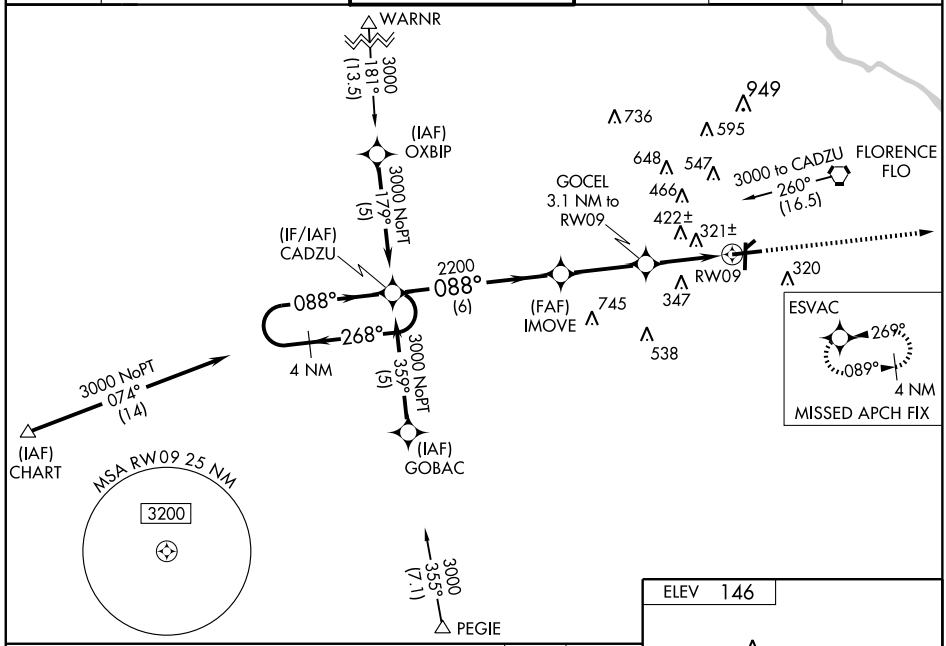
FLORENCE RGNL (FLO)

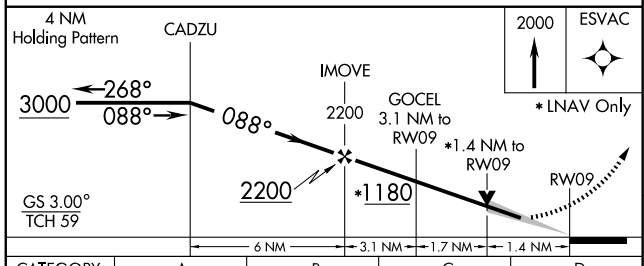
T A ASR For inoperative MALSR, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LPV visibility ¼ mile all Cats. For inoperative MALSR when using Darlington altimeter setting, increase LPV all Cats. visibility to 1¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

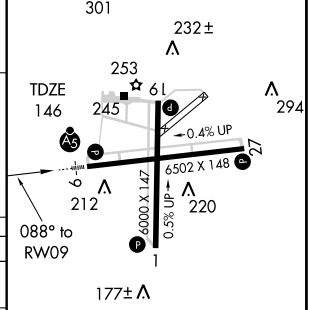
MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95







CATEGORY	A	B	C	D
LPV DA	441-½ 295 (300-½)			
LNAV/VNAV DA	623-1¼ 477 (500-1¼)			
LNAV MDA	660-½ 514 (600-½)		660-1 514 (600-1)	660-1¼ 514 (600-1¼)
CIRCLING	660-1 514 (600-1)		660-1½ 514 (600-1½)	740-2 594 (600-2)

MIRL Rwy 1-19
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6000
186°	TDZE	143
	Apt Elev	146

RNAV (GPS) RWY 19
FLORENCE RGNL (FLO)

ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95

Procedure NA for arrivals at DUNGY via V3 Northbound.

(IAF) DUNGY

2000 NoPT 209° (10.1)

4 NM

Procedure NA for arrivals at COPEL via V259 Northwest bound.

(IF/IAF) TNPIN

186° 006°

(IAF) COPEL

2000 NoPT 094° (7)

2000 NoPT 277° (5)

(IAF) RINCE

2107

1700 186° (6.1)

(FAF) FRACK

949 736 595 648 547 466 419 422±

HOBEN 2.1 NM to RW19

RW19

347 320

2000 301° (15.4)

CARLI

Procedure NA for arrivals at CARLI via V139 Eastbound.

MSA RW19 25 NM

3200

NUTAL

184° 4000°

4 NM

MISSED APCH FIX

PAILS

184°

ELEV 146

186° to RW19

301 232± 253 TDZE 143 294 245

0.4% UP

6L 27

6502 X 148

6000 X 147

0.5% UP

6 212 220 1

177±

2000	PAILS	184° TRK	NUTAL

4 NM Holding Pattern

TNPIN

FRACK

HOBEN 2.1 NM to RW19

3.04° TCH 42

186° 006° 186° 2000

RW19 840 1700

2.1 NM 2.6 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1 437 (500-1)		580-1¼ 437 (500-1¼)	580-1½ 437 (500-1½)
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

MIRL Rwy 1-19
HIRL Rwy 9-27 L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6502
CH 61310	269°	TDZE	139
W27A		Apt Elev	146

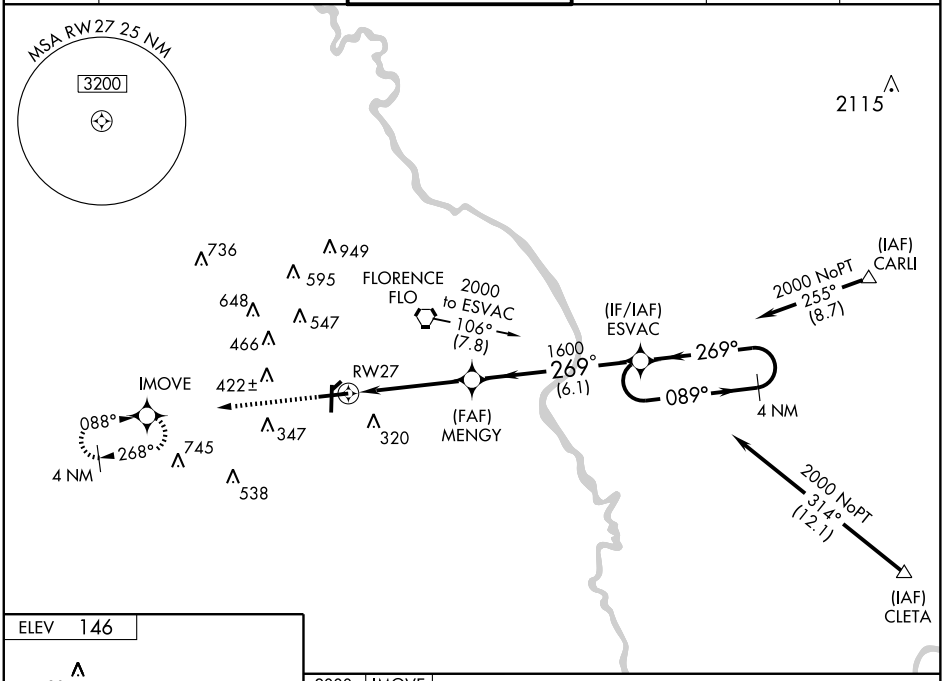
RNAV (GPS) RWY 27

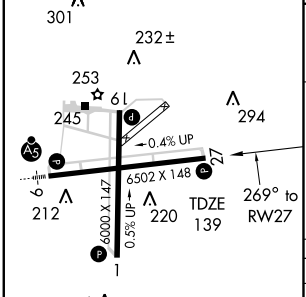
FLORENCE RGNL (FLO)

Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Darlington ASR altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats. visibility ¼ mile and LNAV Cat. D ¼ mile.

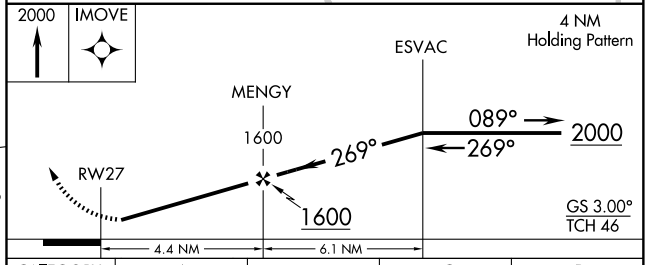
MISSED APPROACH: Climb to 2000 direct IMOVE and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





MIRL Rwy 1-19
HIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	474-1¼ 335 (400-1¼)			
LNAV/VNAV DA	595-1¾ 456 (500-1¾)			
LNAV MDA	560-1 421 (500-1)		560-1¼ 421 (500-1¼)	
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	232°	TDZE	N/A
Chan 99		Apt Elev	146

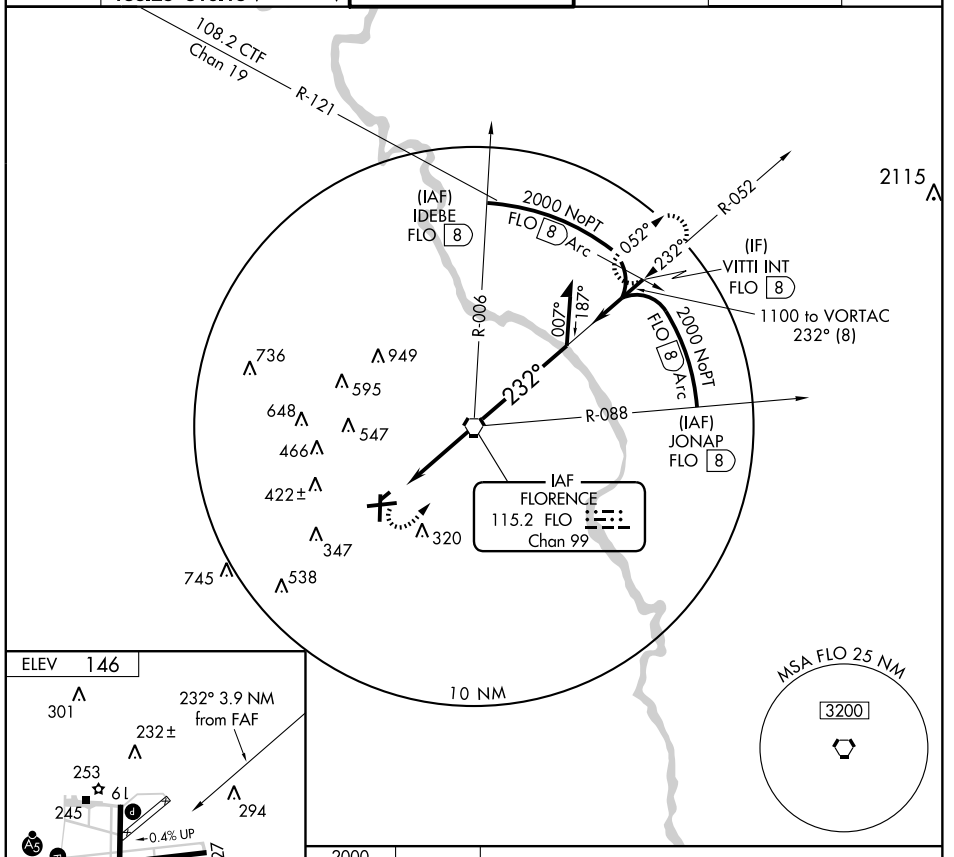
VOR or TACAN-A
FLORENCE RGNL (FLO)

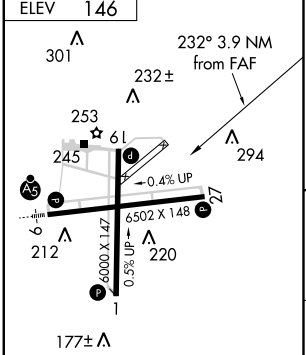
ASR

When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 ft.

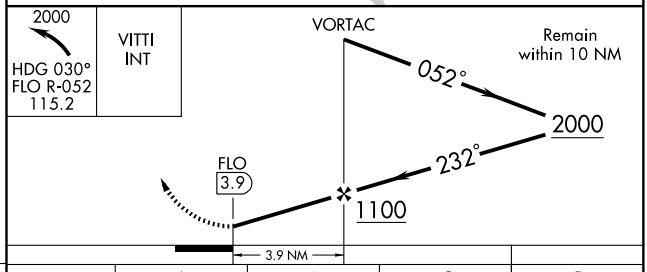
MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI Int/FLO 8 DME and hold.

ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





MIRL Rwy 1-19
HIRL Rwy 9-27 L



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	640-1 494 (500-1)		640-1½ 494 (500-1½)	740-2 594 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

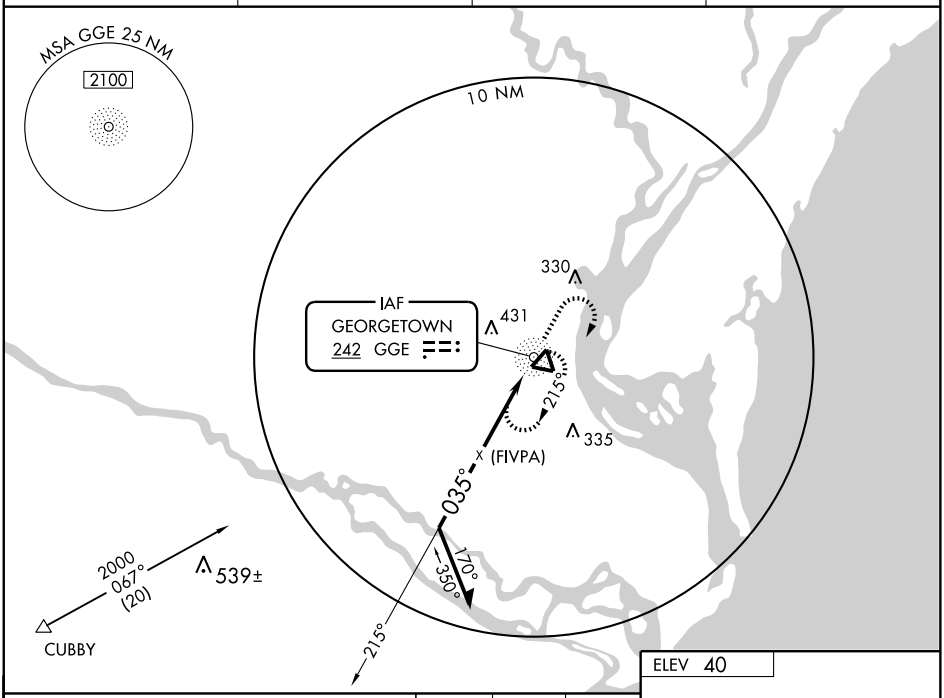
NDB GGE	APP CRS	Rwy Idg	5000
242	035°	TDZE	39
		Apt Elev	40

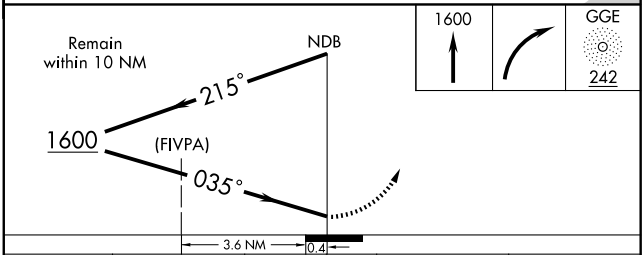
NDB or GPS RWY 5
GEORGETOWN COUNTY (GGE)

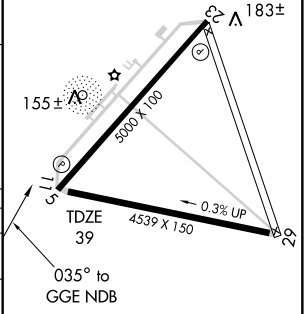
NA — If local altimeter not received, use Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1600 then right turn direct GGE NDB and hold.

AWOS-3	MYRTLE BEACH APP CON ★	CLNC DEL (GCO)	UNICOM
118.275	127.4 257.95	119.7	123.0 (CTAF)







CATEGORY	A	B	C	D
S-5	520-1	481 (500-1)	520-1¼ 481 (500-1¼)	520-1½ 481 (500-1½)
CIRCLING	520-1	480 (500-1)	520-1½ 480 (500-1½)	740-2¼ 700 (700-2¼)
MYRTLE BEACH INTL ALTIMETER SETTING				
S-5	640-1	601 (700-1)	640-1¾ 601 (700-1¾)	640-2 601 (700-2)
CIRCLING	640-1	600 (600-1)	640-1¾ 600 (600-1¾)	860-2¾ 820 (900-2¾)

MIRL Rwy 5-23 and 11-29

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH 58108 W23A	APP CRS 227°	Rwy Idg 5000 / TDZE 37 / Apt Elev 39

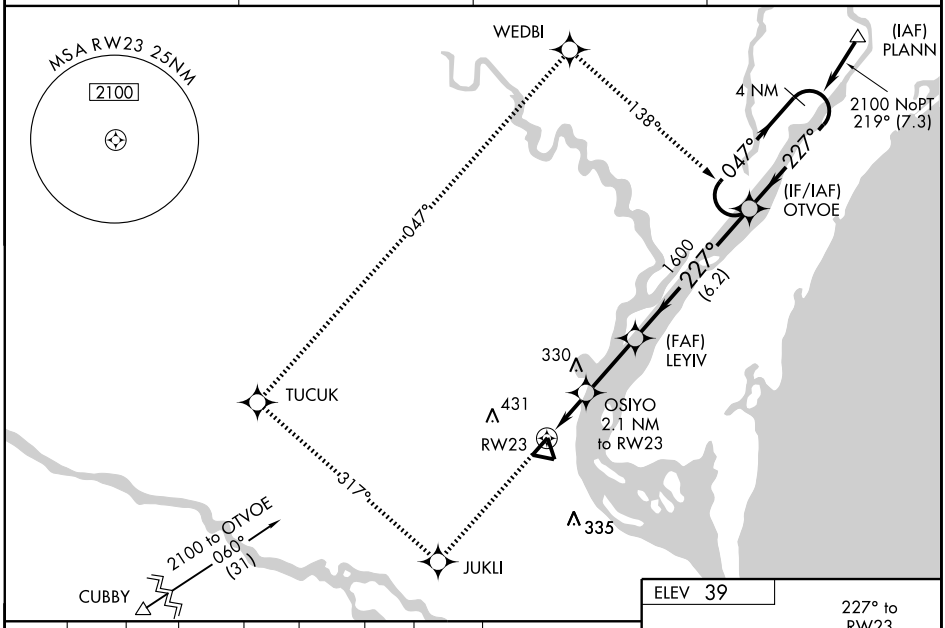
RNAV (GPS) RWY 23
GEORGETOWN COUNTY (GGE)

T
NA

Baro-VNAV NA when using Myrtle Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV and Circling visibility Cat. D ¼ mile.

MISSED APPROACH: Climb to 2100 direct JUKLI and via 317° track to TUCUK and via 047° track to WEDBI and via 138° track to OTVOE and hold.

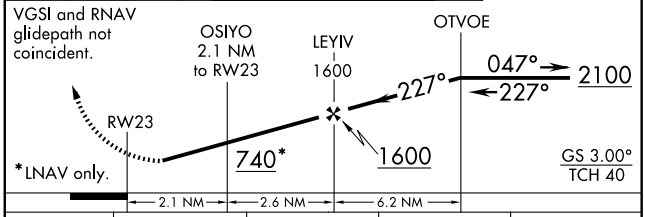
AWOS-3	MYRTLE BEACH APP CON ★	CLNC DEL (GCO)	UNICOM
118.275	127.4 257.95	119.7	123.0 (CTAF)

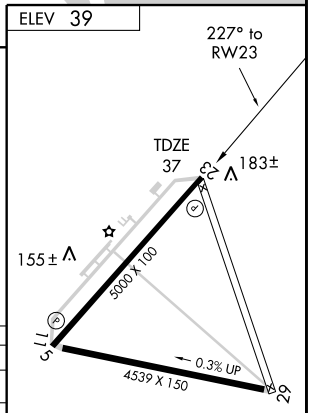


2100	JUKLI	TRK 317°	TUCUK	TRK 047°	WEDBI	TRK 138°	OTVOE

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA		357-1¼	320 (400-1¼)	
LNAV/VNAV DA		507-1¾	470 (500-1¾)	
LNAV MDA	440-1 403 (500-1)		440-1¼ 403 (500-1¼)	
CIRCLING	520-1 481 (500-1)		520-1½ 481 (500-1½)	800-2½ 761 (800-2½)

MIRL Rwy 5-23 and 11-29

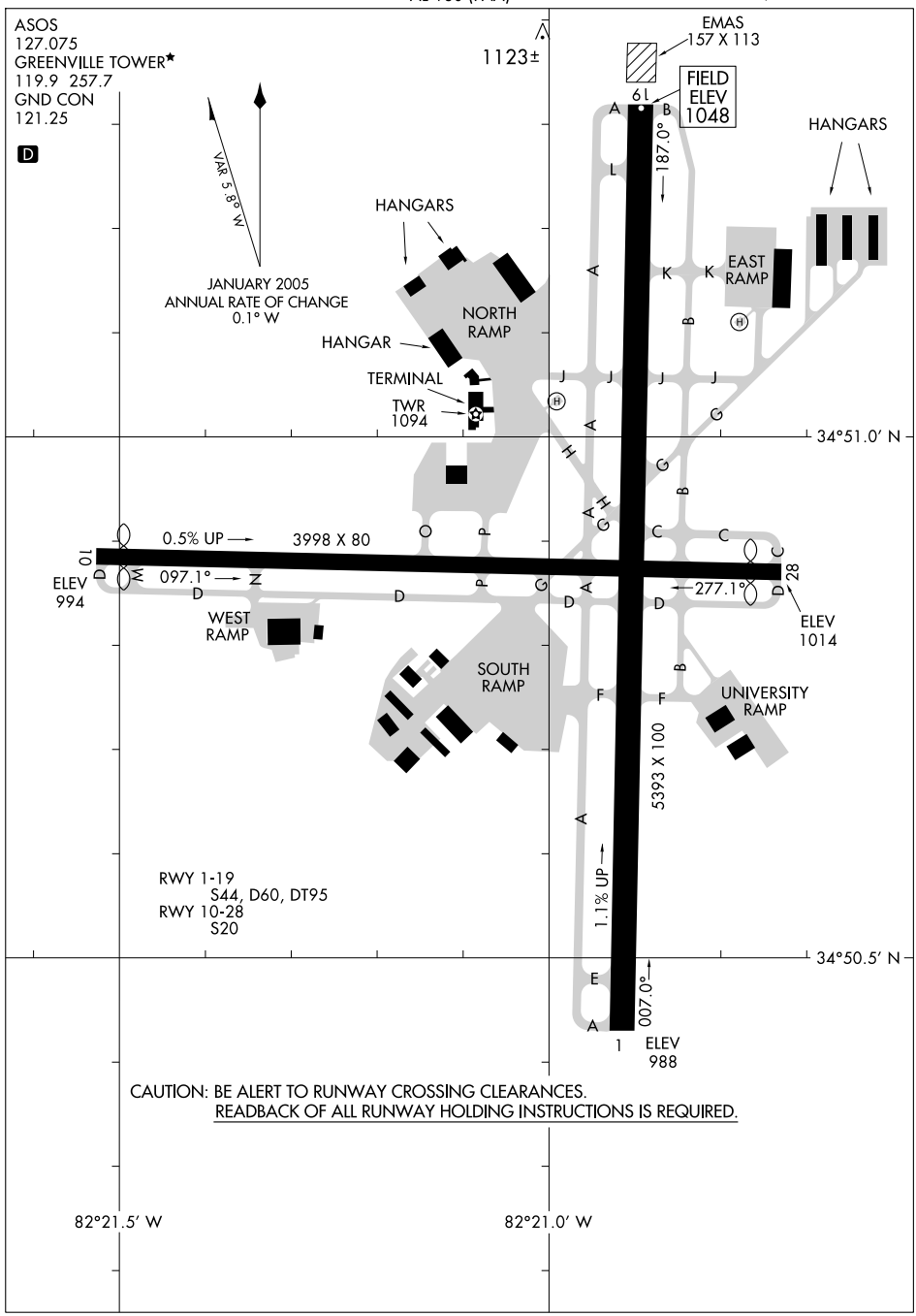
SE-2. 17 DEC 2009 to 14 JAN 2010

09183

AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GMU	APP CRS	Rwy Idg	5393
109.7	006°	TDZE	1015
		Apt Elev	1048

ILS or LOC RWY 1
GREENVILLE DOWNTOWN (GMU)

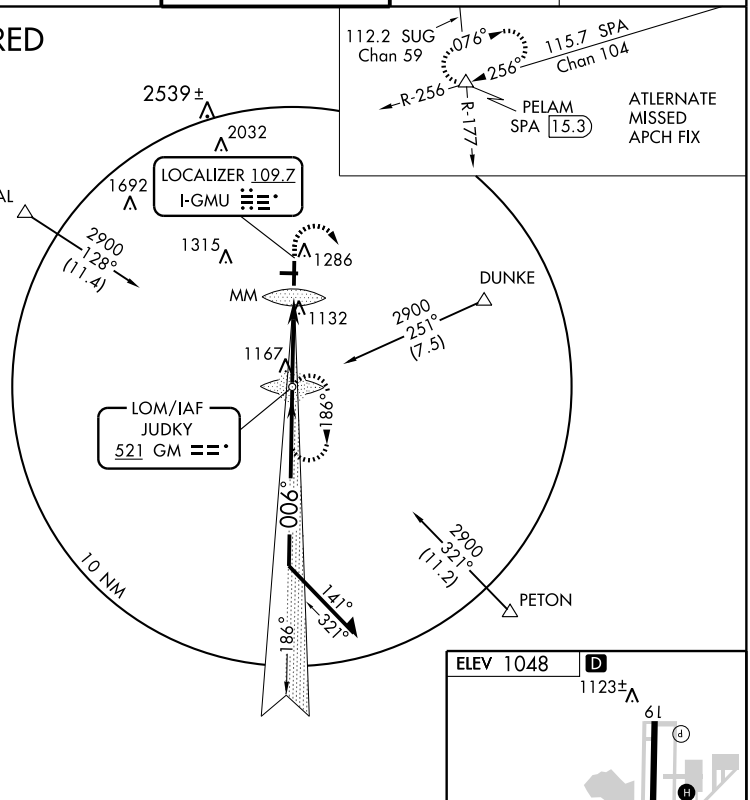
ASR: If local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet. ADF REQUIRED.

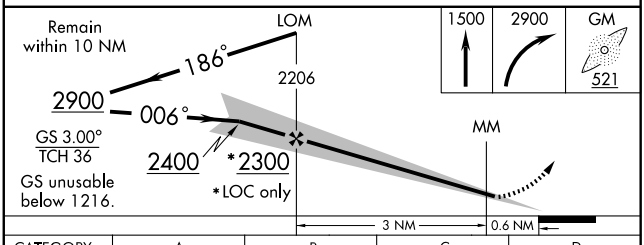
MALSF

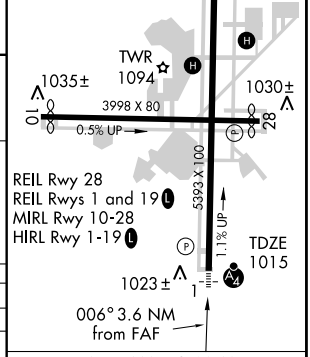
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 1	1216-¾ 201 (200-¾)			
S-LOC 1	1400-¾ 385 (400-¾)			1400-1¼ 385 (400-1¼)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2. 17 DEC 2009 to 14 JAN 2010

LOM GM	APP CRS	Rwy Idg	5393
521	006°	TDZE	1015
		Apt Elev	1048

NDB RWY 1

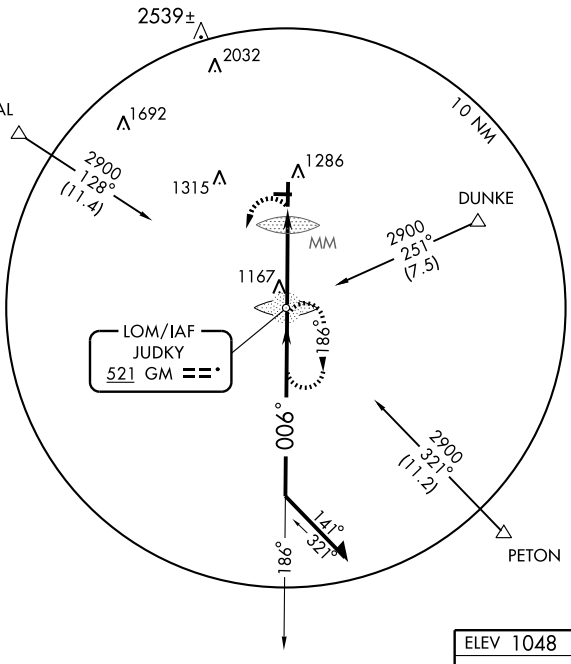
GREENVILLE DOWNTOWN (GMU)

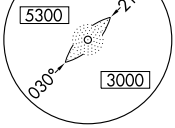
T A NA ASR — Inoperative table does not apply to Cat C. If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

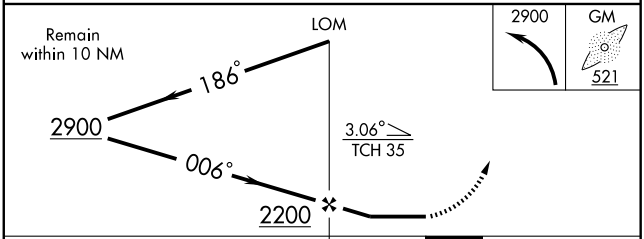
MALSF

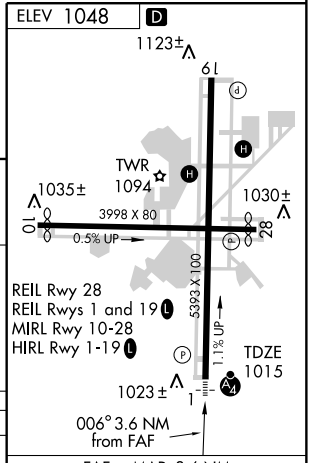
MISSED APPROACH: Climbing left turn to 2900 direct GM LOM and hold, continue climb-in-hold to 2900.

ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95









CATEGORY	A	B	C	D
S-1	1480-¾ 465 (500-¾)		1480-1¼ 465 (500-1¼)	1480-1½ 465 (500-1½)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5393
CH 53413	006°	TDZE	1015
W01A		Apt Elev	1048

RNAV (GPS) RWY 1
GREENVILLE DOWNTOWN (GMU)

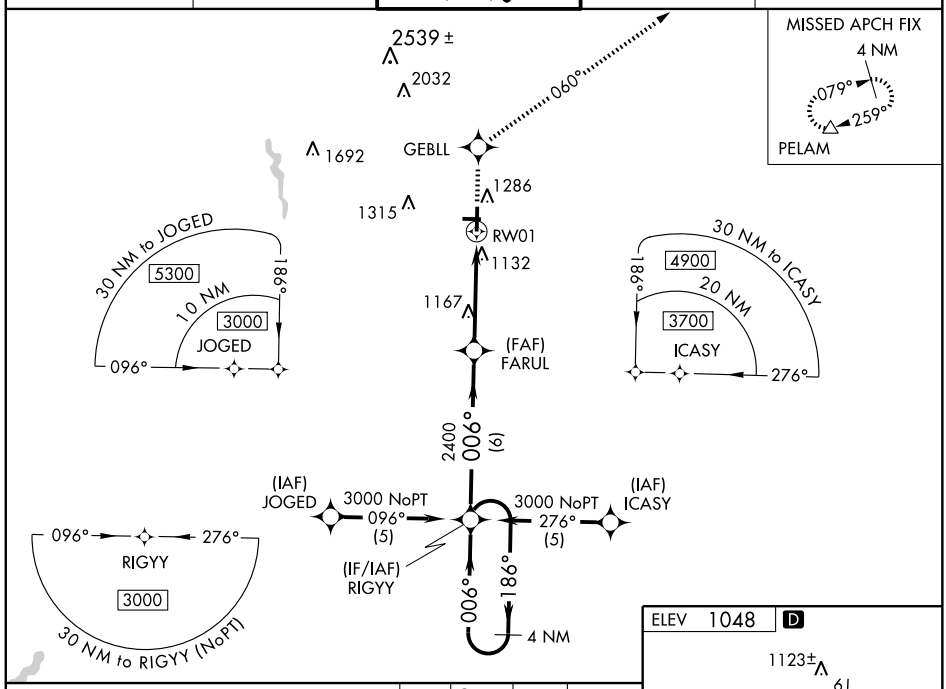
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

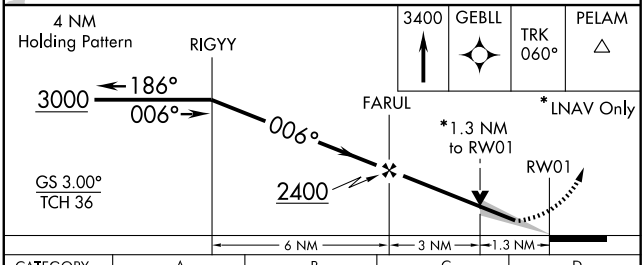
ASR

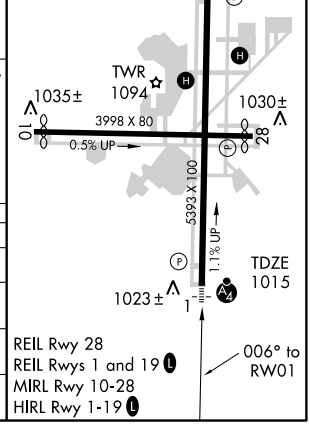
MALSF

MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

ASOS	GREER APP CON	GREENVILLE TOWER★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95







CATEGORY	A	B	C	D
LPV DA	1215-¾ 200 (200-¾)			
LNAV/VNAV DA	1415-1½ 400 (400-1½)			
LNAV MDA	1440-¾ 425 (400-¾)		1440-1¼ 425 (400-1¼)	
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3463
096°	TDZE	1013
	Apt Elev	1048

RNAV (GPS) RWY 10
GREENVILLE DOWNTOWN (GMU)

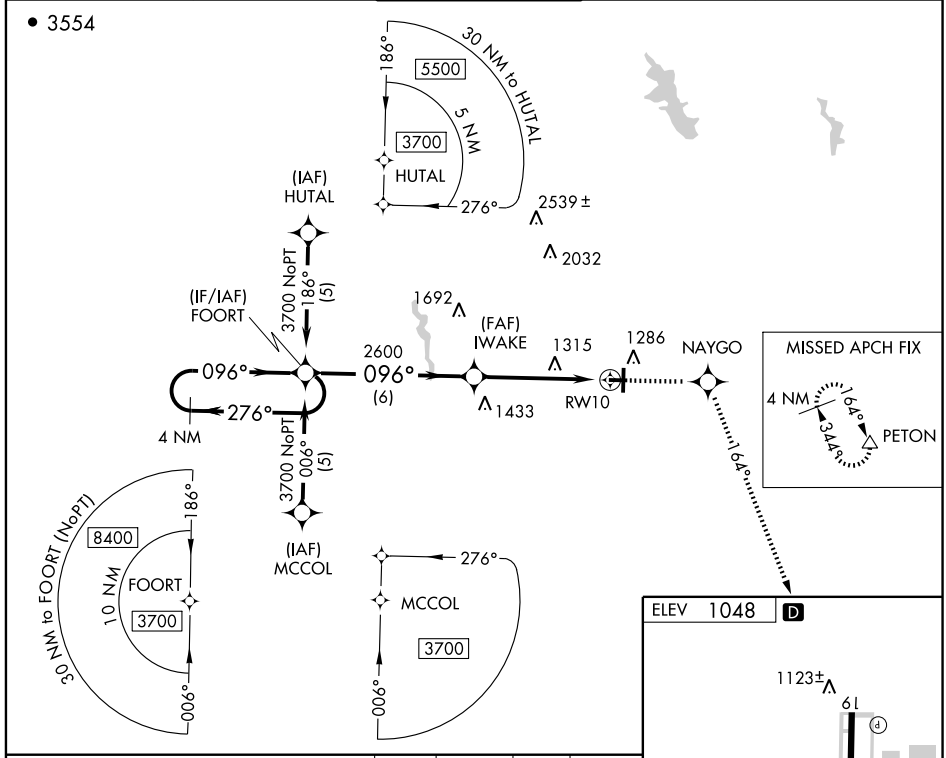
V A ASR

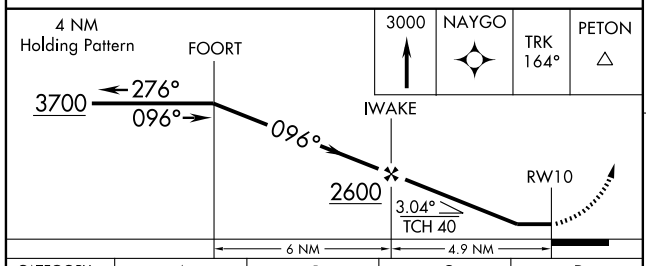
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greer altimeter setting and increase all MDA 40 feet, and LNAV Cats. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NAYGO and via track 164° to PETON and hold.

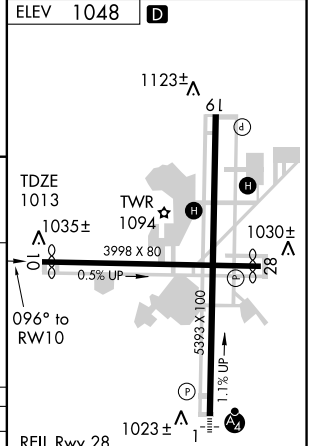
ASOS	GREER APP CON	GREENVILLE TOWER*	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95

• 3554





CATEGORY	A	B	C	D
LNAV MDA	1580-1 567 (600-1)		1580-1½ 567 (600-1½)	1580-1¾ 567 (600-1¾)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)



SE-2, 17 DEC 2009 to 14 JAN 2010

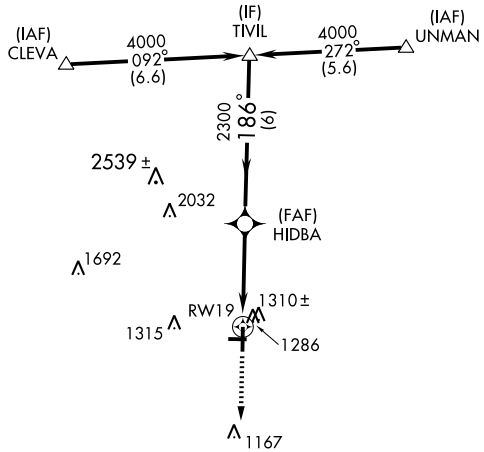
APP CRS	Rwy Idg	5393
186°	TDZE	1048
	Apt Elev	1048

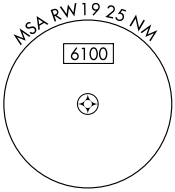
RNAV (GPS) RWY 19
GREENVILLE DOWNTOWN (GMU)

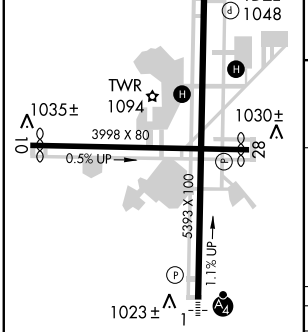
ASR — If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct WANOL and hold.

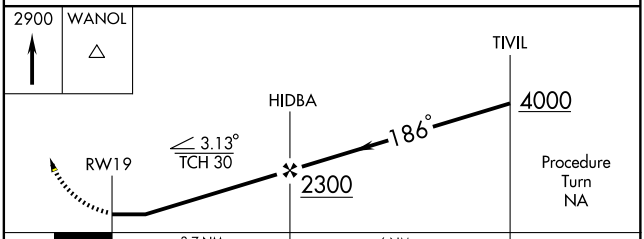
ASOS	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 385.4	119.9 (CTAF) L 257.7	121.25	122.95







REIL Rwy 28
REIL Rwys 1 and 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 512 (600-1)		1560-1½ 512 (600-1½)	1560-1¾ 512 (600-1¾)
CIRCLING	1620-1 572 (600-1)		1620-1½ 572 (600-1½)	1740-2¼ 692 (700-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

09071

AIRPORT DIAGRAM

GREENVILLE/ DONALDSON CENTER (GYH)
GREENVILLE, SOUTH CAROLINA

AL-179 (FAA)

AWOS-3
127.325
DONALDSON TOWER ★
133.325 269.25
GND CON
121.4
CLNC DEL
121.4
125.95 (When Tower Closed)

VAR 5.7°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

ELEV
918

34° 46′ N

225.7°
0.6% UP
5
23
8000 X 150
A
A1
B
B1
B2
B3
B4
FBO
FBO
HANGAR
CONTROL
TOWER
1038 ±
FIELD
ELEV
955
045.7°
0.3% DOWN
1043

34° 45′ N

RWY 5-23
S30, D120, ST152, DT200

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

82° 23′ W
82° 22′ W

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-GYH	APP CRS	Rwy Idg	8000
108.3	044°	TDZE	955
Chan 20		Apt Elev	955

ILS or LOC RWY 5

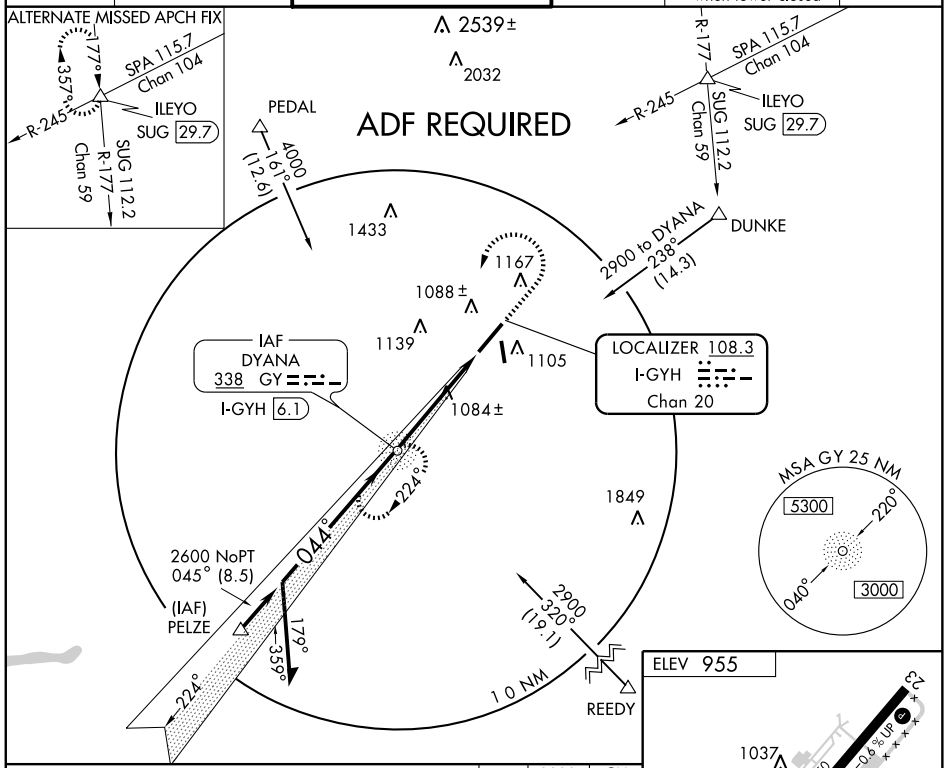
GREENVILLE/ DONALDSON CENTER (GYH)

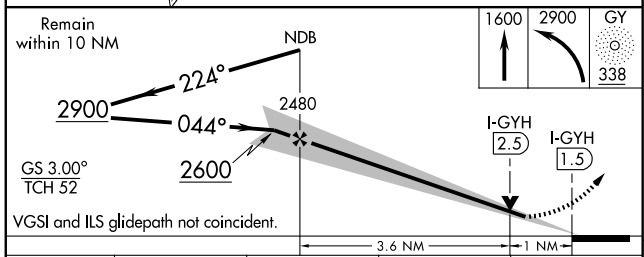
When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat. C visibility ¼ mile.

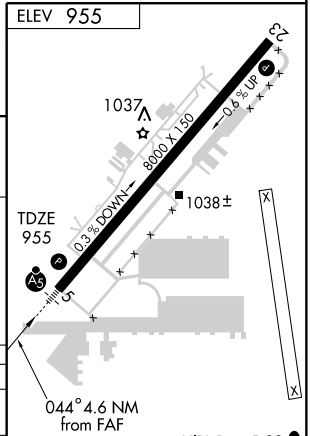
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct DYANA NDB and hold, continue climb-in-hold to 2900.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







CATEGORY	A	B	C	D
S-ILS 5	1155-½ 200 (200-½)			
S-LOC 5	1340-½ 385 (400-½)			1340-¾ 385 (400-¾)
CIRCLING	1420-1 465 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

HIRL Rwy 5-23 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB GY	APP CRS	Rwy Idg	8000
338	043°	TDZE	955
		Apt Elev	955

NDB RWY 5

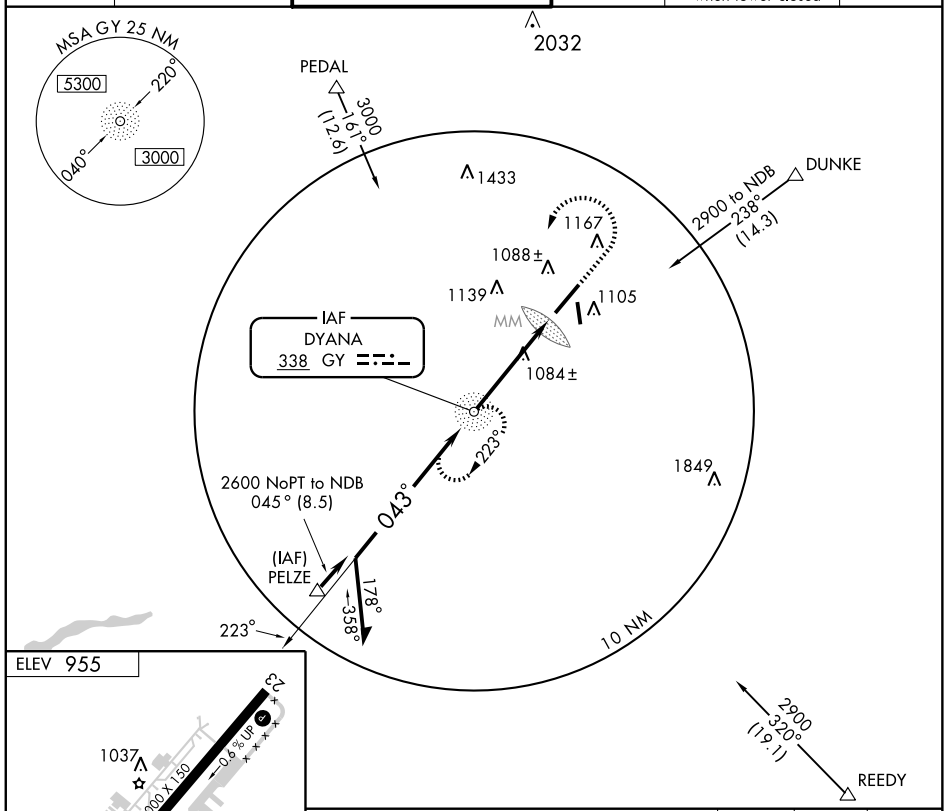
GREENVILLE/ DONALDSON CENTER (GYH)

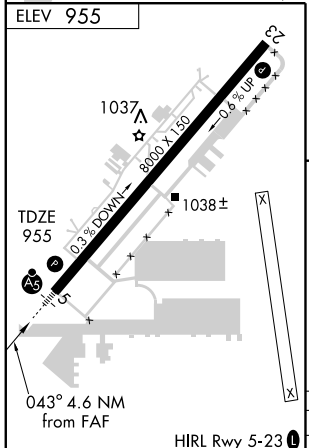
T NA — If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet.

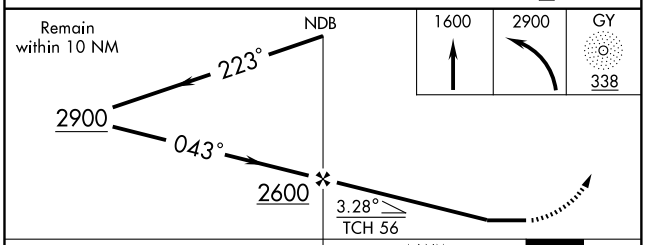
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct GY NDB and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-5	1440-¾ 485 (500-¾)			1440-1¼ 485 (500-1¼)
CIRCLING	1440-1 485 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 72603	044°	Rwy Idg	8000
W05A		TDZE	955
		Apt Elev	955

RNAV (GPS) RWY 5

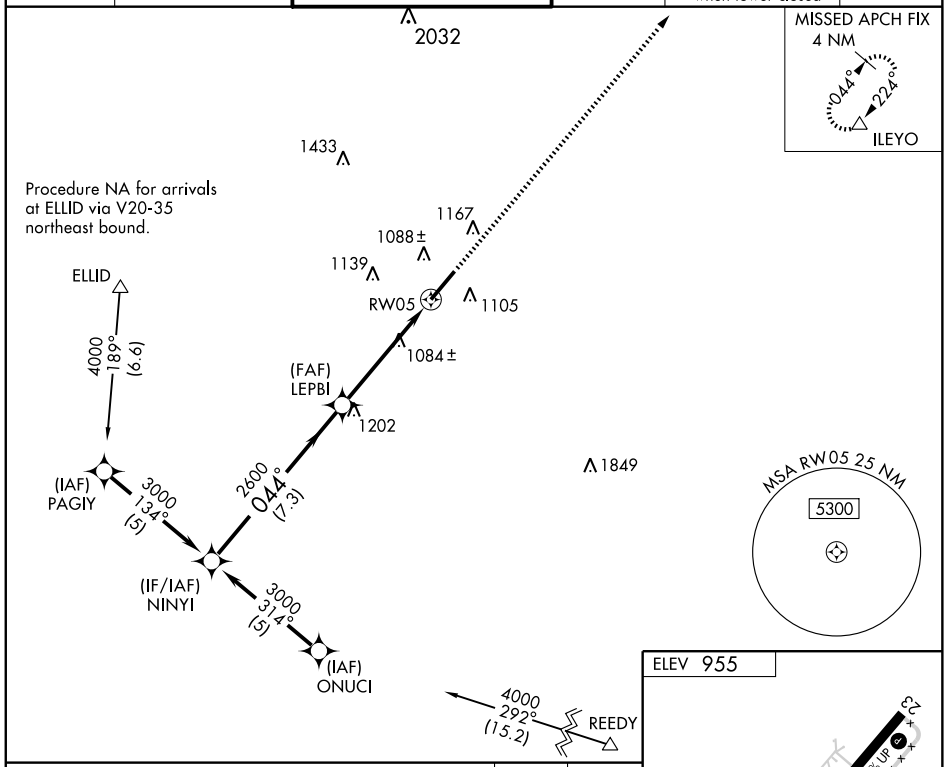
GREENVILLE/ DONALDSON CENTER (GYH)

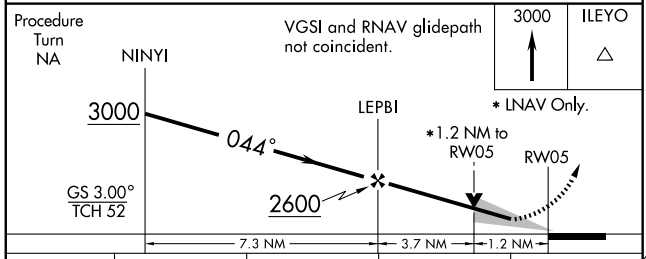
T NA — If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

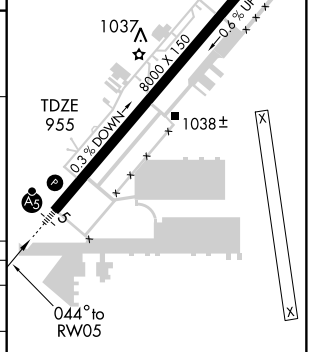
MALSR

MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7







CATEGORY	A	B	C	D
LPV DA	1208-½ 253 (300-½)			
LNAV MDA	1400-½ 445 (500-½)		1400-¾ 445 (500-¾)	1400-1 445 (500-1)
CIRCLING	1420-1 465 (500-1)		1480-1½ 525 (600-1½)	1520-2 565 (600-2)

HIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
224°	TDZE	937
	Apt Elev	955

RNAV (GPS) RWY 23

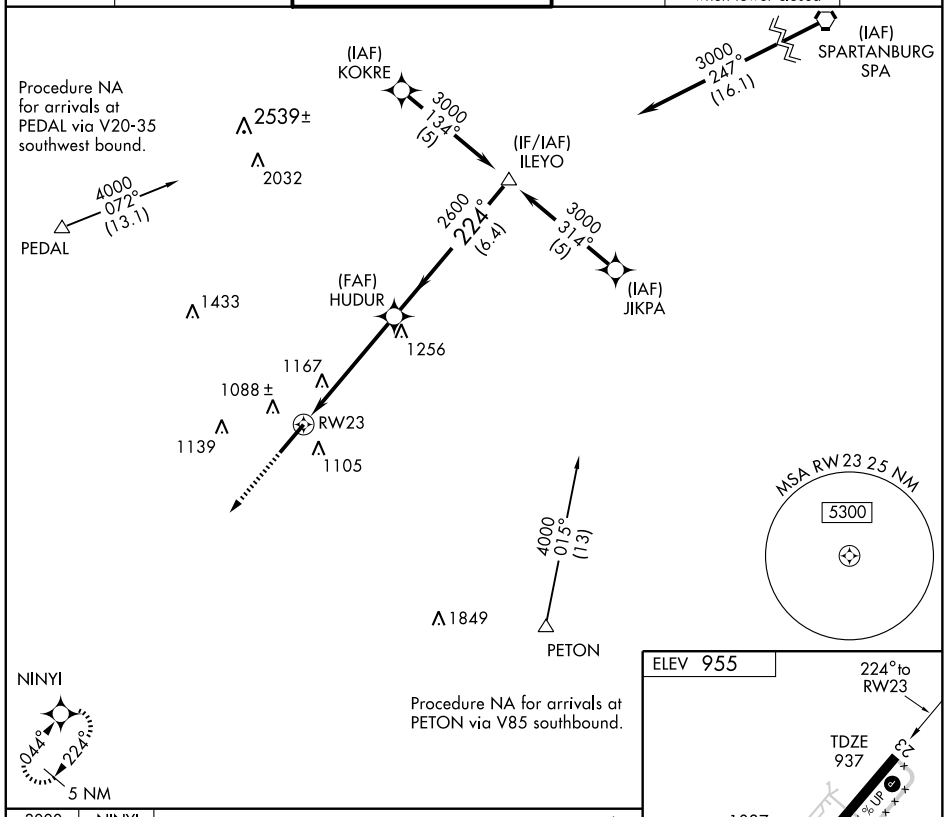
GREENVILLE/ DONALDSON CENTER (GYH)

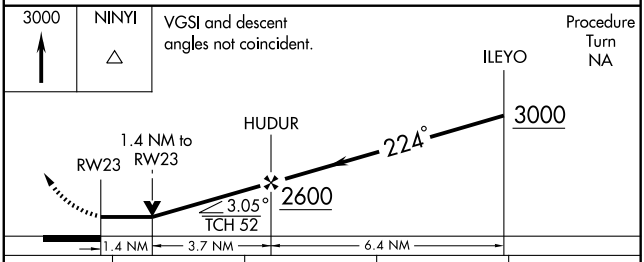
NA

If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. VDP NA when using Greer altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

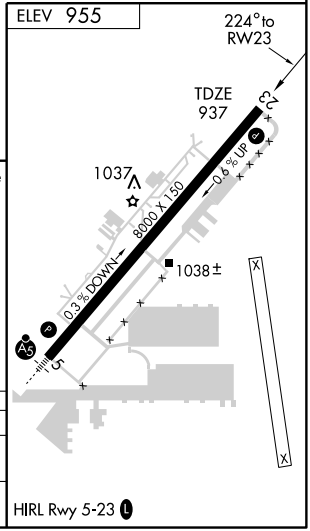
MISSED APPROACH: Climb to 3000 direct NINYI and hold.

AWOS-3	GREER APP CON ★	DONALDSON TOWER ★	GND CON	CLNC DEL	UNICOM
127.325	118.8 385.4	133.325 (CTAF) L 269.25	121.4	121.4 *125.95 *when tower closed	122.7





CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	1420-1½ 483 (500-1½)
CIRCLING	1420-1	465 (500-1)	1480-1½ 525 (600-1½)	1520-2 565 (600-2)



SE-2. 17 DEC 2009 to 14 JAN 2010

NDB GIW	APP CRS	Rwy Idg	5003
239	269°	TDZE	629
		Apt Elev	631

NDB or GPS RWY 27

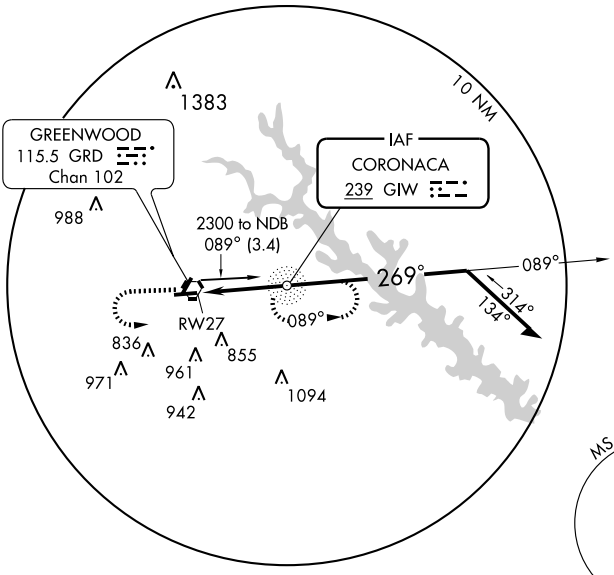
GREENWOOD COUNTY (GRD)

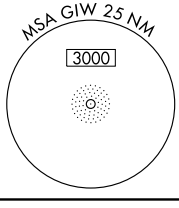
When local altimeter setting not received, use Anderson altimeter setting. Inoperative table does not apply to S-27 Cat. C and Anderson altimeter setting minimums S-27 Cat. C.

ODALS

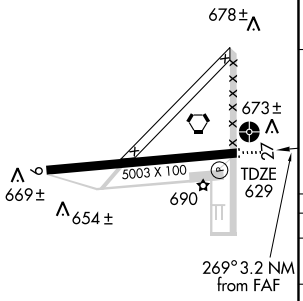
MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GIW NDB and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L





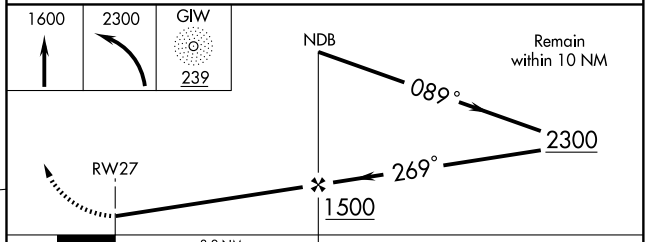
ELEV 631



MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-27	1060-¾ 431 (500-¾)		1060-1¼ 431 (500-1¼)	1060-1½ 431 (500-1½)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)
ANDERSON ALTIMETER SETTING MINIMUMS				
S-27	1160-¾ 531 (600-¾)		1160-1½ 531 (600-1½)	1160-1¾ 531 (600-1¾)
CIRCLING	1180-1 549 (600-1)		1180-1½ 549 (600-1½)	1360-2¼ 729 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC GRD	APP CRS	Rwy Idg	5003
115.5	080°	TDZE	631
Chan 102		Apt Elev	631

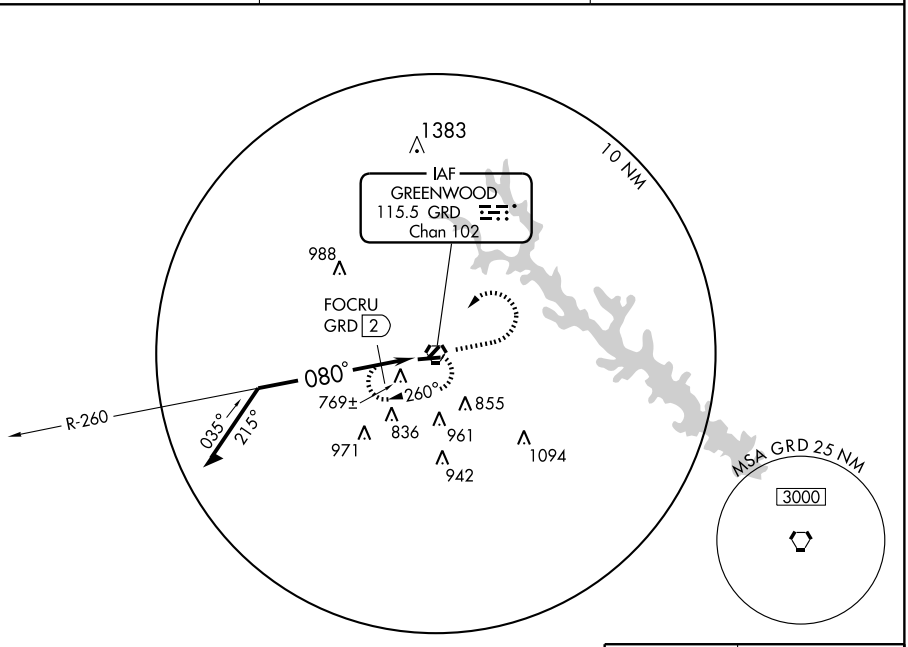
VOR or GPS RWY 9

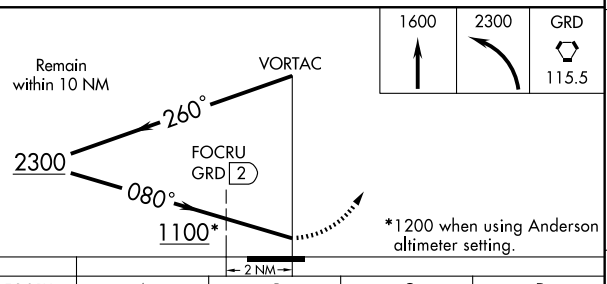
GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-9 and FOCRU FIX MINIMUMS Cats. C and D visibility ¼ mile, Circling Cat. D visibility ½ mile.

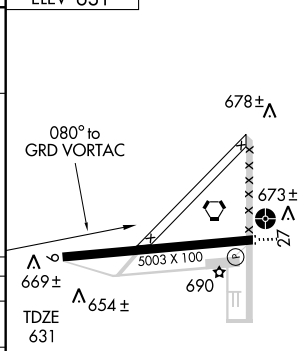
MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L





*1200 when using Anderson altimeter setting.



CATEGORY	A	B	C	D
S-9	1100-1 469 (500-1)		1100-1¼ 469 (500-1¼)	1100-1½ 469 (500-1½)
CIRCLING	1100-1 469 (500-1)		1100-1½ 469 (500-1½)	1280-2 649 (700-2)
FOCRU FIX MINIMUMS				
S-9	1020-1 389 (400-1)			1020-1¼ 389 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC GRD	APP CRS	Rwy Idg 5003
115.5	280°	TDZE 629
Chan 102		Apt Elev 631

VOR RWY 27

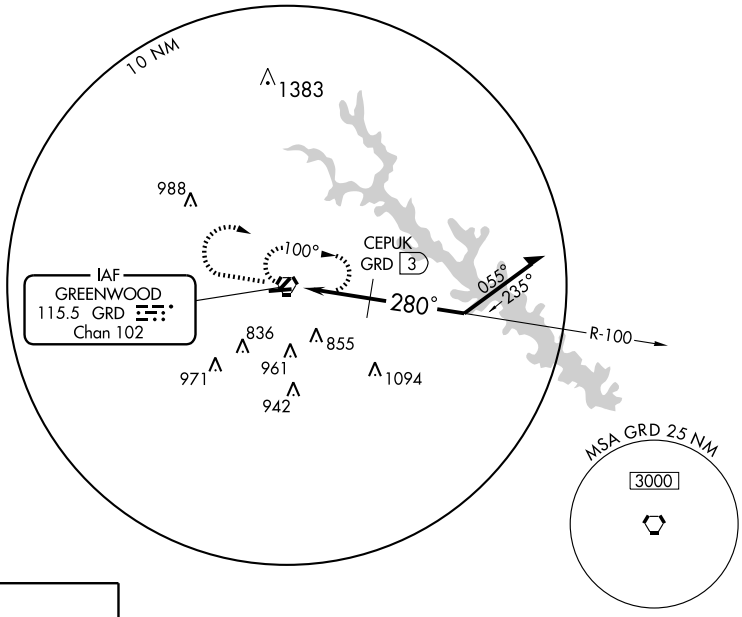
GREENWOOD COUNTY (GRD)

When local altimeter setting not received, use Anderson altimeter setting and increase all MDA 100 feet and S-27 Cats. C and D visibility ¼ mile, Circling Cat. C visibility ¼ mile and Cat. D visibility ½ mile, CEPUK FIX MINIMUMS: Increase S-27 Cat. C visibility ½ mile, Cat. D visibility ¼ mile, Circling Cat. D visibility ½ mile. Inoperative table does not apply to S-27 Cat. C. When using Anderson altimeter setting, inoperative table does not apply to S-27 Cat. C or CEPUK FIX MINIMUMS: S-27 Cat. C.

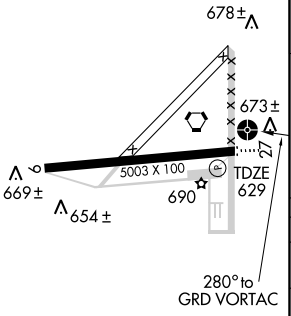
ODALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct GRD VORTAC and hold.

ASOS	GREER APP CON ★	UNICOM
121.125	120.6 350.2	122.8 (CTAF) L

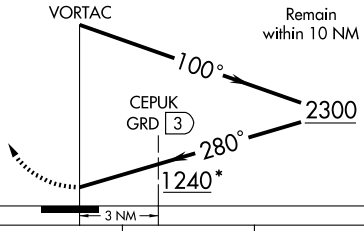


ELEV 631



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

1800	2300	GRD
		115.5



*1340 when using Anderson altimeter setting.

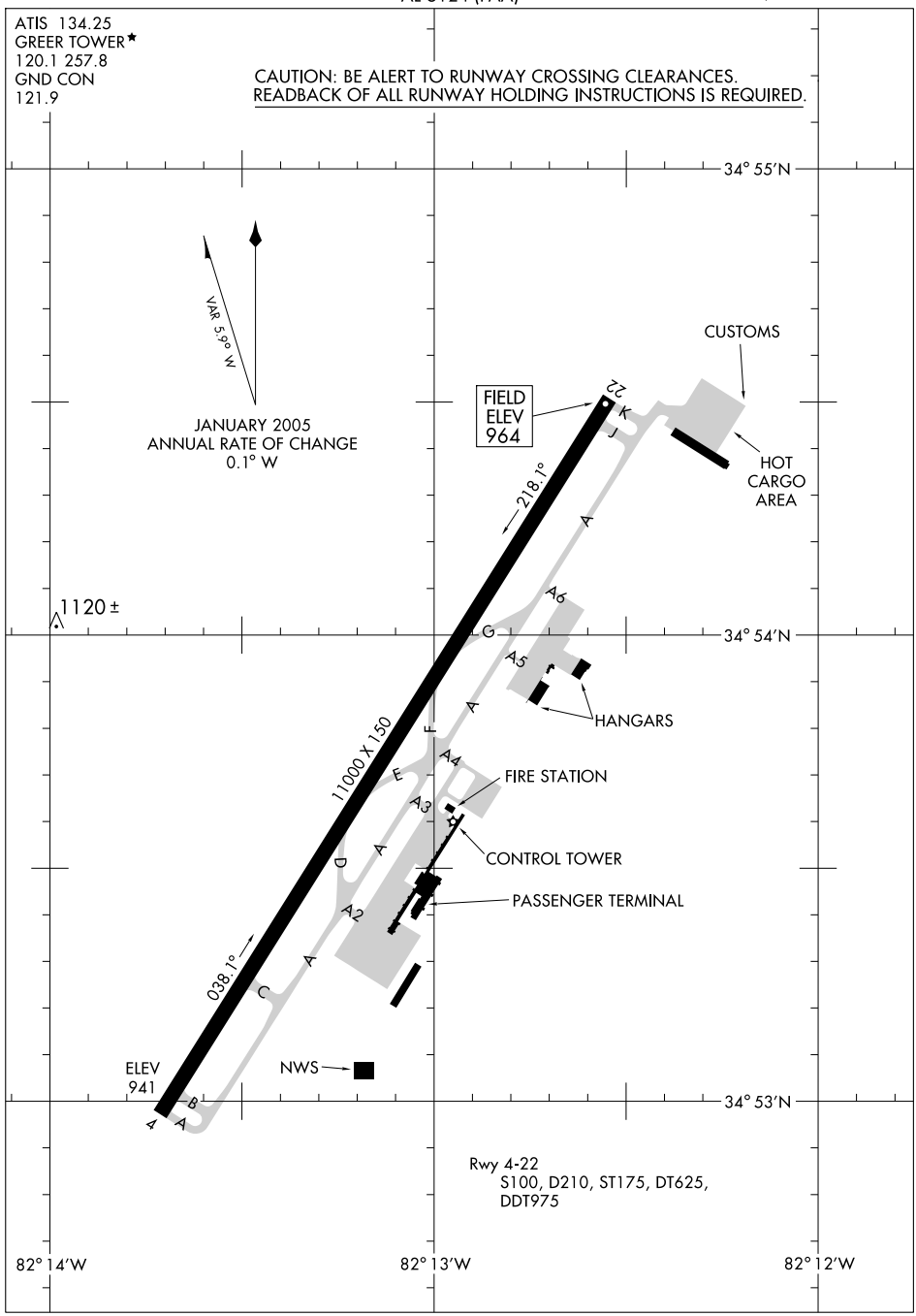
CATEGORY	A	B	C	D
S-27	1240-¾ 611 (700-¾)		1240-1¾ 611 (700-1¾)	1240-2 611 (700-2)
CIRCLING	1240-1 609 (700-1)		1240-1¾ 609 (700-1¾)	1280-2 649 (700-2)
CEPUK FIX MINIMUMS				
S-27	1020-¾ 391 (400-¾)			1020-1¼ 391 (400-1¼)
CIRCLING	1080-1 449 (500-1)	1100-1 469 (500-1)	1100-1½ 469 (500-1½)	1280-2 649 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

07298

AIRPORT DIAGRAM

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)
AL-5124 (FAA)
GREER, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS or LOC RWY 4

GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

ASR

When local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DA to 1176, increase all MDA 40 feet. Cat. II/III NA.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95

ADF or RADAR REQUIRED

MSA GS 25 NM
5300
090° 270°
3000

3000 to GREER
197° (12.6)
UNMAN

1348
2539±
1216
1170
2032
1200±
1120
1110
IM
1109
1118
1120±
MM

LOM
JUDKY
521 GM

LOCALIZER 109.3
I-GSP

DO NOT CONFUSE
WITH GREER (GS) OM

LOM/IAF
GREER
287 GS

038°
218°
173°
353°
10 NM

3000 to GREER
053°
(19.5)
PELZE

SPARTANBURG
115.7 SPA
Chan 104
3000 to GREER
235°
(21.8)
R-194
014°
194°

FAIRMONT
248 FRT

FAIRMONT
248 FRT
063°
243°
ALTERNATE
MISSED APCH FIX

Remain
within 10 NM
GREER
LOM
218°
3000
038°
2537
MM
IM
GS 3.00°
TCH 55
2600
4.3 NM
0.3
0.2

3000
SPA
115.7

ELEV 964
HIRL Rwy 4-22 L
TDZ/CL Rwy 4
11000 X 150
TWR
1061
TDZE
947
1082
038° 4.8 NM
from FAF

CATEGORY	A	B	C	D
S-ILS 4	1147/18 200 (200-½)			
S-LOC 4	1380/24 433 (500-½)		1380/40 433 (500-¾)	1380/50 433 (500-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2. 17 DEC 2009 to 14 JAN 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS RWY 4 (CAT II)

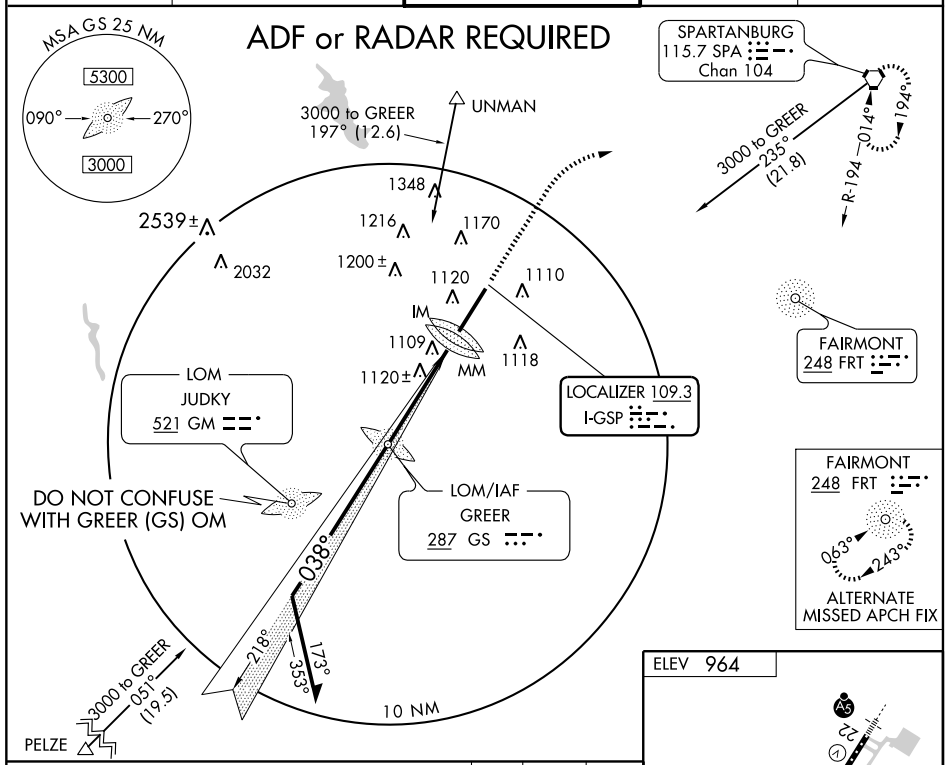
GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

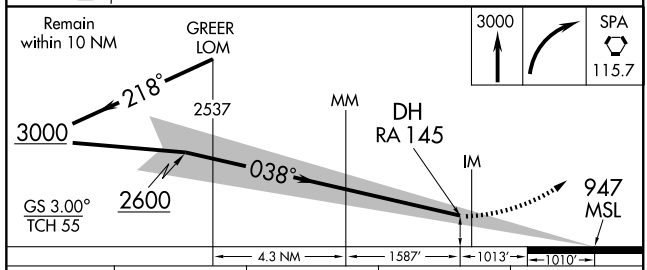
ASR

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

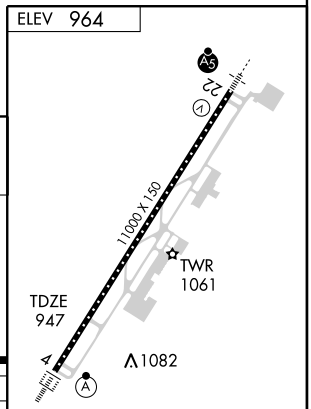
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	RA 145/12 100 DA 1047			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-GSP	APP CRS	Rwy Idg	11000
109.3	038°	TDZE	947
		Apt Elev	964

ILS RWY 4 (CAT III)

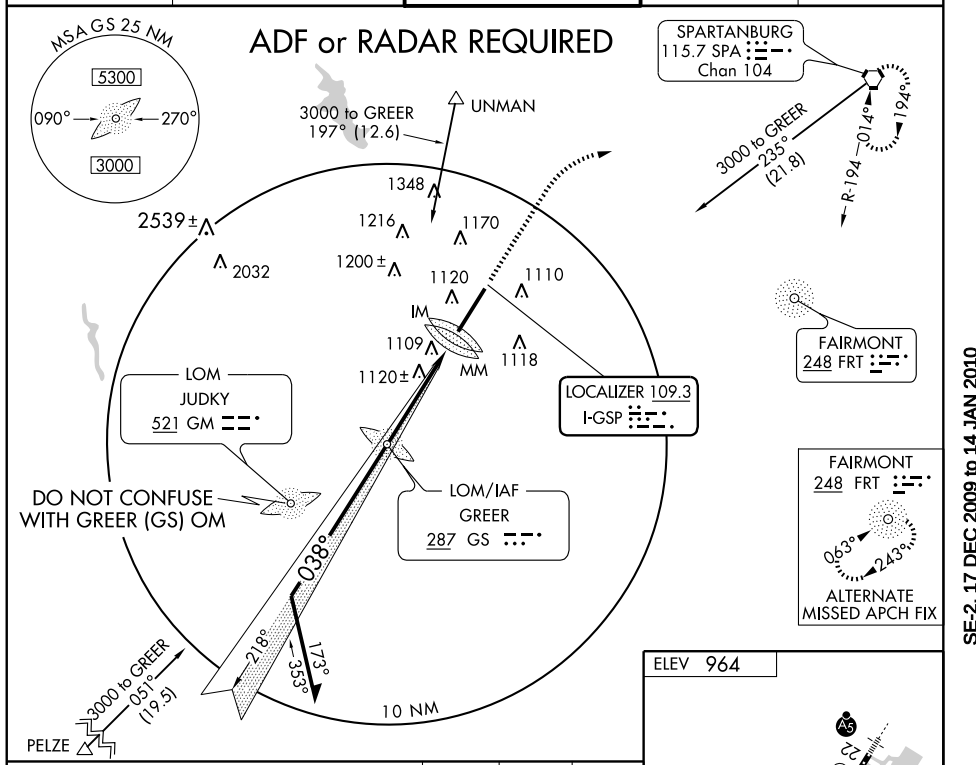
GREER/
GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

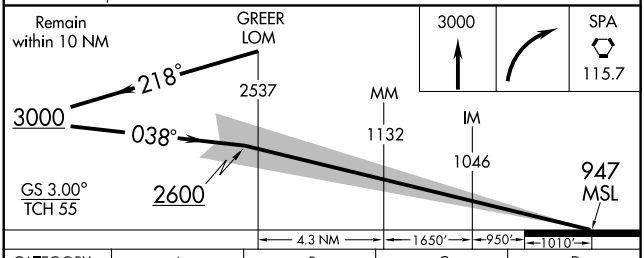
ASR

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

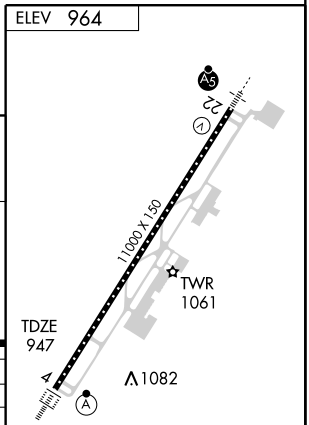
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	CAT IIIa	RVR 07		
S-ILS 4	CAT IIIb	RVR 06		
S-ILS 4	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-LMJ	APP CRS	Rwy Idg	11000
110.7	218°	TDZE	964
		Apt Elev	964

ILS RWY 22

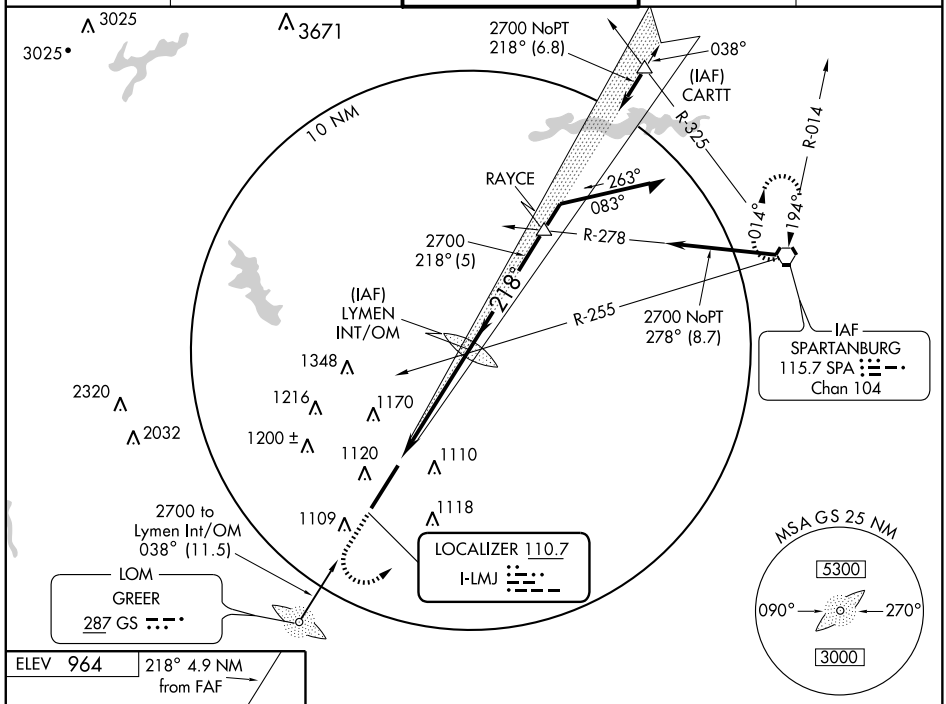
GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

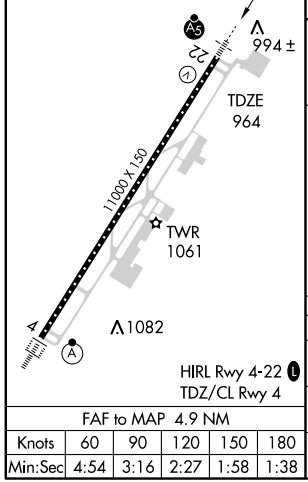
ASR

MALSR

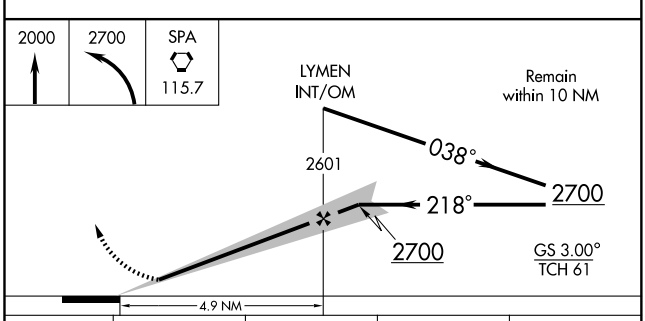
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct SPA VORTAC and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 22	1164/24 200 (200-½)			
S-LOC 22	1340/24 376 (400-½)			1340/40 376 (400-¾)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11000
CH 78103	038°	TDZE	947
W04A		Apt Elev	964

RNAV (GPS) RWY 4

GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

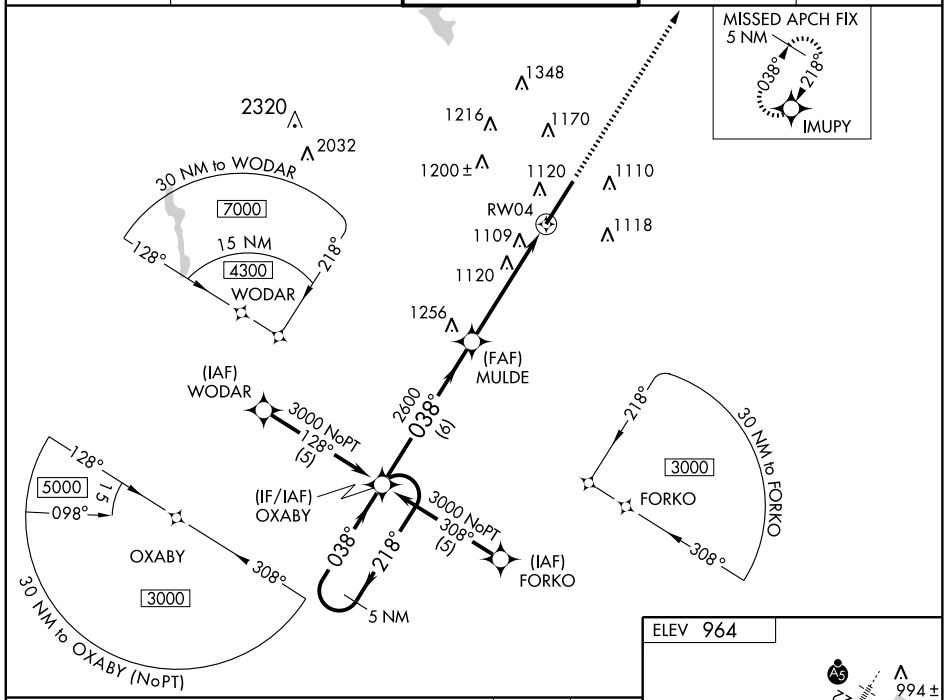
T A ASR

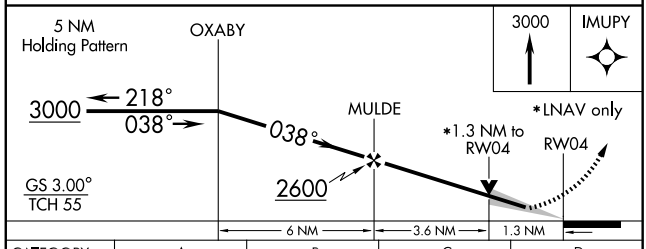
If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

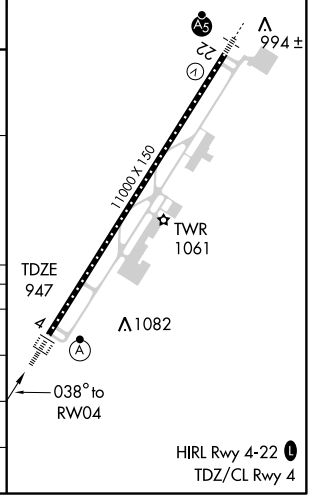
ALSF-2

MISSED APPROACH: Climb to 3000 direct IMUPY and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1147/24 200 (200-½)			
LNAV/VNAV DA	1422/60 475 (500-1¼)			
LNAV MDA	1420/24 473 (500-½)		1420/40 473 (500-¾)	1420/50 473 (500-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11000
CH 99602	218°	TDZE	964
W22A		Apt Elev	964

RNAV (GPS) RWY 22

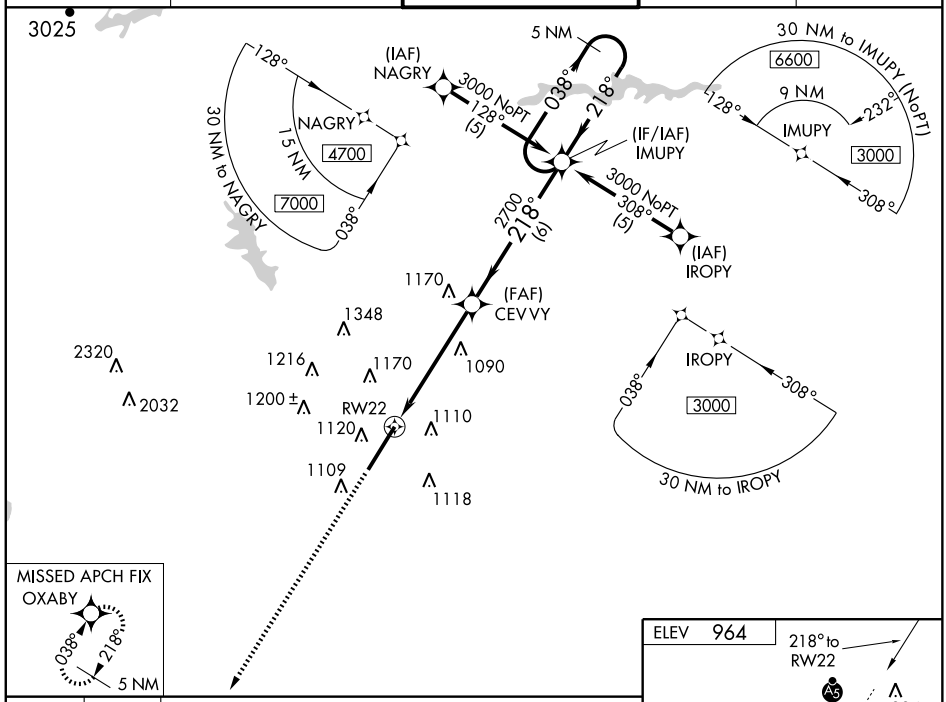
GREER/ GREENVILLE-SPARTANBURG INTL-ROGER MILLIKEN (GSP)

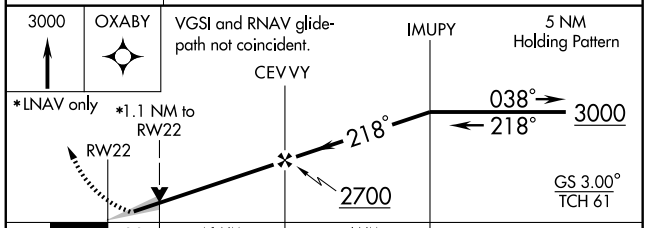
If local altimeter setting not received, use Greenville Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Greenville Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

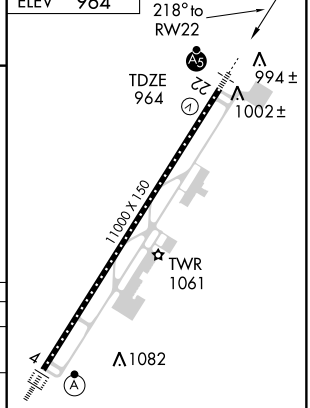
MALSR

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 385.4	120.1(CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1164/24 200 (200-½)			
LNAV/ VNAV DA	1367/40 403 (500-¾)			
LNAV MDA	1360/24 396 (400-½)			1360/50 396 (400-1)
CIRCLING	1420-1 456 (500-1)		1420-1½ 456 (500-1½)	1520-2 556 (600-2)

HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB HVS	APP CRS	Rwy Idg	5000
341	023°	TDZE	349
		Apt Elev	364

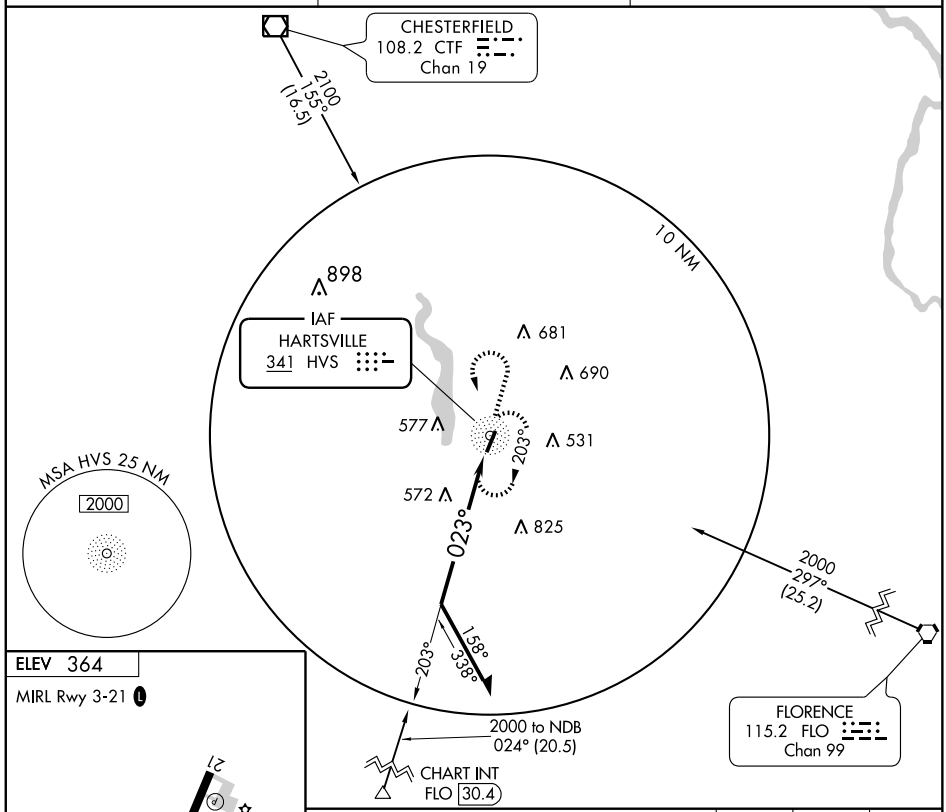
NDB RWY 3
HARTSVILLE RGNL (HVS)

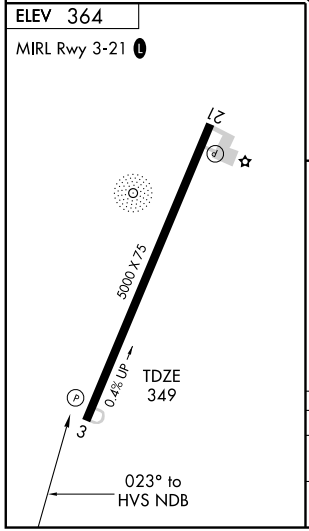
▼ NA

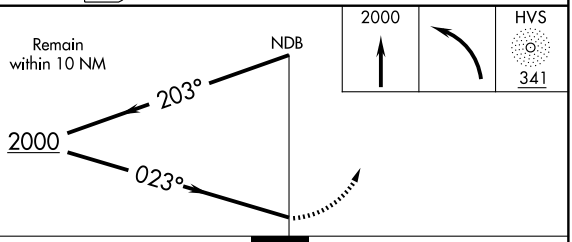
When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-3 Cat B and Circling Cat C visibility ¼ mile, and increase S-3 Cat C ½ mile.

MISSED APPROACH: Climb to 2000 then left turn direct HVS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1000-1	651 (700-1)	1000-1¾ 651 (700-1¾)	NA
CIRCLING	1000-1	636 (700-1)	1000-1¾ 636 (700-1¾)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB HVS	APP CRS	Rwy Idg	5000
341	218°	TDZE	364
		Apt Elev	364

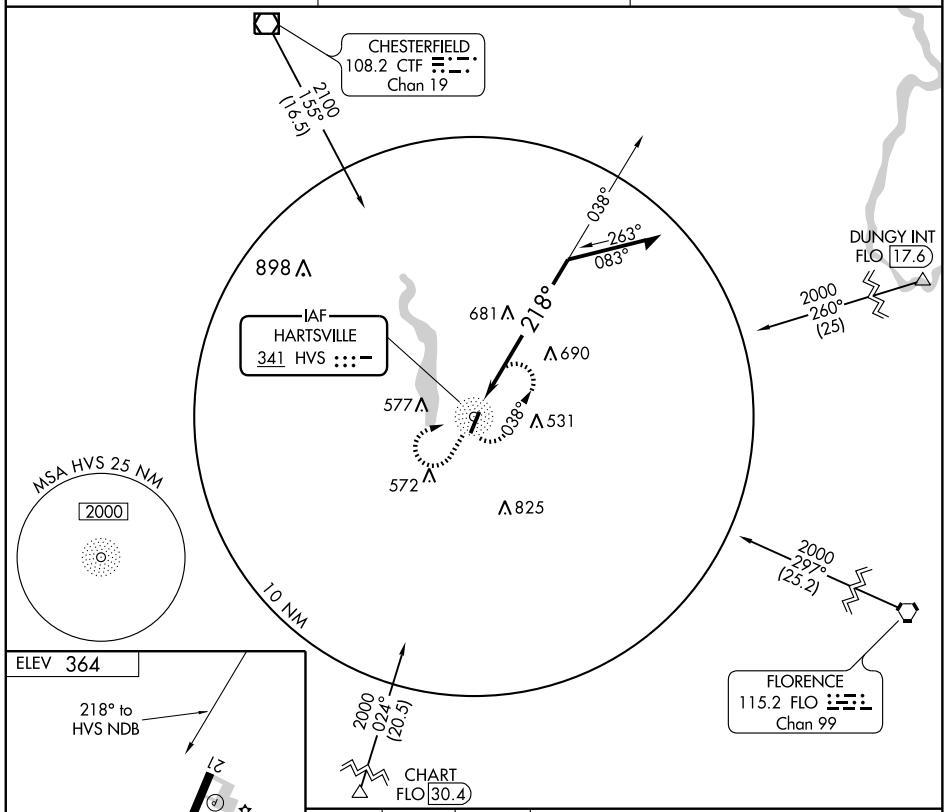
NDB RWY 21
HARTSVILLE RGNL (HVS)

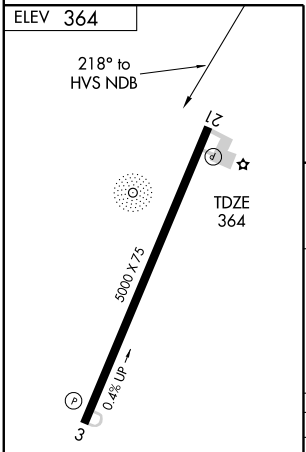
NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats B and C visibility ¼ mile.

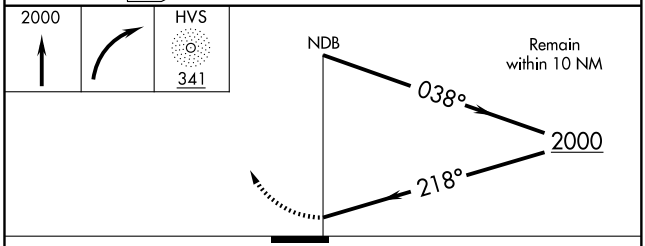
MISSED APPROACH: Climb to 2000 then right turn direct HVS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L





MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-21	1040-1	676 (700-1)	1040-2 676 (700-2)	NA
CIRCLING	1040-1	676 (700-1)	1040-2 676 (700-2)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
029°	TDZE	349
	Apt Elev	364

RNAV (GPS) RWY 3
HARTSVILLE RGNL (HVS)

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EFDUK and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L

CHESTERFIELD CTF

Procedure NA for arrivals at CFT VOR/DME via V155 northeast bound.

898

2100 190° (23.3)

681

690

577

531

RW03

572

825

(FAF) ICEJO

Procedure NA for arrivals on FLO VORTAC airway radials 224 CW 255.

(IAF) EFDUK

119° 299° 4 NM

2000 119° (5)

1900 029° (6.1)

FLORENCE FLO

2000 272° (22.8)

(IF) OLAWE

2000 299° (5)

(IAF) UPSIY

MSA RW03 25 NM

2000

ELEV 364

27

5000 X 75

TDZE 349

0.4% UP

3

029° to RW03

MIRL Rwy 3-21 L

VGSI and descent angles not coincident.

2000 EFDUK

OLAWE

2000

029°

ICEJO

1900

Procedure Turn NA

1.5 NM to RW02

RW03

3.04°

TCH 40

6.1 NM 3.2 NM 1.5

CATEGORY	A	B	C	D
LNAV MDA	840-1	491(500-1)	840-1¼ 491(500-1¼)	NA
CIRCLING	840-1	476 (500-1)	840-1½ 476(500-1½)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 21

HARTSVILLE RGNL (HVS)

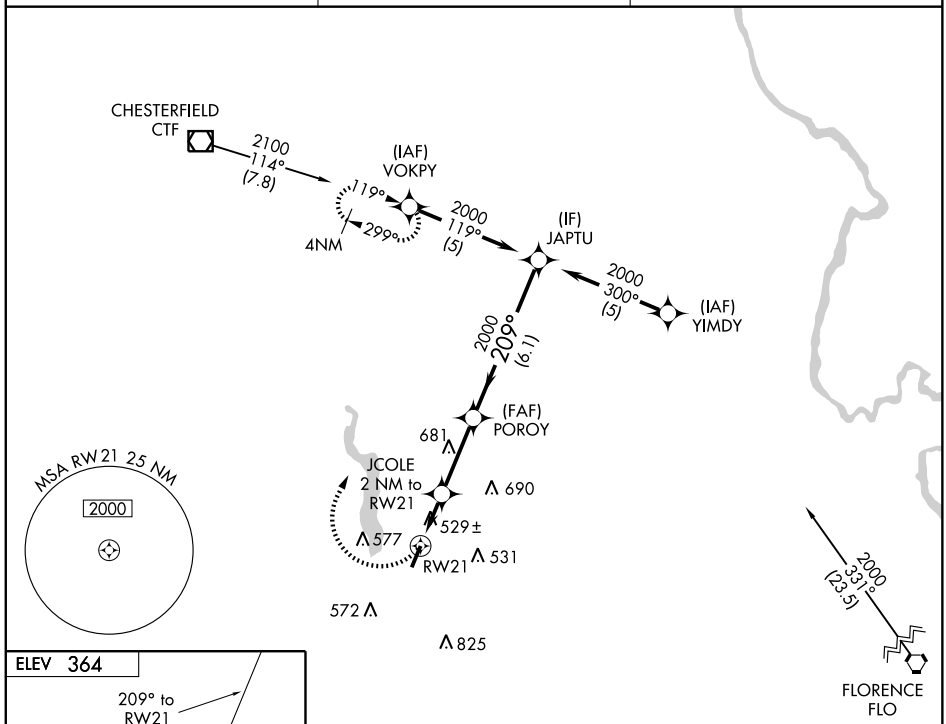
APP CRS	Rwy Idg	5000
209°	TDZE	364
	Apt Elev	364

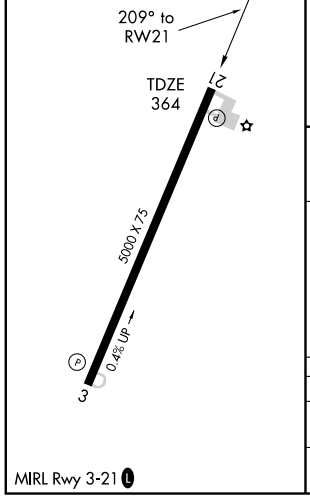
NA

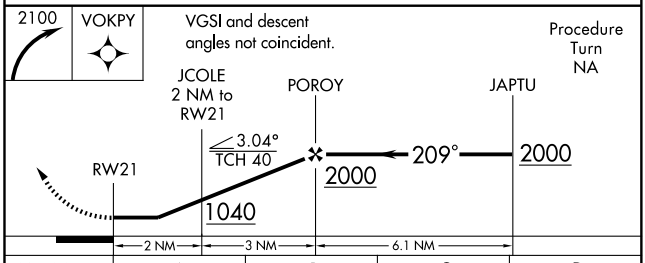
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Florence altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct VOKPY and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.225	125.4 285.4	122.8 (CTAF) L



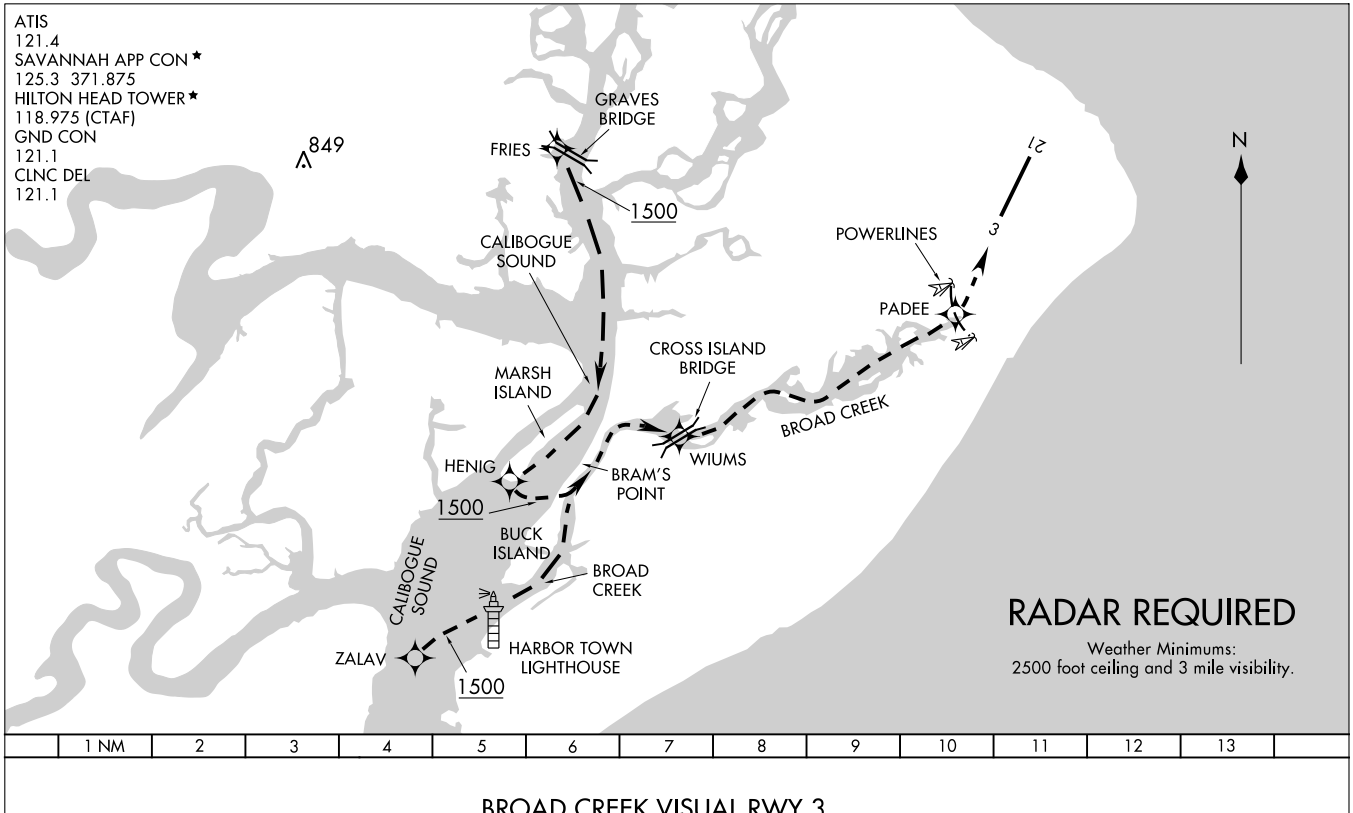




CATEGORY	A	B	C	D
LNAV MDA	780-1 416 (500-1)		780-1¼ 416 (500-1¼)	NA
CIRCLING	840-1 476 (500-1)		840-1½ 476 (500-1½)	NA

MIRL Rwy 3-21 L

SE-2, 17 DEC 2009 to 14 JAN 2010



BROAD CREEK VISUAL RWY 3

Procedure not authorized at night.
Remain over water/marshland as much as practical.

HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

LOC/DME RWY 21

HILTON HEAD (HXD)

LOC/DME I-HXD	APP CRS	Rwy Idg	4000
111.3	213°	TDZE	18
Chan 50		Apt Elev	19

NA

Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via SAV R-085 to SELER/21.5 DME and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1

RADAR REQUIRED

MSA SAV 25 NM
2600

10 NM

033°

(IAF)
FUMMA
I-HXD 11.2

1800

213°

(5)

JAAMM
I-HXD 6.2

HIBOX
I-HXD 0.8

SELER
SAV 21.5

SAVANNAH
115.95 SAV
Chan 106 (Y)

849

R-085

085°

265°

207

164

W-74

LOCALIZER 111.3
I-HXD
Chan 50

ELEV 19

213° 5.4 NM from FAF

107±

21

TDZE 18

4300 X 100

75

77

66

113±

3

88±

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

800	2000	SELER
	SAV R-085 115.95	SAV 21.5

Procedure Turn NA

JAAMM I-HXD 6.2

FUMMA I-HXD 11.2

HIBOX I-HXD 0.8

213°

1800

3.04°

TCH 40

5.4 NM

5 NM

CATEGORY	A	B	C	D
S-21	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

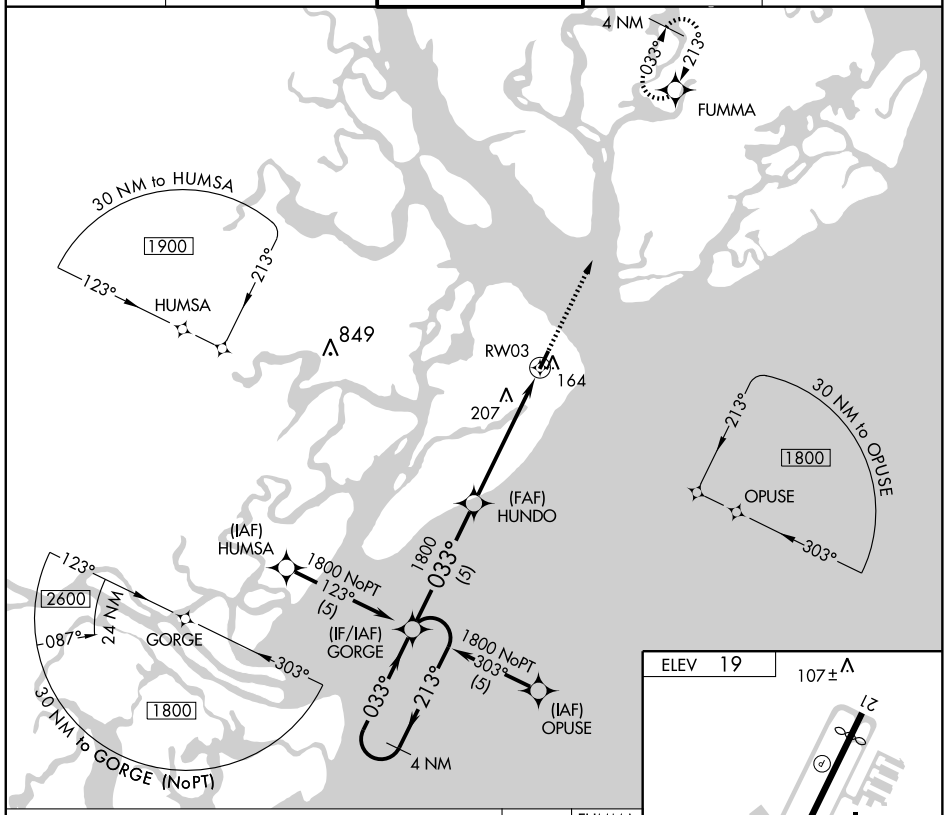
APP CRS	Rwy Idg	4001
033°	TDZE	19
	Apt Elev	19

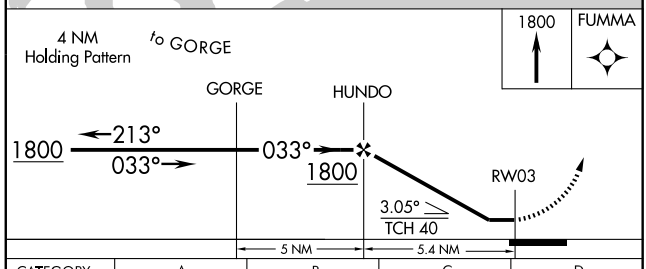
RNAV (GPS) RWY 3
HILTON HEAD (HXD)

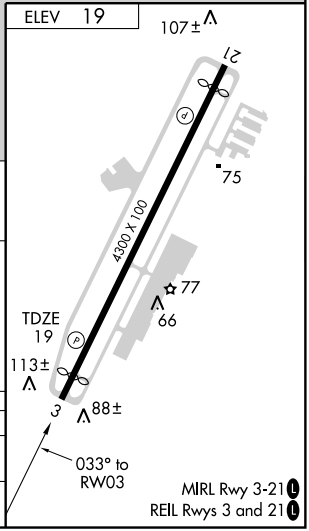
Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800 direct FUMMA WP and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1







CATEGORY	A	B	C	D
LNAV MDA	540-1	521 (600-1)	540-1½ 521 (600-1½)	540-1¾ 521 (600-1¾)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

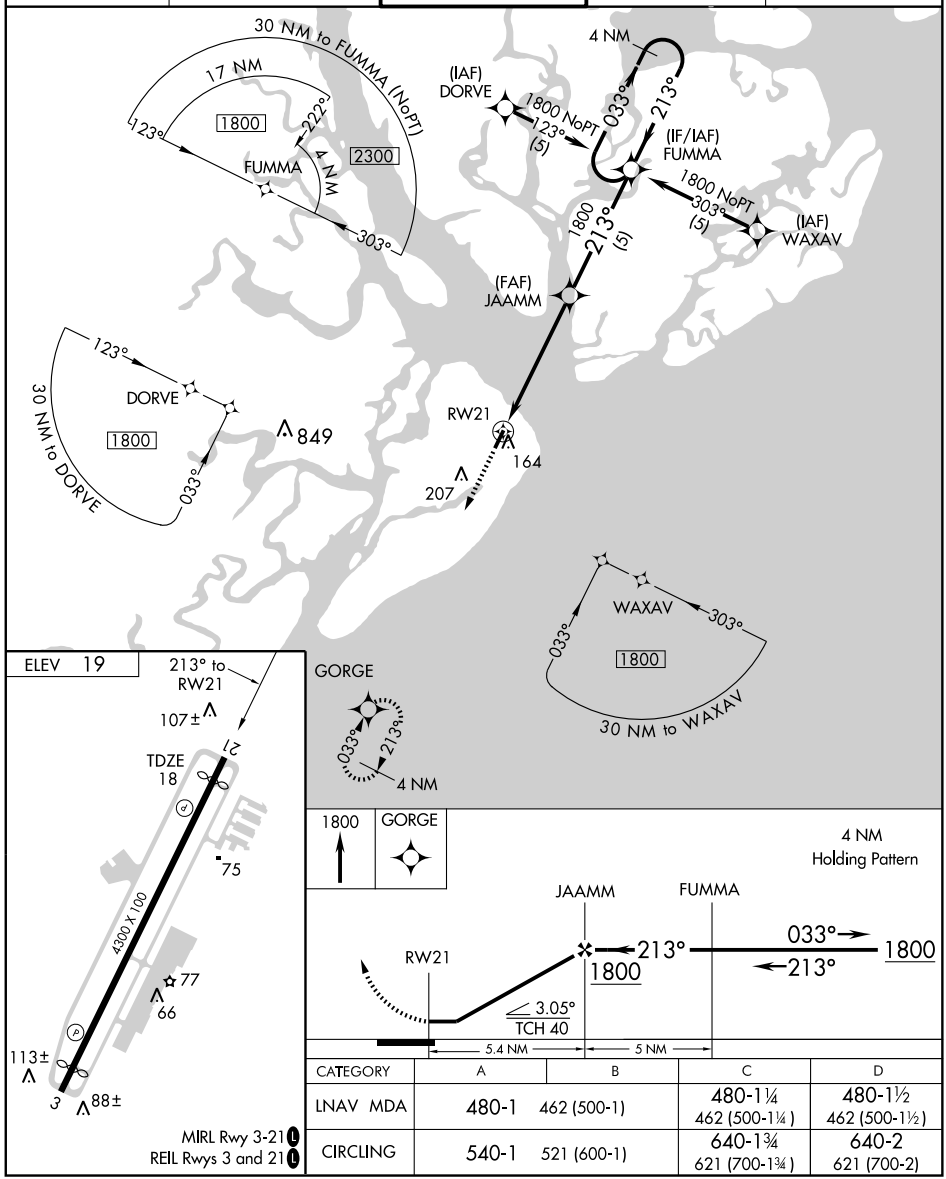
APP CRS	Rwy Idg	4000
213	TDZE	18
	Apt Elev	19

RNAV (GPS) RWY 21
HILTON HEAD (HXD)

Use Savannah altimeter setting.

MISSED APPROACH: Climb to 1800 direct GORGE WP and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
LNAV MDA	480-1	462 (500-1)	480-1¼ 462 (500-1¼)	480-1½ 462 (500-1½)
CIRCLING	540-1	521 (600-1)	640-1¾ 621 (700-1¾)	640-2 621 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC SAV	APP CRS	Rwy Idg	N/A
115.95	085°	TDZE	N/A
Chan 106 (Y)		Apt Elev	19

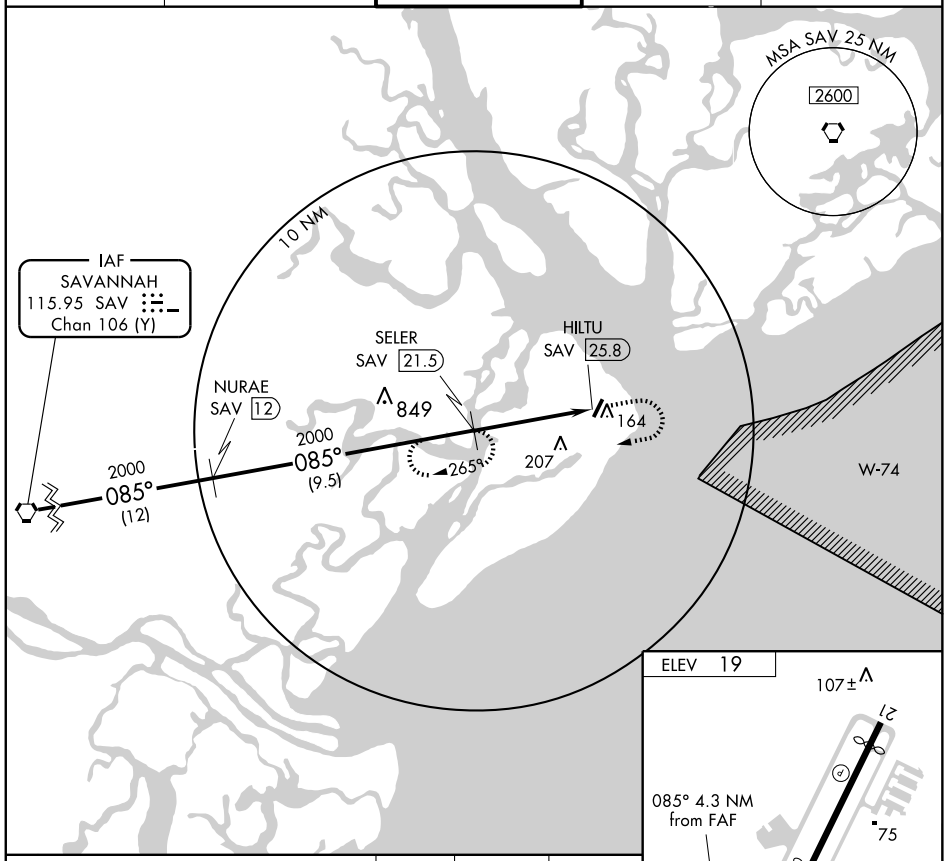
VOR/DME-A
HILTON HEAD (HXD)

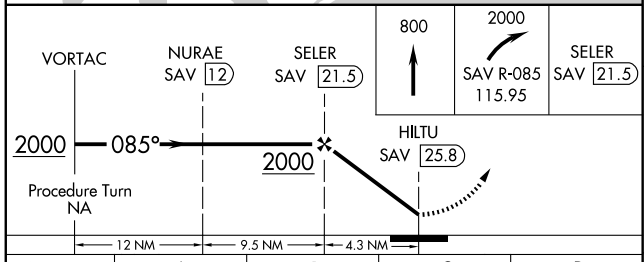
NA

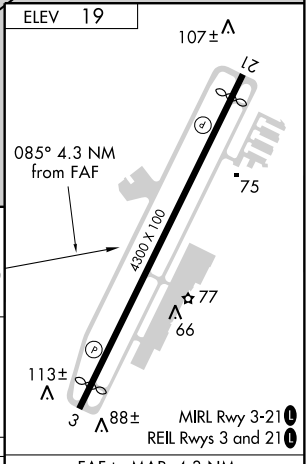
Use Savannah altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct SELER/21.5 DME and hold.

ATIS	SAVANNAH APP CON ★	HILTON HEAD TOWER ★	GND CON	CLNC DEL
121.4	125.3 371.875	118.975 (CTAF) L	121.1	121.1







CATEGORY	A	B	C	D
CIRCLING	800-1 781 (800-1)	800-1¼ 781 (800-1¼)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB CKI 404	APP CRS 133°	Rwy Idg 5000 TDZE 66 Apt Elev 67

NDB RWY 14

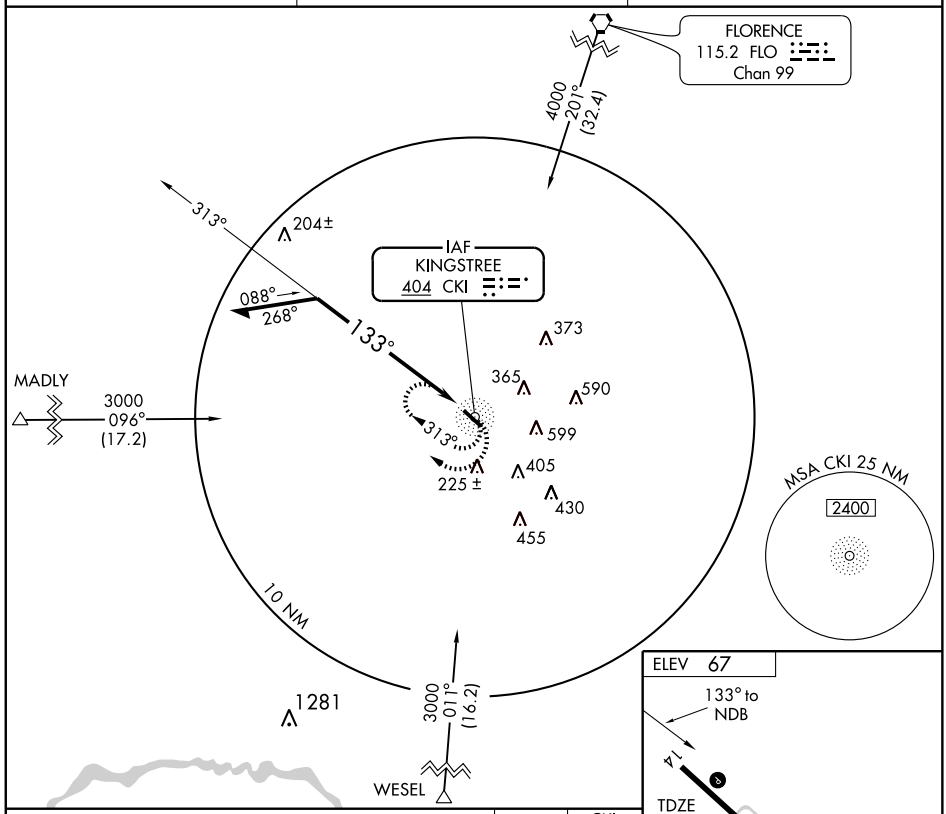
KINGSTREE/WILLIAMSBURG RGNL (CKI)

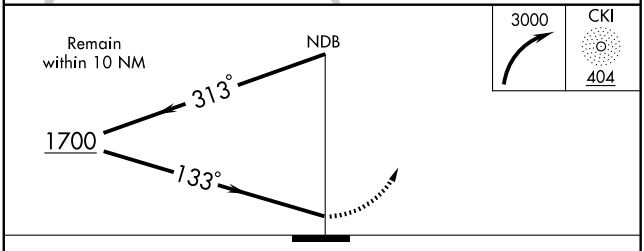
▼ NA

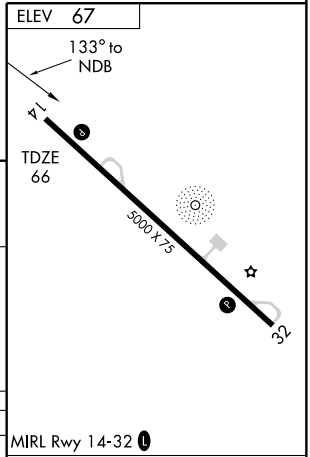
If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 in CKI NDB holding pattern.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	700-1	634 (700-1)	700-1¾ 634 (700-1¾)	700-2 634 (700-2)
CIRCLING	700-1	633 (700-1)	700-1¾ 633 (700-1¾)	1020-3 953 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

KINGSTREE, SOUTH CAROLINA AL-6221 (FAA)

APP CRS	Rwy Idg	5000
318°	TDZE	67
	Apt Elev	67

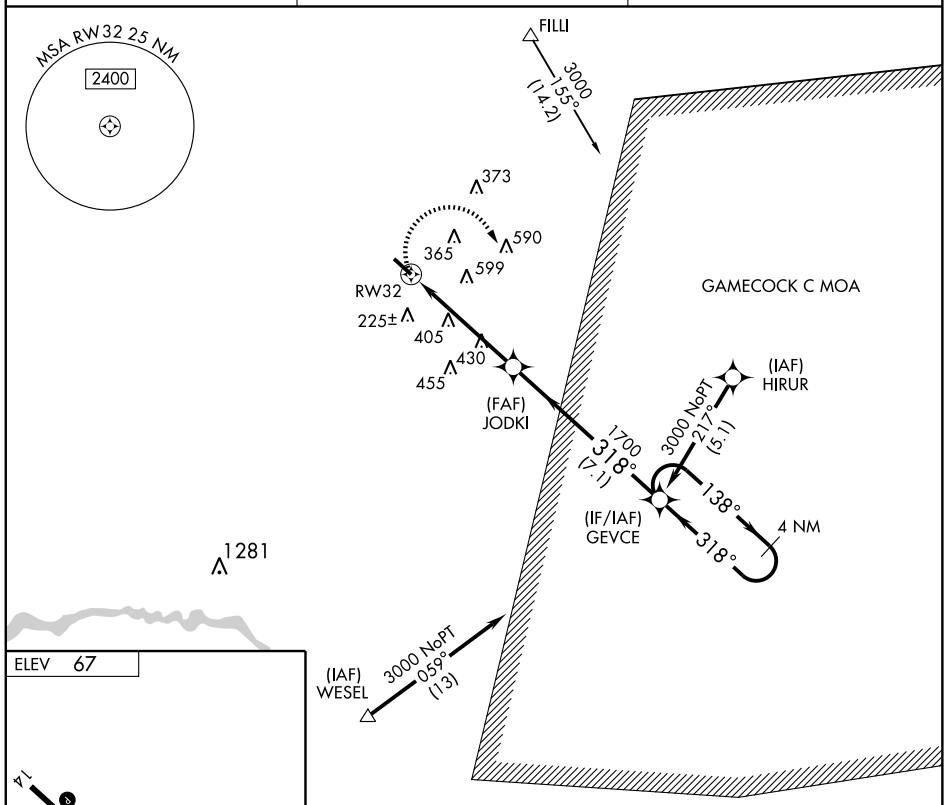
RNAV (GPS) RWY 32

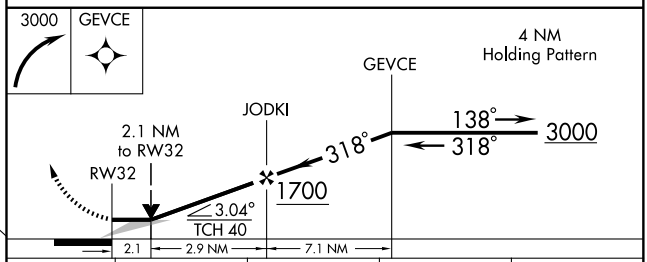
KINGSTREE/WILLIAMSBURG RGNL (CKI)

If local altimeter setting not received, use Florence Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Florence Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct GEVCE and hold.

AWOS-3	MYRTLE BEACH APP CON ★	UNICOM
124.775	127.4 257.95	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	760-1	693 (700-1)	760-2 693 (700-2)	760-2¼ 693 (700-2¼)
CIRCLING	760-1	693 (700-1)	760-2 693 (700-2)	1020-3 953 (1000-3)

MIRL Rwy 14-32 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 1

LAKE CITY MUNI C J EVANS FIELD (51J)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

WILLIAMSBURG RGNL AWOS-3	FLORENCE APP CON *	CTAF
124.775	135.25 316.15	122.9 L

MISSED APCH FIX
4 NM 012° 192°
INECA

490 491 393 RW01 376 274 269 378

UTIKE
3 NM to RW01

(FAF)
KIVPE

1700
012° (6.1)

30 NM to LOYCI
2300
20 NM to LOYCI
2000
LOYCI
102° 192°

30 NM to ONVAE
2000
ONVAE
192° 282°

GAMECOCK D MOA

(IAF)
LOYCI

2000 NoPT
102°
(5)

(IF/IAF)
YUBUD

(IAF)
ONVAE

GAMECOCK C MOA

YUBUD
102° 282°
10 NM
036°
2300
2000
30 NM to YUBUD (NoPT)

012° 192°

2000 NoPT
282°(5)

GAMECOCK B MOA

4 NM

1281

ELEV 80
6 l
144
3700 X 75
TDZE
80
012° to RW01
MIRL Rwy 1-19 L

4 NM
Holding Pattern

VGSI and descent angles not coincident.

2000 INECA

YUBUD
KIVPE
UTIKE
3 NM to RW01
2000
192°
012°
012°
3.04°
TCH 40
1700
1060
RW01
6.1 NM
1.9 NM
3 NM

CATEGORY	A	B	C	D
LNAV MDA	560-1	480 (500-1)	560-1¼ 480 (500-1¼)	NA
CIRCLING	660-1	580 (600-1)	880-2¼ 800 (800-2¼)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

LAKE CITY, SOUTH CAROLINA AL-6914 (FAA)

APP CRS	Rwy Idg	3700
192°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 19

LAKE CITY MUNI C J EVANS FIELD(51J)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

WILLIAMSBURG RGNL AWOS-3	FLORENCE APP CON *	CTAF
124.775	135.25 316.15	122.9 L

30 NM TO INECA (NoPT)
2000
223°
25 NM
3100
INECA
102°
282°

4 NM
012°
192°
(IAF)
NUYIP
(IF/IAF)
INECA
2000 NoPT
282°
(5)
(IAF)
JUMEG
2000 NoPT
102°(5)
1700
192°
(6.1)

102°
NUYIP
2000
20 NM
2300
30 NM to NUYIP
012°
615

(FAF)
HOSGI
490
491
RW19
393
376
274
269

282°
JUMEG
2000
012°
30 NM to JUMEG

GAMECOCK D MOA
GAMECOCK C MOA

ELEV 80
192° to RW19
TDZE 80
6
144
3700 X 75
1
MIRL Rwy 1-19 L

MISSED APCH FIX
YUBUD
012°
192°
4 NM

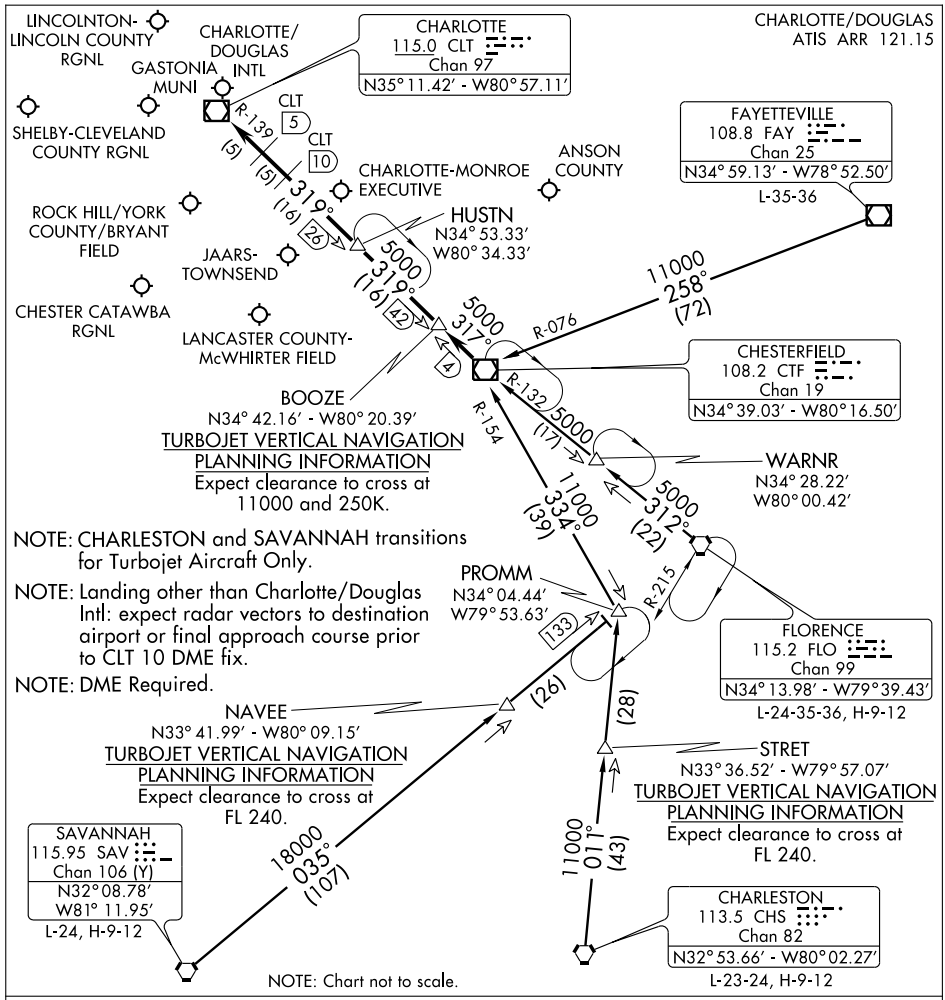
2000
YUBUD
VGSI and descent angles not coincident.
4 NM Holding Pattern
INECA
HOSGI
012°
2000
192°
192°
RW19
3.04°
TCH 40
1700
4.9 NM
6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	820-1 740 (800-1)		820-2 740 (800-2)	NA
CIRCLING	820-1 740 (800-1)		880-2¼ 800 (800-2¼)	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

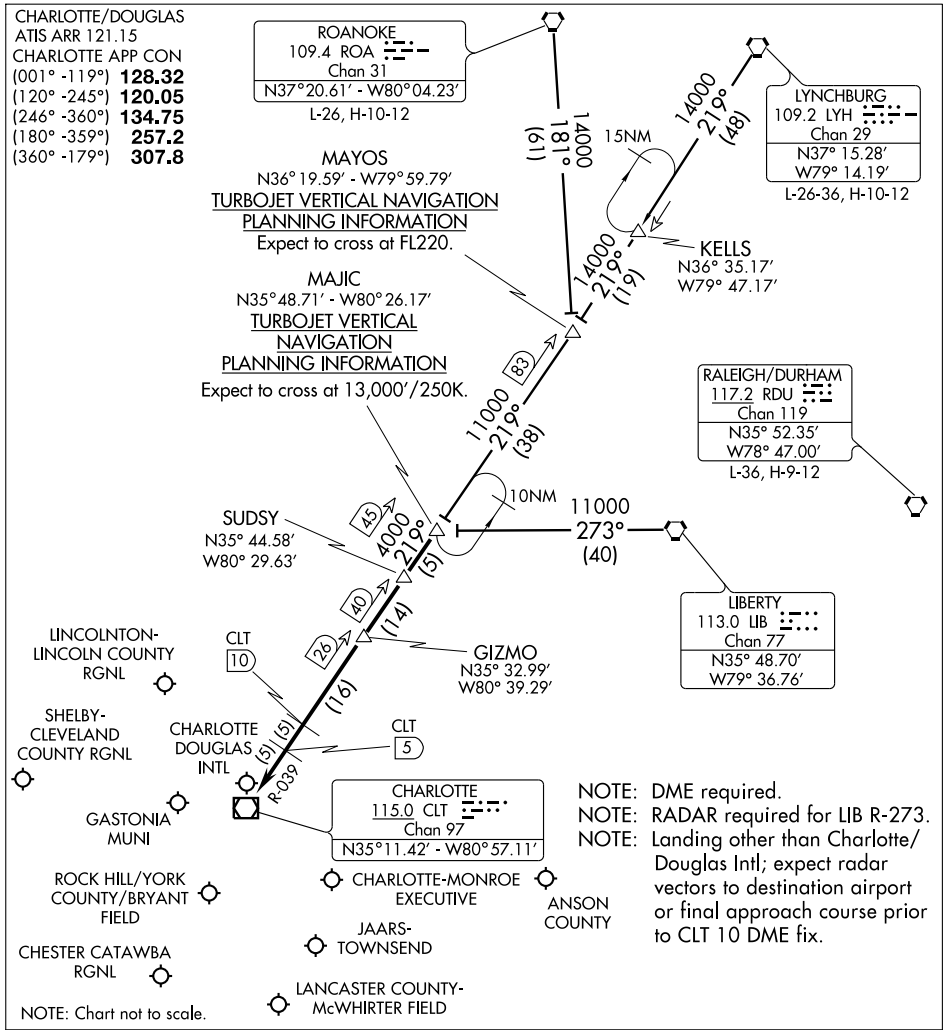
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB LKR 400	APP CRS 251°	Rwy Idg 6004 / TDZE 486 / Apt Elev 486

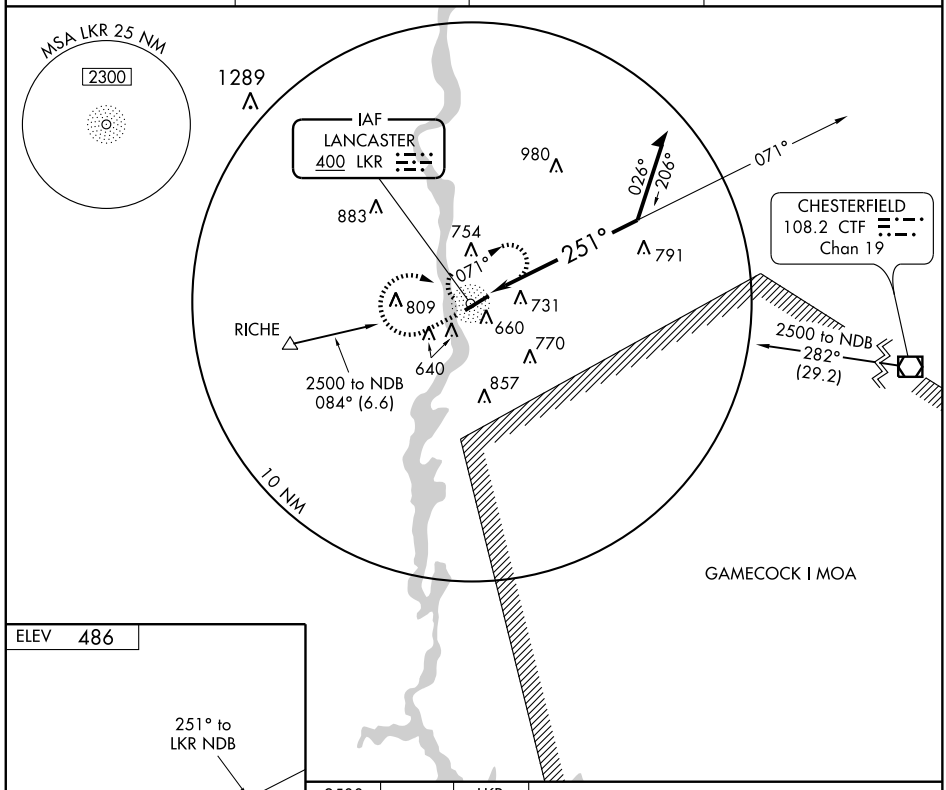
NDB RWY 24

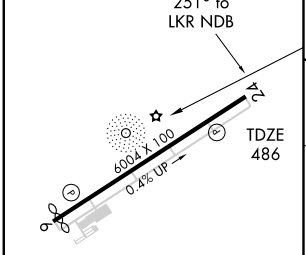
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

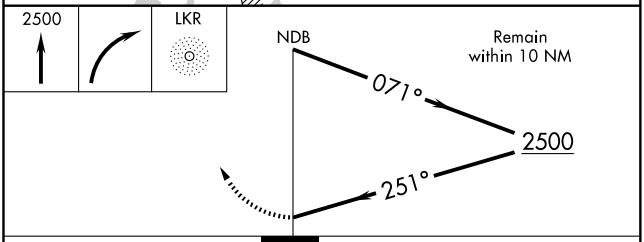
When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct LKR NDB and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-24	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)
CIRCLING	1160-1 674 (700-1)		1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH **86816**	**065°**	Rwy Idg	**5899**
W06A		TDZE	**470**
		Apt Elev	**486**

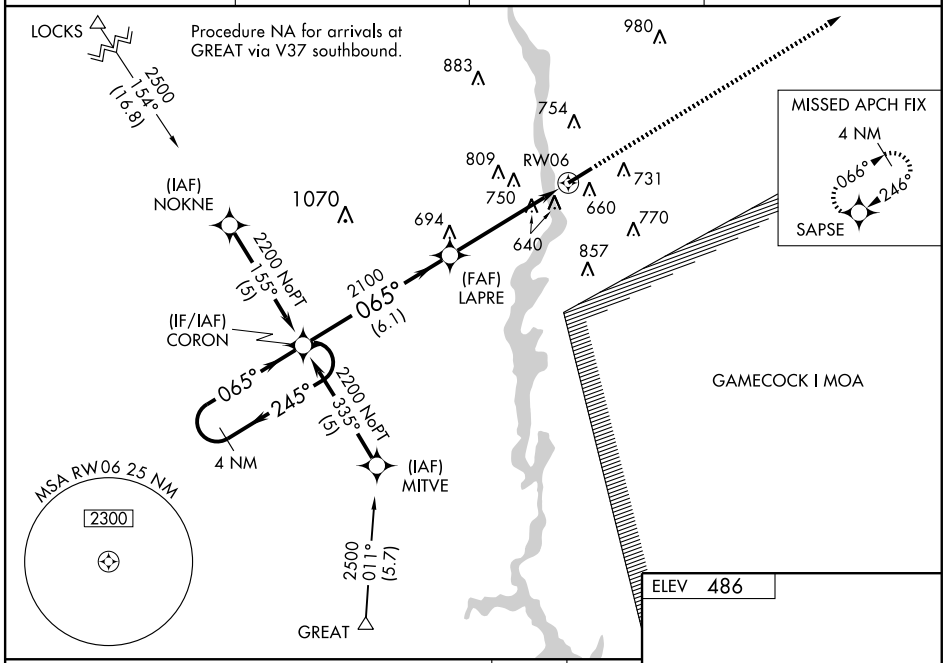
RNAV (GPS) RWY 6

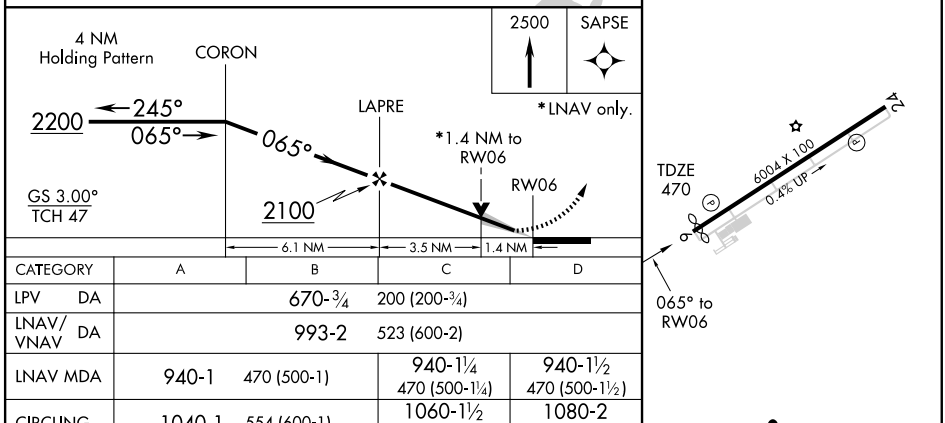
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPSE and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	**120.05 307.8**	**121.725**	**122.725** (CTAF) L





CATEGORY	A	B	C	D
LPV DA		670-¾ 200 (200-¾)		
LNAV/VNAV DA		993-2 523 (600-2)		
LNAV MDA	940-1 470 (500-1)		940-1¼ 470 (500-1¼)	940-1½ 470 (500-1½)
CIRCLING	1040-1 554 (600-1)		1060-1½ 574 (600-1½)	1080-2 594 (600-2)

MIRL Rwy 6-24 L

SE-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH 70416 W24A	APP CRS 246°	Rwy Idg 6004 / TDZE 486 / Apt Elev 486

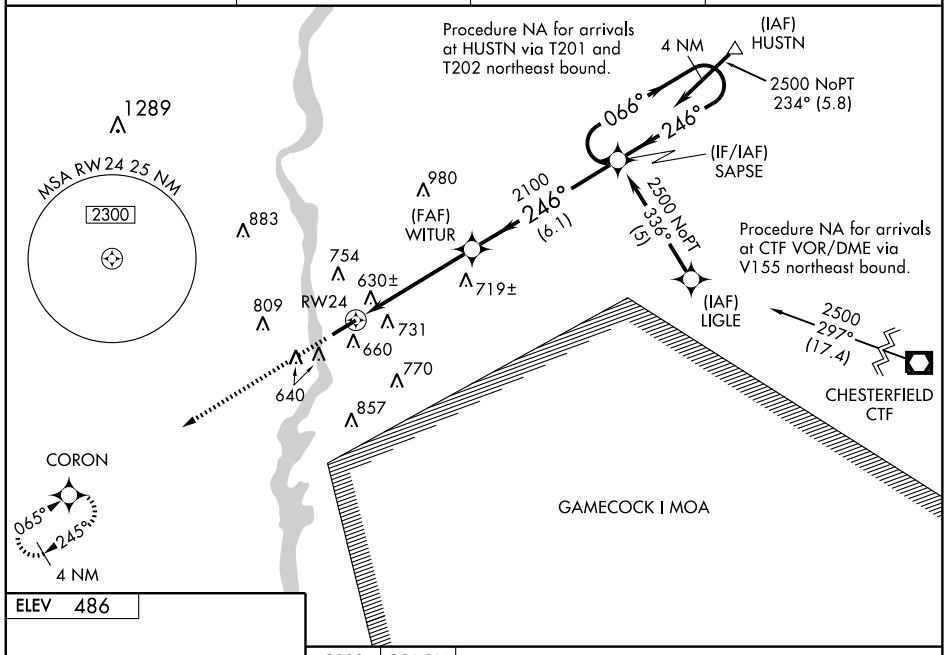
RNAV (GPS) RWY 24

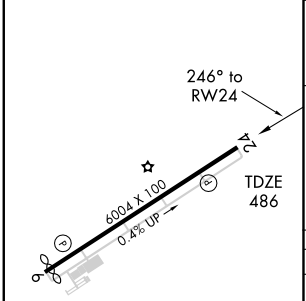
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

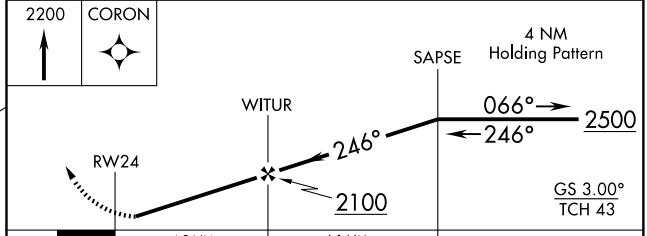
When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct CORON and hold.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L

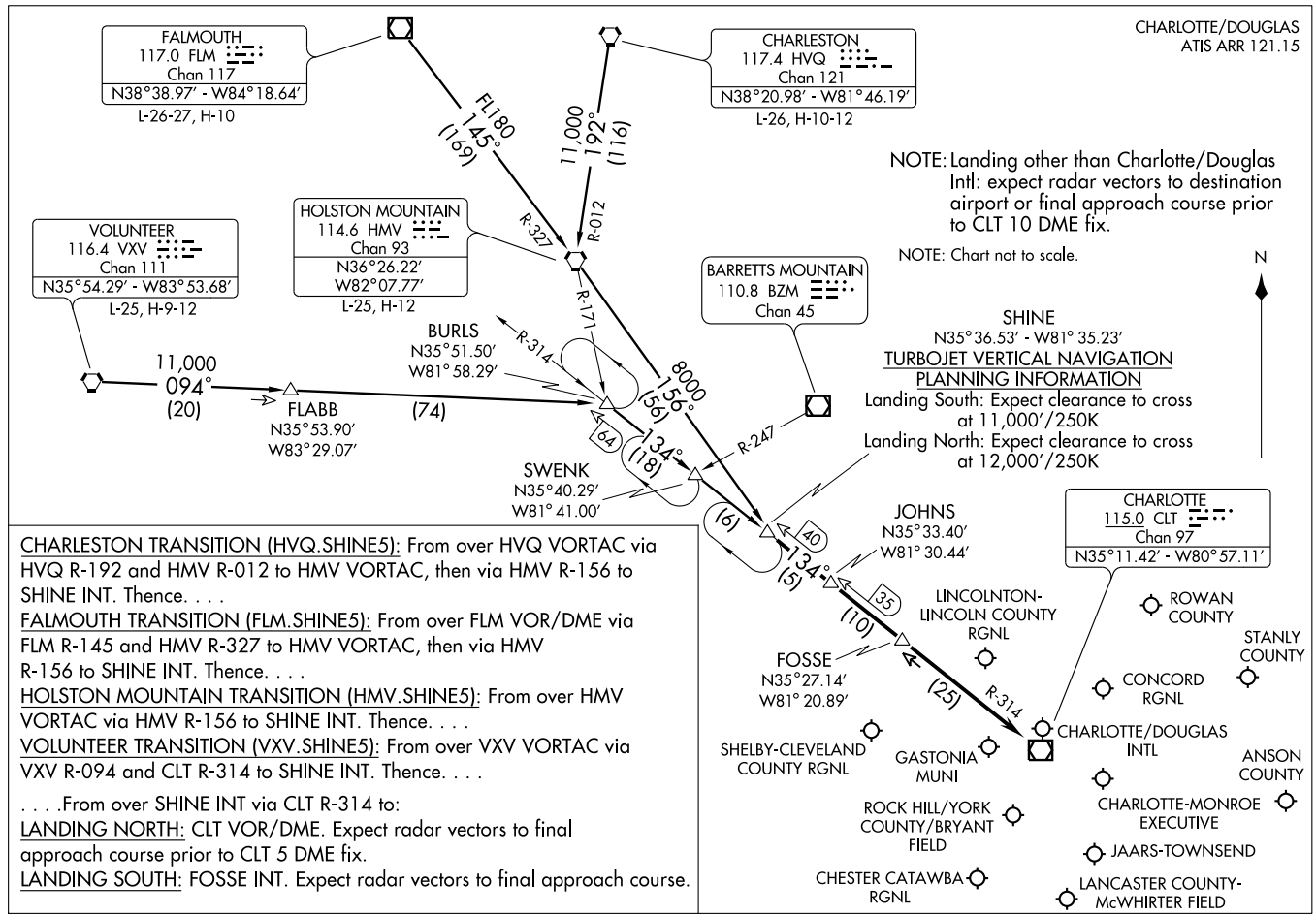






CATEGORY	A	B	C	D
LPV DA	736-1 250 (300-1)			
LNAV/VNAV DA	1017-2 531 (600-2)			
LNAV MDA	960-1 474 (500-1)		960-1¼ 474 (500-1¼)	960-1½ 474 (500-1½)
CIRCLING	1040-1 554 (600-1)		1060-1½ 574 (600-1½)	1080-2 594 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

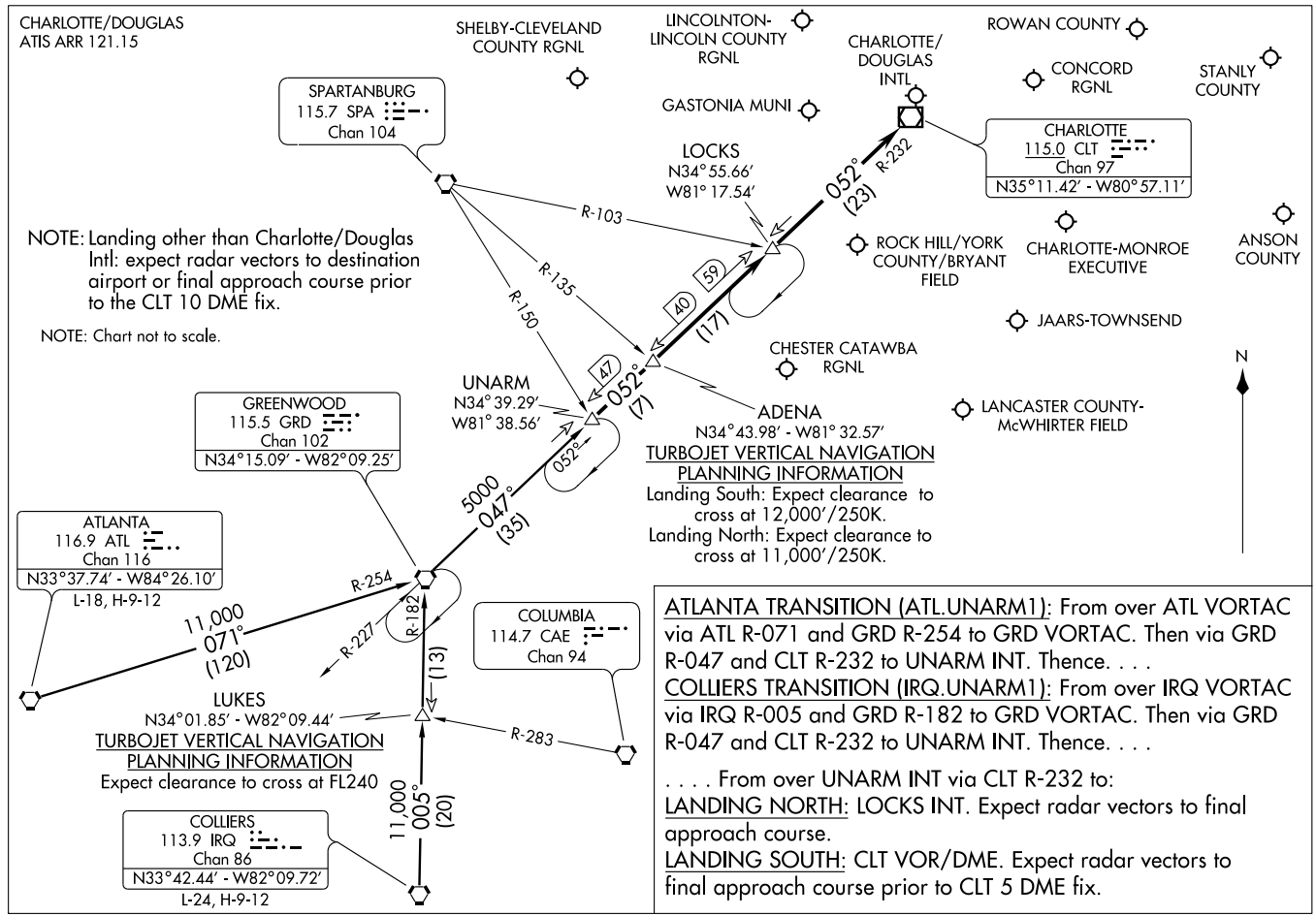
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

VOR/DME CLT	APP CRS	Rwy Idg	N/A
115.0	175°	TDZE	N/A
Chan 97		Apt Elev	486

VOR/DME-A

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Rock Hill altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF)

CHARLOTTE
115.0 CLT
Chan 97

MSA CLT 29 NM
3800
090° 270°
3100

4000
175°
(13)
R-175
(IAF)
IKECE
CLT 13
3200
175°
(5)
10 NM
(IF)
OCERU
CLT 18
2300
175°
(6)
1289
355°
TOCPO
CLT 24
980
883
780 ±
UDACU
CLT 28.2
754
809
731
660
640 640
770
857
GAMECOCK I MOA

ELEV 486
175° 4.2 NM from FAF
6004 X 100
0.4% UP
24

Procedure Turn NA
OCERU
CLT 18
3200
175°
2300
TOCPO
CLT 24
UDACU
CLT 28.2
6 NM
4.2 NM

1500	3000	TOCPO CLT 24
↑	CLT R-175	

CATEGORY	A	B	C	D
CIRCLING	1340-1 854 (900-1)	1340-1¼ 854 (900-1¼)	1340-2½ 854 (900-2½)	1340-2¾ 854 (900-2¾)

MIRL Rwy 6-24

SE-2. 17 DEC 2009 to 14 JAN 2010

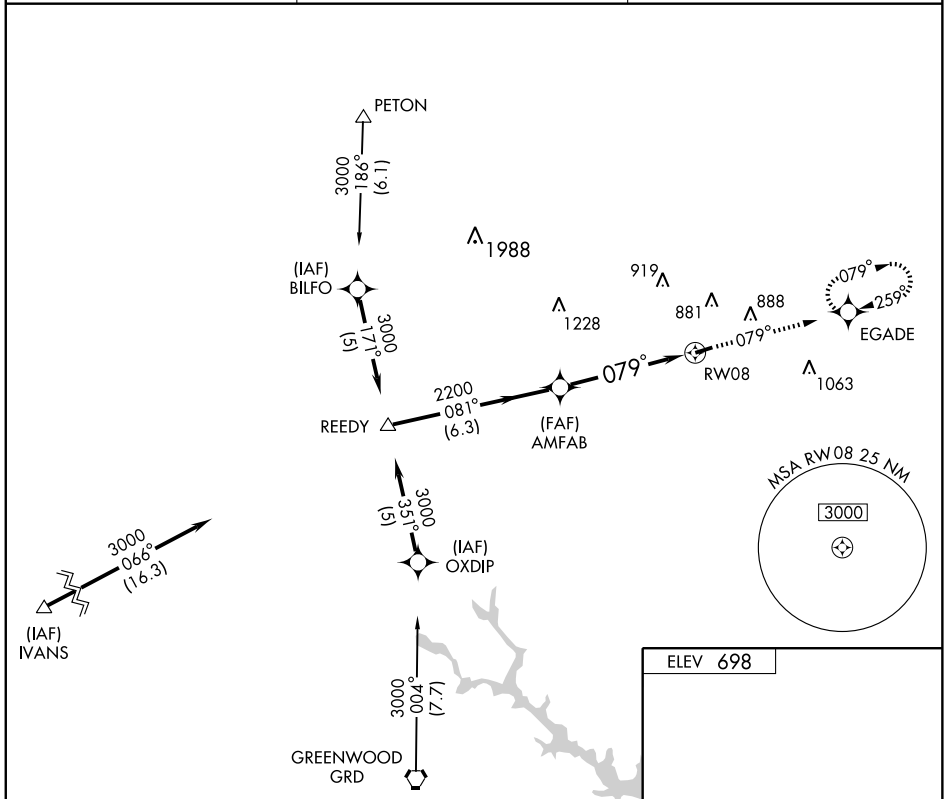
APP CRS	Rwy Idg	3898
079°	TDZE	698
	Apt Elev	698

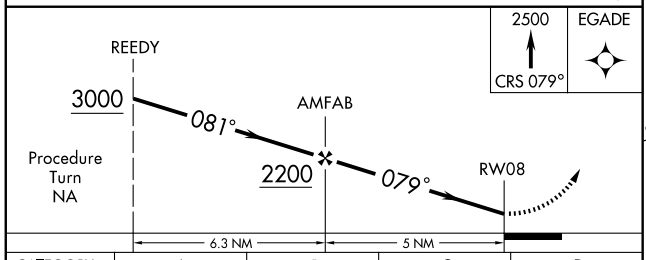
GPS RWY 8
LAURENS COUNTY (LUX)

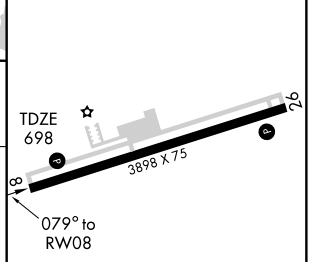
NA — Use Greer altimeter setting.

MISSED APPROACH: Climb to 2500 via 079° course to EGADE WP and hold.

AWOS-3	GREER APP CON ★	UNICOM
123.975	120.6 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	1240-1	542 (600-1)	1240-1½ 542 (600-1½)	NA
CIRCLING	1340-1	642 (700-1)	1340-1¾ 642 (700-1¾)	NA

MIRL Rwy 8-26 L

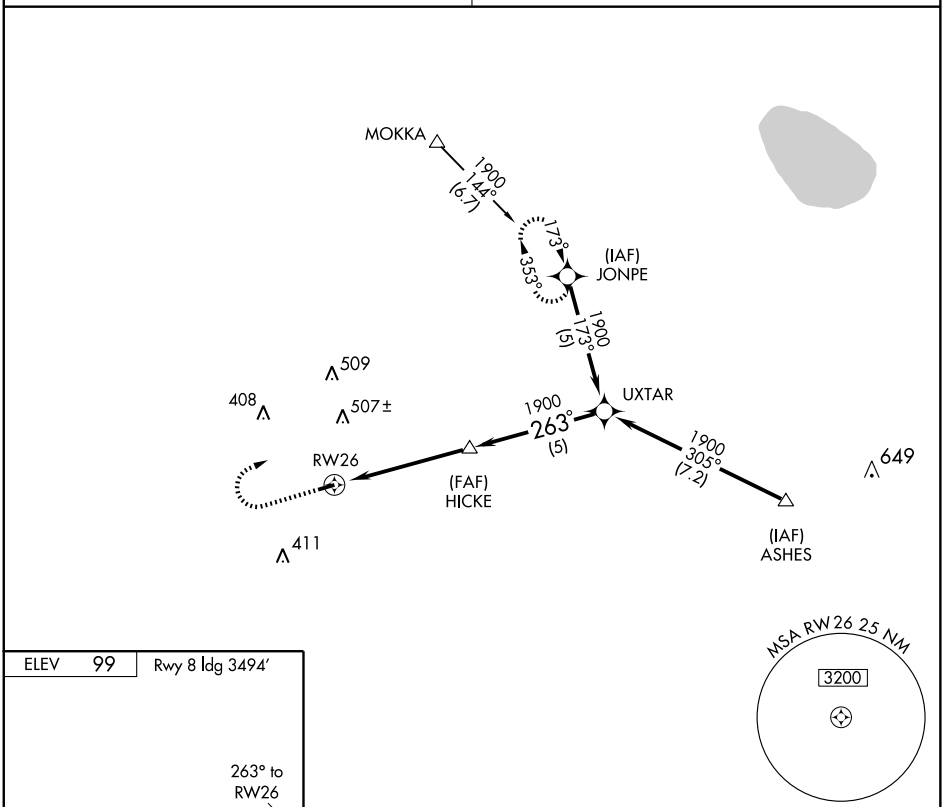
SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3501
263°	TDZE	99
	Apt Elev	99

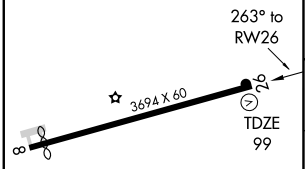
GPS RWY 26

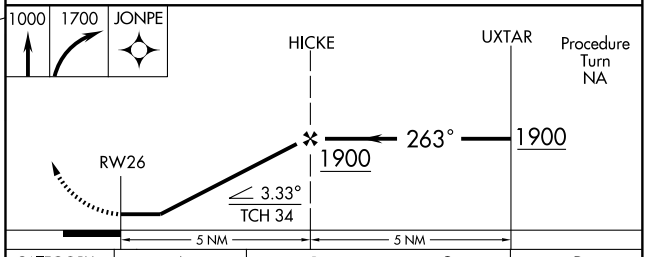
LORIS/ TWIN CITY (5J9)

NA	Use Myrtle Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.
MYRTLE BEACH APP CON ★ 119.2 350.3		CTAF 122.9



ELEV 99 | Rwy 8 Idg 3494'





CATEGORY	A	B	C	D
S-26	540-1 441 (500-1)		NA	
CIRCLING	600-1 501 (600-1)		NA	

LIRL Rwy 8-26

SE-2, 17 DEC 2009 to 14 JAN 2010

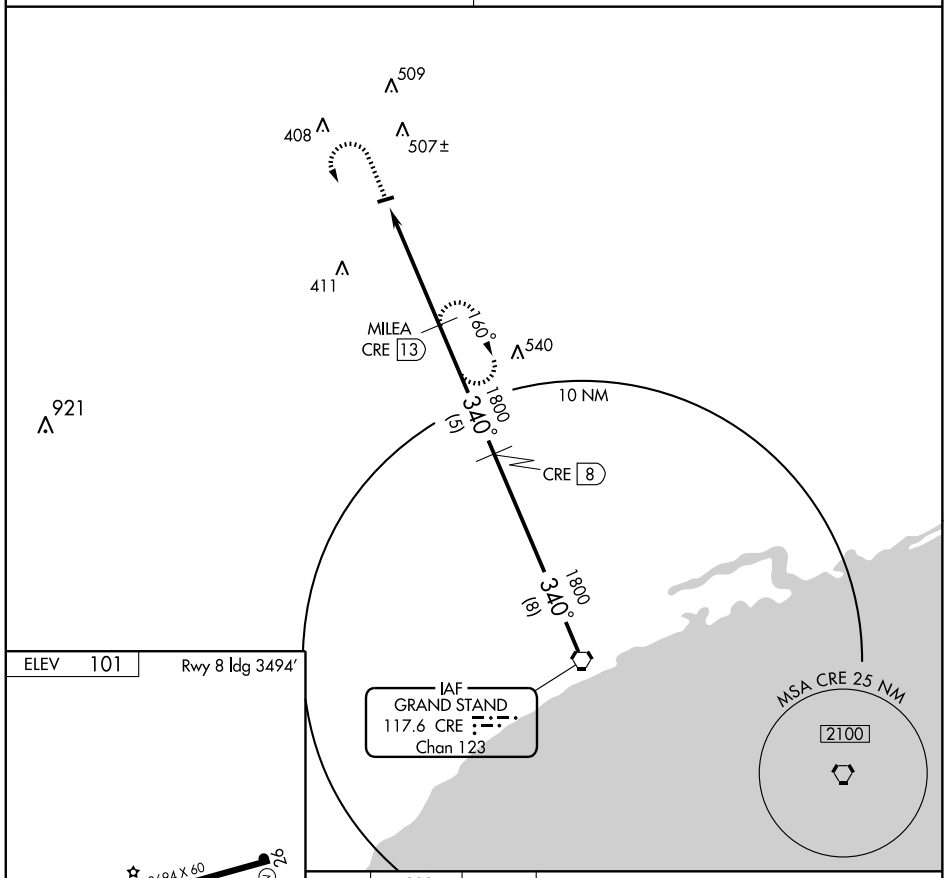
LORIS, SOUTH CAROLINA AL-6525 (FAA)

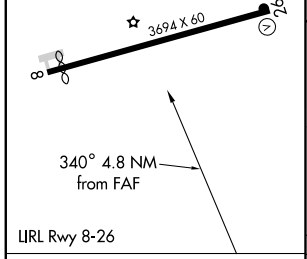
VORTAC CRE 117.6 Chan 123	APP CRS 340°	Rwy Idg N/A TDZE N/A Apt Elev 101

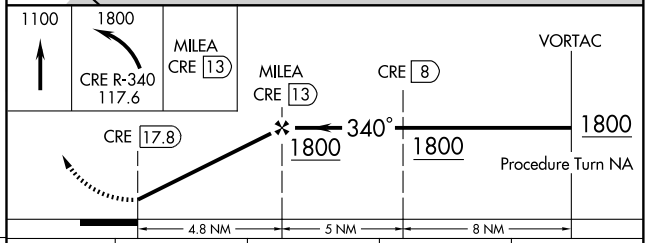
VOR/DME-A

LORIS/ TWIN CITY (5J9)

NA Use Myrtle Beach Intl altimeter setting.	MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via CRE R-340 to MILEA and hold.
MYRTLE BEACH APP CON ★ 119.2 350.3	CTAF 122.9







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	600-1 499 (500-1)		NA	NA

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB MNI	APP CRS	Rwy Idg	3602
381	026°	TDZE	102
		Apt Elev	104

NDB or GPS RWY 2

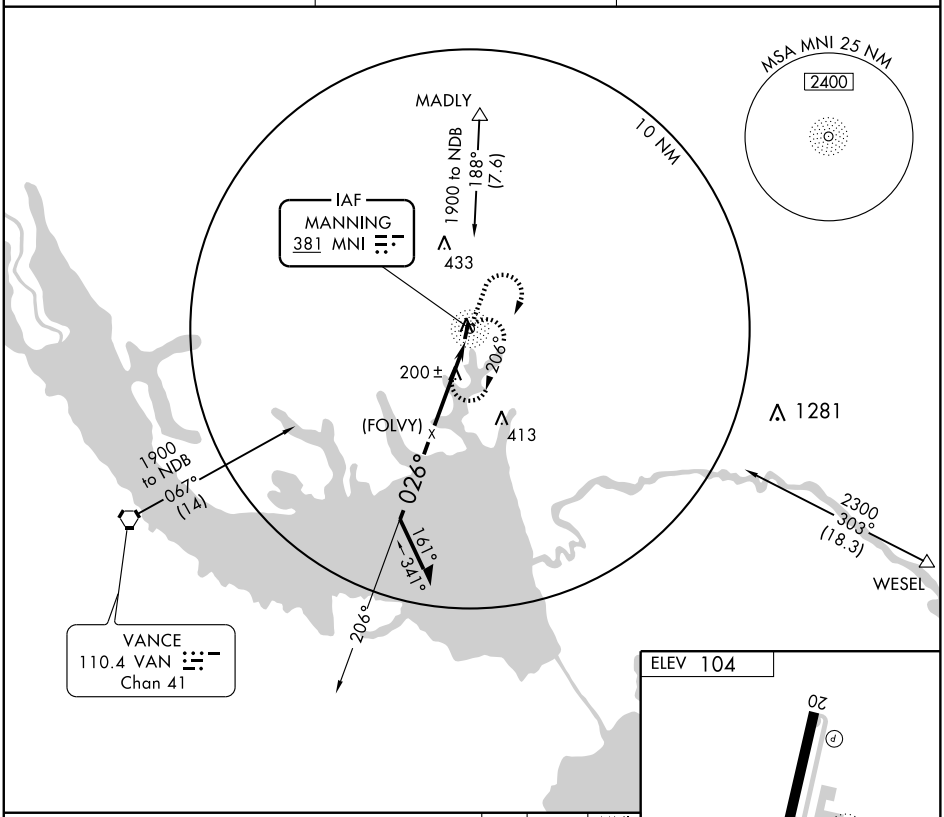
MANNING/SANTEE COOPER RGNL (MNI)

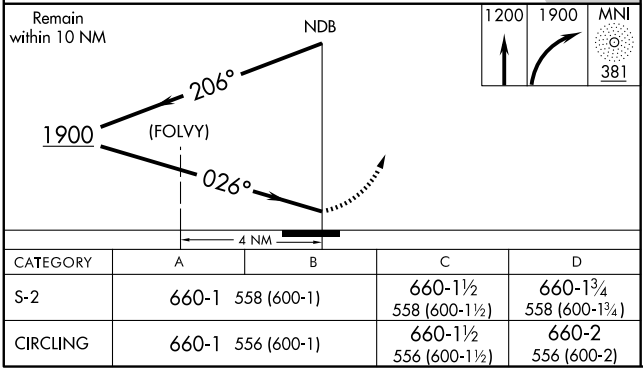
NA

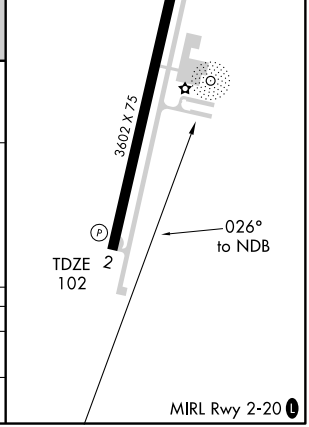
Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold.

AWOS-3	SHAW APP CON★	UNICOM
120.175	125.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	660-1 558 (600-1)		660-1½ 558 (600-1½)	660-1¾ 558 (600-1¾)
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC VAN 110.4 Chan 41	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 104

VOR/DME or GPS-A

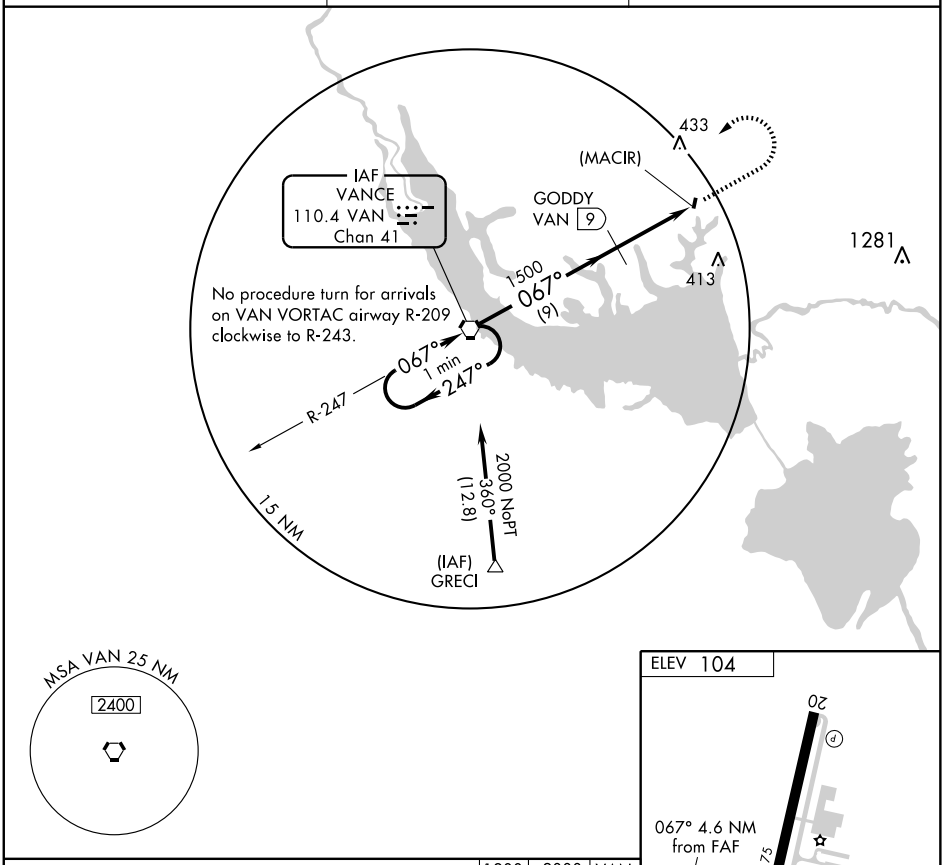
MANNING/SANTEE COOPER RGNL (MNI)

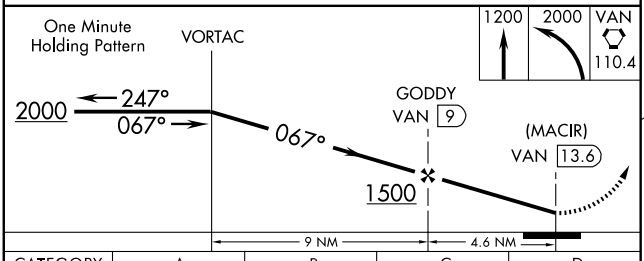
NA

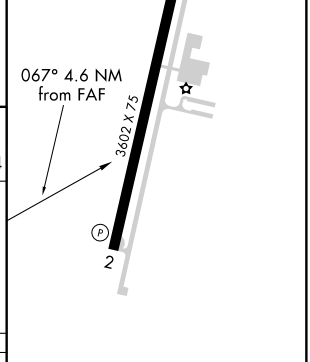
Use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

AWOS-3	SHAW APP CON ★	UNICOM
120.175	125.4 285.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)

MIRL Rwy 2-20 L

SE-2. 17 DEC 2009 to 14 JAN 2010

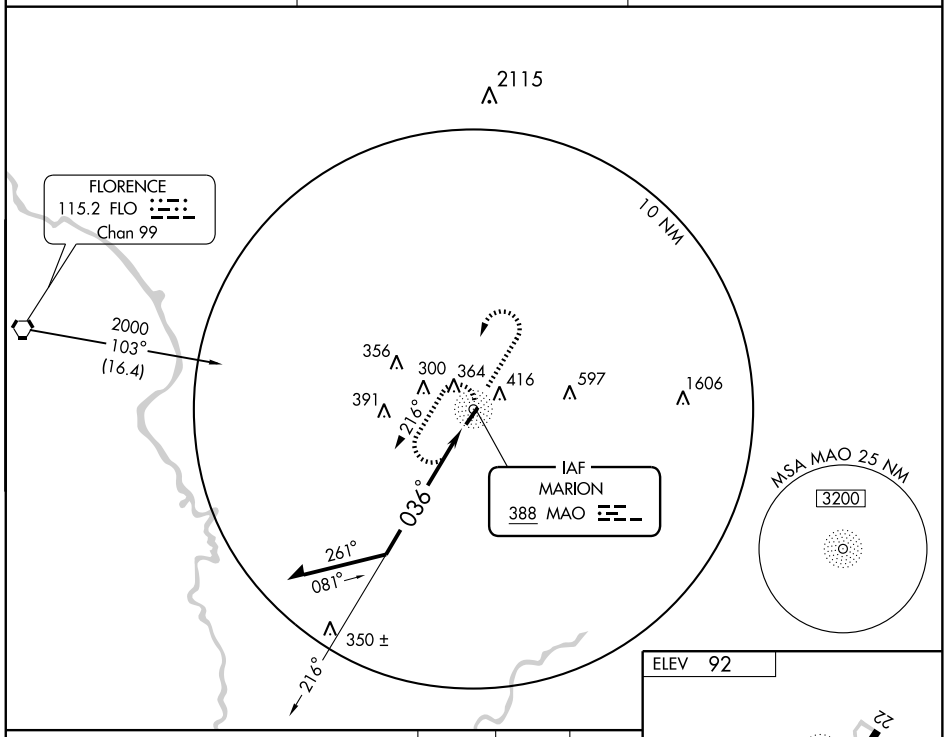
NDB MAO	APP CRS	Rwy Idg	4503
388	036°	TDZE	92
		Apt Elev	92

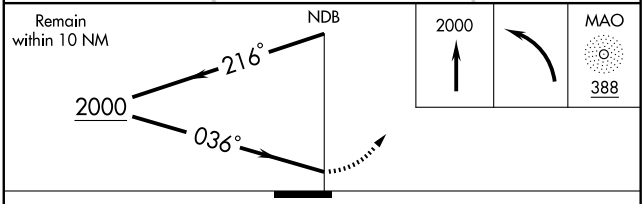
NDB RWY 4
MARION COUNTY (MAO)

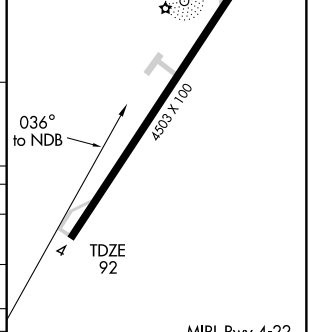
Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct MAO NDB and hold.

AWOS-3	FLORENCE APP CON *	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
S-4	760-1	668 (700-1)	760-1¾ 668 (700-1¾)	760-2 668 (700-2)
CIRCLING	780-1	688 (700-1)	780-2 688 (700-2)	780-2¼ 688 (700-2¼)
FLORENCE ALTIMETER SETTING MINIMUMS				
S-4	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)
CIRCLING	820-1	728 (800-1)	820-2 728 (800-2)	820-2¼ 728 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

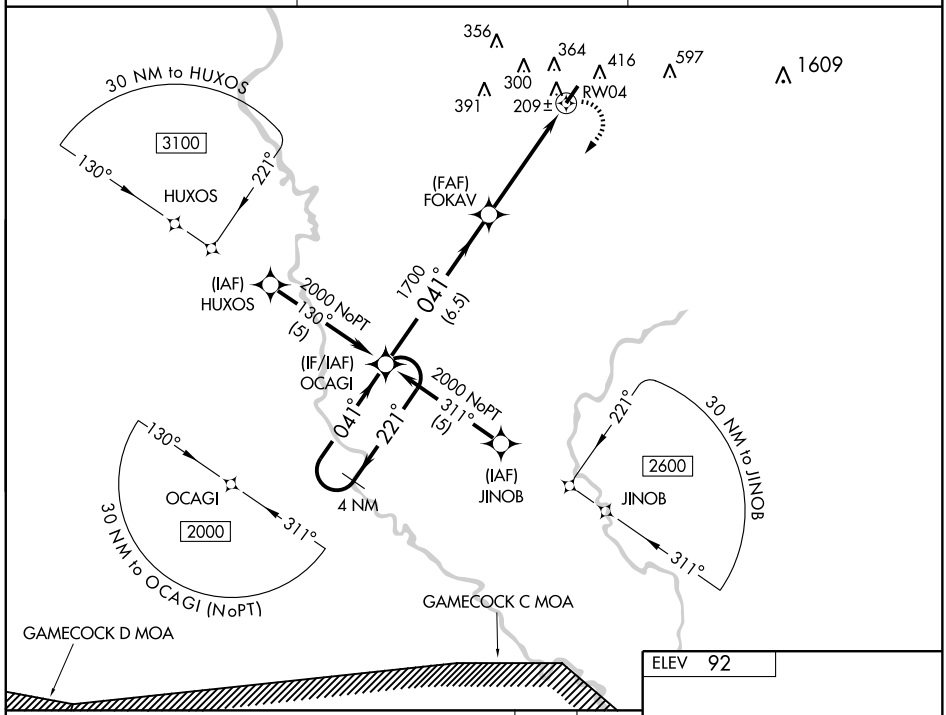
APP CRS	Rwy Idg	4503
041°	TDZE	92
	Apt Elev	92

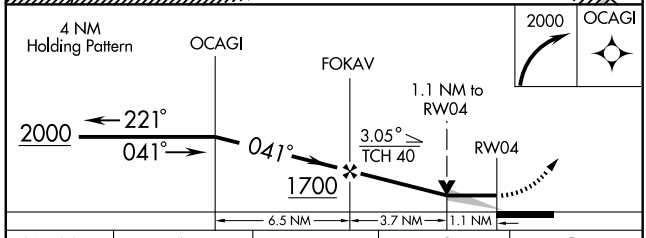
RNAV (GPS) RWY 4
MARION COUNTY (MAO)

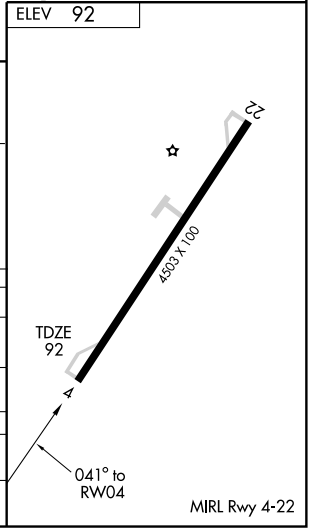
▼ Obtain local altimeter setting on CTAF; when not received, use Florence altimeter setting. DME/DME RNP-0.3 NA.
▲ NA VDP NA when using Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct OCAGI and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	500-1 408 (500-1)		500-1¼ 408 (500-1¼)	
CIRCLING	780-1 688 (700-1)		780-2 688 (700-2)	780-2¼ 688 (700-2¼)
FLORENCE ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 468 (500-1)		560-1¼ 468 (500-1¼)	560-1½ 468 (500-1½)
CIRCLING	820-1 728 (800-1)		820-2 728 (800-2)	820-2¼ 728 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

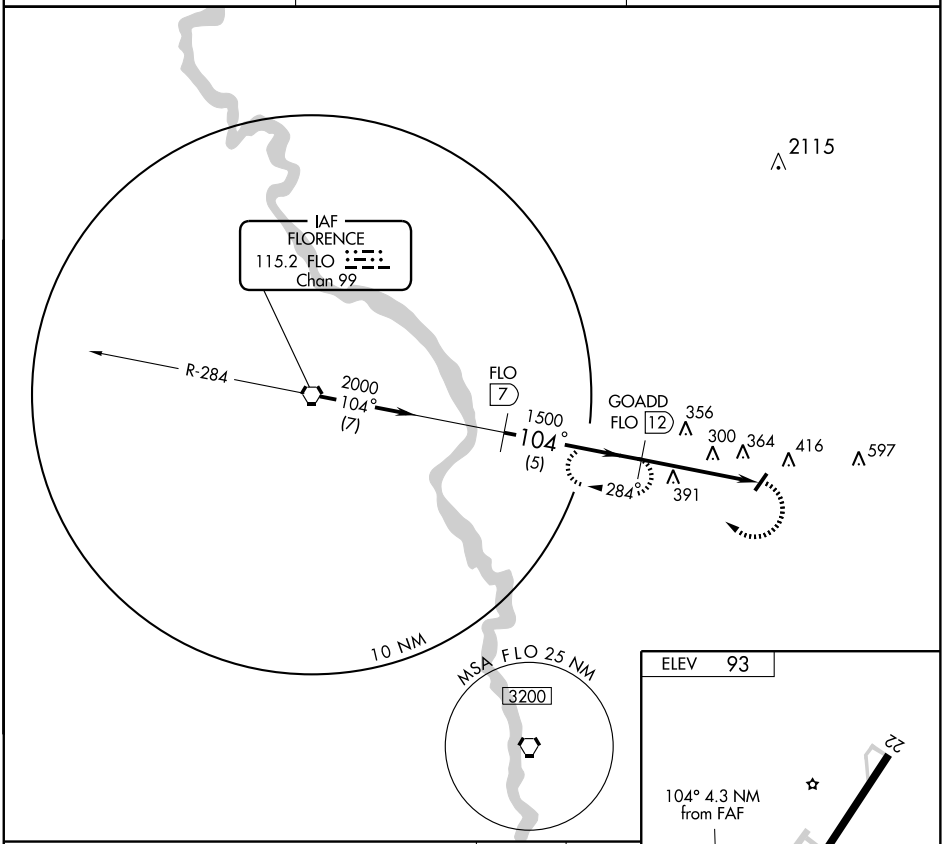
VORTAC FLO	APP CRS	Rwy Idg	NA
115.2	104°	TDZE	NA
Chan 99		Apt Elev	93

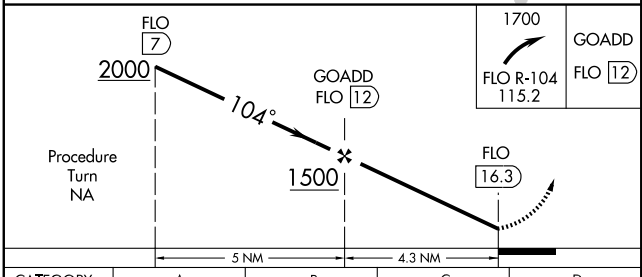
VOR/DME-A
MARION COUNTY (MAO)

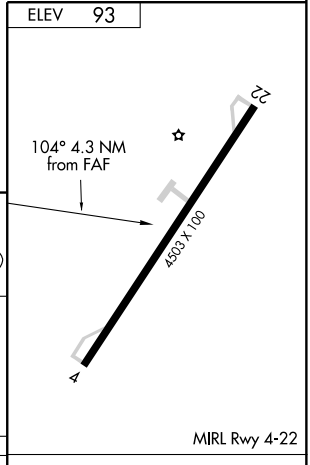
NA — Use Florence altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via FLO R-104 to GOADD 12 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	820-1	727 (800-1)	820-2 727 (800-2)	820-2¼ 727 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4351
CH 63210	050°	TDZE	73
W05A		Apt Elev	73

RNAV (GPS) RWY 5

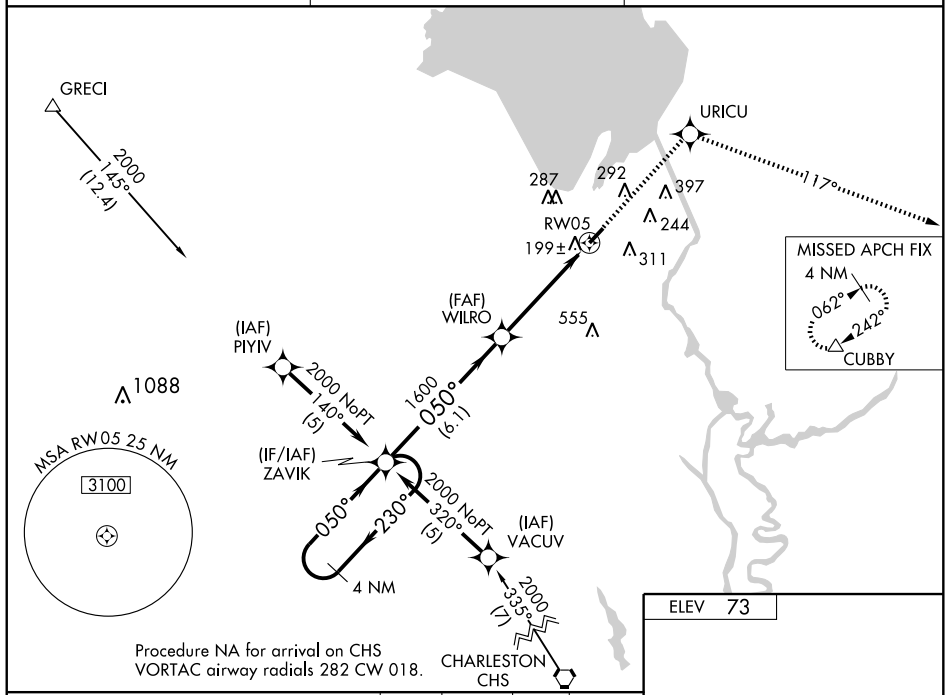
MONCKS CORNER/ BERKELEY COUNTY (MKS)

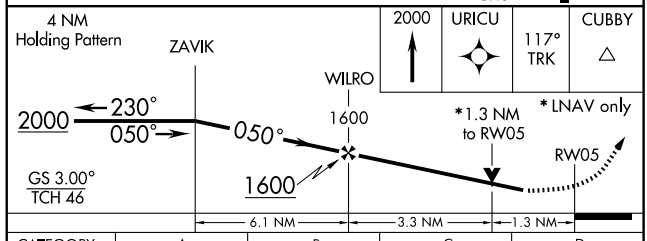
T
A NA

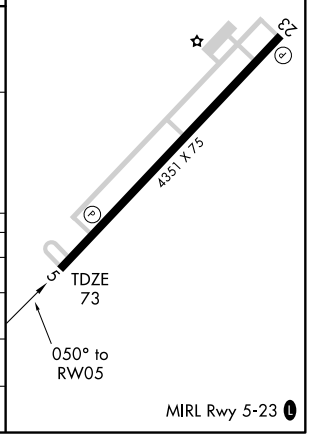
Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	407-1¼ 334 (400-1¼)			
LNAV/ VNAV DA	469-1½ 396 (400-1½)			
LNAV MDA	520-1 447 (500-1)		520-1¼ 447 (500-1¼)	520-1½ 447 (500-1½)
CIRCLING	520-1 447 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4351
230°	TDZE	73
	Apt Elev	73

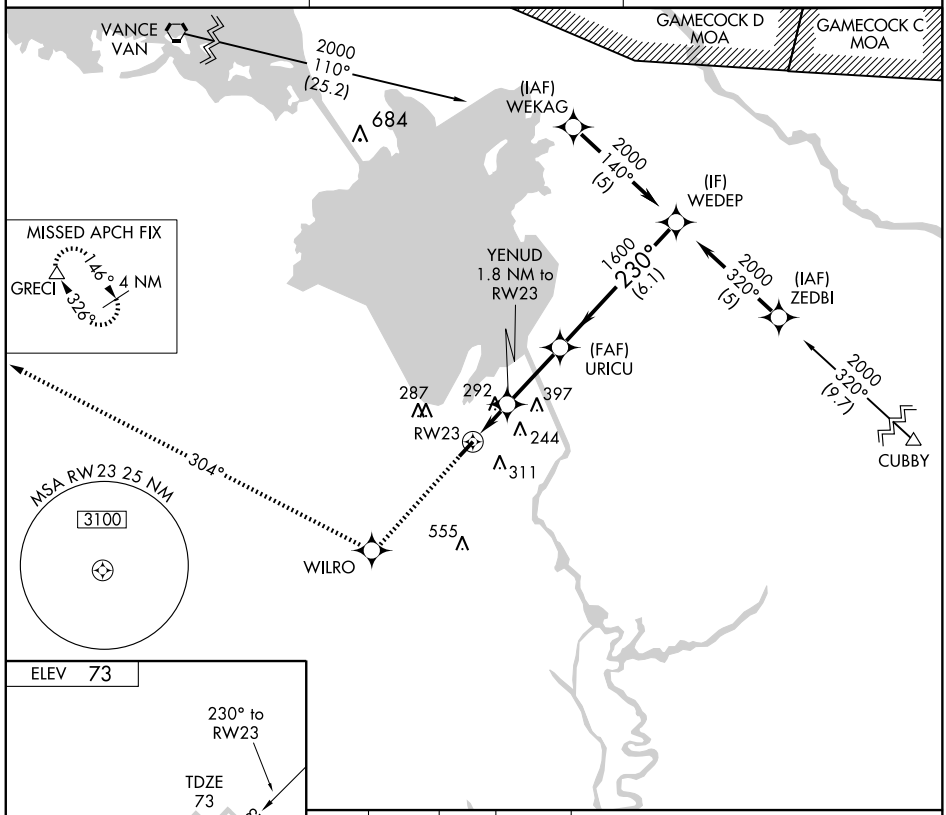
RNAV (GPS) RWY 23

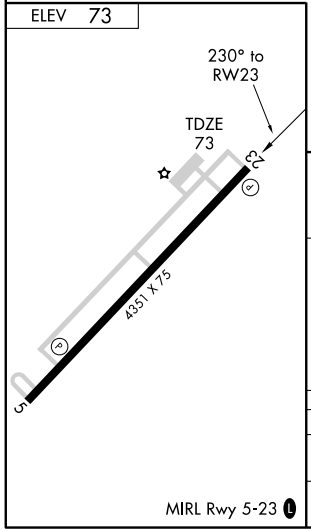
MONCKS CORNER/ BERKELEY COUNTY (MKS)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Circling Cat. C and D visibility ¼ mile.

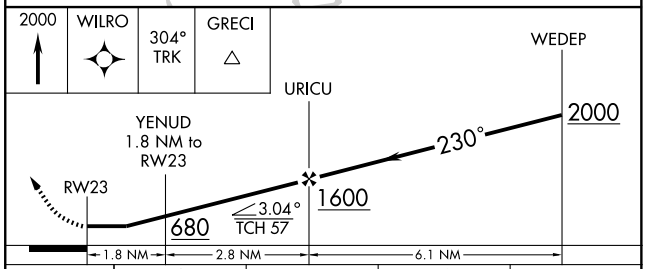
MISSED APPROACH: Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L





MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	560-1 487 (500-1)		560-1¼ 487 (500-1¼)	560-1½ 487 (500-1½)
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS 113.5 Chan 82	APP CRS 185°	Rwy Idg N/A TDZE N/A Apt Elev 73

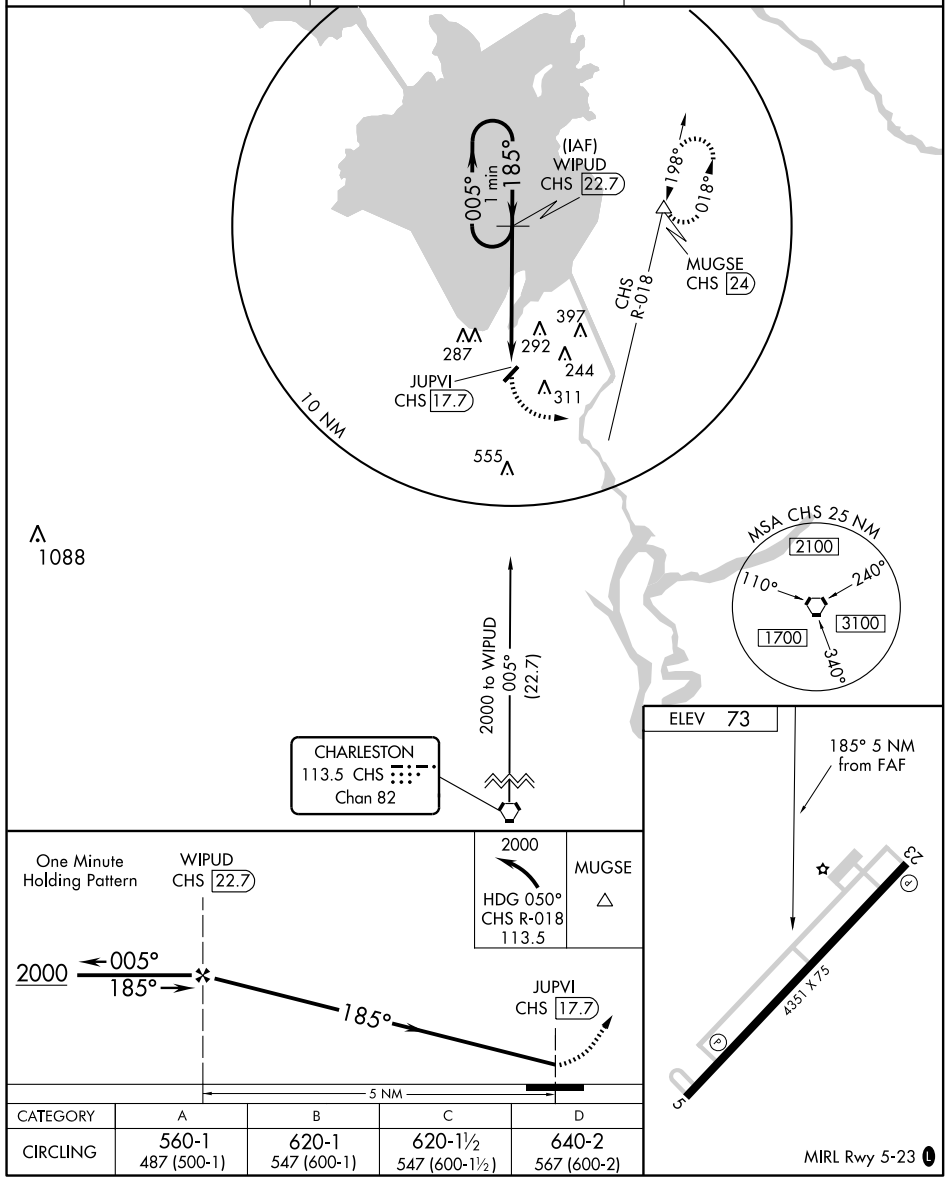
VOR/DME-A

MONCKS CORNER/ BERKELEY COUNTY (MKS)

Circling to Rwy 23 NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	135.8 379.925	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	094°	TDZE	N/A
Chan 82		Apt Elev	13

VOR/DME or GPS-A

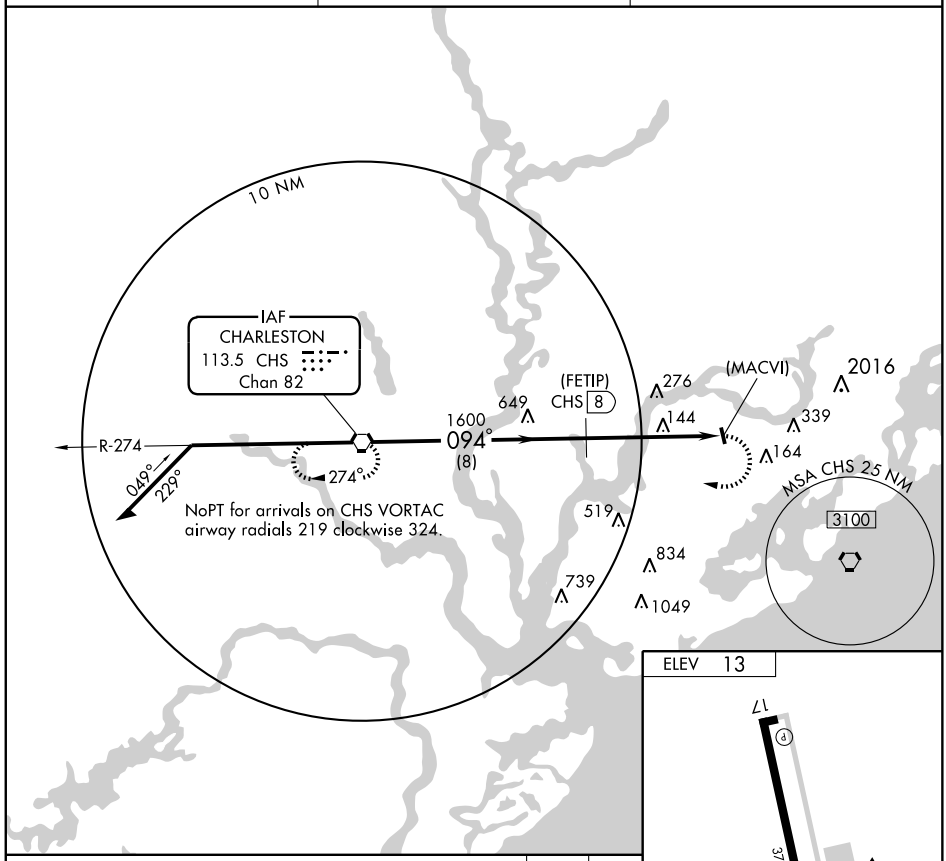
MT PLEASANT RGNL-FAISON FIELD (LRO)

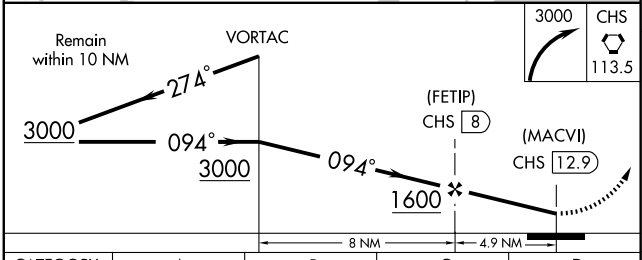
NA

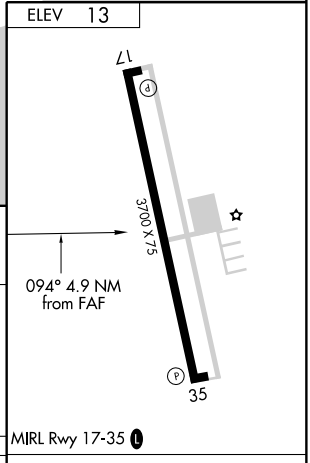
Use Charleston altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	135.8 379.925	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	580-1 567 (600-1)		580-1½ 567 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

MOUNT PLEASANT, SOUTH CAROLINA

AL-6957 (FAA)

VORTAC CHS	APP CRS	Rwy Idg	3700
113.5	172°	TDZE	13
Chan 82		Apt Elev	13

VOR/DME RNAV or GPS RWY 17

MT PLEASANT RGNL-FAISON FIELD (LRO)

NA

Use Charleston altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct WANDO WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	135.8 379.925	122.7 (CTAF) L

CUBBY

3000 to Wando 235° (11.1)

4 NM

155°

335°

IAF
WANDO
N33° 02.06'-W79° 50.46'
113.5 CHS 054.8° -13.0
040

150±

2000

155° (3.5)

(FAF)
(FESJY)
5 NM from MAP WP
N32° 59.05'-W79° 48.42'

172°

MAP
RW17
N32° 54.17'-W79° 47.05'
113.5 CHS 092.7° -12.8
040

CHARLESTON
113.5 CHS
Chan 82

3000 to Wando 055° (13)

276

649

339

2016

164

519

834

739

1049

ELEV 13

172° to MAP WP

17

TDZE 13

3700 X 75

35

MIRL Rwy 17-35 L

4 NM Holding Pattern

WANDO WP

(FESJY) 5 NM from MAP WP

RW17 MAP WP

3000

335°

155°

155°

172°

2000

3.67°

3.5 NM

4 NM

1 NM

3000

WANDO

CATEGORY	A	B	C	D
S-17	440-1 427 (500-1)		440-1¼ 427 (500-1¼)	NA
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	NA

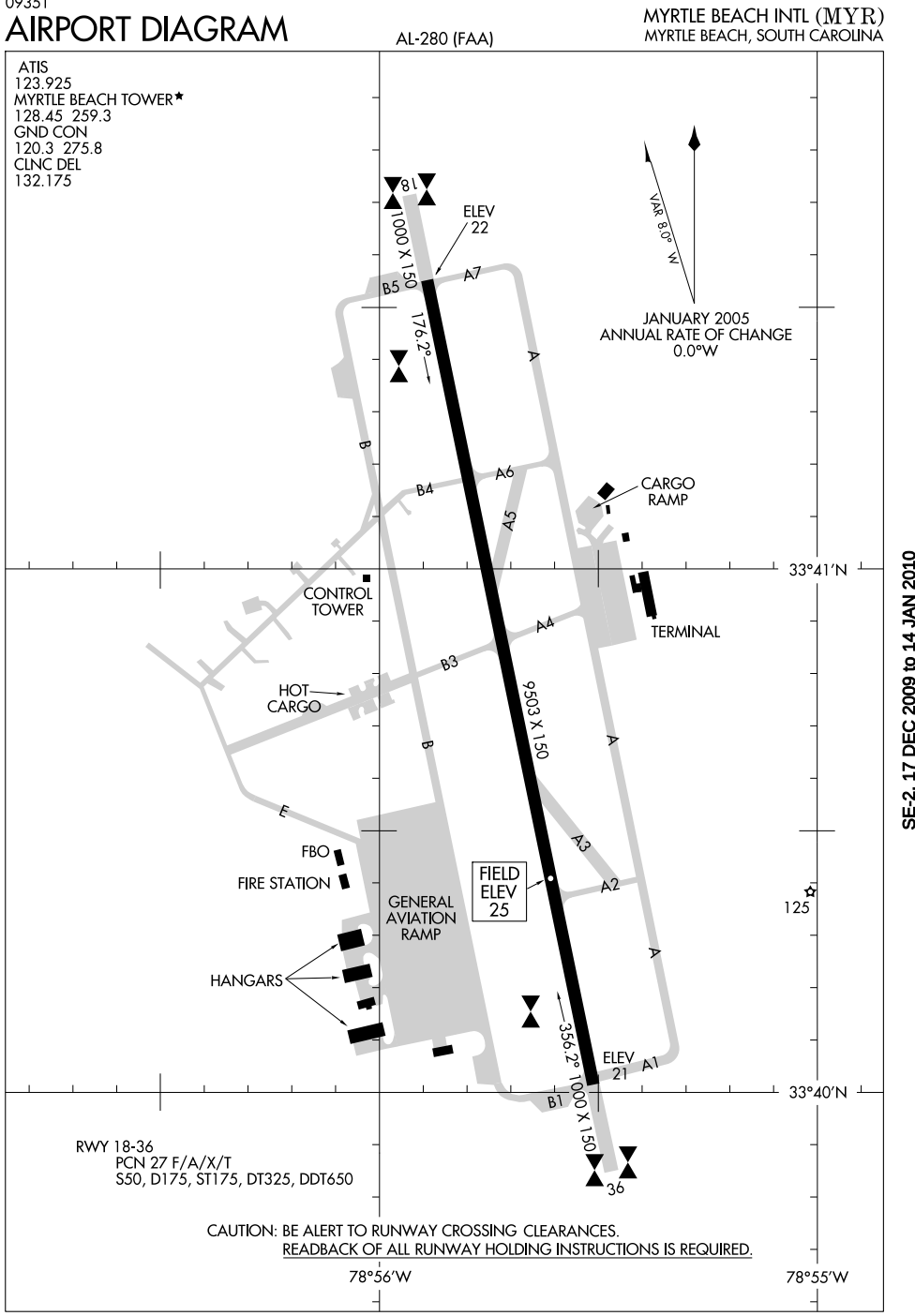
SE-2, 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

AL-280 (FAA)

MYRTLE BEACH INTL (MYR)
MYRTLE BEACH, SOUTH CAROLINA



RWY 18-36
PCN 27 F/A/X/T
S50, D175, ST175, DT325, DDT650

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)

ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

LOC I-MYR	APP CRS	Rwy Idg	9503
109.5	174°	TDZE	23
		Apt Elev	25

Circling NA east of Rwy 18-36.
DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via CRE VORTAC R-234 to PLANN/24 DME and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

RADAR REQUIRED

HORRY 370 HYW

208°

028°

ALTERNATE MISSED APCH FIX

354°

(IF) CRE 14

174° (8.2)

1600

R-295

GRAND STRAND 117.6 CRE Chan 123

BEVET INT RADAR

678

R-259

191

387

134±

348

212

218

253

263

263

R-234

1031

15 NM

LOCALIZER 109.5 I-MYR

MSA CRE 25 NM

2100

PLANN CRE 24

054°

234°

ELEV 25

174° 4.6 NM from FAF

8

TDZE 23

124

9503 X 150

125

36

HIRL Rwy 18-36 L

CRE R-295 CRE 14

BEVET INT RADAR

2000

174°

1551

1600

GS 3.00°

TCH 49

800

3000

CRE R-234 117.6

PLANN

8.2 NM

4.6 NM

CATEGORY	A	B	C	D
S-ILS 18	223/24	200 (200-½)		
S-LOC 18	440/24	417 (500-½)	440/40	417 (500-¾)
CIRCLING	560-1	535 (600-1)	560-1½ 535 (600-1½)	640-2 615 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

LOC I-BSQ	APP CRS	Rwy Idg	9503
111.9	354°	TDZE	25
		Apt Elev	25

AL-280 (FAA)

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

Circling NA East of Rwy 18-36.

MALSF

MISSED APPROACH: Climb to 3000 via heading 352° to KOOKE Int and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

KOOKE FAY 63

FAYETTEVILLE 108.8 FAY Chan 25

GRAND STRAND 117.6 CRE Chan 123

LOCALIZER 111.9 I-BSQ

PORKE INT RADAR

(IF) CHACA RADAR

FEEDER FACILITIES

ENROUTE FACILITIES

10 NM

W-177A

MSA CRE 25 NM 2100

ELEV 25

HIRL Rwy 18-36 L

9503 X 150

TDZE 25

354° 4.6 NM from FAF

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

3000 HDG 352°

KOOKE

PORKE INT RADAR

CHACA RADAR

1573

354° 1600

1600

GS 3.00° TCH 53

4.6 NM 5.4 NM

CATEGORY	A	B	C	D
S-ILS 36	225/40 200 (200-¾)			
S-LOC 36	360/40 335 (400-¾)			360/50 335 (400-1)
CIRCLING	560-1 535 (600-1)		560-1½ 535 (600-1½)	640-2 615 (700-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)

RNAV (GPS) RWY 18

MYRTLE BEACH INTL (MYR)

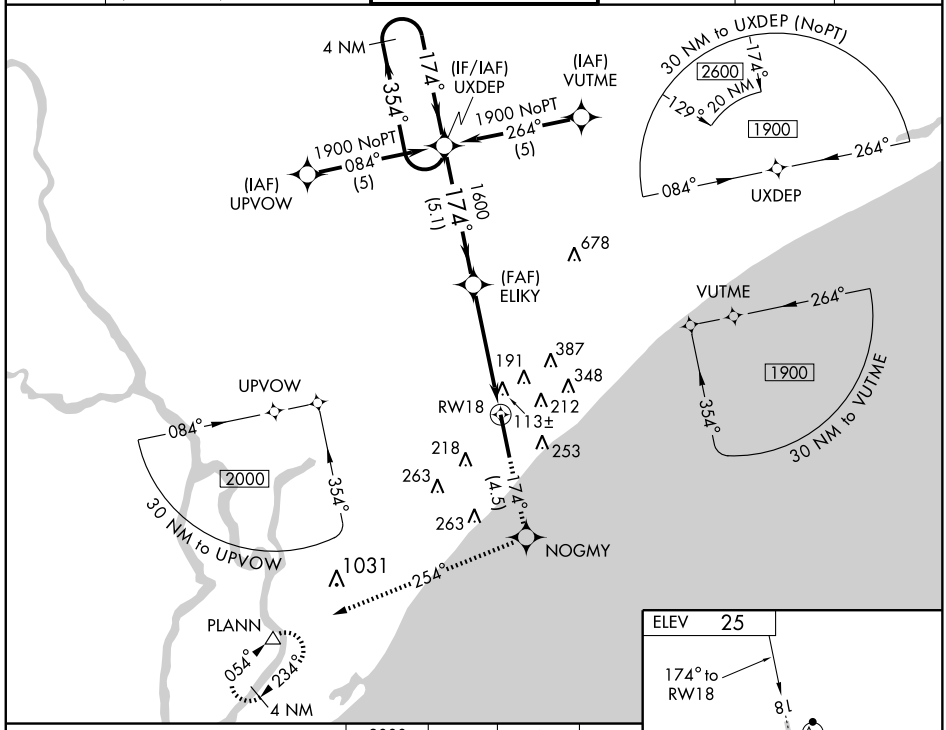
APP CRS	Rwy Idg	9503
174°	TDZE	23
	Apt Elev	25

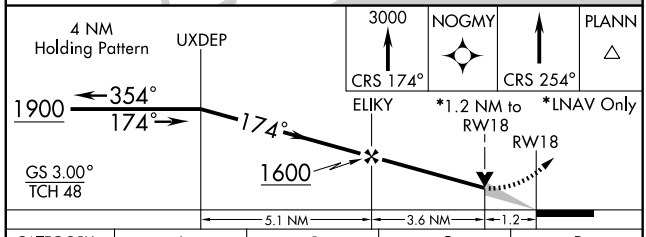
Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5°F).
For inoperative MALSR increase LNAV Category D visibility to RVR 6000.

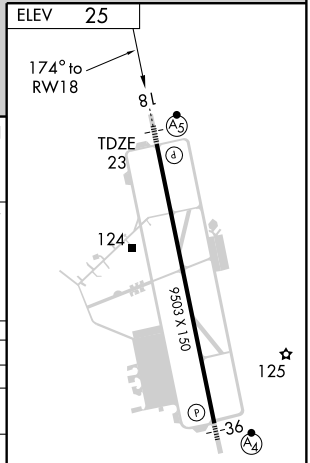
MALSR

MISSED APPROACH: Climb to 3000 via 174° course to NOGMY WP then via 254° course to PLANN WP and hold.

ATIS	MYRTLE BEACH APP CON★	MYRTLE BEACH TOWER★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	440/50 417 (500-1)			
LNAV DA	440/24 417 (500-½)		440/40 417 (500-¾)	440/50 417 (500-1)
CIRCLING	480-1½ 455 (500-1½)		580-1½ 555 (600-1½)	580-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

APP CRS	Rwy Idg	9503
354°	TDZE	25
	Apt Elev	25

AL-280 (FAA)

RNAV (GPS) RWY 36

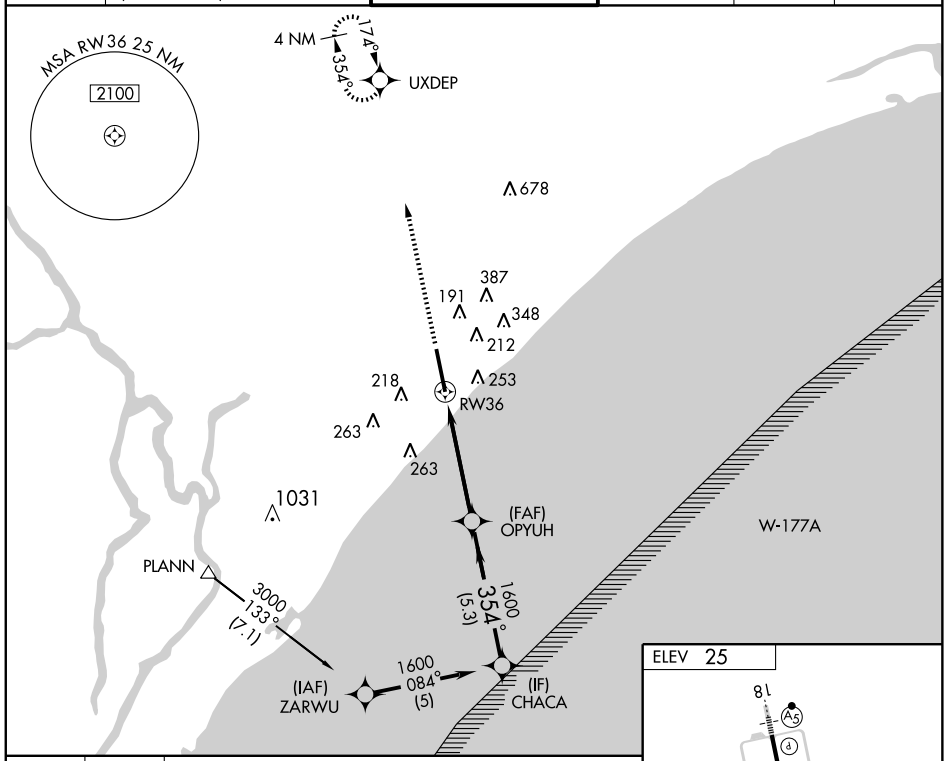
MYRTLE BEACH INTL (MYR)

Circling NA East of Rwy 18-36.
Inoperative table does not apply to LNAV/VNAV or LNAV Cat C.
Baro-VNAV NA below -15° C (5° F). DME/DME RNP-0.3 NA.

MALSF

MISSED APPROACH: Climb to 1900 via 354° course to UXDEP WP and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	440-1½ 415 (500-1½)			
LNAV MDA	460/40 435 (500-¾)		460/60 435 (500-1¼)	460-1½ 435 (500-1½)
CIRCLING	480-1½ 455 (500-1½)		580-1½ 555 (600-1½)	580-2 555 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

MYRTLE BEACH, SOUTH CAROLINA

VORTAC CRE	APP CRS	Rwy Idg	N/A
117.6	234°	TDZE	N/A
Chan 123		Apt Elev	25

AL-280 (FAA)

VOR/DME or GPS-A

MYRTLE BEACH INTL (MYR)

ASR

Circling East of Rwy 18-36 NA.

MISSED APPROACH: Climb to 3000 via CRE R-234 to PLANN Int/24 DME and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171°- 321°) 127.4 257.95 (322°- 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	132.175	122.95

IAF
GRAND STRAND
117.6 CRE
Chan 123

(IAF)
CHAMS
2000 NoPT
236° (16.6)
R-054

234°
1 min
054°

1600
234°
(7)

678
LAMPP
CRE 7
191
387
212
348
218
253
CRE 12
263
(MAKCP)
263

1031
R-234
PLANN
CRE 24
054°
234°

10 NM

MSA CRE 25 NM
2100

ELEV 25

18L
234° 5.6 NM
from FAF
124
9503 X 150
125
36
HIRL Rwy 18-36 L

3000
CRE R-234
117.6
PLANN

One Minute
Holding Pattern
VORTAC
CRE 12
LAMPP
CRE 7
(MAKCP)
CRE 12.6
054°
234°
2000
234°
1600
680
0.6
5 NM
7 NM

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	580-1 554 (600-1)		580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-2. 17 DEC 2009 to 14 JAN 2010

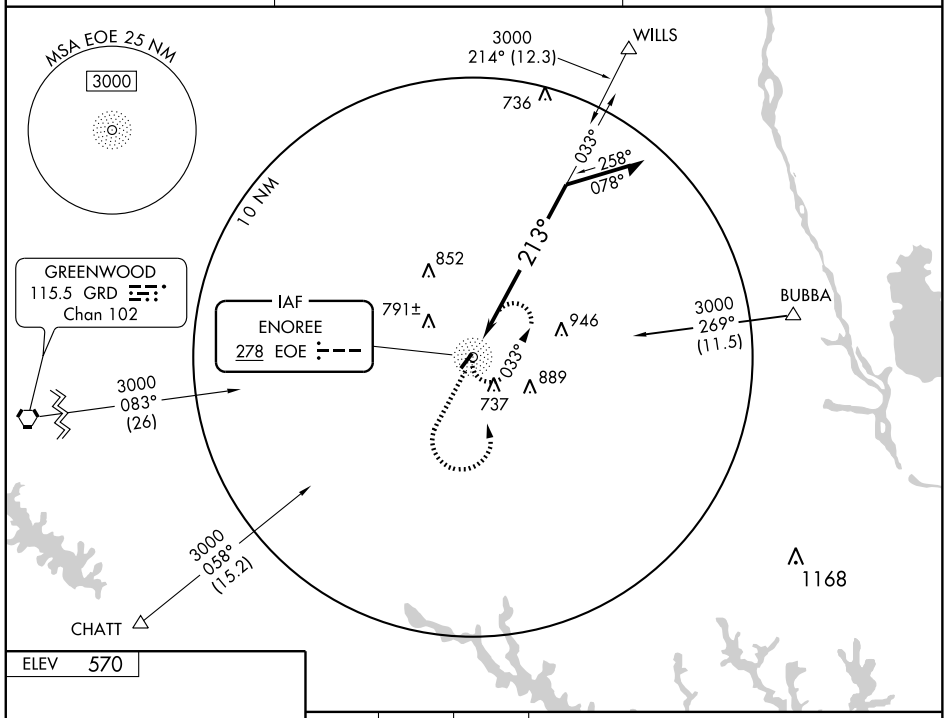
NDB EOE 278	APP CRS 213°	Rwy Idg 4000 TDZE 570 Apt Elev 570

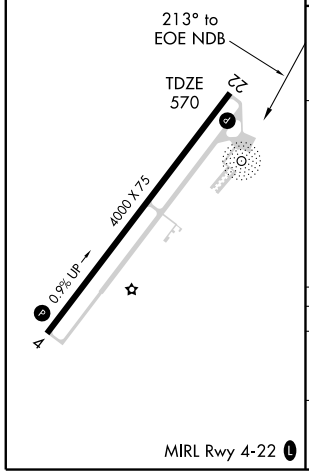
NDB RWY 22
NEWBERRY COUNTY (EOE)

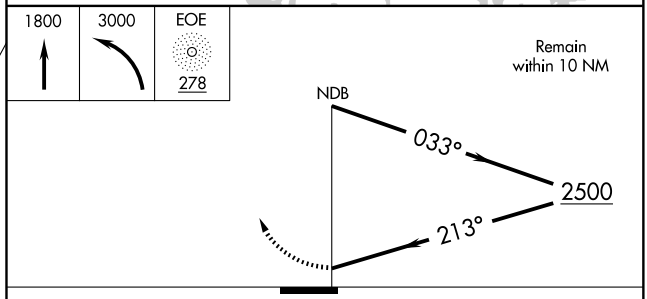
When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1100-1	530 (600-1)	NA	
CIRCLING	1100-1	530 (600-1)	NA	

MIRL Rwy 4-22 L

SE-2. 17 DEC 2009 to 14 JAN 2010

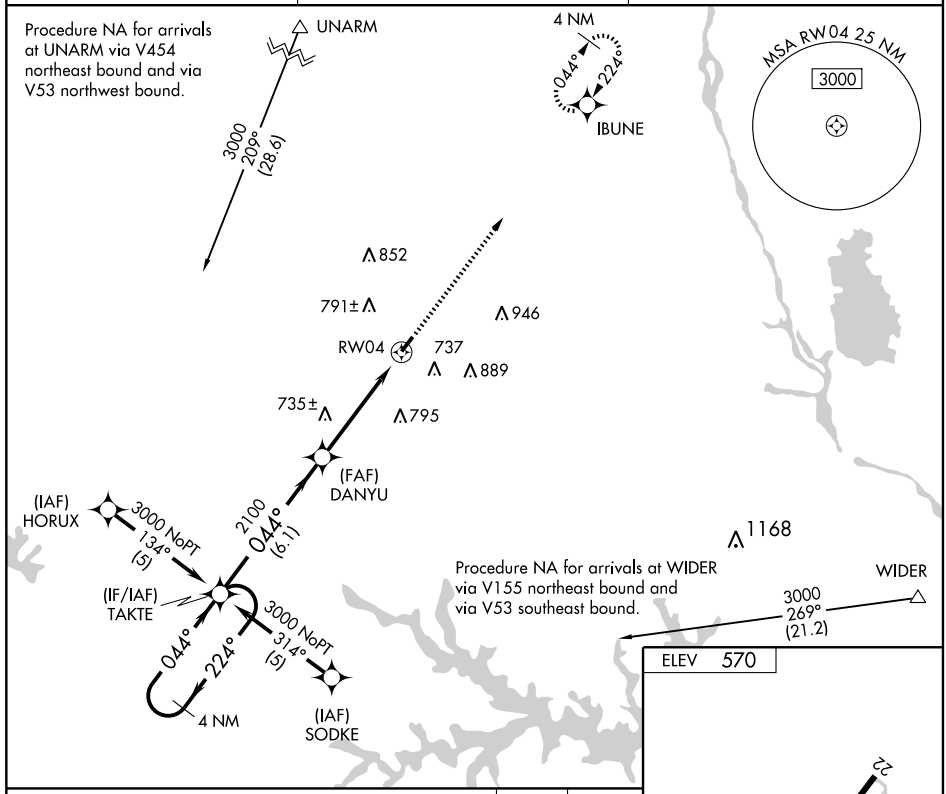
APP CRS	Rwy Idg	4000
044°	TDZE	558
	Apt Elev	570

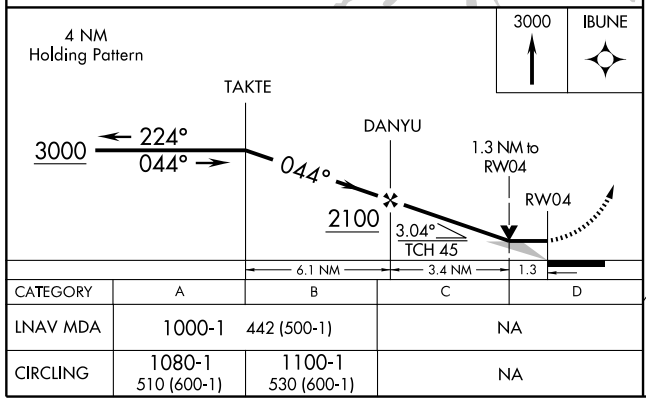
RNAV (GPS) RWY 4
NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting.

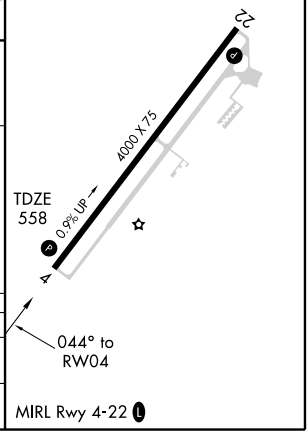
MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1	442 (500-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	



SE-2, 17 DEC 2009 to 14 JAN 2010

NEWBERRY, SOUTH CAROLINA AL-6129 (FAA)

APP CRS	Rwy Idg	4000
224°	TDZE	570
	Apt Elev	570

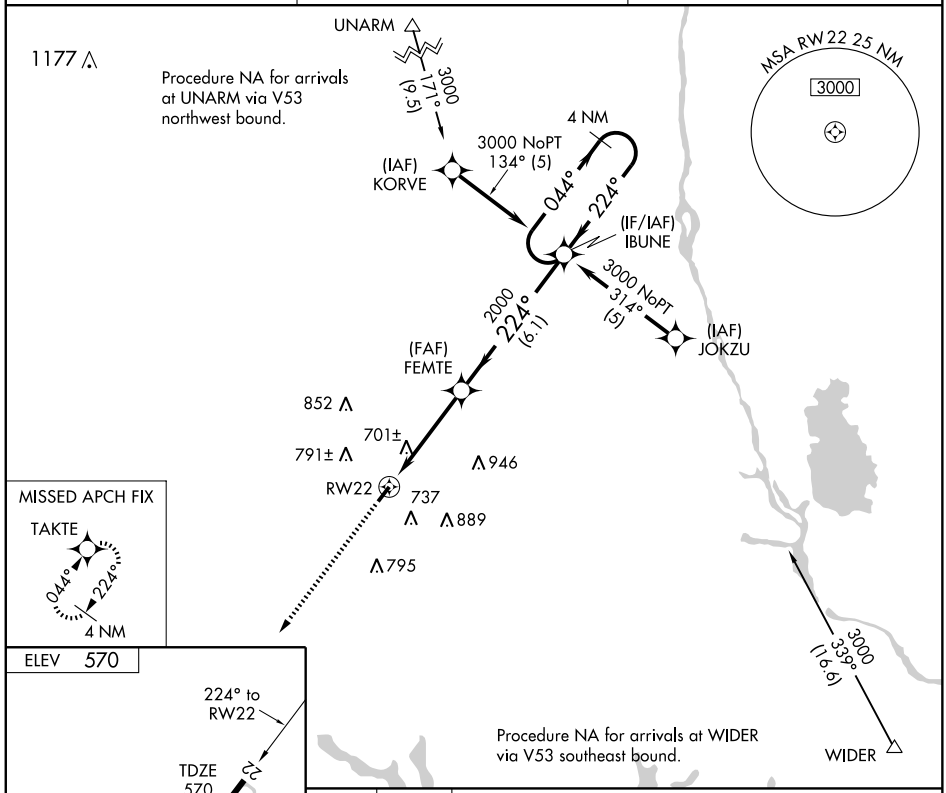
RNAV (GPS) RWY 22

NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1	390 (400-1)	NA	
CIRCLING	1080-1 510 (600-1)	1100-1 530 (600-1)	NA	

MIRL Rwy 4-22 L

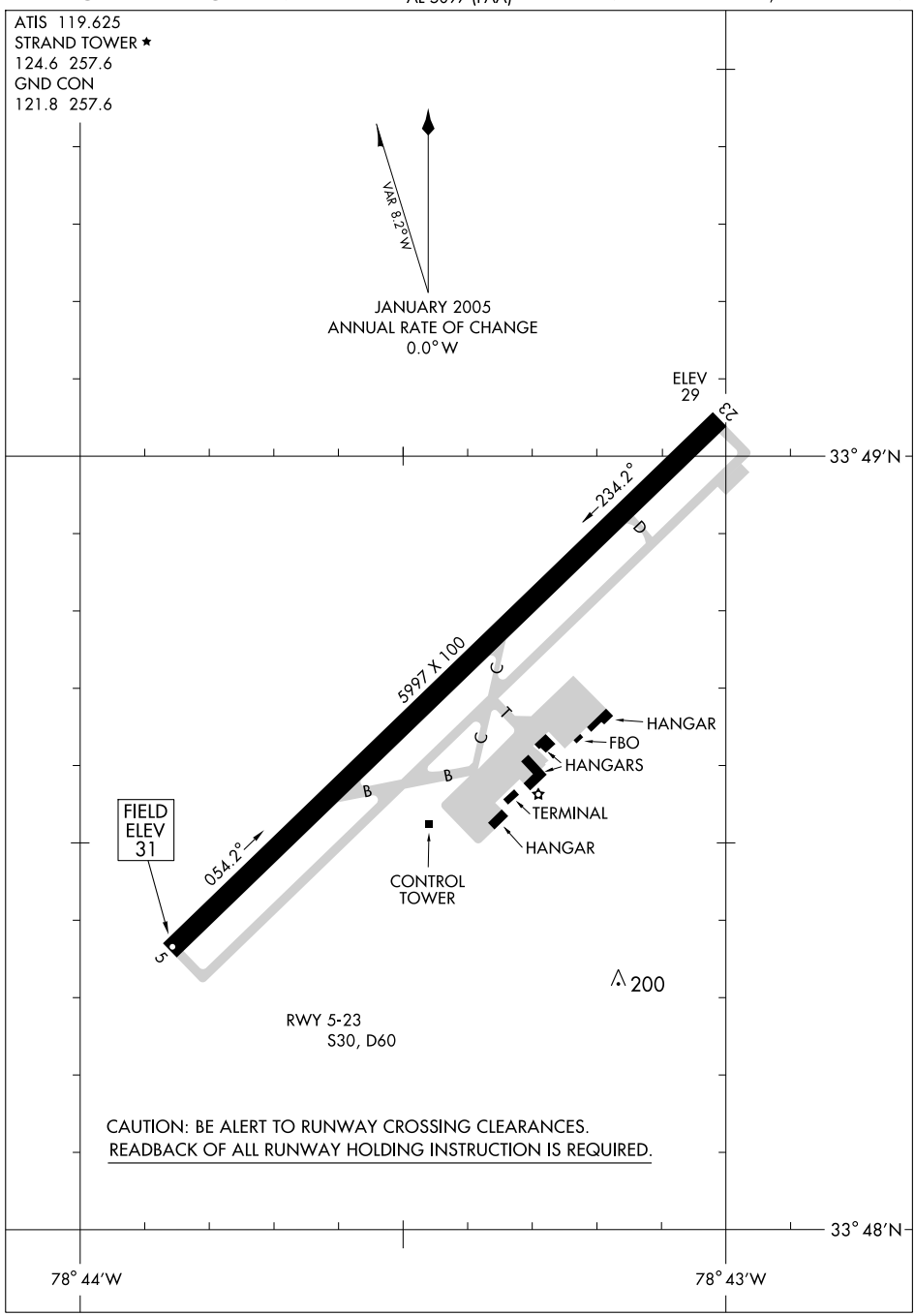
SE-2. 17 DEC 2009 to 14 JAN 2010

08213

AIRPORT DIAGRAM

AL-5097 (FAA)

NORTH MYRTLE BEACH/GRAND STRAND (CRE)
NORTH MYRTLE BEACH, SOUTH CAROLINA



SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS		
052°	Rwy Idg	5997
	TDZE	33
	Apt Elev	33

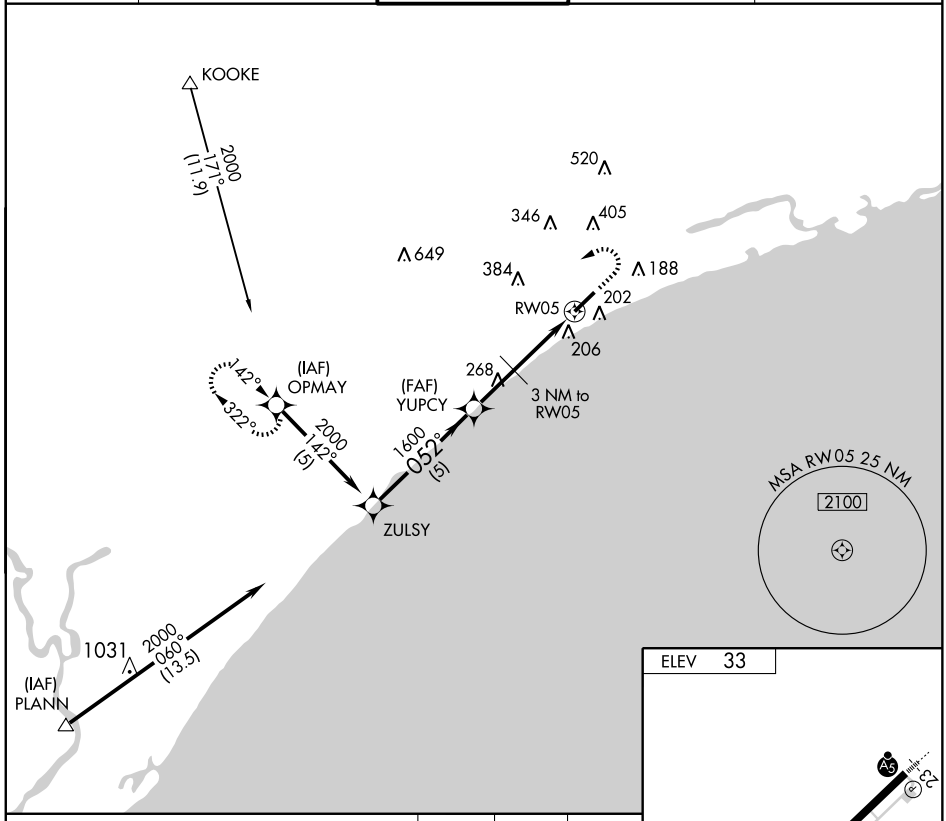
GPS RWY 5

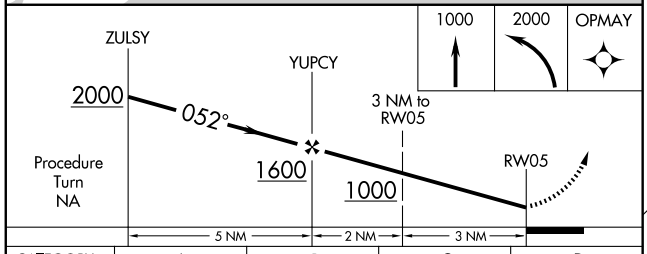
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

NA

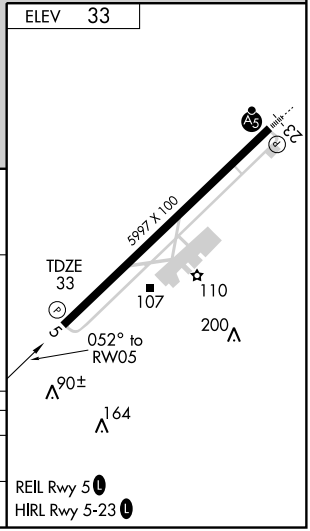
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OPMAY WP and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95





CATEGORY	A	B	C	D
S-5	460-1	427 (500-1)	460-1¼ 427 (500-1¼)	460-1½ 427 (500-1½)
CIRCLING	520-1	487 (500-1)	520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)



SE-2, 17 DEC 2009 to 14 JAN 2010

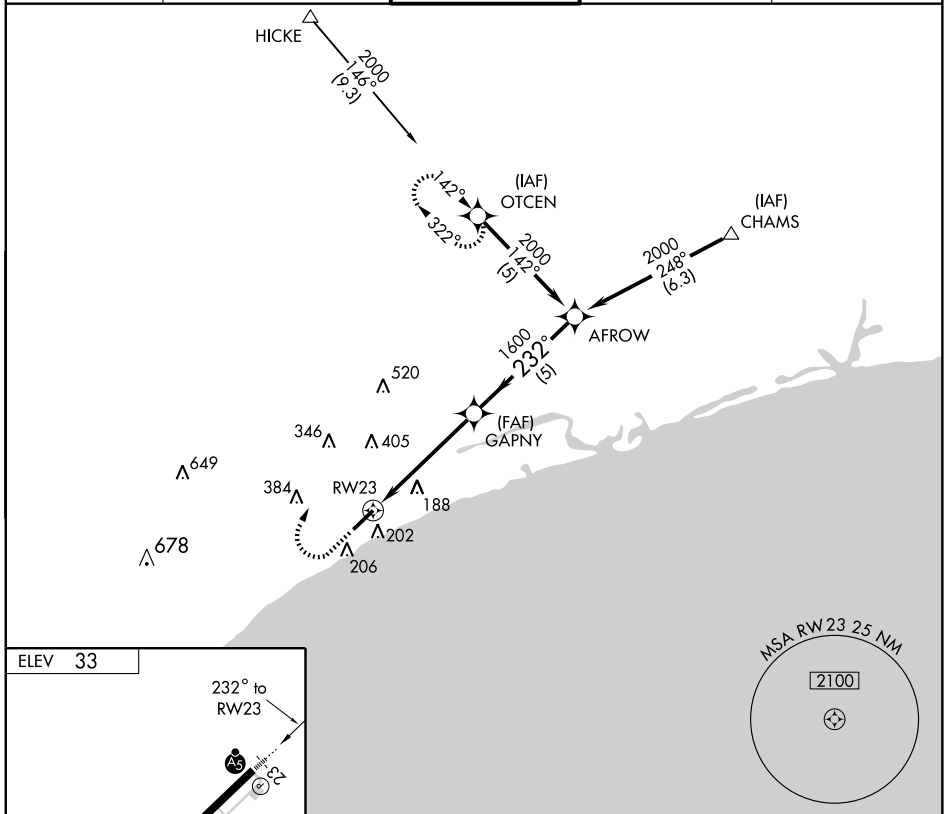
APP CRS	Rwy Idg	5997
232°	TDZE	31
	Apt Elev	33

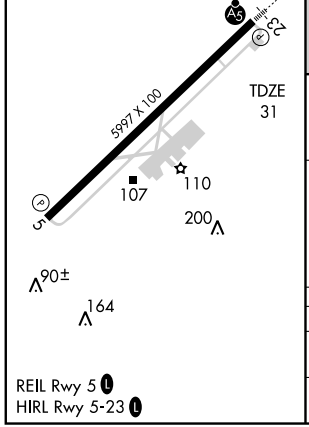
GPS RWY 23

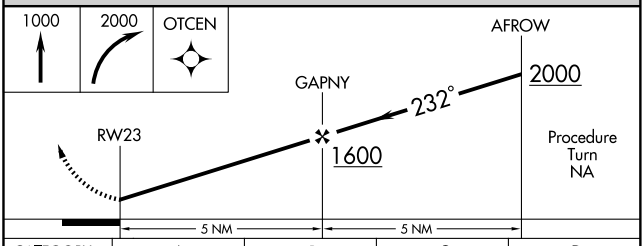
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

NA	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OTCEN WP and hold.
For inoperative MALSR, increase S-23 Cat. A, B visibility to 1, and Cat. D visibility to 1¼.		

ATIS	MYRTLE BEACH APP CON★	STRAND TOWER★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-23	440-¾ 409 (500-¾)			440-1 409 (500-1)
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-CRE	APP CRS	Rwy Idg	5997
111.7	232°	TDZE	31
		Apt Elev	33

ILS RWY 23

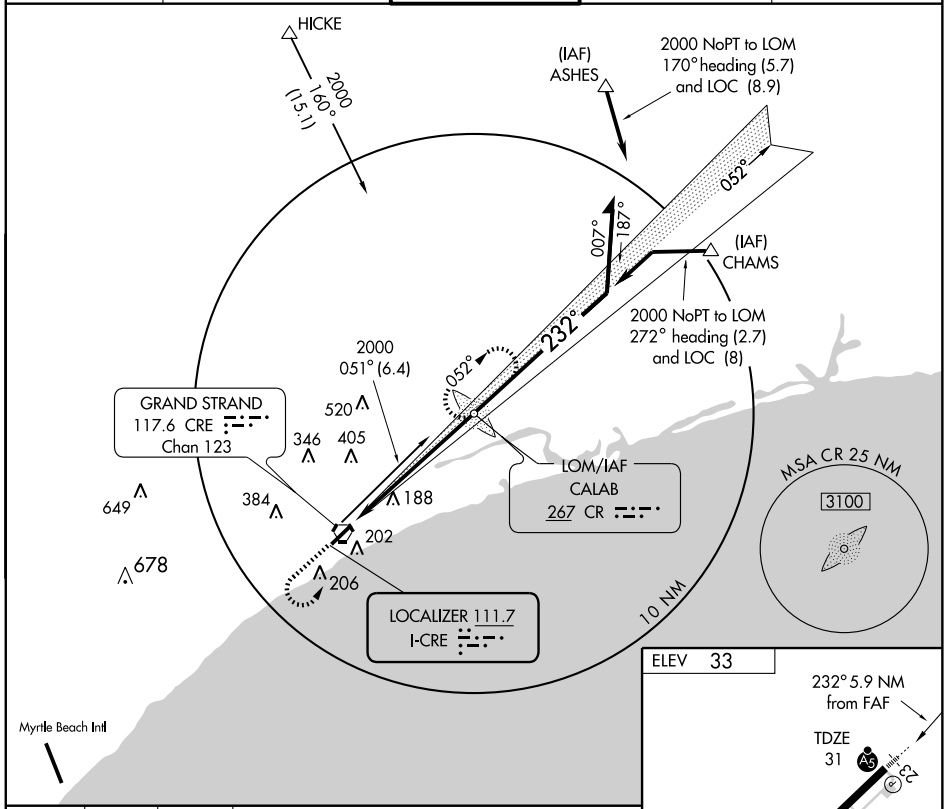
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

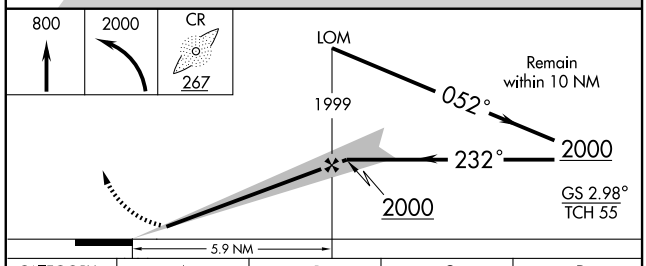
A For inoperative MALSR, increase S-23 LOC Cats A, B visibility to 1 mile. ADF REQUIRED.

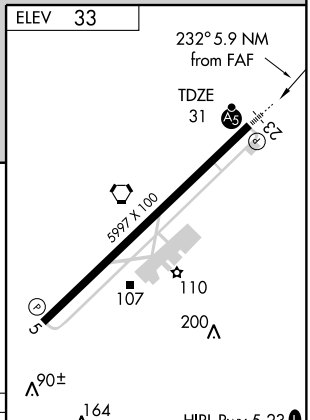
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct CR LOM and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-ILS 23	231-½ 200 (200-½)			
S-LOC 23	440-¾ 409 (500-¾)			
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)

HIRL Rwy 5-23 L
REIL Rwy 5 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-2. 17 DEC 2009 to 14 JAN 2010

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA)

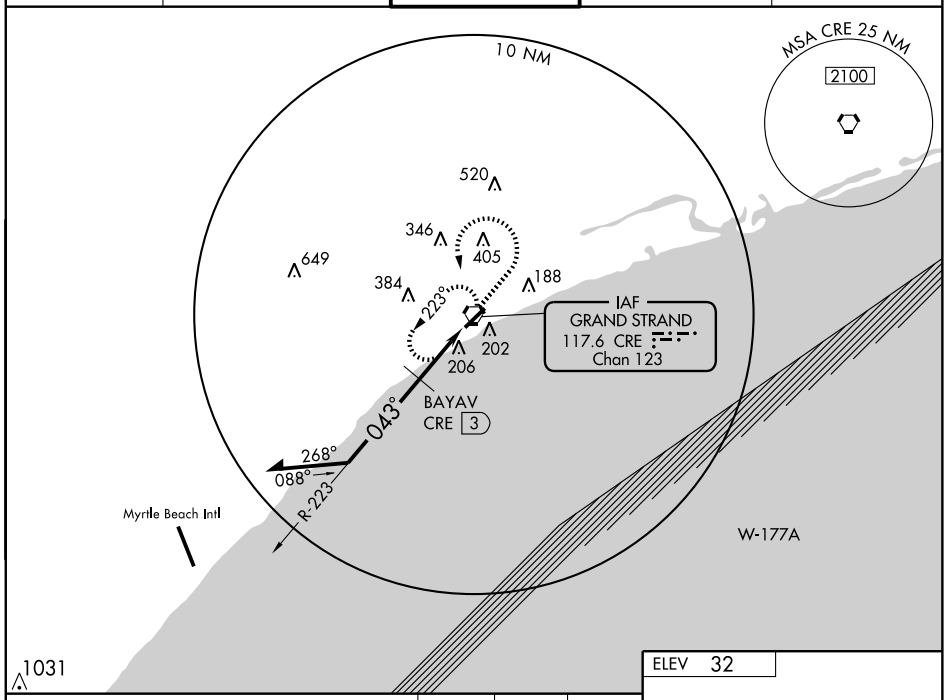
VORTAC CRE	APP CRS	Rwy Idg	5997
117.6	043°	TDZE	32
Chan 123		Apt Elev	32

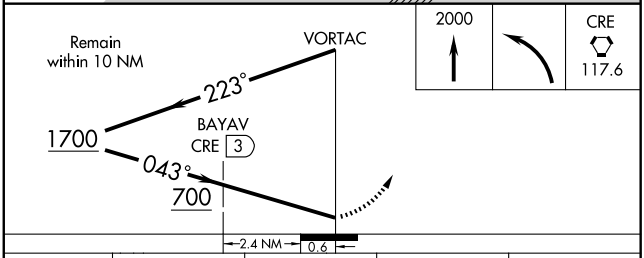
VOR RWY 5

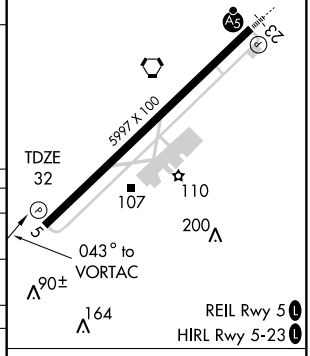
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-5	700-1	668 (700-1)	700-1¾ 668 (700-1¾)	700-2 668 (700-2)
CIRCLING	700-1	668 (700-1)	700-1¾ 668 (700-1¾)	720-2¼ 688 (700-2¼)
BAYAV FIX MINIMUMS				
S-5	460-1	428 (500-1)	460-1¼ 428 (500-1¼)	460-1½ 428 (500-1½)
CIRCLING	520-1	488 (500-1)	520-1½ 488 (500-1½)	720-2¼ 688 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC CRE	APP CRS	Rwy Idg	5997
117.6	238°	TDZE	31
Chan 123		Apt Elev	33

VOR RWY 23

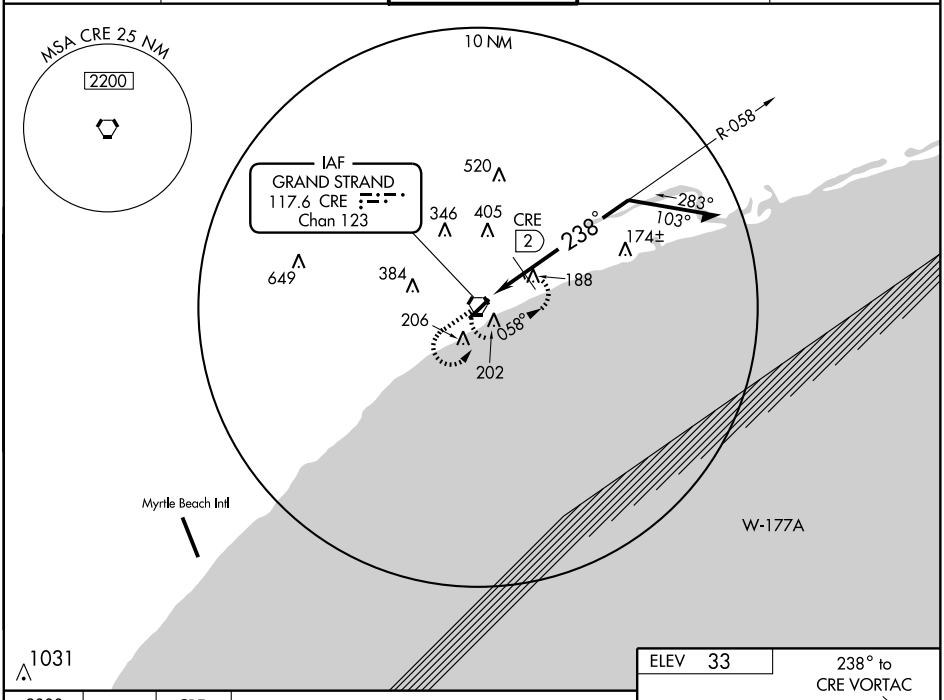
NORTH MYRTLE BEACH/GRAND STRAND (CRE)

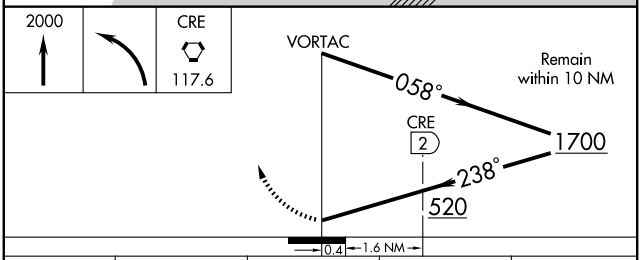
DME Minimums: For inoperative MALSR, increase S-23 Cat. A, B visibility to 1 mile, Cat. D visibility to 1¼ mile.
VOR Minimums: For inoperative MALSR, increase S-23 Cat. A, B visibility to 1 mile.

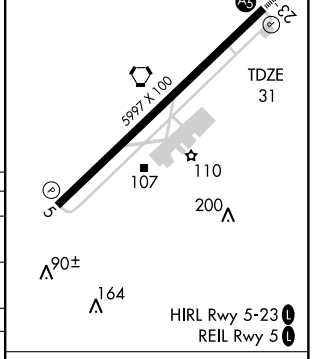
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) L 257.6	121.8 257.6	122.95







CATEGORY	A	B	C	D
S-23	520-¾ 489 (500-¾)			520-1 489 (500-1)
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)
DME MINIMUMS				
S-23	460-¾ 429 (500-¾)			460-1 429 (500-1)
CIRCLING	520-1 487 (500-1)		520-1½ 487 (500-1½)	720-2¼ 687 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME or TACAN-A

VORTAC CAE	APCH CRS	Rwy ldg	N/A
114.70	186°	TDZE	N/A
Chan 94		Arpt Elev	321

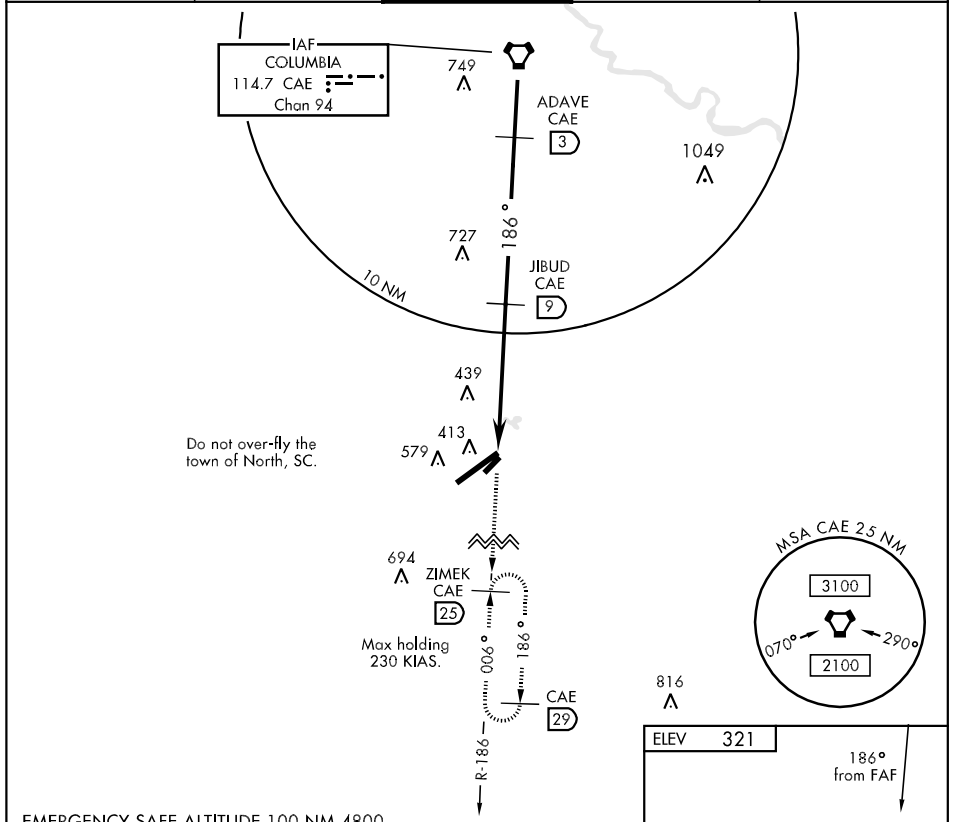
AL-3017 [USAF]

NORTH AF AUX (KXNO)

* Circling to Rwy 5-23 not for civil use.
Circling to Rwy 5-23 not authorized at night.

MISSED APPROACH: Climb to 2000 via CAE R-186 to ZIMEK and hold as published.

ASOS	APP CON	NORTH TOWER	GND CON	COLUMBIA CLNC DEL
118.525	124.15 338.2	235.775	118.15 235.775	120.475



CATEGORY	A	B	C	D	E
CIRCLING *	940-1	619 (700-1)	940-1¾ 619 (700-1¾)	940-2 619 (700-2)	1380-3 1059(1100-3)

Rwy 6 ldg 8000′
Rwy 24 ldg 8000′

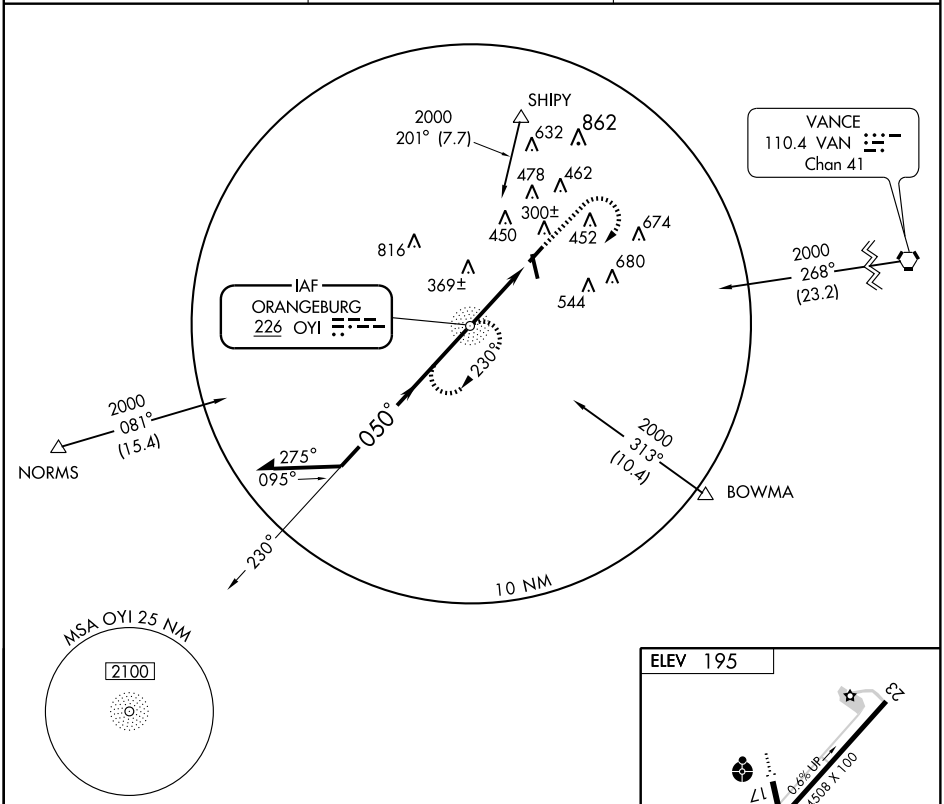
NDB OYI	APP CRS	Rwy Idg	4500
226	050°	TDZE	191
		Apt Elev	195

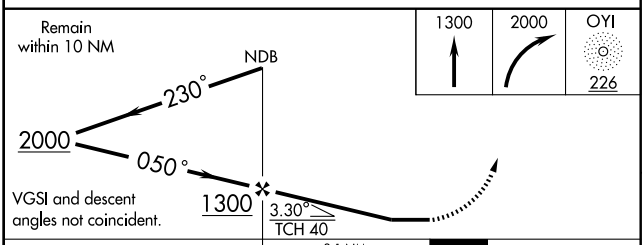
NDB RWY 5
ORANGEBURG MUNI (OGB)

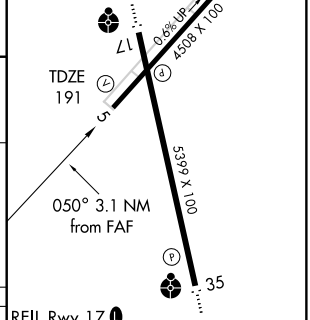
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2000 direct OYI NDB and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	700-1	509 (600-1)	700-1½	509 (600-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-2. 17 DEC 2009 to 14 JAN 2010

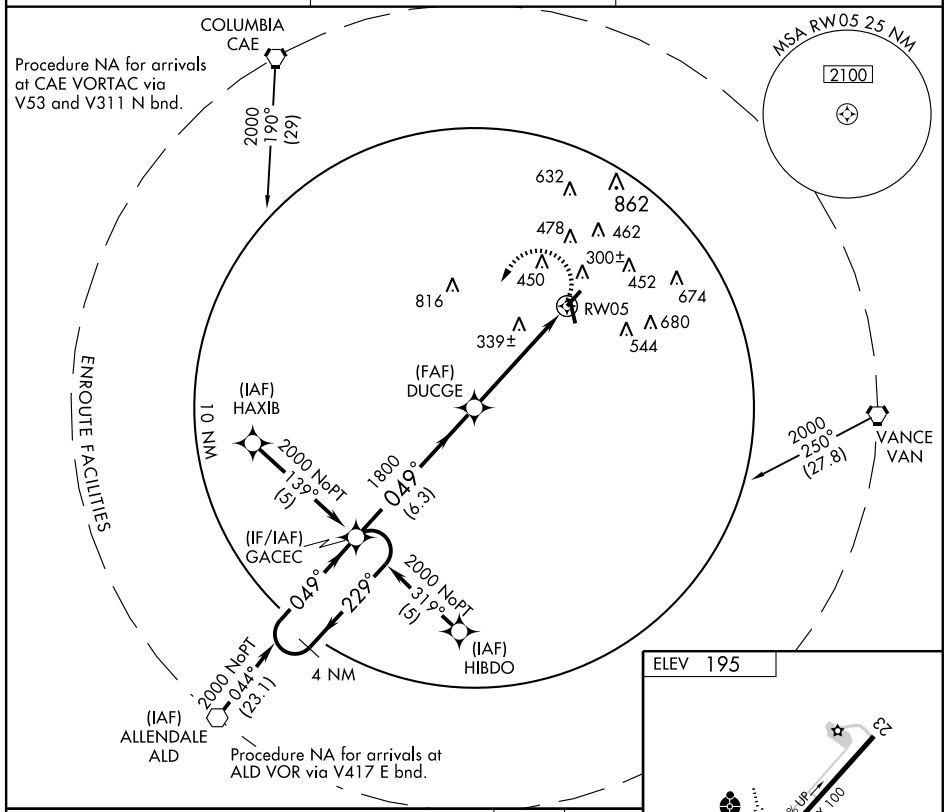
APP CRS	Rwy Idg	4500
049°	TDZE	191
	Apt Elev	195

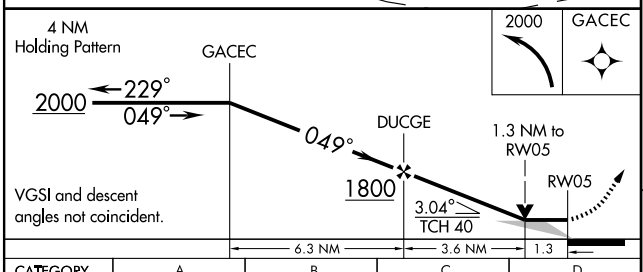
RNAV (GPS) RWY 5
ORANGEBURG MUNI (OGB)

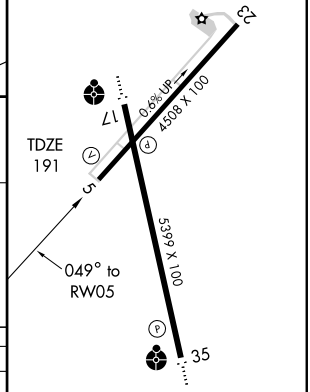
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. Straight-in procedure NA at night. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct GACEC and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 409 (500-1)		600-1¼ 409 (500-1¼)	
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

REIL Rwy 17 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5401
174°	TDZE	181
	Apt Elev	195

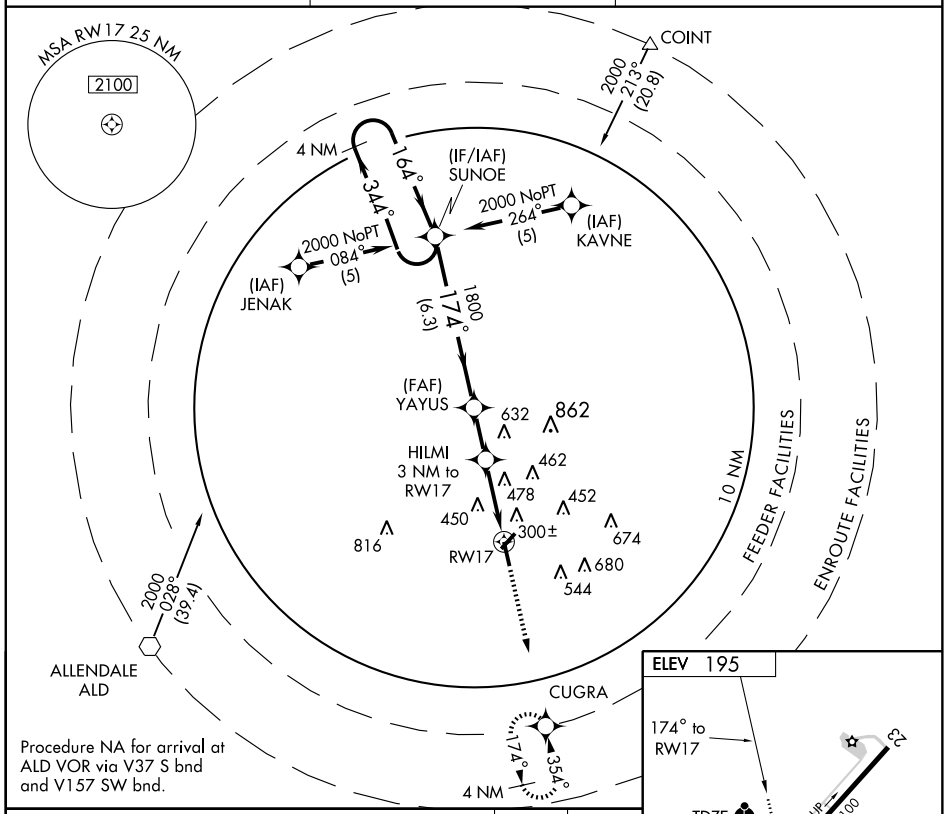
RNAV (GPS) RWY 17
ORANGEBURG MUNI (OGB)

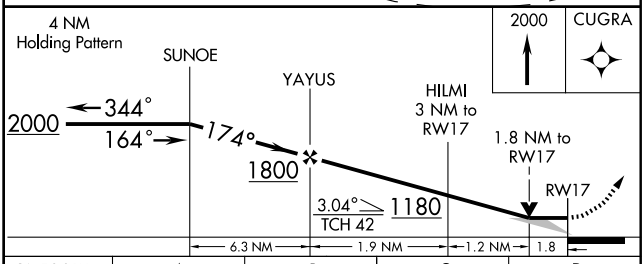
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP -0.3 NA.

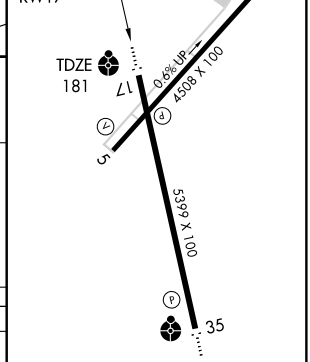
ODALS

MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 599 (600-1)		780-1½ 599 (600-1½)	780-1¾ 599 (600-1¾)
CIRCLING	780-1 585 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

SE-2. 17 DEC 2009 to 14 JAN 2010

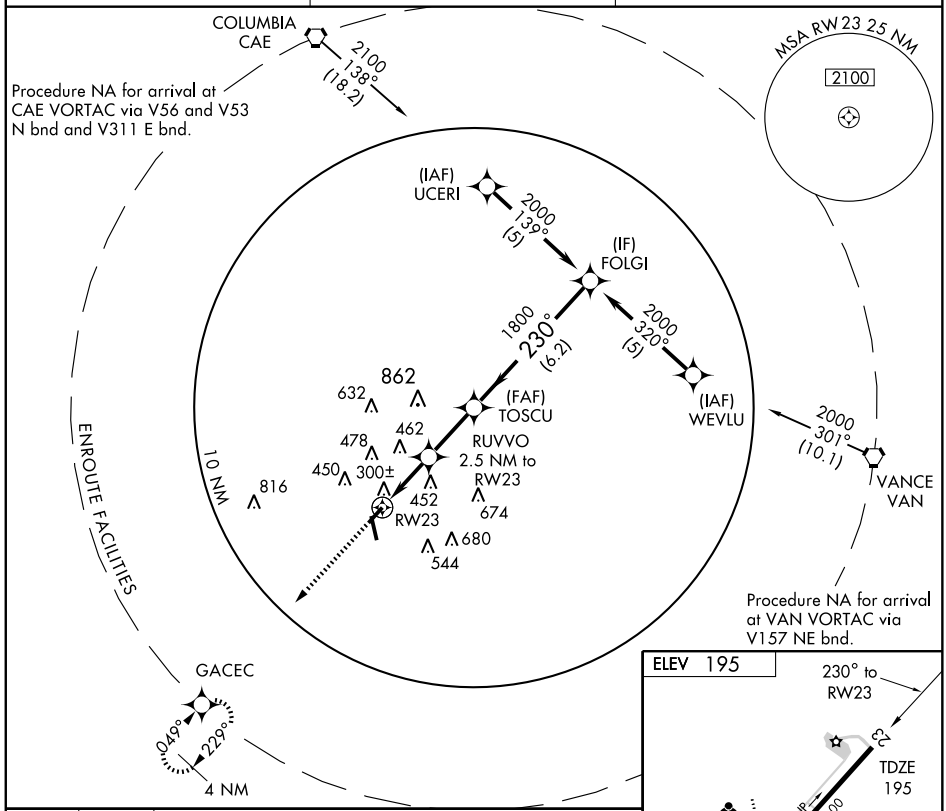
APP CRS	Rwy Idg	4500
230°	TDZE	195
	Apt Elev	195

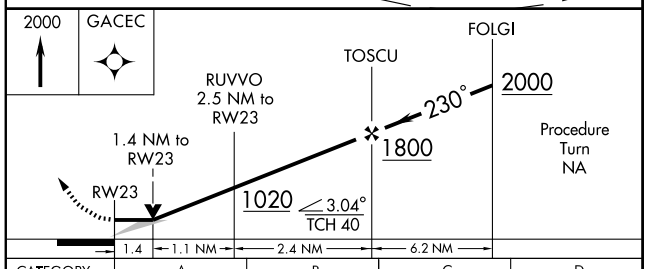
RNAV (GPS) RWY 23
ORANGEBURG MUNI (OGB)

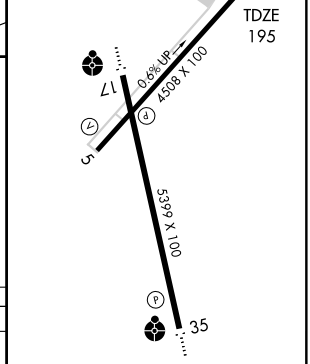
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA. Straight-in procedure NA at night.

MISSED APPROACH: Climb to 2000 direct GACEC and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1	485 (500-1)	680-1¼ 485 (500-1¼)	680-1½ 485 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

REIL Rwy 17 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5401
354°	TDZE	186
	Apt Elev	195

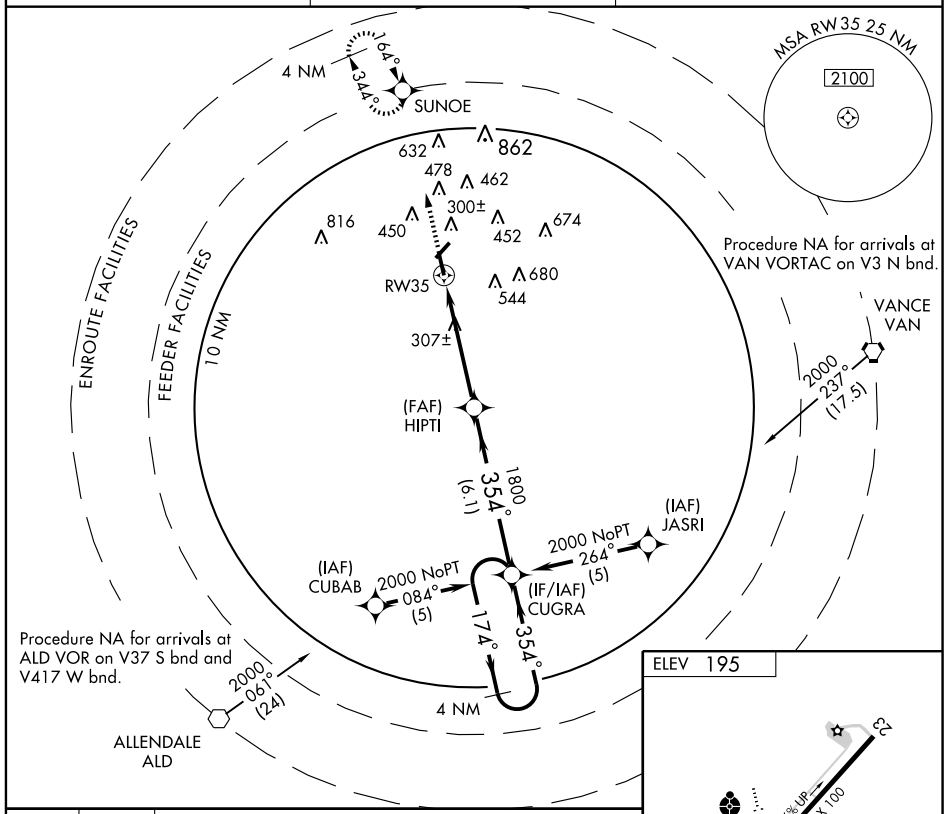
RNAV (GPS) RWY 35
ORANGEBURG MUNI (OGB)

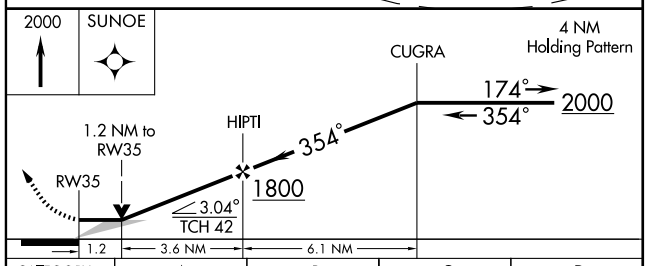
If local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDAs 80 feet. Inoperative table does not apply. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA.

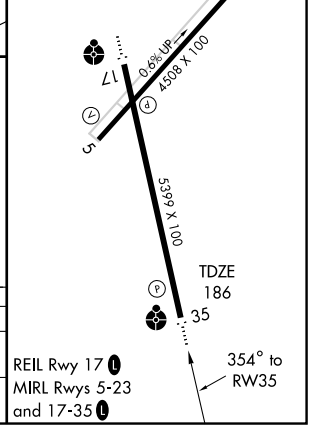
ODALS

MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

ASOS	COLUMBIA APP CON	UNICOM
118.525	124.15 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1 434 (500-1)		620-1¼ 434 (500-1¼)	620-1½ 434 (500-1½)
CIRCLING	720-1 525 (600-1)	800-1 605 (700-1)	800-1¾ 605 (700-1¾)	900-2¼ 705 (800-2¼)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB PYG 270	APP CRS 222°	Rwy Idg 3395 TDZE 569 Apt Elev 569

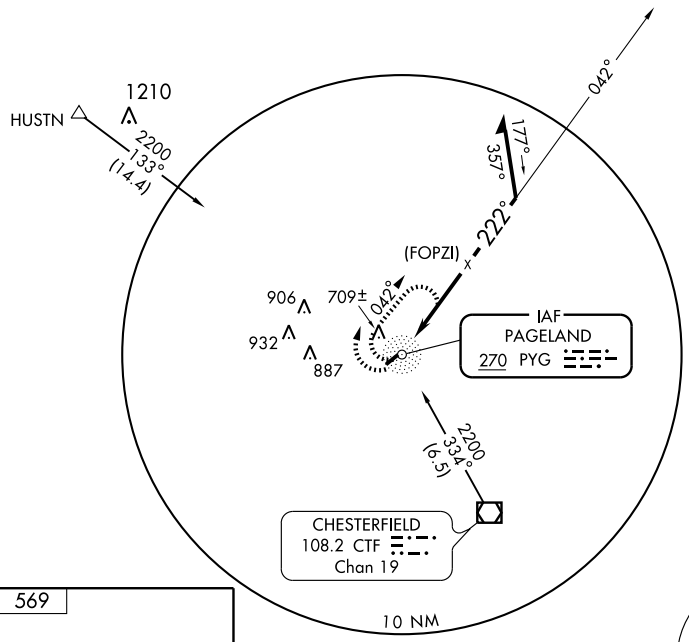
NDB or GPS RWY 23
PAGELAND (PYG)

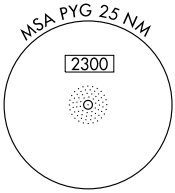
NA

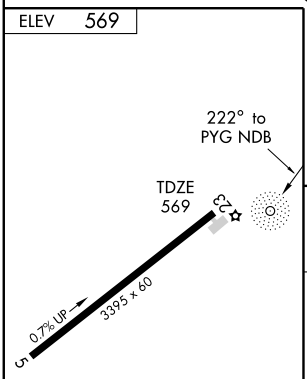
Use Charlotte altimeter setting.

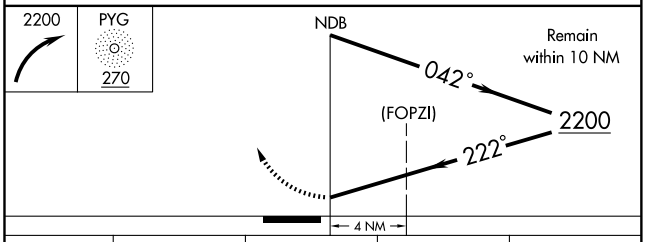
MISSED APPROACH: Climbing right turn to 2200 in PYG NDB holding pattern.

CHARLOTTE APP CON	(CTAF)
120.05 307.8	122.9









CATEGORY	A	B	C	D
S-23	1240-1 671 (700-1)		1240-2 671 (700-2)	NA
CIRCLING	1240-1 671 (700-1)		1240-2 671 (700-2)	NA

MIRL Rwy 5-23
REIL Rwy 5-23

SE-2. 17 DEC 2009 to 14 JAN 2010

VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 452

VOR or GPS-A

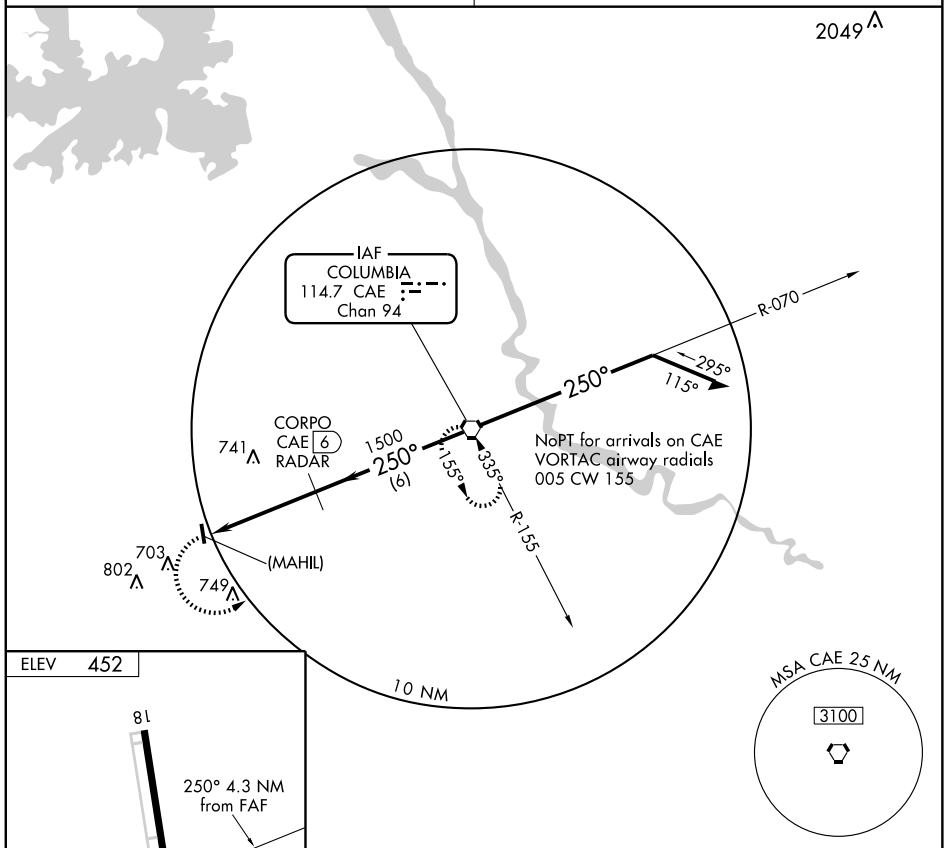
PELION/ LEXINGTON COUNTY AT PELION (6J0)

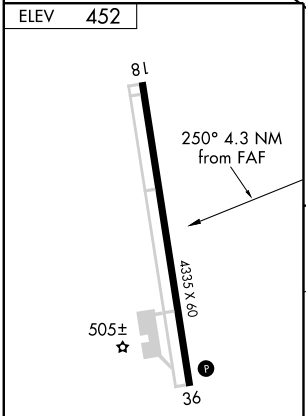
Use Columbia altimeter setting.
DME or RADAR REQUIRED

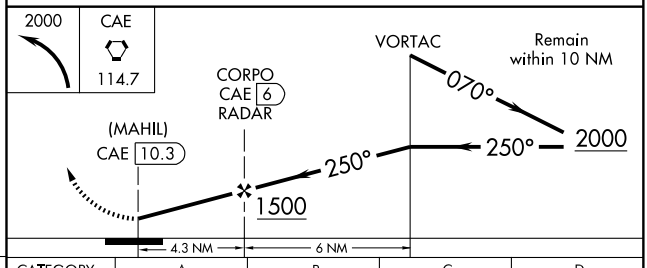
MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.

COLUMBIA APP CON
124.15 338.2

UNICOM
122.8 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	940-1 488 (500-1)		NA	

SE-2, 17 DEC 2009 to 14 JAN 2010

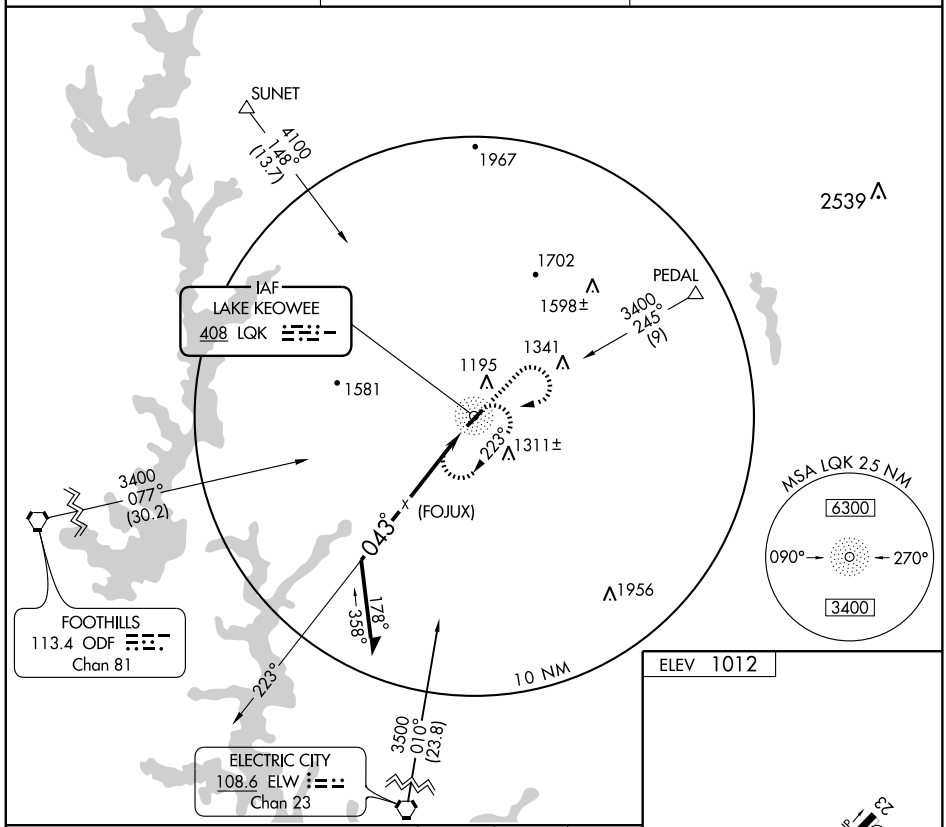
NDB LQK 408	APP CRS 043°	Rwy Idg 5002 TDZE 994 Apt Elev 1012

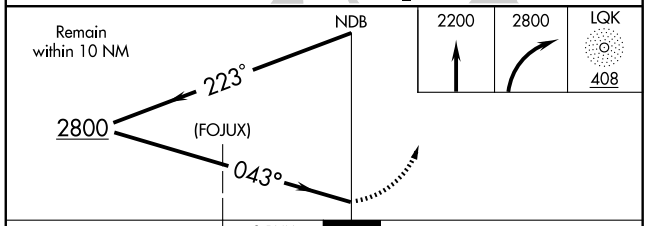
NDB or GPS RWY 5
PICKENS COUNTY (LQK)

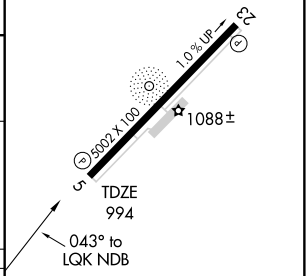
▼ △ NA — If local altimeter setting not received, use Anderson altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 then climbing right turn to 2800 direct to LQK NDB and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) Ⓛ







CATEGORY	A	B	C	D
S-5	1600-1 606 (600-1)		1600-1¾ 606 (600-1¾)	1600-2 606 (600-2)
CIRCLING	1600-1 588 (600-1)		1600-1¾ 588 (600-1¾)	1660-2 648 (700-2)

MIRL Rwy 5-23 Ⓛ

SE-2, 17 DEC 2009 to 14 JAN 2010

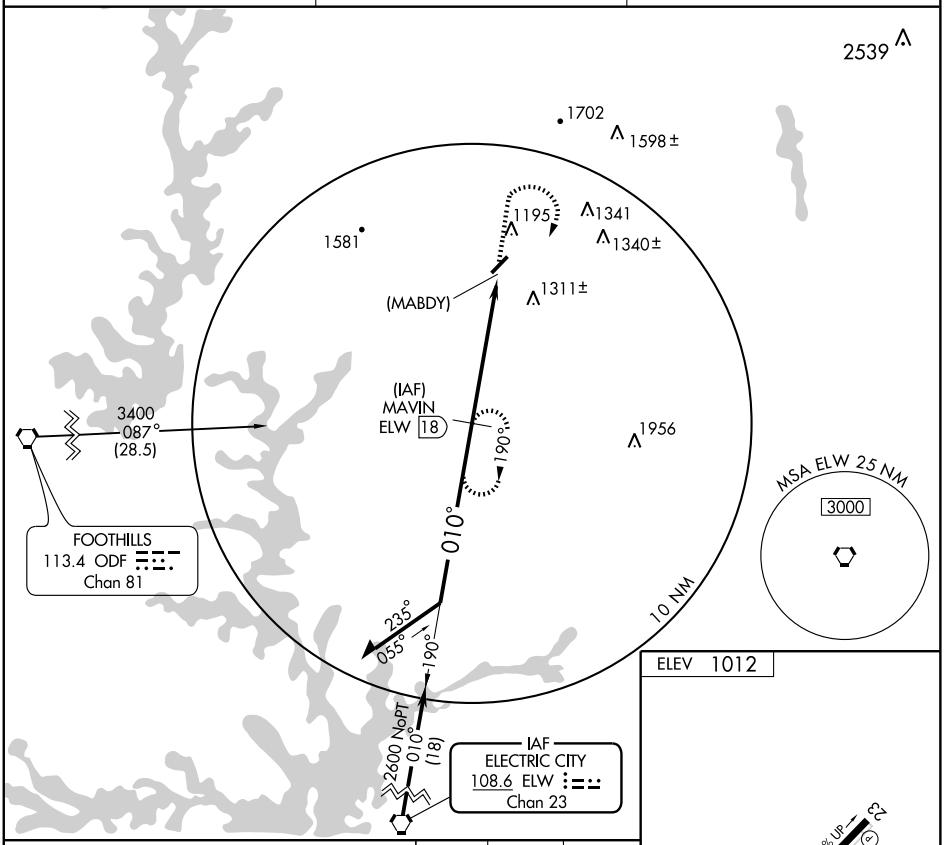
VORTAC ELW	APP CRS	Rwy Idg	N/A
108.6	010°	TDZE	N/A
Chan 23		Apt Elev	1012

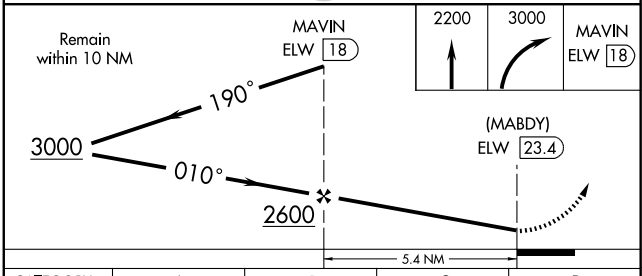
VOR/DME or GPS-A
PICKENS COUNTY (LQK)

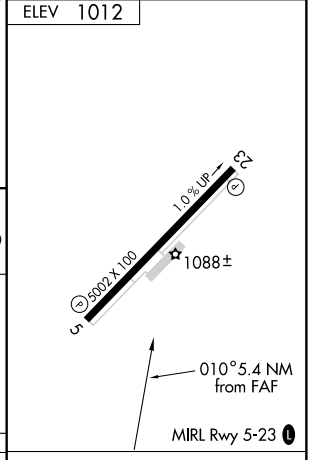
If local altimeter setting not received, use Anderson altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct MAVIN ELW 18 DME and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 385.4	122.8 (CTAF) L







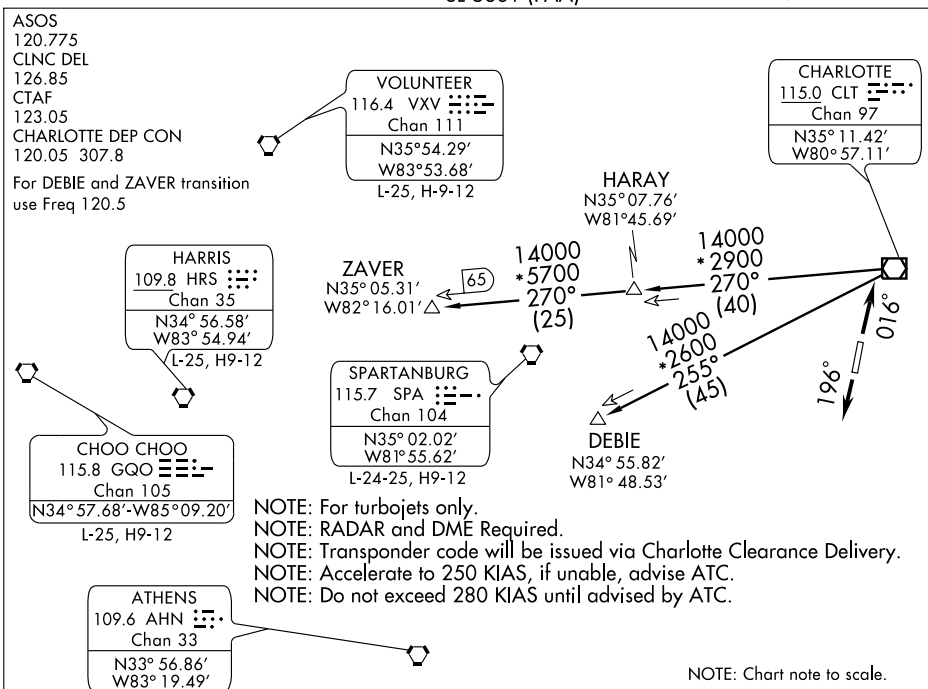
CATEGORY	A	B	C	D
CIRCLING	1620-1 608 (700-1)	1620-1¼ 608 (700-1¼)	1620-1¾ 608 (700-1¾)	1660-2 648 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

BOBCAT TWO DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: For turbojets only.
NOTE: RADAR and DME Required.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.

NOTE: Chart note to scale.

TAKEOFF MINIMUMS:

RWY 2, 200-1¼ or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.
RWY 20, Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....

TAKEOFF RWY 20: Climb heading 196°. Thence....

....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

DEBIE TRANSITION (BOB2.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.

HARAY TRANSITION (BOB2.HARAY): From over CLT VOR/DME via CLT R-270 to HARAY INT. Thence as filed.

ZAVER TRANSITION (BOB2.ZAVER): From over CLT VOR/DME via CLT R-270 to ZAVER INT. Thence as filed.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

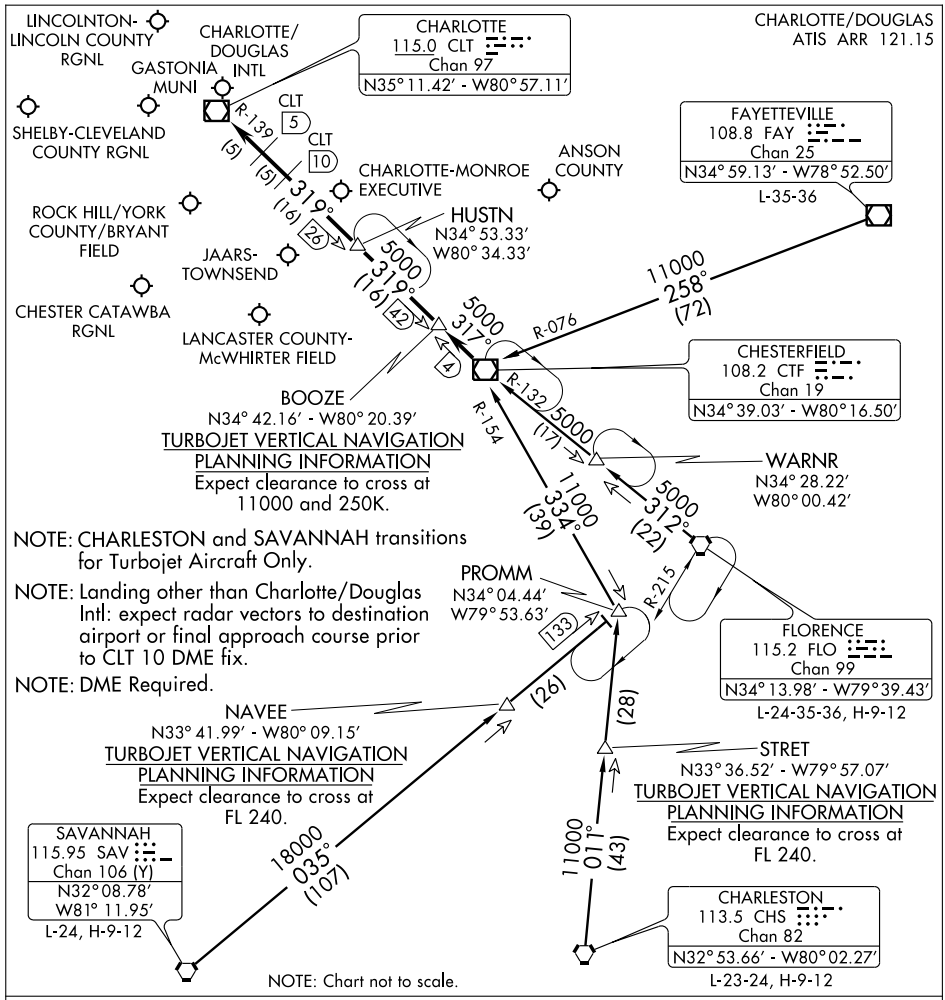
TAKEOFF OBSTACLE NOTES:

NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.

NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

CHESTERFIELD THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA



CHARLESTON TRANSITION (CHS.CTF3): From over CHS VORTAC via CHS R-011 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

FAYETTEVILLE TRANSITION (FAY.CTF3): From over FAY VOR/DME via FAY R-258 and CTF R-076 to CTF VOR/DME. Thence....

FLORENCE TRANSITION (FLO.CTF3): From over FLO VORTAC via FLO R-312 and CTF R-132 to CTF VOR/DME. Thence....

SAVANNAH TRANSITION (SAV.CTF3): From over SAV VORTAC via SAV R-035 to PROMM INT then via CTF R-154 to CTF VOR/DME. Thence....

. . . .From over CTF VOR/DME via CTF R-317 to BOOZE, then via CLT R-139 to:

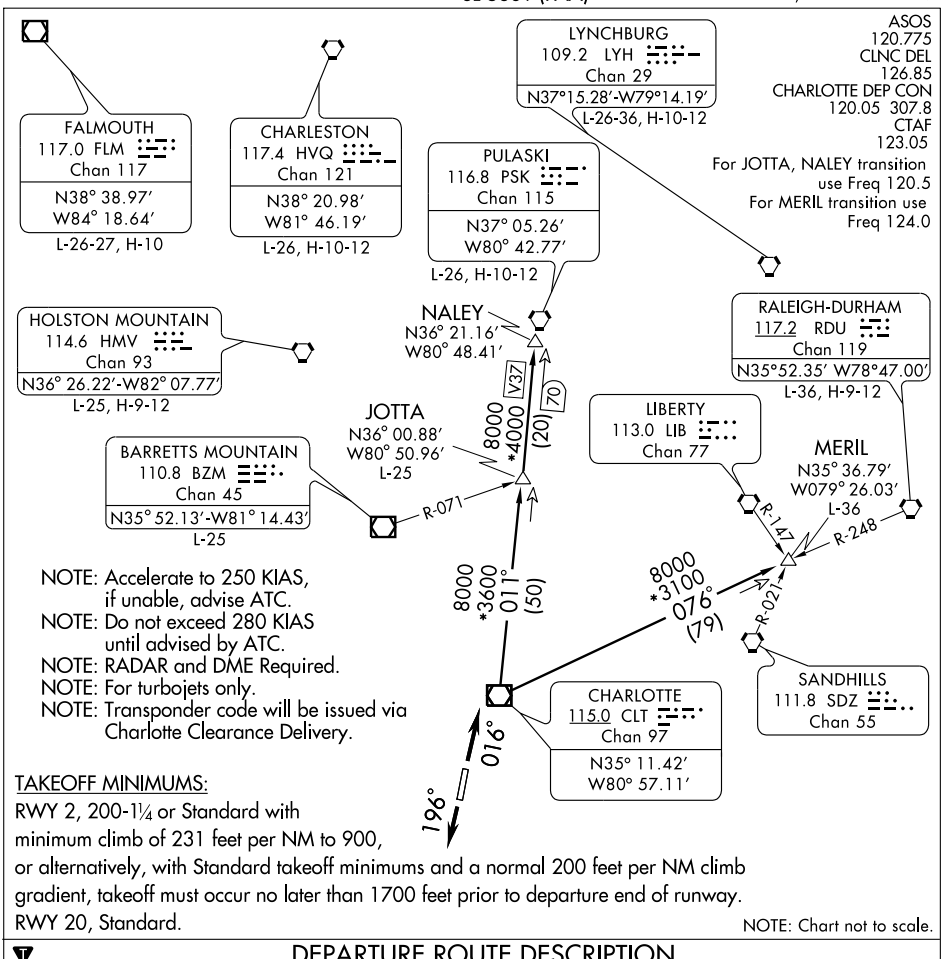
(LANDING NORTH) HUSTN INT: Expect radar vectors to final approach course.

(LANDING SOUTH) CLT VOR/DME: Expect radar vectors to final approach course prior to CLT 5 DME fix.

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:
RWY 2, 200-1¼ or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.
RWY 20, Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

JOTTA TRANSITION (HOR4.JOTTA): From over CLT VOR/DME via CLT R-011 to JOTTA INT. Thence as filed.
MERIL TRANSITION (HOR4.MERIL): From over CLT VOR/DME via CLT R-076 to MERIL INT. Thence as filed.
NALEY TRANSITION (HOR4.NALEY): From over CLT VOR/DME via CLT R-011 to NALEY INT. Thence as filed.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

HORNET FOUR DEPARTURE

TAKEOFF OBSTACLE NOTES:

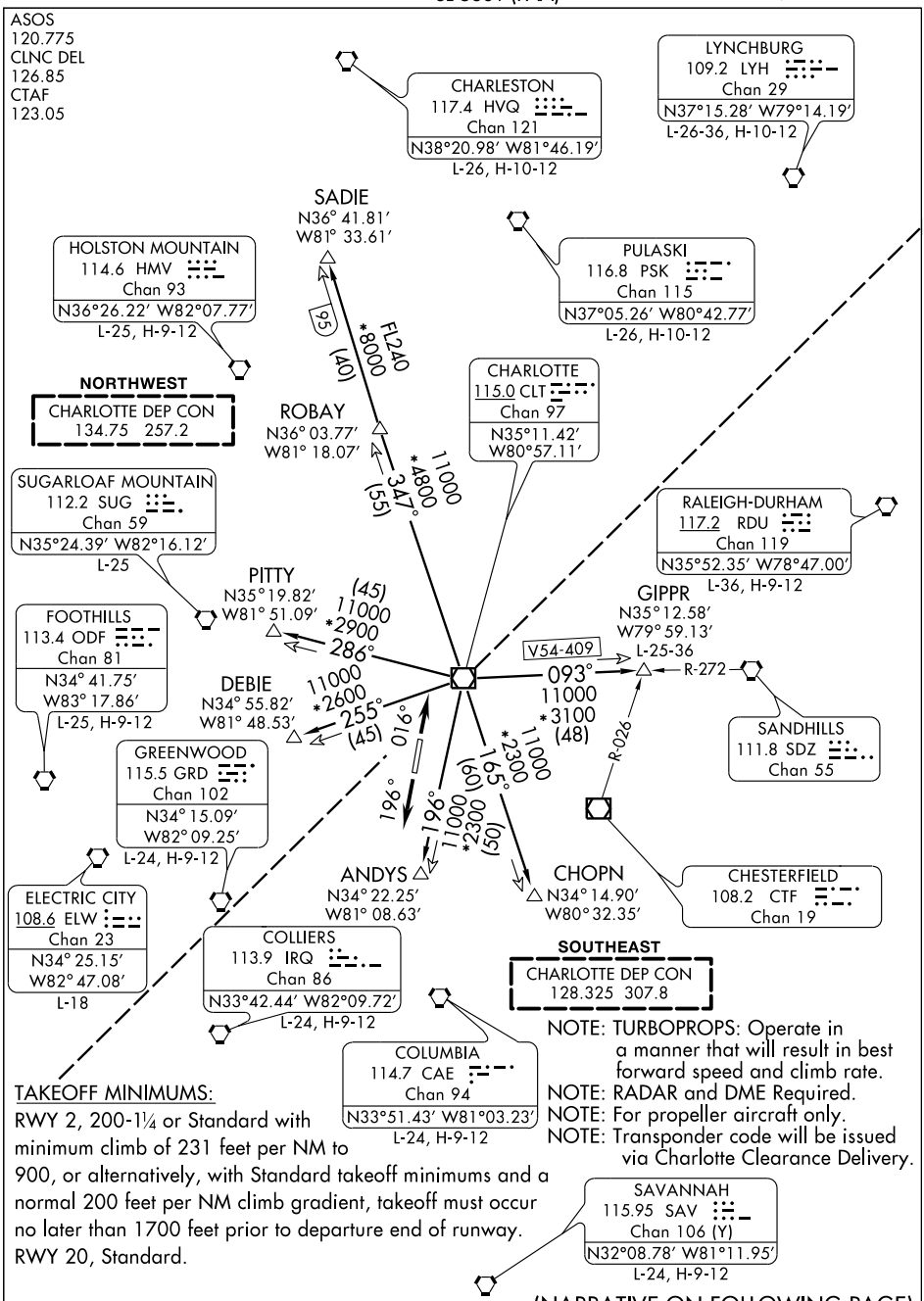
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.

NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL 788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

HUGO EIGHT DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



NOTE: TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: RADAR and DME Required.
NOTE: For propeller aircraft only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

TAKEOFF MINIMUMS:

RWY 2, 200-1¼ or Standard with minimum climb of 231 feet per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1700 feet prior to departure end of runway.
RWY 20, Standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (HUG8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
CHOPN TRANSITION (HUG8.CHOPN): From over CLT VOR/DME via CLT R-165 to CHOPN INT. Thence as filed.
DEBIE TRANSITION (HUG8.DEBIE): From over CLT VOR/DME via CLT R-255 to DEBIE INT. Thence as filed.
GIPPR TRANSITION (HUG8.GIPPR): From over CLT VOR/DME via CLT R-093 to GIPPR INT. Thence as filed.
PITTY TRANSITION (HUG8.PITTY): From over CLT VOR/DME via CLT R-286 to PITTY INT. Thence as filed.
ROBAY TRANSITION (HUG8.ROBAY): From over CLT VOR/DME via CLT R-347 to ROBAY INT. Thence as filed.
SADIE TRANSITION (HUG8.SADIE): From over CLT VOR/DME via CLT R-347 to SADIE INT. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.
NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

LOC I-UZA	APP CRS	Rwy Idg	5500
108.5	016°	TDZE	667
		Apt Elev	667

ILS or LOC RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

T A NA — When local altimeter setting not received, use Charlotte, NC altimeter setting and increase DA to 913 feet and all MDAs 60 feet, increase S-LOC 2 Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct RALLY LOM and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L

ADF REQUIRED

CHARLOTTE 115.0 CLT Chan 97

LOCALIZER 108.5 I-UZA

LOM/IAF RALLY 227 UZ

ALTERNATE MISSED APCH FIX

CHARLOTTE 115.0 CLT Chan 97

R-011 191° 011°

2500 205° (19.1)

1039 717 840 841 820 961 1289

016° 151° 331° 196°

10 NM

MSA UZ 25 NM 3800

Remain within 10 NM

VGSI and ILS glidepath not coincident.

LOM 196° 2494 2500 016° 016° 2500

GS 3.00° TCH 41

5.5 NM

1500 2500 RALLY 227

ELEV 667

20 685 5500 X 100 TDZE 667 2 016° 5.5 NM from FAF

MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
S- ILS 2	867-½ 200 (200-½)			
S- LOC 2	1080-½ 413 (500-½)		1080-¾ 413 (500-¾)	
CIRCLING	1140-1 473 (500-1)		1200-1½ 533 (600-1½)	1220-2 553 (600-2)

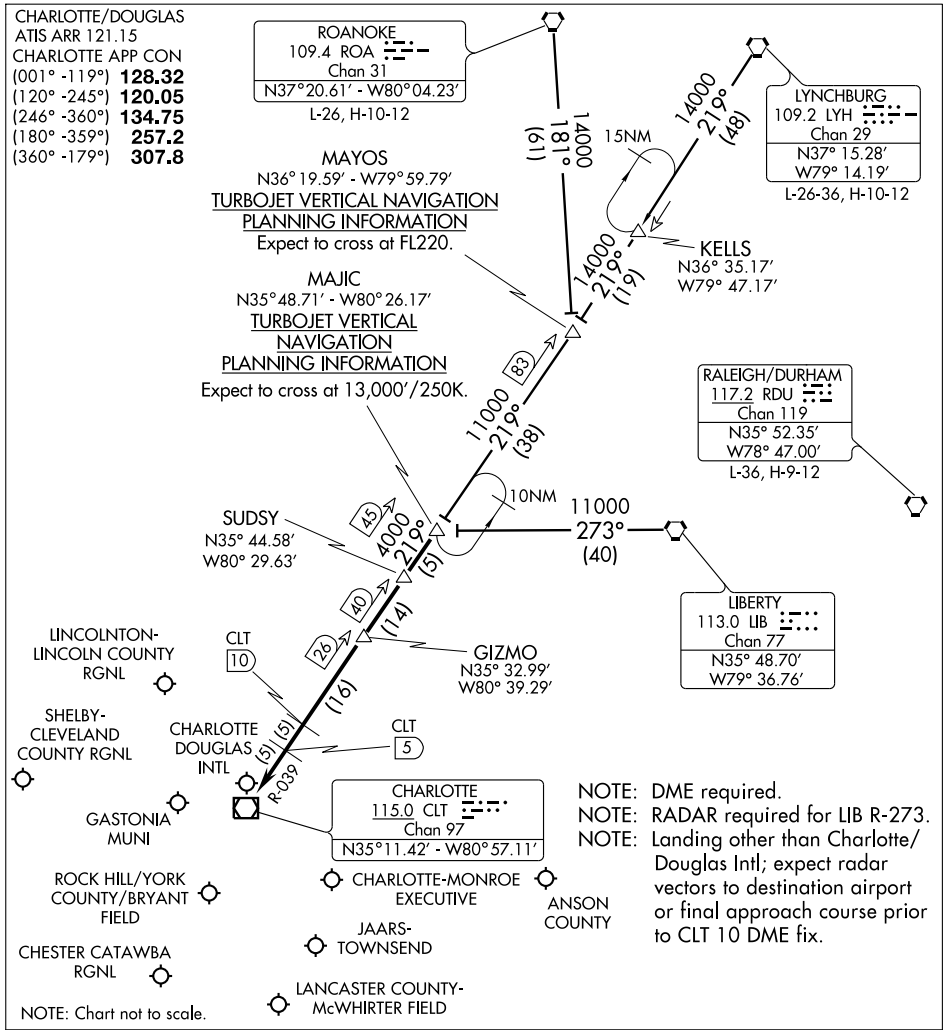
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-2. 17 DEC 2009 to 14 JAN 2010

MAJIC ONE ARRIVAL

CHARLOTTE, NORTH CAROLINA



LIBERTY TRANSITION (LIB.MAJIC1): From over LIB VORTAC via LIB R-273 to MAJIC INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.MAJIC1): From over LYH VORTAC via LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

ROANOKE TRANSITION (ROA.MAJIC1): From over ROA VORTAC via ROA R-181 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC via CLT R-039 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to the CLT 5 DME fix.

LANDING SOUTH: GIZMO. Expect radar vectors to final approach course.

SE-2, 17 DEC 2009 to 14 JAN 2010

(PAN8.PAN) 08325

PANTHER EIGHT DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
CTAF
123.05
CHARLOTTE DEP CON
120.05 307.8

For ANDYS, Columbia, LILLS and Taylor transitions use Freq 124.0

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′W80°57.11′

LILLS
N34° 56.13′
W79° 55.81′
L-25-35-36

SANDHILLS
111.8 SDZ
Chan 55

FAYETTEVILLE
108.8 FAY
Chan 25

FLORENCE
115.2 FLO
Chan 99

ANDYS
N34° 22.25′
W81° 08.63′

BUCKL
N34° 31.50′
W80° 52.89′

COLLIERS
113.9 IRQ
Chan 86

COLUMBIA
114.7 CAE
Chan 94
N33° 51.43′
W81° 03.23′
L-24, H-9-12

VANCE
110.4 VAN
Chan 41

TREAL
N33° 04.18′
W81° 26.46′

DUNKN
N31° 58.70′
W81° 57.93′

SAVANNAH
115.95 SAV
Chan 106 (Y)

TAYLOR
112.9 TAY
Chan 76
N30° 30.28′
W82° 33.17′
L-21-24, H-8

CRAIG
114.5 CRG
Chan 92

R-228
R-271
R-345
R-056
R-014
R-205
R-178
R-227
R-262
R-350
R-022

J29
J22
J75

TAKEOFF MINIMUMS:
RWY 2, 200-1¼ or Standard with minimum climb of 231′ per NM to 900, or alternatively, with Standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1700′ prior to departure end of runway. RWY 20, Standard.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Do not exceed 280 KIAS until advised by ATC.
NOTE: RADAR and DME Required.
NOTE: For turbojets only.
NOTE: Transponder code will be issued via Charlotte Clearance Delivery.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-2, 17 DEC 2009 to 14 JAN 2010

PANTHER EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

▼

TAKEOFF RWY 2: Climb heading 016°. Thence....
TAKEOFF RWY 20: Climb heading 196°. Thence....
....Expect radar vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000. Expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (PAN8.ANDYS): From over CLT VOR/DME via CLT R-196 to ANDYS INT. Thence as filed.
COLUMBIA TRANSITION (PAN8.CAE): From over CLT VOR/DME via CLT R-180 and CAE R-014 to CAE VORTAC. Thence as filed.
LILLS TRANSITION (PAN8.LILLS): From over CLT VOR/DME via CLT R-112 to LILLS INT. Thence as filed.
TAYLOR TRANSITION (PAN8.TAY): From over CLT VOR/DME via CLT R-196 to CAE R-205 and TAY R-022 to TAY VORTAC. Thence as filed.

TAKEOFF OBSTACLE NOTES:
NOTE: RWY2, Trees beginning 1380 feet from DER, 166 feet left of centerline, up to 100 feet AGL/729 feet MSL. Powerline tower 5476 feet from DER, 780 feet left of centerline, 180 feet AGL/819 feet MSL. Vehicle on road and trees beginning 12 feet from DER, 448 feet right of centerline, up to 100 feet AGL/759 feet MSL. Trees beginning 1856 feet from DER, 26 feet right of centerline, up to 100 feet AGL/739 feet MSL. Powerline tower 4535 feet from DER, 1712 feet right of centerline, 180 feet AGL/789 feet MSL.
NOTE: RWY20, Trees beginning 984 feet from DER, 704 feet left of centerline, up to 100 feet AGL/779 feet MSL. Trees beginning 2342 feet from DER, 64 feet left of centerline, up to 100 feet AGL/788 feet MSL. Terrain beginning 208 feet from DER, 275 feet right of centerline, up to 0 feet AGL/688 feet MSL. Trees beginning 1520 feet from DER, 747 feet right of centerline, up to 100 feet AGL/788 feet MSL. Trees beginning 2708 feet from DER, 3 feet right of centerline, up to 100 feet AGL/763 feet MSL.

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
016°	TDZE	667
	Apt Elev	667

RNAV (GPS) RWY 2

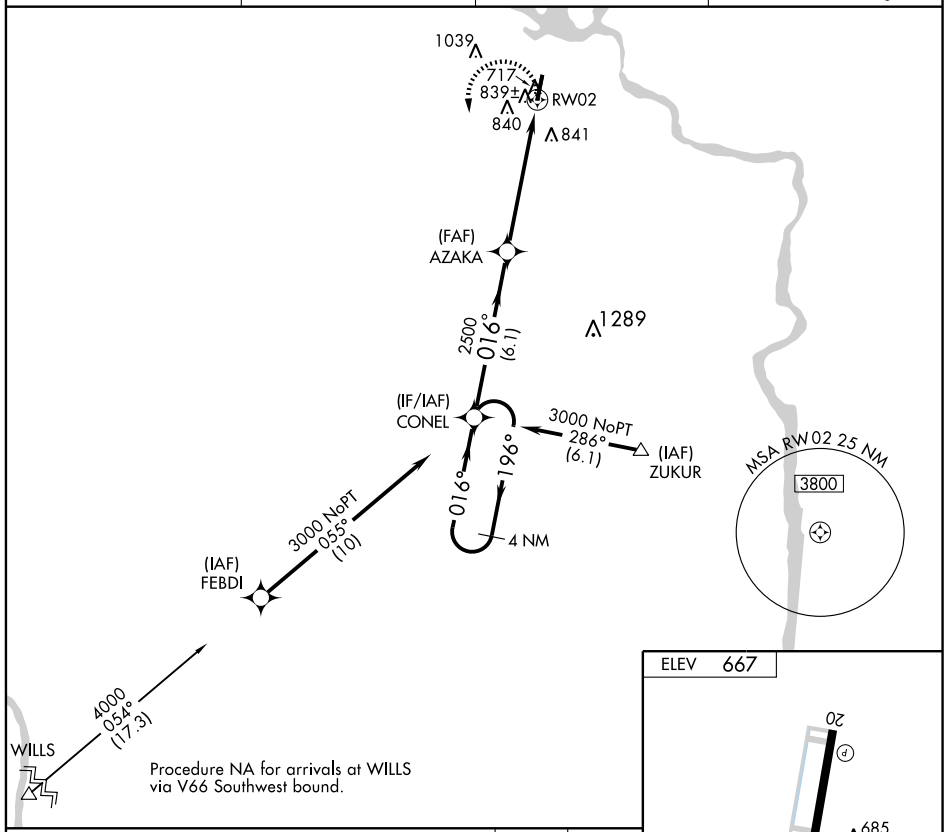
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

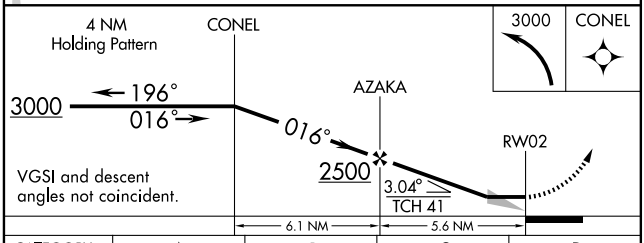
For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

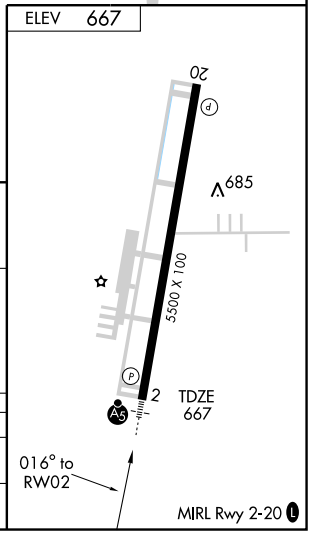
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-¾ 433 (500-¾)			1100-1 433 (500-1)
CIRCLING	1140-1 473 (500-1)		1200-1½ 533 (600-1½)	1220-2 553 (600-2)

MIRL Rwy 2-20 L

SE-2. 17 DEC 2009 to 14 JAN 2010

ROCK HILL, SOUTH CAROLINA AL-5361 (FAA)

APP CRS	Rwy Idg	5500
196°	TDZE	662
	Apt Elev	667

RNAV (GPS) RWY 20

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

When local altimeter setting not received, use Charlotte, NC altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L

RADAR REQUIRED

1538

(IF) CESOX

2300 196° (6.1)

(FAF) TIPDY 949±

919±

1039

RW20

717±

840

869±

841

CONEL 196° 016° 4 NM

MSA RW 20 25 NM
3800

ELEV 667

196° to RW20

20 TDZE 662

685

5500 X 100

2

MIRL Rwy 2-20 L

3000 CONEL

TIPDY 196° 2300 CESOX 2300

RW20

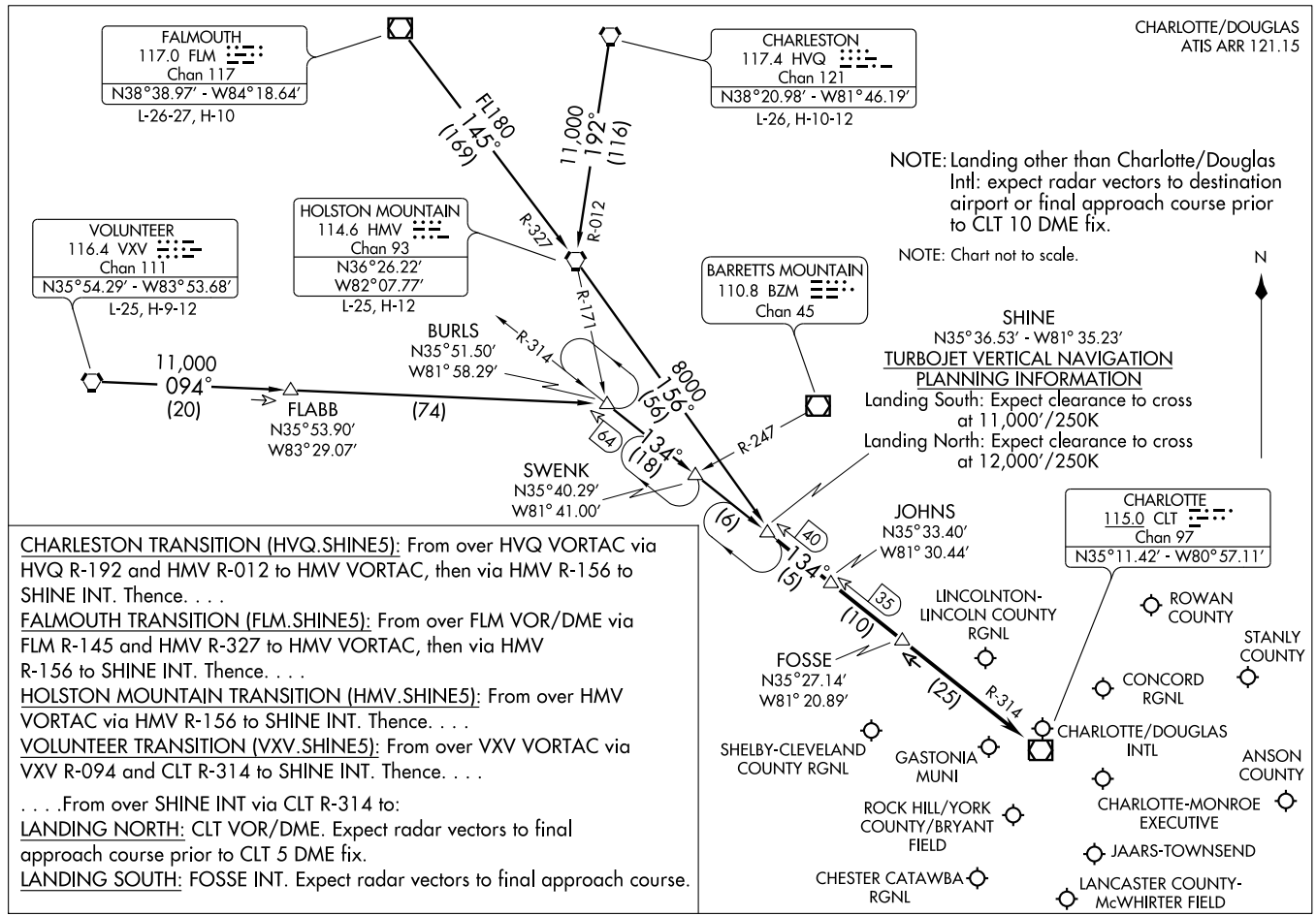
3.04°
TCH 40

VGSI and descent angles not coincident.

5 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1180-1	518 (600-1)	1180-1½ 518 (600-1½)	1180-1¾ 518 (600-1¾)
CIRCLING	1180-1	513 (600-1)	1200-1½ 533 (600-1½)	1220-2 553 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010



CHARLESTON TRANSITION (HVQ.SHINE5): From over HVQ VORTAC via HVQ R-192 and HMV R-012 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

FALMOUTH TRANSITION (FLM.SHINE5): From over FLM VOR/DME via FLM R-145 and HMV R-327 to HMV VORTAC, then via HMV R-156 to SHINE INT. Thence. . . .

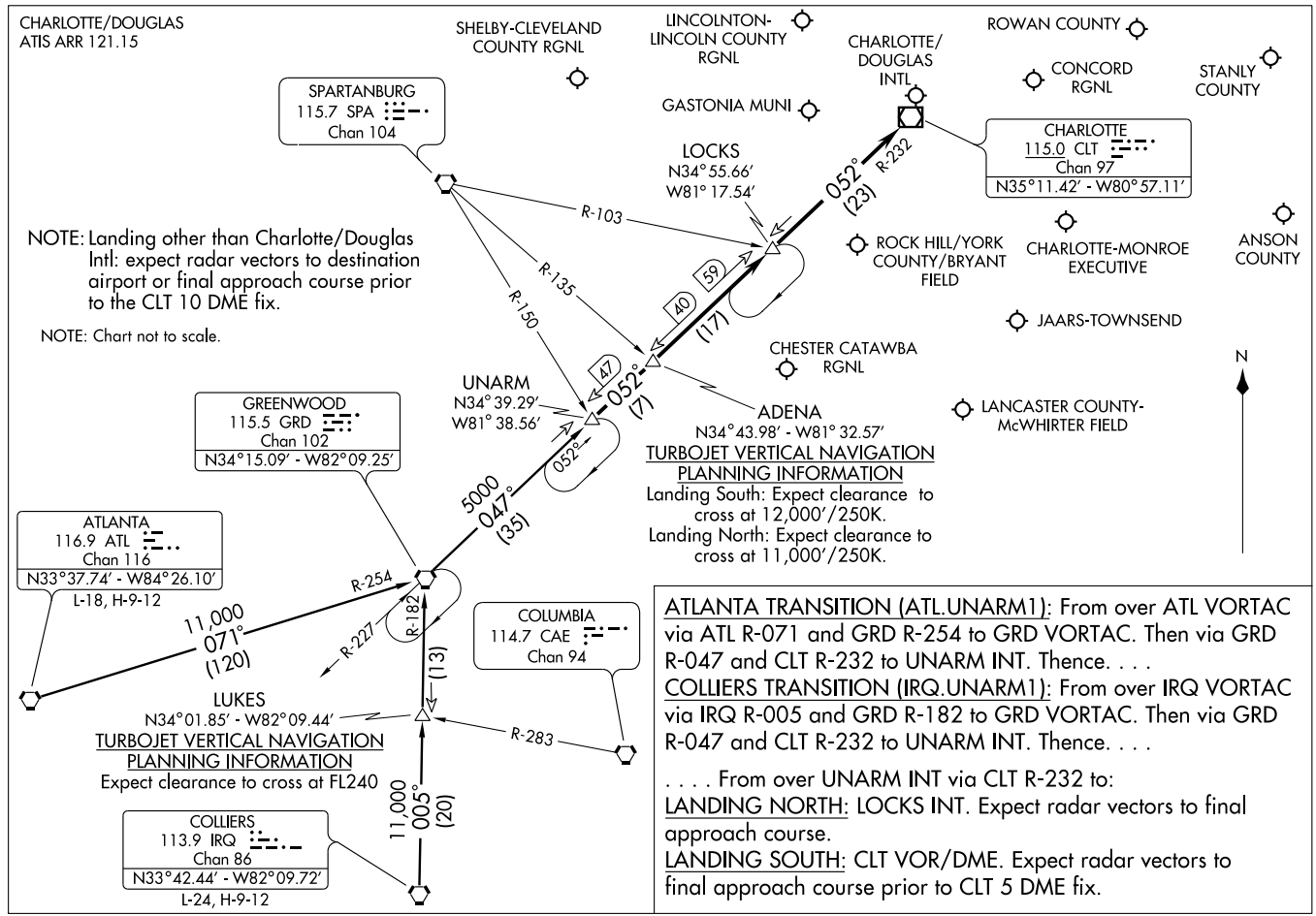
HOLSTON MOUNTAIN TRANSITION (HMV.SHINE5): From over HMV VORTAC via HMV R-156 to SHINE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.SHINE5): From over VXV VORTAC via VXV R-094 and CLT R-314 to SHINE INT. Thence. . . .

. . . .From over SHINE INT via CLT R-314 to:

LANDING NORTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LANDING SOUTH: FOSSE INT. Expect radar vectors to final approach course.



ATLANTA TRANSITION (ATL.UNARM1): From over ATL VORTAC via ATL R-071 and GRD R-254 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

COLLIERS TRANSITION (IRQ.UNARM1): From over IRQ VORTAC via IRQ R-005 and GRD R-182 to GRD VORTAC. Then via GRD R-047 and CLT R-232 to UNARM INT. Thence. . . .

. . . . From over UNARM INT via CLT R-232 to:

LANDING NORTH: LOCKS INT. Expect radar vectors to final approach course.

LANDING SOUTH: CLT VOR/DME. Expect radar vectors to final approach course prior to CLT 5 DME fix.

LOC I-SPA	APP CRS	Rwy Idg	5202
109.1	047°	TDZE	803
		Apt Elev	803

ILS or LOC RWY 5

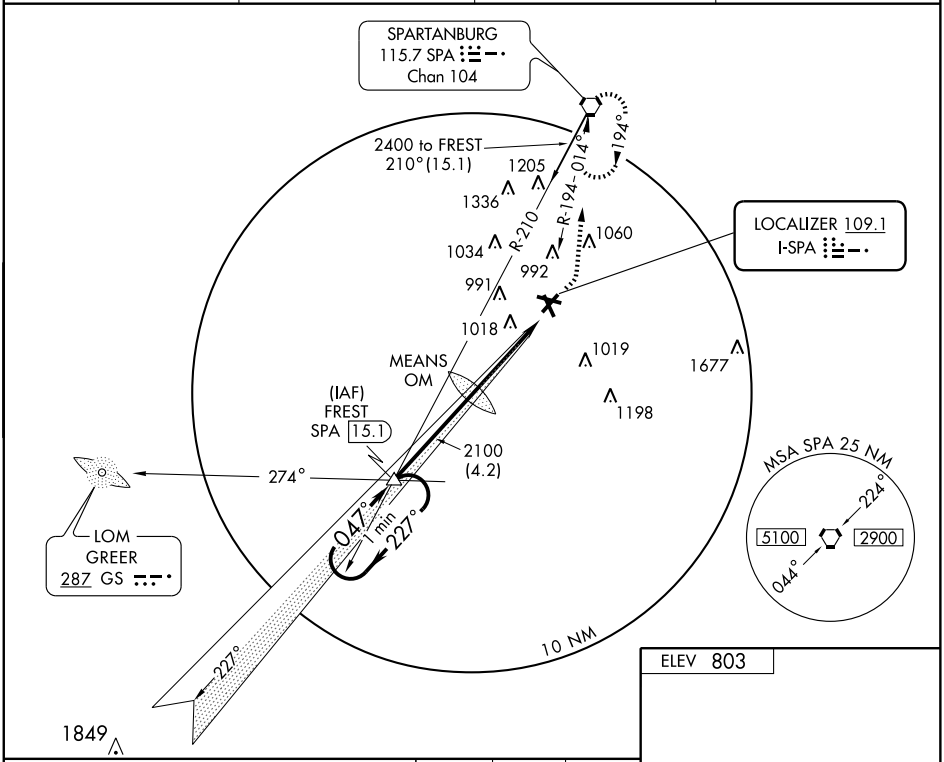
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

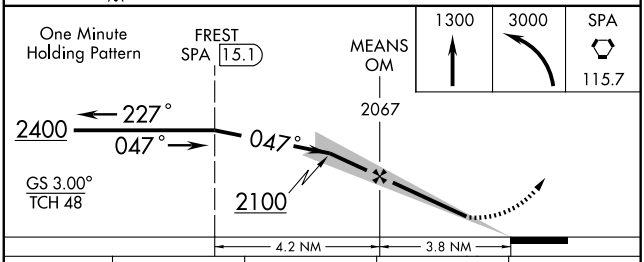
When MALSR inop, increase S-LOC 5 Cat A/B visibility to 1 mile. Inoperative table does not apply to S-ILS 5. Visibility reduction by helicopters NA. ADF OR DME REQUIRED

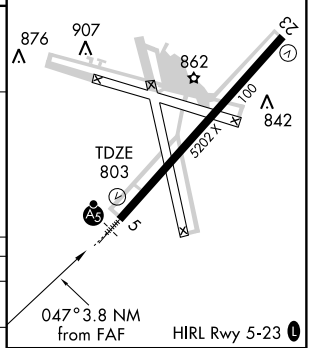
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct SPA VORTAC and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS-5	1003-¾ 200 (200-¾)			
S-LOC MDA	1280-¾ 477 (500-¾)			1280-1 477 (500-1)
CIRCLING	1320-1 517 (600-1)		1320-1½ 517 (600-1½)	1420-2 617 (700-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB FRT	APP CRS	Rwy Idg	N/A
248	063°	TDZE	N/A
		Apt Elev	803

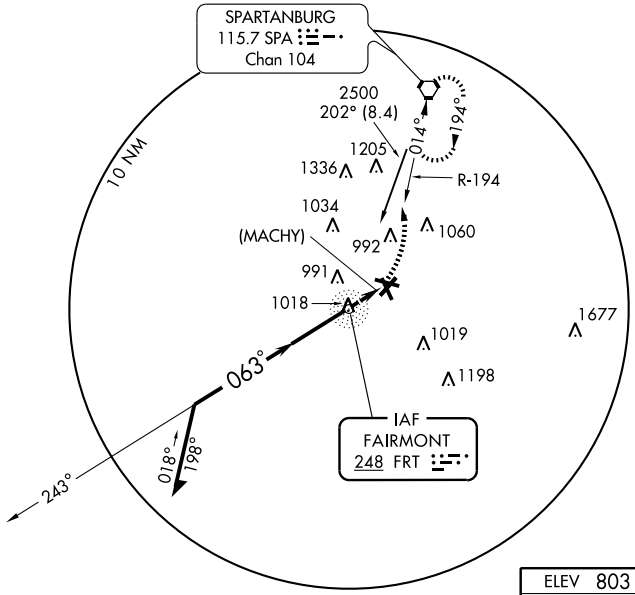
NDB or GPS-A

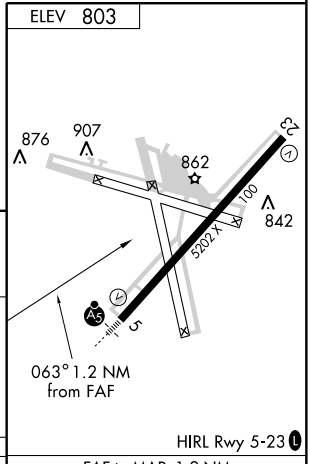
SPARTANBURG DOWNTOWN MEMORIAL (SPA)

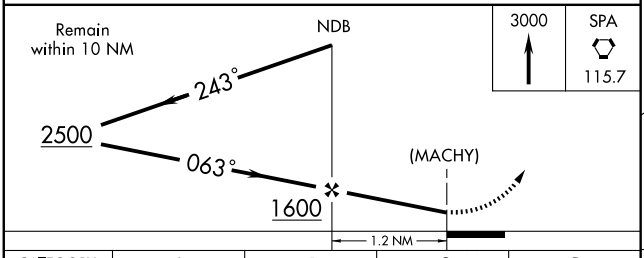
NA

MISSED APPROACH: Climb to 3000 direct SPA VORTAC and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1320-1 517 (600-1)		1320-1½ 517 (600-1½)	1420-2 617 (700-2)

FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

RNAV (GPS) RWY 5
ST. GEORGE (6J2)

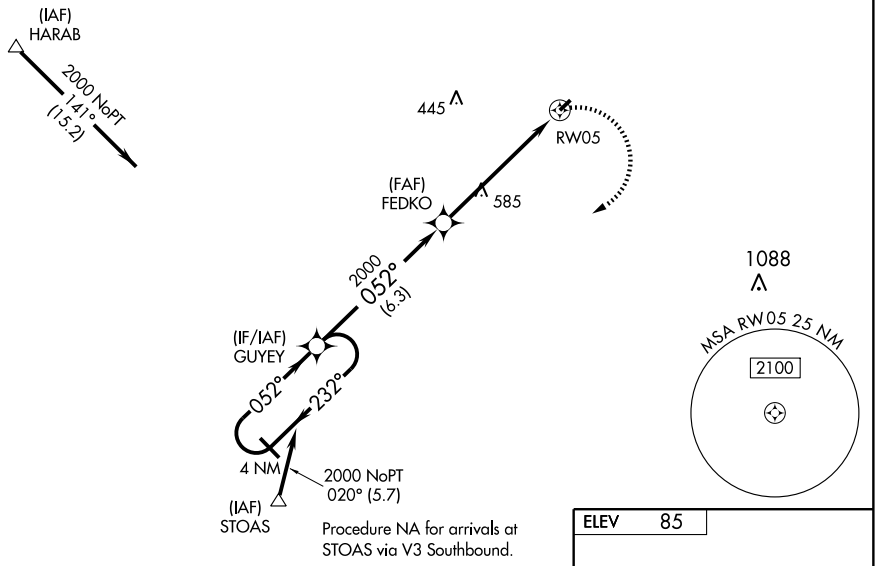
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV/Circling Cat C and D visibilities ¼ mile.

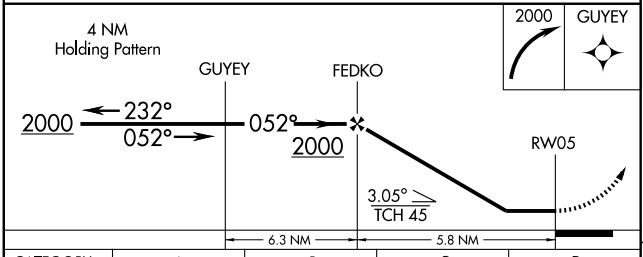
MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	**122.8** (CTAF)

Procedure NA for arrivals atHARAB via V18 Northwest bound.

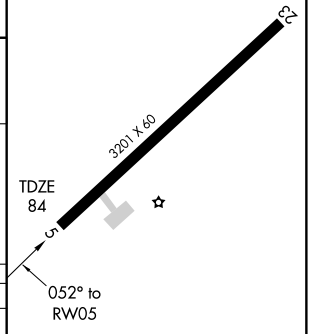


Procedure NA for arrivals at STOAS via V3 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	940-1 856 (900-1)	940-1¼ 856 (900-1¼)	940-2½ 856 (900-2½)	940-2¾ 856 (900-2¾)
CIRCLING	940-1 855 (900-1)	940-1¼ 855 (900-1¼)	940-2½ 855 (900-2½)	940-2¾ 855 (900-2¾)

ELEV 85



LIRL Rwy 5-23

SE-2. 17 DEC 2009 to 14 JAN 2010

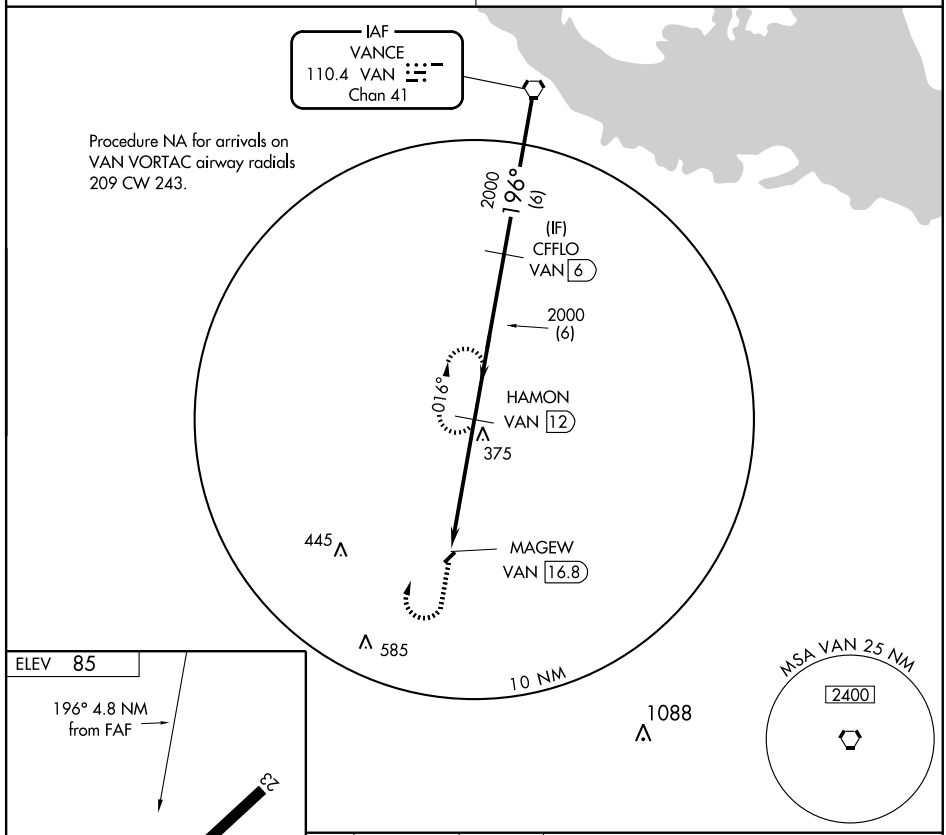
VORTAC VAN 110.4 Chan 41	APP CRS 196°	Rwy Idg N/A TDZE N/A Apt Elev 85

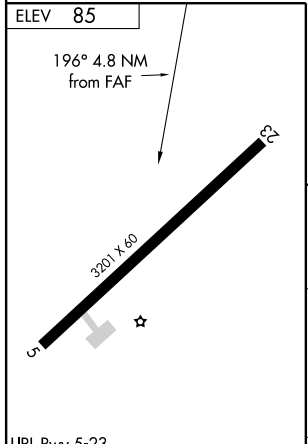
VOR/DME-A
ST. GEORGE (6J2)

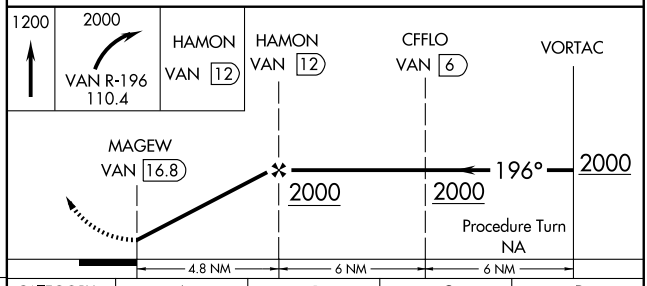
▼ NA Visibility reduction by helicopters NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 via VAN VORTAC R-196 to HAMON/12 DME and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	700-1 615 (700-1)		700-1¾ 615 (700-1¾)	700-2 615 (700-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

NDB DYB 365	APP CRS 066°	Rwy Idg 3701 TDZE 58 Apt Elev 58

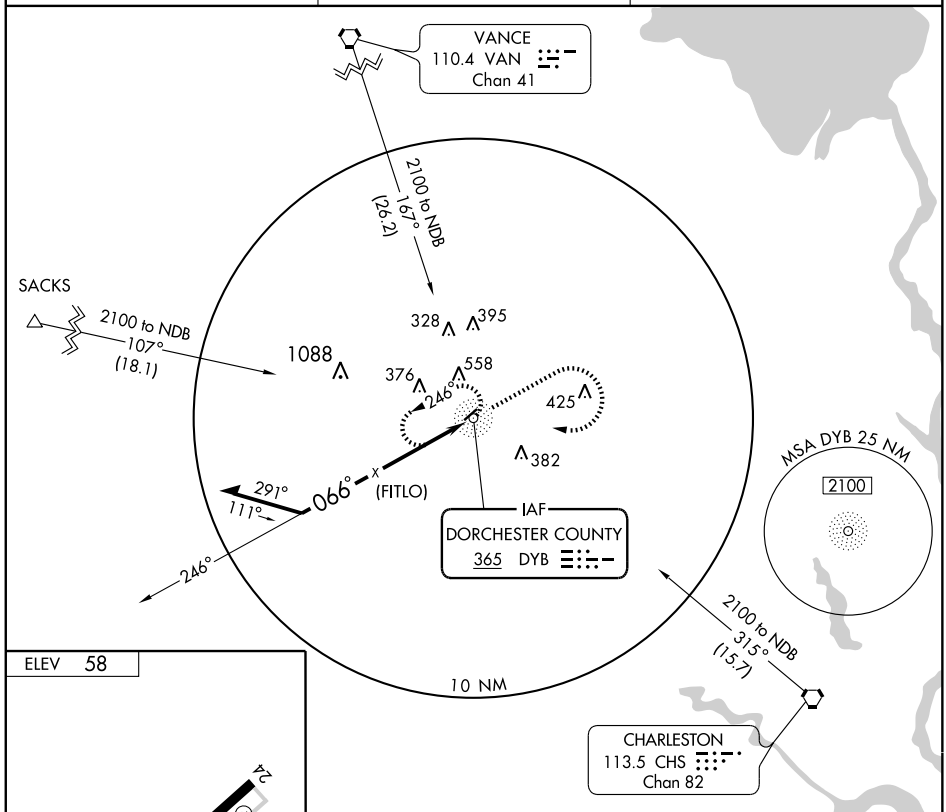
NDB or GPS RWY 6
SUMMERVILLE (DYB)

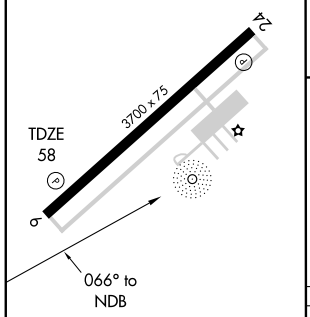
NA

Use Charleston altimeter setting.

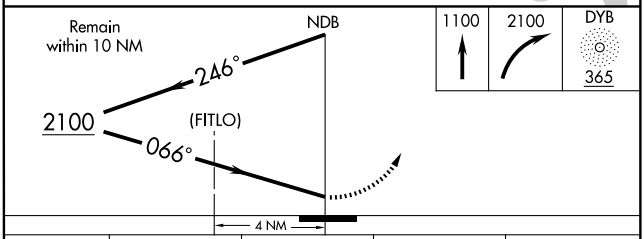
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct DYB NDB and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L





MIRL Rwy 6-24 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-6	900-1 844 (900-1)	900-1¼ 844 (900-1¼)	900-2½ 844 (900-2½)	NA
CIRCLING	920-1 862 (900-1)	920-1¼ 862 (900-1¼)	920-2½ 862 (900-2½)	NA

SE-2. 17 DEC 2009 to 14 JAN 2010

NDB RWY 23

SUMTER (SMS)

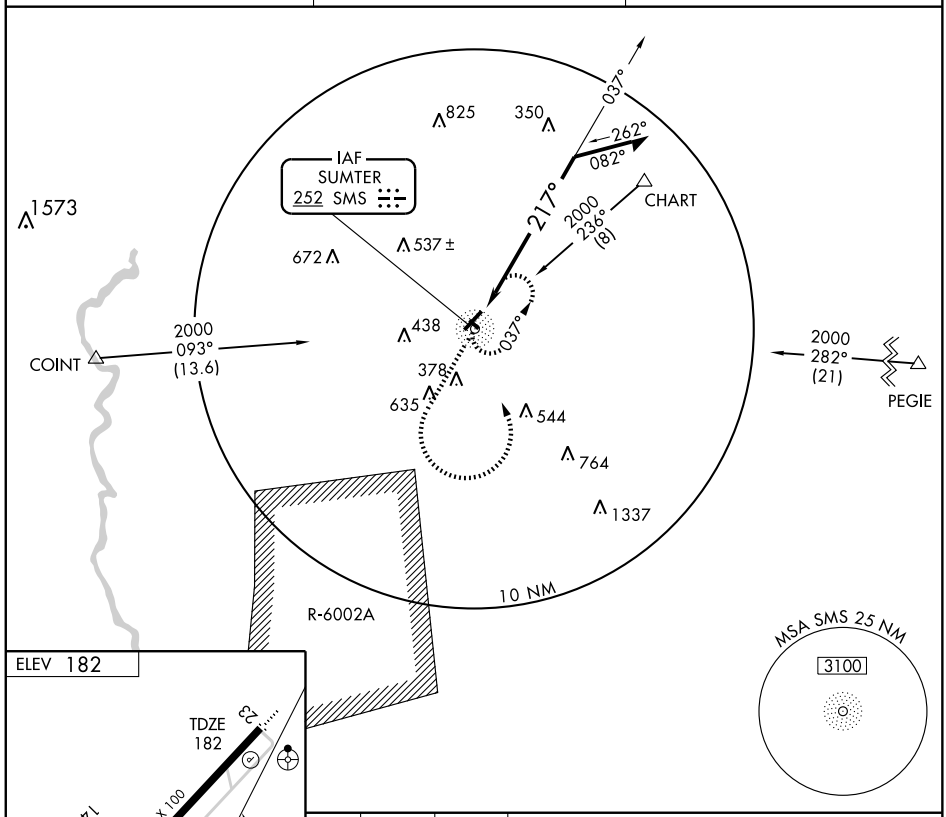
NDB SMS	APP CRS	Rwy Idg	5501
252	217°	TDZE	182
		Apt Elev	182

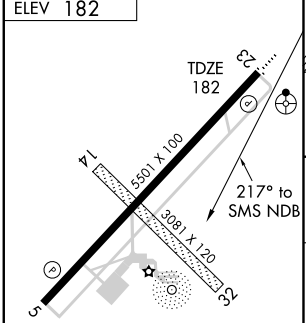
NA — Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet.

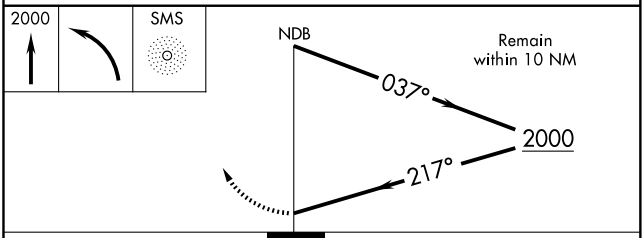
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-23	700-¾ 518 (600-¾)		700-1½ 518 (600-1½)	700-1¾ 518 (600-1¾)
CIRCLING	700-1 518 (600-1)		700-1½ 518 (600-1½)	760-2 578 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 5

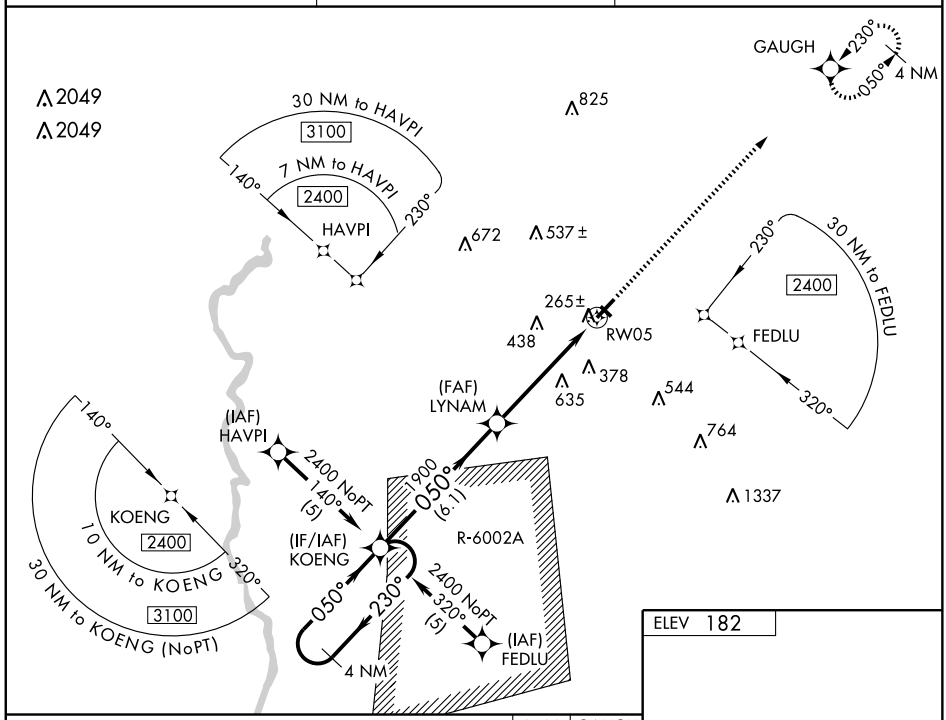
SUMTER (SMS)

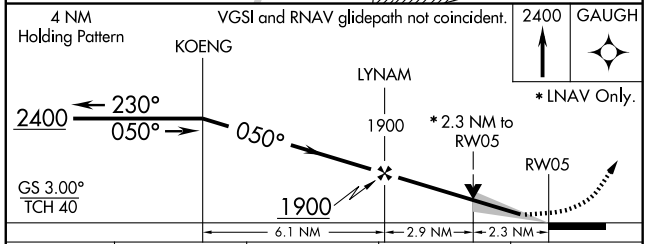
WAAS	APP CRS	Rwy Idg	5501
CH 61215	050°	TDZE	181
W05A		Apt Elev	182

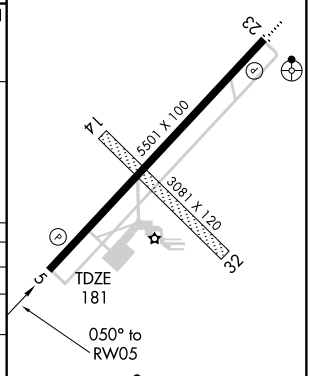
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON*	UNICOM
118.075	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	381-¾ 200 (200-¾)			
LNAV/VNAV DA	535-1¼ 354 (400-1¼)			
LNAV MDA	940-1 759 (800-1)	940-1¼ 759 (800-1¼)	940-2¼ 759 (800-2¼)	940-2½ 759 (800-2½)
CIRCLING	940-1 758 (800-1)	940-1¼ 758 (800-1¼)	940-2¼ 758 (800-2¼)	940-2½ 758 (800-2½)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5501
230°	TDZE	182
	Apt Elev	182

RNAV (GPS) Y RWY 23

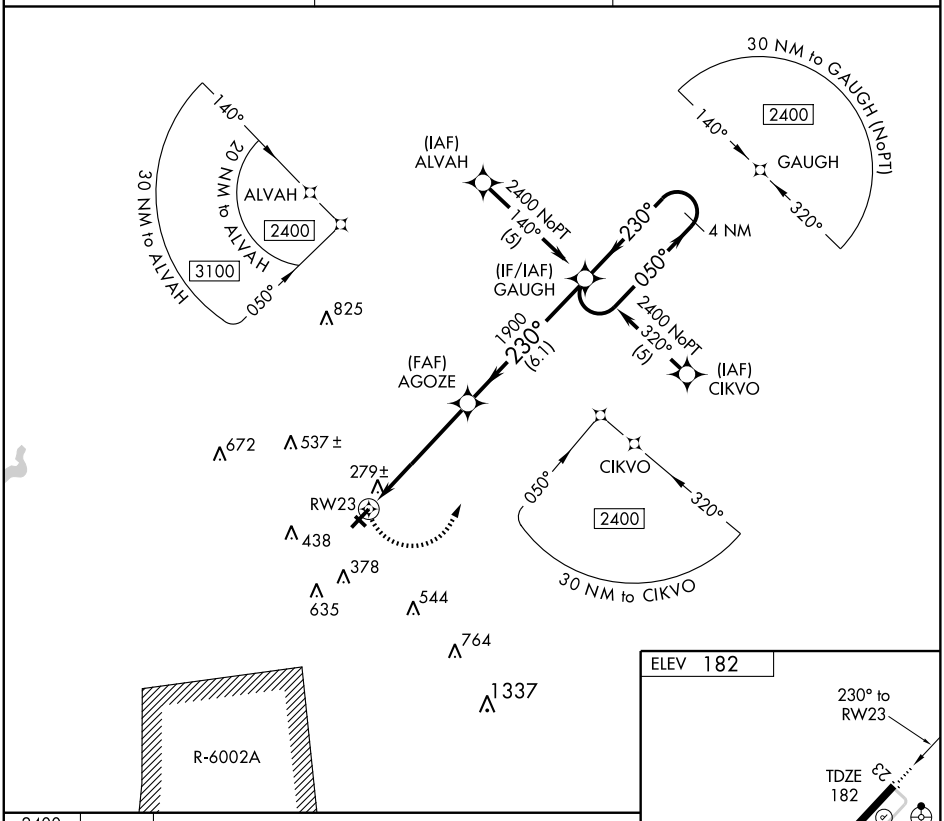
SUMTER (SMS)

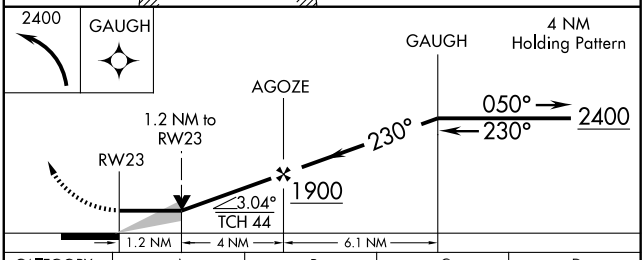
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Camden altimeter setting.

ODALS

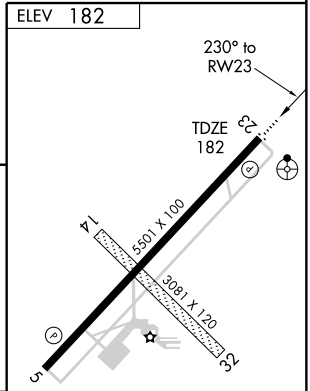
MISSED APPROACH: Climbing left turn to 2400 direct GAUGH and hold.

AWOS-3	SHAW APP CON*	UNICOM
118.075	125.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-¾ 418 (500-¾)		600-1¼ 418 (500-1¼)	
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) Z RWY 23

SUMTER (SMS)

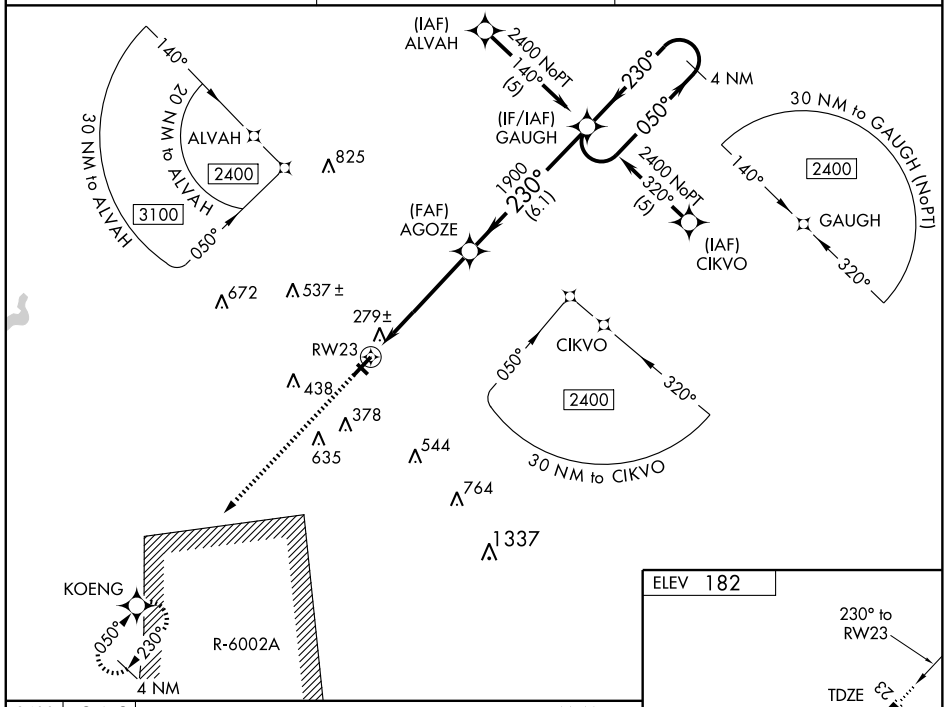
WAAS	APP CRS	Rwy Idg	5501
CH 65915	230°	TDZE	182
W23A		Apt Elev	182

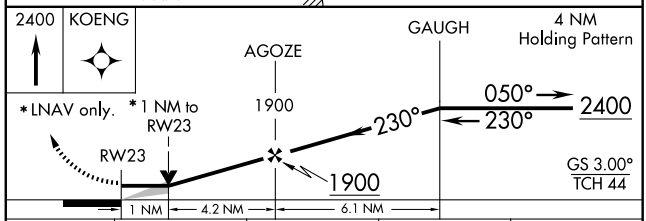
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibilities ¼ mile. Inoperative table does not apply to LNAV Cat C when using Camden altimeter setting. VDP and Baro/VNAV NA when using Camden altimeter setting.

ODALS

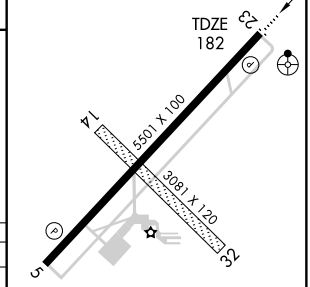
MISSED APPROACH: Climb to 2400 direct KOENG and hold.

AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L





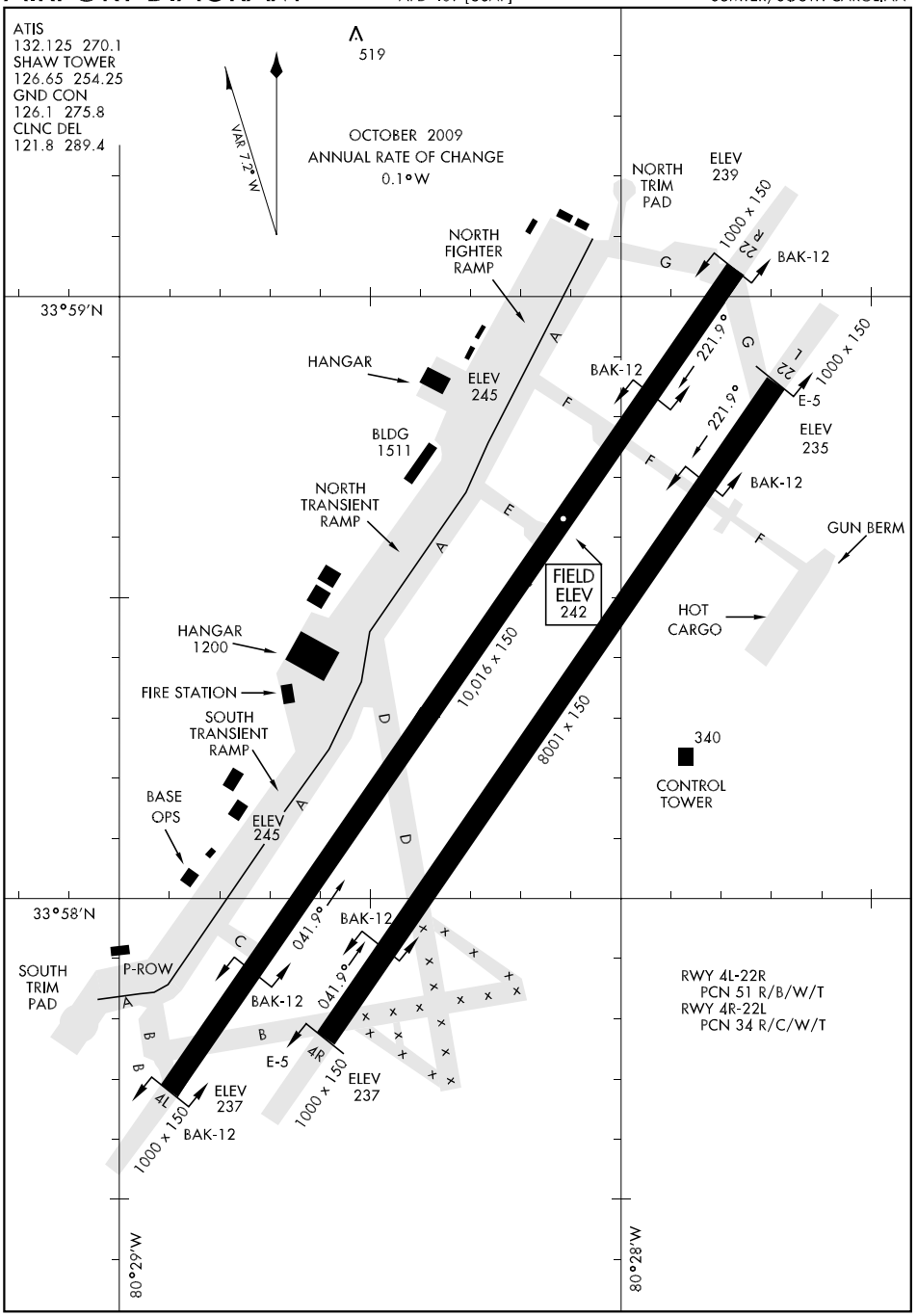
CATEGORY	A	B	C	D
LPV DA	382-¾ 200 (200-¾)			
LNAV/VNAV DA	576-1½ 394 (400-1½)			
LNAV MDA	540-¾ 358 (400-¾)			540-1¼ 358 (400-1¼)
CIRCLING	640-1 458 (500-1)		640-1½ 458 (500-1½)	760-2 578 (600-2)



MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

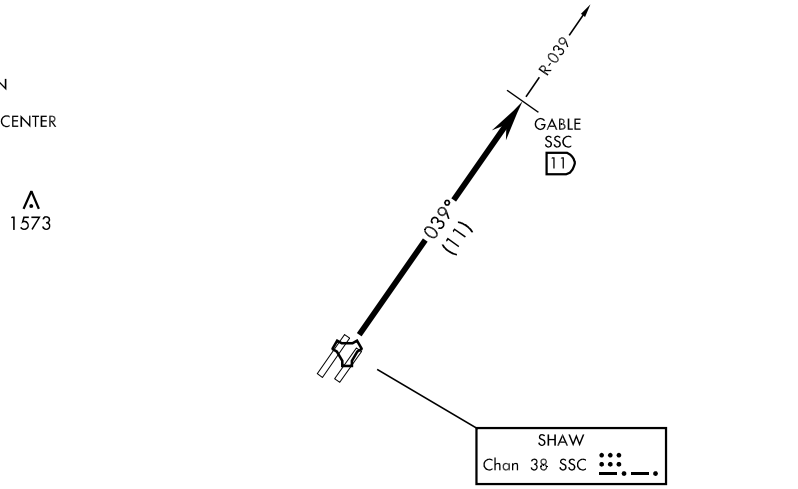


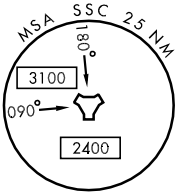
SE-2, 17 DEC 2009 to 14 JAN 2010

GABLE-THREE DEPARTURE (GABLE3•GABLE)

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]





EMERG SAFE ALT 100 NM 3900

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Climb and intercept SSC TACAN R-039 until SSC 11 DME, then as directed by ATC.

SE-2, 17 DEC 2009 to 14 JAN 2010

HI-ILS RWY 4L

LOC I-SSC	APCH CRS	Rwy ldg 10,016 TDZE 239 Arpt Elev 242	JAL-409 [USAF]	SHAW AFB (KSSC)
110.1	040°			

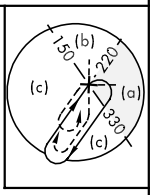
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

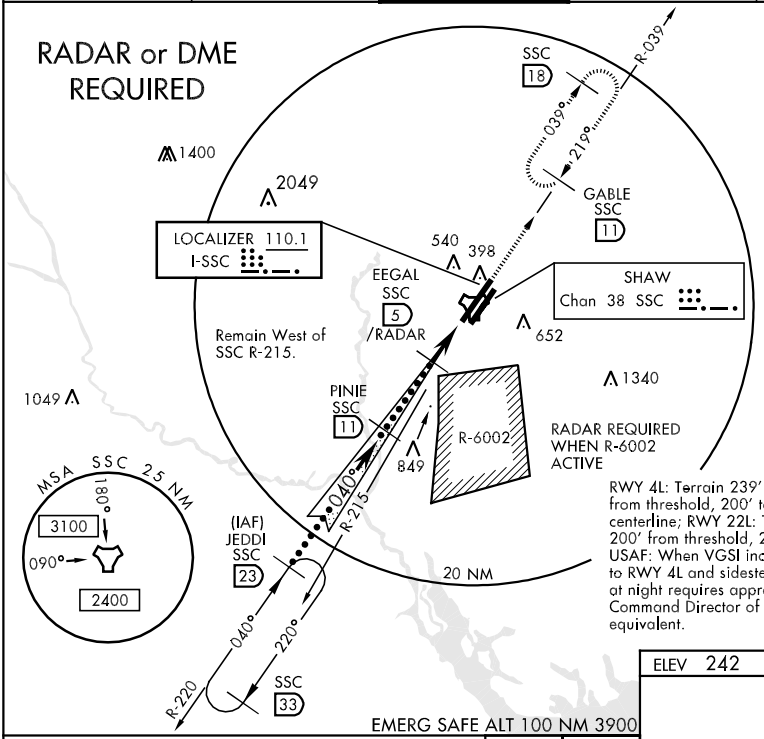
ALSF-1 (A1)

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

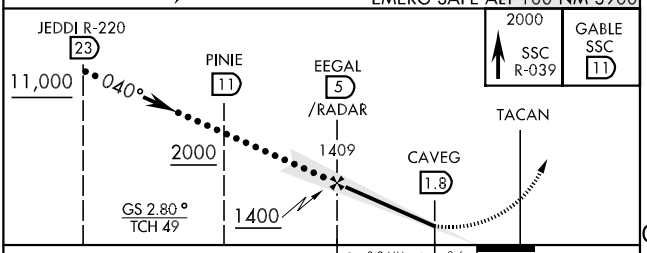
RADAR or DME REQUIRED

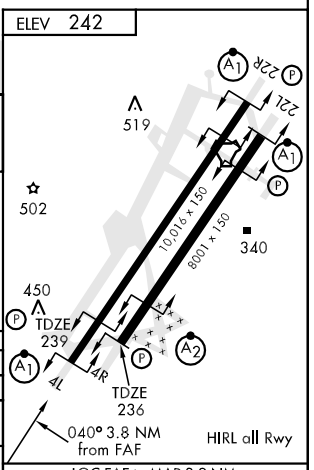




RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.

EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-ILS 4L	473/50 234 (300-1)				
S-LOC 4L *	780/50	541 (600-1)		780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

LOC FAF to MAP 3.2 NM

Knots	120	140	160	180	200
Min:Sec	1:36	1:22	1:12	1:04	0:58

HI-ILS RWY 22R

LOC I-JWU	APCH CRS	Rwy ldg 10,016 / TDZE 240 / Arpt Elev 242
108.7	220°	

JAL-409 [USAF]

SHAW AFB (KSSC)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

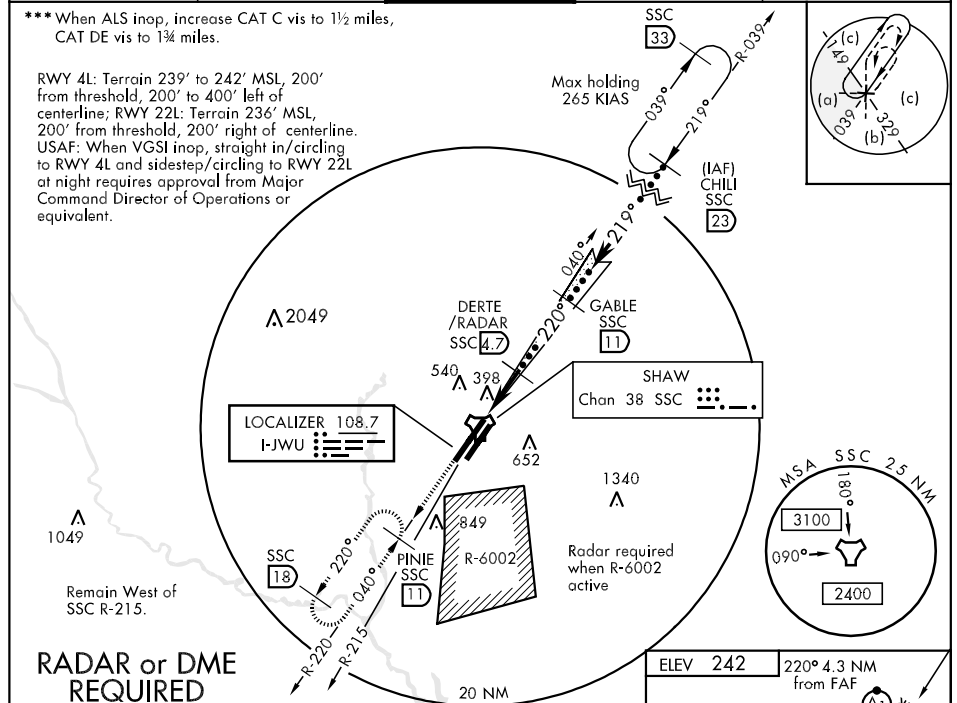
ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

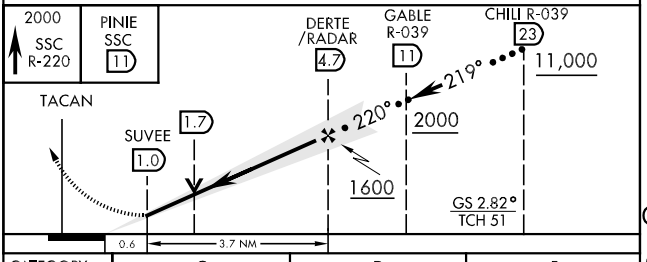
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

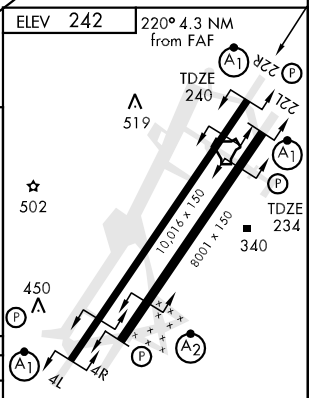
*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-ILS 22R *	440/24 200 (200-½)		
S-LOC 22R **	660/40 420 (500-¾)		660/50 420 (500-1)
SIDESTEP *** 22L	760/50 526 (600-1)	760/60 526 (600-1¼)	
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

LOC FAF to MAP 3.7 NM					
Knots	120	140	160	180	200
Min:Sec	1:51	1:35	1:23	1:14	1:07

HI-TACAN RWY 4L

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242

JAL-409 [USAF]

SHAW AFB (KSSC)

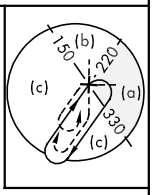
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

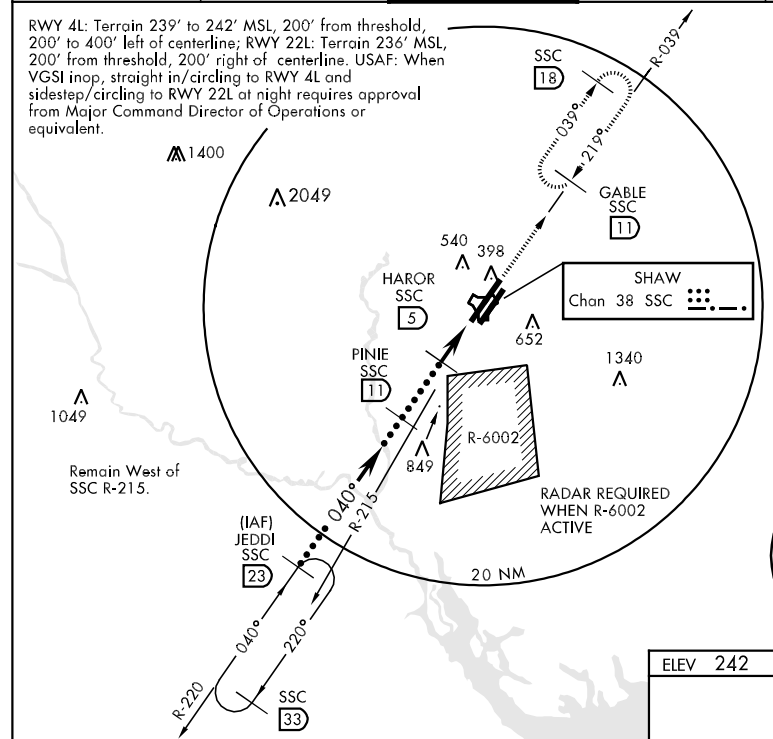
ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE an hold.

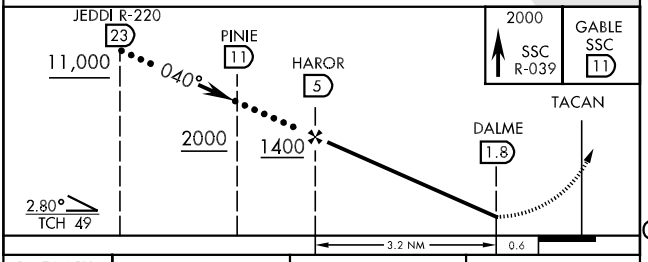
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

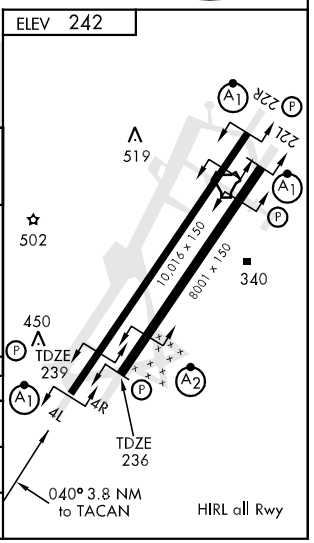
RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.





EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-4L*	800/50 561 (600-1)	800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

HI-TACAN RWY 22R

TACAN SSC Chan 38	APCH CRS 219°	Rwy ldg 10,016 TDZE 240 Arpt Elev 242	JAL-409 [USAF]	SHAW AFB (KSSC)

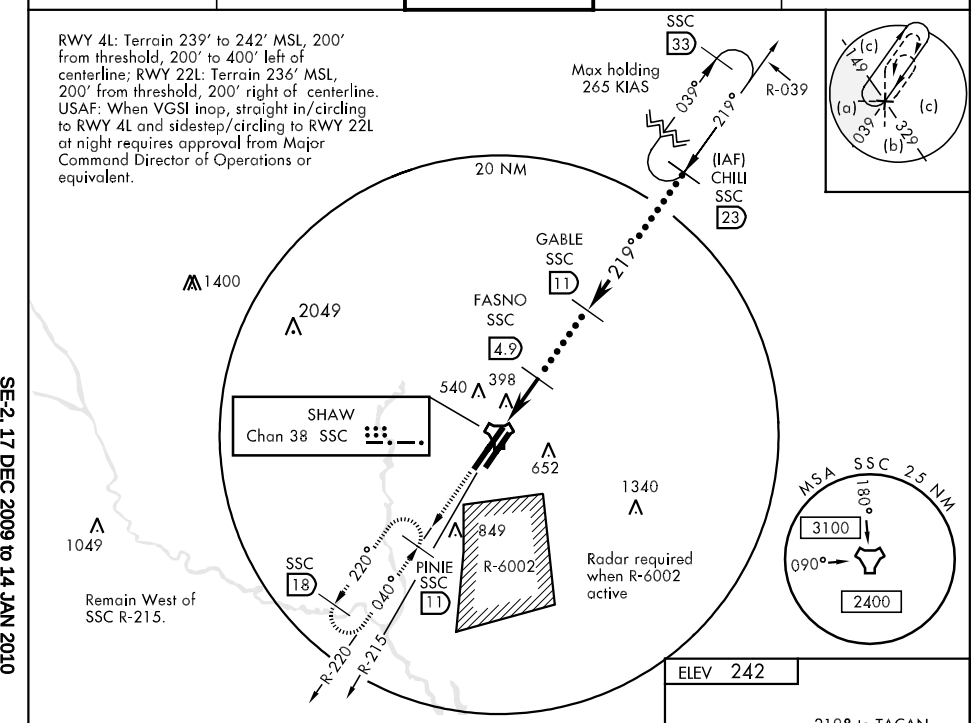
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

ALSF-1 (A1)

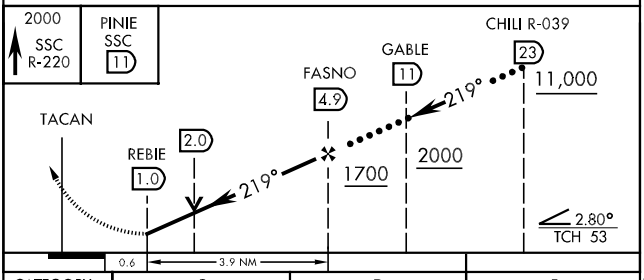
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

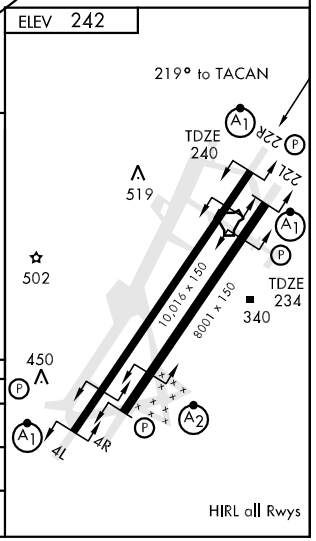
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	C	D	E
S-22R *	760/50 520 (600-1)	760/60 520	(600-1¼)
SIDESTEP * 22L	760/50 526 (600-1)	760/60 526	(600-1¼)
CIRCLING	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

ILS RWY 4L

SHAW AFB (KSSC)

LOC I-SSC	APCH CRS	Rwy ldg 10,016 / TDZE 239 / Arpt Elev 242
110.1	040°	AL-409 [USAF]

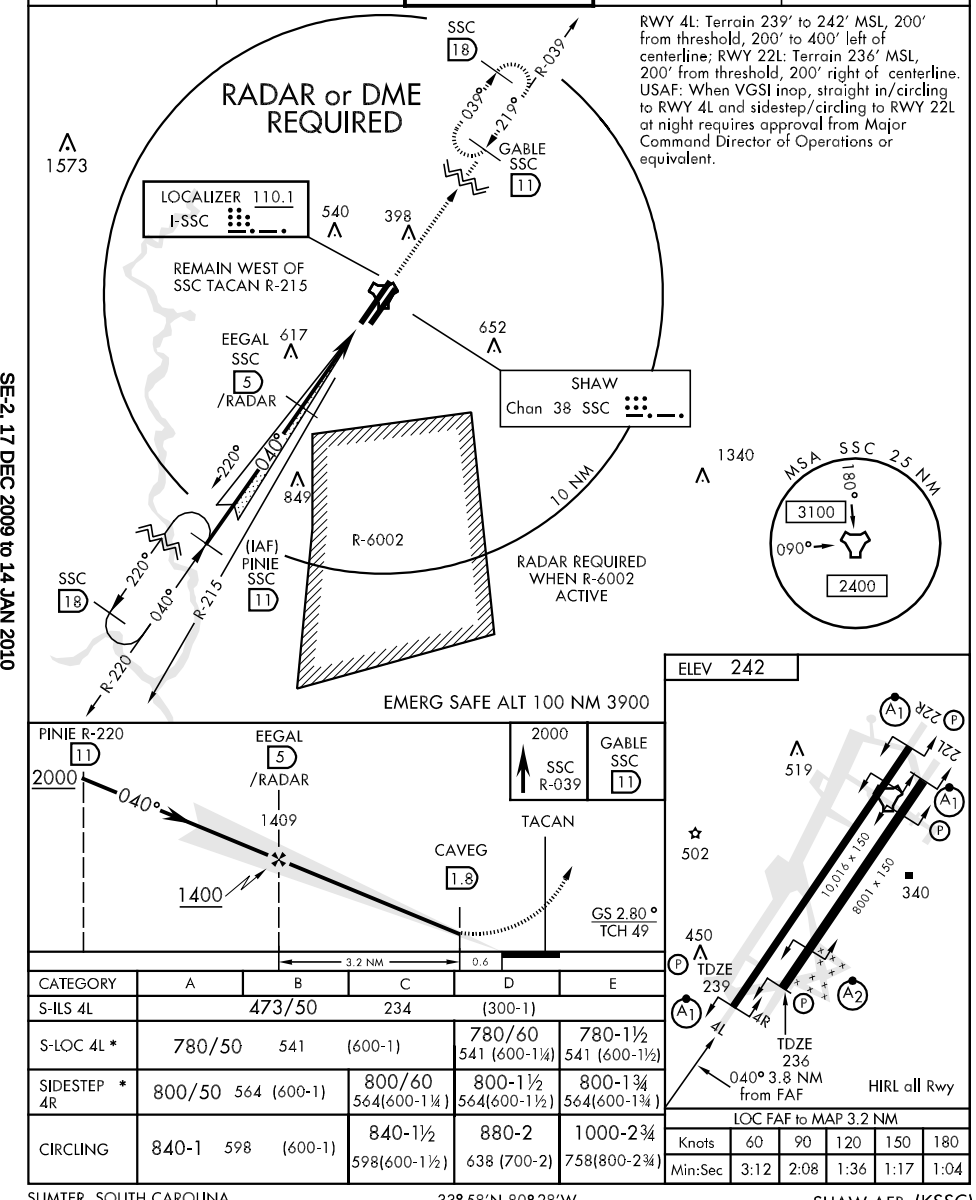
* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239′ to 242′ MSL, 200′ from threshold, 200′ to 400′ left of centerline; RWY 22L: Terrain 236′ MSL, 200′ from threshold, 200′ right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



CATEGORY	A	B	C	D	E
S-ILS 4L	473/50	234	(300-1)		
S-LOC 4L *	780/50 541 (600-1)			780/60 541 (600-1¼)	780-1½ 541 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564(600-1¼)	800-1½ 564(600-1½)	800-1¾ 564(600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598(600-1½)	880-2 638 (700-2)	1000-2¾ 758(800-2¾)

LOC FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

ILS RWY 22R

SHAW AFB (KSSC)

AL-409 [USAF]

LOC I-JWU	APCH CRS	Rwy ldg 10,016 / TDZE 240 / Arpt Elev 242
108.7	220°	

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

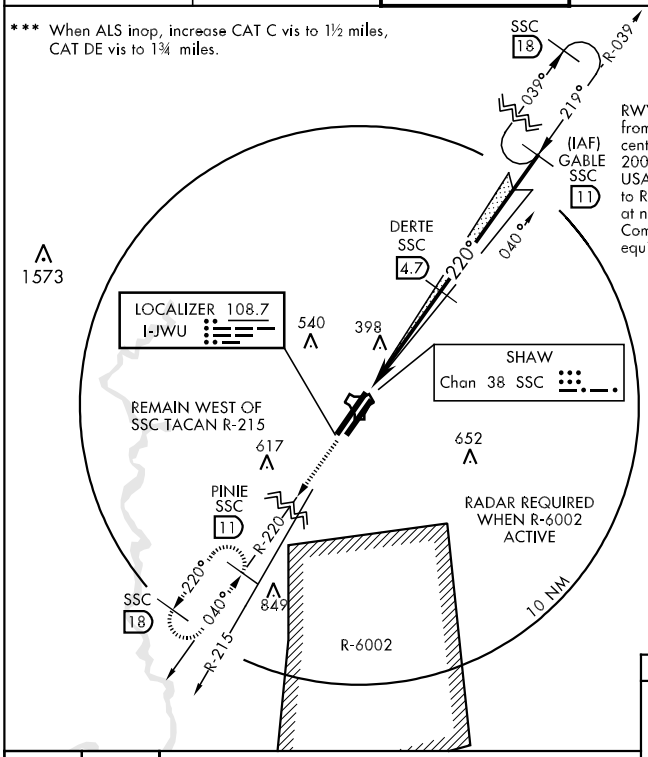
MISSED APPROACH: Climbing to 2000 intercept SSC TACAN R-220 to PINIE and hold.

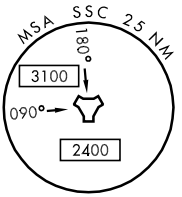
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

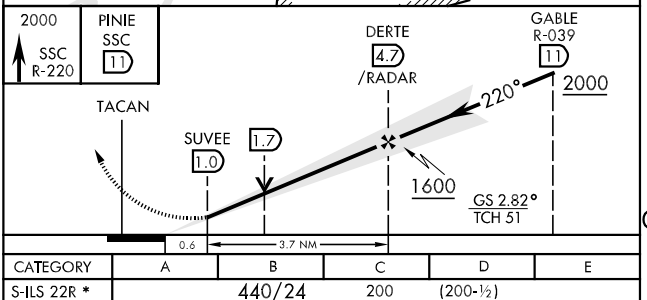
RADAR or DME REQUIRED

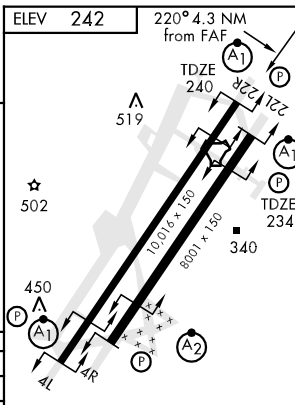
RWY 4L: Terrain 239′ to 242′ MSL, 200′ from threshold, 200′ to 400′ left of centerline; RWY 22L: Terrain 236′ MSL, 200′ from threshold, 200′ right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.





EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-ILS 22R *	440/24		200	(200-½)	
S-LOC 22R **	660/24	420 (500-½)	660/40	420 (500-¾)	660/50 420 (500-1)
SIDESTEP *** 22L	760/50	526 (600-1)		760/60	526 (600-1¼)
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758(800-2¾)

LOC FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

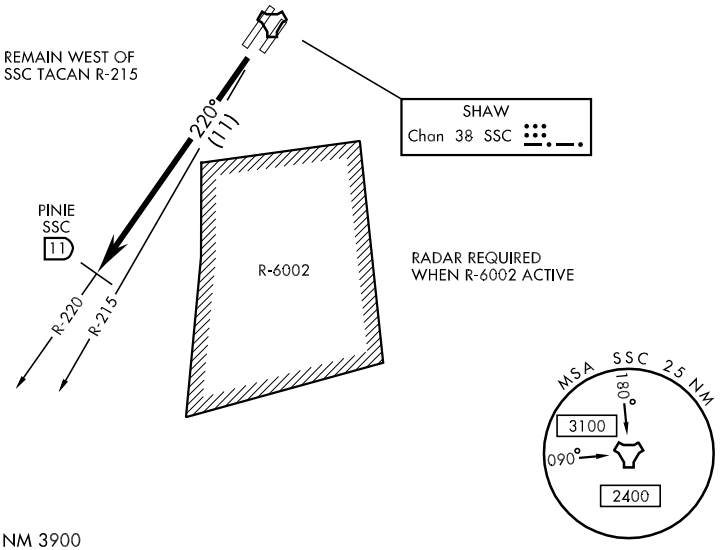
33° 58′N-80° 28′W

PINIE-THREE DEPARTURE (PINIE3•PINIE)

ATIS 132.125 270.1
CLNC DEL
121.8 289.4
GND CON
126.1 275.8
SHAW TOWER
126.65 254.25
SHAW DEP CON
125.4 285.4
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]

1573



EMERG SAFE ALT 100 NM 3900

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22L/R: Climb and intercept SSC TACAN R-220 until SSC 11 DME, then as directed by ATC.

TACAN RWY 4L

TACAN SSC Chan 38	APCH CRS 040°	Rwy ldg 10,016 TDZE 239 Arpt Elev 242

AL-409 [USAF]

SHAW AFB (KSSC)

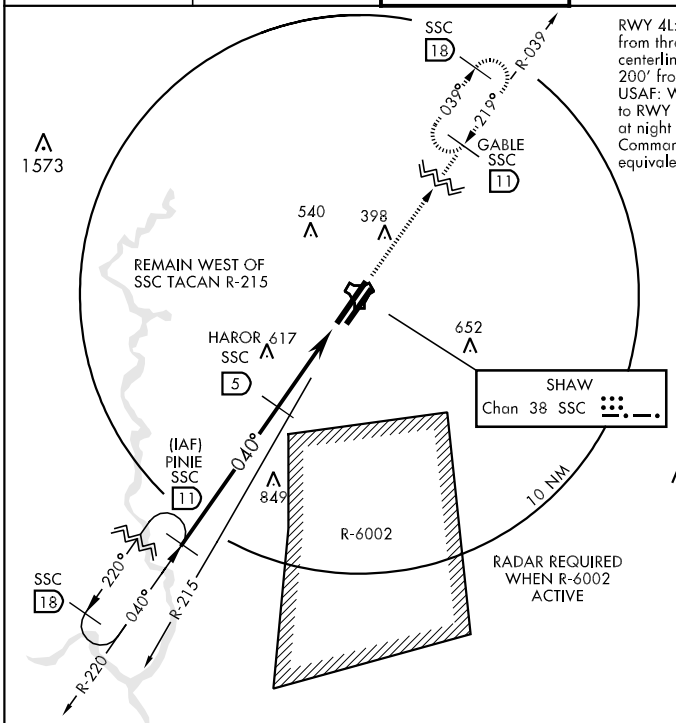
▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

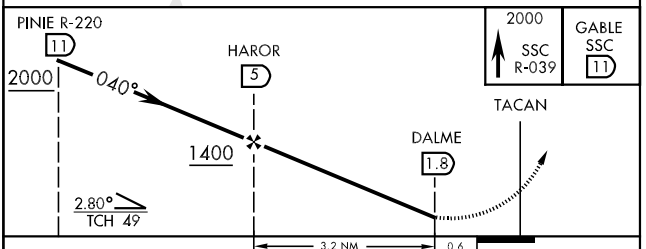
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-039 to GABLE and hold.

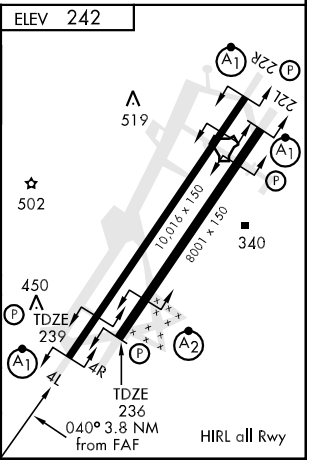
ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

RWY 4L: Terrain 239′ to 242′ MSL, 200′ from threshold, 200′ to 400′ left of centerline; RWY 22L: Terrain 236′ MSL, 200′ from threshold, 200′ right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



EMERG SAFE ALT 100 NM 3900





CATEGORY	A	B	C	D	E
S-4L *	800/50	561 (600-1)		800-1¼ 561 (600-1¼)	800-1½ 561 (600-1½)
SIDESTEP * 4R	800/50 564 (600-1)		800/60 564 (600-1¼)	800-1½ 564 (600-1½)	800-1¾ 564 (600-1¾)
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

TACAN RWY 22R

TACAN SSC Chan 38	APCH CRS 219°	Rwy ldg 10,016 TDZE 240 Arpt Elev 242	AL-409 [USAF]	SHAW AFB (KSSC)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

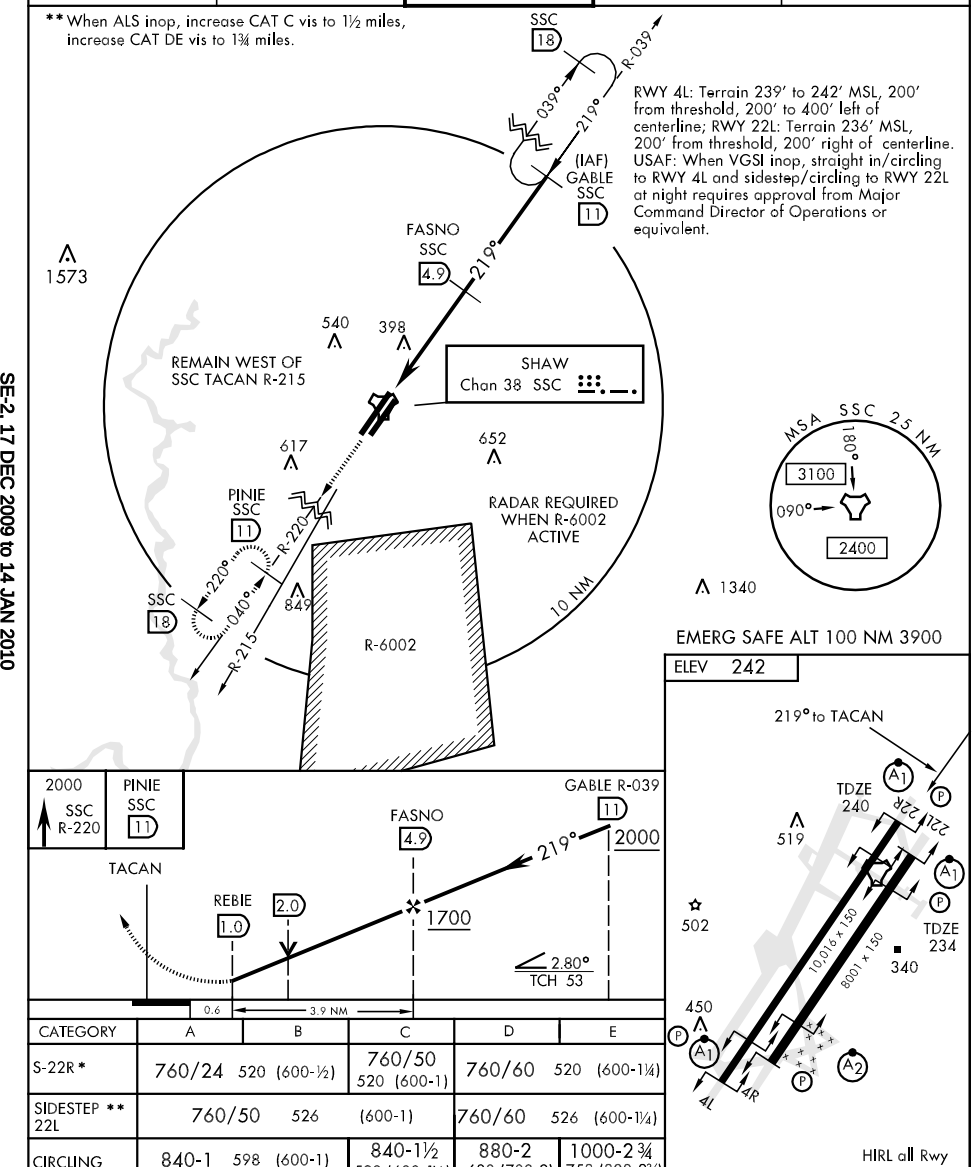
ALSF-1 (A1)

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-220 to PINIE and hold.

ATIS	SHAW APP CON	SHAW TOWER	GND CON	CLNC DEL
132.125 270.1	125.4 285.4	126.65 254.25	126.1 275.8	121.8 289.4

** When ALS inop, increase CAT C vis to 1½ miles, increase CAT DE vis to 1¾ miles.

RWY 4L: Terrain 239' to 242' MSL, 200' from threshold, 200' to 400' left of centerline; RWY 22L: Terrain 236' MSL, 200' from threshold, 200' right of centerline. USAF: When VGSI inop, straight in/circling to RWY 4L and sidestep/circling to RWY 22L at night requires approval from Major Command Director of Operations or equivalent.



CATEGORY	A	B	C	D	E
S-22R *	760/24 520 (600-½)		760/50 520 (600-1)	760/60 520 (600-1¼)	
SIDESTEP ** 22L	760/50 526 (600-1)			760/60 526 (600-1¼)	
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	880-2 638 (700-2)	1000-2¾ 758 (800-2¾)

NDB UOT 326	APP CRS 061°	Rwy Idg 3508 TDZE 605 Apt Elev 605

NDB RWY 5

UNION COUNTY-TROY SHELTON FIELD (35A)

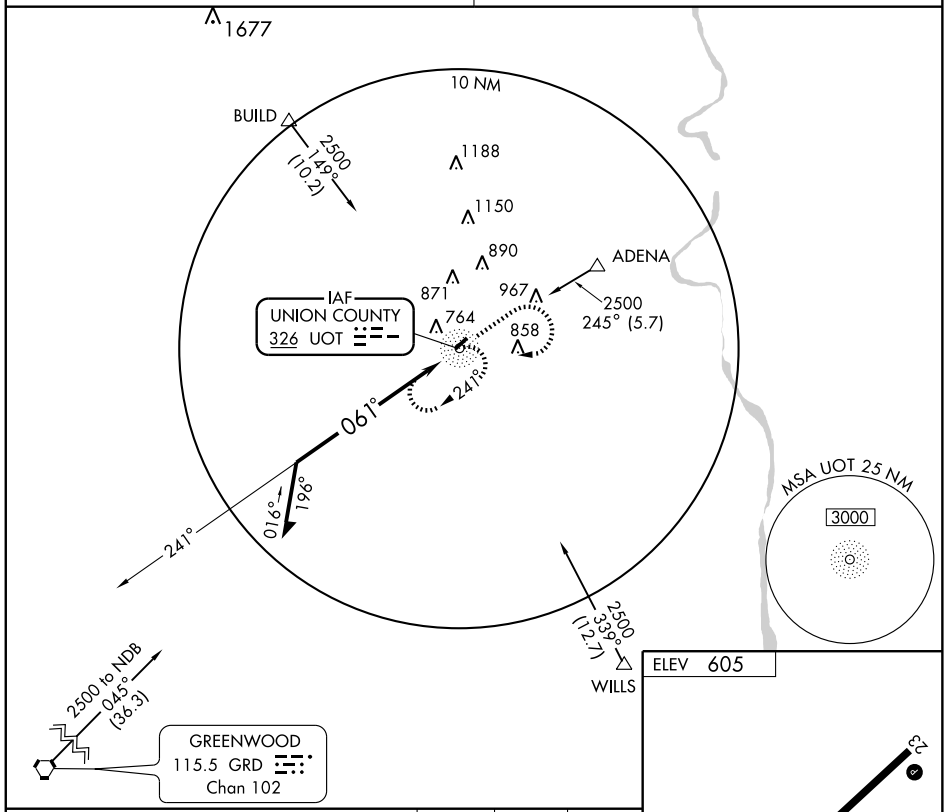
NA

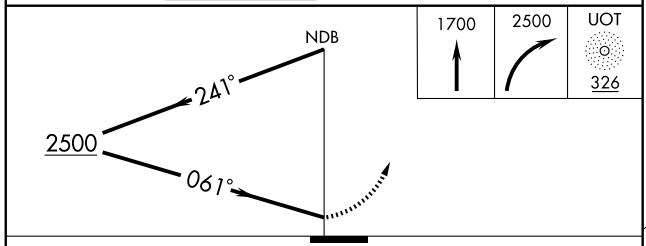
Use Greer altimeter setting.

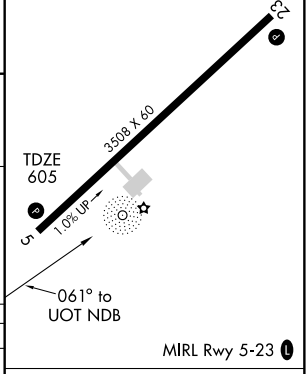
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 direct UOT NDB and hold.

GREER APP CON ★
119.4 350.2

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	1360-1 755 (800-1)	1360-1¼ 755 (800-1¼)	NA	
CIRCLING	1360-1 755 (800-1)	1360-1¼ 755 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS		
049°	Rwy Idg	6002
	TDZE	96
	Apt Elev	98

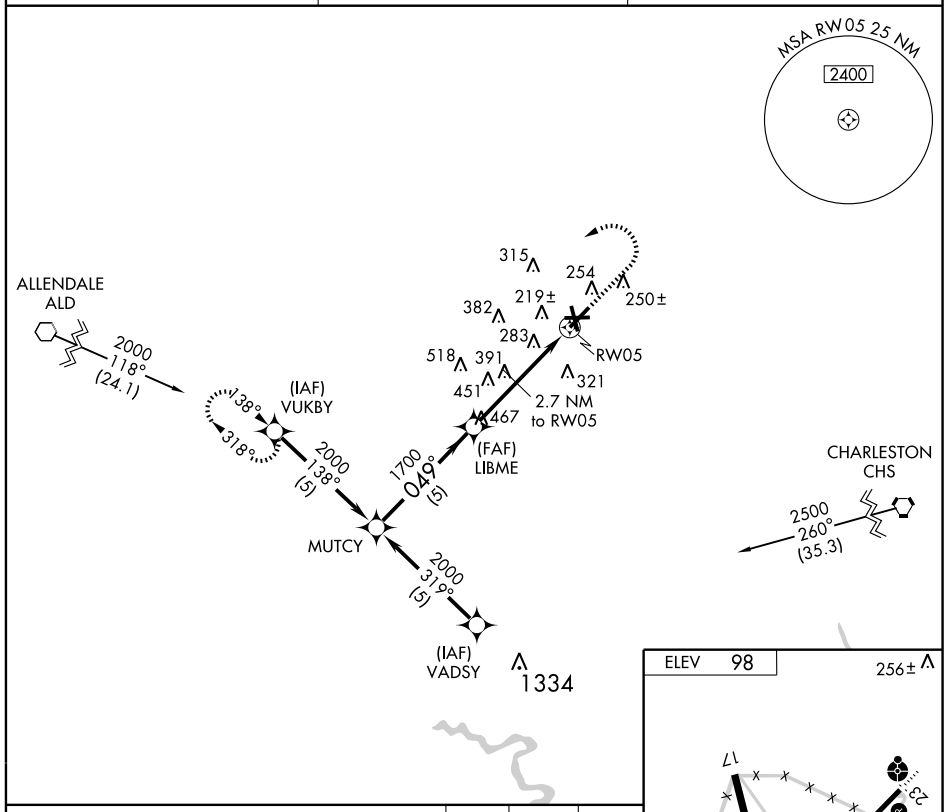
GPS RWY 5

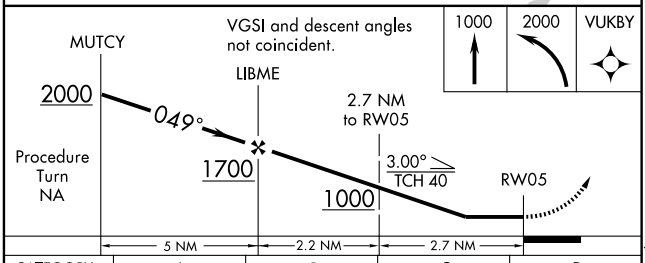
WALTERBORO/LOWCOUNTRY RGNL (RBW)

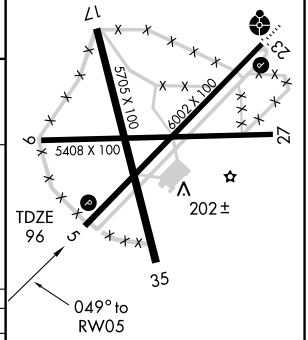
NA — Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct VUKBY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	540-1	444 (500-1)	540-1¼ 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	620-1	522 (600-1)	640-1½ 542 (600-1½)	680-2 582 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5705
171°	TDZE	92
	Apt Elev	98

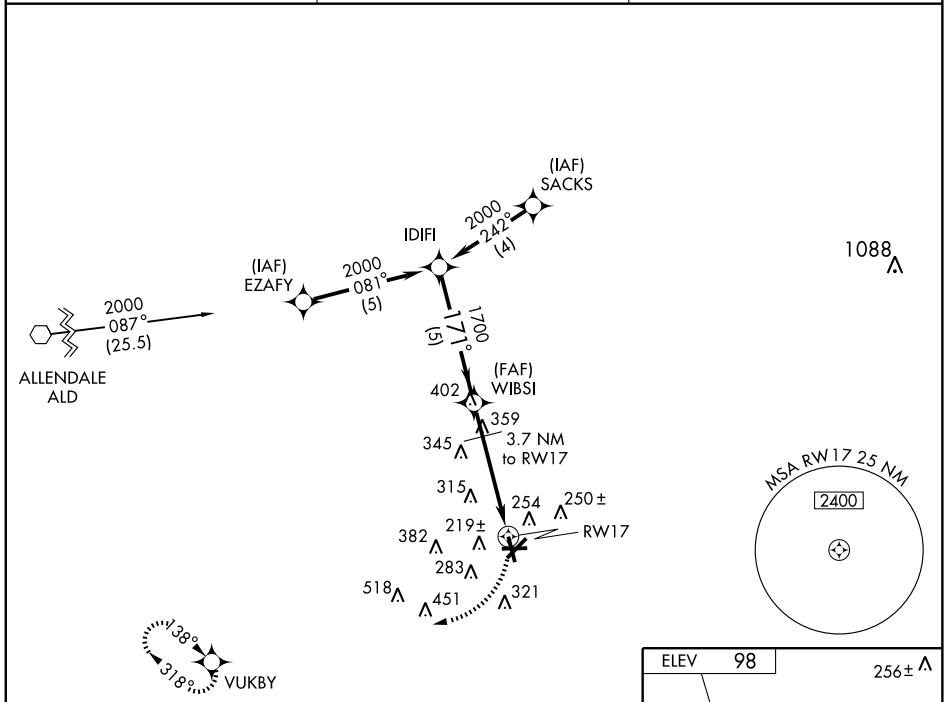
GPS RWY 17

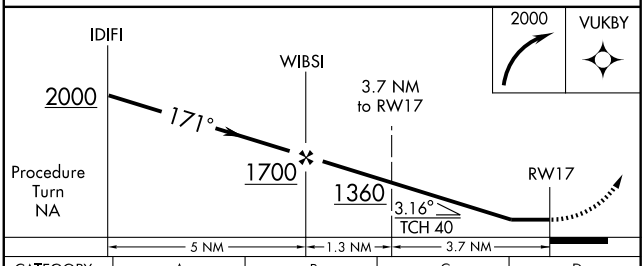
WALTERBORO/LOWCOUNTRY RGNL (RBW)

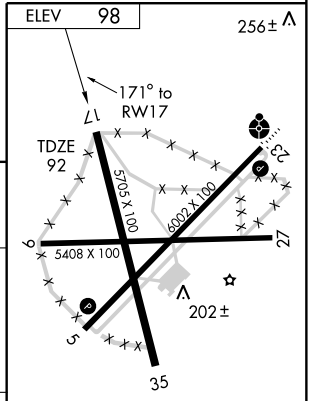
Procedure not authorized at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct VUKBY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	520-1	428 (500-1)	520-1¼ 428 (500-1¼)	520-1½ 428 (500-1½)
CIRCLING	620-1	522 (600-1)	640-1½ 542 (600-1½)	680-2 582 (600-2)

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5705
351°	TDZE	95
	Apt Elev	98

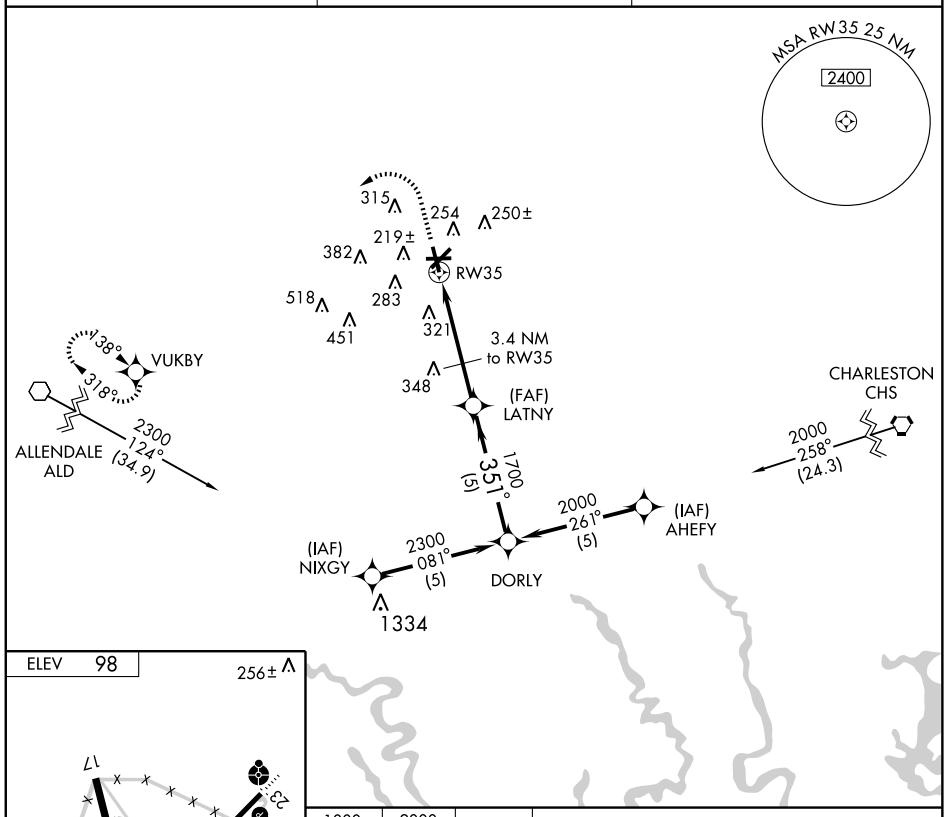
GPS RWY 35

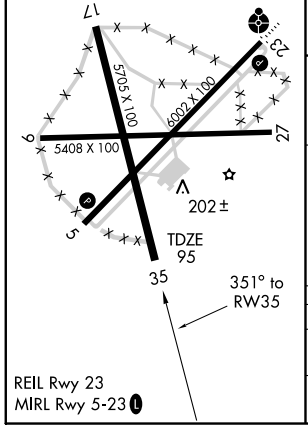
WALTERBORO/LOWCOUNTRY RGNL (RBW)

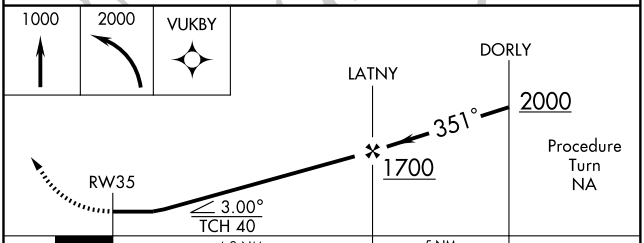
Procedure not authorized at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct VUKBY WP and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	560-1	465 (400-1)	560-1¼ 465 (400-1¼)	560-1½ 465 (400-1½)
CIRCLING	620-1	522 (600-1)	640-1½ 542 (600-1½)	680-2 582 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

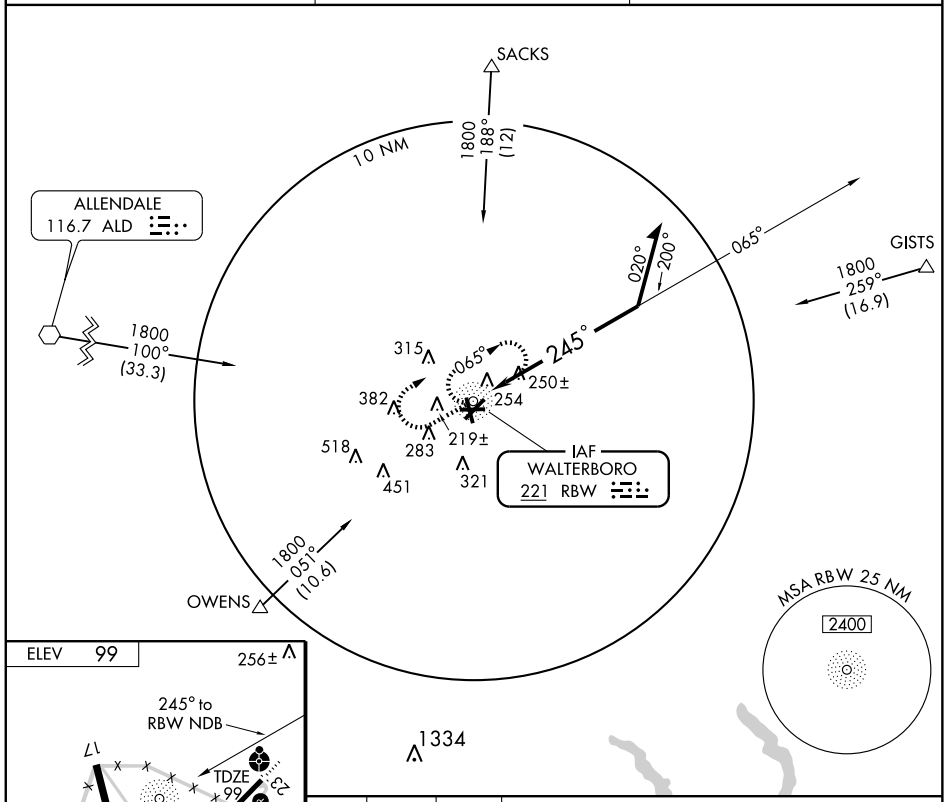
NDB RBW 221	APP CRS 245°	Rwy Idg 6002 TDZE 99 Apt Elev 99

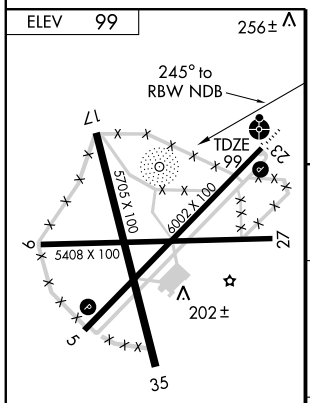
NDB RWY 23

WALTERBORO/LOWCOUNTRY RGNL (RBW)

If local altimeter setting not received, procedure not authorized. Inoperative table does not apply to Cat. C.	ODALS	MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct RBW NDB and hold.

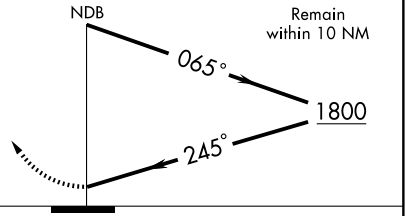
AWOS-3	CHARLESTON APP CON	UNICOM
118.725 221	120.7 306.925	122.8 (CTAF) L





REIL Rwy 23
MIRL Rwy 5-23 L

1000	1800	RBW 221



CATEGORY	A	B	C	D
S-23	680-¾	581 (600-¾)	680-1½ 581 (600-1½)	680-1¾ 581 (600-1¾)
CIRCLING	680-1	581 (600-1)	680-1½ 581 (600-1½)	680-2 581 (600-2)

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
043°	TDZE	577
	Apt Elev	577

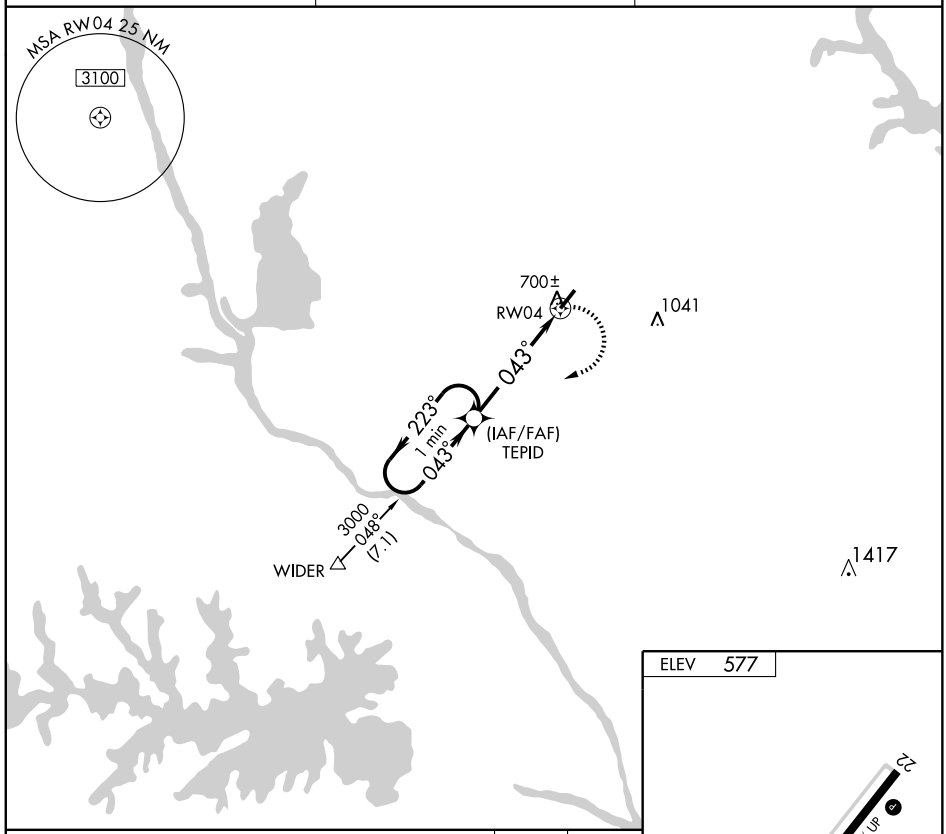
GPS RWY 4

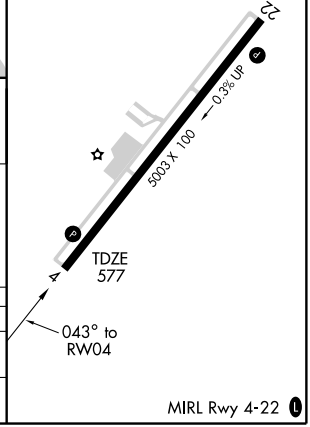
WINNSBORO/ FAIRFIELD COUNTY (FDW)

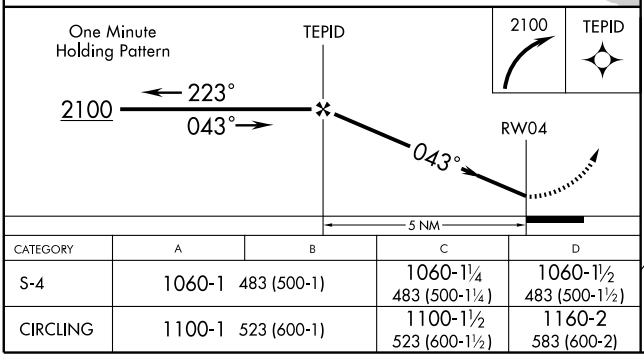
NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct TEPID WP and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	1060-1	483 (500-1)	1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1	523 (600-1)	1100-1½ 523 (600-1½)	1160-2 583 (600-2)

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
223°	TDZE	574
	Apt Elev	577

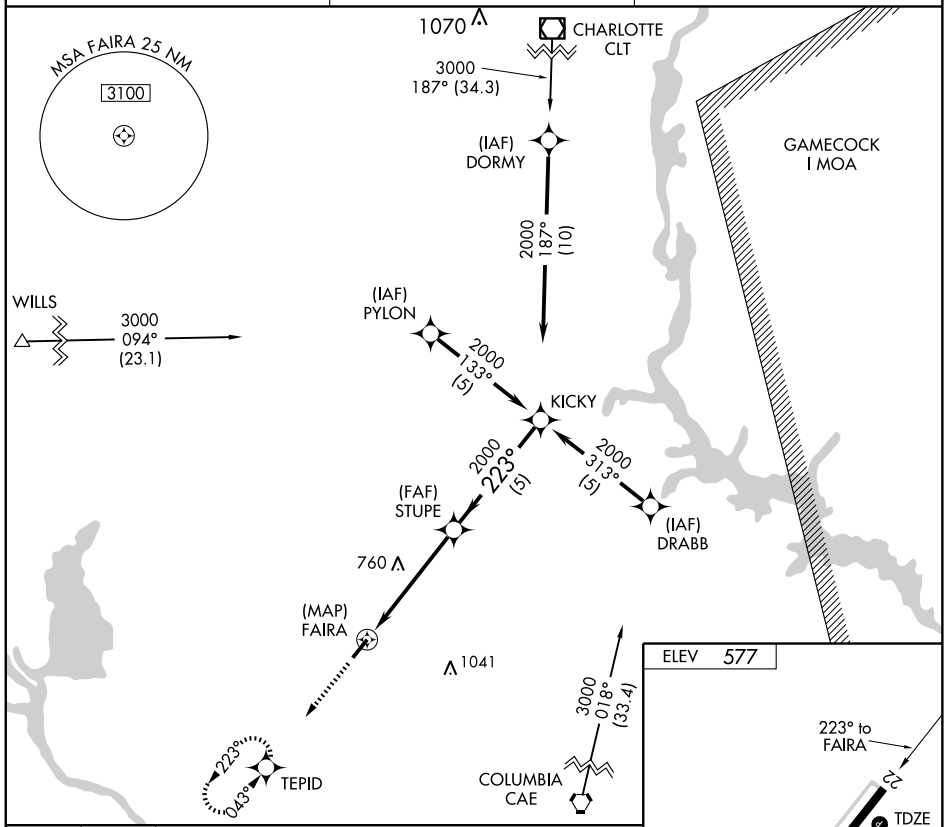
GPS RWY 22

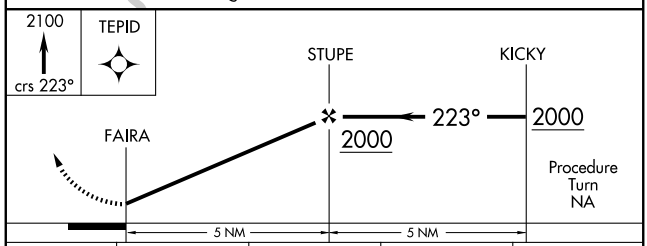
WINNSBORO/ FAIRFIELD COUNTY (FDW)

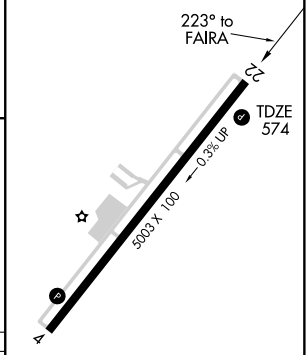
NA Use Columbia Metropolitan altimeter setting.

MISSED APPROACH: Climb to 2100 via 223° course to TEPID WP and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-22	1160-1	586 (600-1)	1160-1½ 586 (600-1½)	1160-1¾ 586 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

MIRL Rwy 4-22 L

SE-2, 17 DEC 2009 to 14 JAN 2010

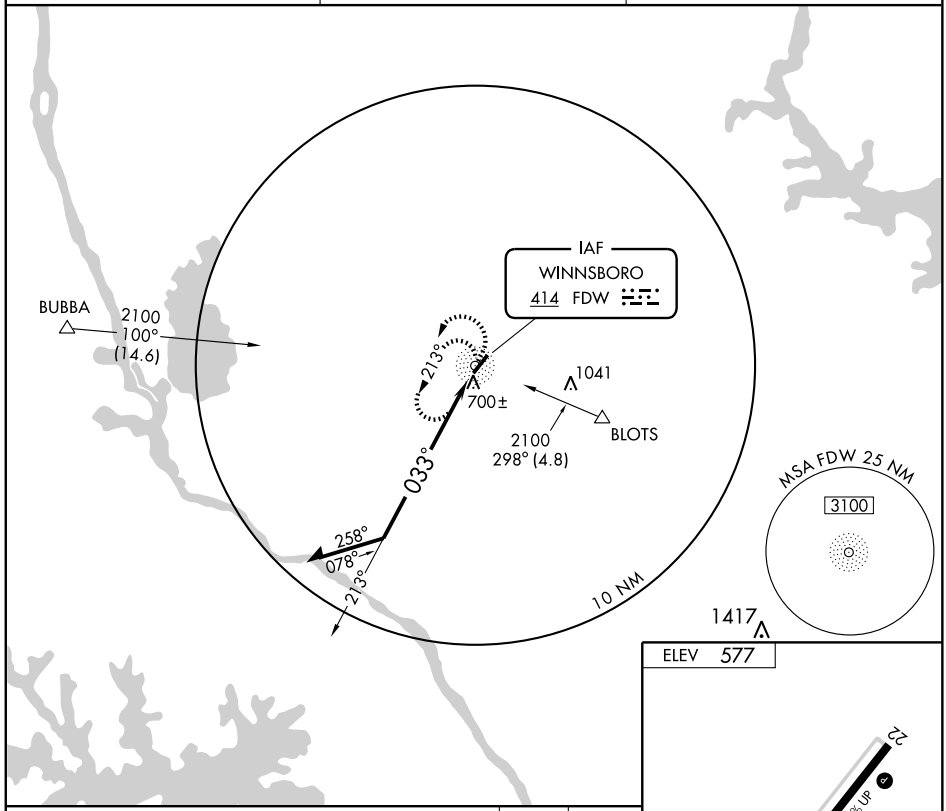
NDB FDW	APP CRS	Rwy Idg	5003
414	033°	TDZE	577
		Apt Elev	577

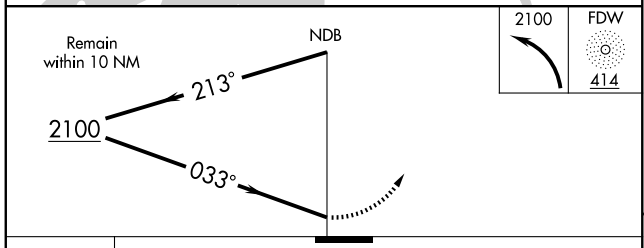
NDB RWY 4

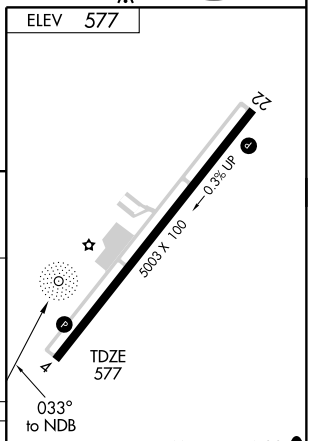
WINNSBORO/ FAIRFIELD COUNTY (FDW)

NA	Use Columbia altimeter setting.	MISSED APPROACH: Climbing left turn to 2100 in FDW NDB holding pattern.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-1¾ 583 (600-1¾)
CIRCLING	1160-1	583 (600-1)	1160-1½ 583 (600-1½)	1160-2 583 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-2, 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL ..... **RNAV (GPS) Rwy 10[1]**
RNAV (GPS) Rwy 28[1]
VOR Rwy 10[2]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN CITY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL TN/VA ..... **ILS or LOC Rwy 5,** 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ..... **ILS or LOC Rwy 2[12]**
ILS or LOC Rwy 20[12]
RADAR-1[34]
RNAV (GPS) Rwy 2[35]
RNAV (GPS) Rwy 15[16]
RNAV (GPS) Rwy 20[57]
RNAV (GPS) Rwy 33[13]
VOR Rwy 33[13]

[1]NA when control tower closed or when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.
[6]Category C, 800-2¼; Category D, 800-2½.
[7]Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.
Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[1]
NDB-A[2]
VOR-A[1]
VOR /DME Rwy 4[1]

[1]NA when local weather not available.
[2]NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI ..... **RNAV (GPS) Rwy 6**

NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

NAME ALTERNATE MINIMUMS

FRANKFORT, KY

CAPITAL CITY ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY

GLASGOW MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2¾.

HENDERSON, KY

HENDERSON
CITY-COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN

MC KELLAR-
SIPES RGNL ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
[1]NA when control tower closed.

KNOXVILLE, TN

MC GHEE-TYSON ..... **ILS or LOC Rwy 5L[1]**
ILS or LOC Rwy 23R[1]
RNAV (GPS) Rwy 23R[2]
RADAR-1[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 1000-3.

LEXINGTON, KY

BLUE GRASS ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.

LONDON, KY

LONDON-CORBIN COUNTY-
MAGEE FIELD ..... **ILS or LOC Rwy 6[1]**
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LOUISVILLE, KY

BOWMAN FIELD ..... **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD .... **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
RNAV (GPS) Rwy 29[3]
[1]Categories A,B, 900-2;Category C, 900-2¾; Category D, 900-3.
[2]Categories A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
[3]Category D, 800-2¼.

MEMPHIS, TN

MEMPHIS INTL ..... **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2¾.

MIDDLESBORO, KY

MIDDLESBORO-
BELL COUNTY ..... **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN

MILLINGTON
RGNL JETPORT ..... **ILS or LOC Rwy 22[123]**
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 22[24]
VOR/DME or TACAN Rwy 22[24]
[1]NA when control tower closed or when local weather not available.
[2]NA when local weather not available.
[3]ILS, Category E, 700-2½.LOC, Category E, 800-2½.
[4]Category E, 800-2½.

NASHVILLE, TN

JOHN C TUNE ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL ..... **ILS or LOC Rwy 2C[1]**
RNAV (GPS) Y Rwy 2L[2]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Rwy 36[3]
VOR or GPS Rwy 18[3]
VOR Rwy 5[2]
VOR Rwy 18[3]
VOR Rwy 36[3]

NA when control tower closed.
[1]ILS, Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.

PADUCAH, KY

BARKLEY RGNL ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.
[1]NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL ..... **RNAV (GPS) Rwy 21**

NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI ..... **RNAV (GPS) Rwy 22**
VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36[1]
VOR Rwy 36

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ..... **ILS Rwy 32[13]**
NDB Rwy 32[12]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 14[2]
VOR/DME Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND RGNL ..... **ILS or LOC/DME Rwy 5[1]**
RNAV (GPS) Y Rwy 5[2]
RNAV (GPS) Z Rwy 5[2]
RNAV (GPS) Rwy 23[3]

NA when local weather not available.
[1]ILS, Category A, 700-2; Category B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.
[3]Category C, 800-2¼, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20
VOR/DME Rwy 20[2]

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.
[2]Category D, 900-3.

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 08353 USA)

RADAR[11] **- (E)** 134.350x 237.5x 395.9x 258.3x 290.9x ELEV **572**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1[13]						
ASR	5[1 4 8 10]		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23[5 9 10]		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR[12]	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR	5[1 2 3 4]	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23[2 3 5]	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36[1 3 6 7]	3.0/45/814	ABC	808-1	250	(300-1)

[1]Apch not auth when R-3701, R-3702A in use. [2]FAF 4.9 miles from threshold. [3]Glideslope intercept altitude 2200. [4]Final approach course 045. [5]Final approach course 225. [6]FAF 5.0 miles from threshold. [7]Final approach course 360. [8]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. [9]Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. [10]FAF 5.0 miles from threshold, minimum altitude 2200. [11]Lost Comm: As directed by ATC on initial contact. [12]Circling NA SE of Rwy 5-23.

Missed Approach:
Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.
Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.
Radar Missed Approach: Climb to 2200 for radar vectors.

[13]Radar Missed Approach: Climb to 2200 for radar vectors.

CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA) ELEV **682**

LOVELL FIELD

RADAR- 125.1 379.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2	AB	**1140**/24	458	(500-½)	C	**1140**/40	458	(500-¾)
		D	**1140**/50	458	(500-1)				
	20	AB	**1260**/24	587	(600-½)	C	**1260**/50	587	(600-1)
		D	**1260**/60	587	(600-1¼)				
	33	AB	**1340**-1	669	(700-1)	C	**1340**-1¾	669	(700-1¾)
		D	**1340**-2	669	(700-2)				
CIRCLING		AB	**1340**-1	658	(700-1)	C	**1340**-1¾	658	(700-1¾)
		D	**1460**-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA) ELEV **981**

MC GHEE-TYSON

RADAR- 123.9 360.8

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R	AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
		D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	5L	AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
		D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	23R	AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
		D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L	AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
		D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
CIRCLING		AB	**1520**-1¼	539	(600-1¼)	C	**1540**-1½	559	(600-1½)
		D	**1620**-2	639	(600-2)	E	**1900**-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibilty ½ mile.

SABRE AHP (EOD),

TN (Fort Campbell), (Amdt 3, 09183 USA) **ELEV 593**

RADAR - (E) 118.1 340.9 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		COPTER	1060-½	473	(500-½)
	4		COPTER	1100-½	507	(600-½)

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)
AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 600-2¾ or std. with a min. climb of 430' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 103° to 1200 before proceeding on course. **Rwy 28,** climb heading 283° to 1100 before turning right.
NOTE: **Rwy 10,** trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28,** trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

ATHENS, TN

MCMINN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: Climb on runway heading to 2000 prior to turn.

NAME	TAKE-OFF MINIMUMS

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 200-1. **Rwy 19,** 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5,** std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23,** 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27,** 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9,** climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23,** climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27,** climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9,** tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23,** trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27,** radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823'from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 900 before turning left.

NOTE: **Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP), FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18,** Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL. **Rwy 23,** Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. Rwy 36, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1.

CHATTANOOGA, TN

LOVELL FIELD

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1¾ or std. with a min. climb o f 357' per NM to 1700. **Rwy 33,** 400-2½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb via heading 019° to 2400 before turning. **Rwy 15,** climb via heading 147° to 1700 before turning. **Rwy 20,** climb via heading 199° to 2200 before turning. **Rwy 33,** climbing right turn to 2500' via heading 020° before proceeding on course.

NOTE: **Rwy 2,** railroad 890' from departure end of runway, 598' left of centerline, 35' AGL/695' MSL. Tree 943' from departure end of runway, 666' right of centerline, 50' AGL/716' MSL. Tree 1663' from departure endof runway, 745' right of centerline, 50' AGL/726' MSL. Tree 1730' from departure end of runway, 666' right of centerline, 100' AGL/722' MSL. **Rwy 15,** antenna 1.3 NM from departure end of runway 430' left of centerline, 100' AGL/922' MSL. Tree 1.3 NM from departure end of runway, 475' left of centerline, 85' AGL/925' MSL. Tree 1.2 NM from departure end of runway, 623' left of centerline, 80' AGL/896' MSL. Pole 1.1 NM from departure end of runway, 1008' left of centerline, 86' AGL/946' MSL. Pole 3584' from departure end of runway, 870' left of centerline, 130' AGL/809' MSL. Tree 2154' from departure end of runway, 242' left of centerline, 100' AGL/749' MSL. Tree 1792' from departure end of runway, 199' left of centerline, 57' AGL/741' MSL. Tree 1593' from departure end of runway, 462' left of centerline, 43' AGL/754' MSL. Tree 2027' from departure end of runway, 335' left of centerline, 55' AGL/745' MSL. Pole 1588' from departure end of runway, 294' left of centerline, 90' AGL/723' MSL. Tree 1362' from departure end of runway, 458' left of centerline, 55' AGL/745' MSL. Tree 1783' from departure end of runway, 417' left of centerline, 55' AGL/740' MSL. Tree 1661' from departure end of runway, 363' left of centerline, 50' AGL/726' MSL. Tree 1070' from departure end of runway, 455' right of centerline, 60' AGL/752' MSL. Tree 1014' from departure end of runway, 332' right of centerline, 60' AGL/709' MSL. Tree 1114' from departure end of runway, 527' left of centerline, 50' AGL/716' MSL. Building 328' from departure end of runway, 354' left of centerline, 20' AGL/688' MSL. Hanger 313' from departure end of runway, 569' left of centerline, 25' AGL/691' MSL. **Rwy 20,** tree 2706' from departure end of runway, 965' left of centerline, 55' AGL/759' MSL.

LOVELL FIELD (CON'T)

Rwy 33, tree 2379' from departure end of runway, 348' right of centerline, 100' AGL/770' MSL. Tree 470' from departure end of runway, 382' right of centerline, 100' AGL/721' MSL. Tower 3544' from departure end of runway, 408' right of centerline, 105' AGL/786' MSL. Tree 1845' from departure end of runway, 239' left of centerline, 55' AGL/741' MSL. Tree 4479' from departure end of runway, 262' right of centerline, 100' AGL/800' MSL. Tree 508' from departure end of runway, 302' right of centerline, 1000' AGL/697' MSL. Tree 1208' from departure end of runway, 89' right of centerline, 100' AGL/711' MSL. Tree 1320' from departure end of runway, 74' left of centerline, 100' AGL/711' MSL. Tree 513' from departure end of runway,11' left of centerline, 100' AGL/687' MSL. Poles 1.3 NM from departure end of runway, 1010' right of centerline, 90' AGL/990' MSL. Tree 1.2 NM from departure end of runway, 46' right of centerline, 100' AGL/913' MSL. Pole 1.3 NM from departure end of runway, 576' left of centerline, 95' AGL/899' MSL. Tree 1.5 NM from departure end of runway, 2883' right of centerline, 100' AGL/935' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5,** multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/ 626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0'AGL/535' MSL. **Rwy 17,** multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23,** multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL.**Rwy 35,** multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21,** 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1800 before proceeding on course. **Rwy 21,** climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3,** tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21,** tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: **Rwy 9,** tree 3385' from departure end of runway, 1117' right of centerline, 68' AGL/988' MSL. Trees beginning 4562' from departure end of runway, 900' left of centerline, up to 98' AGL/1003' MSL. **Rwy 18C,** multiple trees beginning 1882' from departure end of runway, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from departure end of runway, 904' right of centerline, 79' AGL/929' MSL. **Rwy 18R,** trees beginning 3221' from departure end of runway, 895' left of centerline, up to 84' AGL/962' MSL. **Rwy 27,** multiple trees beginning 1084' from departure end of runway, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from departure end of runway, 482' right of centerline, from 95' AGL/965' MSL. **Rwy 36L,** trees beginning 1033' from departure end of runway, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from departure end of runway, 84' right of centerline, up to 92' AGL/932' MSL. **Rwy 36C,** trees beginning 956' from departure end of runway, 613' right of centerline, up to 103' AGL/963' MSL. **Rwy 36R,** tree 1602' from departure end of runway, 754' right of centerline, 58' AGL/938' MSL. Light pole 1476' from departure end of runway, 813' left of centerline, 46' AGL/ 926' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1,** vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL. **Rwy 19,** trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8,** trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway , 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26,** tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12,** Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30,** Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21,** climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1400 before turning.

NOTE: **Rwy 17,** tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35,** trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4,** trees 445' from departure end of runway,400' left of centerline, 90' AGL/395'MSL. **Rwy 22,** trees 1320' from departure end of runway,490' right of centerline, 103' AGL/378'MSL

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** NA-obstacles. **Rwy 24,** 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24,** numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23,** multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3,** tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21,** trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2,** trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20,** trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6,** tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24,** tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35,** trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3,** Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21,** Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25,** 300-1 or std.w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7,** tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25,** multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

. . . . . Rwy 15, 300-1

Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb runway heading to 3300 before turning southeast.

GREENVILLE, KY

MUHLENBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HARTFORD, KY

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3,** trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21,** trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14,** 400-1. **Rwys 24, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9,** climb to 800 on runway heading before turning north.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 800 before proceeding on course. **Rwy 26,** climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8,** trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26,** trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1. **Rwy 22,** 200-1.

HUNTINGDON, TN
CARROLL COUNTY
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1100 before turning west.

JACKSBORO, TN
CAMPBELL COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.
NOTE: **Rwy 5,** multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY
JULIAN CARROLL
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1 or std. with a min. climb of 250' per NM to 1900.
NOTE: **Rwy 1,** tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN
MCKELLAR / SIPES RGNL (MKL)
AMDT 1 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 023° to 1100 before turning right.
NOTE: **Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
ORIG 08017 (FAA)
NOTE: **Rwy 17,** trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35,** trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
ORIG 09267 (FAA)
NOTE: **Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY-BROWN FIELD
TAKE-OFF MINIMUMS: **Rwy 4,** 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22,** 1300-2 or std. with a min. climb of 260' per NM to 2200.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 025° to 4000 before proceeding on course. **Rwy 22,** climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND
TAKE-OFF MINIMUMS: **Rwy 26,** 600-2.
DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26,** climb on heading 230° to 3000 before proceeding on course. **Rwy 8,** climb runway heading to 3000 before turning.

MCGHEE-TYSON
DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
ORIG 09099 (FAA)
NOTE: **Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN
LAWRENCEBURG-LAWRENCE COUNTY (2M2)
ORIG 09099 (FAA)
NOTE: **Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN
LEBANON MUNI
TAKE-OFF MINIMUMS: **Rwy 19,** 600-1 or std. with a min. climb of 350' per NM to 1200.

LEWISBURG, TN
ELLINGTON
TAKE-OFF MINIMUMS: **Rwy 20,** 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23,** 400-1¾ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5,** trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23,** trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4,** light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure endof runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8,** antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/ 989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22,** tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left o f centerline, up to 110' AGL /1080' MSL. **Rwy 26,** tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/ 1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1,** trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/ 619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19,** trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21,** trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6,** 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6,** tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24,** tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)
AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33,** 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15,** trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24,** trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33,** trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/ 602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R,** std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L,** 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L,** light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R,** vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29,** tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L,** multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R,** multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (2I0)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23,** Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5,** building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23,** trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9,** light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L,** multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C,** tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R,** pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27,** tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C,** light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10,** road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W. BAKER

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY

WAYNE COUNTY

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21,** climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)

ORIG 08325 (FAA)

NOTE: **Rwy 2,** trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20,** trees 1595' from departrue end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN

MOORE-MURRELL

TAKE-OFF MINIMUMS: **Rwy 5,** std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via heading 065° to 2800 before proceeding on course. **Rwy 23,** climb via heading 233° and VXV VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5,** building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL. Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL. **Rwy 23,** pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. with a min. climb of 210' per NM to 1600.

NOTE: **Rwy 3,** tower 2.57 miles northeast of approach end of runway 21, 416' AGL/1426' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

ORIG 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 3400-3 for climb in visual conditions. **Rwy 24,** 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course. **Rwy 24,** for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1.

MURRAY, KY

KYLE-OAKLEY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1.

NASHVILLE, TN

JOHN C. TUNE

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3000 before turning right. **Rwy 20,** climb runway heading to 3000 before turning.

NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L,** climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L,** trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R,** trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13,** blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761 ' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L,** trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C,** trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R,** flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31,** ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303'from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5,** tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23,** pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5,** numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18,** pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23,** tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36,** multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4,** multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14,** multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22,** multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32,** multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PIKEVILLE, KY
PIKE COUNTY-HATCHER FIELD (PBX)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.
NOTE: **Rwy 9,** tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN
PORTLAND MUNI
NOTE: **Rwy1,** tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19,** multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY
BIG SANDY RGNL
NOTE: **Rwy 21,** multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN
ABERNATHY FIELD
TAKE-OFF MINIMUMS: **Rwy 16,** 400-1¾ or std. with a min. climb of 291' per NM to 1200. **Rwy 34,** 400-1½ or std. with a min. climb of 380' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 155° to 1200 before turning.
NOTE: **Rwy 16,** trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34,** multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

ROCKWOOD, TN
ROCKWOOD MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 500-2 or std. with a min. climb of 300' per NM to 3000.
DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN
HAWKINS COUNTY
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1. **Rwy 25,** 800-1.
DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY
DEPARTURE PROCEDURE: **Rwy 6,** climb to 1700 before turning left. **Rwy 24,** climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD)
CLARKSVILLE, TN . . . . . AMDT 1, 09183
Rwy 22, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 400-2¼ or std. with min. climb of 260' per NM to 1000.
NOTE: **Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN
ROBERT SIBLEY (SZY)
ORIG 08269 (FAA)
NOTE: **Rwy 17,** terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35,** vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN
GATLINBURG-PIGEON FORGE
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28,** climb direct VXV VORTAC to 5000 before turning on course.
NOTE: **Rwy 10,** trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28,** trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN
BOMAR FIELD-SHELBYVILLE MUNI (SYI)
AMDT 1 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1600 before turning left. **Rwy 36,** climb heading 345° to 1700 before turning right.
NOTE: **Rwy 18,** tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36,** trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24,** trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN
SMYRNA (MQY)
AMDT 5 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1,** multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14,** tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19,** multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32,** multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY
LAKE CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23,** 800-2 or std. with a min. climb of 220' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23,** climb via heading 236°to 2000 before turning.
NOTE: **Rwy 5,** tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23,** tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN
FAYETTE COUNTY
NOTE: **Rwy 1,** multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19,** multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 037° to 3400 before proceeding on course.
NOTE: **Rwy 4,** tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22,** tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY
NOTE: **Rwy 22,** trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY
STURGIS MUNI
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning west.

TOMPKINSVILLE, KY
TOMPKINSVILLE-MONROE COUNTY (TZV)
ORIG 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 2000 before proceeding on course.
NOTE: **Rwy 4,** trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22,** pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN
GIBSON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 400-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 1500 before turning east.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FIELD (THA)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA - Turf runway.

UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
ORIG 08101 (FAA)
NOTE: **Rwy 19,** vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN
HUMPHREYS COUNTY
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20,** std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 2000 before turning East. **Rwy 20,** for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2,** multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20,** multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb on runway heading to 2000 before turning.

NDB MMI	APP CRS	Rwy Idg	5500
242	033°	TDZE	827
		Apt Elev	858

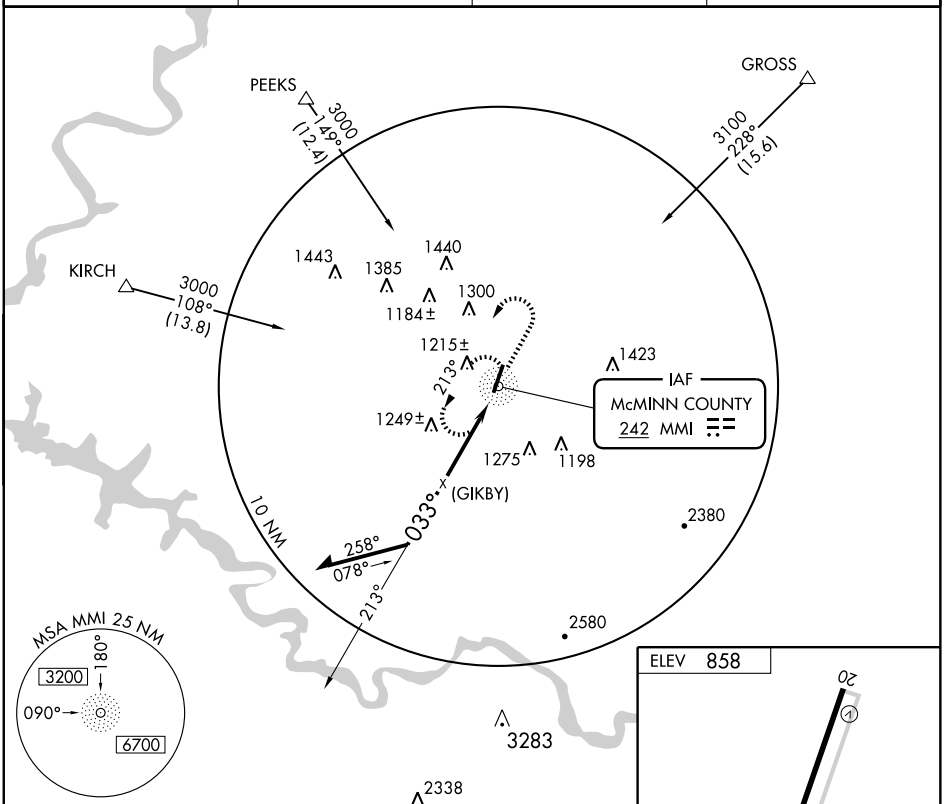
NDB or GPS RWY 2

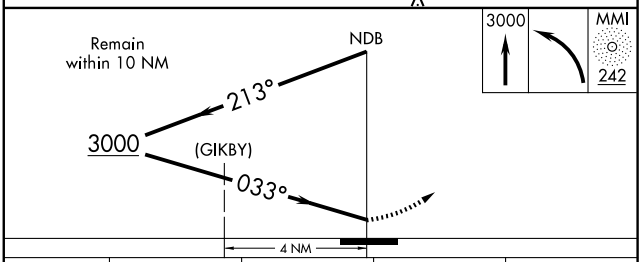
ATHENS/MCMINN COUNTY (MMI)

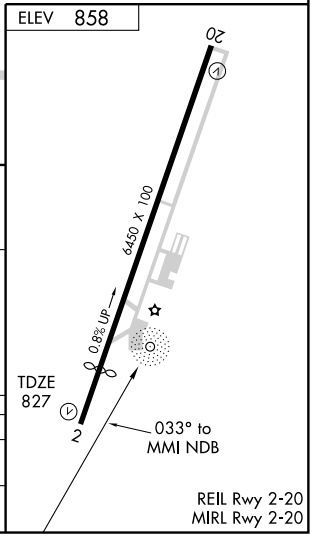
▼ If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 160 feet.
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct MMI NDB and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-2	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)
CIRCLING	1620-1 770 (800-1)	1620-1¼ 770 (800-1¼)	1620-2¼ 770 (800-2¼)	1620-2½ 770 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB MMI	APP CRS	Rwy Idg	6450
242	198°	TDZE	858
		Apt Elev	858

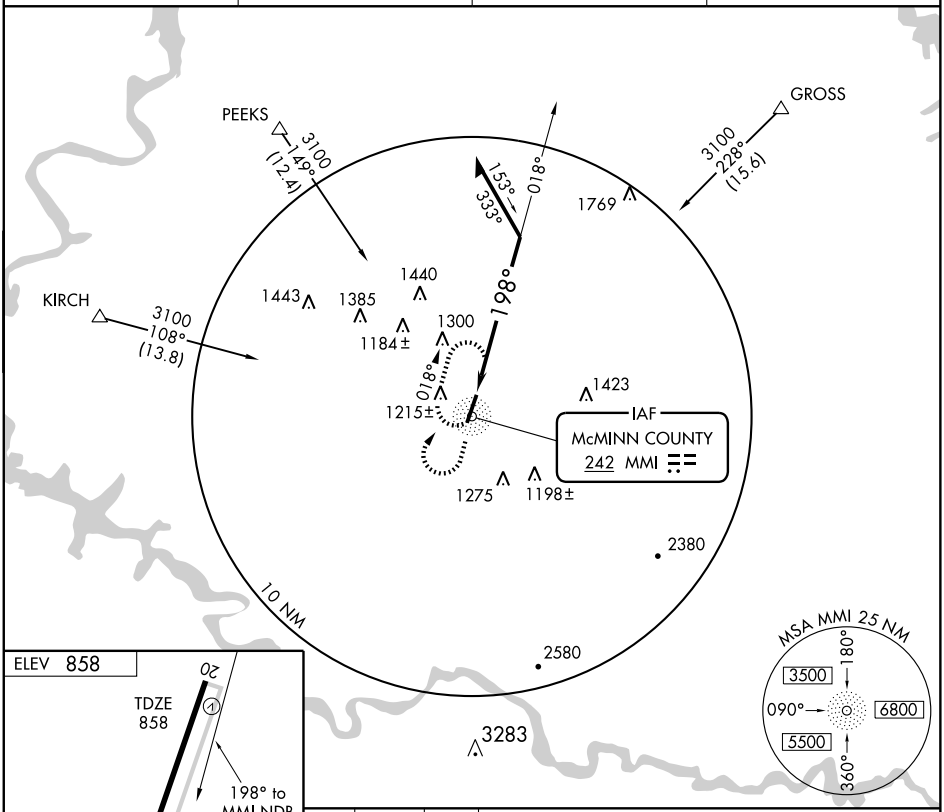
NDB RWY 20

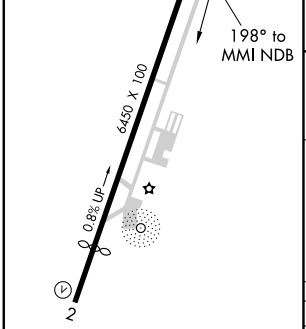
ATHENS/MCMINN COUNTY (MMI)

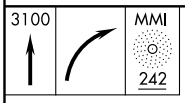
T A NA — If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

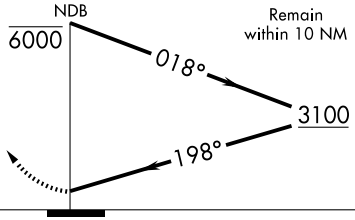
MISSED APPROACH: Climb to 3100 then right turn direct MMI NDB and hold, continue climb-in-hold to 3100.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)









CATEGORY	A	B	C	D
S-20	1940-1¼ 1082 (1100-1¼)	1940-1½ 1082 (1100-1½)	1940-3 1082 (1100-3)	
CIRCLING	1940-1¼ 1082 (1100-1¼)	1940-1½ 1082 (1100-1½)	1940-3 1082 (1100-3)	

REIL Rwy 2-20
MIRL Rwy 2-20

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6450
202°	TDZE	858
	Apt Elev	858

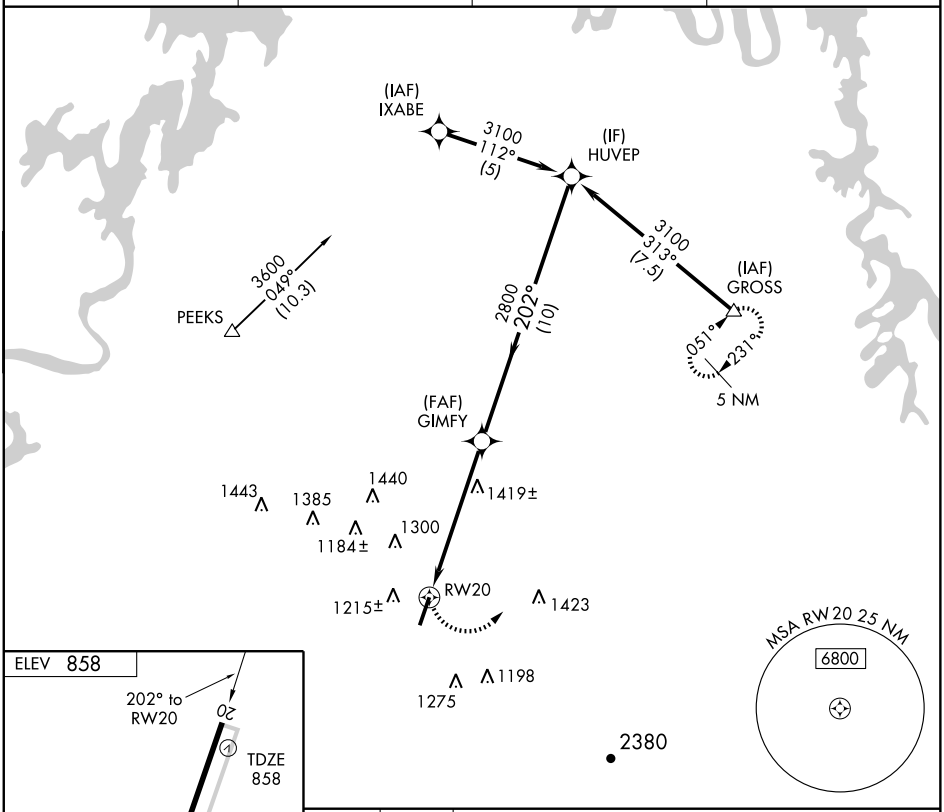
RNAV (GPS) RWY 20

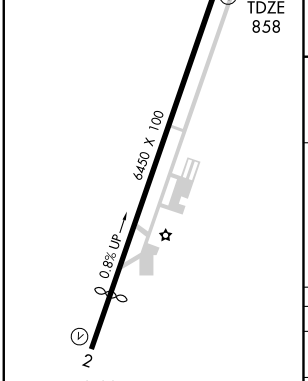
ATHENS/MCMINN COUNTY (MMI)

NA — If local altimeter setting not received, use Mcghee Tyson altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

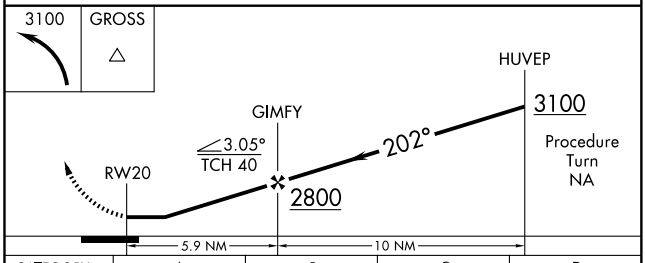
MISSED APPROACH: Climbing left turn to 3100 direct GROSS and hold.

AWOS-3	KNOXVILLE APP CON	GCO	UNICOM
125.425	123.9 353.6	121.725	122.8 (CTAF)





REIL Rwy 2-20
MIRL Rwy 2-20



CATEGORY	A	B	C	D
LNAV MDA	1680-1 822 (900-1)	1680-1¼ 822 (900-1¼)	1680-2½ 822 (900-2½)	1680-2¾ 822 (900-2¾)
CIRCLING	1680-1 822 (900-1)	1680-1¼ 822 (900-1¼)	1680-2½ 822 (900-2½)	1680-2¾ 822 (900-2¾)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
006°	TDZE	499
	Apt Elev	499

RNAV (GPS) RWY 1

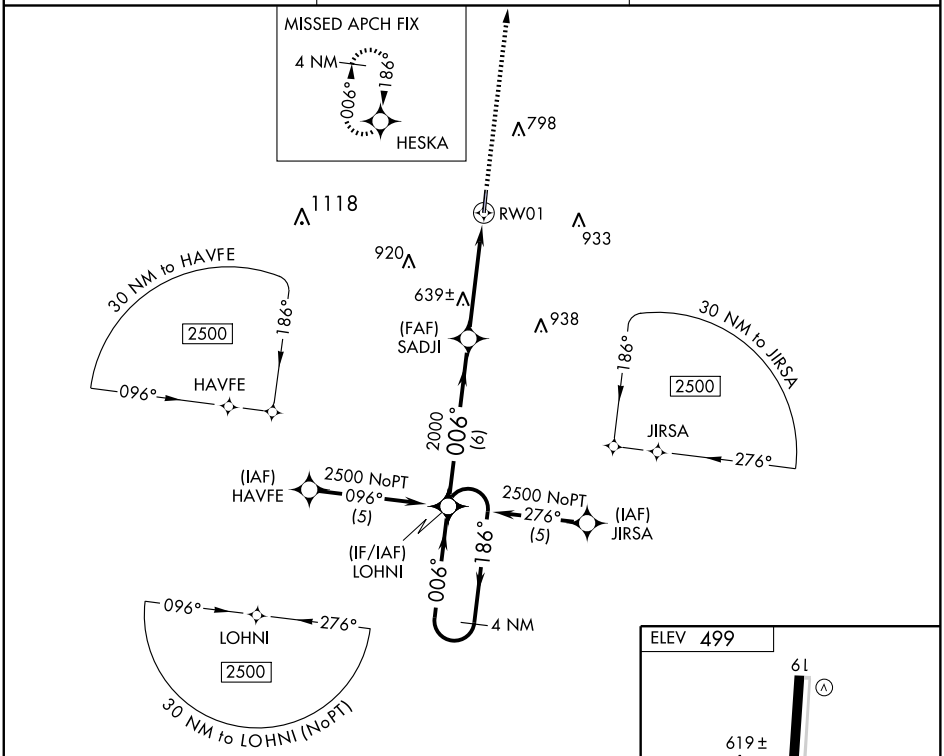
BOLIVAR / WILLIAM L. WHITEHURST FIELD (MØ8)

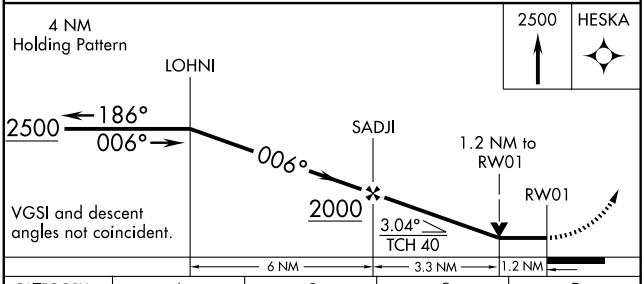
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile. VDP NA when using Jackson altimeter setting.

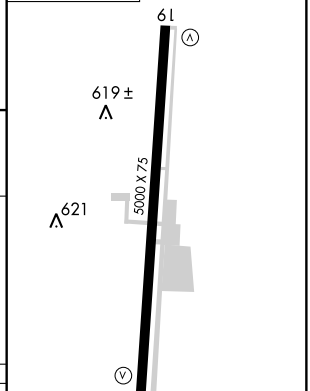
NA

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	900-1 401 (500-1)		900-1¼ 401 (500-1¼)	
CIRCLING	980-1 481 (500-1)		980-1½ 481 (500-1½)	1160-2 661 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
186°	TDZE	491
	Apt Elev	499

RNAV (GPS) RWY 19

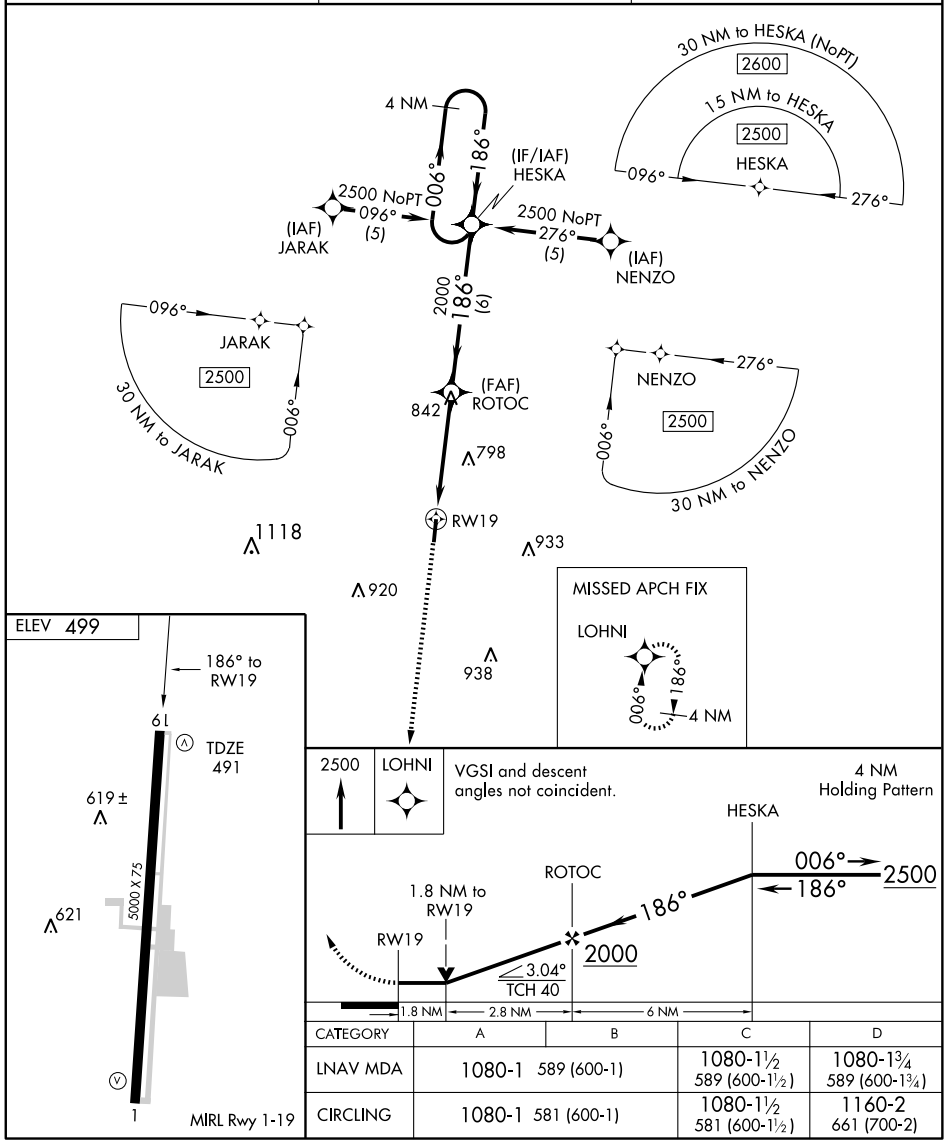
BOLIVAR / WILLIAM L. WHITEHURST FIELD (MØ8)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ¼ mile, increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile.
VDP NA when using Jackson altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1	589 (600-1)	1080-1½ 589 (600-1½)	1080-1¾ 589 (600-1¾)
CIRCLING	1080-1	581 (600-1)	1080-1½ 581 (600-1½)	1160-2 661 (700-2)

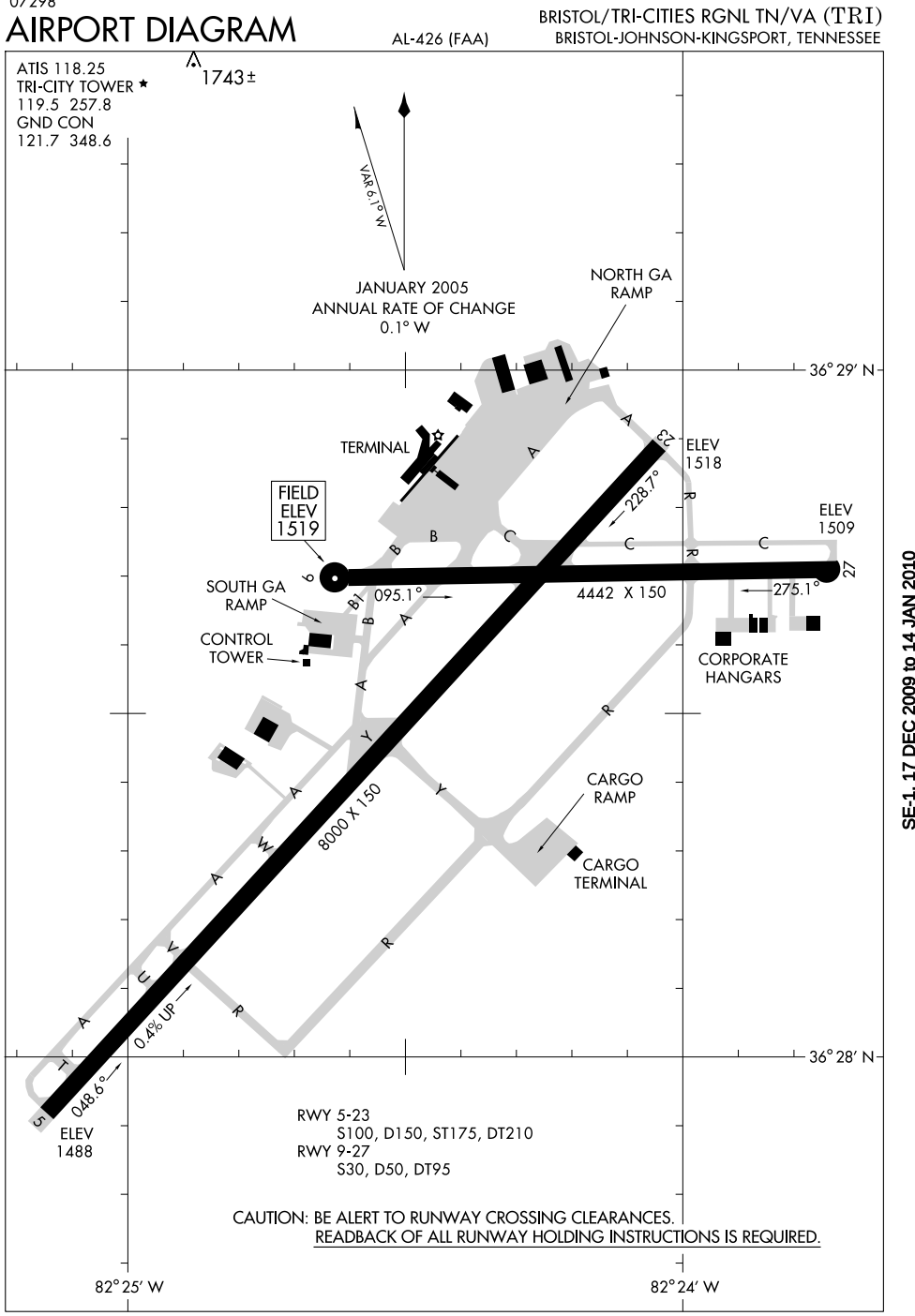
SE-1. 17 DEC 2009 to 14 JAN 2010

07298

AIRPORT DIAGRAM

AL-426 (FAA)

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE



RWY 5-23
S100, D150, ST175, DT210
RWY 9-27
S30, D50, DT95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-BON	APP CRS	Rwy Idg	8000
111.5	048°	TDZE	1498
		Apt Elev	1519

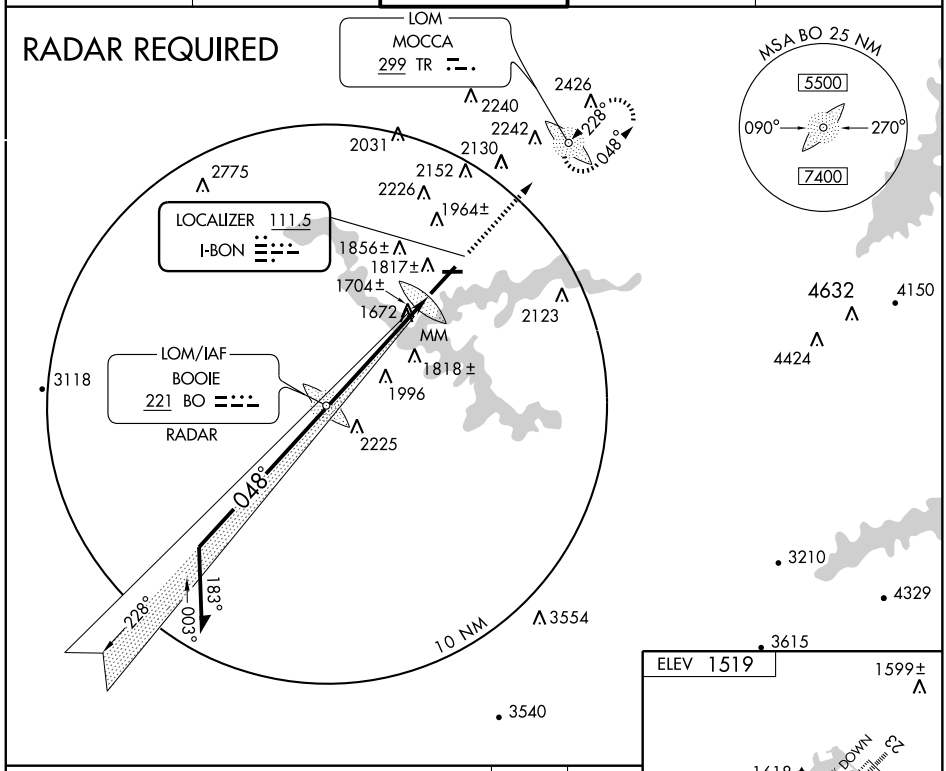
ILS or LOC RWY 5

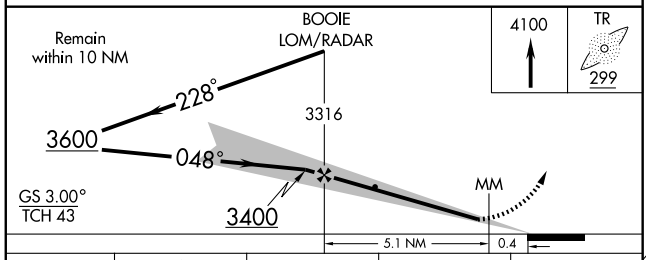
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

Circling not authorized northwest of Rwys 9 and 23.
Autopilot Coupled Approach not authorized below 1739′ MSL.
RADAR or ADF REQUIRED

MISSED APPROACH: Climb to 4100 direct MOCCA LOM and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	1960/50 462 (500-1)		1960/60 462 (500-1¼)	1960-1½ 462 (500-1½)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1. 17 DEC 2009 to 14 JAN 2010

BRISTOL-JOHNSON-KINGSPORT, TENNESSEE AL-426 (FAA)

LOC I-TRI	APP CRS	Rwy Idg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23

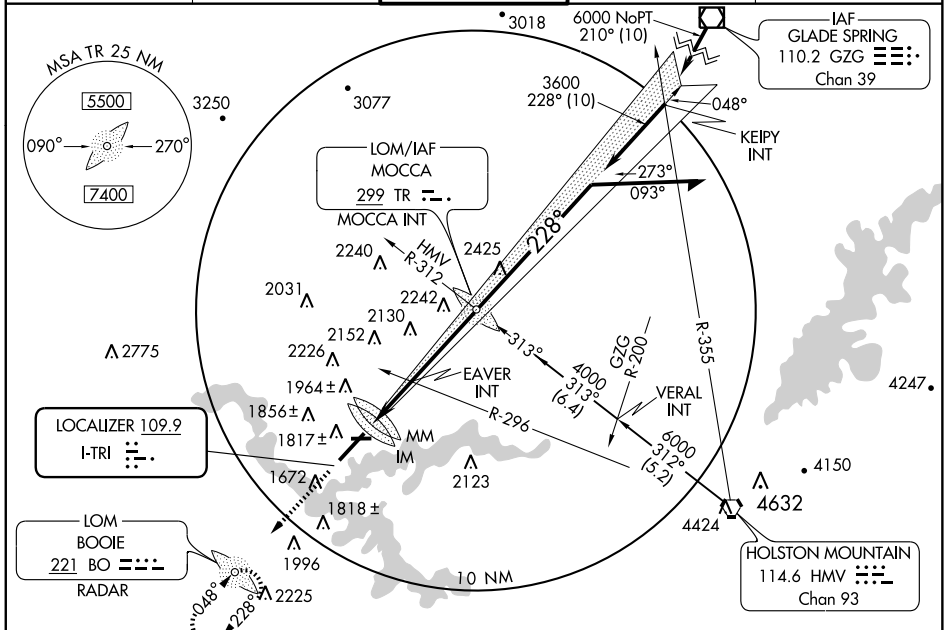
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwys 9 and 23. When control tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities ½ mile all Cats. ADF OR RADAR REQUIRED

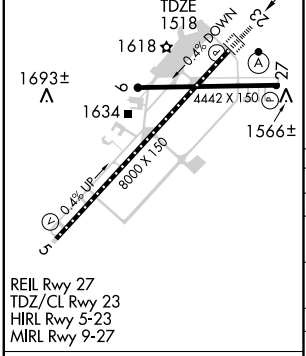
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95



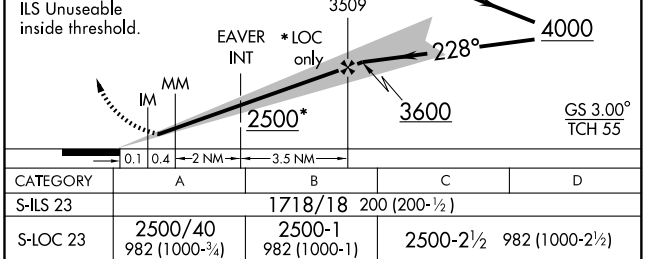
ELEV 1519



REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVER INT MINIMUMS				
S-LOC 23	1980/24 462 (500-½)		1980/40 462 (500-¾)	1980/50 462 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-TRI	APP CRS	Rwy Idg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23 (CAT II)

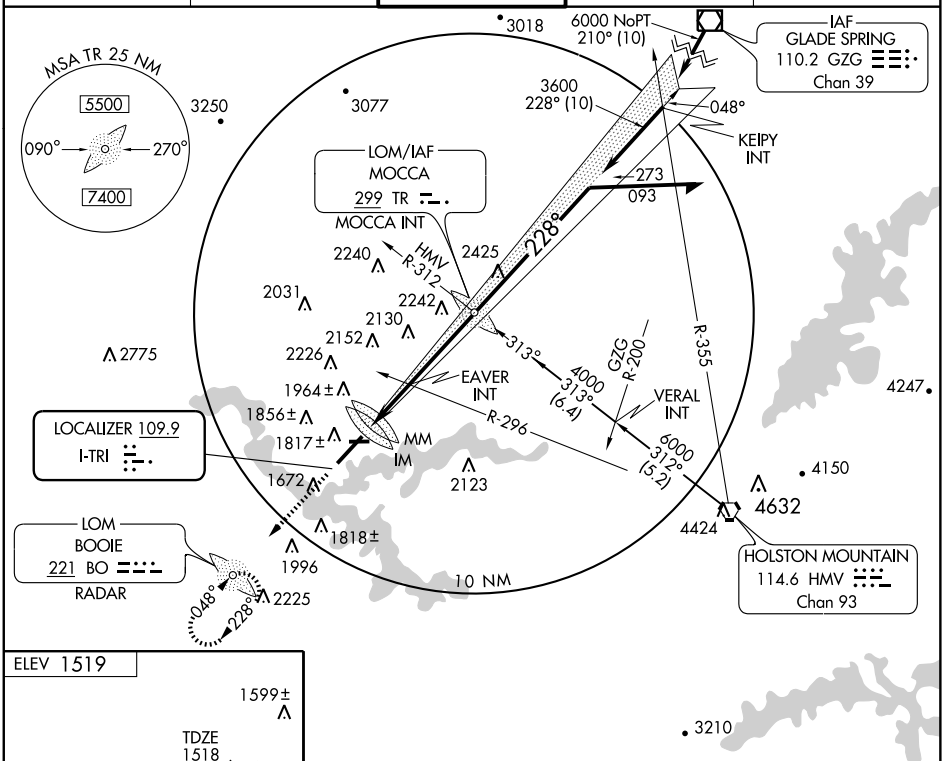
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

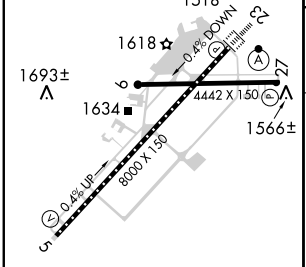
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwys 9 and 23. When control tower closed, Cat. II not authorized.
ADF OR RADAR REQUIRED

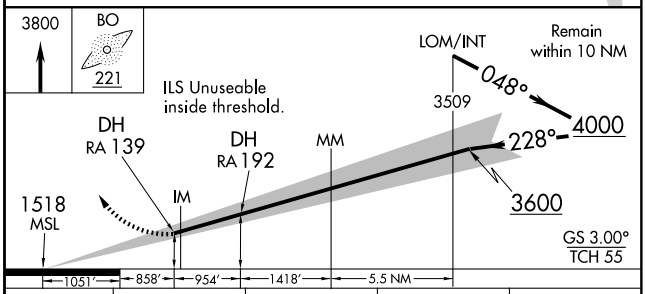
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 23		RA 192/16	150	DA 1668
S-ILS 23		RA 139/12	100	DA 1618

REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
048°	TDZE	1498
	Apt Elev	1519

RNAV (GPS) RWY 5

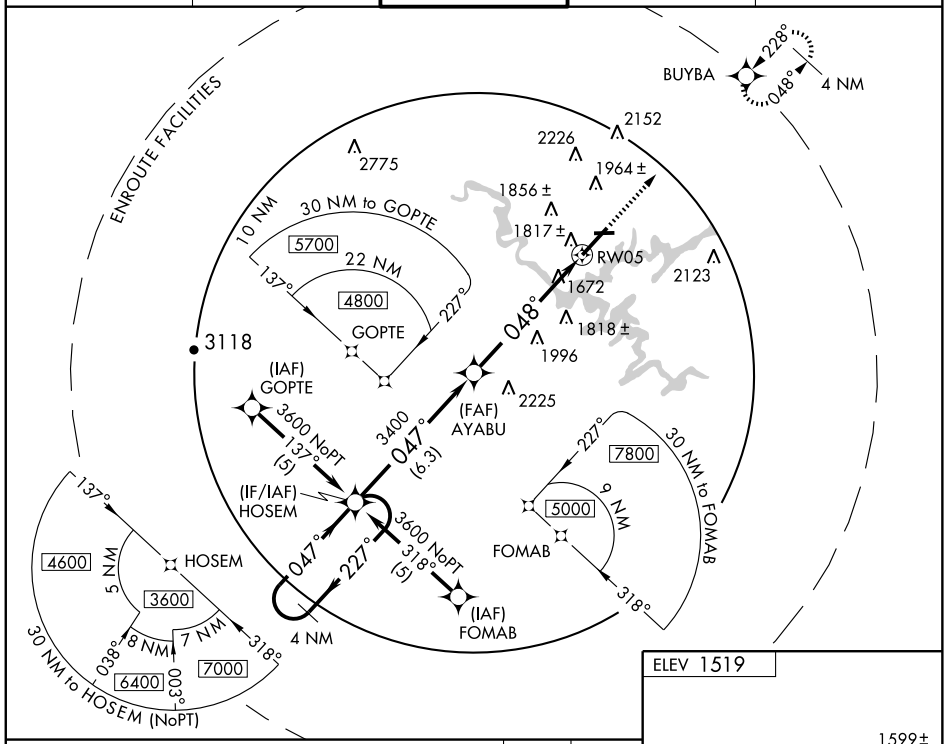
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

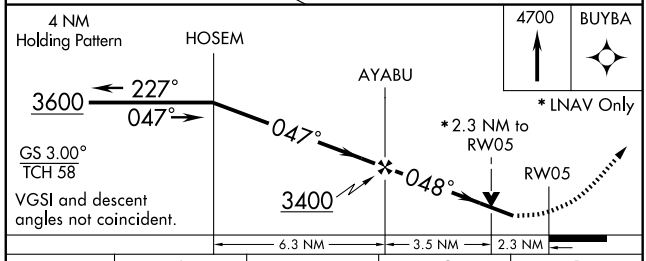
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -18°C (0°F). Circling NA NW of Rwys 9 and 23. Circling to Rwy 9 NA at night. When VGSI inoperative, circling to Rwy 27 NA at night.

NA

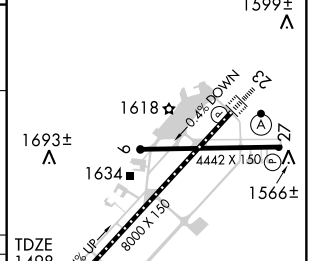
MISSED APPROACH: Climb to 4700 direct BUYBA WP and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2080-2 582 (600-2)			
LNAV MDA	2260/50 762 (800-1)	2260/60 762 (800-1¼)	2260-2¼ 762 (800-2¼)	2260-2½ 762 (800-2½)
CIRCLING	2260-2 741 (800-2)		2260-2¼ 741 (800-2¼)	2260-2½ 741 (800-2½)



SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4442
094°	TDZE	1519
	Apt Elev	1519

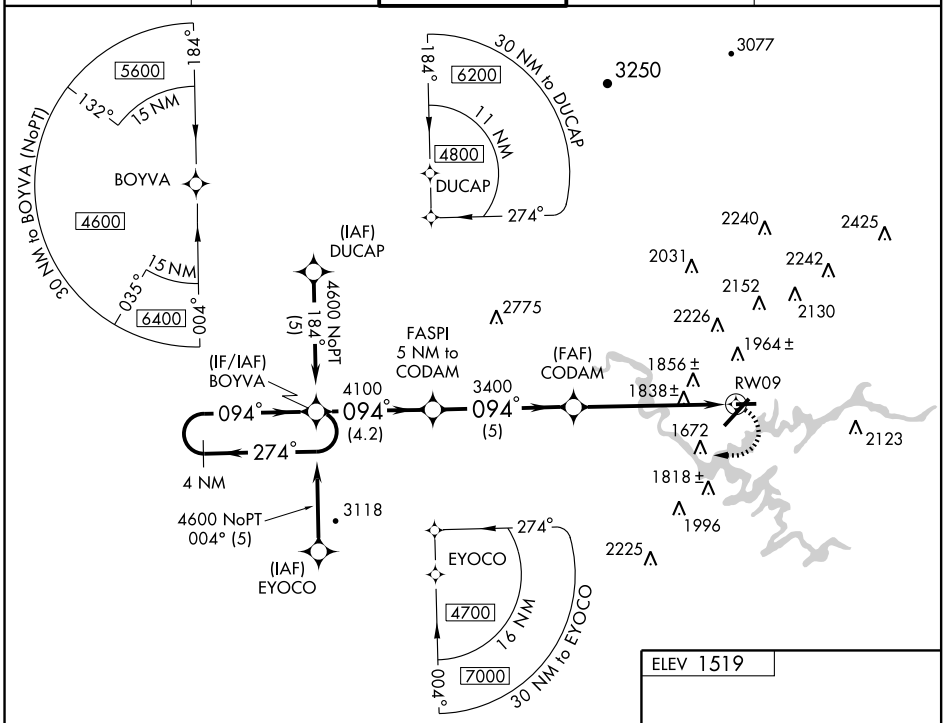
RNAV (GPS) RWY 9

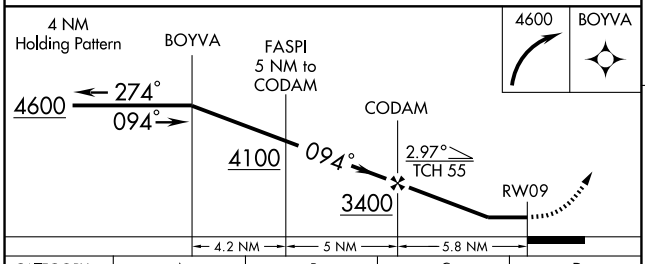
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

When VGSI inoperative, circling to Rwy 27 NA at night.
Straight-in Minimums NA at night.
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

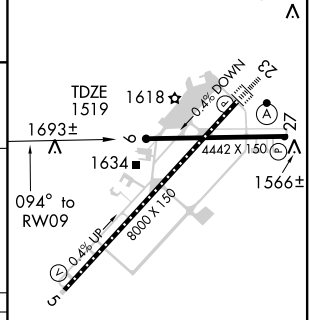
MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	2100-1 581 (600-1)		2100-1½ 581 (600-1½)	2100-1¾ 581 (600-1¾)
CIRCLING	2120-1 601 (700-1)		2120-1¾ 601 (700-1¾)	2120-2 601 (700-2)



REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4442
259°	TDZE	1518
	Apt Elev	1519

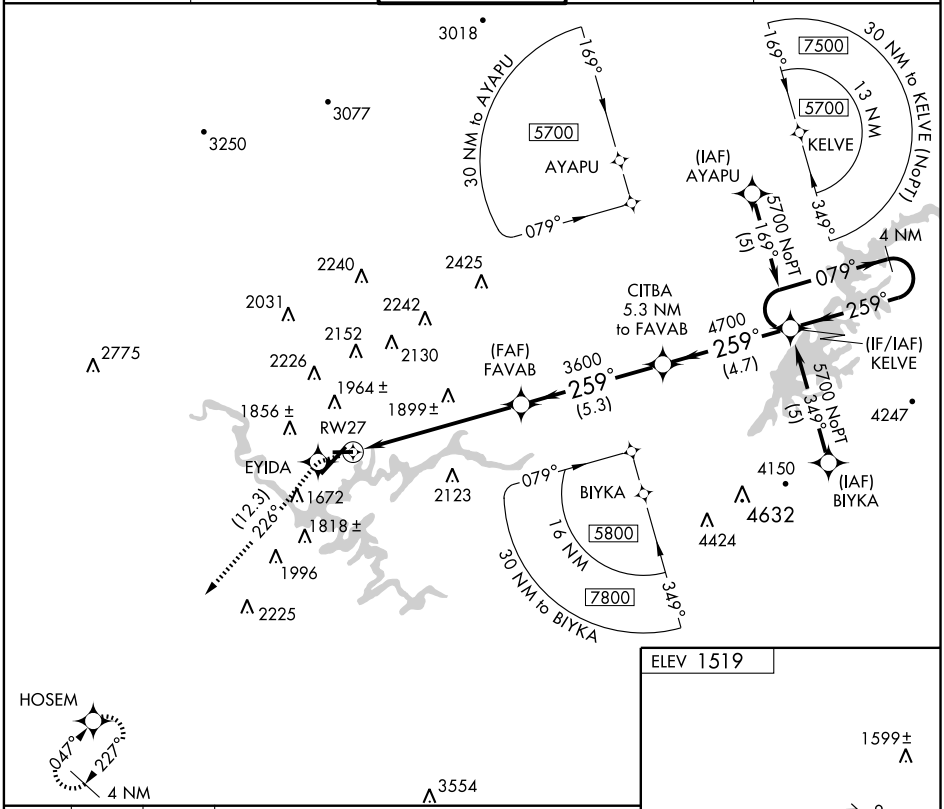
RNAV (GPS) RWY 27

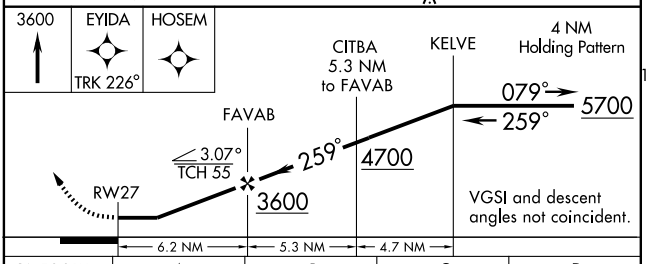
BRISTOL/ TRI-CITIES RGNL TN/VA (TRI)

When VGSI inoperative, circling to Rwy 27 NA at night.
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

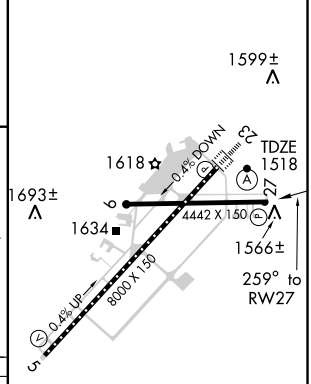
MISSED APPROACH: Climb to 3600 direct EYIDA WP and via 226° track to HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	2180-1 662 (700-1)		2180-1¾ 662 (700-1¾)	2180-2 662 (700-2)
CIRCLING	2180-1 661 (700-1)		2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)



REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Y RWY 23

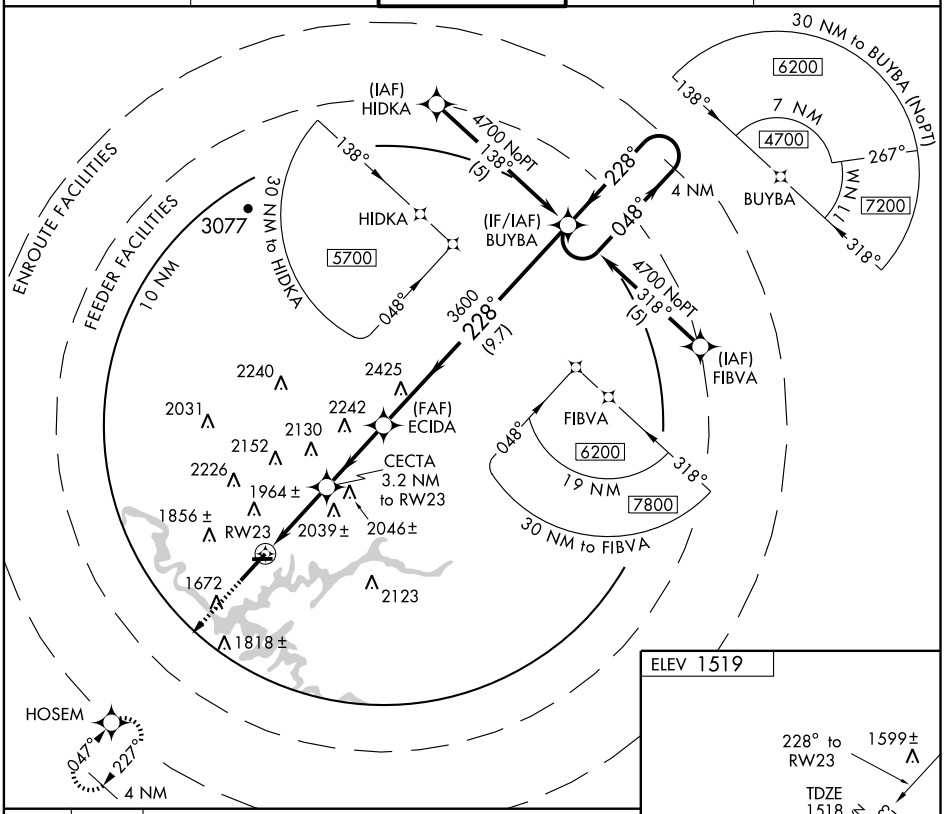
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

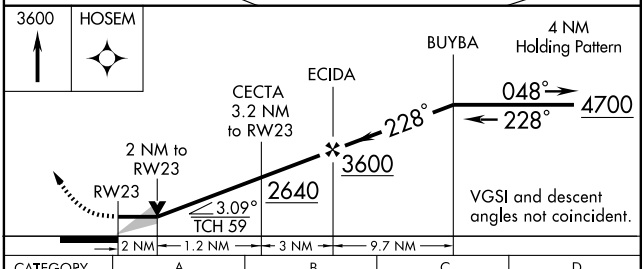
NA — Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 27 NA at night.

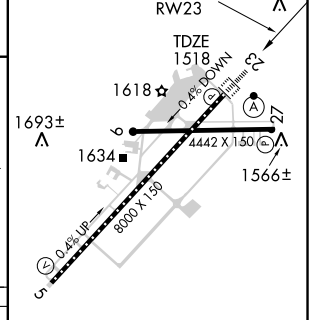
ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	2240/24	722 (800-½)	2240-1½ 722 (800-1½)	2240-1¾ 722 (800-1¾)
CIRCLING	2240-1	721 (800-1)	2240-2 721 (800-2)	2240-2¼ 721 (800-2¼)

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Z RWY 23

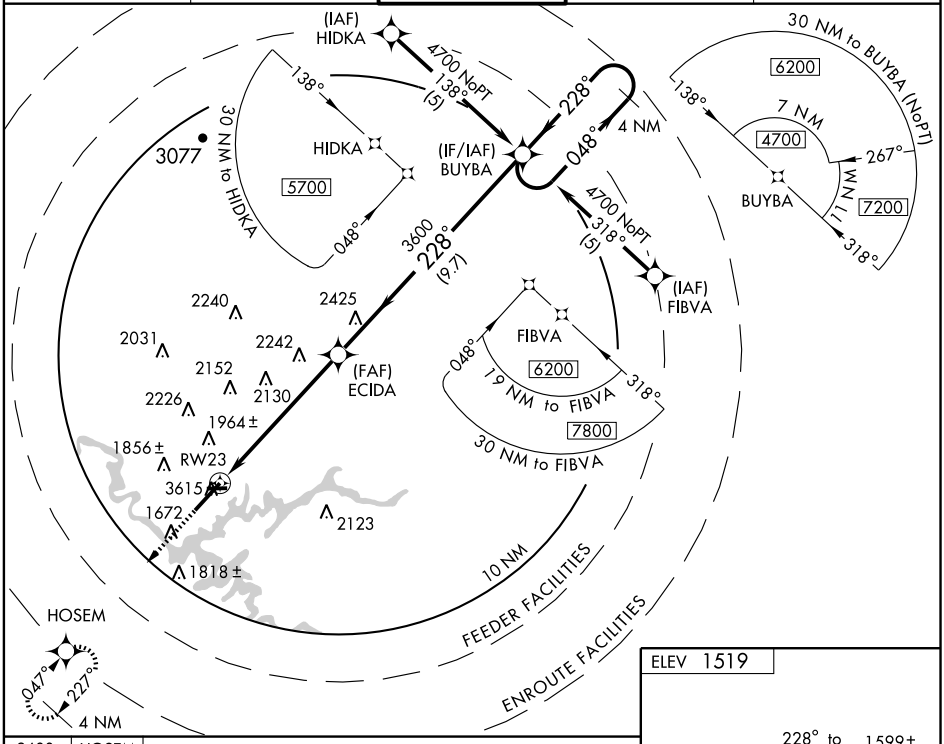
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

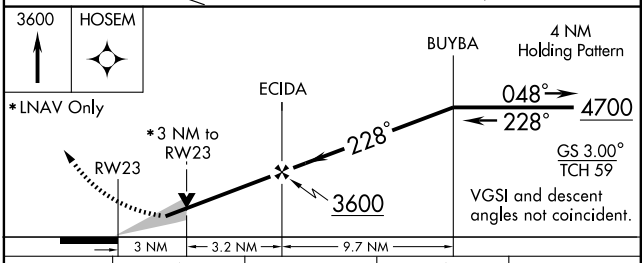
Circling NA NW of Rwys 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18°C (0°F).
When VGSI inoperative, circling Rwy 27 NA at night.

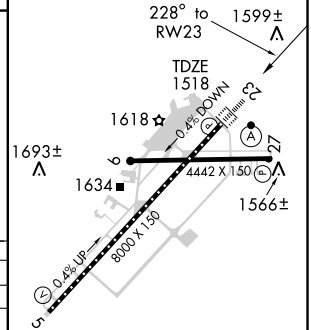
ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	2360-2½ 842 (900-2½)			
LNAV MDA	2560/40 1042 (1100-¾)	2560/50 1042 (1100-1)	2560-2½ 1042 (1100-2½)	
CIRCLING	2560-3 1041 (1100-3)			

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5001
CH 77814	037°	TDZE	468
W04A		Apt Elev	468

RNAV (GPS) RWY 4

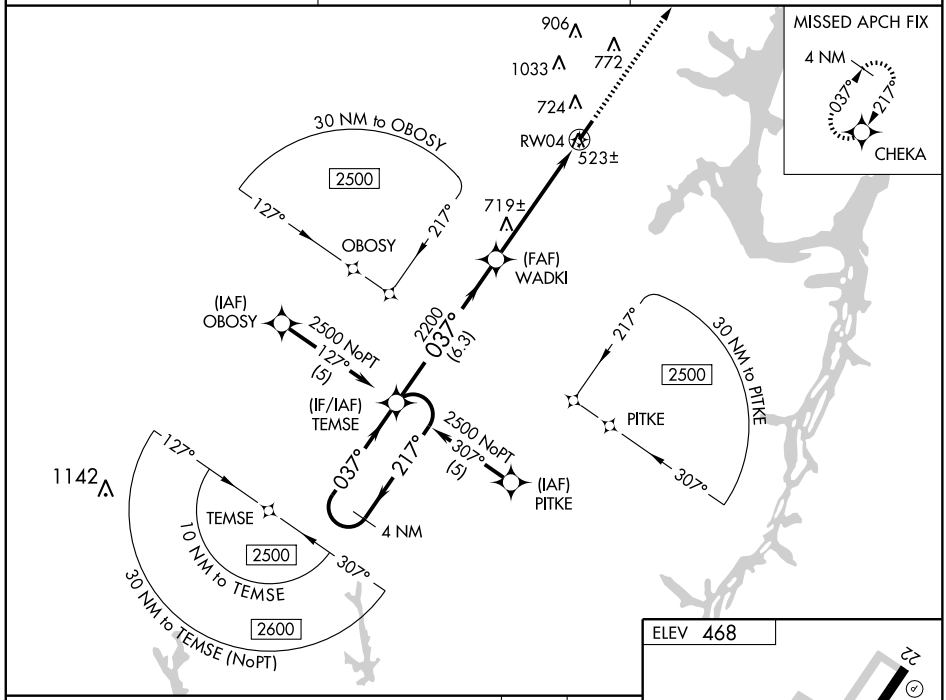
CAMDEN/ BENTON COUNTY (ØM4)

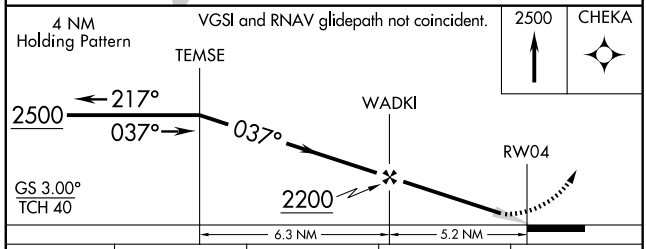
Baro-VNAV NA. DME/DME RNP-0.3NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

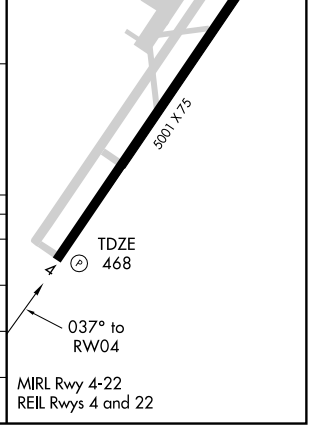
NA

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/ VNAV DA	944-1¾ 476 (500-1¾)			NA
LNAV MDA	1040-1 572 (600-1)		1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

CAMDEN, TENNESSEE

WAAS	APP CRS	Rwy Idg	5001
CH 82714	217°	TDZE	465
W22A		Apt Elev	468

AL-6386 (FAA)

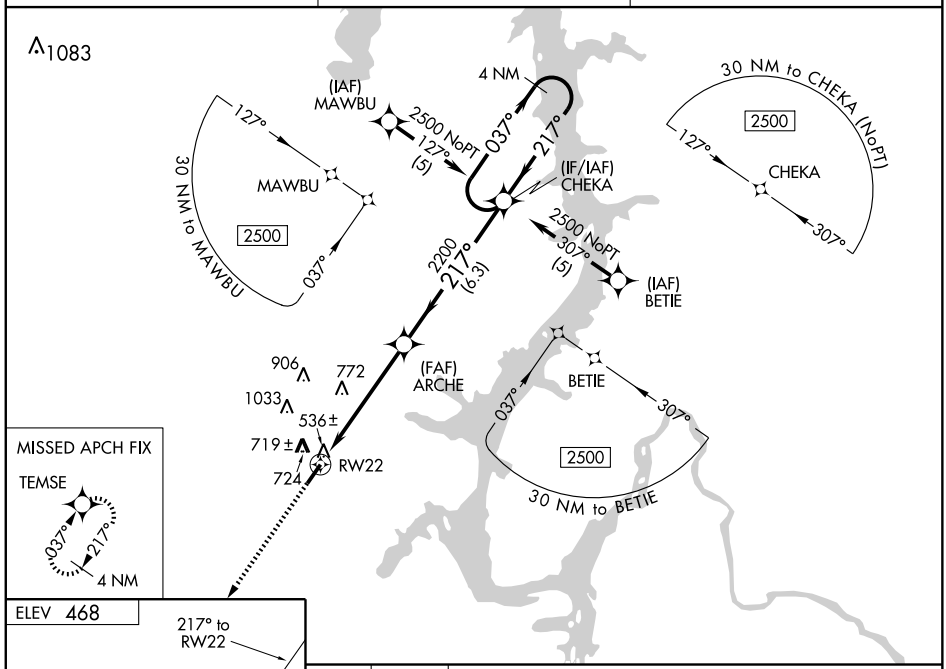
RNAV (GPS) RWY 22

CAMDEN/ BENTON COUNTY (ØM4)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)



MIRL Rwy 4-22
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
LPV DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA	1080-1 615 (700-1)		1080-1¾ 615 (700-1¾)	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

CAMDEN, TENNESSEE AL-6386 (FAA)

VOR/DME JKS	APP CRS	Rwy Idg	5001
109.4	023°	TDZE	468
Chan 31		Apt Elev	468

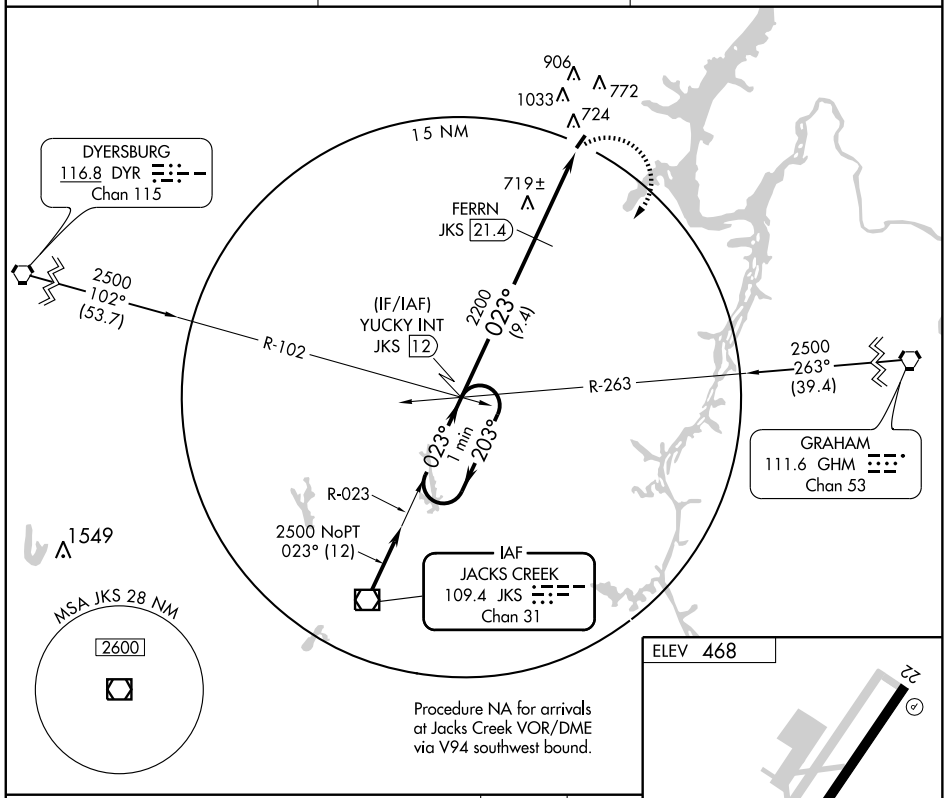
VOR/DME RWY 4

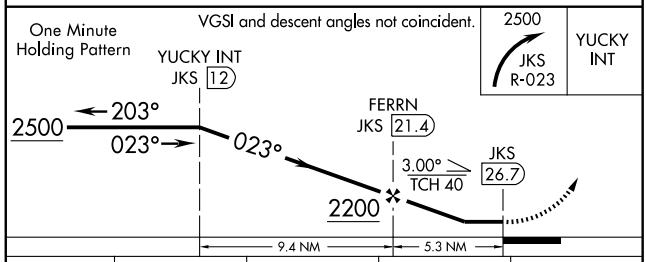
CAMDEN/ BENTON COUNTY (ØM4)

Visibility reduction by helicopters NA.
NA Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

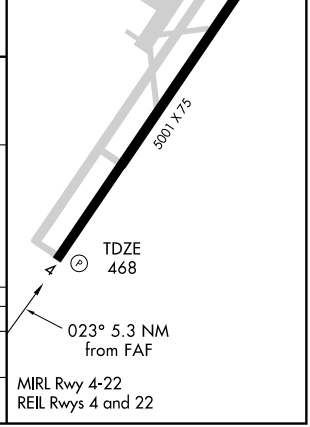
MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA



SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC GHM 111.6 Chan 53	APP CRS 354°	Rwy Idg 4002 TDZE 768 Apt Elev 768

VOR/DME or GPS RWY 2

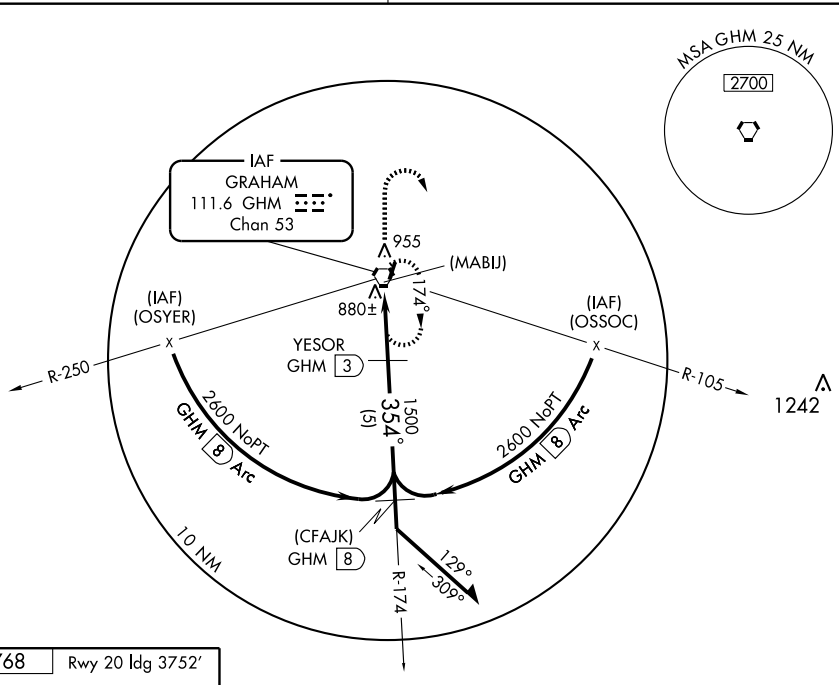
CENTERVILLE MUNI (GHM)

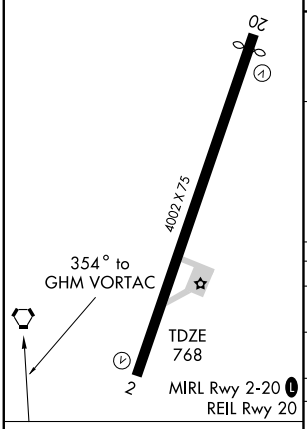
Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

NA

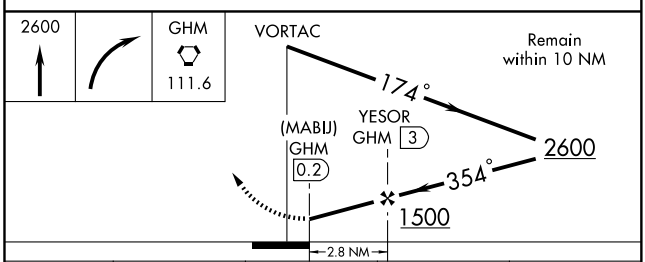
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER	UNICOM
125.85 381.4	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-2	1140-1 372 (400-1)			1140-1¼ 372 (400-1¼)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1320-1 552 (600-1)		1320-1½ 552 (600-1½)	1320-1¾ 552 (600-1¾)
CIRCLING	1420-1 652 (700-1)		1420-1¾ 652 (700-1¾)	1420-2 652 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

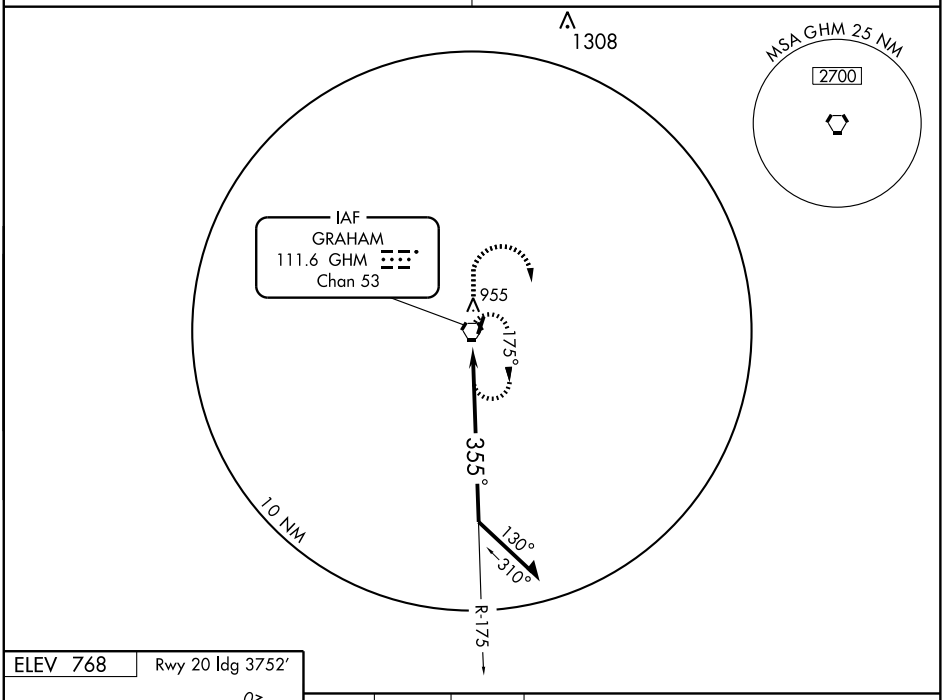
VORTAC GHM	APP CRS	Rwy Idg	4002
111.6	355°	TDZE	768
Chan 53		Apt Elev	768

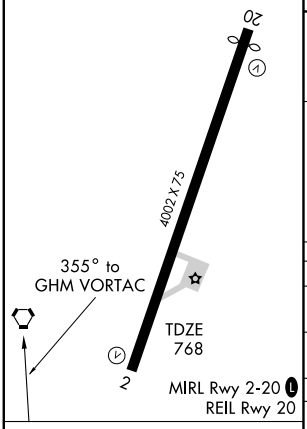
VOR RWY 2
CENTERVILLE MUNI (GHM)

NA — Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

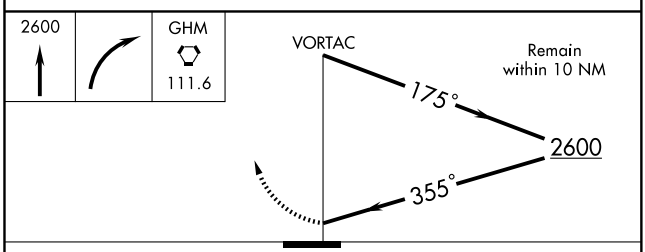
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER	UNICOM
125.85 381.4	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)

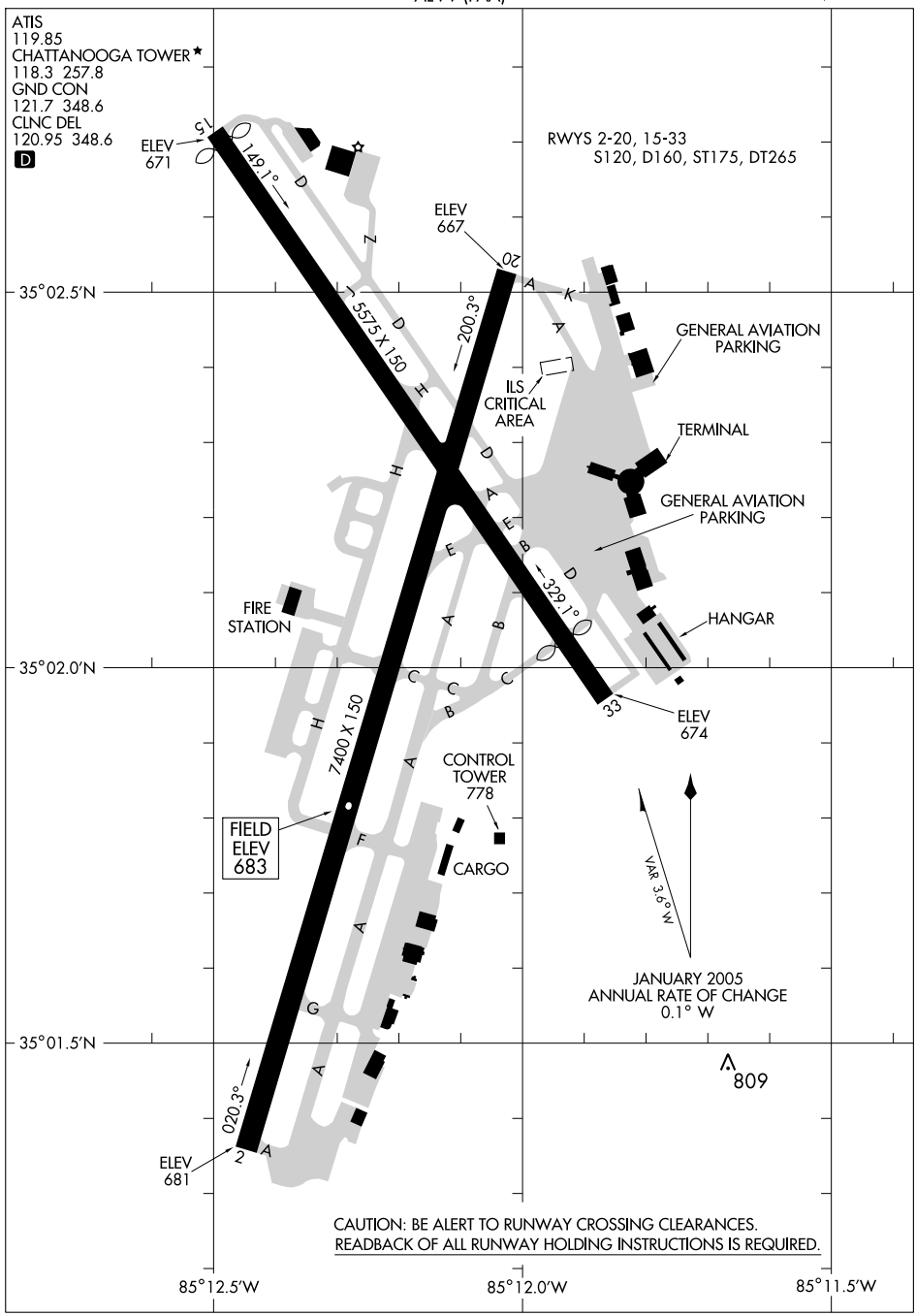
SE-1. 17 DEC 2009 to 14 JAN 2010

09295

AIRPORT DIAGRAM

AL-79 (FAA)

CHATTANOOGA/ LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE

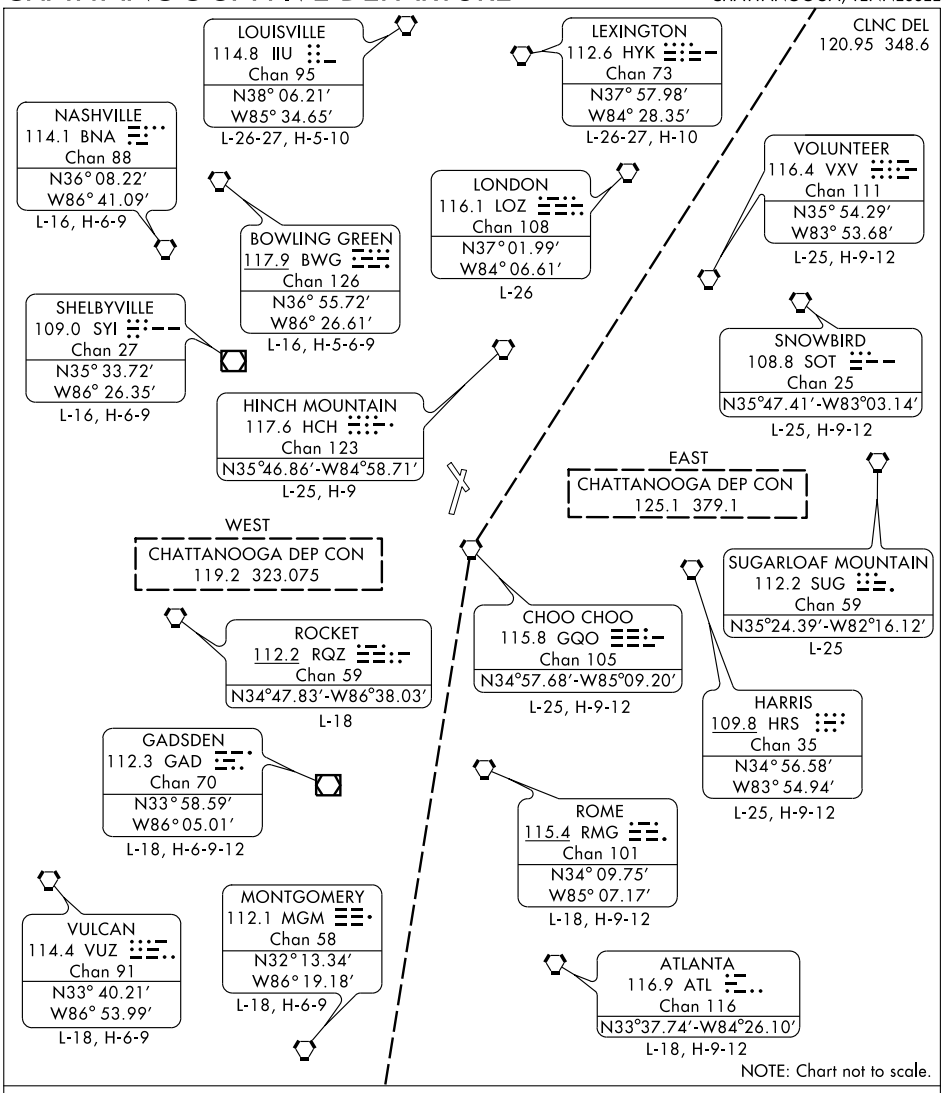


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 17 DEC 2009 to 14 JAN 2010

CHATTANOOGA FIVE DEPARTURE

CHATTANOOGA/ LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-CGW	APP CRS	Rwy Idg	7201
108.3	019°	TDZE	682
		Apt Elev	682

ILS or LOC RWY 2

CHATTANOOGA/LOVELL FIELD (CHA)

If local altimeter setting not received, use Dalton altimeter setting: increase DA to 944 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed. Glideslope unusable beyond 4 degrees left of course. Autopilot coupled approaches not authorized below 945' MSL. ADF Required.

ASR

MALSR

MISSED APPROACH: Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95

RADAR or DME or ADF REQUIRED

MSA GQO 25 NM
240°
3600
5400
330°

DAISY
341 CQN
RADAR

LOCALIZER 108.3
I-CGW

(IAF)
HOGIR
GQO 12

GQO R-262

(IAF)
MORRT OM
INT/RADAR

GQO 12 Arc
3900 NoPT

2300 NoPT
to Morrt
019° (9.5)

019°

R-258
152°
332°
R-152
R-223
R-214
R-126

CHOO CHOO
115.8 GQO
Chan 105

(IAF)
ZIROB
GQO 12

10 NM
154°
334°

QUIDS
GQO 12
RADAR

3900 NoPT
GQO 12 Arc

199°
019°

2367 2322± 2253 2125 2081 1991 2549 2549 1516 1080 1989 979 990 936± 1760 1800 1402 1008 1035 980 994 1140± 1001 946 MM 877 1464 1122 2300 2010 1557± 2541 1528 901± 2049 2170± 2391 2326±

ELEV 682	Rwy 2 ldg 7201′ Rwy 15 ldg 5470′ Rwy 33 ldg 5000′

712± 715± 735 769 801 TDZE 682 TWR 778 019° 4.6 NM from FAF 5575 X 150 7400 X 150 MIRL Rwy 15-33 HIRL Rwy 2-20 L TDZ/CL Rwy 20 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

Remain within 10 NM

MORRT OM INT/RADAR

199°

3000

019°

2500

*2300

*LOC only

GS 3.00°
TCH 54

2233

MM

4.2 NM 0.4

3200 CQN 341

CATEGORY	A	B	C	D
S-ILS 2	882/24		200 (200-½)	
S-LOC 2	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-2 658 (700-2)	1460-2¾ 778 (800-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-CHA	APP CRS	Rwy Idg	7400
109.5	199°	TDZE	673
		Apt Elev	682

ILS or LOC RWY 20

CHATTANOOGA/LOVELL FIELD (CHA)

ASR — If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95

ADF or RADAR REQUIRED

MSA CQN 25 NM
3900

BOOPS
GQO 26.1

3600
201°
(14.2)

019°
244°
064°

10 NM

PALER
3900
125°
(11.4)

IAF
DAISY
341 CQN
RADAR

DUBBS
3300
255°
(20.9)

199°

2100
199°
(6.3)

HIXON
OM/RADAR

LOCALIZER 109.5
I-CHA

CHOO CHOO
115.8 GQO
Chan 105

COMAR
3900
059°
(28.2)

3100
358°
(12.3)

152°
332°
R-152

3300
312°
(19.4)
CRAND

1980 2346 2370 2322± 2367 2549 2253 2125 2081 2549 1991 2549 1516 1760 1800 1080 1989 979 990 980 835± 936± 1402 1008 994 1035 946 1464 1122 1140± 2300 2010 877 1557± 712± 715± 735 769 801 1323± 2049

ELEV 682
Rwy 2 ldg 7201′
Rwy 15 ldg 5470′
Rwy 33 ldg 5000′

199° 4.1 NM
from FAF

TDZE
673

5575 X 150

TWR
778

7400 X 150

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

1300 | 3100 | GQO 115.8

NDB/RADAR

Remain within 10 NM

019°
199°
3000

HIXON OM RADAR
2055

3000*
2100#
2500

GS 3.00°
TCH 56

LOC Only
*2500 when authorized by ATC.

4.1 NM | 3.6 NM

CATEGORY	A	B	C	D
S-ILS 20		873/18	200 (200-½)	
S-LOC 20	1100/24	427 (500-½)	1100/40 427 (500-¾)	1100/50 427 (500-1)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-CHA	APP CRS	Rwy Idg	7400
109.5	199°	TDZE	673
		Apt Elev	682

ILS RWY 20 (CAT II)

CHATTANOOGA/LOVELL FIELD (CHA)

ASR

When control tower closed, Cat. II ILS NA.
Cat. II ILS NA when using Dalton altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95

MSA CQN 25 NM
3900

ADF or RADAR REQUIRED

BOOPS
GQO 26.1
3600
201° (14.2)

PALER
3900
125°
(11.4)

IAF
DAISY
341 CQN
RADAR

DUBBS
3300
255°
(20.9)

10 NM

199°

019°
244°
064°

HIXON OM
RADAR

LOCALIZER 109.5
I-CHA

2100
199°
(3.6)

3900
059°
(28.2)
COMAR
2010

CHOO CHOO
115.8 GQO
Chan 105

3100
358°
(12.3)

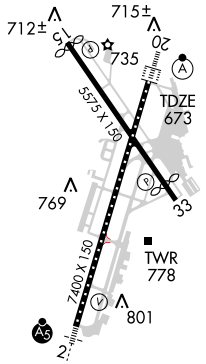
152°
332°
R-152

3300
312°
(19.4)
CRAND

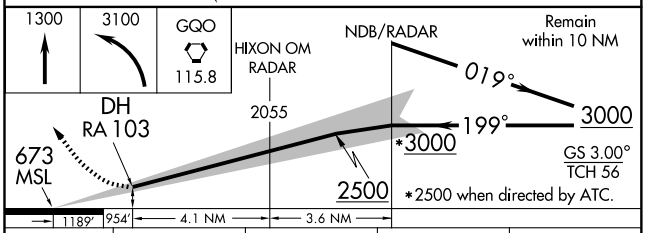
1980 2346 2370 2322± 2367 2549 2253 2125 2081 1991 2549 1516 2549 1989 979 990 980 1008 1035 1140± 2300 835± 936± 994 946 877 1760 1800 1080 1402 1464 1122 1557± 2049 1323±

SE-1, 17 DEC 2009 to 14 JAN 2010

ELEV 682
Rwy 2 ldg 7201'
Rwy 15 ldg 5470'
Rwy 33 ldg 5000'



MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L



CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100 DA 773			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS	APP CRS	Rwy Idg	7201
CH 65605	019°	TDZE	682
W02A		Apt Elev	682

RNAV (GPS) RWY 2

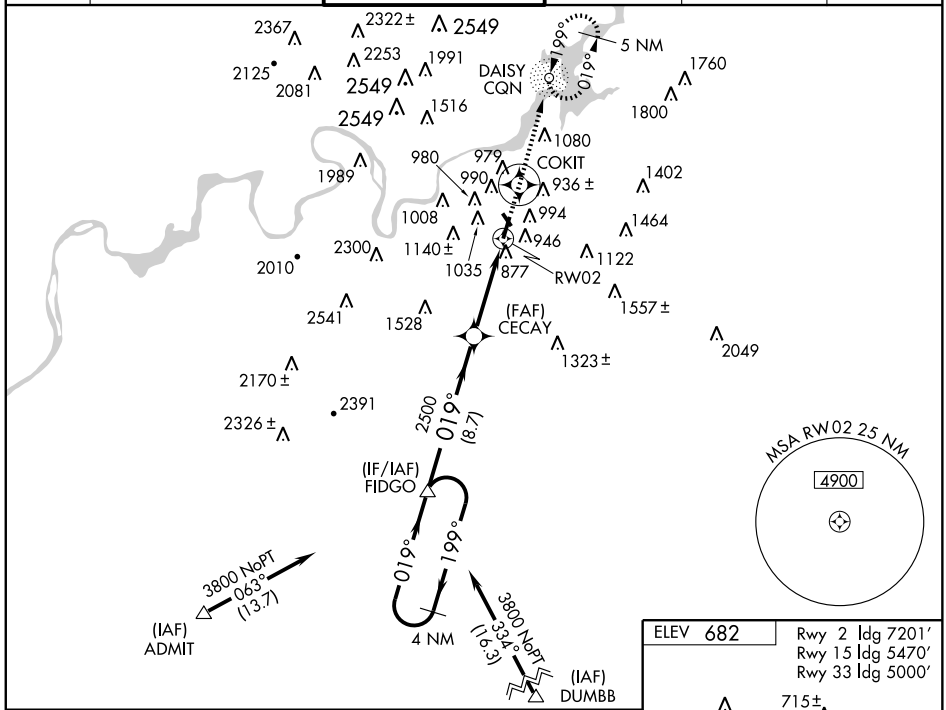
CHATTANOOGA/LOVELL FIELD(CHA)

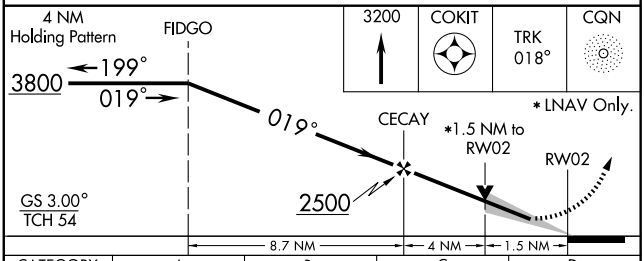
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 1058 feet, increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16°C (4°F).

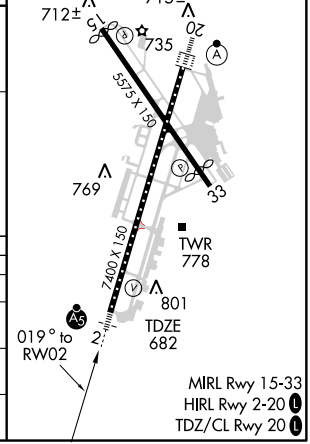
MALSR

MISSED APPROACH: Climb to 3200 direct COKIT and via 018° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	996/24	314 (400-½)		
LNAV/VNAV DA	1181/60	499 (500-1¼)		
LNAV MDA	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1¾ 618 (700-1¾)	1340-1¾ 658 (700-1¾)		1460-2½ 778 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5470
147°	TDZE	667
	Apt Elev	682

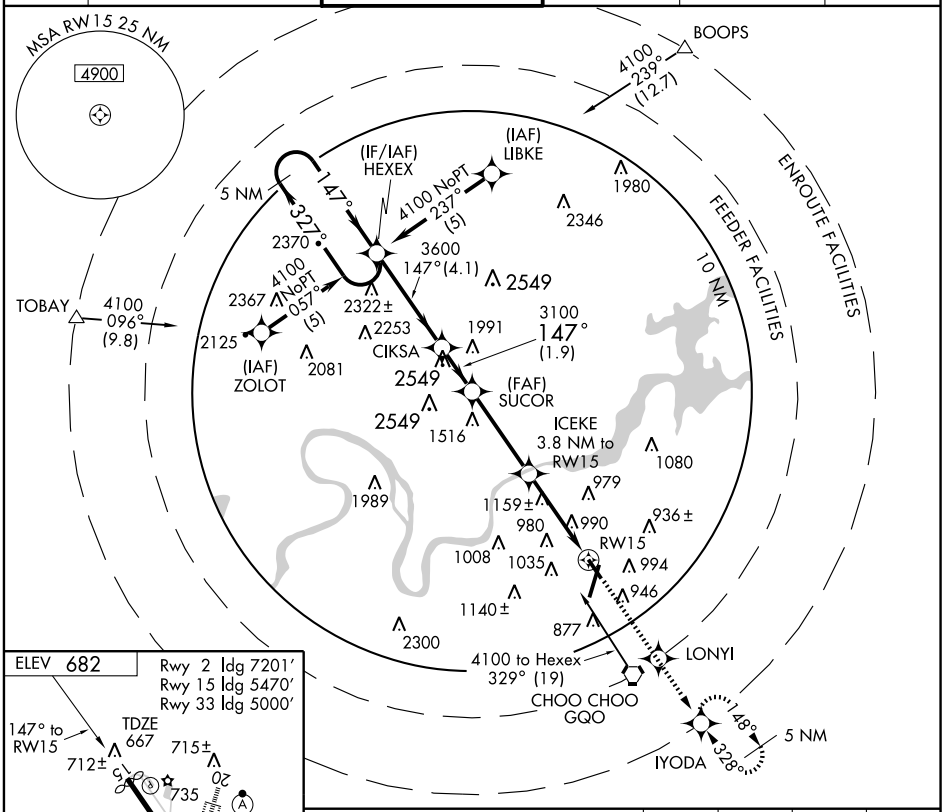
RNAV (GPS) RWY 15

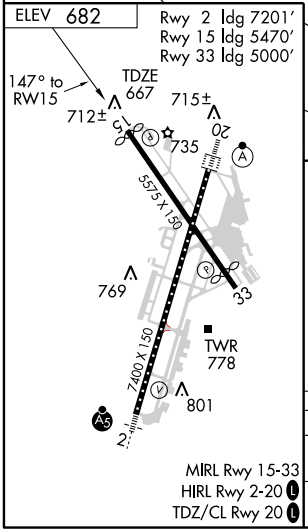
CHATTANOOGA/LOVELL FIELD (CHA)

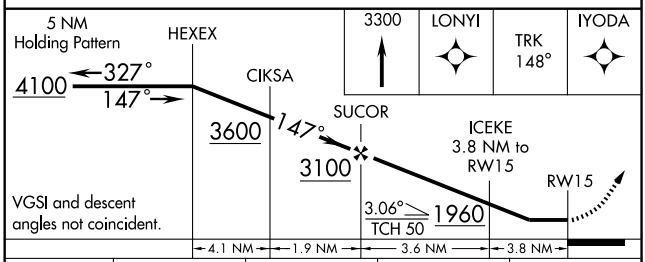
If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI INOP, straight-in/circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1420-1 749 (800-1)	1420-1¼ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)
CIRCLING	1420-1 738 (800-1)	1420-1¼ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 70305 W20A	APP CRS 199°	Rwy Idg 7400 TDZE 673 Apt Elev 682

RNAV (GPS) RWY 20

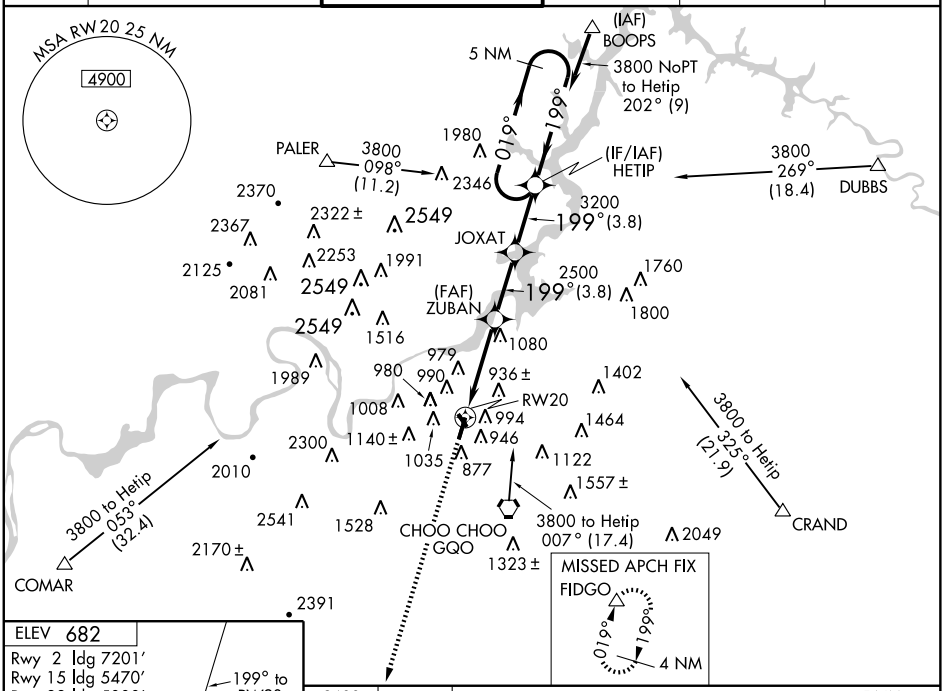
CHATTANOOGA/LOVELL FIELD (CHA)

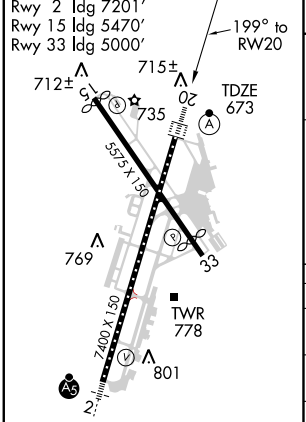
If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet. For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16° C (4° F).

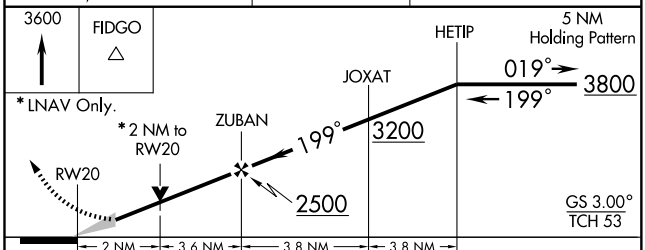
ALSF-2

MISSED APPROACH: Climb to 3600 direct FIDGO and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	930/24 257 (300-½)			
LNAV/VNAV DA	1280-1¾ 607 (600-1¾)			
LNAV MDA	1340/24 667 (700-½)		1340/60 667 (700-1¼)	1340-1½ 667 (700-1½)
CIRCLING	1340-2¼ 658 (700-2¼)			1460-2½ 778 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
328°	TDZE	667
	Apt Elev	682

RNAV (GPS) RWY 33
CHATTANOOGA/LOVELL FIELD (CHA)

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSI INOP, straight-in/circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3300 direct KOSEY and via 045° track to CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95

CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC GQO 115.8 Chan 105	APP CRS 332°	Rwy Idg 5000 TDZE 667 Apt Elev 682

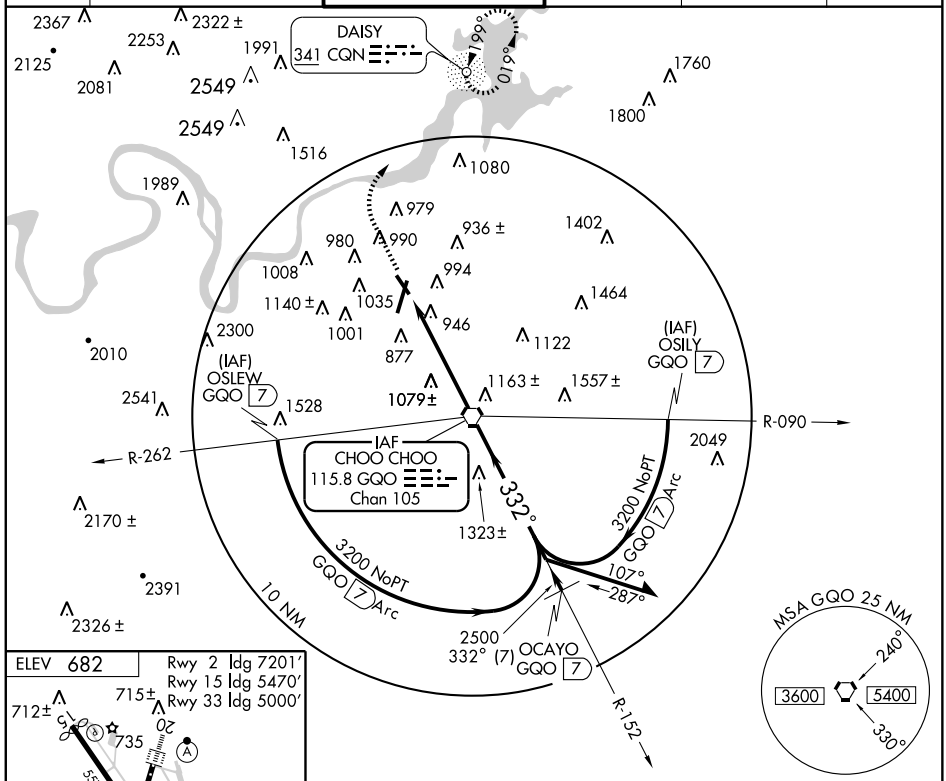
VOR RWY 33

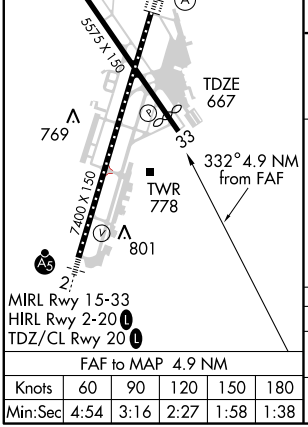
CHATTANOOGA/LOVELL FIELD (CHA)

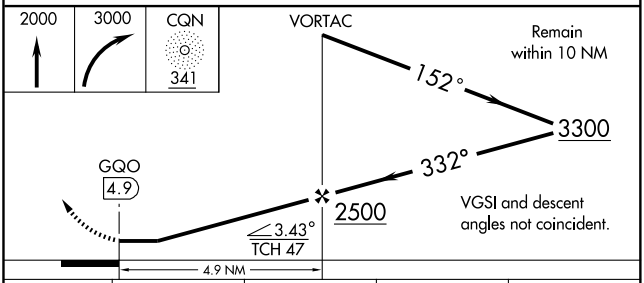
V A ASR — If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. When control tower closed, straight-in minimums NA. ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-33	1340-1	669 (700-1)	1340-1¾ 669 (700-1¾)	1340-2 669 (700-2)
CIRCLING	1340-1	658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-CKV	APP CRS	Rwy Idg	6000
111.7	347°	TDZE	550
		Apt Elev	550

LOC RWY 35

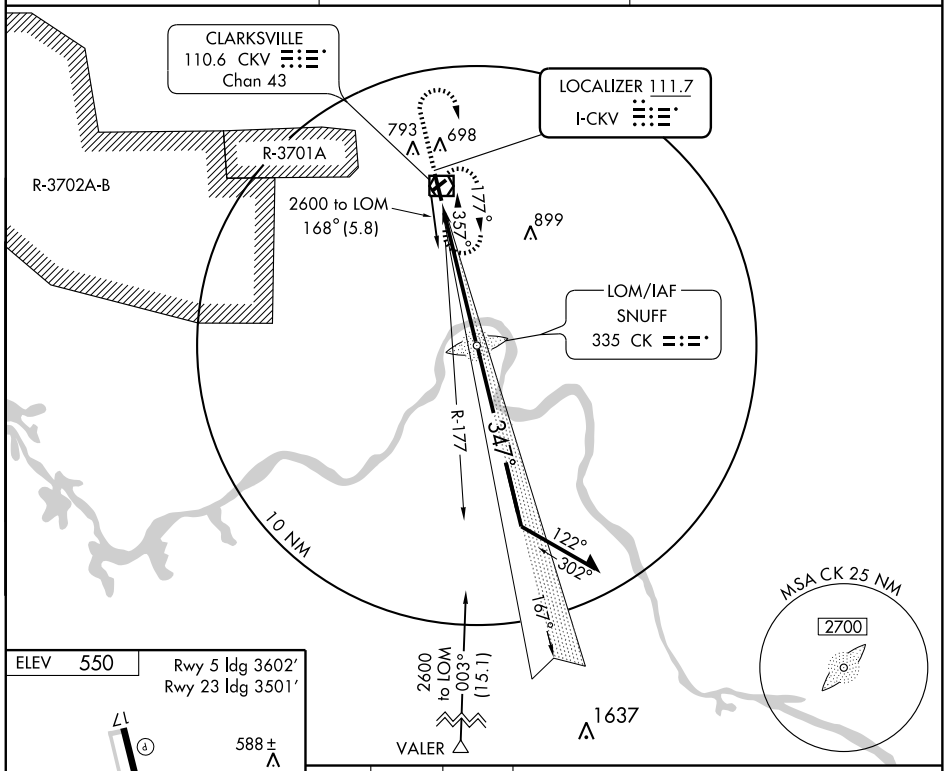
CLARKSVILLE/OUTLAW FIELD (CKV)

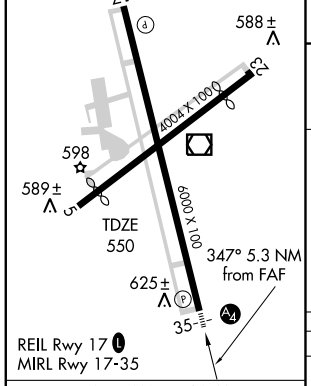
Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.
ADF REQUIRED

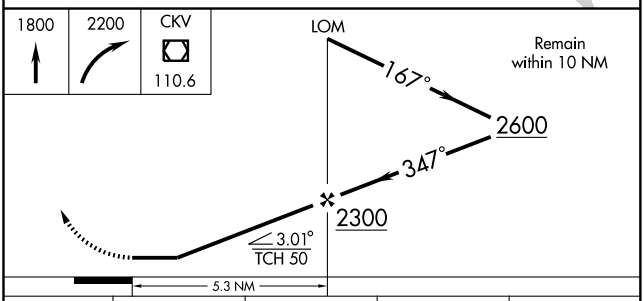
MALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)







FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-35	1000-1 450 (500-1)		1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 58300	347°	Rwy Idg	6000
W35A		TDZE	550
		Apt Elev	550

RNAV (GPS) RWY 35

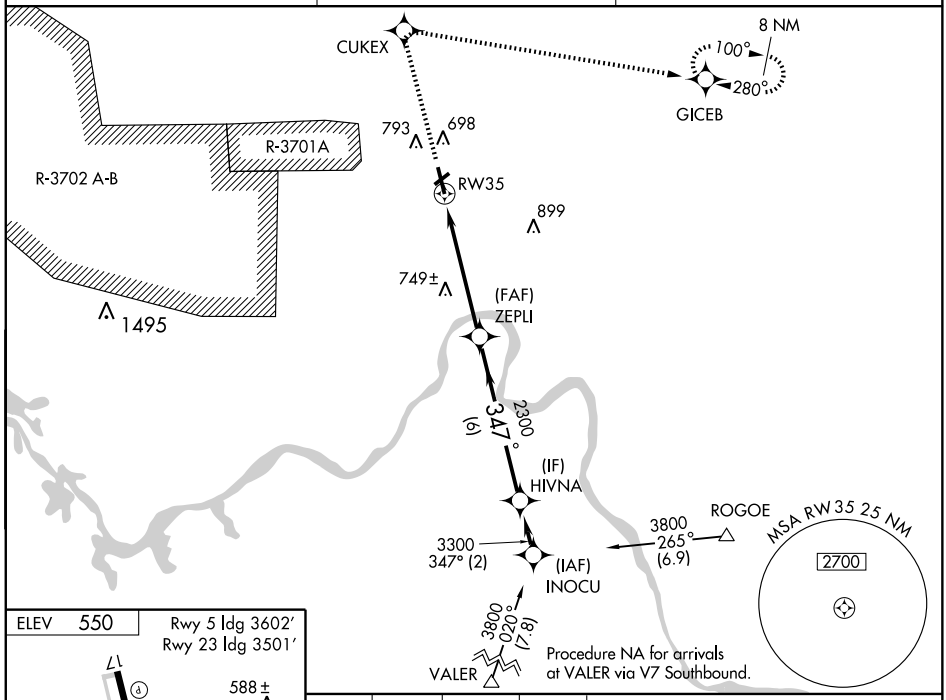
CLARKSVILLE/ OUTLAW FIELD (CKV)

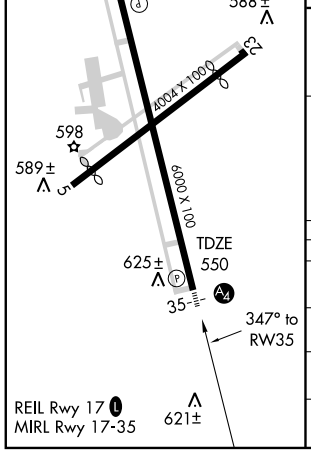
Inoperative table does not apply. Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

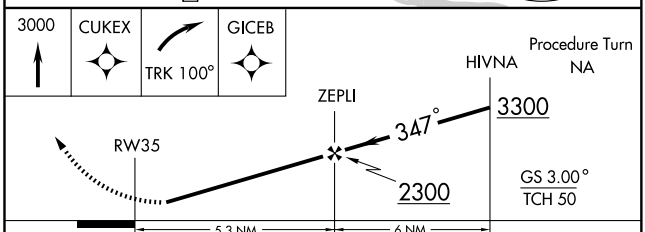
MALS

MISSED APPROACH: Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	837-1 287 (300-1)			
LNAV/ VNAV DA	879-1¼ 329 (400-1¼)			
LNAV MDA	1000-1 450 (500-1)		1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1¼ 450 (500-1¼)	1020-1¼ 470 (500-1¼)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR/DME CKV	APP CRS	Rwy Idg	6000
110.6	357°	TDZE	550
Chan 43		Apt Elev	550

VOR RWY 35

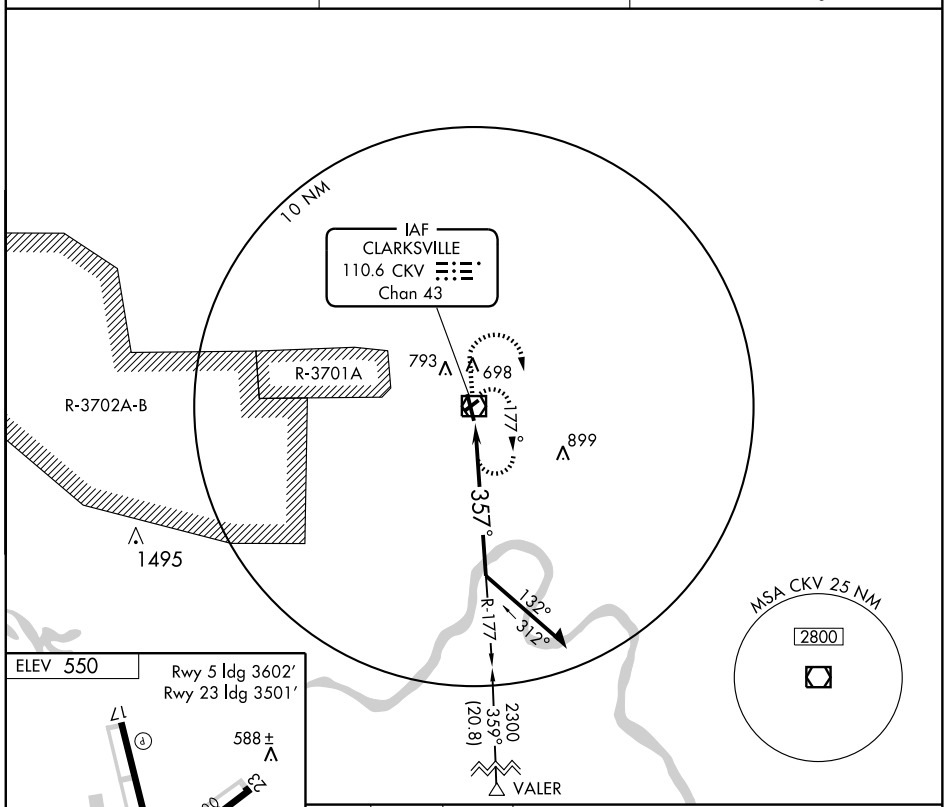
CLARKSVILLE/OUTLAW FIELD (CKV)

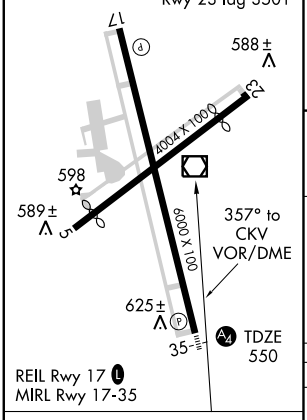
Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.

MALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

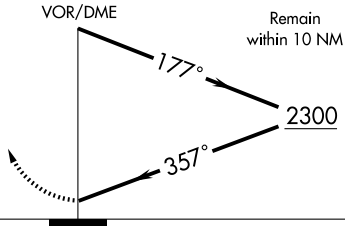
ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)





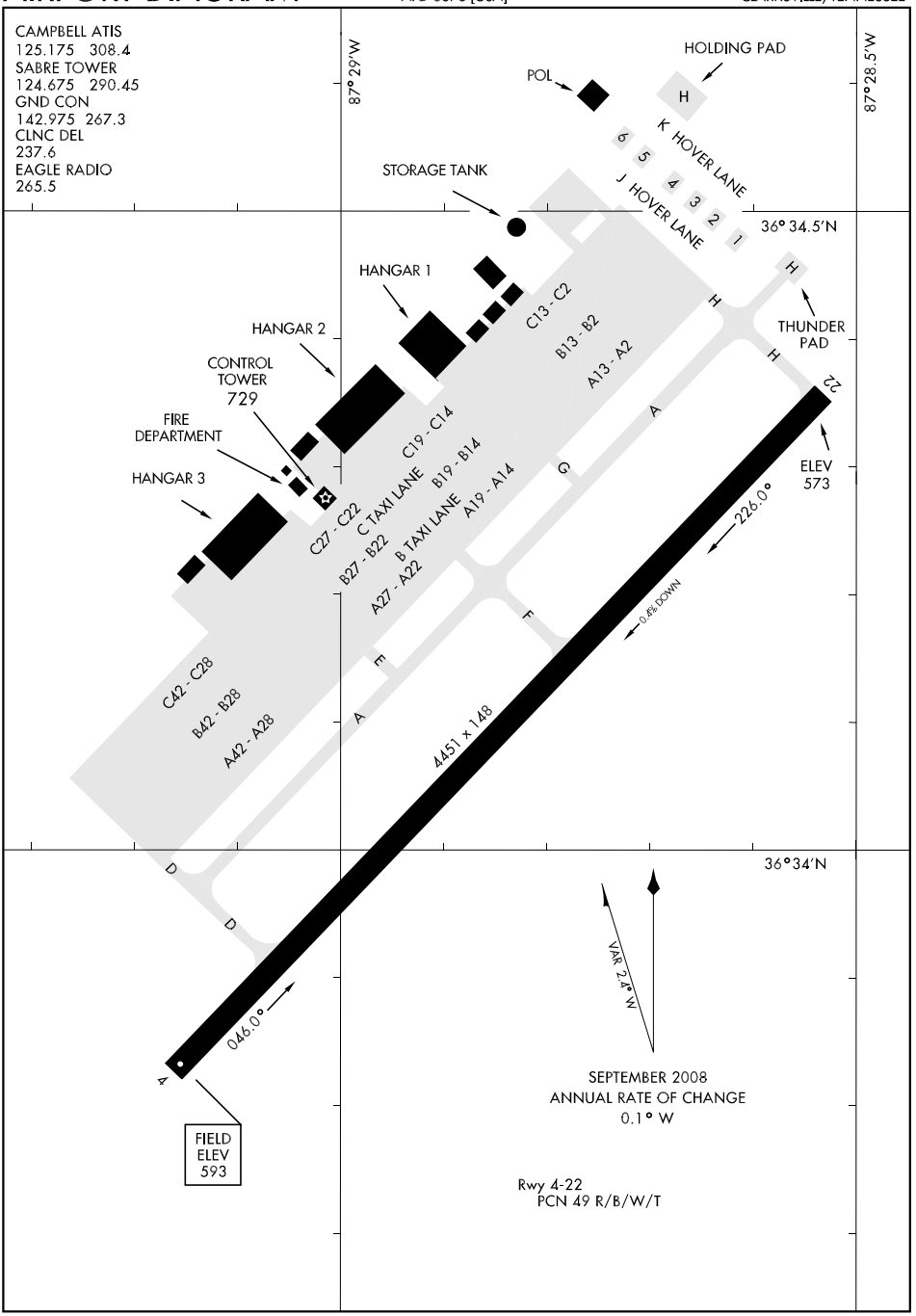
Knots	60	90	120	150	180
Min:Sec					

1500	2200	CKV
		110.6



CATEGORY	A	B	C	D
S-35	1120-1	570 (600-1)	1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1	570 (600-1)	1120-1½ 570 (600-1½)	1120-2 570 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010



SE-1, 17 DEC 2009 to 14 JAN 2010

CLARKSVILLE, TENNESSEE

COPTER NDB 303°

LOM CK	APCH CRS	Rwy Idg	N/A
335	303°	TDZE	N/A
		Arpt Elev	593

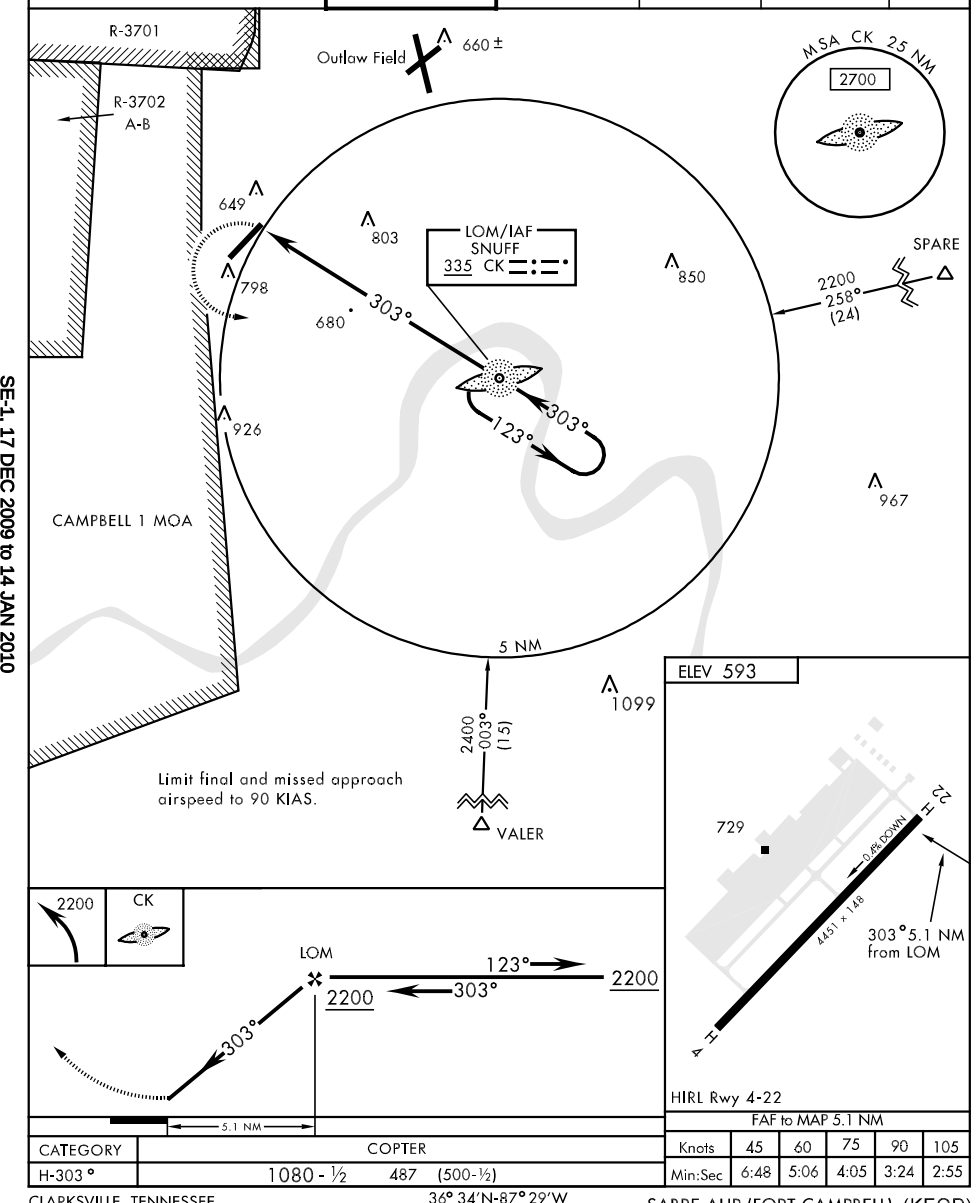
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	



CATEGORY	COPTER
H-303°	1080 - ½ 487 (500-½)

FAF to MAP 5.1 NM

Knots	45	60	75	90	105
Min:Sec	6:48	5:06	4:05	3:24	2:55

SE-1, 17 DEC 2009 to 14 JAN 2010

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	4451
044°	TDZE	593
	Arpt Elev	593

AL-6373 [USA] SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	

RADAR REQUIRED

R3701

Limit final and missed approach maximum airspeed to 90 KIAS.

649

R3702A, B

RW04

798

795

044°

680

801

CAMPBELL 1 MOA

ILOYA

926

2500
044°
(3.0)

(IF/IAF)
FEKIB

NoPT
2500
089°
(3.0)

(IAF)
GASGE

719

722

044°

224°

359°
(3.0)

NoPT
2500

(IAF)
LETNE

MSA RW04 25 NM
2700

359°

179°

1435

ELEV 593

729

22

4451 × 148

4

TDZE
593

044° to
RW04

HIRL Rwy 4-22

2500

LETNE

FEKIB

ILOYA

2500
224°
044°

044°

2500

0.63 NM
to RW04

044°

RW04

4.33°

3 NM

CATEGORY	COPTER		
LNAV MDA	1120- ½	527	(600-½)
ASR	1120- ½	527	(600-½)

SE-1, 17 DEC 2009 to 14 JAN 2010

COPTER RNAV (GPS) RWY 22

APCH CRS	Rwy ldg	4451
224°	TDZE	587
	Arpt Elev	593

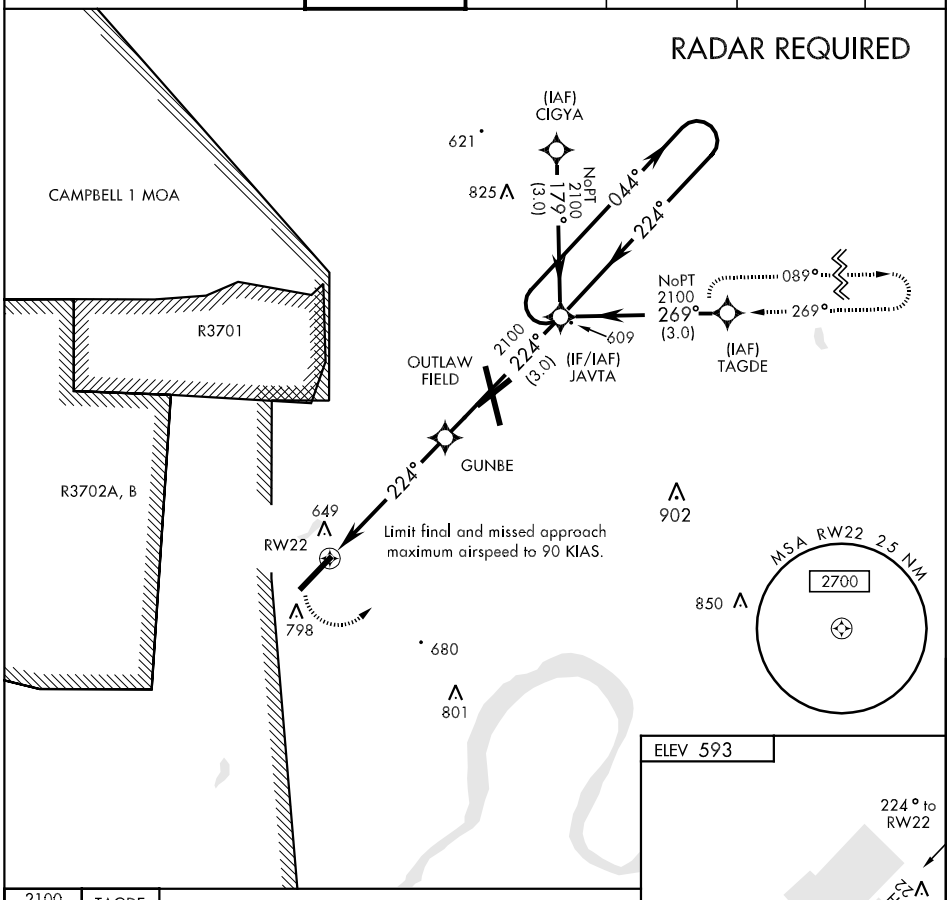
AL-6373 [USA] SABRE AHP (FORT CAMPBELL) (KEOD)

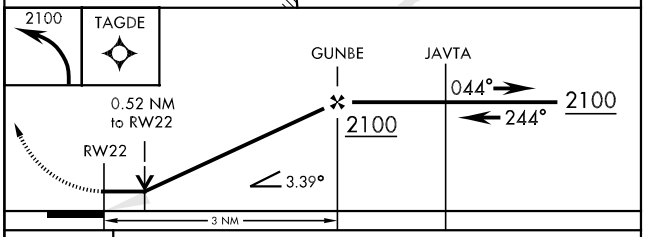
When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

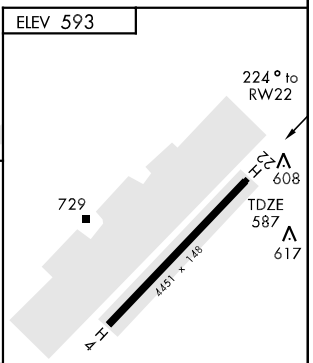
MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	

RADAR REQUIRED







CATEGORY	COPTER		
LNAV MDA	1020-½	433	(500-½)
ASR	1000-½	413	(500-½)

HIRL Rwy 4-22

CLARKSVILLE, TENNESSEE

COPTER VOR RWY 22

VOR/DME CKV	APCH CRS	Rwy ldg 4451
110.6	227°	TDZE 587
Chan 43		Arpt Elev 593

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimerter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	

Limit final and missed approach airspeed to 90 KIAS.

608

624

IAF
CLARKSVILLE
110.6 CKV
Chan 43

R-047

CAMPBELL 1 MOA

R-3701

R-3702
A-B

272°
092°

227°

047°

800

695

OUTLAW FIELD

623 ±

902

709

798

680

801

5 NM

MSA CKV 2.5 NM
2800

850

2400
359°
(20.8)

VALER

ELEV 593

227° 4.2 NM from VOR/DME

729

0.4% DOWN

TDZE 587

4451 × 148

HIRL Rwy 4-22

2200 CKV

VOR/DME

047°

Remain within 5 NM

3.1

227°

2100

2100

1.1 NM

3.1 NM

FAF to MAP 4.2 NM

CATEGORY	COPTER	Knots	45	60	75	90	105
H-22	1000-½ 413 (500-½)	Min:Sec	5:36	4:12	3:22	2:48	2:24

SE-1, 17 DEC 2009 to 14 JAN 2010

CLARKSVILLE, TENNESSEE

Amdt 6, 09351

36° 34'N-87° 29'W

SABRE AHP (FORT CAMPBELL) (KEOD)

COPTER VOR RWY 22

NDB HDI 369	APP CRS 048°	Rwy Idg 3300 TDZE 874 Apt Elev 874

NDB RWY 3

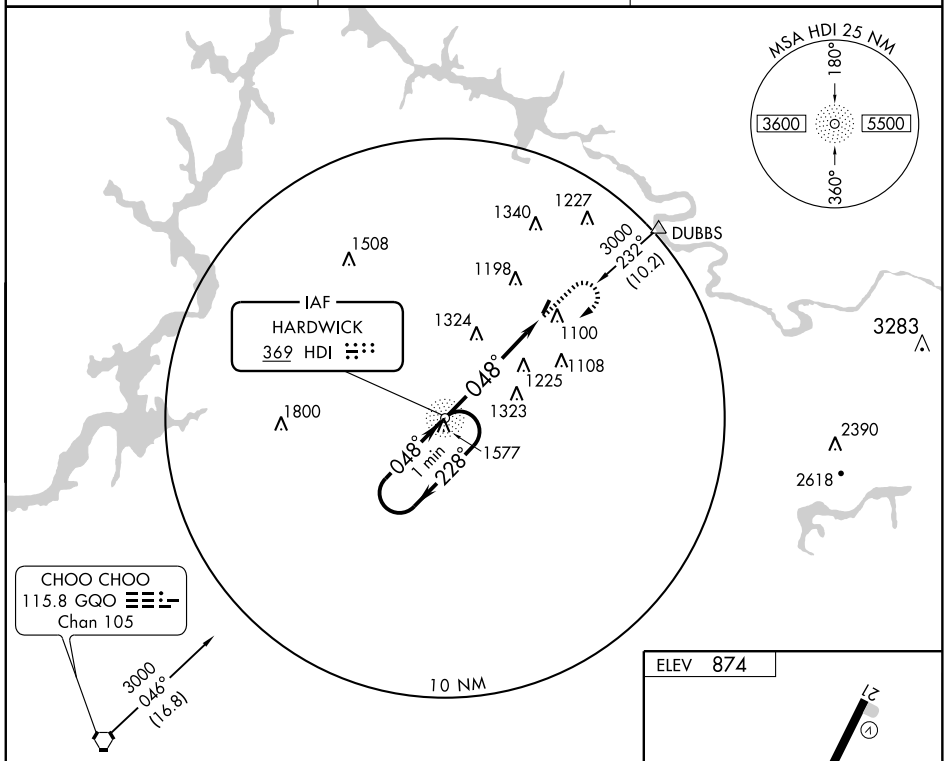
CLEVELAND/ HARDWICK FIELD (HDI)

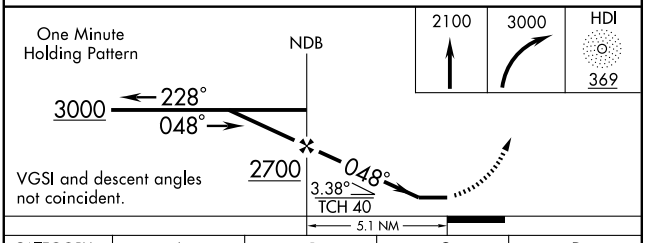
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

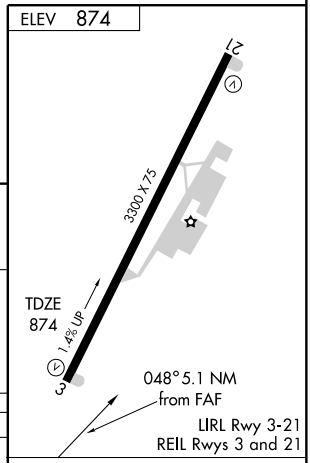
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct HDI NDB and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON ★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-3	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA
CIRCLING	1680-1 806 (900-1)	1680-1¼ 806 (900-1¼)	1680-2¼ 806 (900-2¼)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
030°	Rwy Idg	3300
	TDZE	874
	Apt Elev	874

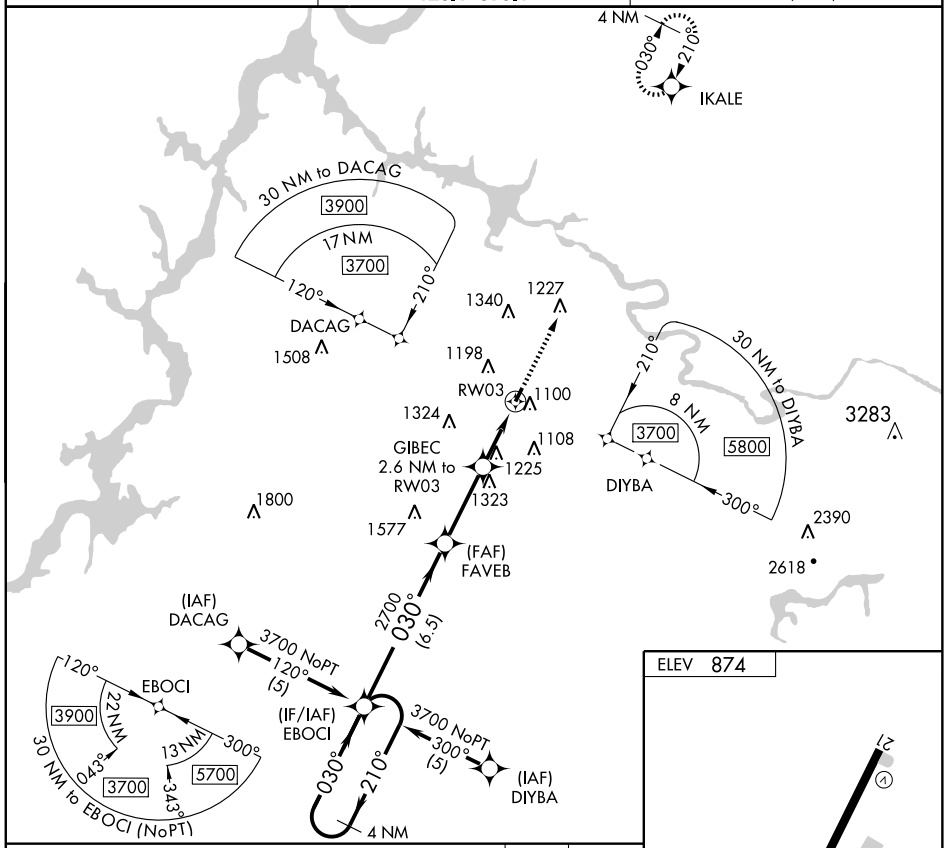
RNAV (GPS) RWY 3

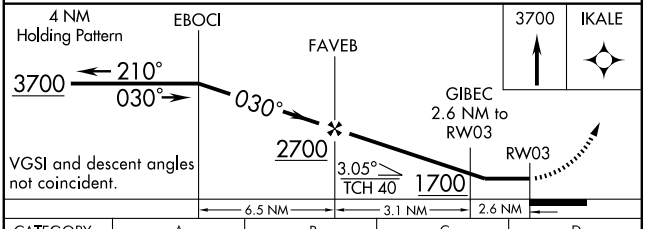
CLEVELAND/ HARDWICK FIELD (HDI)

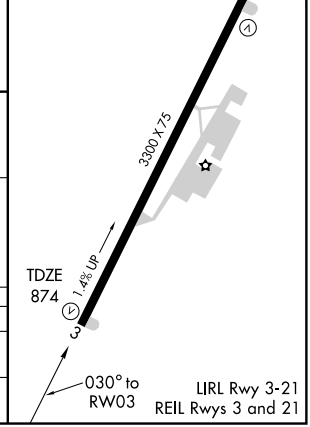
Procedure NA at night.
DME/DME RNP-0.3 NA.
NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct IKALE and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON ★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1580-1 706 (800-1)		1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)		1580-2 706 (800-2)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

CLEVELAND, TENNESSEE AL-6130 (FAA)

APP CRS		
210°	Rwy Idg	3300
	TDZE	874
	Apt Elev	874

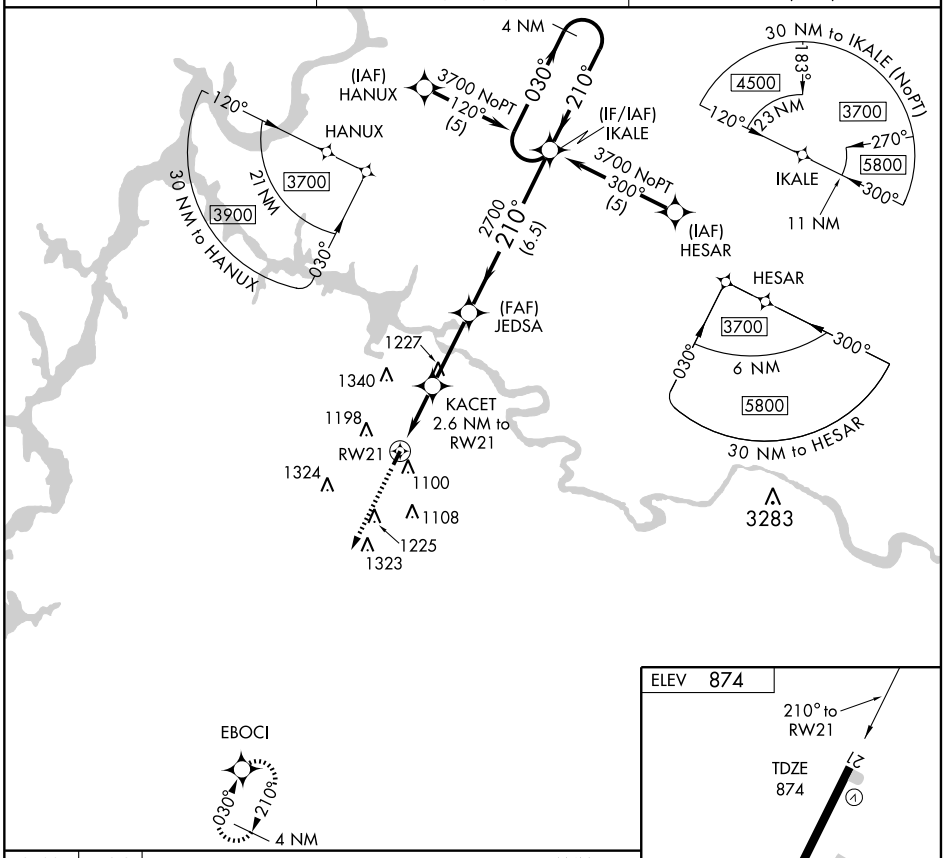
RNAV (GPS) RWY 21

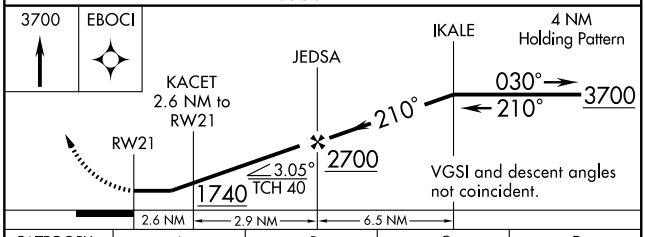
CLEVELAND/ HARDWICK FIELD (HDI)

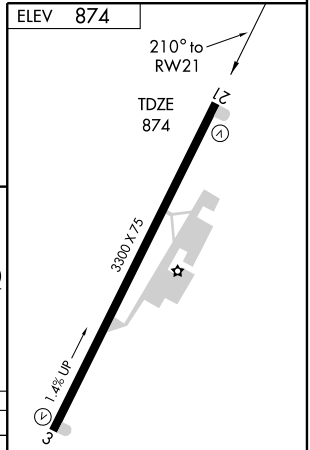
▼ NA — Procedure NA at night. DME/DME RNP-0.3 NA. Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct EBOCI and hold.

MCMINN COUNTY AWOS-3	CHATTANOOGA APP CON ★	UNICOM
125.425	125.1 379.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1440-1 566 (600-1)		1440-1½ 566 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1540-1 666 (700-1)	1540-1¾ 666 (700-1¾)	NA

LIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 6

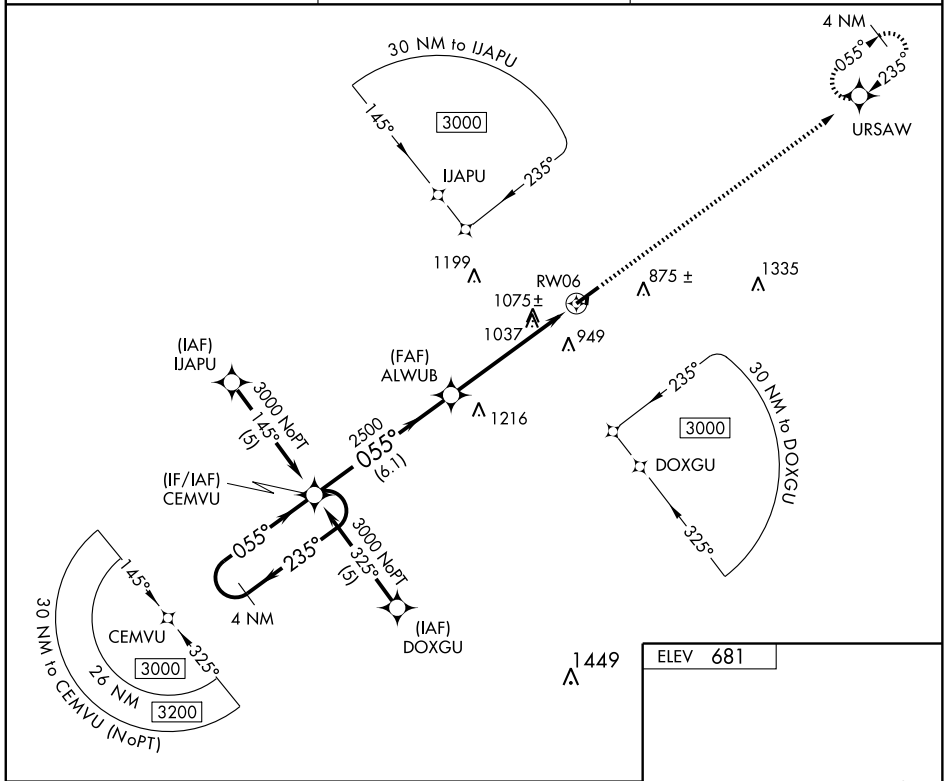
COLUMBIA/ MAUNY COUNTY (MRC)

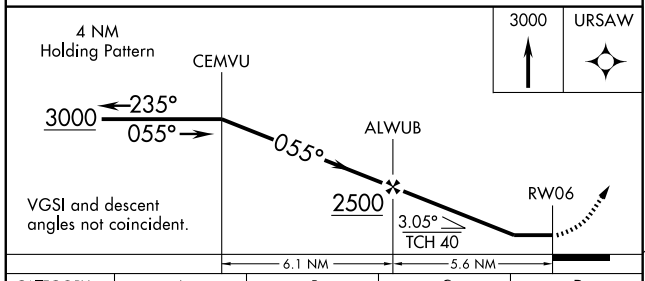
APP CRS	Rwy Idg	5999
055°	TDZE	670
	Apt Elev	681

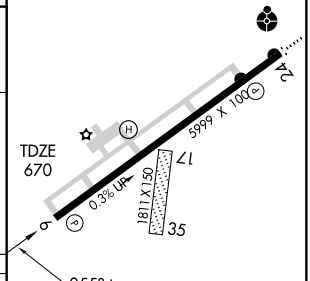
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase
▲ LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct URSAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	670 (700-1)	1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1	659 (700-1)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5999
CH 69515	235°	TDZE	681
W24A		Apt Elev	681

RNAV (GPS) RWY 24

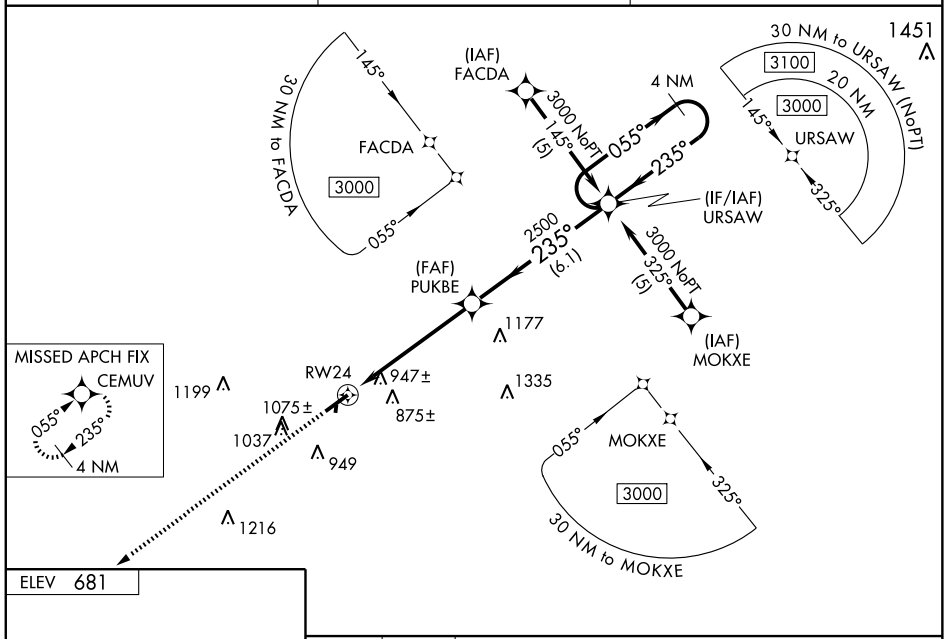
COLUMBIA/ MAURY COUNTY (MRC)

Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When ▼ local altimeter setting not received, use Nashville Intl. altimeter setting and increase all ▲ DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl. altimeter setting.

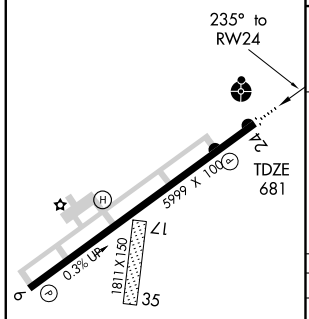
ODALS

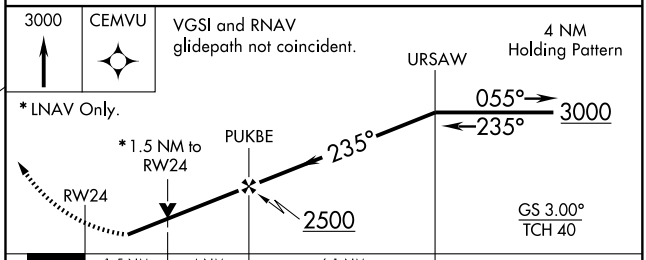
MISSED APPROACH: Climb to 3000 direct CEMVU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L



ELEV 681





CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1200-¾ 519 (600-¾)		1200-1½ 519 (600-1½)	1200-1¾ 519 (600-1¾)
CIRCLING	1260-1 579 (600-1)		1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1. 17 DEC 2009 to 14 JAN 2010

SDF MRC	APP CRS	Rwy Idg	5999
108.7	234°	TDZE	677
		Apt Elev	681

SDF RWY 24

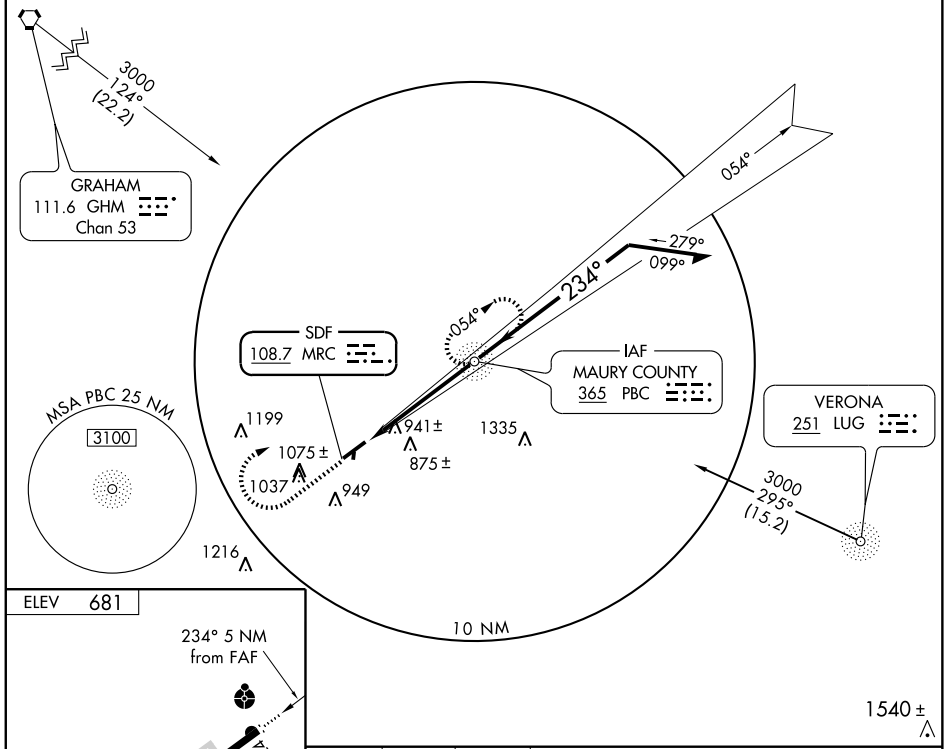
COLUMBIA/ MAURY COUNTY (MRC)

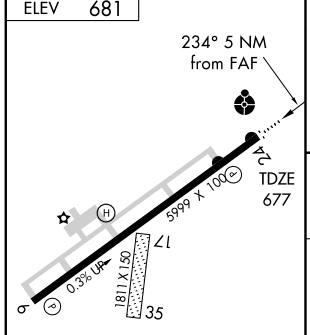
T NA — If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C. ADF REQUIRED

ODALS

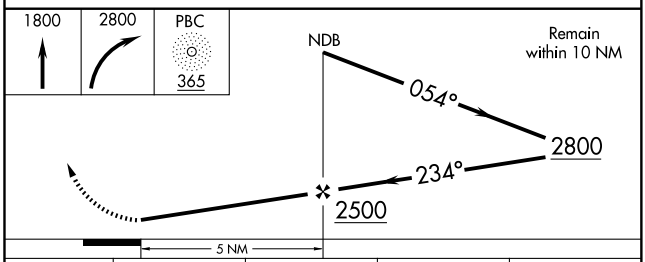
MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct PBC NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L





1540 ±



MIRL Rwy 6-24
REIL Rwys 6 and 24

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-24	1160-¾	483 (500-¾)	1160-1¼ 483 (500-1¼)	1160-1½ 483 (500-1½)
CIRCLING	1280-1	603 (700-1)	1360-2 683 (700-2)	1360-2¼ 683 (700-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

09351

VOR/DME-A

COLUMBIA/ MAURY COUNTY (MRC)

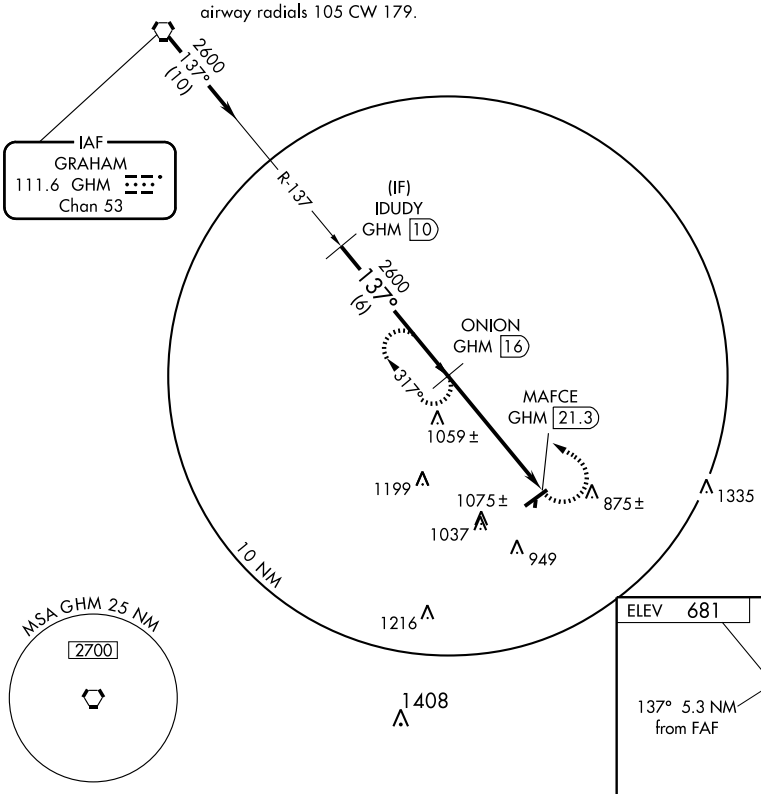
VORTAC GHM	APP CRS	Rwy Idg	N/A
111.6	137°	TDZE	N/A
Chan 53		Apt Elev	681

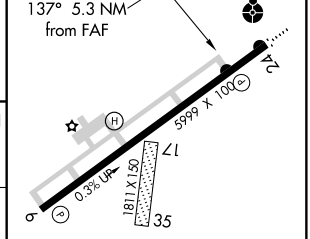
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cats C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 2600 via GHM VORTAC R-137 to ONION/GHM 16 DME and hold.

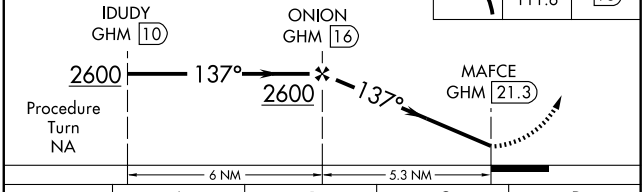
AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF)

Procedure NA for arrivals on GHM VORTAC airway radials 105 CW 179.





2600	GHM R-137 111.6	ONION GHM 16



CATEGORY	A	B	C	D
CIRCLING	1320-1 639 (700-1)	1320-1¼ 639 (700-1¼)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1. 17 DEC 2009 to 14 JAN 2010

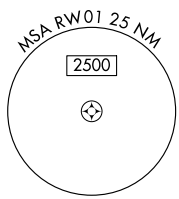
APP CRS	Rwy Idg	5004
007°	TDZE	280
	Apt Elev	280

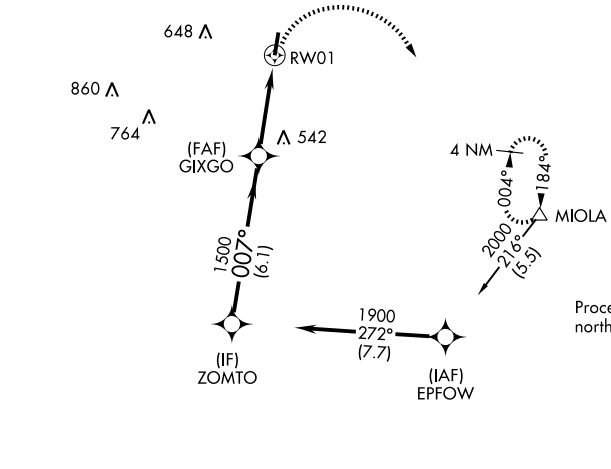
RNAV (GPS) RWY 1
COVINGTON MUNI (MØ4)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

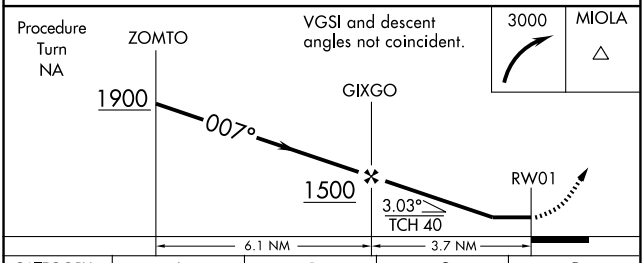
AWOS-3	MEMPHIS APP CON	UNICOM
118.575	125.8 338.3	123.0 (CTAF) L





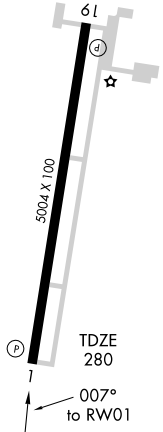
Procedure NA at MIOLA on V11 northbound and V124 eastbound.

1449



CATEGORY	A	B	C	D
LNAV MDA	800-1	520 (600-1)	800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)
CIRCLING	800-1	520 (600-1)	800-1½ 520 (600-1½)	840-2 560 (600-2)

ELEV 280
MIRL Rwy 1-19 L
REIL Rwys 1 and 19



SE-1. 17 DEC 2009 to 14 JAN 2010

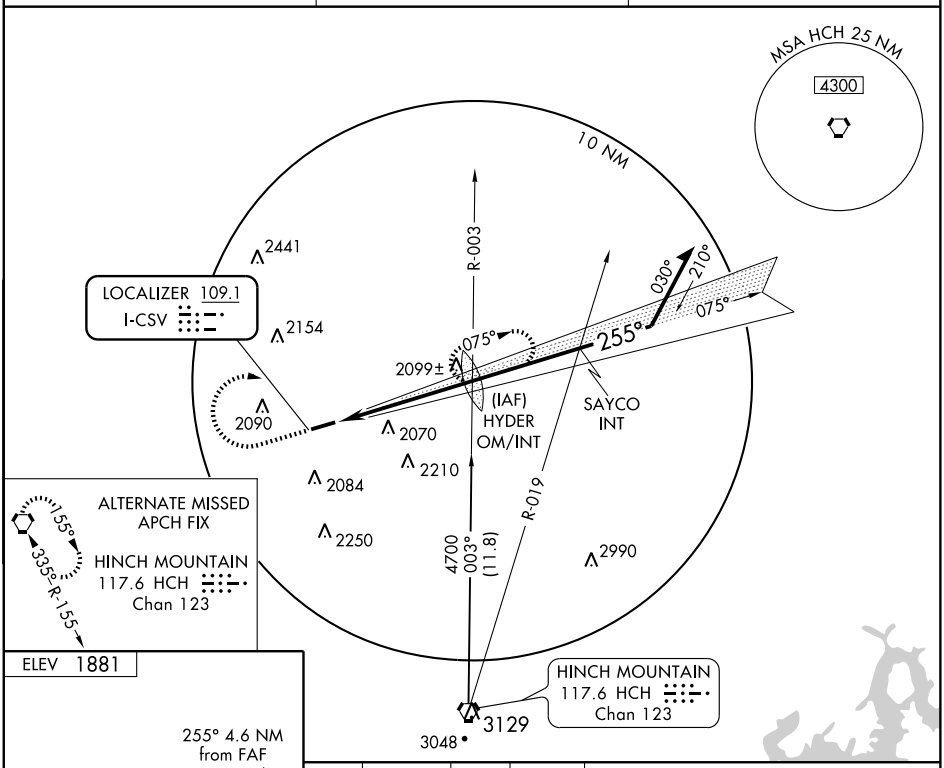
LOC I-CSV	APP CRS	Rwy Idg	5418
109.1	255°	TDZE	1871
		Apt Elev	1881

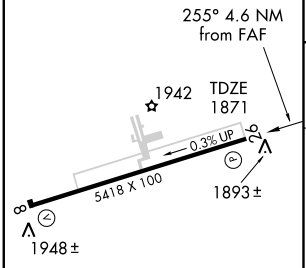
ILS or LOC RWY 26

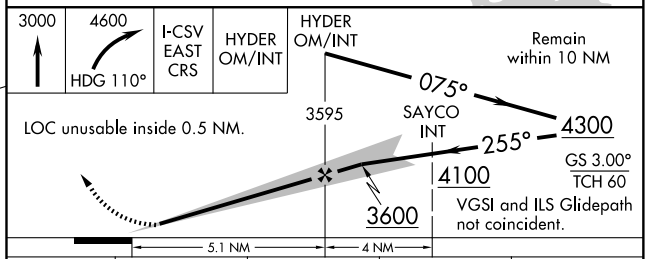
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSED APPROACH: Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L







REIL Rwy 26
HIRL Rwy 8-26 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 26	2090-¾ 219 (300-¾)			
S-LOC 26	2360-1 489 (500-1)		2360-1¼ 489 (500-1¼)	2360-1½ 489 (500-1½)
CIRCLING	2360-1 479 (500-1)		2360-1½ 479 (500-1½)	2440-2 559 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5418
CH 65911	256°	TDZE	1871
W26A		Apt Elev	1881

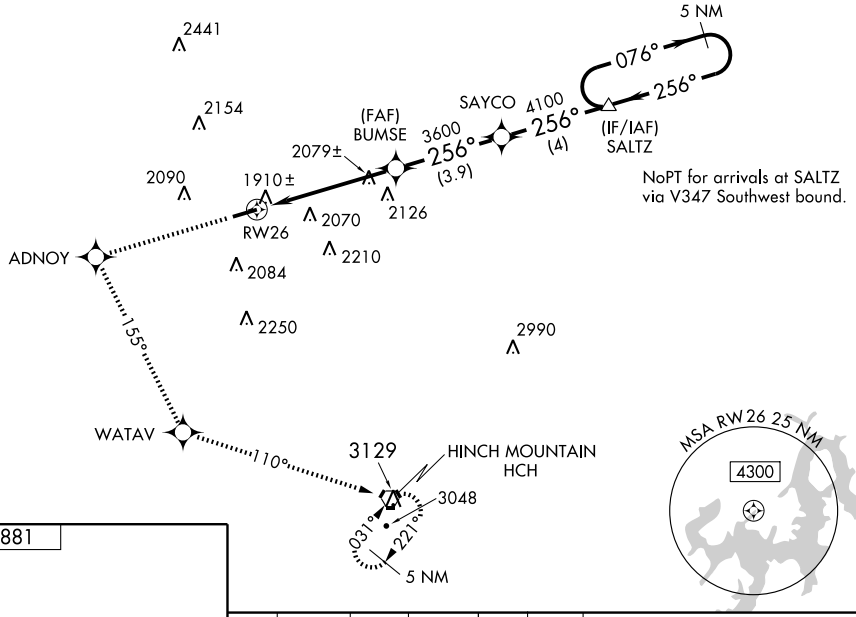
RNAV (GPS) RWY 26

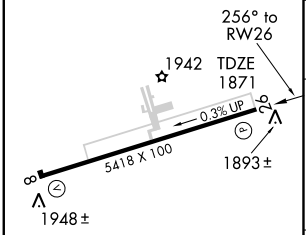
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

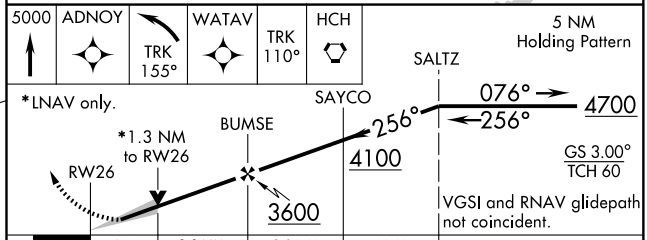
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2071-¾ 200 (200-¾)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2340-1 469 (500-1)		2340-1¼ 469 (500-1¼)	2340-1½ 469 (500-1½)
CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2440-2 559 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC HCH	APP CRS	Rwy Idg	N/A
117.6	335°	TDZE	N/A
Chan 123		Apt Elev	1881

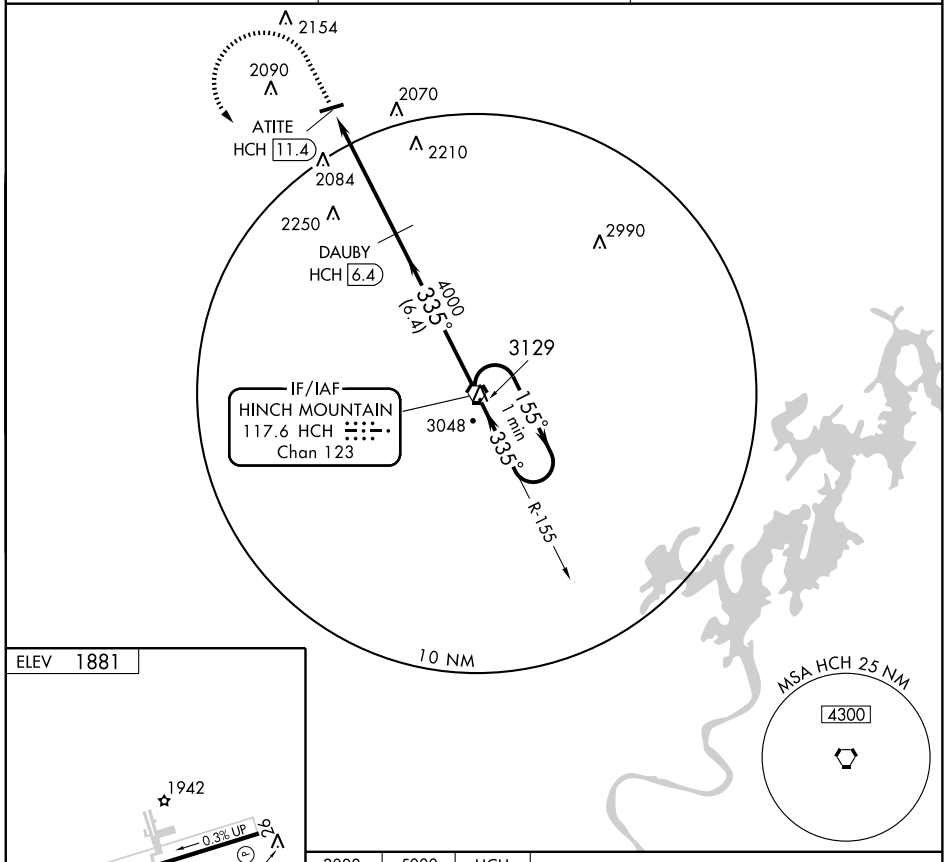
VOR/DME-A

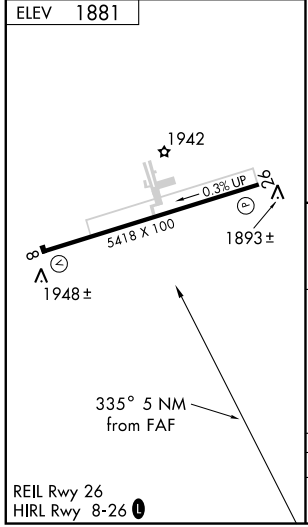
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

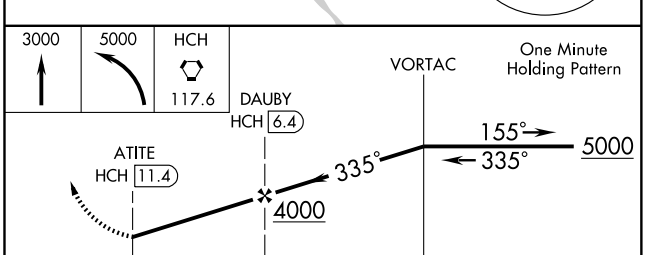
NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2440-2 559 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB DTE	APP CRS	Rwy Idg	5000
394	041°	TDZE	715
		Apt Elev	719

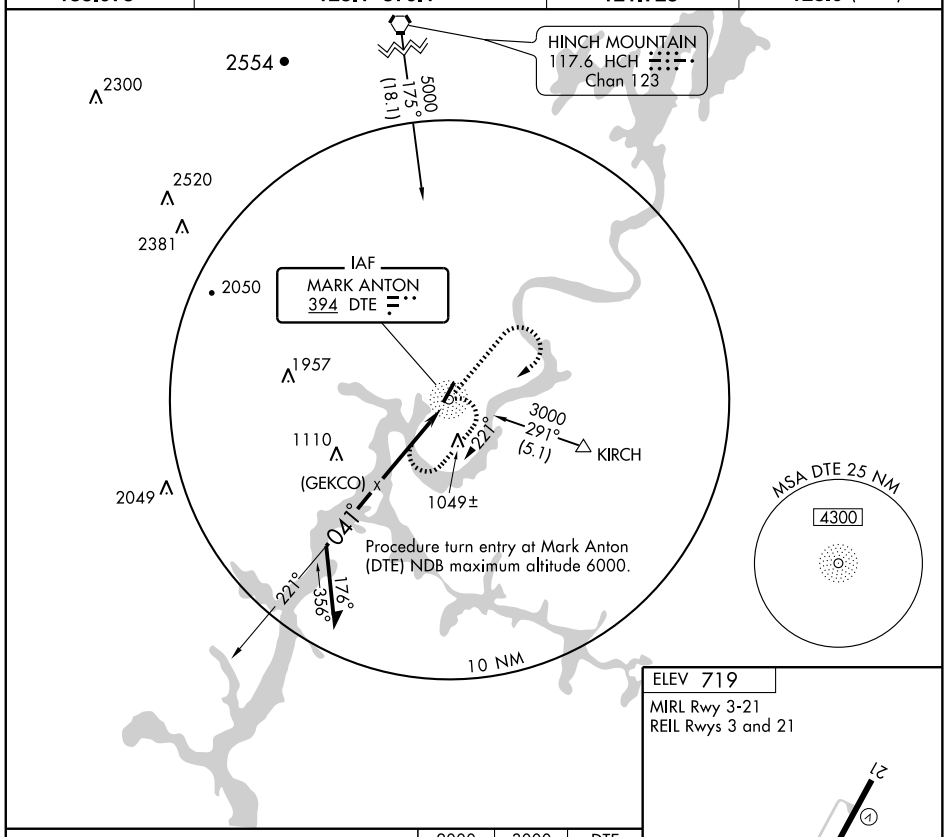
NDB or GPS RWY 3

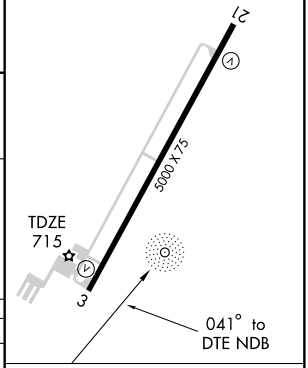
DAYTON/MARK ANTON (2A0)

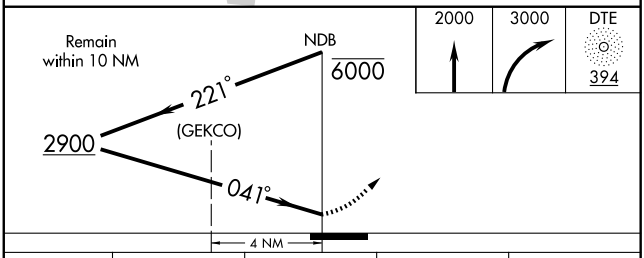
V A NA — If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3	CHATTANOOGA APP CON ★	GCO	UNICOM
135.075	125.1 379.1	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
S-3	1460-1 745 (800-1)	1460-1¼ 745 (800-1¼)	1460-2¼ 745 (800-2¼)	1460-2½ 745 (800-2½)
CIRCLING	1460-1 741 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

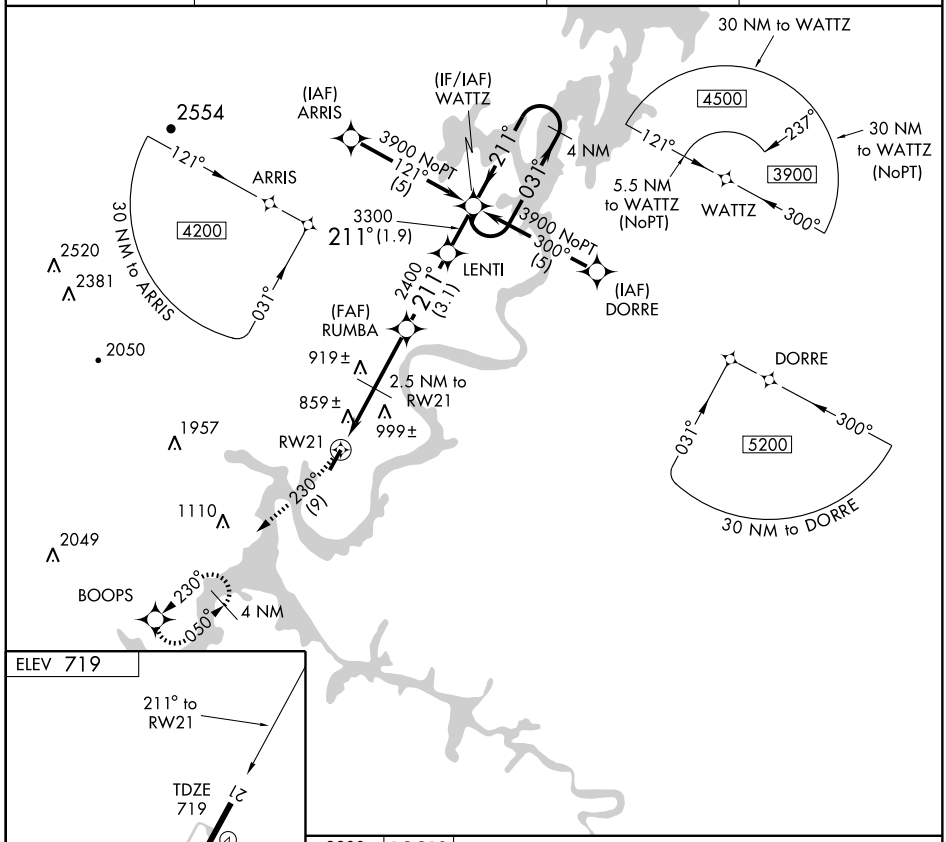
APP CRS	Rwy Idg	5000
211°	TDZE	719
	Apt Elev	719

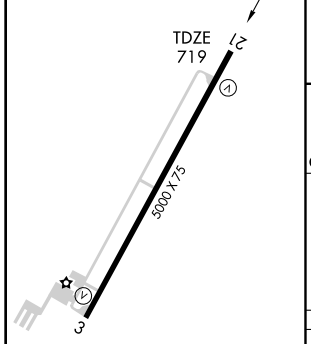
RNAV (GPS) RWY 21

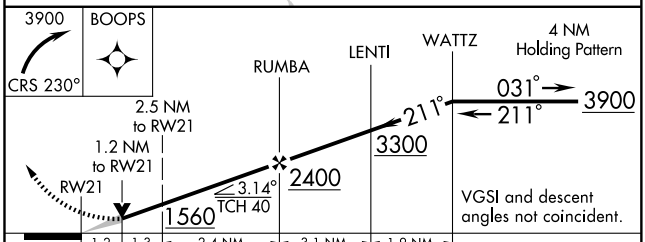
DAYTON/MARK ANTON (2A0)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climbing right turn to 3900 via 230° course to BOOPS WP and hold.

AWOS-3	CHATTANOOGA APP CON ★	GCO	UNICOM
135.075	125.1 379.1	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1120-1	401 (500-1)	1120-1¼	401 (500-1¼)
CIRCLING	1440-1	1460-1¼	1460-2¼	1460-2½
	721 (800-1)	741 (800-1¼)	741 (800-2¼)	741 (800-2½)

MIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB DMZ	APP CRS	Rwy Idg	5001
203	181°	TDZE	892
		Apt Elev	892

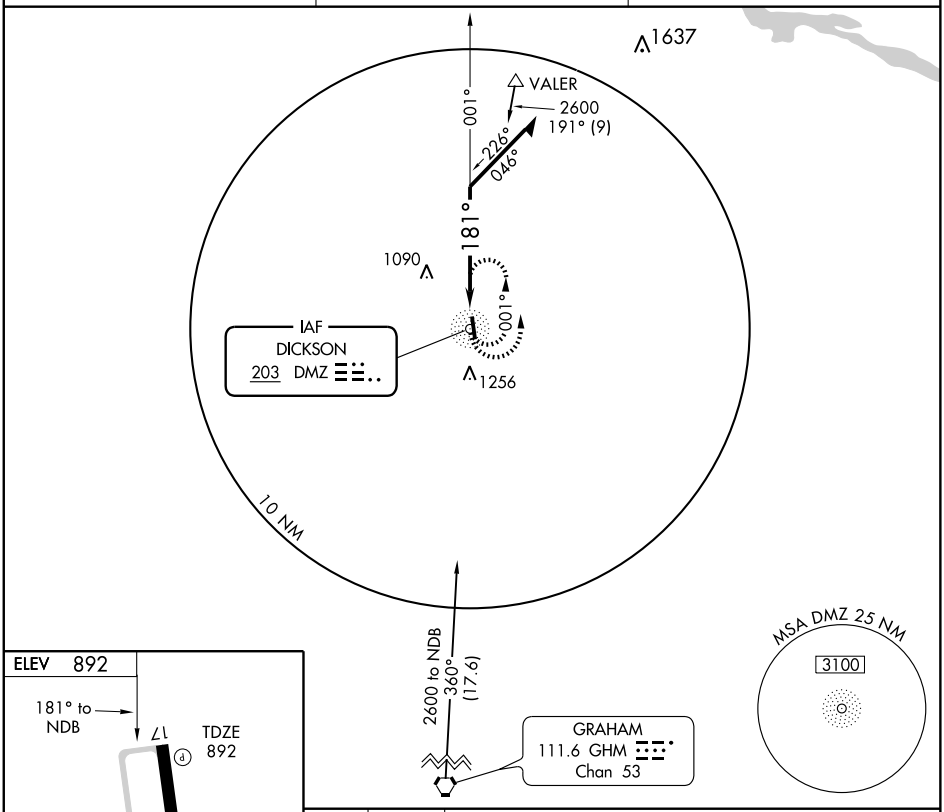
NDB RWY 17

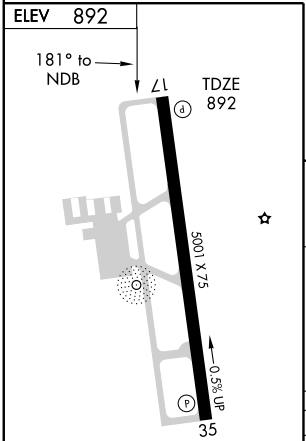
DICKSON MUNI (M02)

NA

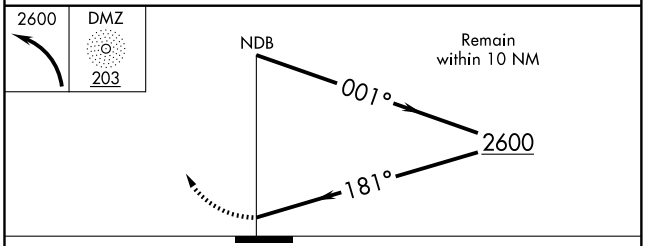
MISSED APPROACH: Climbing left turn to 2600 in Dickson (DMZ) NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)





REIL Rwys 17 and 35
MIRL Rwy 17-35



CATEGORY	A	B	C	D
S-17	1520-1	628 (700-1)	1520-1¾ 628 (700-1¾)	1520-2 628 (700-2)
CIRCLING	1520-1	628 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

DICKSON, TENNESSEE

AL-6085 (FAA)

APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

RNAV (GPS) RWY 17

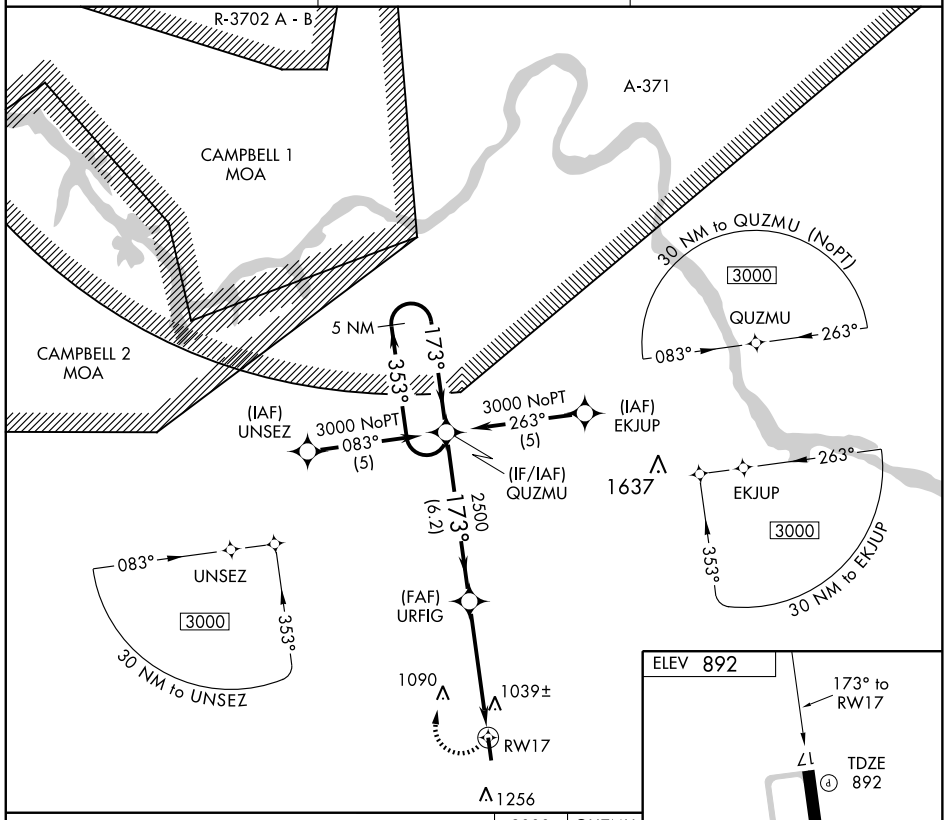
DICKSON MUNI (M02)

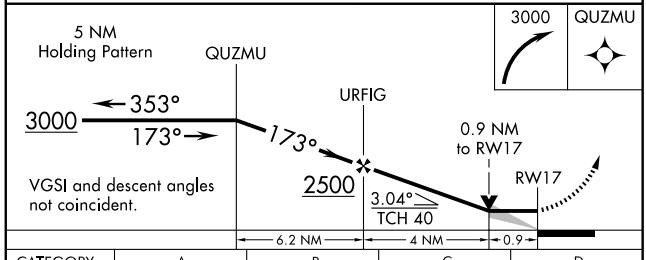
▼ NA

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Nashville Intl altimeter setting.

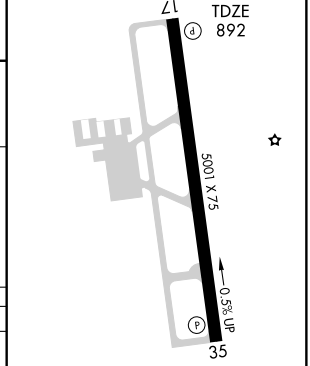
MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1300-1 408 (500-1)		1300-1¼ 408 (500-1¼)	
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)



REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1. 17 DEC 2009 to 14 JAN 2010

DICKSON, TENNESSEE AL-6085 (FAA)

VORTAC GHM	APP CRS	Rwy Idg 5001
111.6	180°	TDZE 892
Chan 53		Apt Elev 892

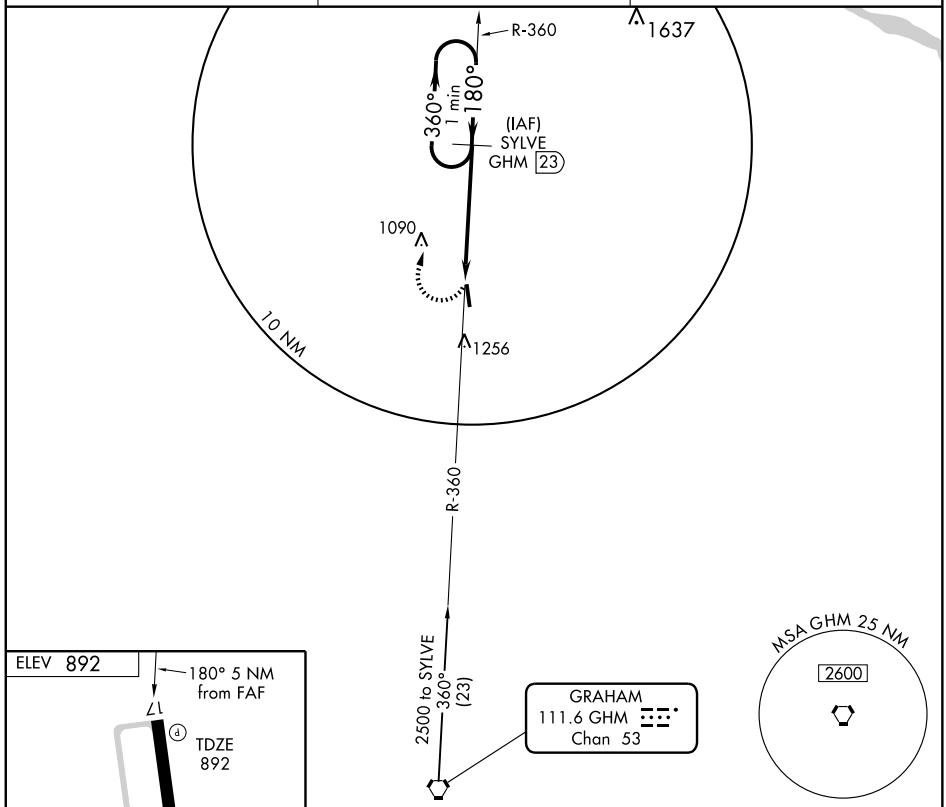
VOR/DME RWY 17

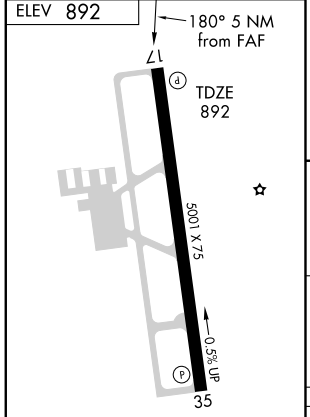
DICKSON MUNI (M02)

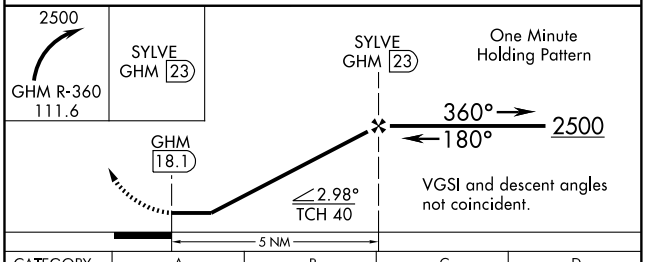
NA

MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-17	1400-1	508 (600-1)	1400-1½	508 (600-1½)
CIRCLING	1400-1	508 (600-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5698
042°	TDZE	325
	Apt Elev	338

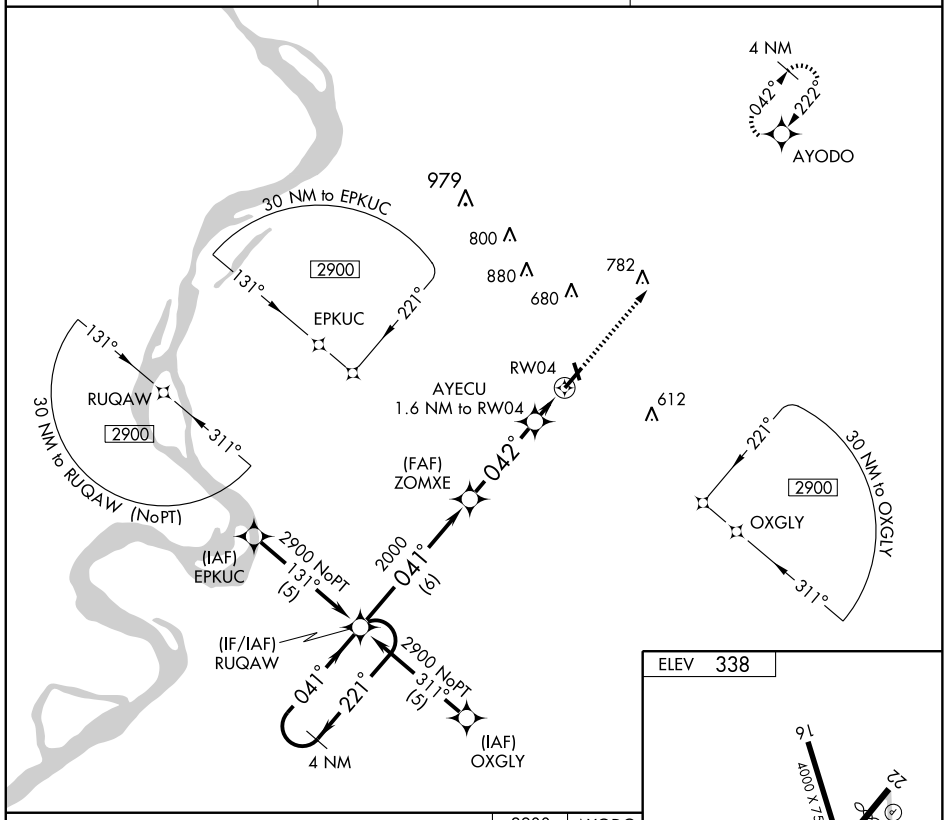
RNAV (GPS) RWY 4

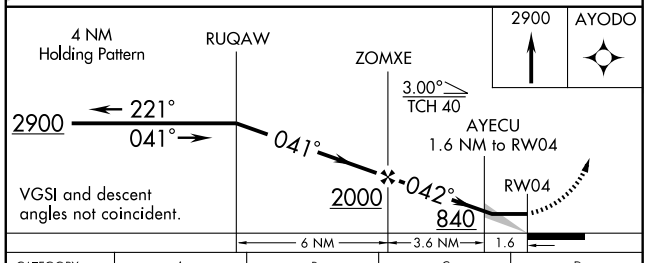
DYERSBURG RGNL (DYR)

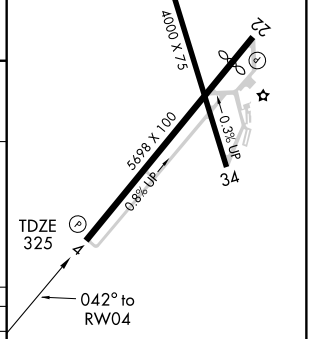
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5004
222°	TDZE	335
	Apt Elev	338

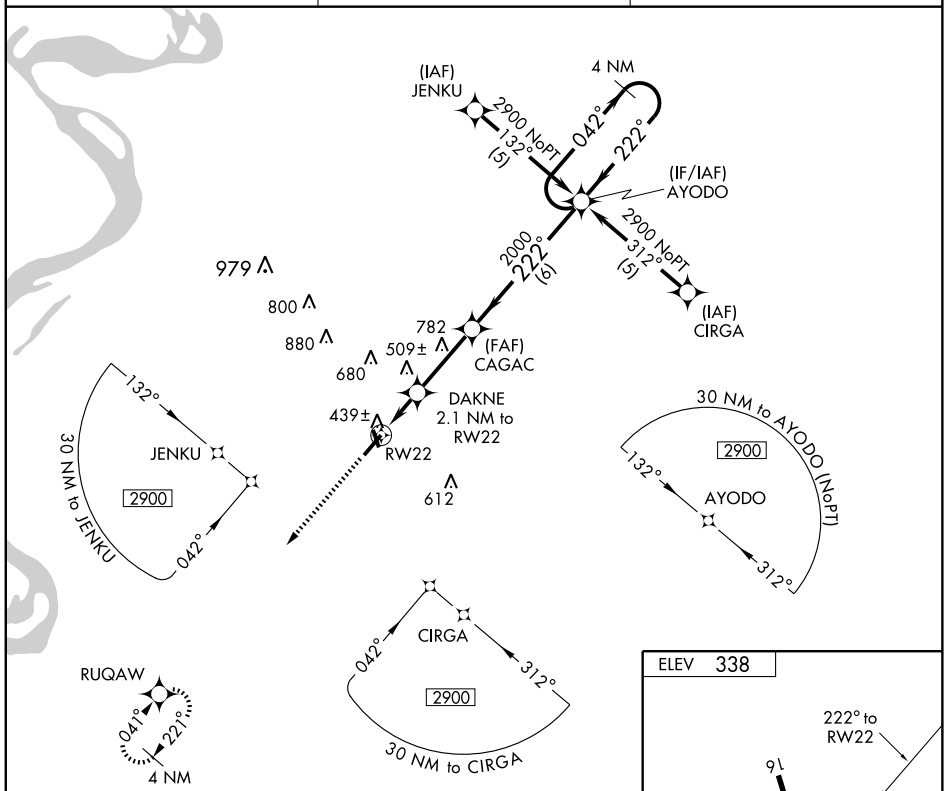
RNAV (GPS) RWY 22

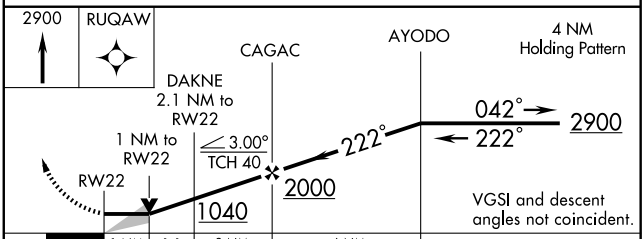
DYERSBURG RGNL (DYR)

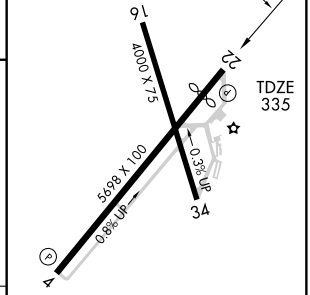
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	700-1 365 (400-1)			700-1¼ 365 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 17 DEC 2009 to 14 JAN 2010

DYERSBURG, TENNESSEE

AL-966 (FAA)

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338

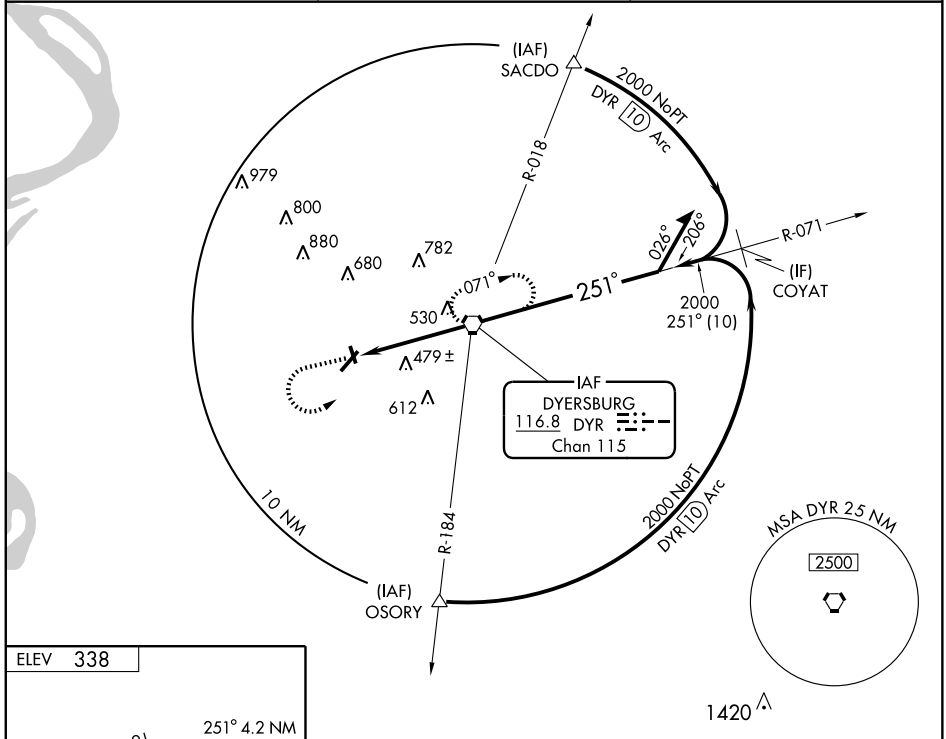
VOR-A

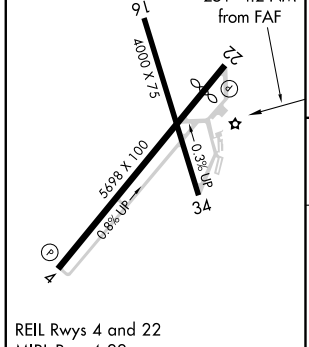
DYERSBURG RGNL (DYR)

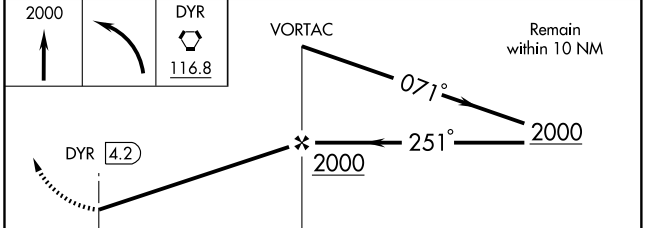
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000, then left turn direct DYR VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC DYR	APP CRS	Rwy Idg	5698
116.8	065°	TDZE	325
Chan 115		Apt Elev	338

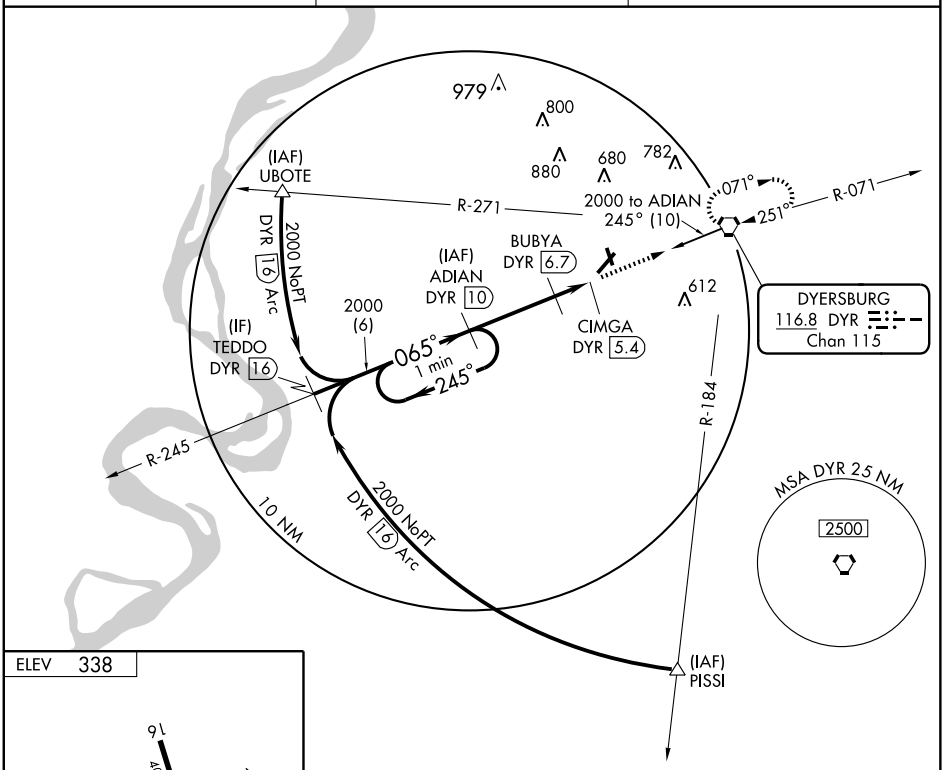
VOR/DME RWY 4

DYERSBURG RGNL (DYR)

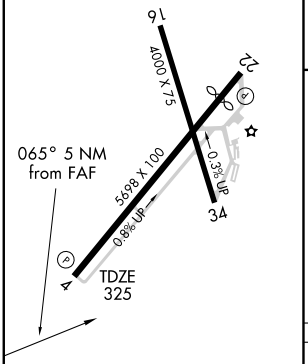
If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

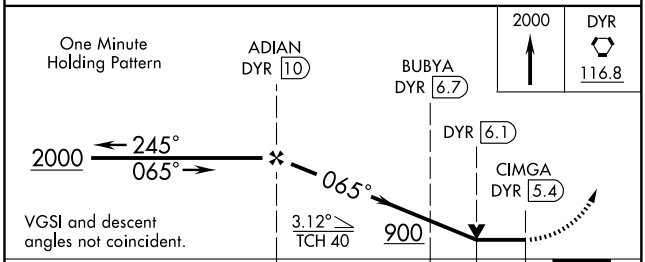
AWOS-3	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)



ELEV 338



MIRL Rwy 4-22
REIL Rwys 4 and 22



CATEGORY	A	B	C	D
S-4	720-1 395 (400-1)			720-1¼ 395 (400-1¼)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

ELIZABETHTON, TENNESSEE

AL-9816 (FAA)

APP CRS	Rwy Idg	4432
064°	TDZE	1555
	Apt Elev	1593

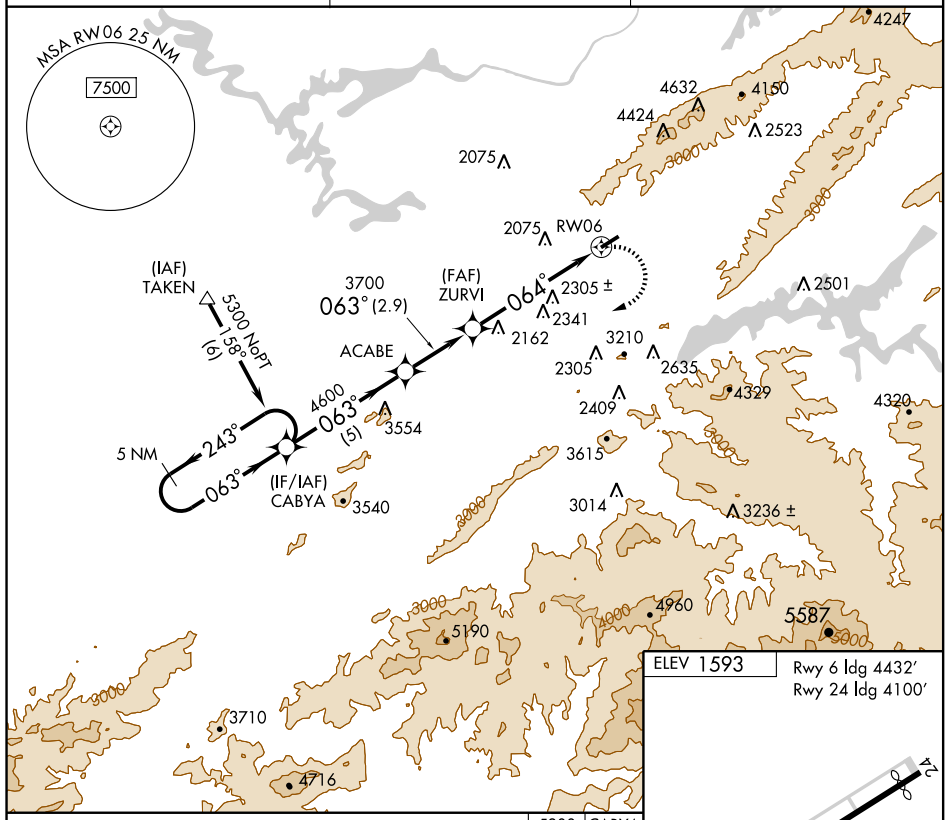
RNAV (GPS) RWY 6

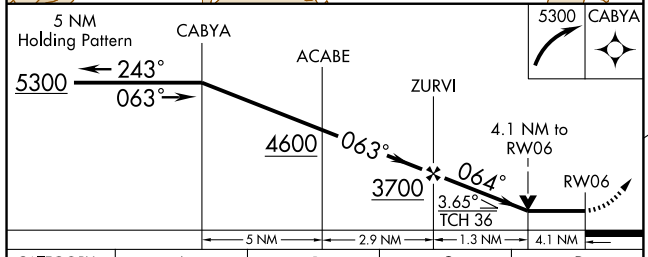
ELIZABETHTON MUNI (ØA9)

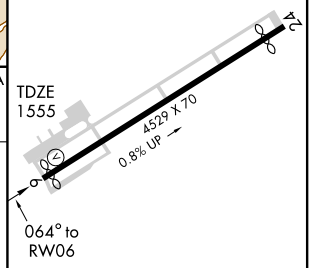
If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting. Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3	TRI CITY APP CON	UNICOM
135.675	134.425 349.0	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

LIRL Rwy 6-24

SE-1. 17 DEC 2009 to 14 JAN 2010

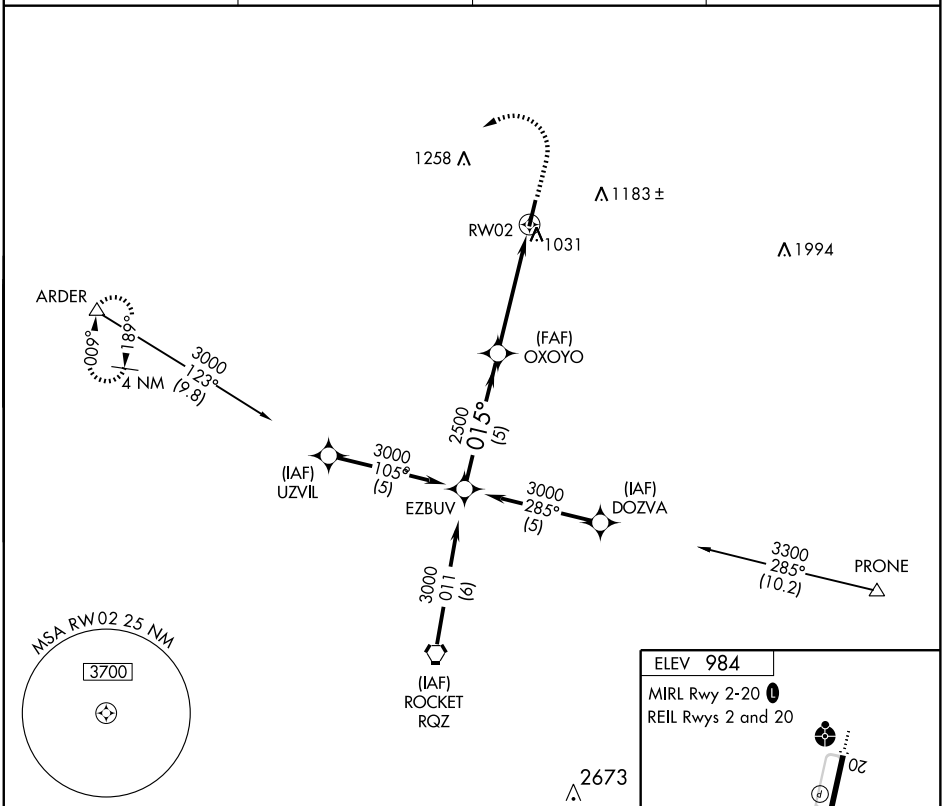
APP CRS	Rwy Idg	5500
015	TDZE	973
	Apt Elev	984

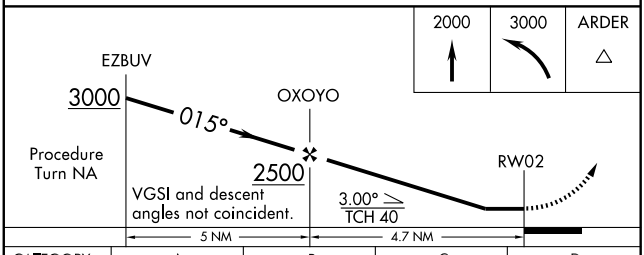
GPS RWY 2
FAYETTEVILLE MUNI (FYM)

NA

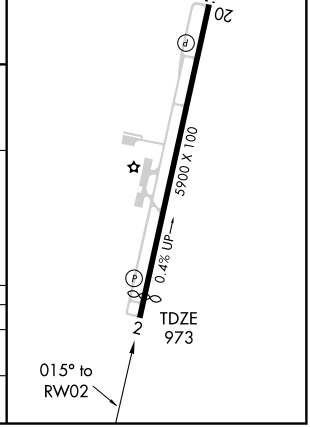
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ARDER WP and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1380-1	407 (400-1)	1380-1¼	407 (400-1¼)
CIRCLING	1440-1 456 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

NDB TNY	APP CRS	Rwy Idg	5900
358	195°	TDZE	984
		Apt Elev	984

NDB RWY 20

FAYETTEVILLE MUNI (FYM)

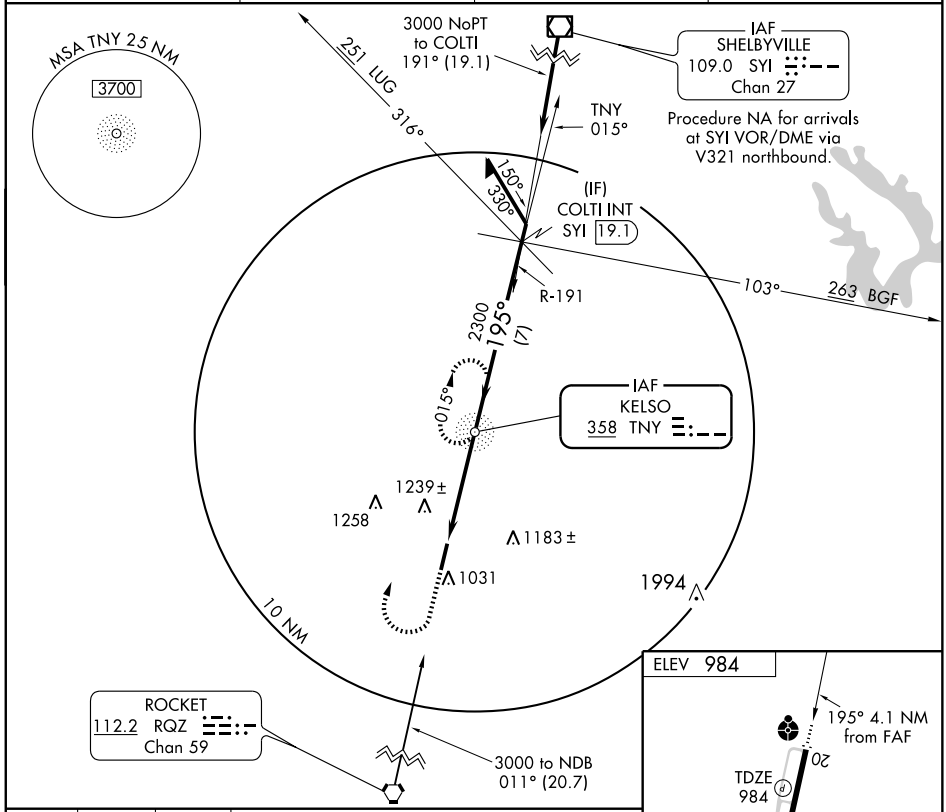
When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet, increase S-20 Cat C and D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile.

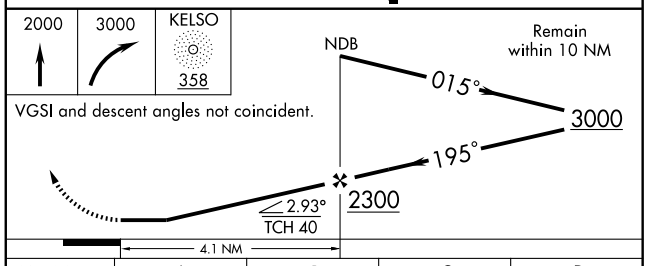
NA

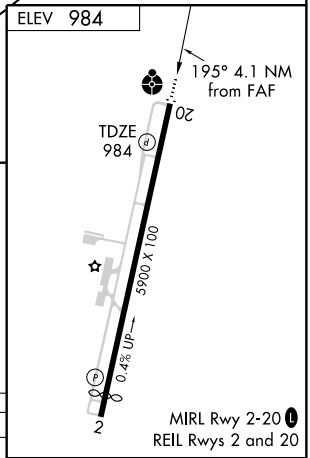
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct KELSO NDB and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-1¾ 556 (600-1¾)
CIRCLING	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5900
195°	TDZE	983
	Apt Elev	984

RNAV (GPS) RWY 20

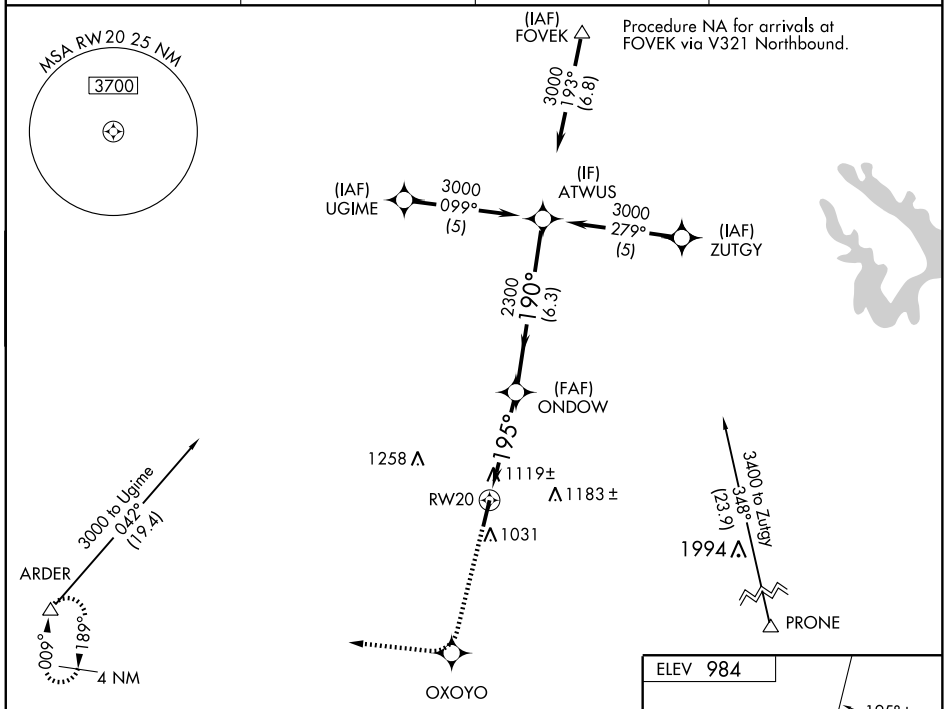
FAYETTEVILLE MUNI (FYM)

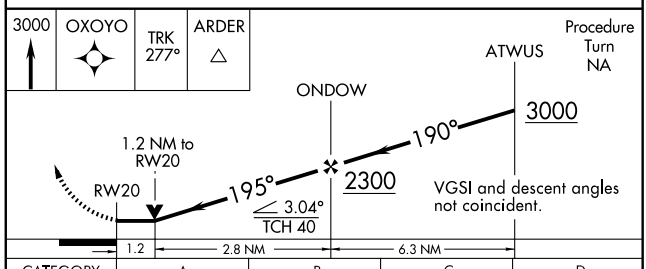
NA — If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Huntsville altimeter setting.

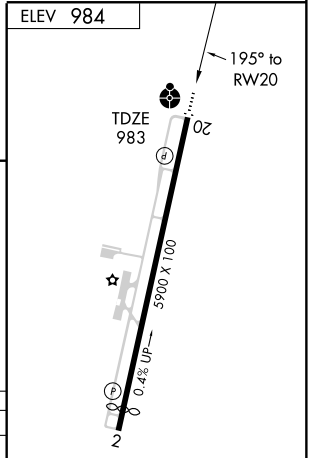
ODALS

MISSED APPROACH: Climb to 3000 direct OXOYO and via 277° track to ARDER and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20

SE-1. 17 DEC 2009 to 14 JAN 2010

SDF FYM 110.5	APP CRS 195°	Rwy Idg 5900 TDZE 983 Apt Elev 984

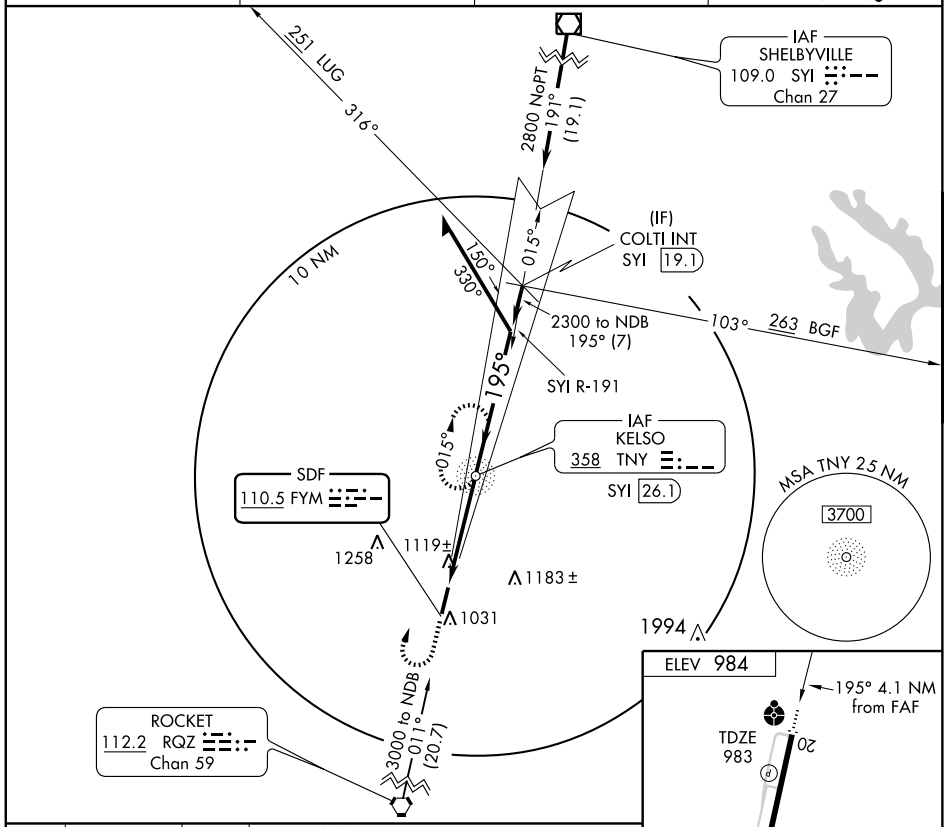
SDF RWY 20
FAYETTEVILLE MUNI (FYM)

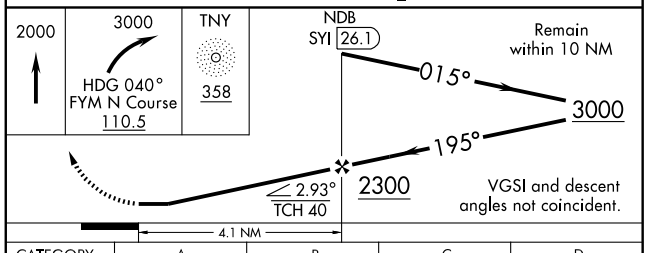
If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.
NA Visibility reduction by helicopters NA.
ADF or DME REQUIRED.

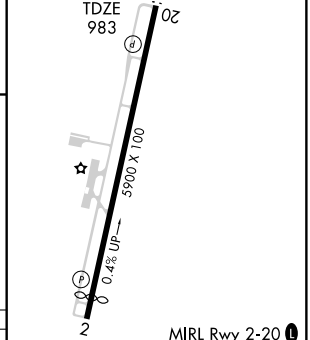
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF North course to KELSO NDB/SYI 26.1 DME and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC RQZ	APP CRS	Rwy Idg	5500
112.2	010°	TDZE	973
Chan 59		Apt Elev	984

VOR/DME RWY 2

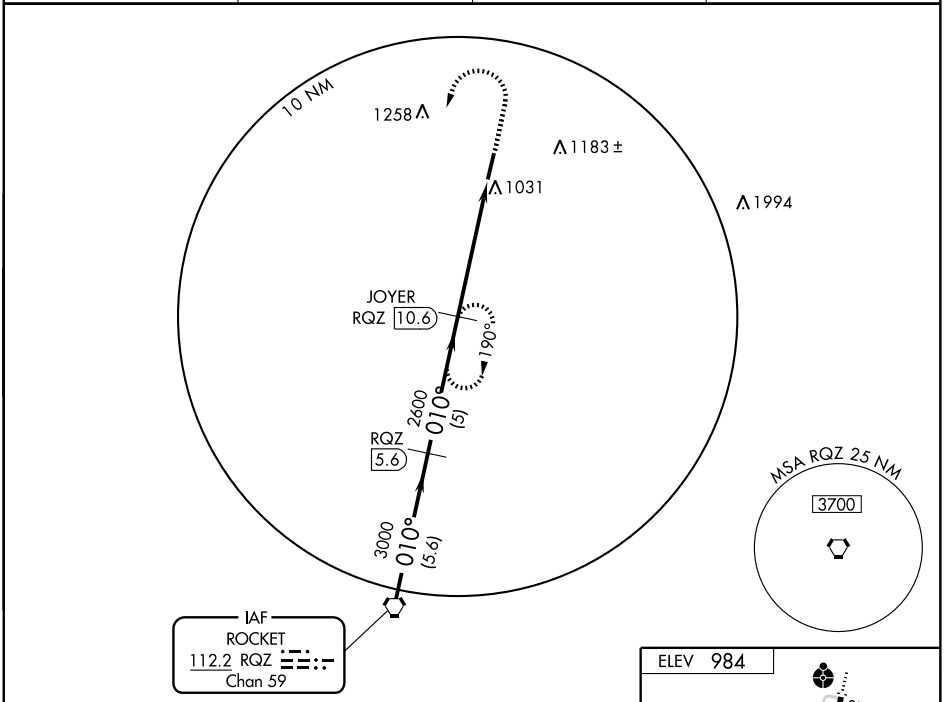
FAYETTEVILLE MUNI (FYM)

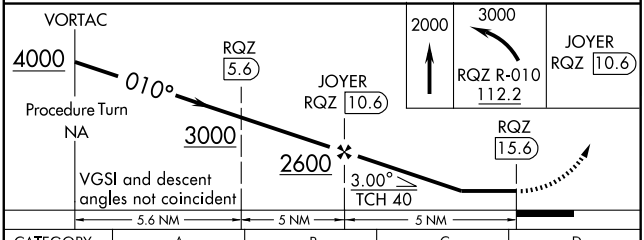
NA

If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.

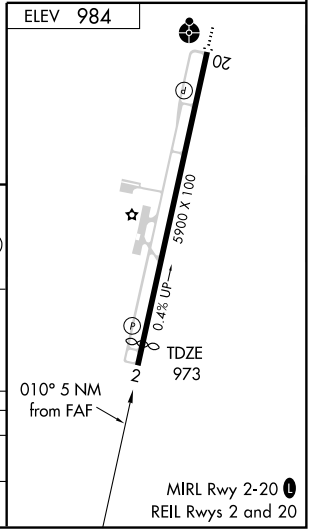
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1400-1 427 (500-1)		1400-1¼ 427 (500-1¼)	1400-1½ 427 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

GALLATIN, TENNESSEE AL-5646 (FAA)

APP CRS	Rwy Idg	5000
173°	TDZE	584
	Apt Elev	584

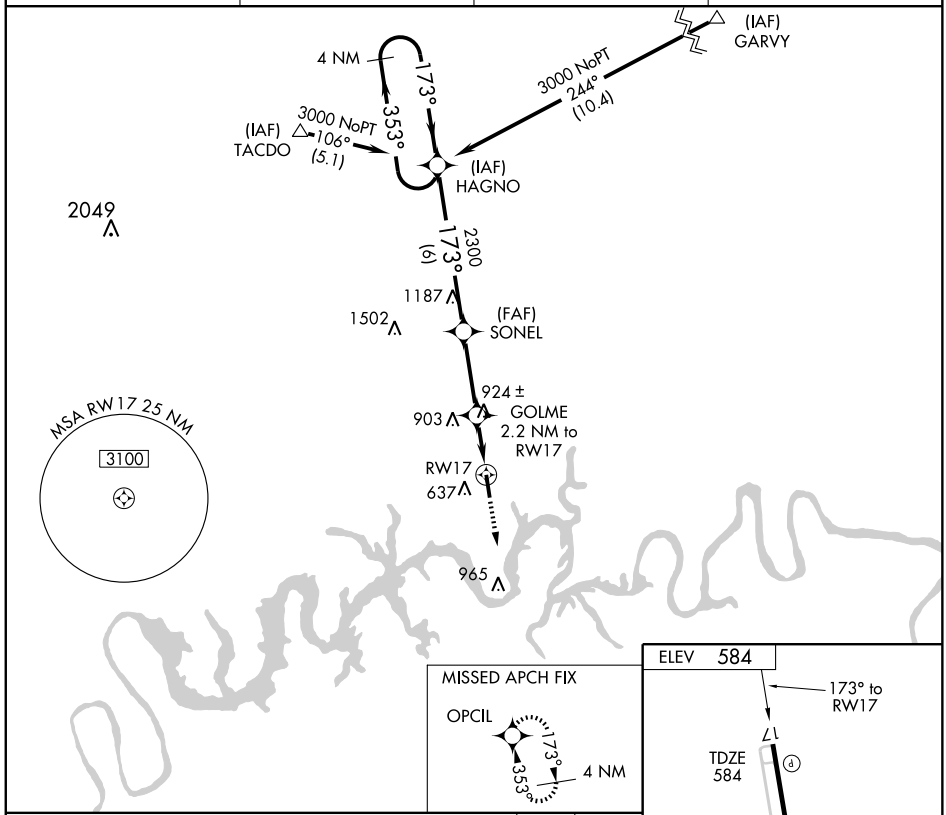
RNAV (GPS) RWY 17

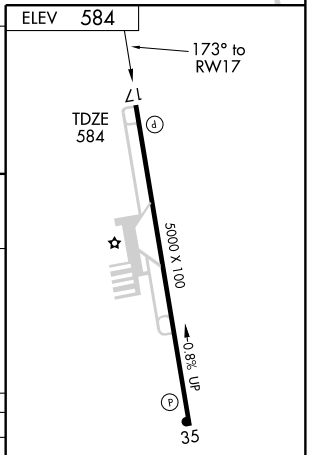
GALLATIN/ SUMNER COUNTY RGNL (M33)

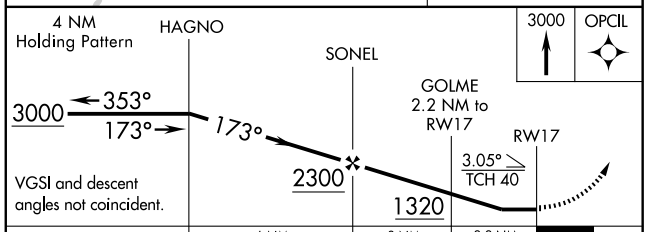
NA — If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OPCIL WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)
CIRCLING	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1. 17 DEC 2009 to 14 JAN 2010

GALLATIN, TENNESSEE AL-5646 (FAA)

APP CRS	Rwy Idg	5000
353°	TDZE	565
	Apt Elev	584

RNAV (GPS) RWY 35

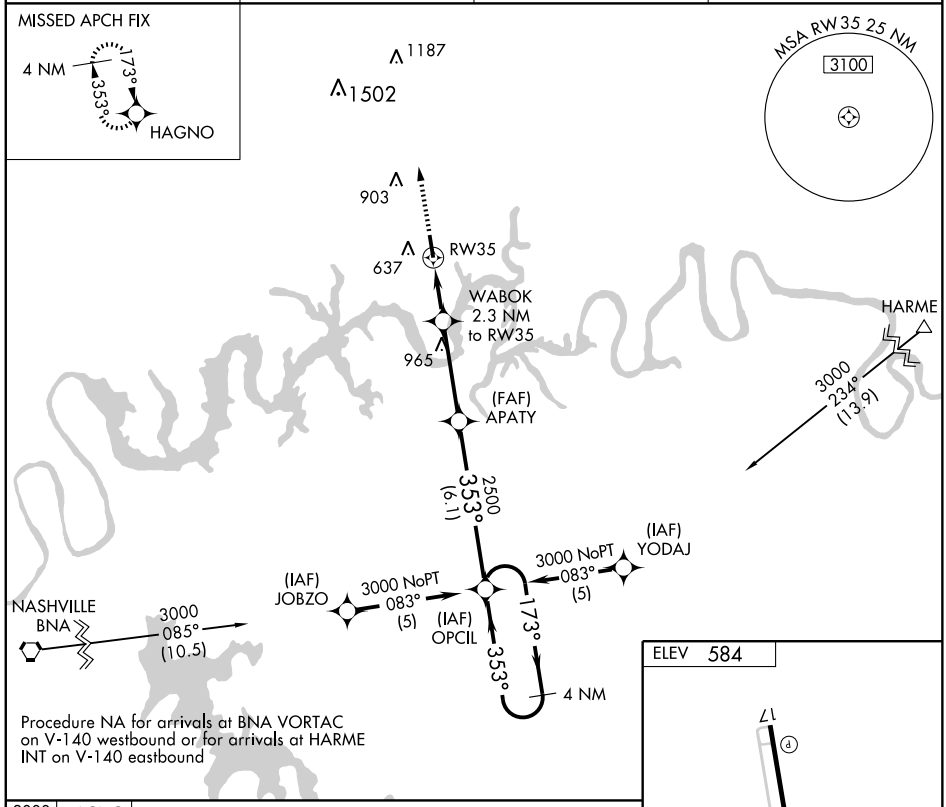
GALLATIN/ SUMNER COUNTY RGNL (M33)

NA — If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

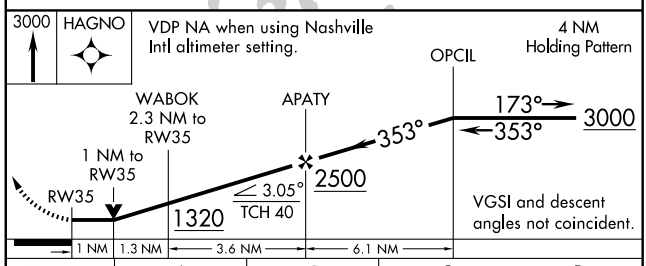
MISSED APPROACH: Climb to 3000 direct HAGNO WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L

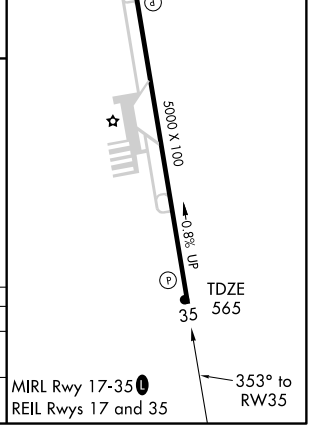
MISSED APCH FIX



Procedure NA for arrivals at BNA VORTAC on V-140 westbound or for arrivals at HARME INT on V-140 eastbound



CATEGORY	A	B	C	D
LNAV MDA	940-1 375 (400-1)			940-1¼ 375 (400-1¼)
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	1240-2 656 (700-2)



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BNA	APP CRS	Rwy Idg	N/A
114.1	045°	TDZE	N/A
Chan 88		Apt Elev	584

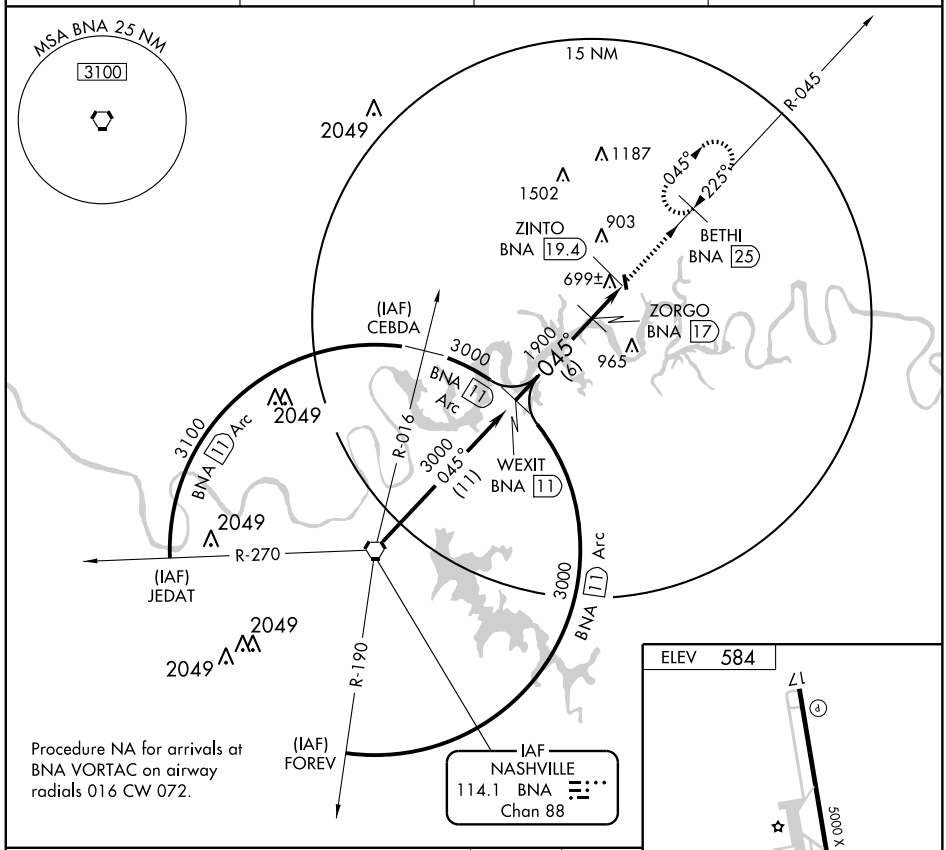
VOR/DME-A

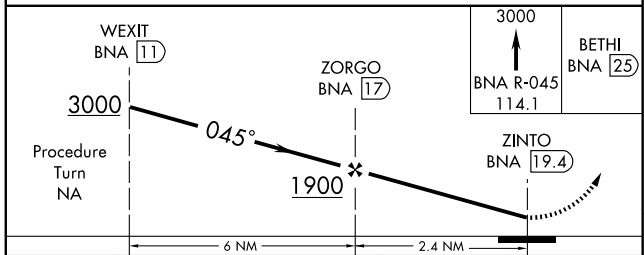
GALLATIN/ SUMNER COUNTY RGNL (M33)

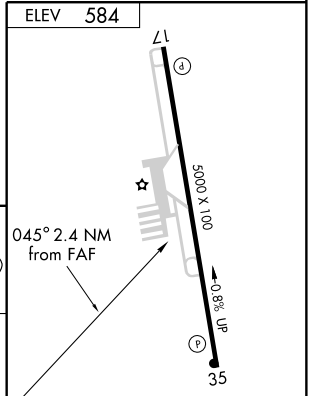
▼ NA If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via BNA VORTAC 045° radial to BETHI/ 25 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	1240-2 656 (700-2)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

LOC I-GCY	APP CRS	Rwy Idg	6302
108.5	051°	TDZE	1604
		Apt Elev	1608

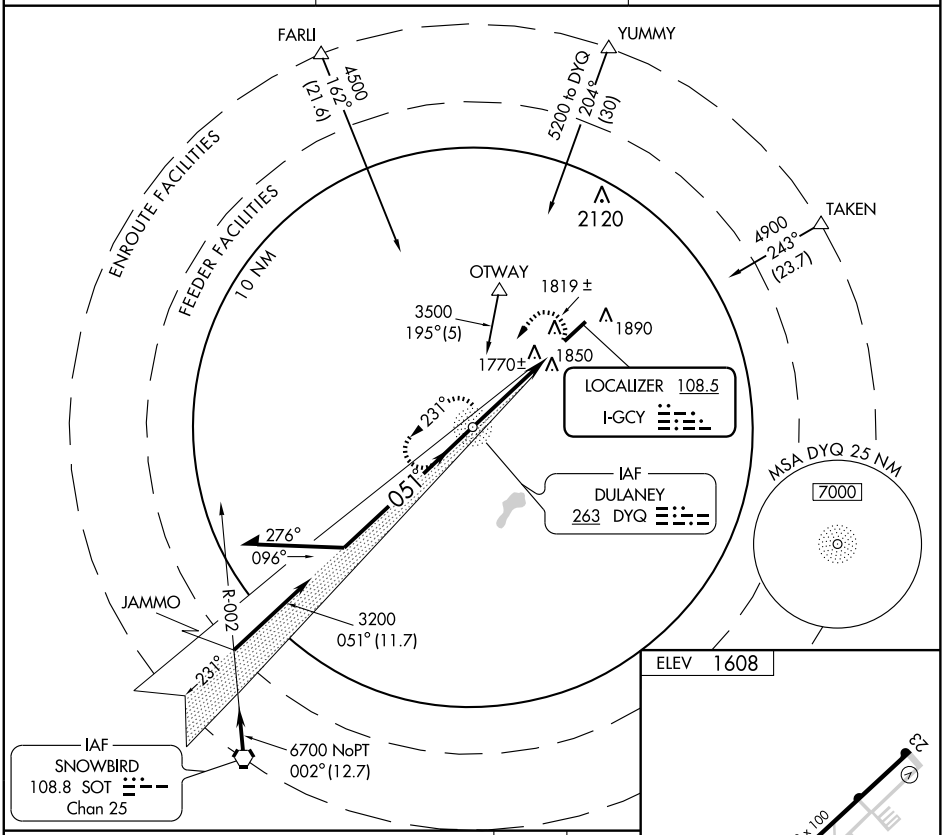
LOC RWY 5

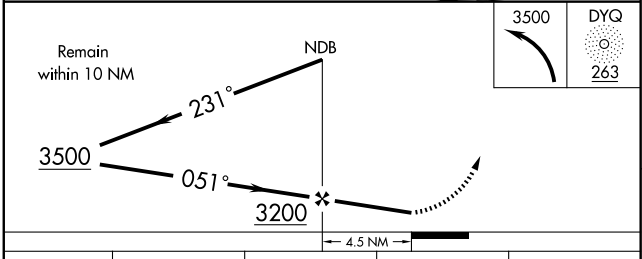
GREENEVILLE-GREENE COUNTY MUNI (GCY)

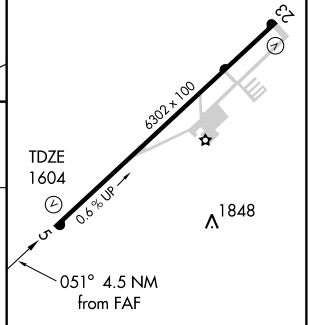
NA — If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet. ADF REQUIRED

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	119.25 317.5	122.7 (CTAF)







MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-5	2020-1	416 (500-1)	2020-1¼	416 (500-1¼)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 17 DEC 2009 to 14 JAN 2010

NDB DYQ	APP CRS	Rwy Idg	6302
263	051°	TDZE	1604
		Apt Elev	1608

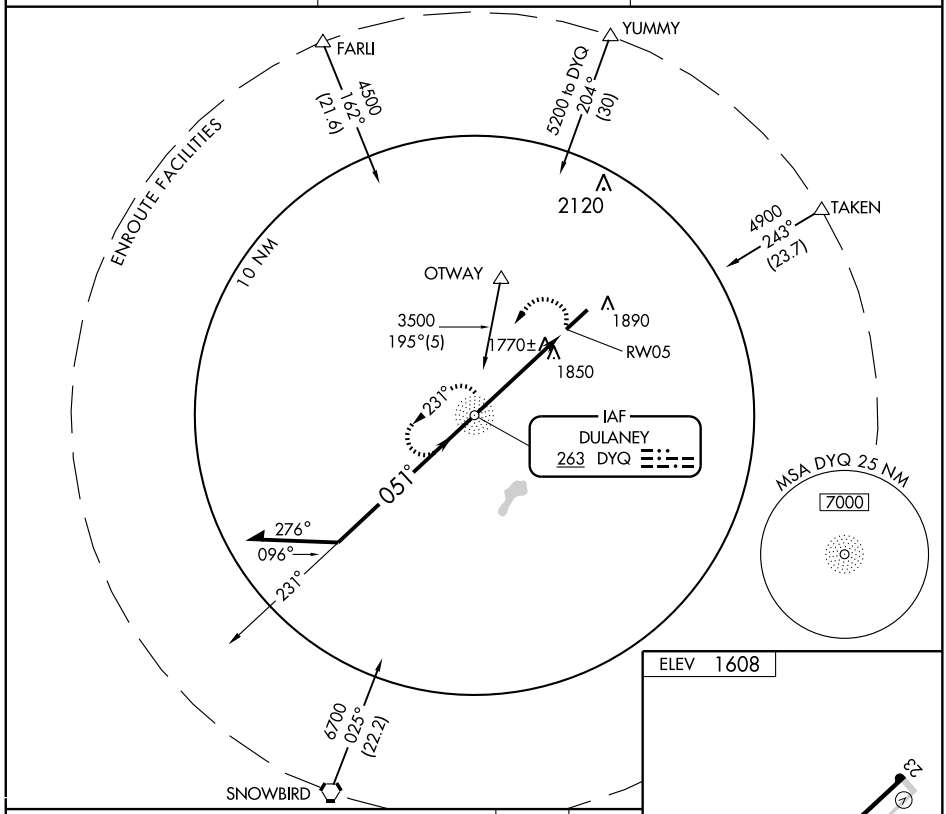
NDB or GPS RWY 5

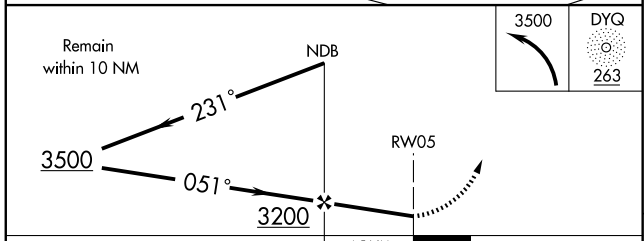
GREENEVILLE-GREENE COUNTY MUNI (GCY)

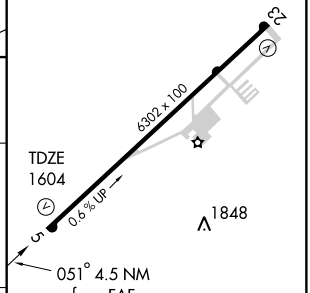
If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	119.25 317.5	122.7 (CTAF)







CATEGORY	A	B	C	D
S-5	2160-1	556 (600-1)	2160-1½ 556 (600-1½)	2160-1¾ 556 (600-1¾)
CIRCLING	2260-1	652 (700-1)	2260-1¾ 652 (700-1¾)	2260-2 652 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB JHG 257	APP CRS 019°	Rwy Idg 4000 TDZE 966 Apt Elev 972

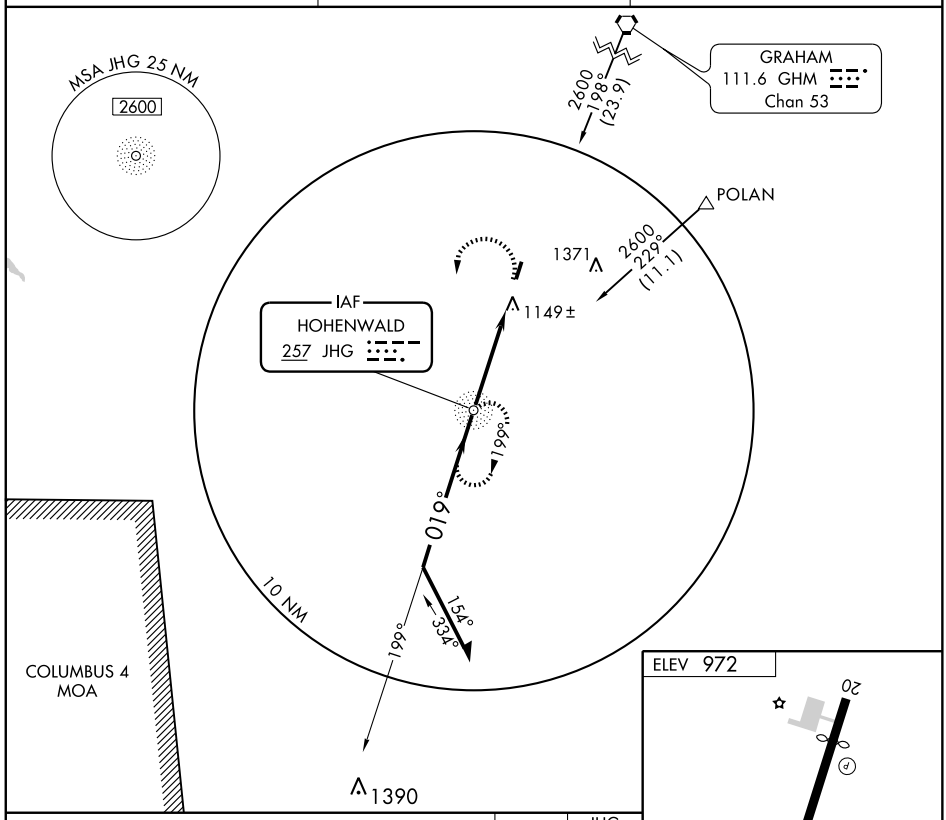
NDB RWY 2

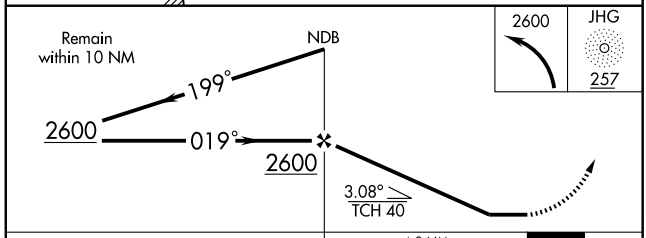
HOHENWALD/JOHN A BAKER FIELD (0M3)

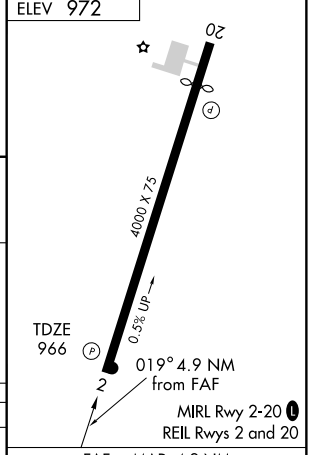
⚠ NA Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct JHG NDB and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1	548 (600-1)	1520-1½ 548 (600-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	4000
019°	TDZE	966
	Apt Elev	972

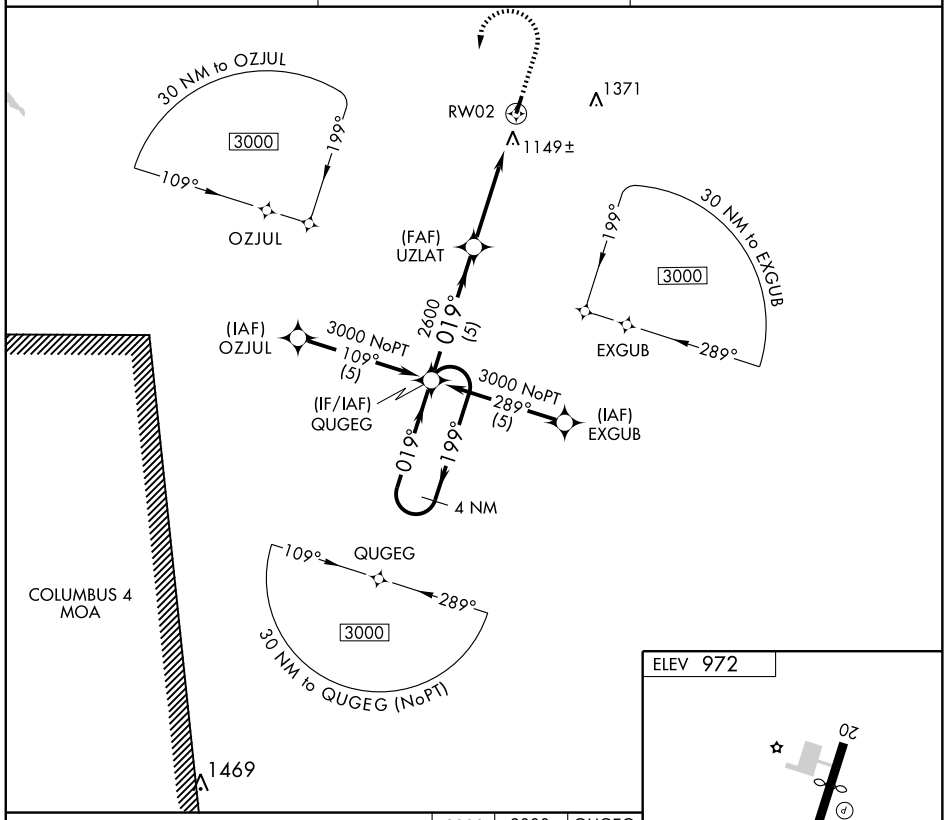
RNAV (GPS) RWY 2

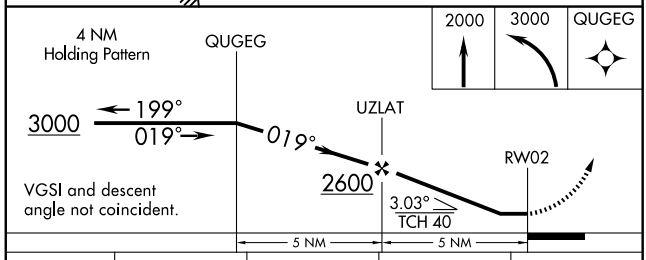
HOHENWALD/ JOHN A. BAKER FIELD (0M3)

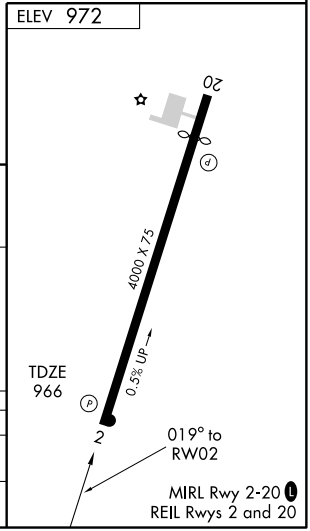
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV	1480-1 514 (600-1)		1480-1½ 514 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)		1520-1½ 548 (600-1½)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC DYR 116.8 Chan 115	APP CRS 118°	Rwy Idg N/A TDZE N/A Apt Elev 421

VOR/DME-A

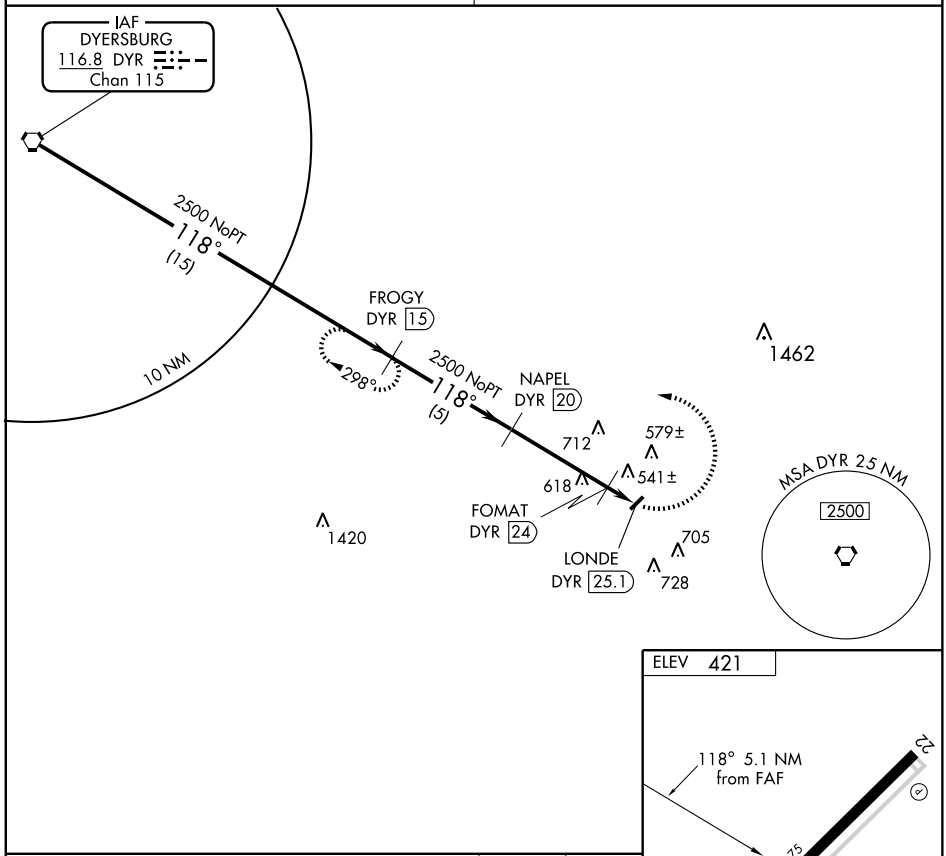
HUMBOLDT MUNI (M53)

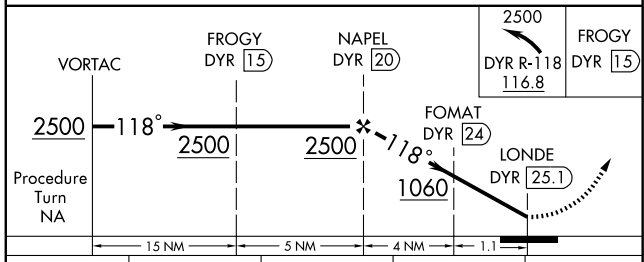
▼ NA

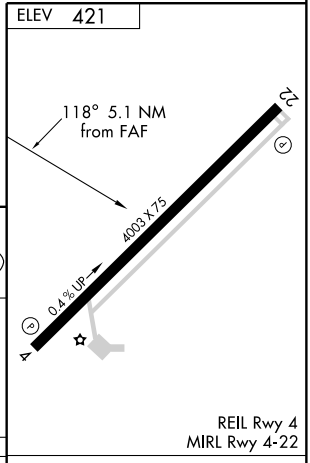
Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via DYR R-118 to FROGY 15 DME and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5507
192°	TDZE	496
	Apt Elev	496

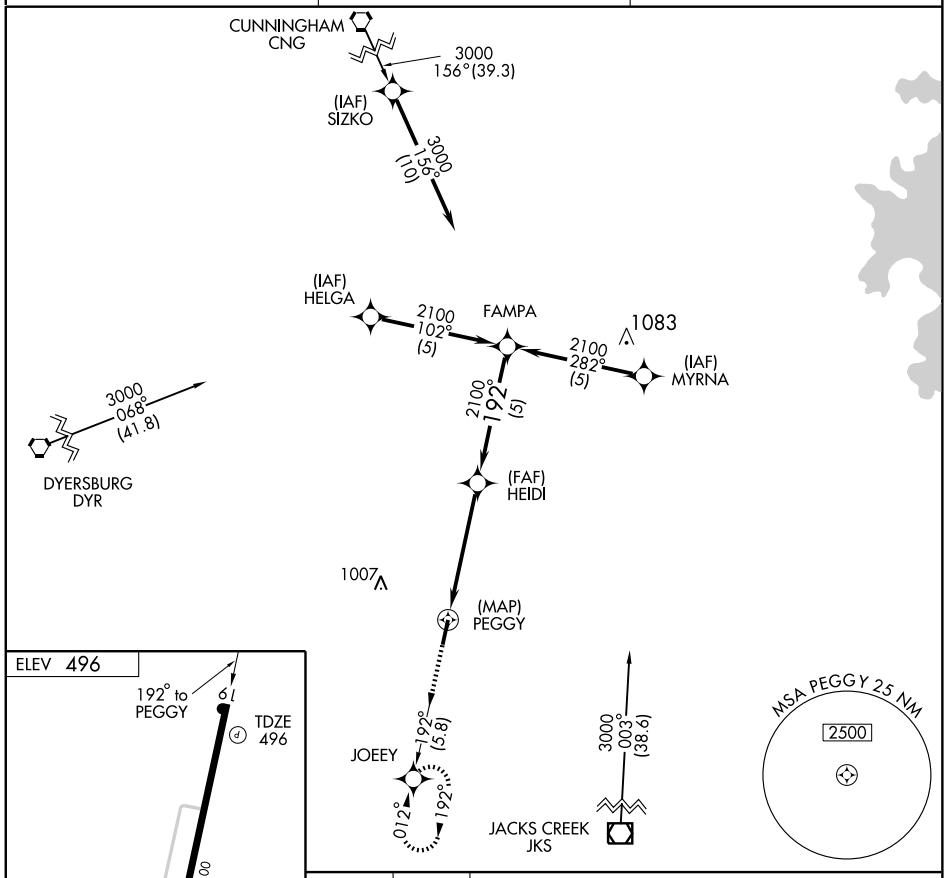
GPS RWY 19

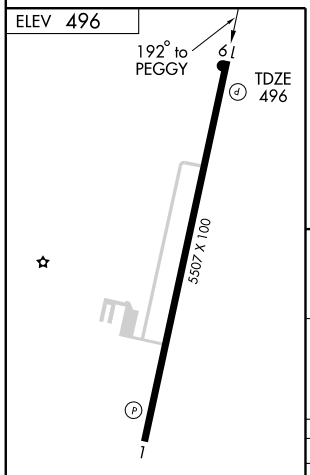
HUNTINGDON/CARROLL COUNTY (HZD)

▼ NA — If local altimeter setting not received, use Jackson, TN altimeter setting and increase all MDAs 100 feet.

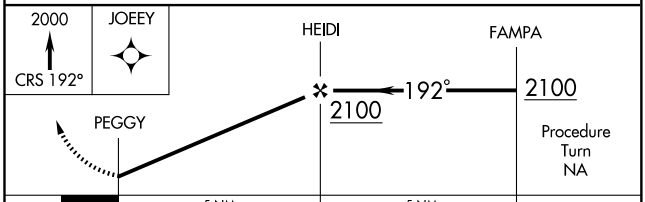
MISSED APPROACH: Climb to 2000 via 192° course to JOEEY WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
S-19	1000-1	504 (600-1)	1000-1½	504 (600-1½)
CIRCLING	1000-1	504 (600-1)	1000-1½ 504 (600-1½)	1060-2 564 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB HZD	APP CRS		
217	007°	Rwy Idg	5507
		TDZE	493
		Apt Elev	496

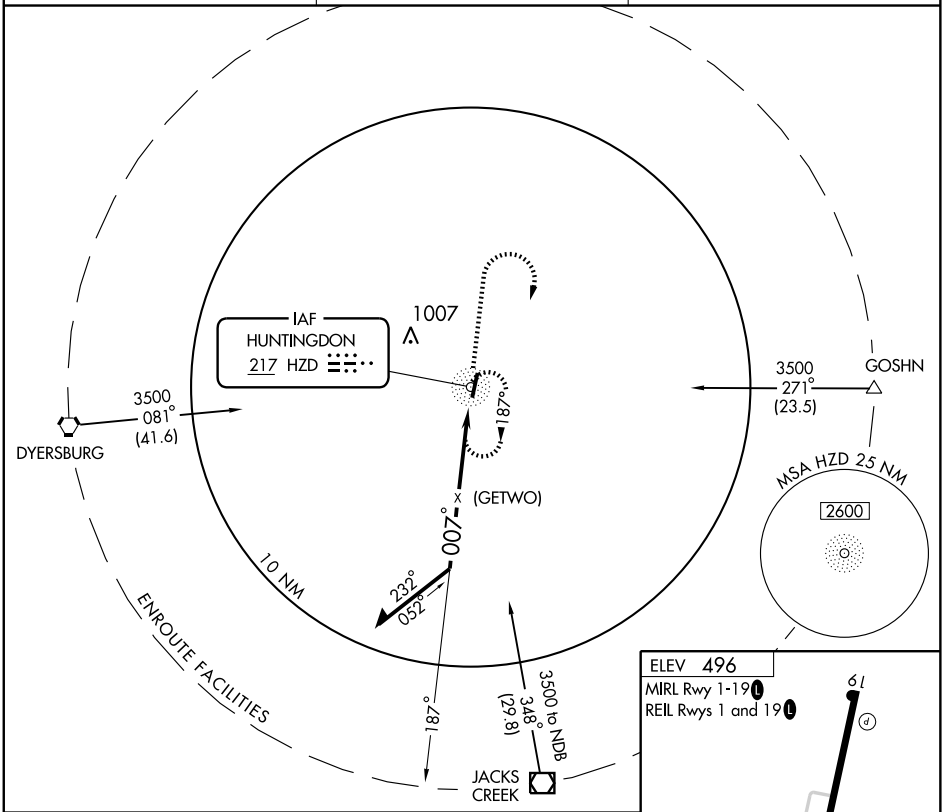
NDB or GPS RWY 1

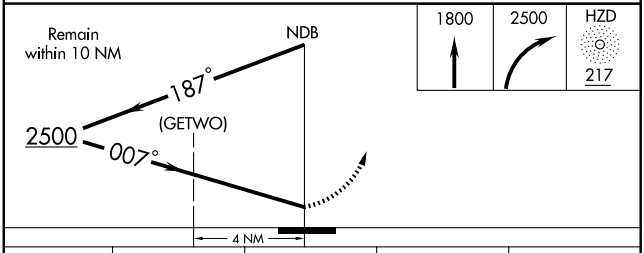
HUNTINGDON/CARROLL COUNTY (HZD)

NA — If local altimeter setting not received, use Jackson altimeter setting and increase all MDA's 100 feet.

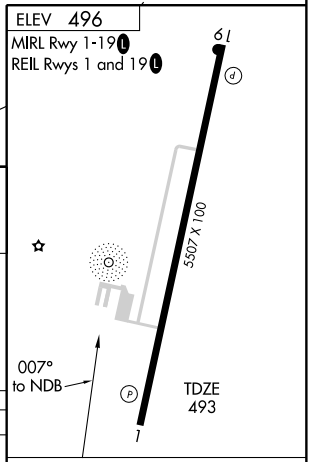
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L





1800	2500	HZD
		217



CATEGORY	A	B	C	D
S-1	1200-1	707 (800-1)	1200-2 707 (800-2)	1200-2¼ 707 (800-2¼)
CIRCLING	1200-1	704 (800-1)	1200-2 704 (800-2)	1200-2¼ 704 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
242°	Rwy Idg	4000
	TDZE	1180
	Apt Elev	1180

RNAV (GPS) RWY 23

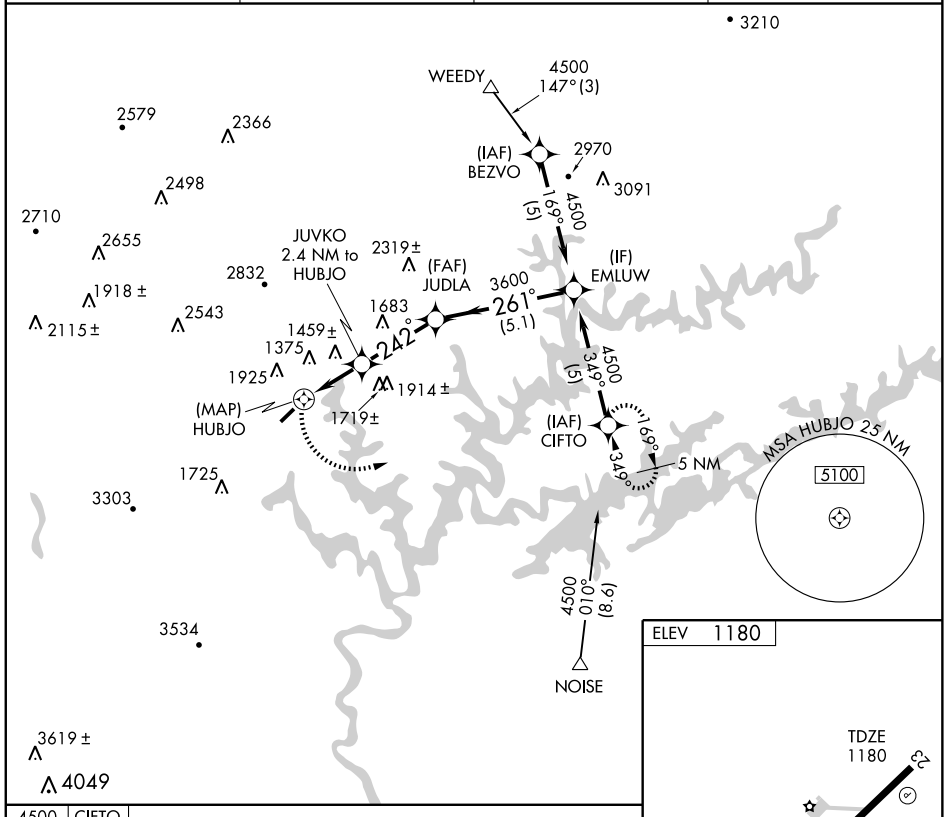
JACKSBORO/CAMPBELL COUNTY (JAU)

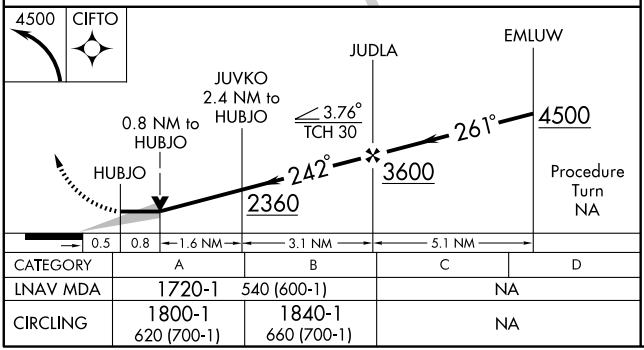
DME/DME RNP-0.3 NA. Circling NA at night.
VDP NA when using McGhee-Tyson altimeter setting.
If local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDAs 120 feet.
Circling NA Northwest of Rwys 5 and 23.

NA

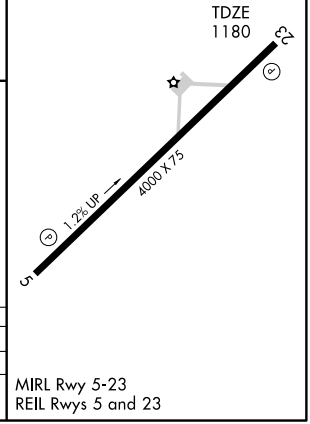
MISSED APPROACH: Climbing left turn to 4500 direct CIFTO and hold, continue climb-in-hold to 4500.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
124.975	133.6 254.3	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1720-1	540 (600-1)	NA	
CIRCLING	1800-1 620 (700-1)	1840-1 660 (700-1)	NA	

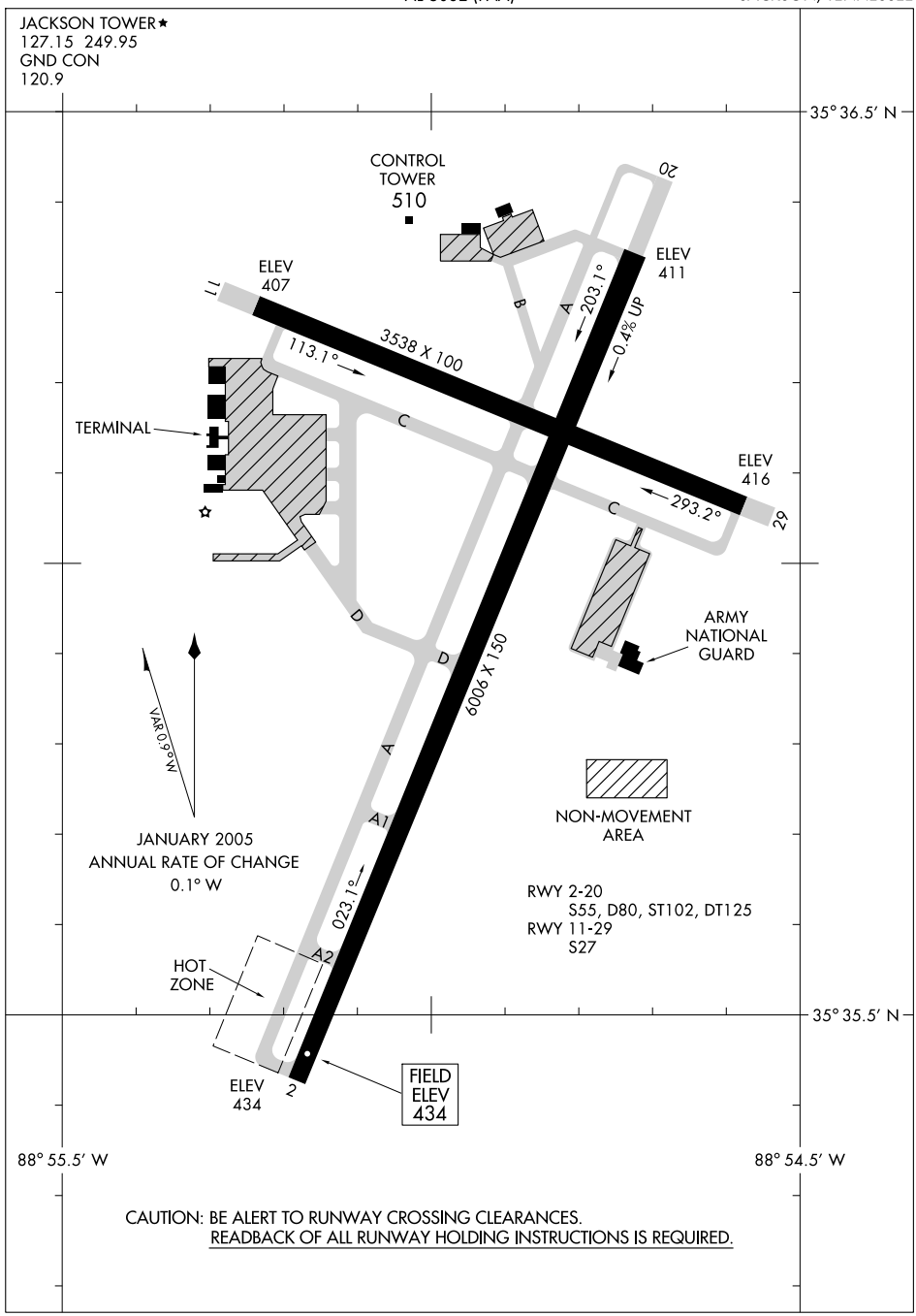


SE-1, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5062 (FAA)

JACKSON/McKELLAR-SIPES RGNL (MKL)
JACKSON, TENNESSEE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-MKL	APP CRS	Rwy Idg	6006
109.1	023°	TDZE	434
		Apt Elev	434

ILS or LOC RWY 2

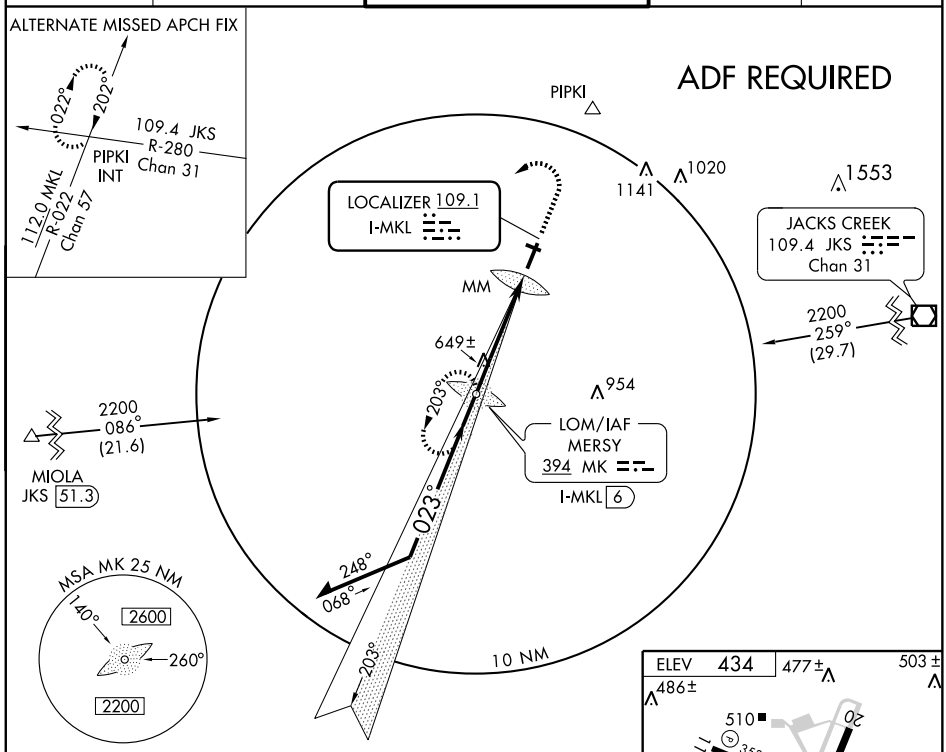
JACKSON/MCKELLAR-SIPES RGNL (MKL)

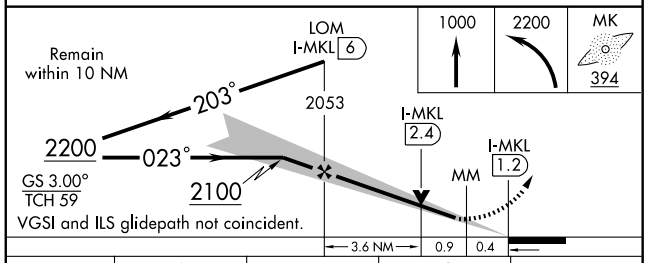
ADF REQUIRED. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat. C and D visibility ¼ mile. When using Dyersburg altimeter setting; for inoperative MALSR, increase S-ILS 2 all Cats. visibility to 1 mile.

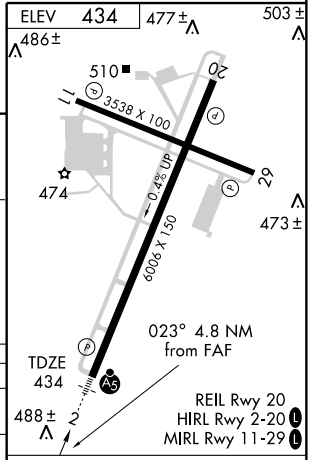
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) 249.95	120.9	122.95







CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6006
CH 93511	023°	TDZE	434
W02A		Apt Elev	434

RNAV (GPS) RWY 2

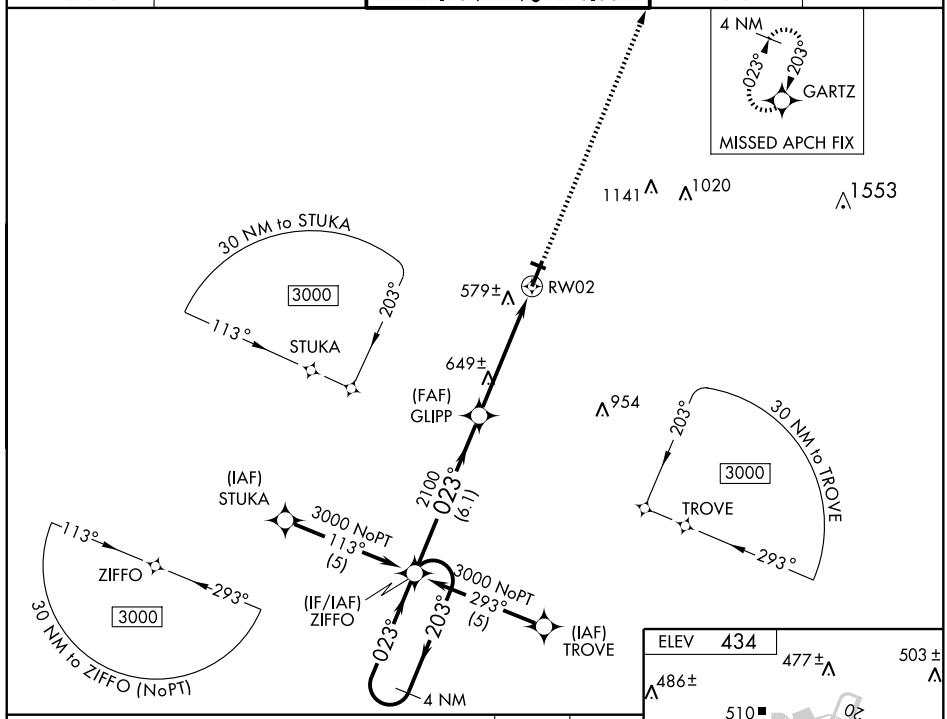
JACKSON/MCKELLAR-SIPES RGNL (MKL)

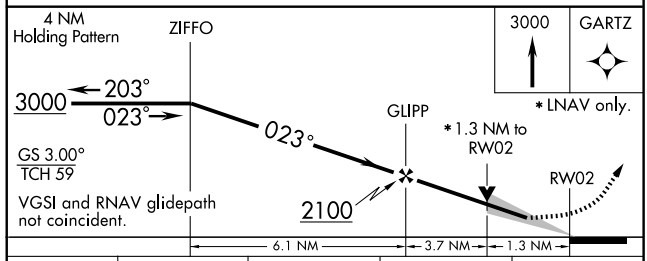
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.

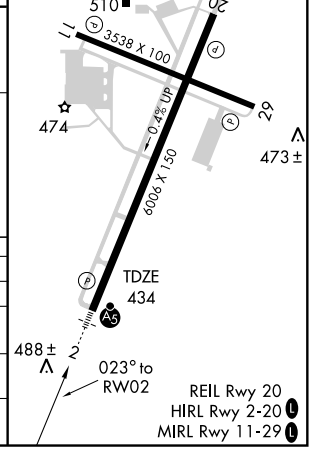
MALSR

MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	634-½ 200 (200-½)			
LNAV/VNAV DA	887-1 453 (500-1)			
LNAV MDA	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 40312 W20A	APP CRS 203°	Rwy Idg 6006 TDZE 418 Apt Elev 434

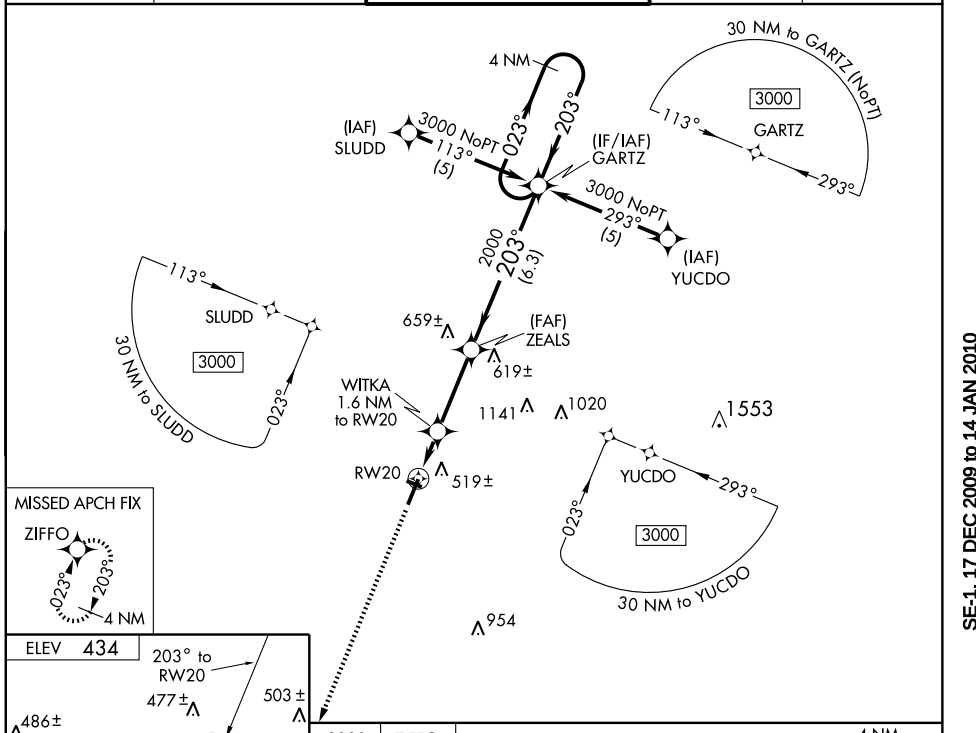
RNAV (GPS) RWY 20

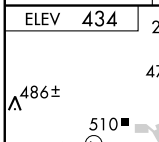
JACKSON/MCKELLAR-SIPES RGNL (MKL)

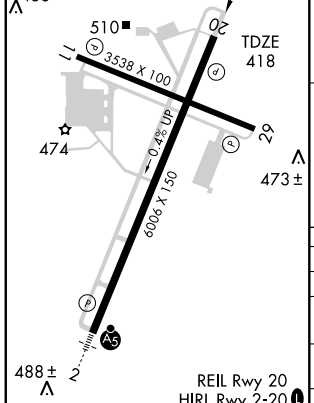
T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat. C and D ¼ mile.

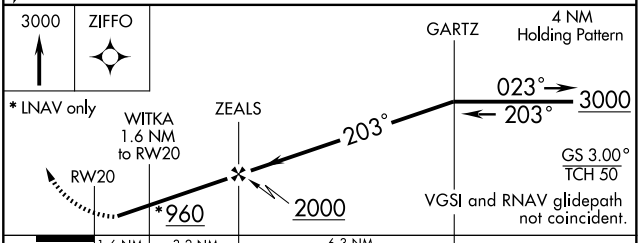
MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95









CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

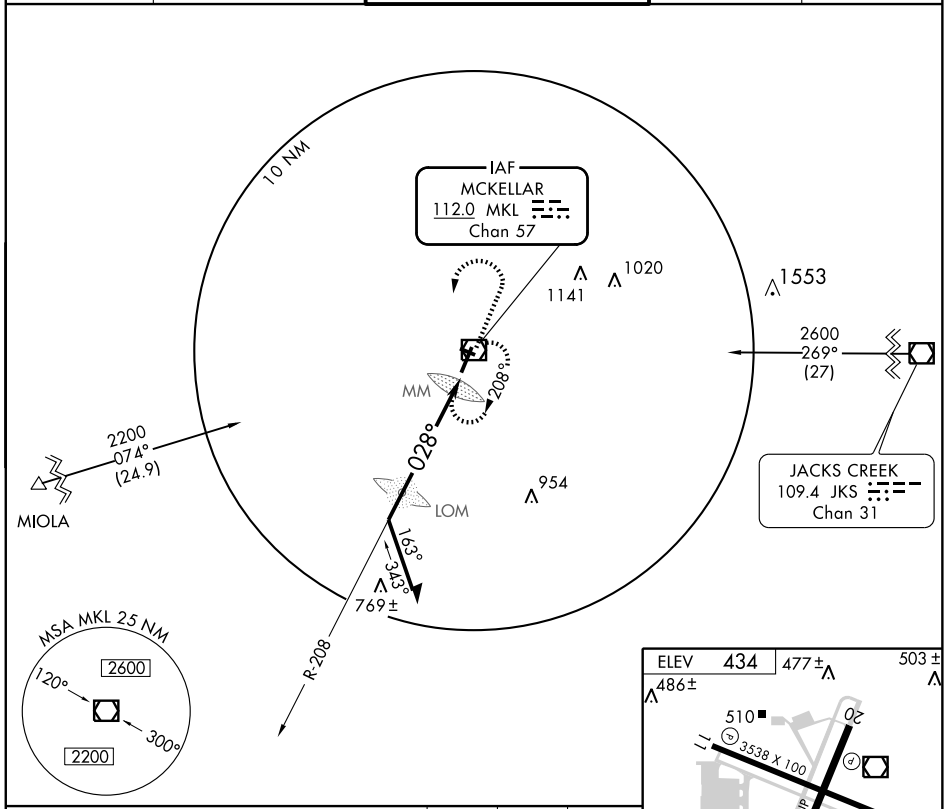
VOR/DME MKL	APP CRS	Rwy Idg	6006
112.0	028°	TDZE	434
Chan 57		Apt Elev	434

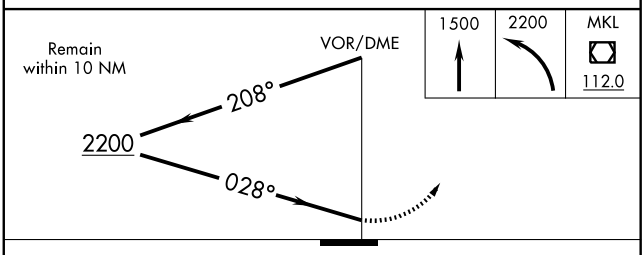
When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDA 100 feet; increase S-2 Cat. B visibility ¼ mile, and Cat. C and D visibility ½ mile.

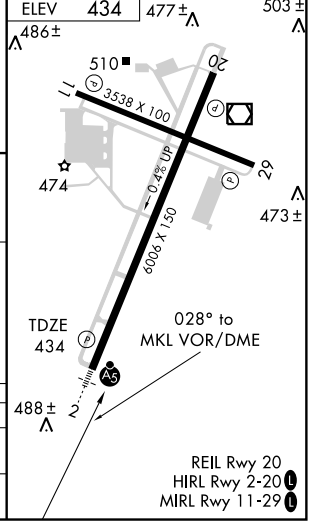
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







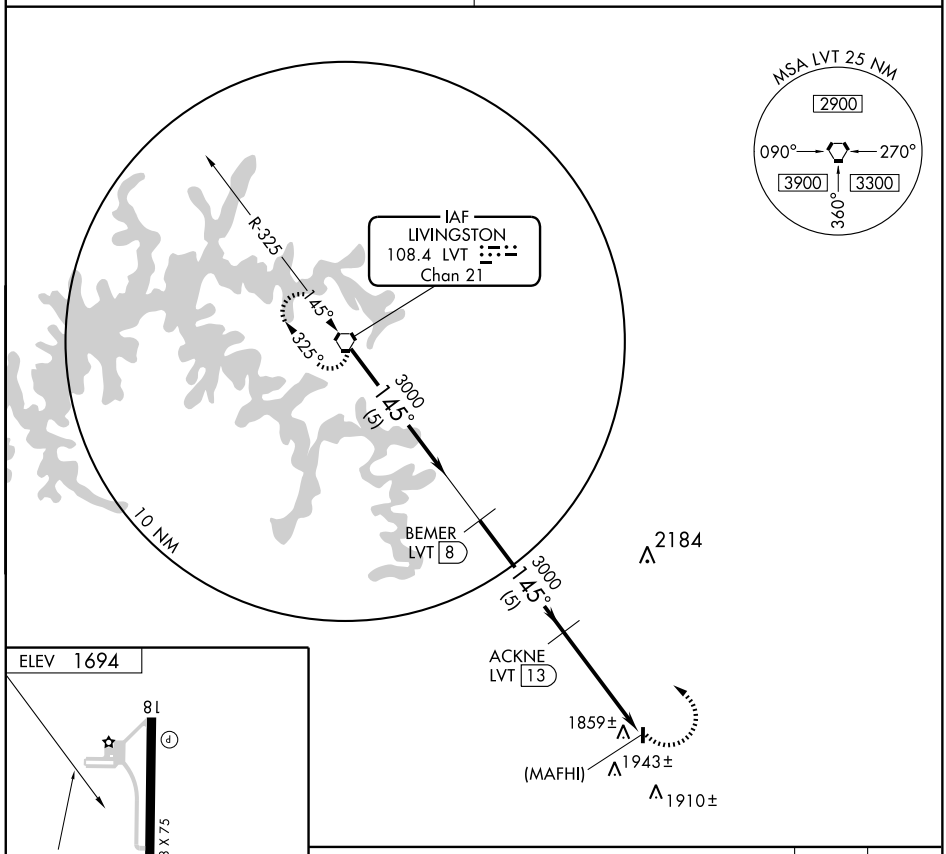
CATEGORY	A	B	C	D
S-2	1080-½	646 (700-½)	1080-1¼ 646 (700-1¼)	1080-1½ 646 (700-1½)
CIRCLING	1080-1	646 (700-1)	1080-1¾ 646 (700-1¾)	1080-2 646 (700-2)

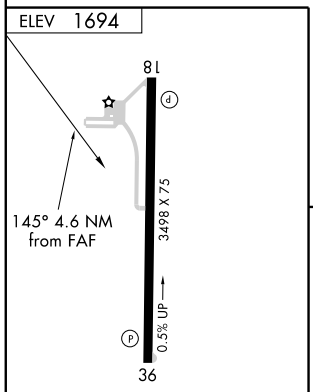
SE-1. 17 DEC 2009 to 14 JAN 2010

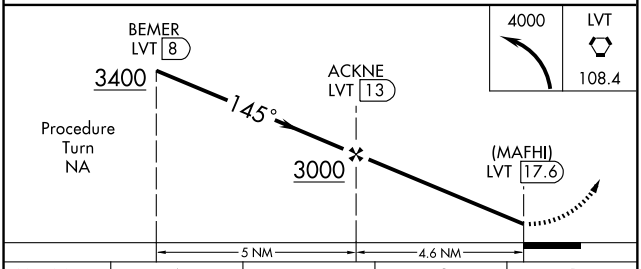
VORTAC LVT	APP CRS	Rwy Idg	N/A
108.4	145°	TDZE	N/A
Chan 21		Apt Elev	1694

VOR/DME or GPS-A
JAMESTOWN MUNI (2A1)

Obtain local altimeter setting on UNICOM 122.8; when not available, procedure not authorized.	MISSED APPROACH: Climbing left turn to 4000 direct to LVT VORTAC and hold.
INDIANAPOLIS CENTER **124.625 371.925**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2700-1¼ 1006 (1100-1¼)	2700-1½ 1006 (1100-1½)	2700-3 1006 (1100-3)	NA

HIRL Rwy 18-36 (L)
REIL Rwys 18 and 36 (L)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB APT	APP CRS	Rwy Idg	3500
382	047°	TDZE	641
		Apt Elev	641

NDB RWY 4

JASPER/ MARION COUNTY-BROWN FIELD (APT)

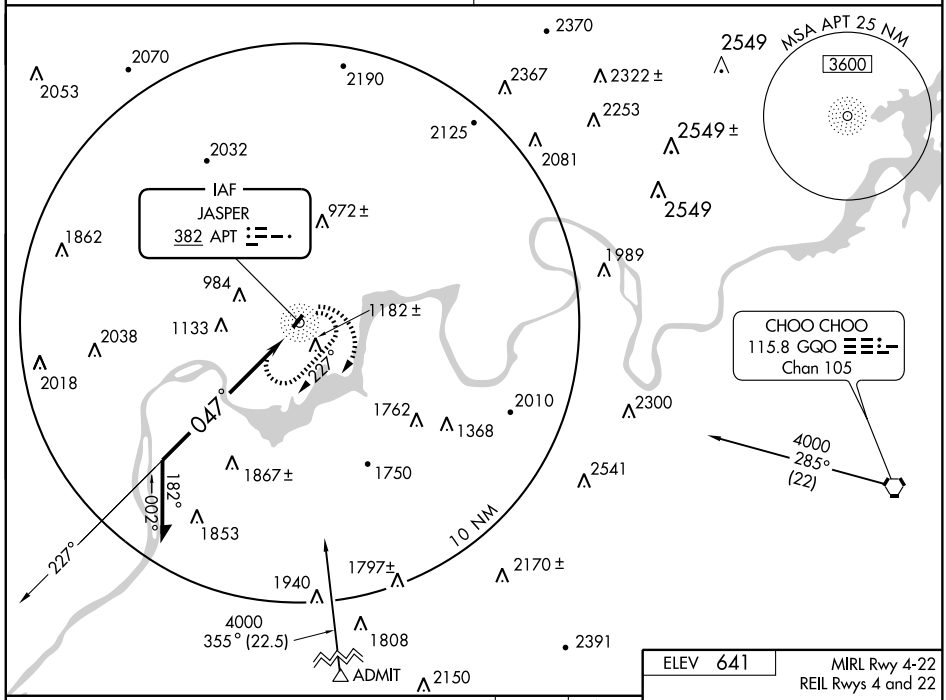
Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting.

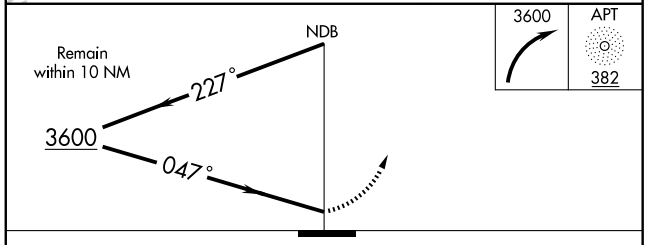
NA

MISSED APPROACH: Climbing right turn to 3600 in APT NDB holding pattern.

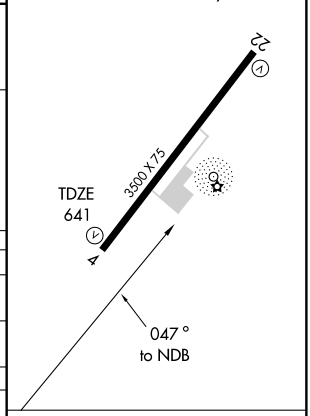
CHATTANOOGA APP CON ★
119.2 323.075

UNICOM
122.8 (CTAF)





CATEGORY	A	B	C	D
S-4	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CIRCLING	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
S-4	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA
CIRCLING	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA



Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3500
025°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 4

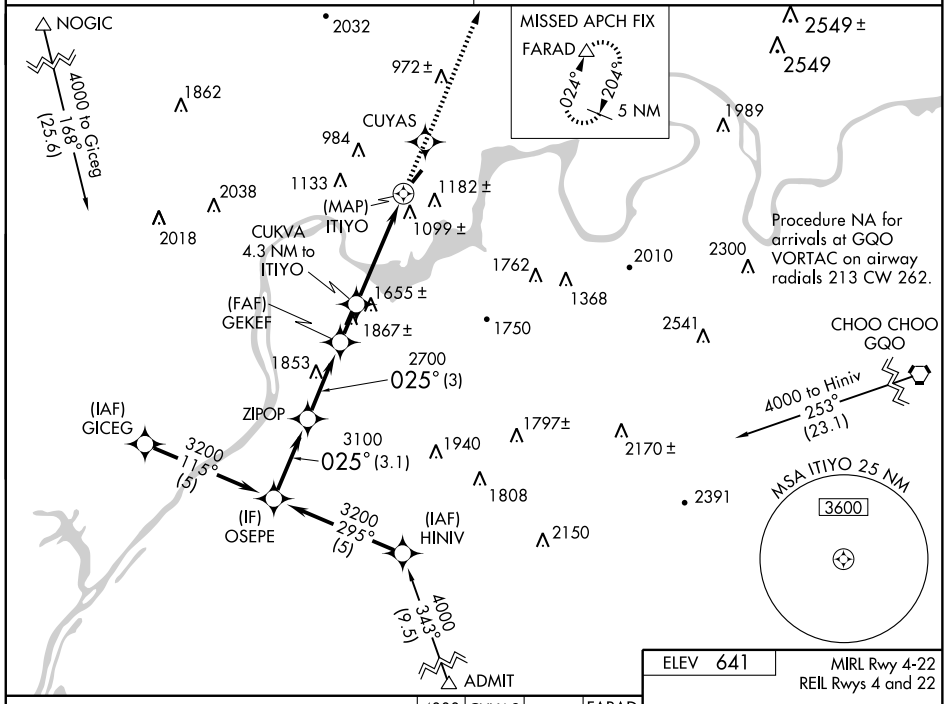
JASPER/ MARION COUNTY-BROWN FIELD (APT)

NA

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting. DME/DME RNP-0.3 NA.

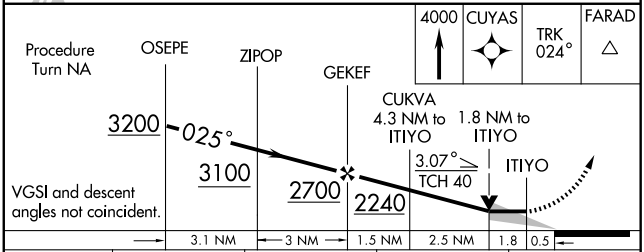
MISSED APPROACH: Climb to 4000 direct CUYAS and via 024° track to FARAD and hold.

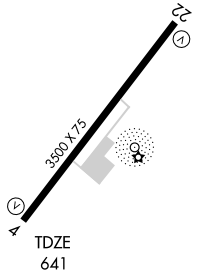
CHATTANOOGA APP CON ★	UNICOM
119.2 323.075	122.8 (CTAF)



ELEV 641

MIRL Rwy 4-22
REIL Rwys 4 and 22





CATEGORY	A	B	C	D
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 899 (900-1¼)		1540-2¾ 899 (900-2¾)	NA
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-DKX	APP CRS	Rwy Idg	3499
111.3	258°	TDZE	833
		Apt Elev	833

LOC RWY 26

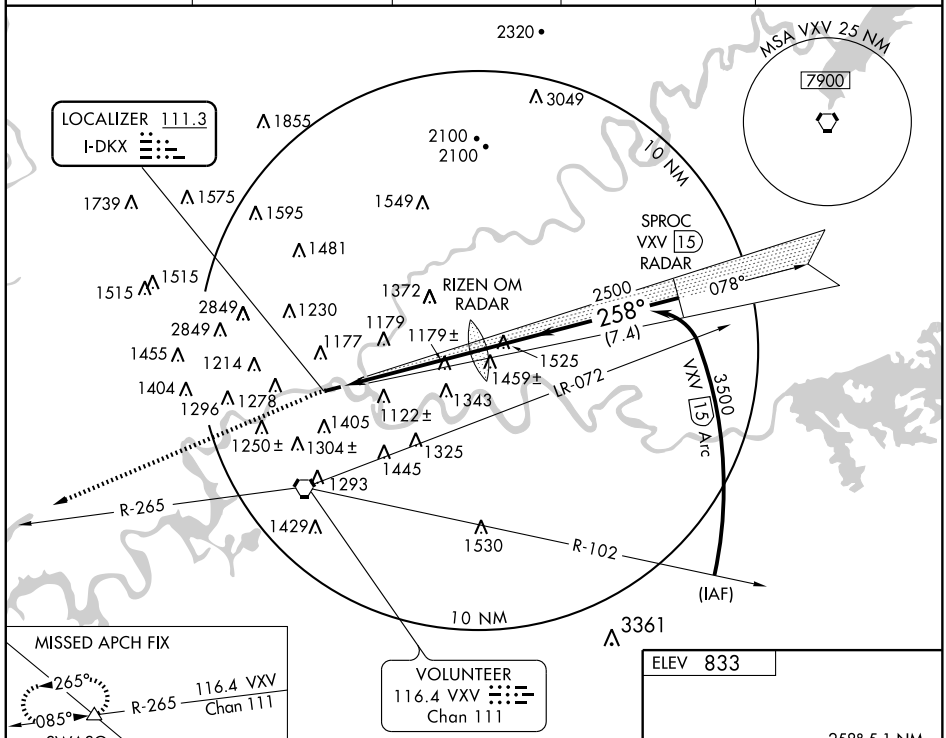
KNOXVILLE DOWNTOWN ISLAND (DKX)

DME or RADAR REQUIRED.
If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 4000 via heading 250° and VXV R-265 to SWASO INT and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L



CATEGORY	A	B	C	D
S-26	1500-1 667 (700-1)		1500-1¾ 667 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy Idg 3499 TDZE N/A Apt Elev 833

VOR/DME or GPS-B

KNOXVILLE DOWNTOWN ISLAND (DKX)

▼ ▲ NA — If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 4500 via heading 360° and VXV R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 (L)

RADAR REQUIRED

MALIN VXV 20

022° 202° R-019 R-022 VXV R-311

108.8 SOT Chan 25

(IAF) DAILE VXV 14

3100 199° (5)

ILLER VXV 9

(MAGFE)

2748± 2320 3049 1855 2100 2100 1575 1739 1595 1549 1359± 1481 1515 1515 2849 2849 1230 1372 1179 1177 1525 1455 1214 1404 1278 1343 1296 1122± 1405 1250± 1304± 1325 1445 1293 1429 1530 3361

10 NM

MSA VXV 25 NM 7900

VOLUNTEER 116.4 VXV Chan 111

ELEV 833

199° 5.2 NM from FAF

3499 X 74

26 8 893±

4500 HDG 360°	VXV R-022	MALIN △

DAILE VXV 14 — 4000

ILLER VXV 9

(MAGFE) VXV 3.8 — 199° — 3100

5.2 NM — 5 NM

CATEGORY	A	B	C	D
CIRCLING	1620-1 787 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwys 8 and 26 (L)
MIRL Rwy 8-26 (L)

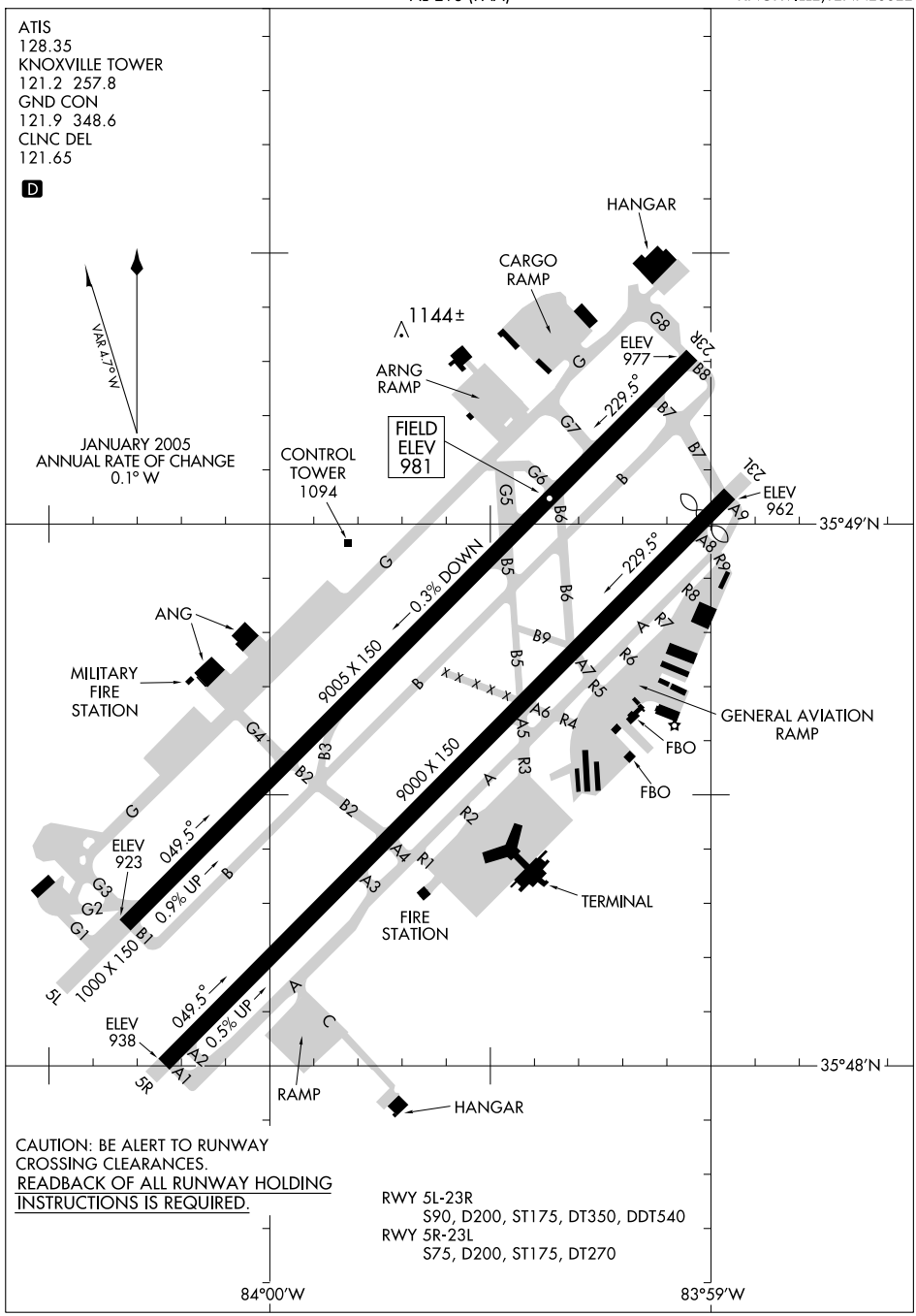
SE-1. 17 DEC 2009 to 14 JAN 2010

09015

AIRPORT DIAGRAM

AL-218 (FAA)

KNOXVILLE /MCGHEE-TYSON (TYS)
KNOXVILLE, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC RWY 5L

LOC I-TYS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	048°	9008 / 953 / 981

JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

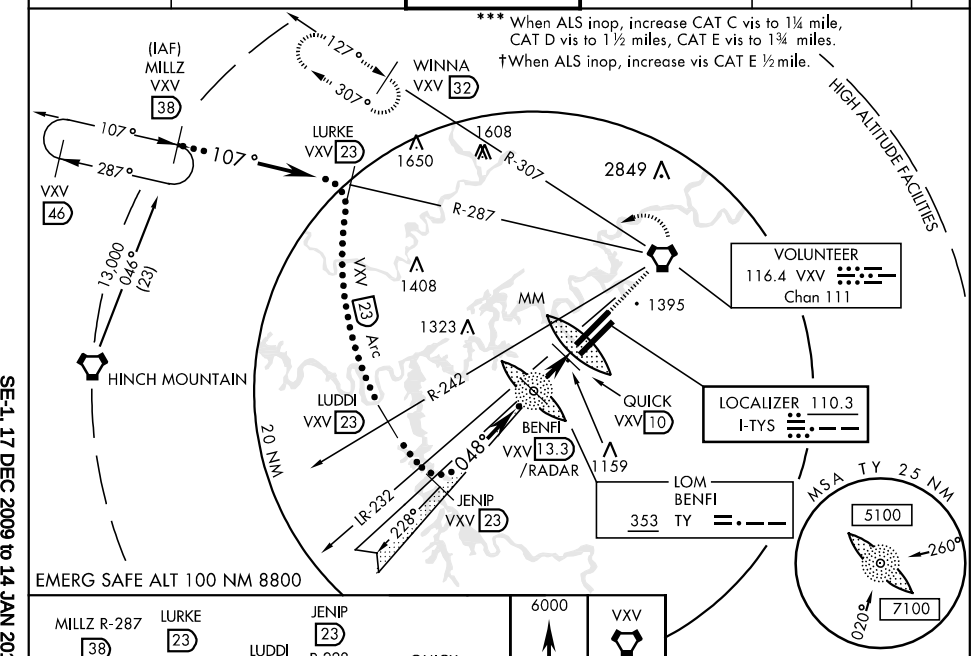
▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¾ mile, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

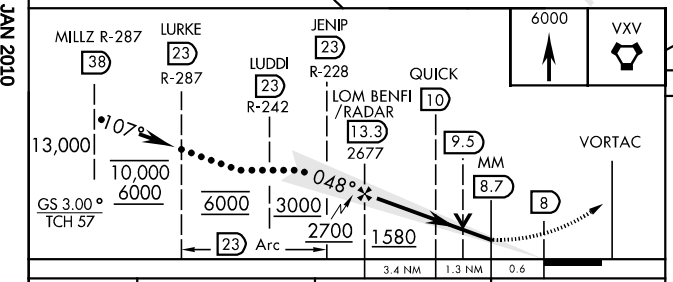
ALSF-1

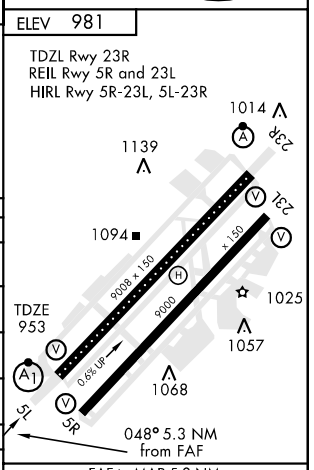
MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left to via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ATIS *	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

*** When ALS inop, increase CAT C vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
†When ALS inop, increase vis CAT E ½ mile.







CATEGORY	C	D	E
S-ILS 5L *	1153/18 200 (200-½)		1153/24 200 (200-½)
S-LOC 5L **	1580/60 627 (700-1¼)	1580-1½ 627 (700-1½)	1580-1¾ 627 (700-1¾)
CIRCLING	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L †	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
QUICK FIX MINIMUMS			
S-LOC 5L***	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)

FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

SE-1, 17 DEC 2009 to 14 JAN 2010

HI-ILS or LOC RWY 23R

LOC I-BUI	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.7	228°	9008 / 981 / 981

JAL-218 [USAF]

KNOXVILLE/ McGHEE TYSON (KTYS)

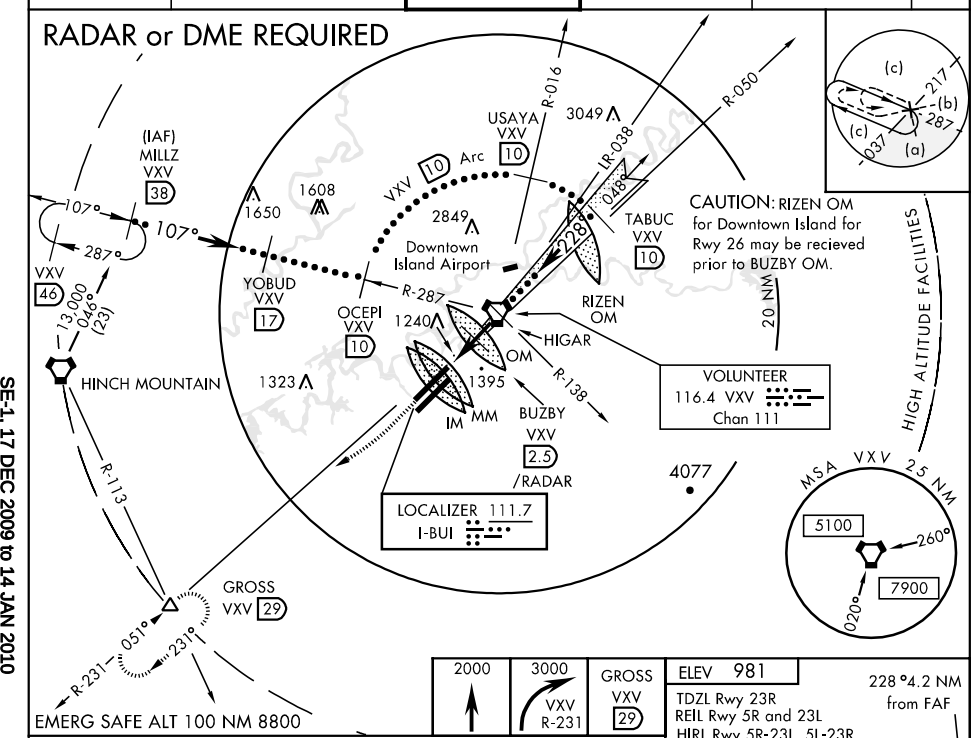
* When ALS inop, increase vis ¼ mile.
** When ALS inop, increase vis ½ mile.

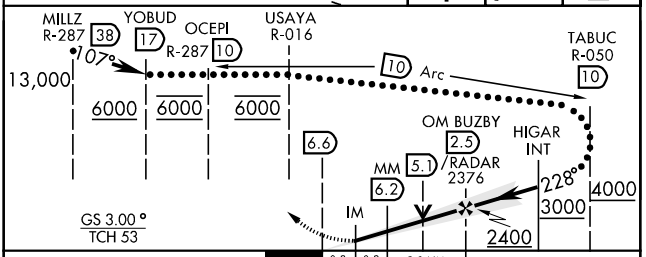
ALSF-2

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via heading 240°to intercept VXV R-231 direct GROSS Int/29 DME and hold.

ATIS ★	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

RADAR or DME REQUIRED

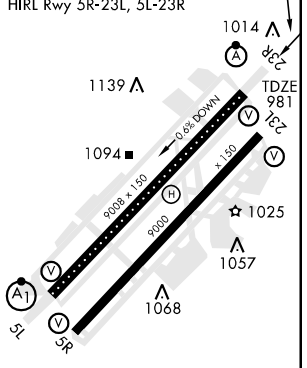




ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R

228°4.2 NM from FAF



CATEGORY	C	D	E
S-ILS 23R *	1181/18	200 (200-½)	1181/24 200 (200-½)
S-LOC 23R**	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)

FAF to MAP 4.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

HI-VOR/DME or TACAN RWY 5L

VORTAC VXV	APCH CRS	Rwy ldg	9008
116.4	045°	TDZE	953
Chan 111		Arpt Elev	981

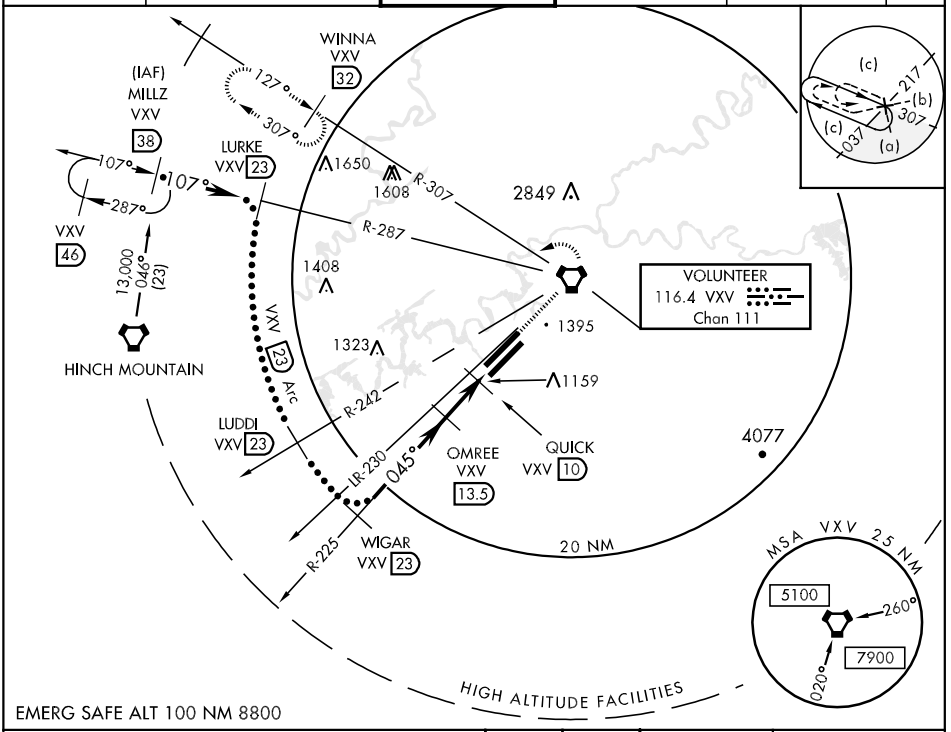
JAL-218 [USAF] KNOXVILLE/ McGHEE TYSON (KTYS)

▼ * When ALS inop, increase CAT C vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. ** When ALS inop, increase vis CAT E ½ mile.

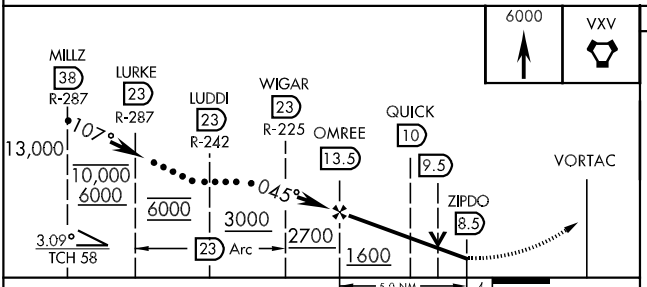
ALSF-1 (A1)

MISSED APPROACH: Climb to 6000 direct to VXV VORTAC. At VXV VORTAC, turn left via VXV R-307 to WINNA INT (VXV R-307/32 DME) and hold.

ATIS ★	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

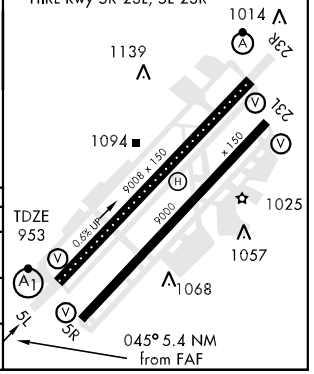


EMERG SAFE ALT 100 NM 8800



ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R



CATEGORY	C	D	E
S-5L*	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L**	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)

HI-VOR/DME or TACAN RWY 23R

VORTAC VXV	APCH CRS	Rwy Idg	9008
116.4	224°	TDZE	981
Chan 111		Arpt Elev	981

JAL-218 [USAF]

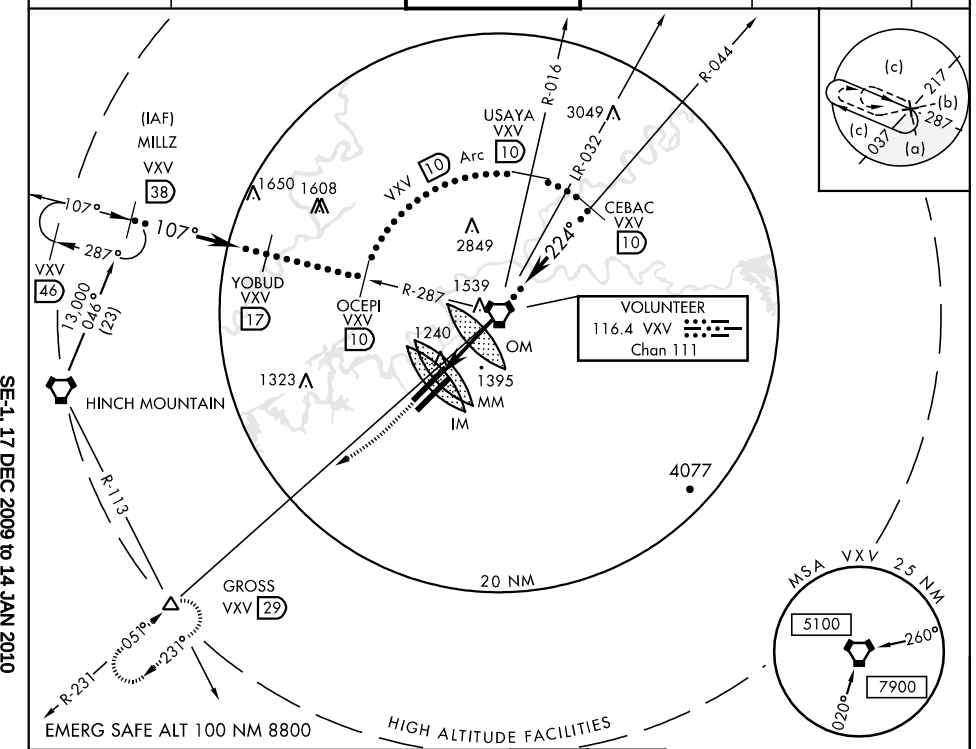
KNOXVILLE/ McGHEE TYSON (KTYS)

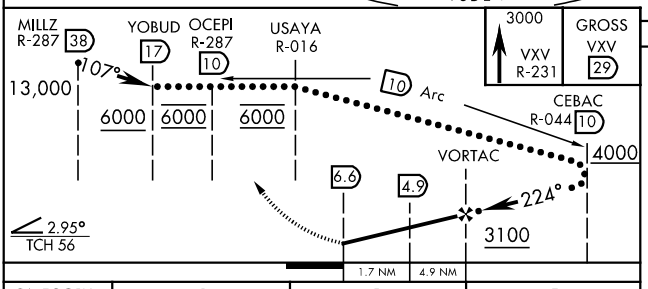
*When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-2

MISSED APPROACH: Climb to 3000 on VXV VORTAC R-231 to GROSS Int/29 DME and hold.

ATIS *	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL	ASR
128.35	118.0 360.8	121.2 257.8	121.9 348.6	121.65	

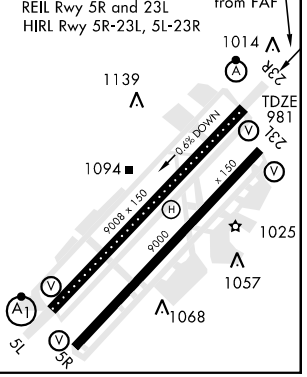




ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R

224° 6.6 NM from FAA



CATEGORY	C	D	E
S-23R*	1580/50 599 (600-1)	1580/60 599 (600-1¼)	1580-1½ 599 (600-1½)
CIRCLING	1580-1½ 599 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)

LOC I-TYS	APP CRS	Rwy Idg	9005
110.3	048°	TDZE	953
		Apt Elev	981

ILS or LOC RWY 5L

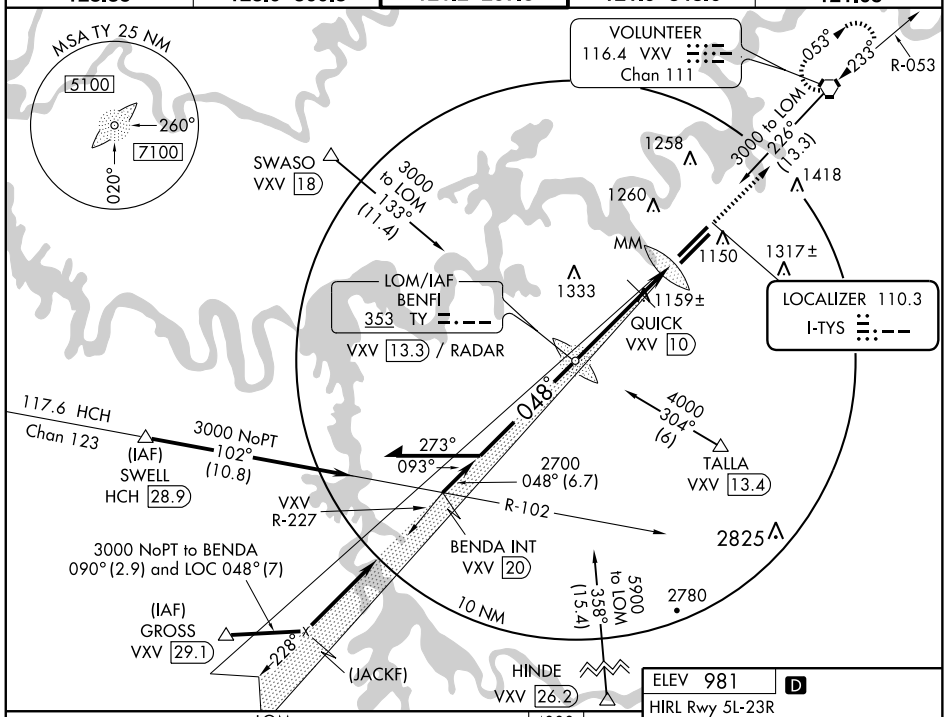
KNOXVILLE/MCGHEE-TYSON (TYS)

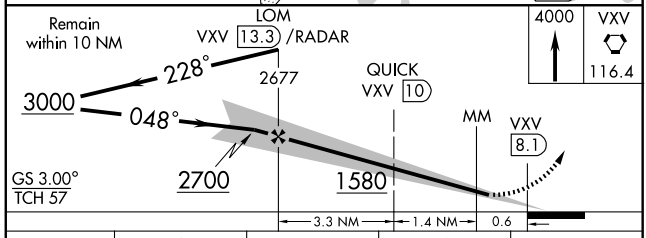
ASR

MALSR

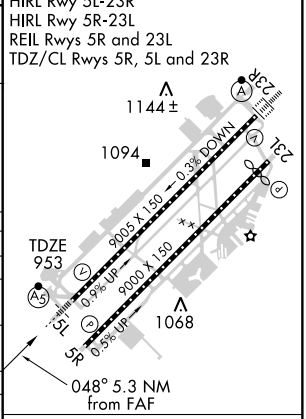
MISSED APPROACH: Climb to 4000 direct VXV VORTAC and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
S-ILS 5L	1153/18		200 (200-½)	
S-LOC 5L	1580/24	627 (600-½)	1580/60 627 (600-1¼)	1580-1½ 627 (600-1½)
CIRCLING	1580-1	599 (600-1)	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)
QUICK FIX MINIMUMS				
S-LOC 5L	1420/24	467 (500-½)	1420/40 467 (500-¾)	1420/50 467 (500-1)
CIRCLING	1460-1 479 (500-1)	1520-1 539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-BUI	APP CRS	Rwy Idg	9005
111.7	228°	TDZE	981
		Apt Elev	981

ILS or LOC RWY 23R

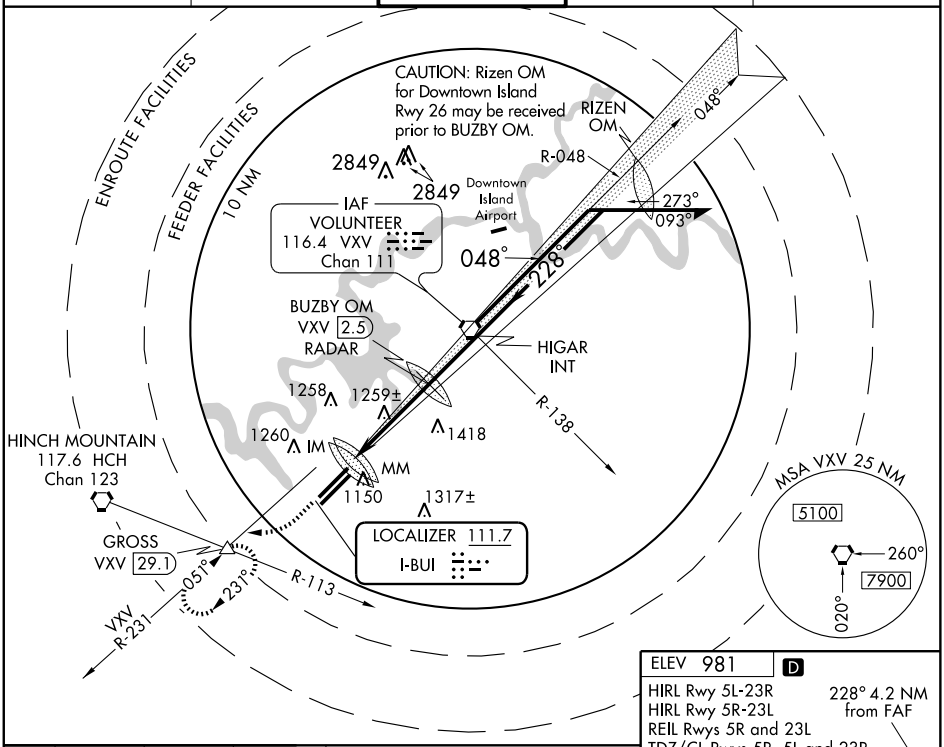
KNOXVILLE/MCGHEE-TYSON (TYS)

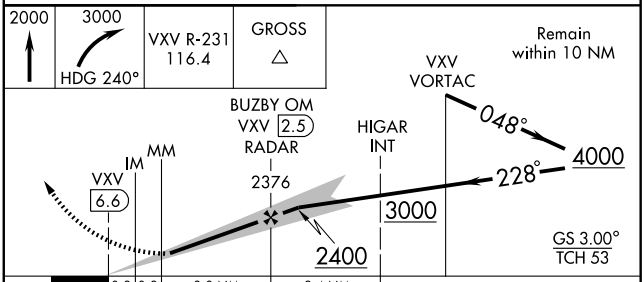
ASR

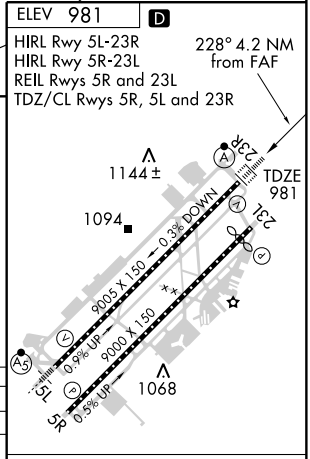
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-ILS 23R	1181/18	200 (200-½)		
S-LOC 23R	1520/24	539 (600-½)	1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1520-1	539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-BUI	APP CRS	Rwy Idg	9005
111.7	228°	TDZE	981
		Apt Elev	981

ILS RWY 23R (CAT II)

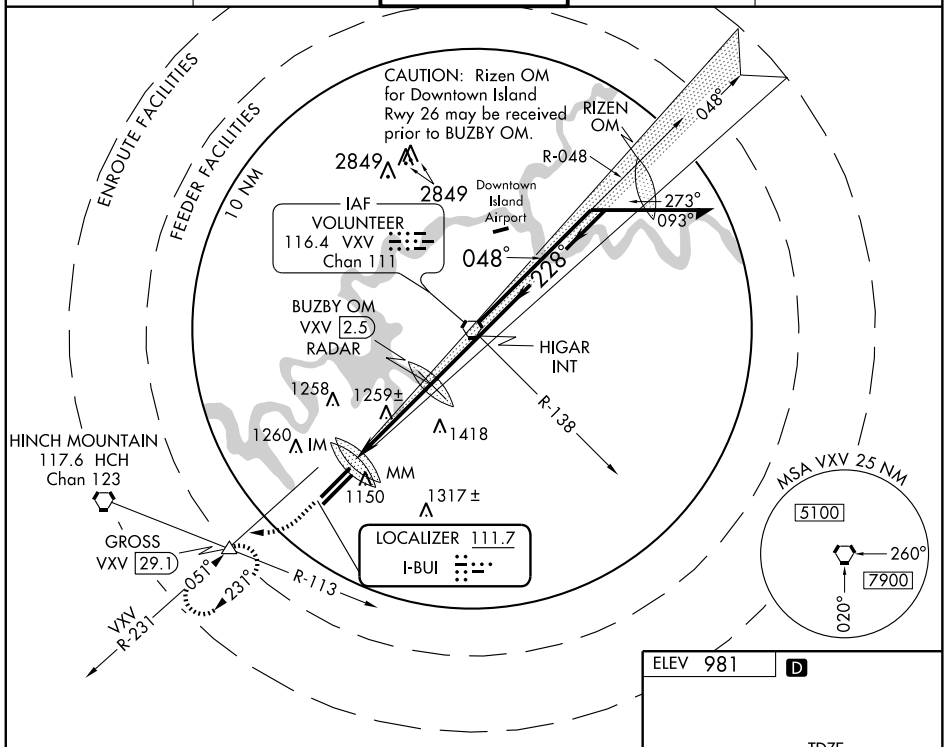
KNOXVILLE/MCGHEE-TYSON (TYS)

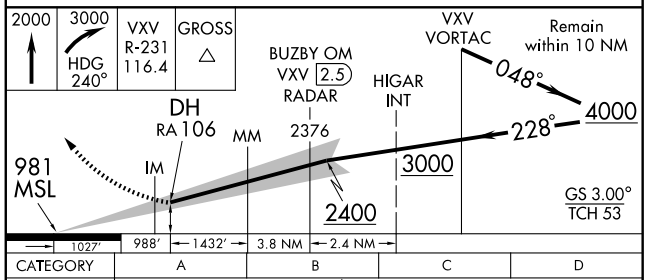
ASR

ALSF-2

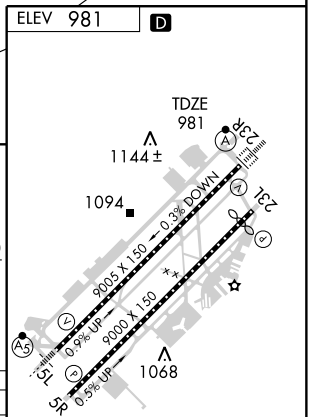
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXV VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
S-ILS 23R	RA 106/12 100 DA 1081			

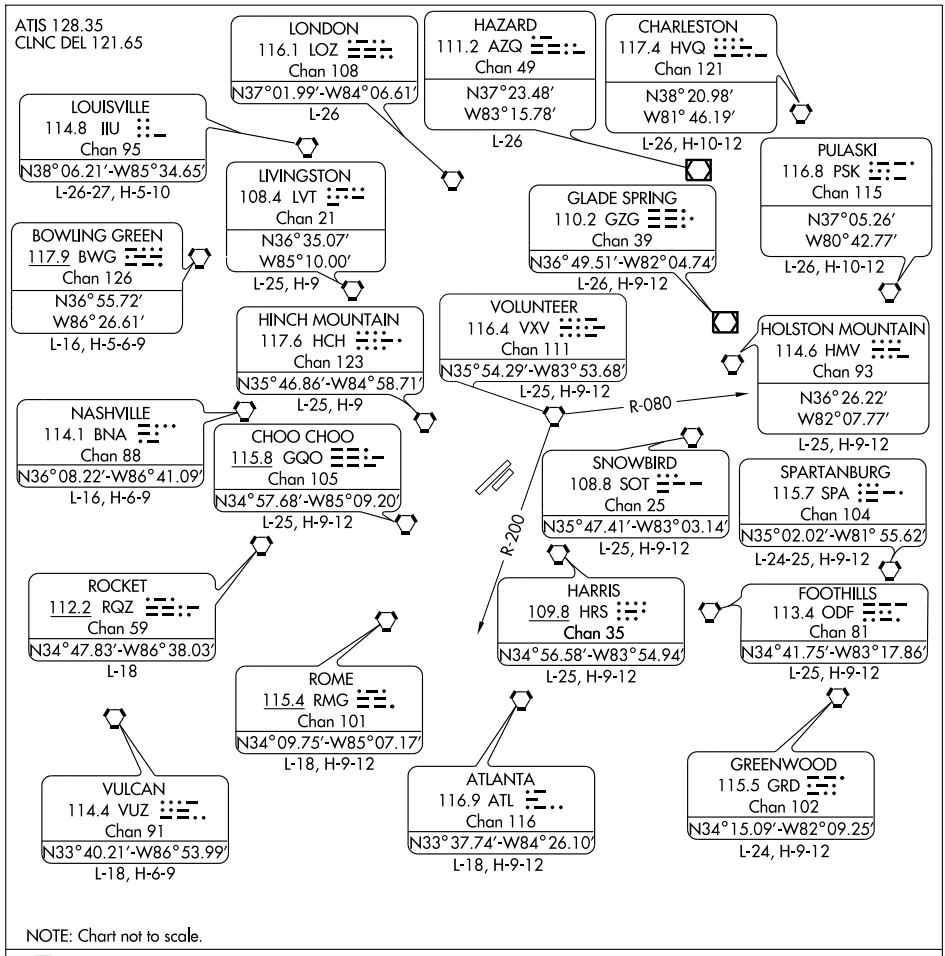


HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

KNOXVILLE FOUR DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

WAAS CH 48802 W05A	APP CRS 048°	Rwy Idg 9005 TDZE 953 Apt Elev 981

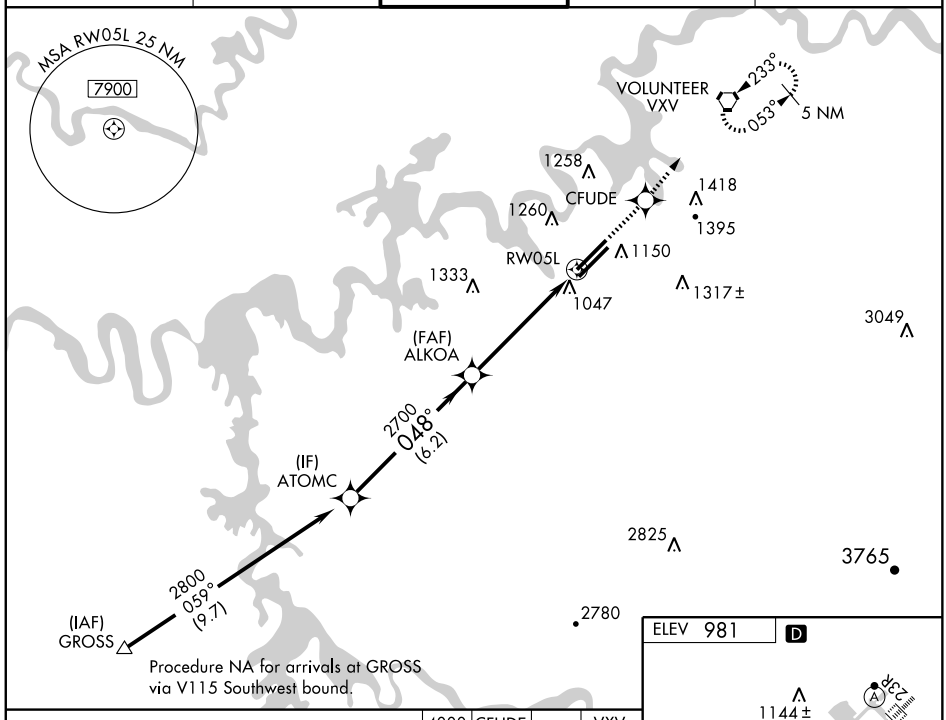
RNAV (GPS) RWY 5L

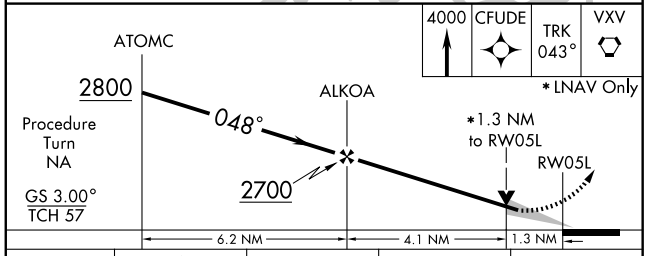
KNOXVILLE/MCGHEE-TYSON (TYS)

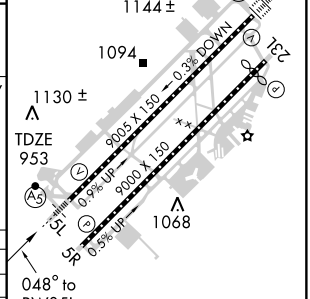
ASR — For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR — MISSED APPROACH: Climb to 4000 direct CFUDE and via 043° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
LPV DA	1203/24 250 (300-½)			
LNAV/VNAV DA	1326/50 373 (400-1)			
LNAV MDA	1380/24 427 (400-½)		1380/40 427 (400-¾)	1380/50 427 (400-1)
CIRCLING	1460-1½ 479 (500-1½)	1520-1½ 539 (600-1½)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8600
CH 97410	048°	TDZE	959
W05B		Apt Elev	981

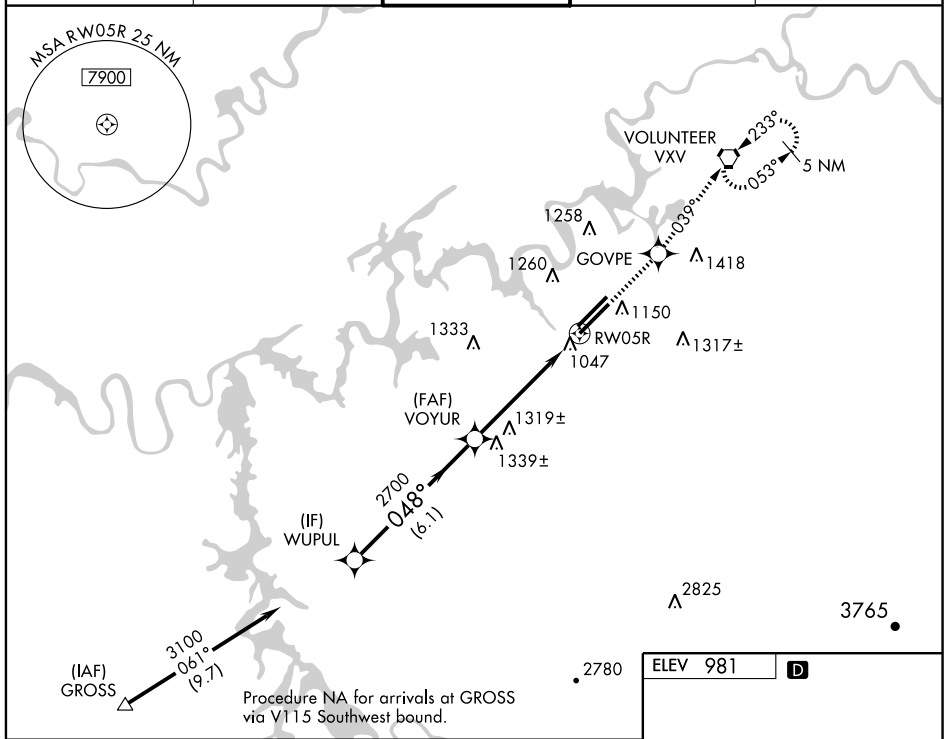
RNAV (GPS) RWY 5R

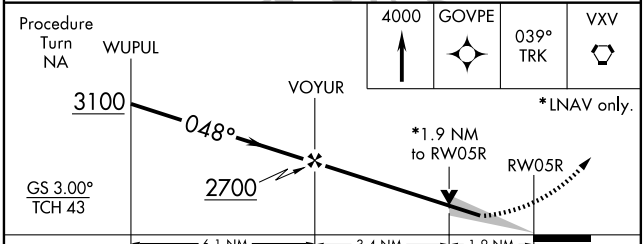
KNOXVILLE/MCGHEE-TYSON (TYS)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

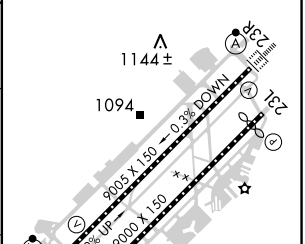
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
LPV DA	1276-1¼ 317 (300-1¼)			
LNAV/VNAV DA	1471-2 512 (500-2)			
LNAV MDA	1580-1 621 (600-1)		1580-1¾ 621 (600-1¾)	1580-2 621 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)

ELEV 981 D



HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8600
CH 90210	228°	TDZE	965
W23B		Apt Elev	981

RNAV (GPS) RWY 23L

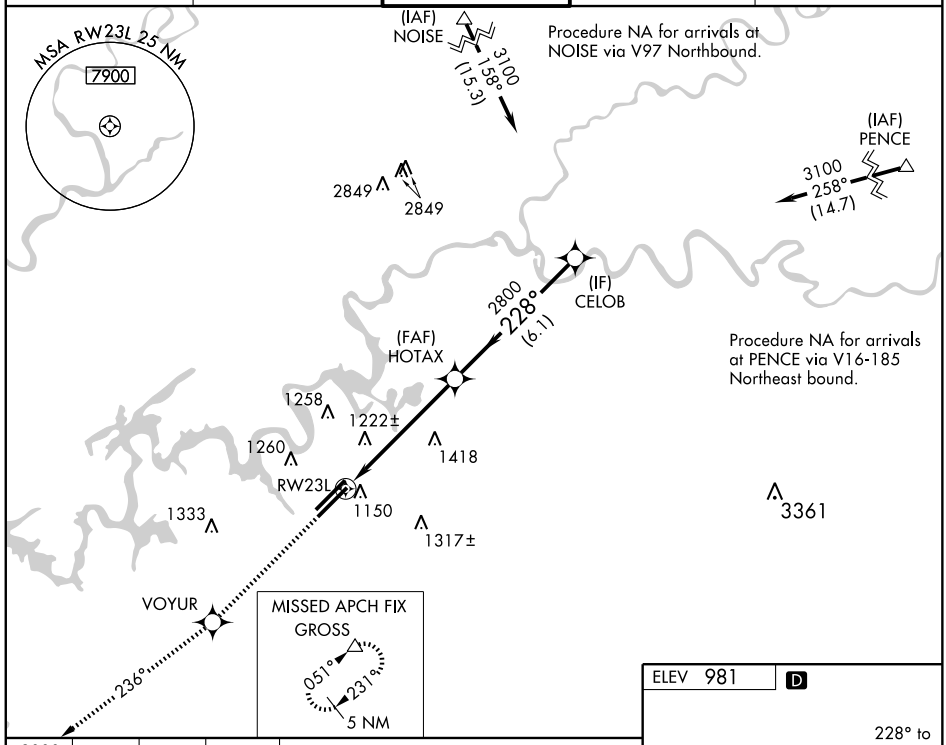
KNOXVILLE/MCGHEE-TYSON (TYS)

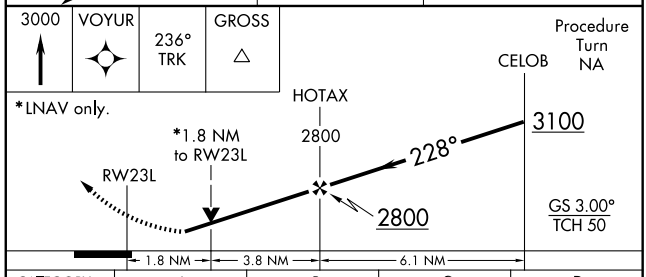
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

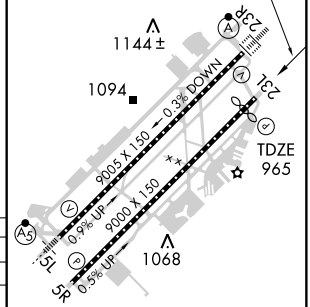
MISSED APPROACH: Climb to 3000 direct VOYUR and via 236° track to GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
LPV DA	1215/40 250 (300-¾)			
LNAV/VNAV DA	1544-2 579 (600-2)			
LNAV MDA	1580/50 615 (600-1)		1580-1¾ 615 (600-1¾)	1580-2 615 (600-2)
CIRCLING	1580-1 599 (600-1)		1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)



HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy ldg	9005
CH 81902	228°	TDZE	981
W23A		Apt Elev	981

RNAV (GPS) RWY 23R

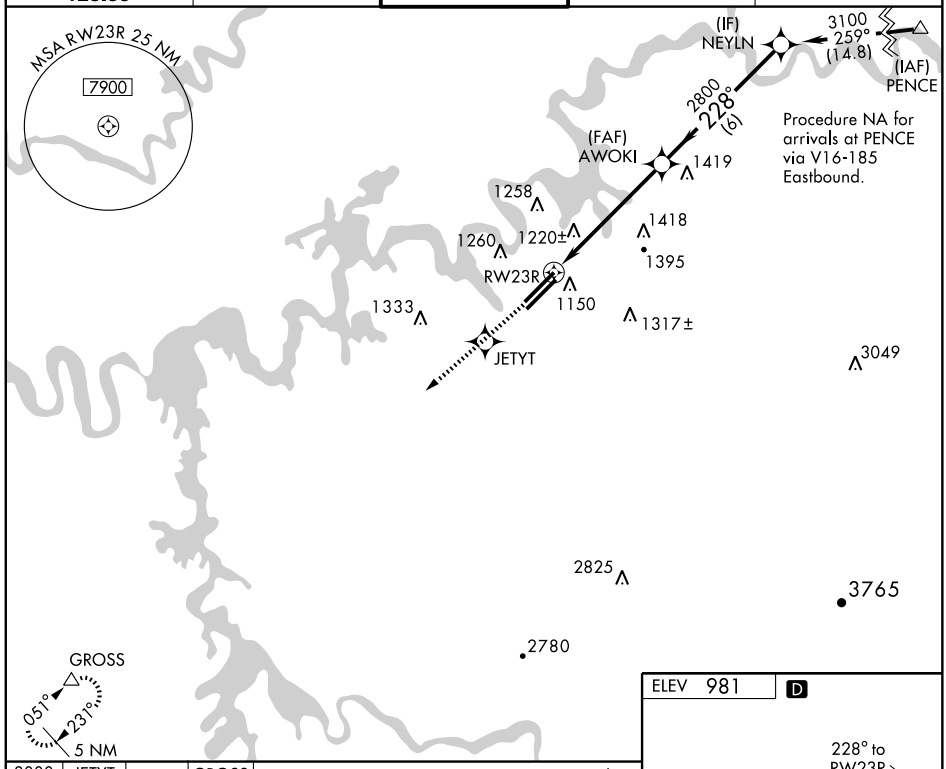
KNOXVILLE/MCGHEE-TYSON (TYS)

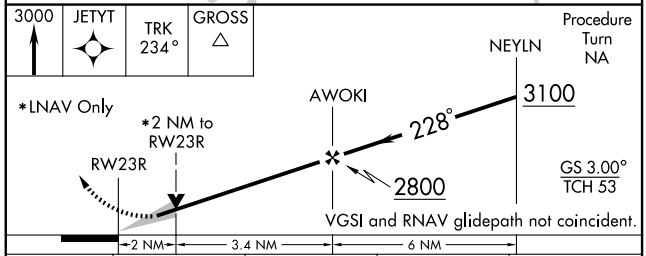
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

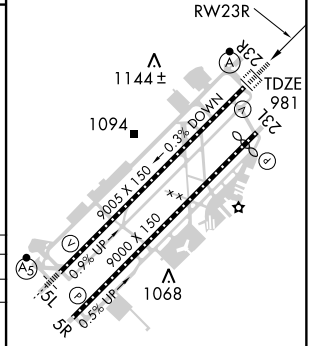
ALSF-2

MISSED APPROACH: Climb to 3000 direct JETYT and via 234° track to GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
LPV DA	1231/24 250 (300-½)			
LNAV/VNAV DA	1550-1½ 569 (600-1½)			
LNAV MDA	1680/24 699 (700-½)		1680-1½ 699 (700-1½)	1680-1¾ 699 (700-1¾)
CIRCLING	1680-2 699 (700-2)			1680-2¼ 699 (700-2¼)

HIRL Rwy 5L-23R
HIRL Rwy 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R, 5L and 23R

SE-1. 17 DEC 2009 to 14 JAN 2010

KNOXVILLE, TENNESSEE AL-218 (FAA)

VOR/DME VXV	APP CRS	Rwy Idg	8600
116.4	222°	TDZE	965
Chan 111		Apt Elev	981

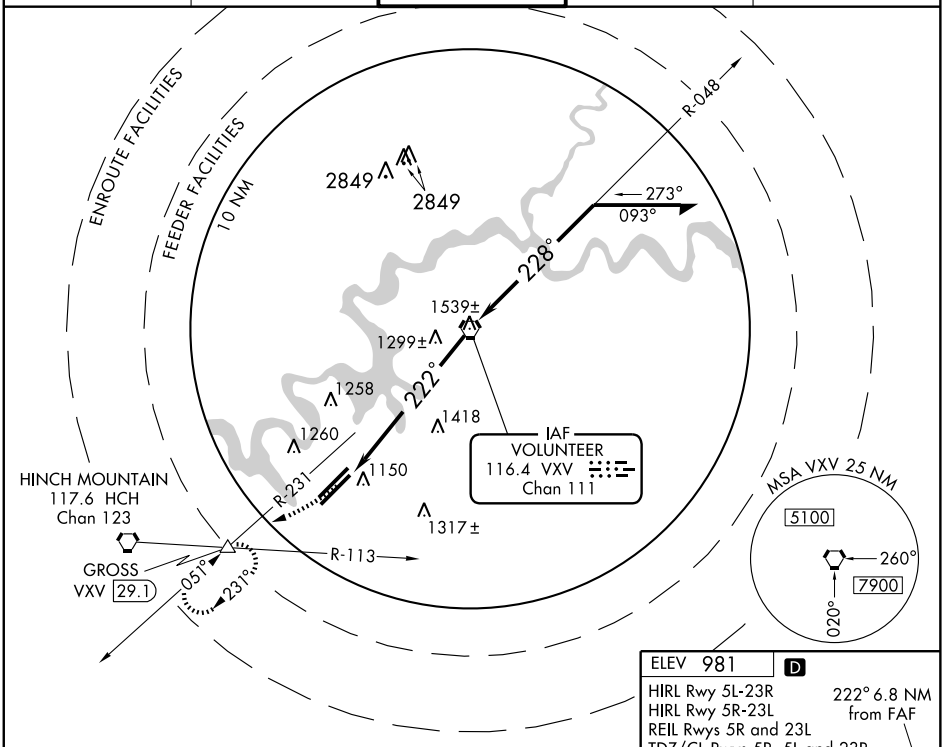
VOR RWY 23L

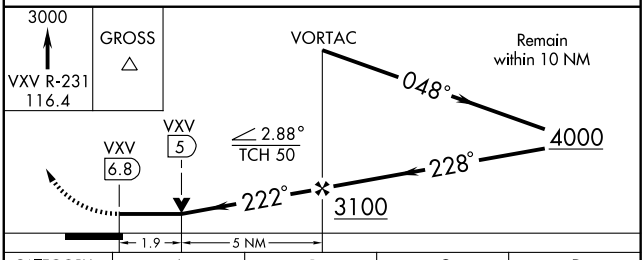
KNOXVILLE/MCGHEE-TYSON (TYS)

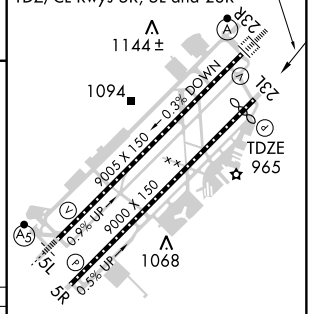
ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME VXV	APP CRS	Rwy Idg	9005
116.4	224°	TDZE	981
Chan 111		Apt Elev	981

VOR RWY 23R

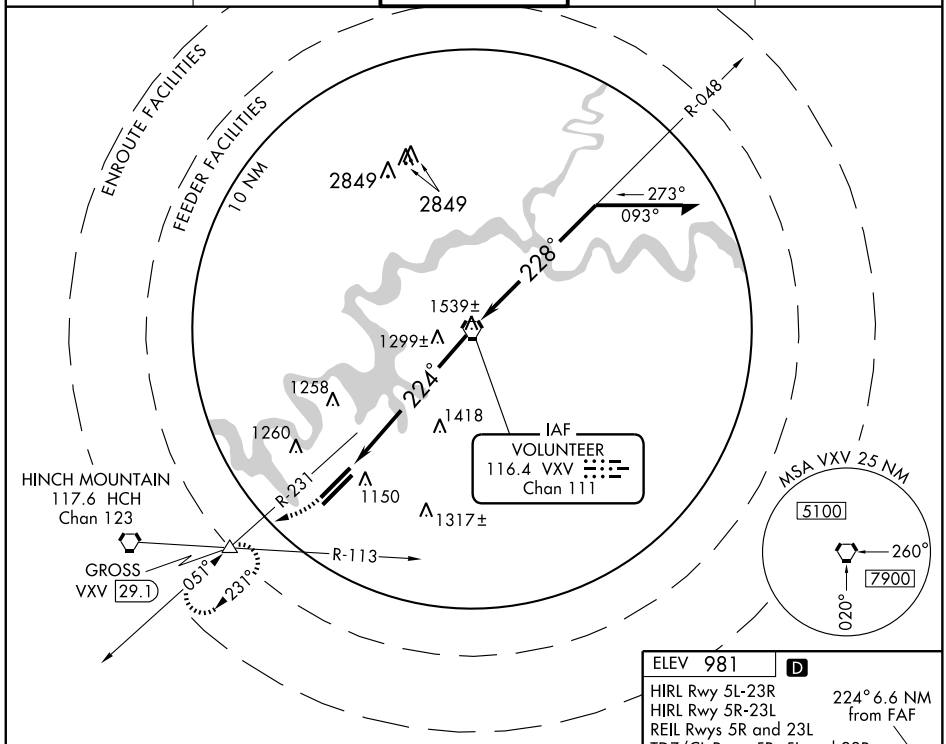
KNOXVILLE/MCGHEE-TYSON (TYS)

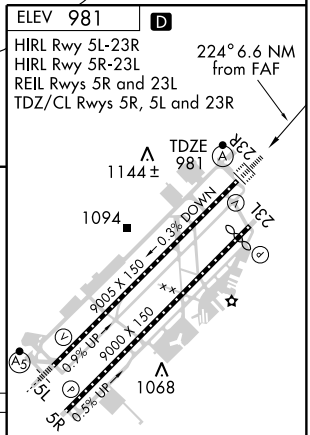
ASR

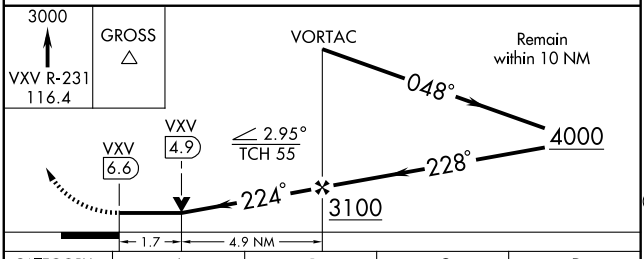
ALSF-2

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65







CATEGORY	A	B	C	D
S-23R	1580/24	599 (600-½)	1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1580-1	599 (600-1)	1580-1½ 599 (600-1½)	1620-2 639 (700-2)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SE-1. 17 DEC 2009 to 14 JAN 2010

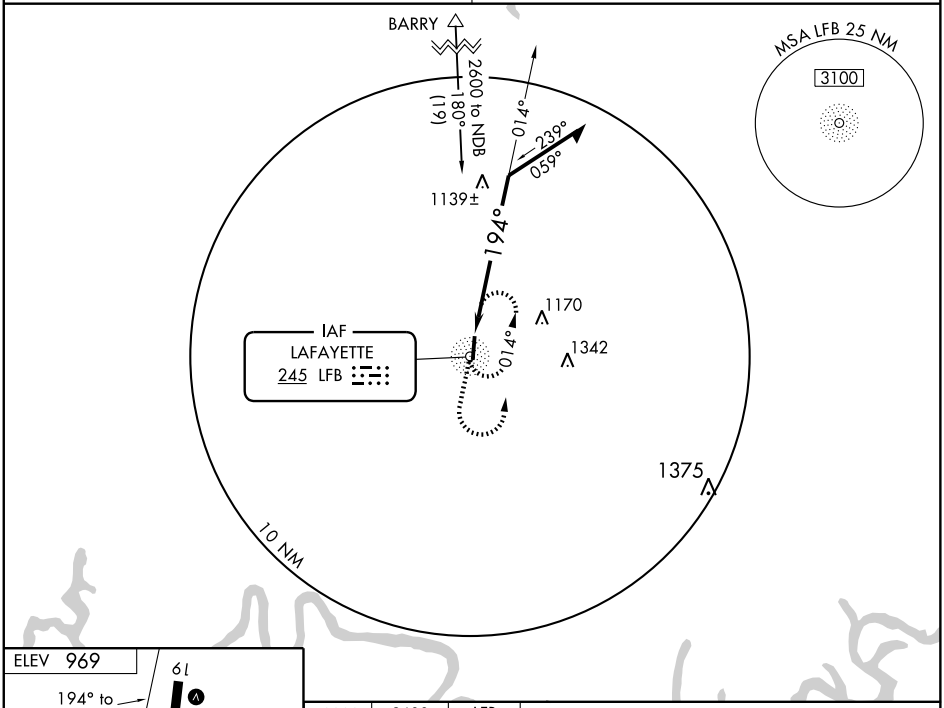
NDB LFB	APP CRS	Rwy Idg	5200
245	194°	TDZE	961
		Apt Elev	969

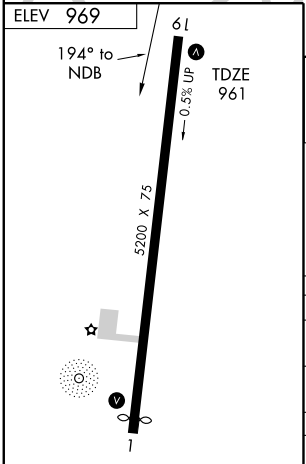
NDB RWY 19
LAFAYETTE MUNI (3M7)

▼ NA — Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

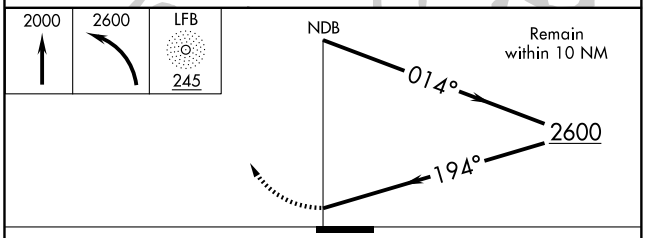
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

SE-1. 17 DEC 2009 to 14 JAN 2010

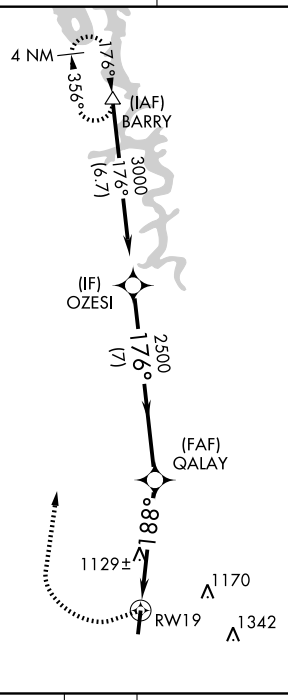
APP CRS	Rwy Idg	5200
188°	TDZE	961
	Apt Elev	969

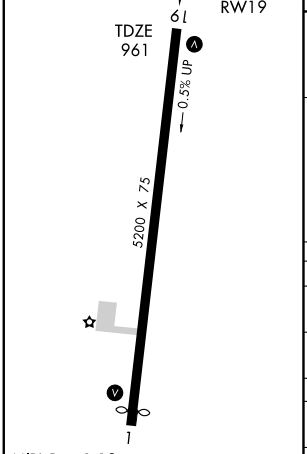
RNAV (GPS) RWY 19
LAFAYETTE MUNI (3M7)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

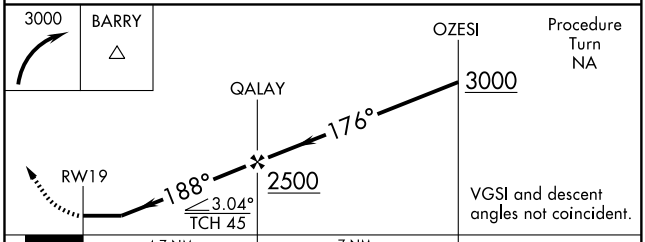
MISSED APPROACH: Climbing right turn to 3000 direct BARRY and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF)





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	1380-1 419 (500-1)		1380-1¼ 419 (500-1¼)	
CIRCLING	1440-1 471 (500-1)		1440-1½ 471 (500-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
LNAV MDA	1520-1 559 (600-1)		1520-1½ 559 (600-1½)	1520-1¾ 559 (600-1¾)
CIRCLING	1580-1 611 (700-1)		1580-1¾ 611 (700-1¾)	1580-2 611 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5003
168°	TDZE	936
	Apt Elev	936

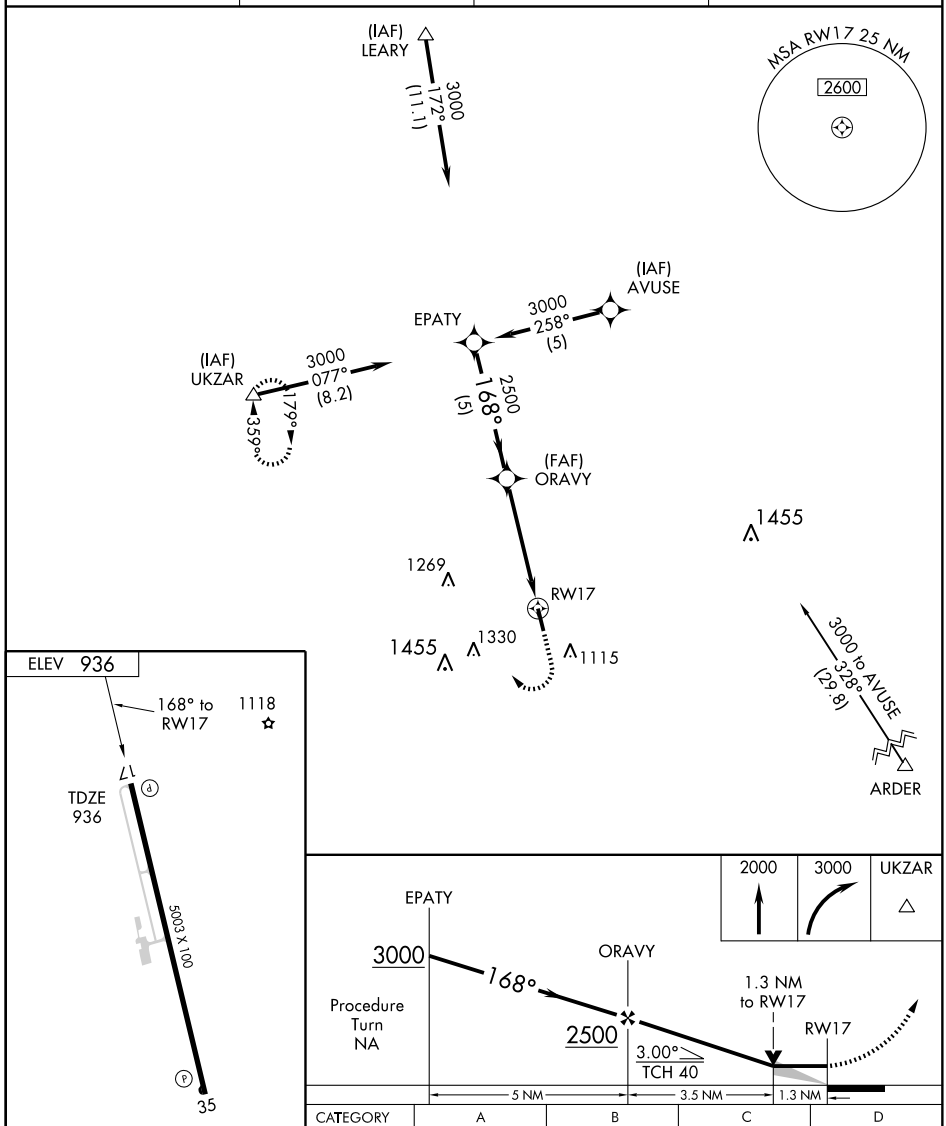
GPS RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
120.175	125.85 381.4	121.725	122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	1380-1	444 (500-1)	NA	
CIRCLING	1420-1	484 (500-1)	NA	

MIRL Rwy 17-35
REIL Rwys 17 and 35

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB LRT	APP CRS		
269	175°	Rwy Idg	5003
		TDZE	936
		Apt Elev	936

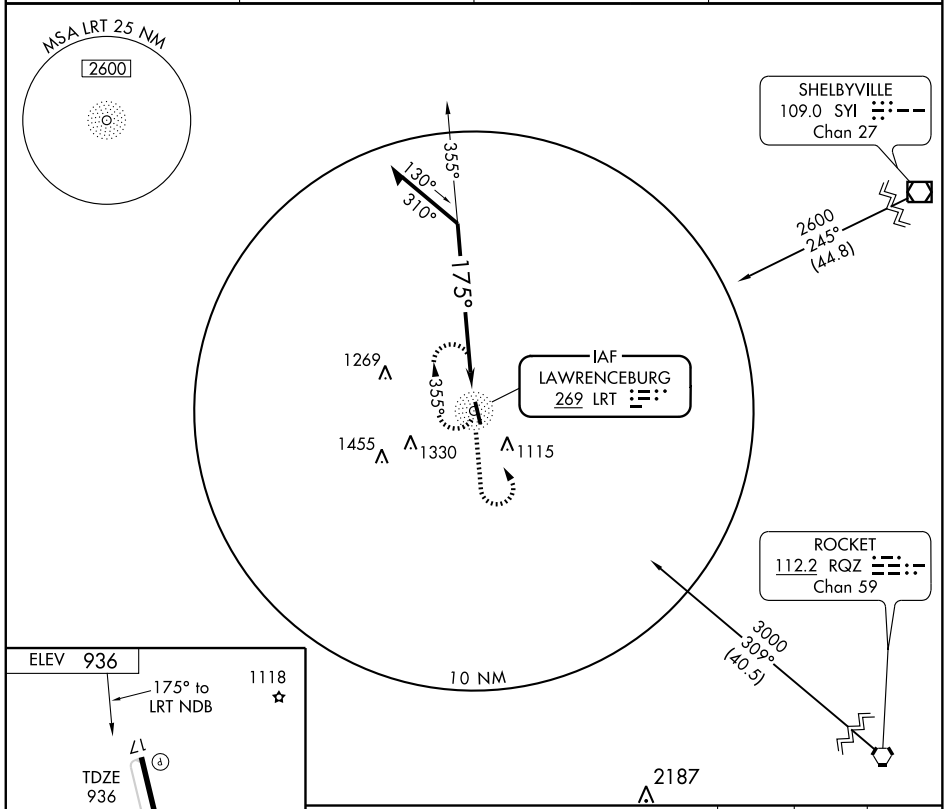
NDB RWY 17

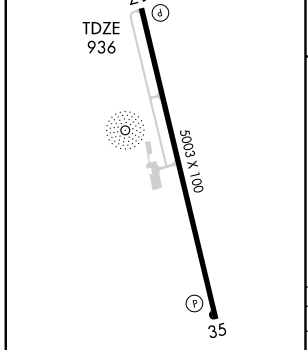
LAWRENCEBURG-LAWRENCE COUNTY (2M2)

▼ If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 140 feet.
▲ NA

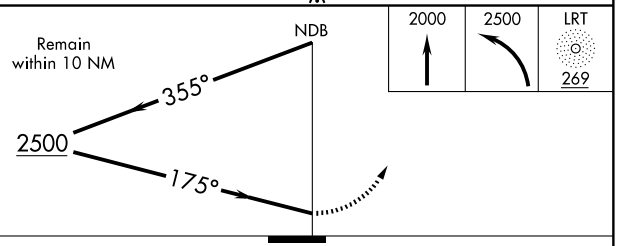
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct LRT NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
120.175	125.85 381.4	121.725	122.8 (CTAF)





MIRL Rwy 17-35
REIL Rwys 17 and 35



CATEGORY	A	B	C	D
S-17	1540-1 604 (700-1)		1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)
CIRCLING	1540-1 604 (700-1)		1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB JUE	APP CRS	Rwy Idg	4500
414	180°	TDZE	568
		Apt Elev	588

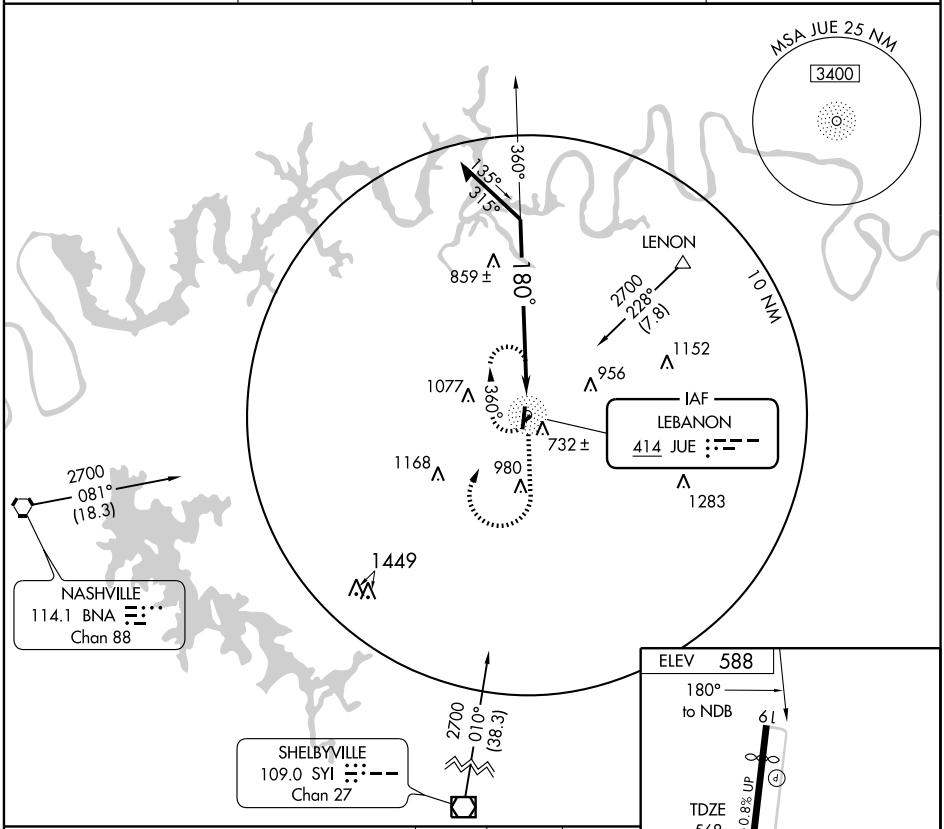
NDB RWY 19

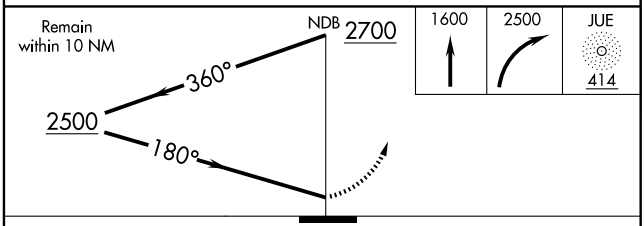
LEBANON MUNI (M54)

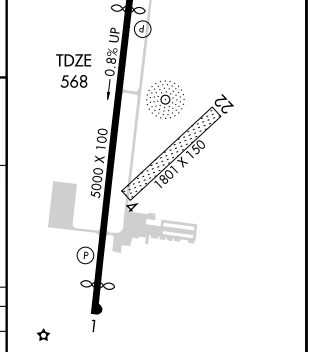
T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, S-19 and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct JUE NDB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
S-19	1220-1	652 (700-1)	1220-1¾ 652 (700-1¾)	1220-2 652 (700-2)
CIRCLING	1220-1	632 (700-1)	1220-1¾ 632 (700-1¾)	1440-2¾ 852 (900-2¾)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 65809 W01A	009°	Rwy Idg	4527
		TDZE	588
		Apt Elev	588

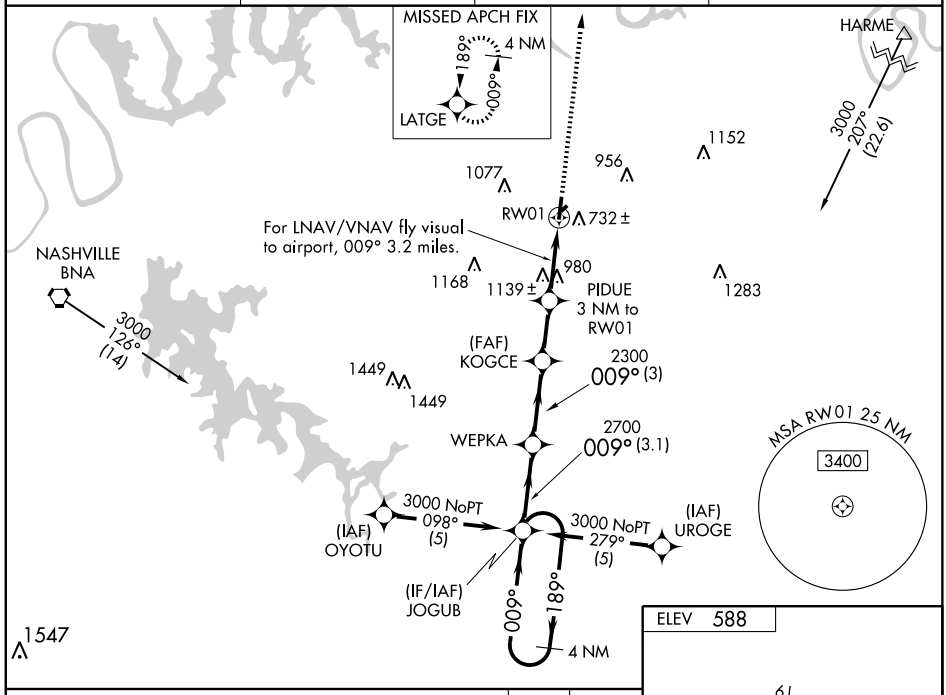
RNAV (GPS) RWY 1

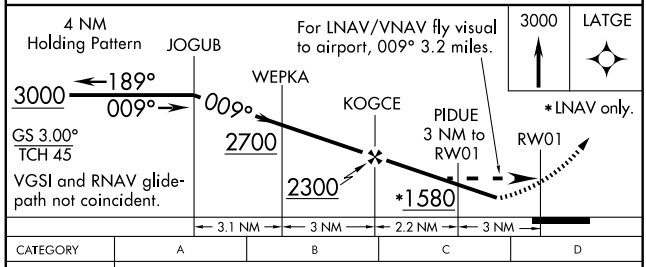
LEBANON MUNI (M54)

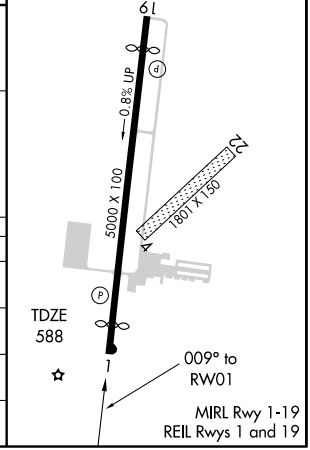
T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct LATGE and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2 1075 (1100-2)		1663-3 1075 (1100-3)	
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	4500
CH 90309	189°	TDZE	568
W19A		Apt Elev	588

RNAV (GPS) RWY 19

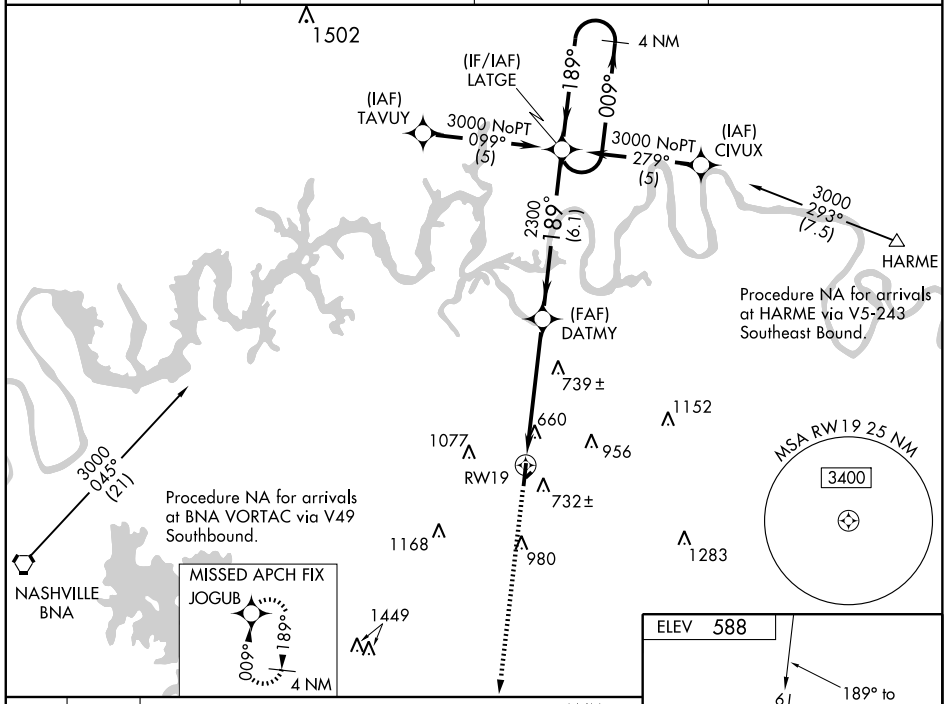
LEBANON MUNI (M54)

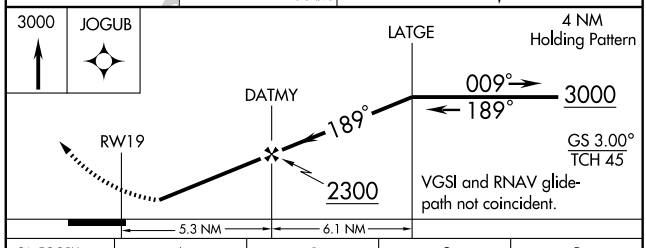
T ANA

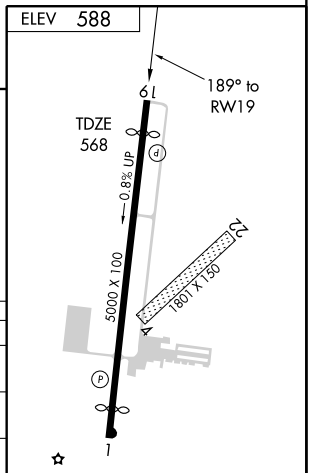
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







MIRL Rwy 1-19
REIL Rwys 1 and 19

CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1 512 (600-1)		1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BNA	APP CRS	Rwy Idg	N/A
114.1	262°	TDZE	N/A
Chan 88		Apt Elev	588

VOR/DME-A

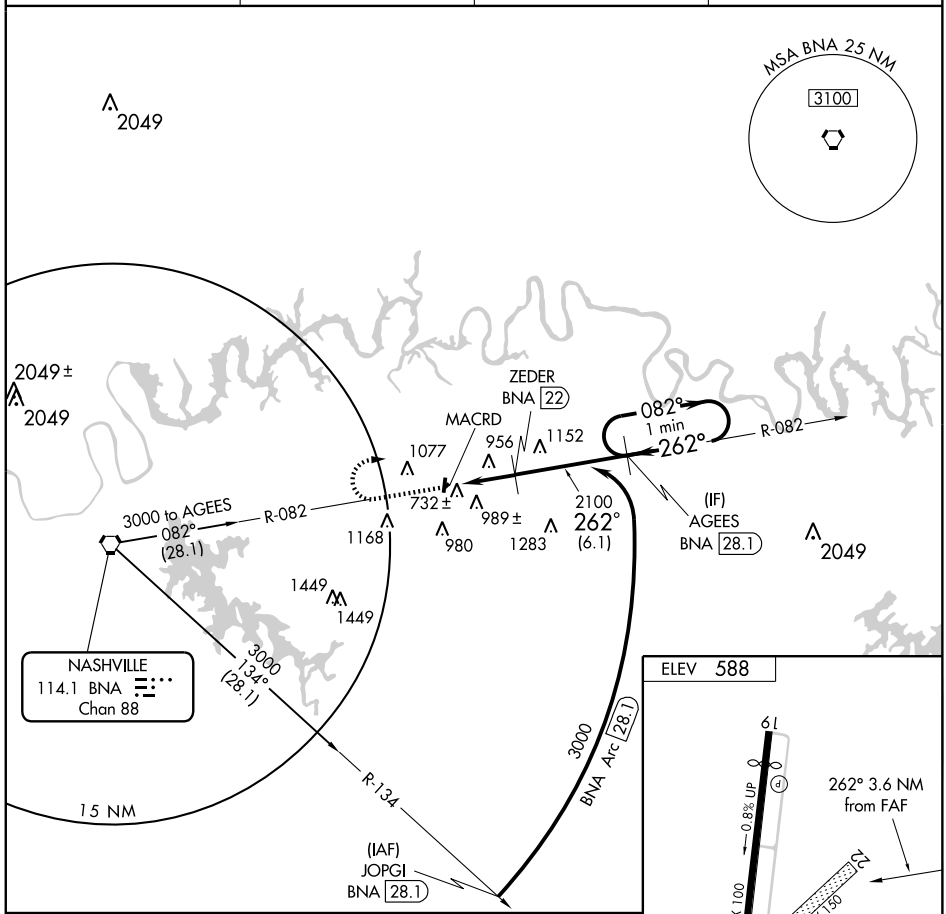
LEBANON MUNI (M54)

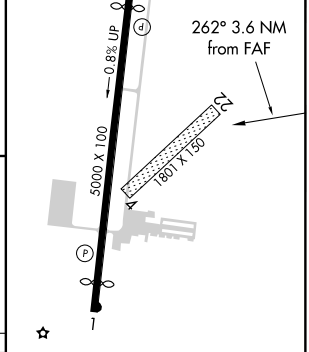
T
NA

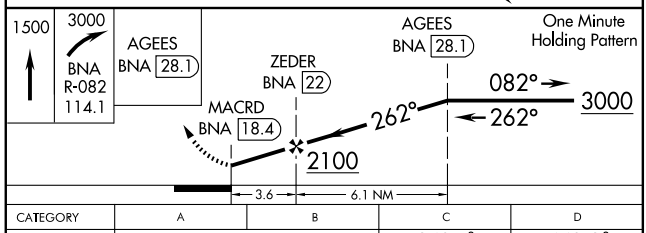
When local altimeter setting not received, use Nashville Intl altimeter setting and increase MDA 60 feet and Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BNA VORTAC R-082 to AGEES/BNA 28.1 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.325	118.4 360.7	135.075	122.725 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1240-1 652 (700-1)		1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
198°	TDZE	709
	Apt Elev	717

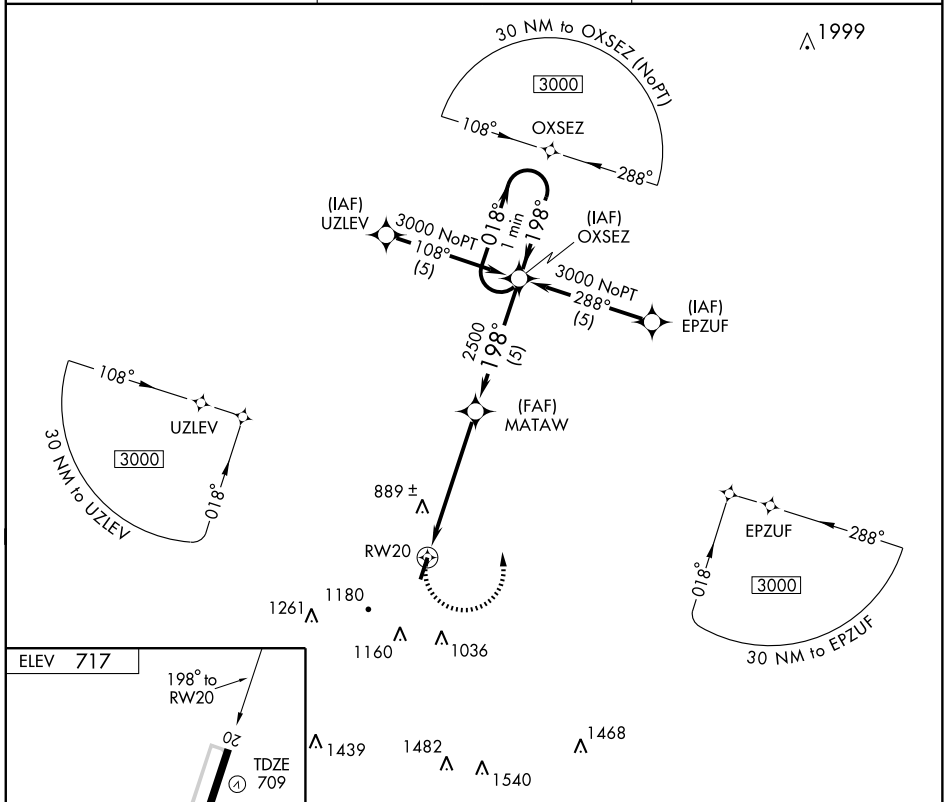
GPS RWY 20

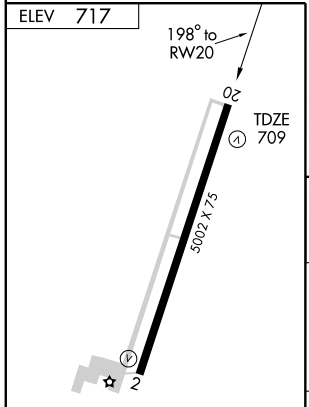
LEWISBURG/ELLINGTON (LUG)

NA

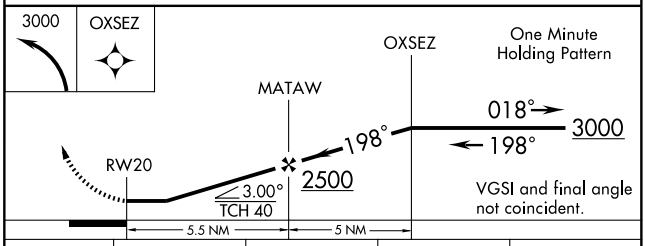
MISSED APPROACH: Climbing left turn to 3000 direct OXSEZ WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)





REIL Rwys 2 and 20
MIRL Rwy 2-20



CATEGORY	A	B	C	D
S-20	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	NA
CIRCLING	1340-1 623 (700-1)		1520-2¼ 803 (900-2¼)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB LUG	APP CRS	Rwy Idg	5002
251	205°	TDZE	709
		Apt Elev	717

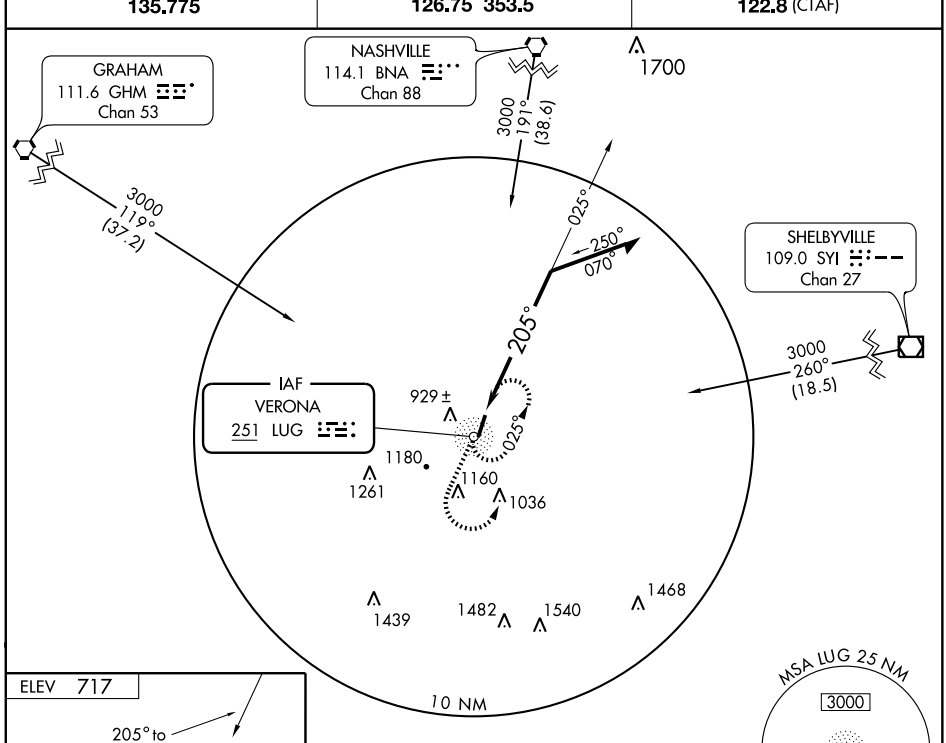
NDB RWY 20

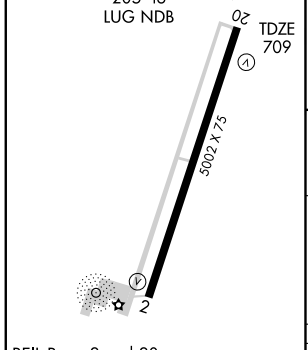
LEWISBURG/ELLINGTON (LUG)

▼ If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold.

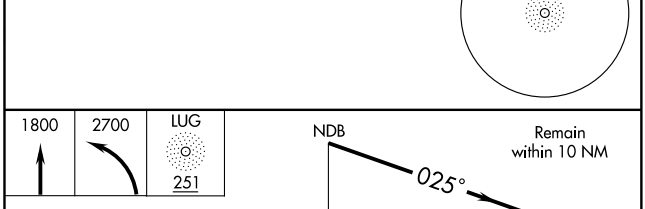
AWOS-3	MEMPHIS CENTER	UNICOM
135.775	126.75 353.5	122.8 (CTAF)





REIL Rwys 2 and 20
MIRL Rwy 2-20

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-20	1280-1 571 (600-1)		1280-1½ 571 (600-1½)	1280-1¾ 571 (600-1¾)
CIRCLING	1280-1 563 (600-1)	1360-1 643 (700-1)	1360-1¾ 643 (700-1¾)	1580-2¾ 863 (900-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6000
CH 90116	014°	TDZE	467
W01A		Apt Elev	488

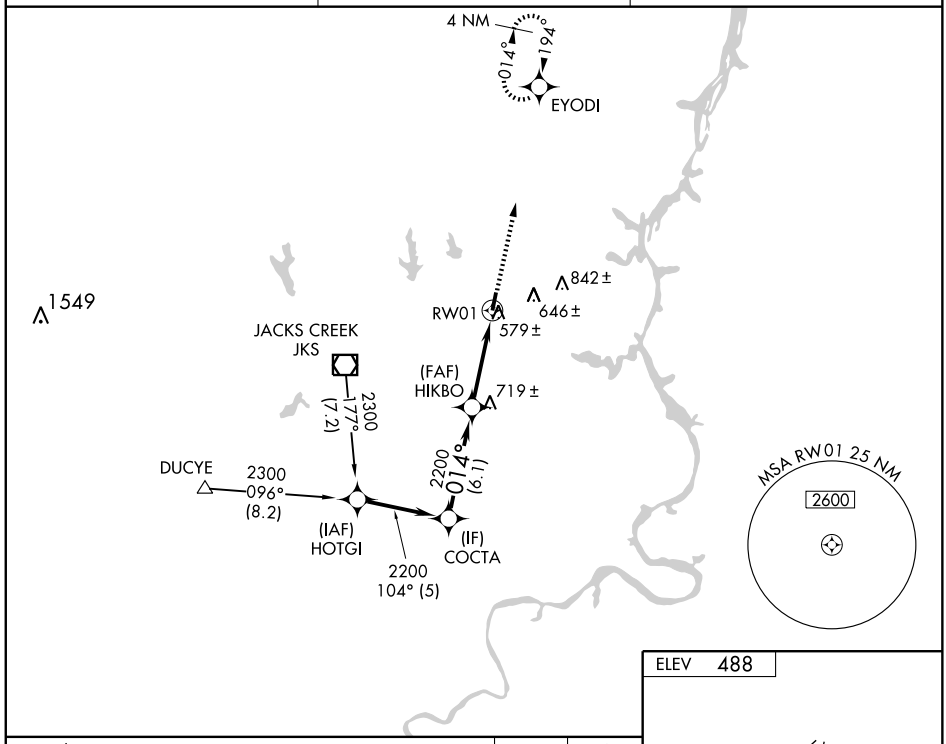
RNAV (GPS) RWY 1

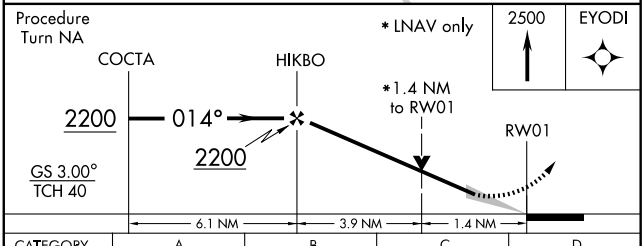
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

NA — DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Huntingdon altimeter setting.

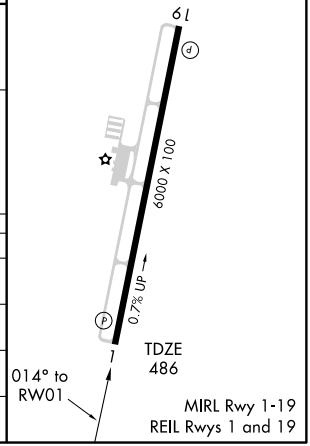
MISSED APPROACH: Climb to 2500 direct EYODI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	740-1 254 (300-1)			
LNAV/VNAV DA	840-1½ 354 (400-1½)			
LNAV MDA	940-1 454 (500-1)		940-1¼ 454 (500-1¼)	940-1½ 454 (500-1½)
CIRCLING	940-1½ 452 (500-1½)	960-1½ 472 (500-1½)	980-1½ 492 (500-1½)	1040-2 552 (600-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6000
CH 97316	194°	TDZE	488
W19A		Apt Elev	488

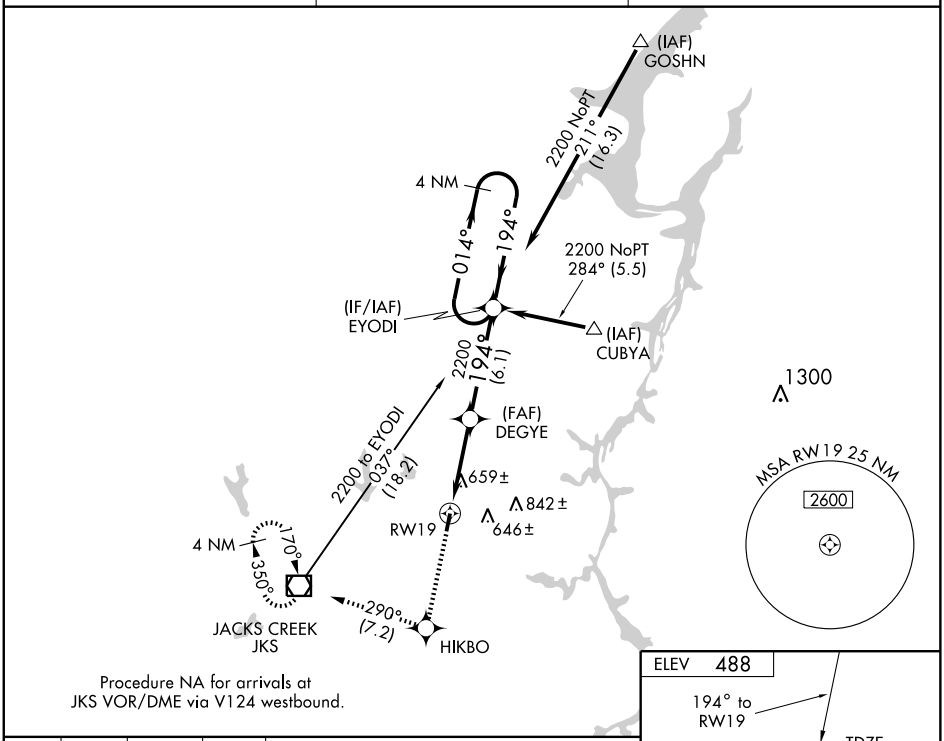
RNAV (GPS) RWY 19

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

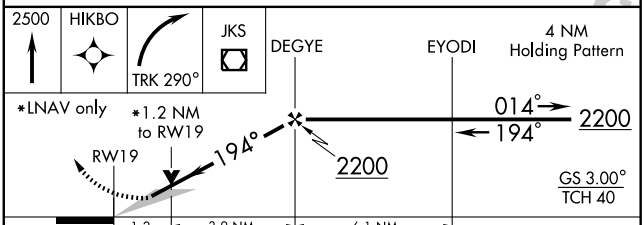
TNA DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.

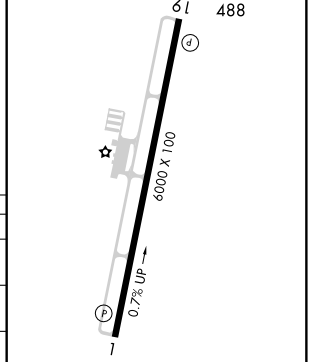
MISSED APPROACH: Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)



Procedure NA for arrivals at JKS VOR/DME via V124 westbound.





CATEGORY	A	B	C	D
LPV DA	740-1 252 (300-1)			
LNAV/ VNAV DA	980-1¾ 492 (500-1¾)			
LNAV MDA	920-1 432 (500-1)		920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)
CIRCLING	980-1¾ 492 (500-1¾)			1040-2 552 (600-2)

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME JKS	APP CRS	Rwy Idg	N/A
109.4	065°	TDZE	N/A
Chan 31		Apt Elev	488

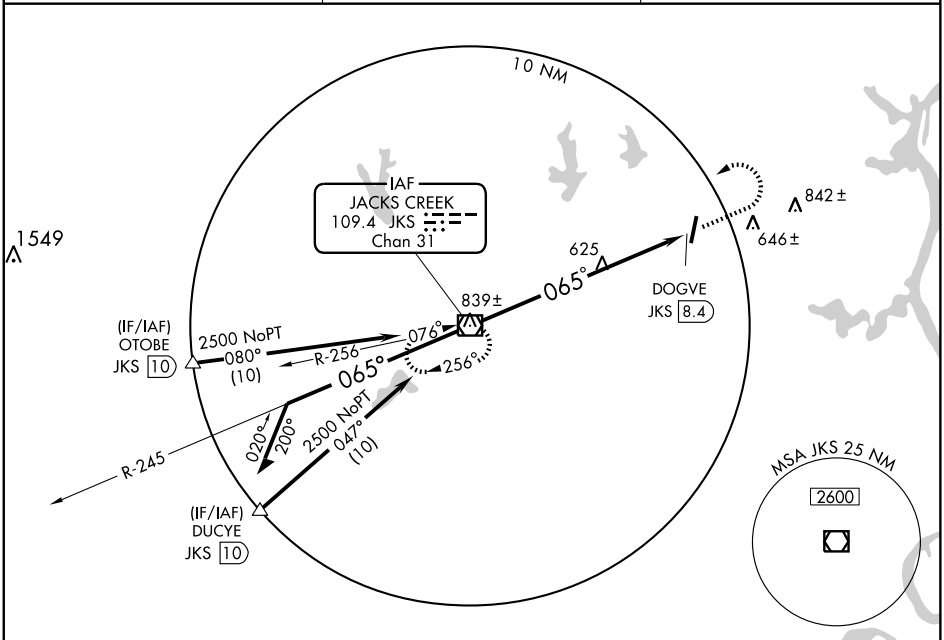
VOR-A

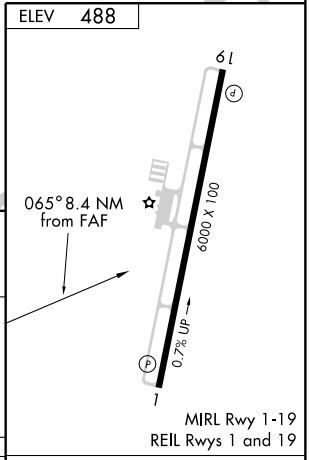
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

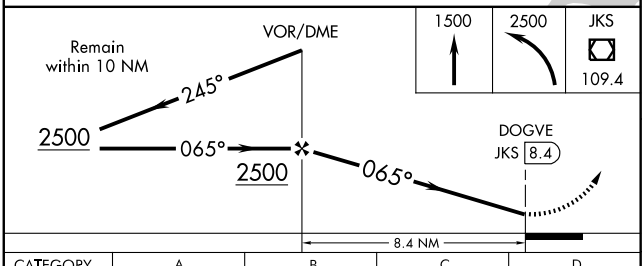
If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1000-1	512 (600-1)	1000-1½ 512 (600-1½)	1040-2 552 (600-2)

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
035°	Rwy Idg	5152
	TDZE	1366
	Apt Elev	1372

RNAV (GPS) RWY 3

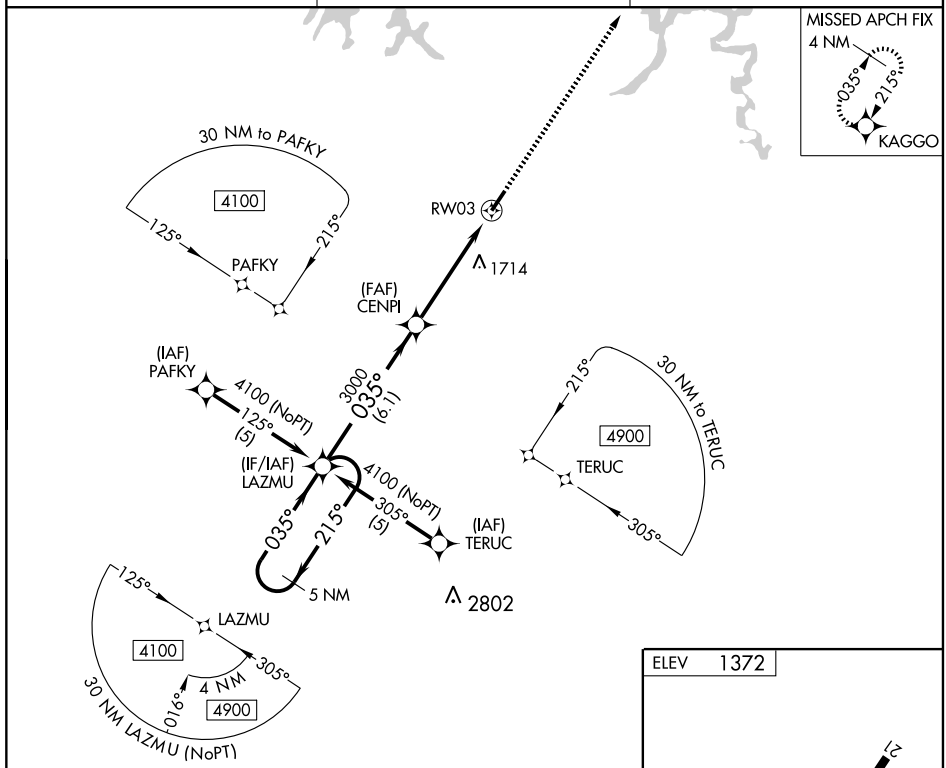
LIVINGSTON MUNI (8A3)

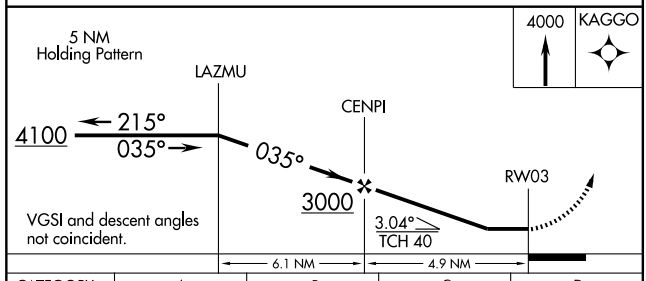
NA

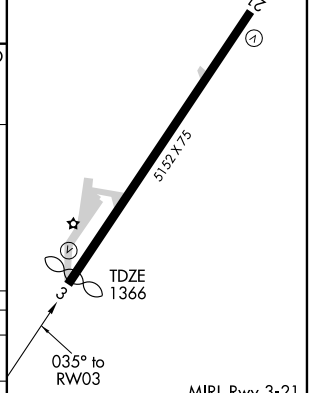
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1960-1	594 (600-1)	1960-1½ 594 (600-1½)	1960-1¾ 594 (600-1¾)
CIRCLING	1960-1 588 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
215°	Rwy Idg	5152
	TDZE	1372
	Apt Elev	1372

RNAV (GPS) RWY 21

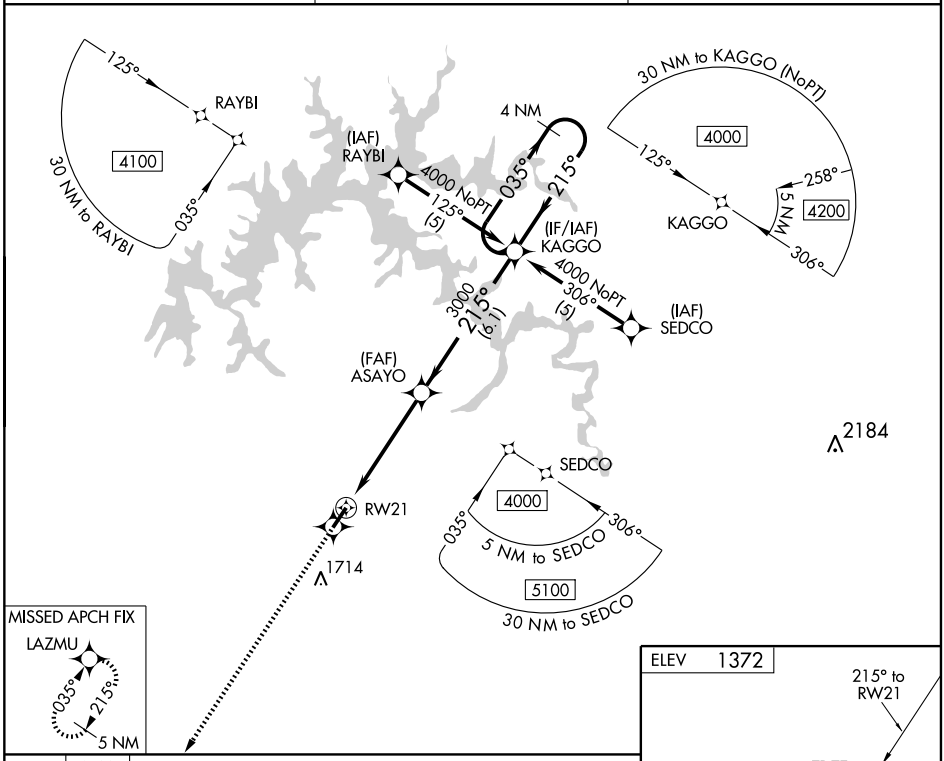
LIVINGSTON MUNI (8A3)

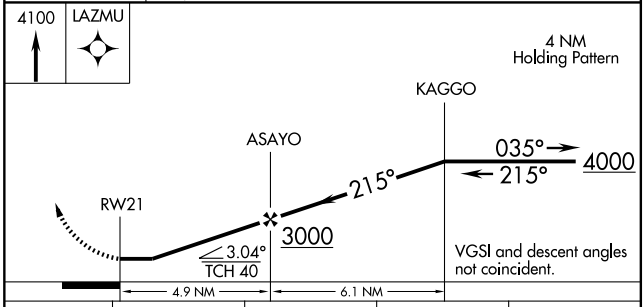
NA

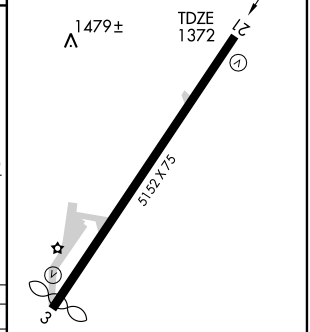
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1760-1 388 (400-1)			1760-1¼ 388 (400-1¼)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 17 DEC 2009 to 14 JAN 2010

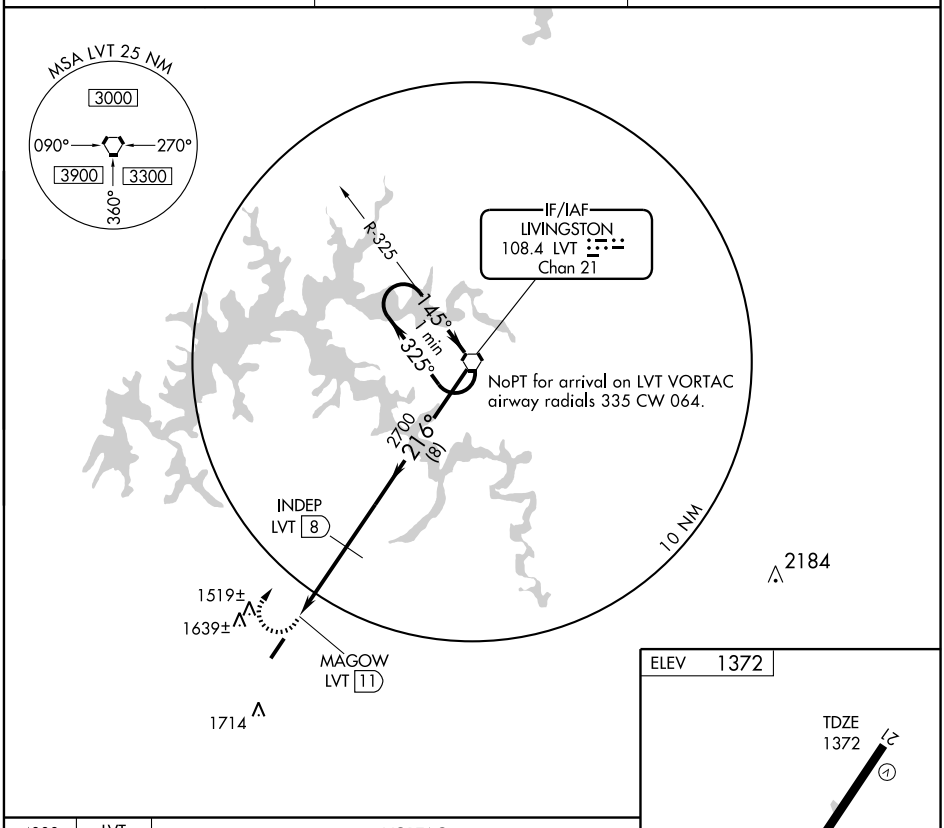
VORTAC LVT	APP CRS	Rwy Idg	5152
108.4	216°	TDZE	1372
Chan 21		Apt Elev	1372

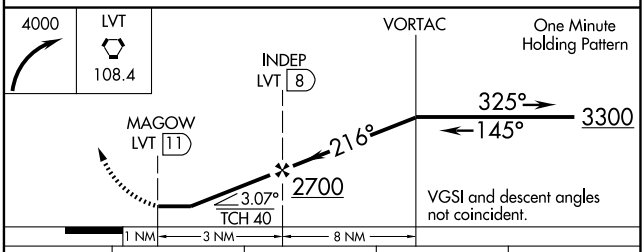
VOR/DME RWY 21
LIVINGSTON MUNI (8A3)

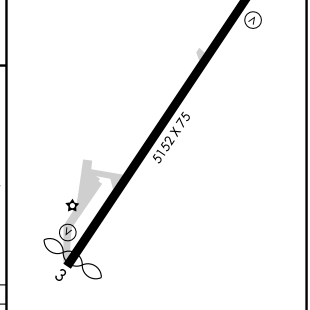
Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF)







CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21
REIL Rwys 3 and 21

SE-1. 17 DEC 2009 to 14 JAN 2010

MADISONVILLE, TENNESSEE AL-6209 (FAA)

APP CRS	Rwy Idg	3641
048°	TDZE	1031
	Apt Elev	1031

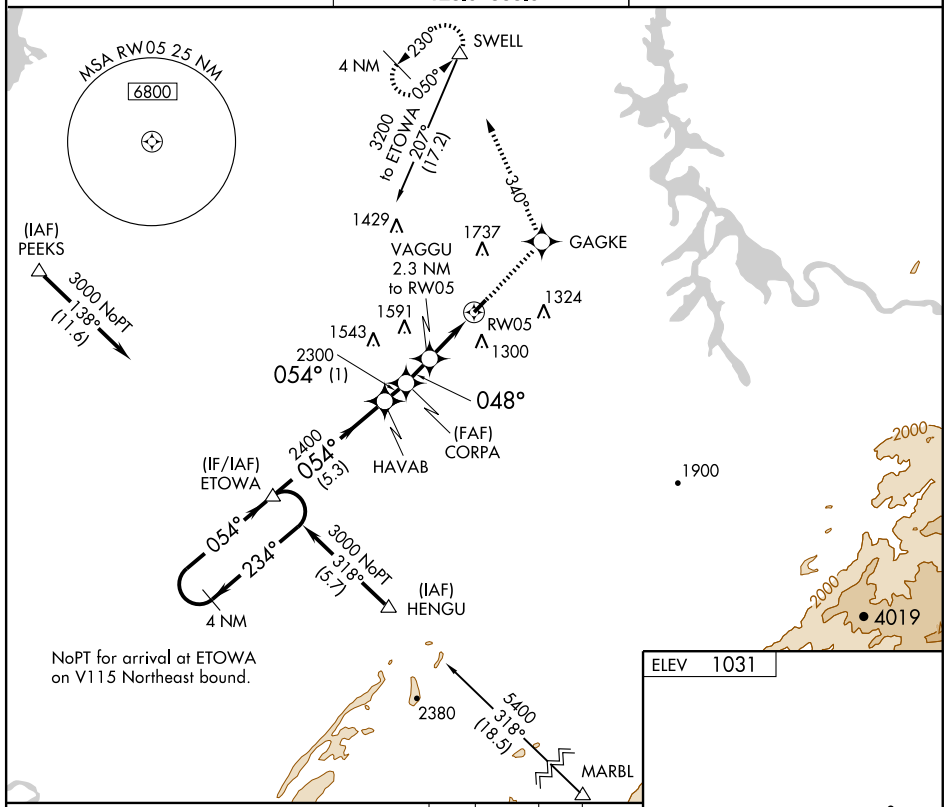
RNAV (GPS) RWY 5

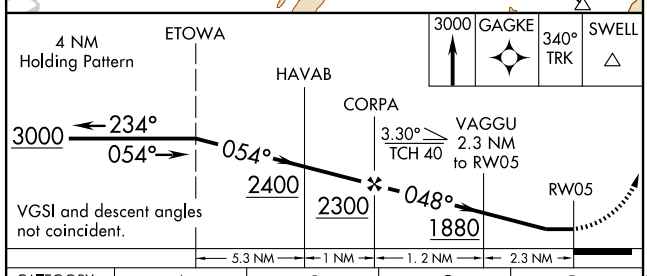
MADISONVILLE/ MONROE COUNTY (MNV)

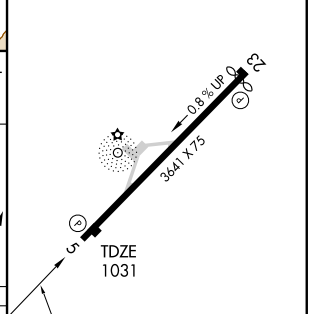
Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct GAGKE and via 340° track to SWELL and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA
CIRCLING	1780-1 749 (800-1)	1780-1¼ 749 (800-1¼)	1780-2¼ 749 (800-2¼)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3501
231°	TDZE	1002
	Apt Elev	1031

RNAV (GPS) RWY 23

MADISONVILLE/ MONROE COUNTY (MNV)

T
A NA

Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct ETOWA and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)

(IAF) SWASO

4000 NoPT 165° (12.7)

(IAF) VOLUNTEER VXV

4000 NoPT 228° (20)

Procedure NA for arrivals on VXV VORTAC airway radials 184 CW 246.

(IF/IAF) BENDA

259°

079°

4 NM

2700

245° (6.8)

(FAF) OCACA

231°

1429

1359±

1737

(MAP) CUPKO

1591

1543

1324

1300

4000 to BENDA 055° (22.2)

ETOWA

054°

234°

4 NM

1900

2780

2000

4346

5249

4019

5580

5500

MSA CUPKO 25 NM

6800

ELEV 1031

TDZE 1002

0.8% UP

3641 X 75

3000 ETOWA

BENDA

4 NM Holding Pattern

OCACA

079°

4000

259°

CUPKO

245°

231°

2700

3.00°

TCH 40

VGSI and descent angles not coincident.

0.5 4.7 NM 6.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1620-1	618 (600-1)	1620-1¾ 618 (600-1¾)	NA
CIRCLING	1620-1	589 (600-1)	1620-1¾ 589 (600-1¾)	NA

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4710
233°	TDZE	1026
	Apt Elev	1032

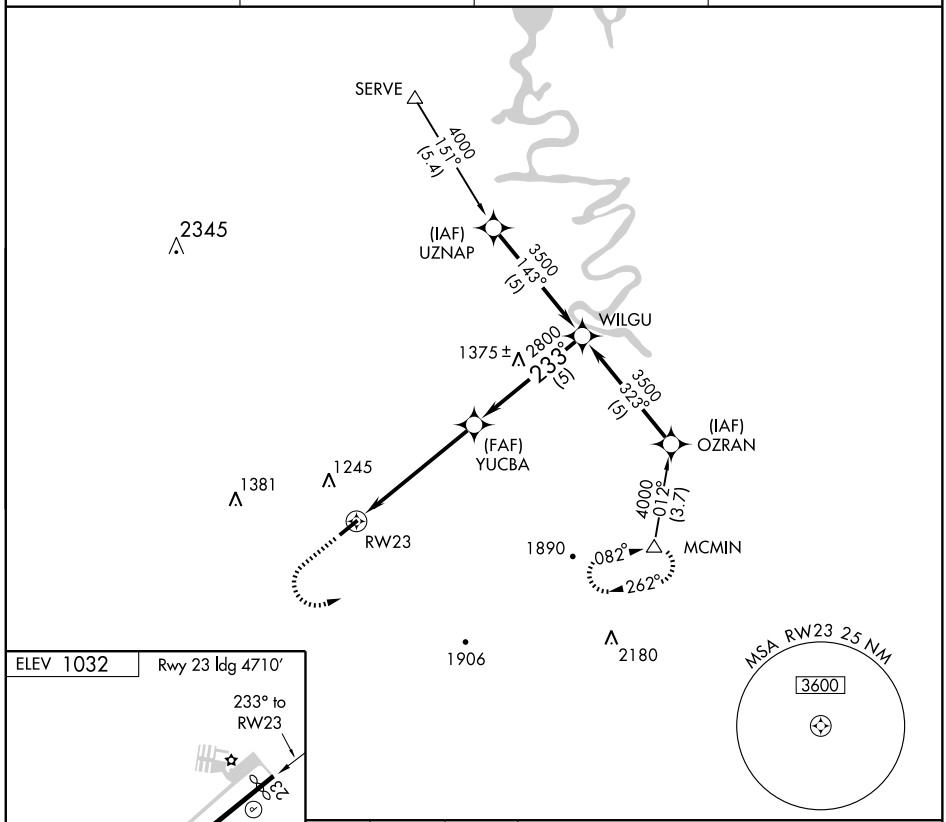
GPS RWY 23

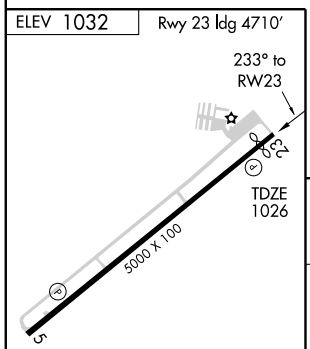
MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

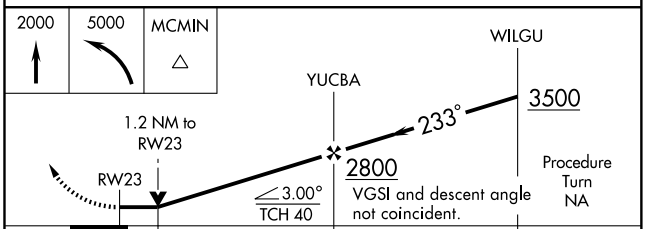
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct MCMIN WP and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1600-1½ 568 (600-1½)	1660-2 628 (700-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-RNC	APP CRS	Rwy Idg	4710
111.5	233°	TDZE	1026
		Apt Elev	1032

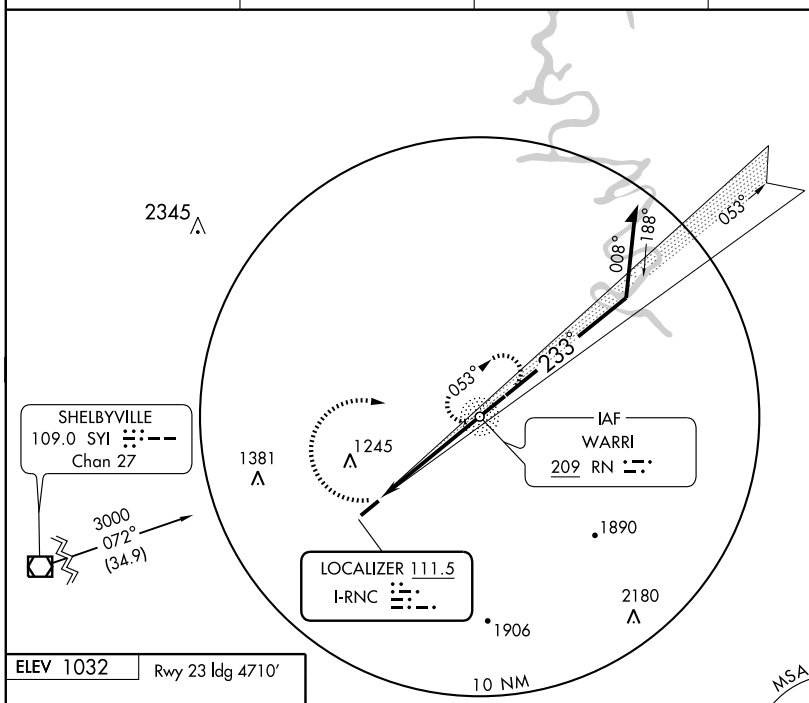
LOC RWY 23

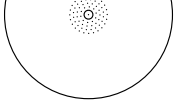
MC MINNVILLE/ WARREN COUNTY MEMORIAL (RNC)

ADF REQUIRED.
If local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 200 feet.

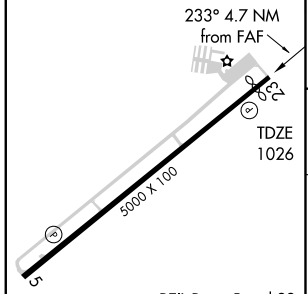
MISSED APPROACH: Climbing right turn to 3000 direct WARRI NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) L

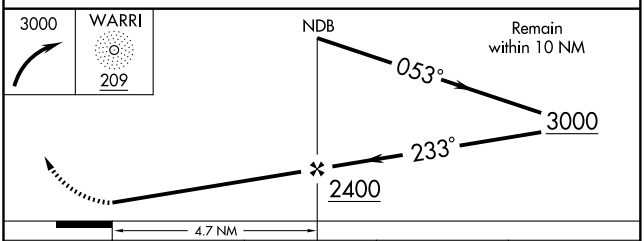




ELEV 1032 Rwy 23 ldg 4710′



REIL Rwys 5 and 23
MIRL Rwy 5-23 L



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1560-1½ 528 (600-1½)	1600-2 568 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3800
152°	TDZE	224
	Apt Elev	224

GPS RWY 17

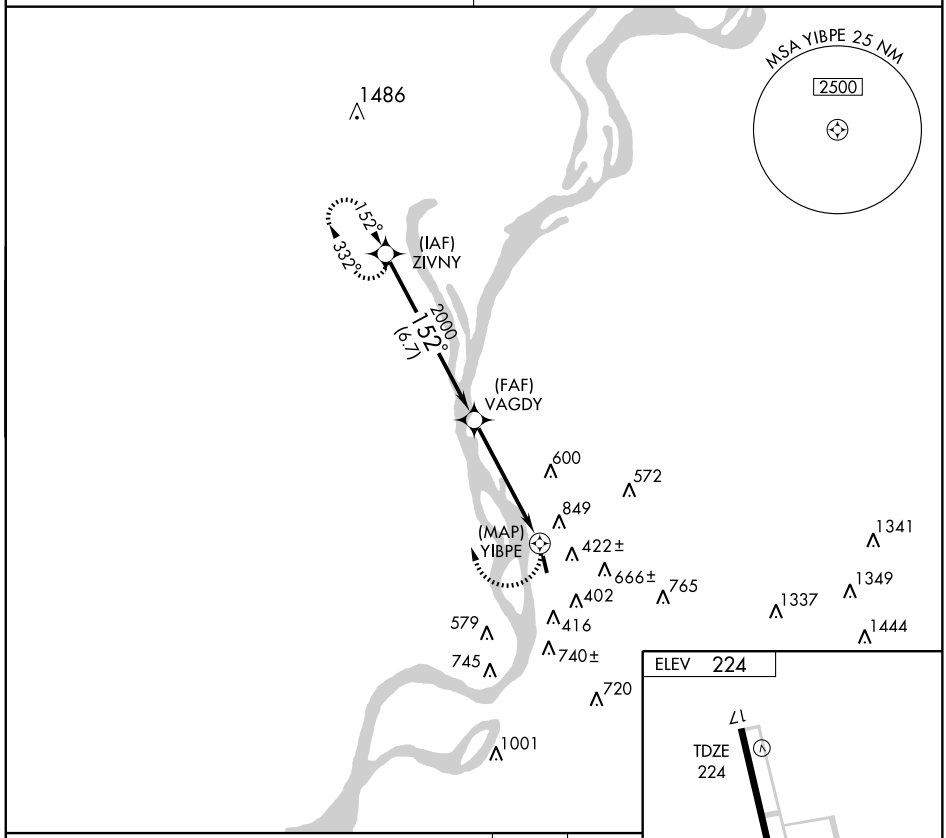
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

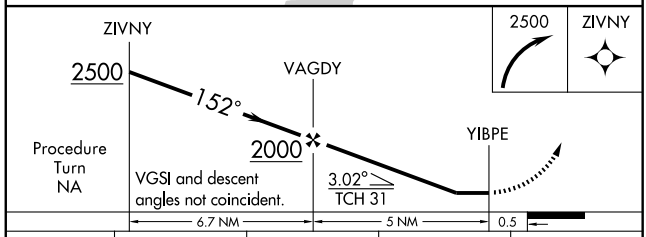
NA

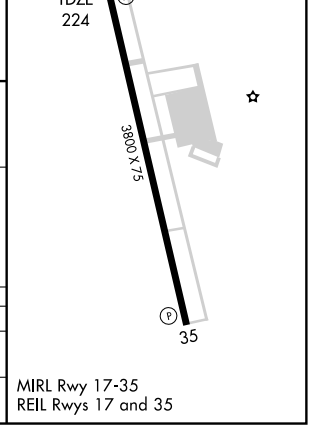
Use Memphis International altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.

MEMPHIS APP CON	UNICOM
119.1 291.6	122.7 (CTAF)







MIRL Rwy 17-35
REIL Rwys 17 and 35

CATEGORY	A	B	C	D
S-17	1040-1 816 (900-1)	1040-1¼ 816 (900-1¼)	1040-2½ 816 (900-2½)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC MEM	APP CRS	Rwy Idg 3800
117.5	162°	TDZE 224
Chan 122		Apt Elev 224

VOR RWY 17

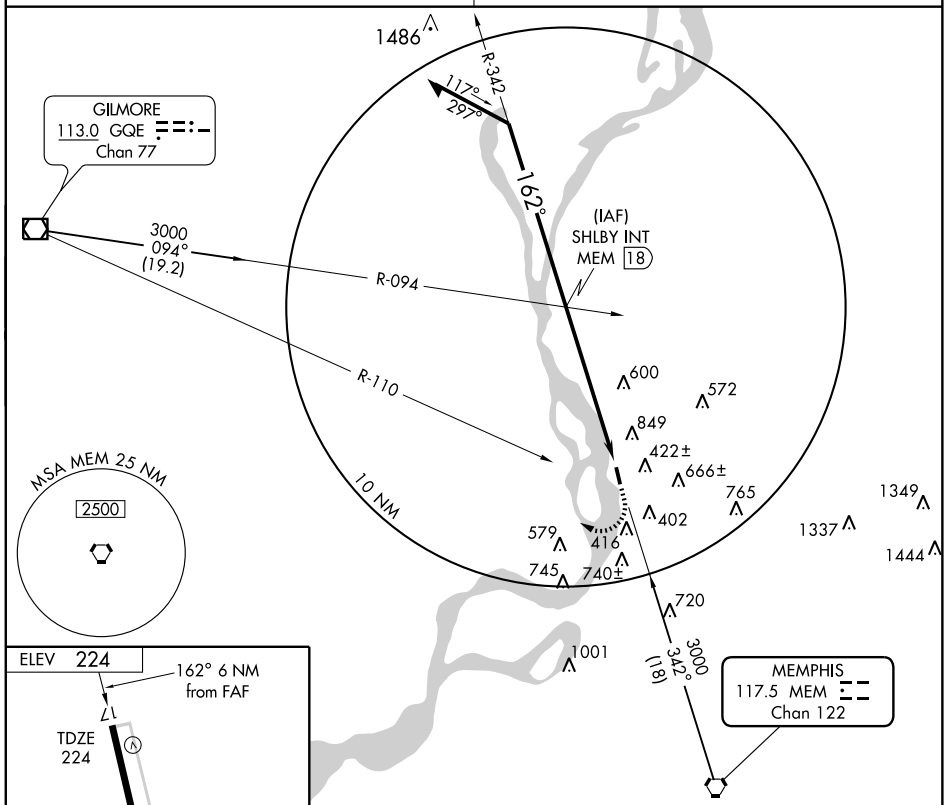
MEMPHIS/ GENERAL DEWITT SPAIN (MØ1)

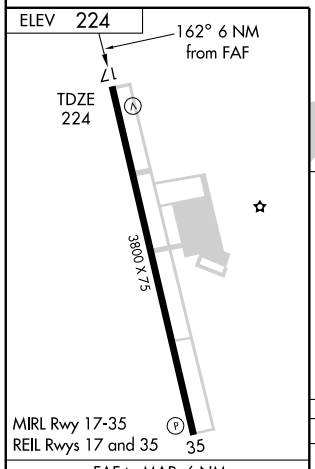
NA

Use Memphis International altimeter setting.

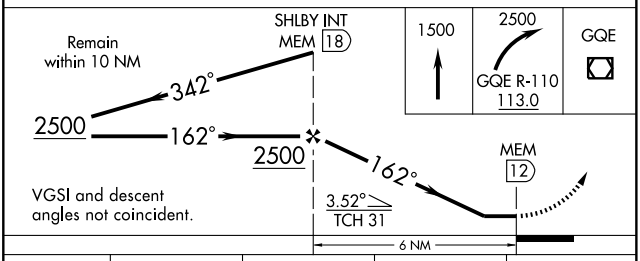
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.

MEMPHIS APP CON	UNICOM
119.1 291.6	122.7 (CTAF)





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-17	1200-1¼ 976 (1000-1¼)	1200-1½ 976 (1000-1½)	1200-3 976 (1000-3)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

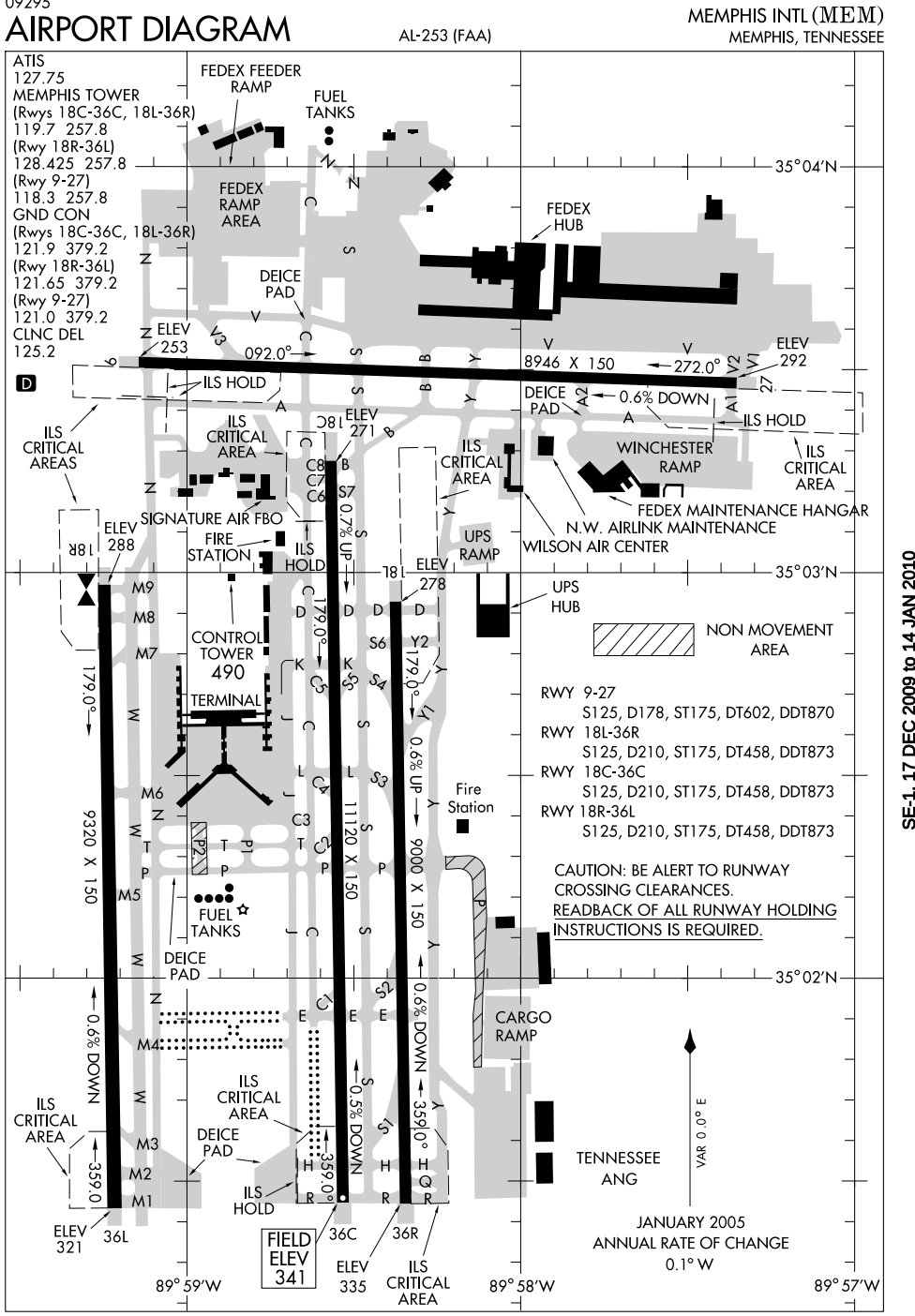
SE-1. 17 DEC 2009 to 14 JAN 2010

09295

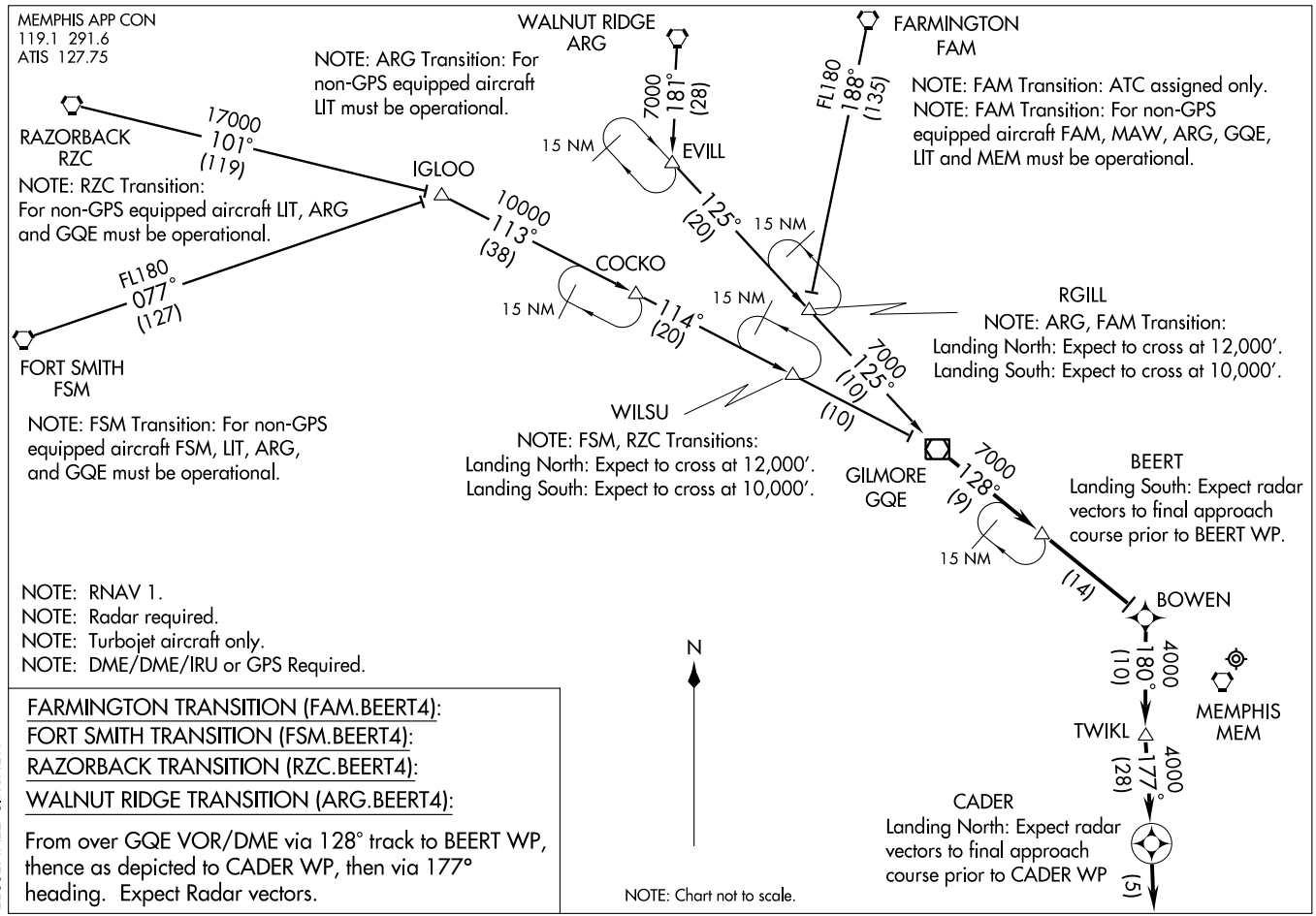
AIRPORT DIAGRAM

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010



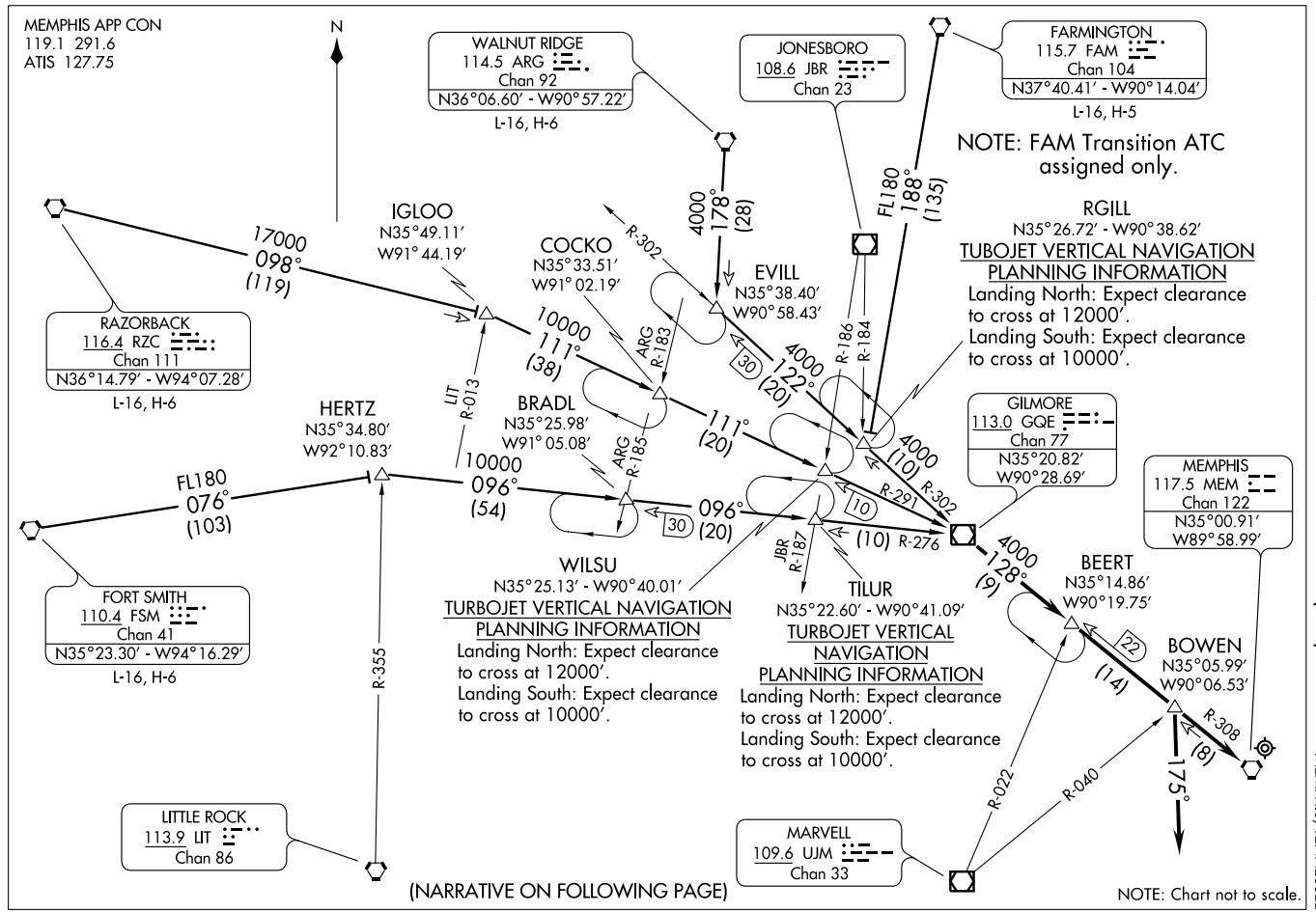
(BEERT.BEERT4) 08157

BEERT FOUR ARRIVAL (RNAV)

ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE

GILMORE THREE ARRIVAL (GQE.GQE3)



GILMORE THREE ARRIVAL (GQE.GQE3) ST-253 (FAA)

ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . . .
FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . . .
RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . . .
WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . . .

. . . .FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.
TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

HOLLY ONE ARRIVAL (HLI.HLI1)

MEMPHIS APP CON
125.8 338.3
ATIS 127.75

N

CHOO CHOO TRANSITION (GQO.HLI1): From over GQO VORTAC via GQO R-262 and MSL R-081 to MSL VORTAC, then via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

HAMILTON TRANSITION (HAB.HLI1): From over HAB VORTAC via HAB R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

MUSCLE SHOALS TRANSITION (MSL.HLI1): From over MSL VORTAC via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

TUPELO TRANSITION (OTB.HLI1): From over OTB VOR/DME via OTB R-317 to MEGGY INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

VULCAN TRANSITION (VUZ.HLI1): From over VUZ VORTAC via VUZ R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence. . . .

. . . .FROM OVER HLI VORTAC

TURBOJETS/TURBOPROPS LANDING SOUTH: From over HLI VORTAC via MEM R-120 to OLIVV INT. Thence heading 355° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.

MEMPHIS
117.5 MEM
Chan 122
N35°00.91′ - W89°58.99′

HOLLY SPRINGS
112.4 HLI
Chan 71
N34°46.22′
W89°29.79′

355°
R-120
(8)
OLIVV
N34°56.74′
W89°50.67′
(10)
18
HLI
299°
3000
299°
(10)
R-060
R-070
LARUE
N34°51.52′
W89°40.30′
#4000
282°
(11)
R-102
109.4 JKS
R-219
Chan 31
CRAMM
N34°38.18′
W88°53.91′
MUSCLE SHOALS
116.5 MSL
Chan 112
N34°42.41′ - W87°29.49′
L-18
FL180
262°
(116)
10000
266°
(70)
R-081
CHOO CHOO
115.8 GQO
Chan 105
N34°57.68′ - W85°09.20′
L-25, H-9-12
MARVELL
109.6 UJM
Chan 33
#3000 for Tupelo Transition.
MEGGY
N34°43.35′ - W89°16.90′
4000
282°
(20)
31
4000
317°
(38)
R-345
R-102
4000
299°
(51)
13000
299°
(115)
TUBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing South: Expect clearance to cross at 12000′.
Landing North: Expect clearance to cross at 10000′.
TUPELO
109.8 OTB
Chan 35
N34°13.43′ - W88°47.84′
L-18
HAMILTON
110.4 HAB
Chan 41
N34°11.93′ - W88°00.70′
L-18
VULCAN
114.4 VUZ
Chan 91
N33°40.21′
W86°53.99′
L-18, H-6-9

NOTE: DME Required.

NOTE: Chart not to scale.

LOC I-MEM	APP CRS	Rwy Idg	8946
109.5	091°	TDZE	259
		Apt Elev	341

ILS or LOC RWY 9

MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 9 Cat. E visibility to RVR 4000 and S-LOC 9 Cat. E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

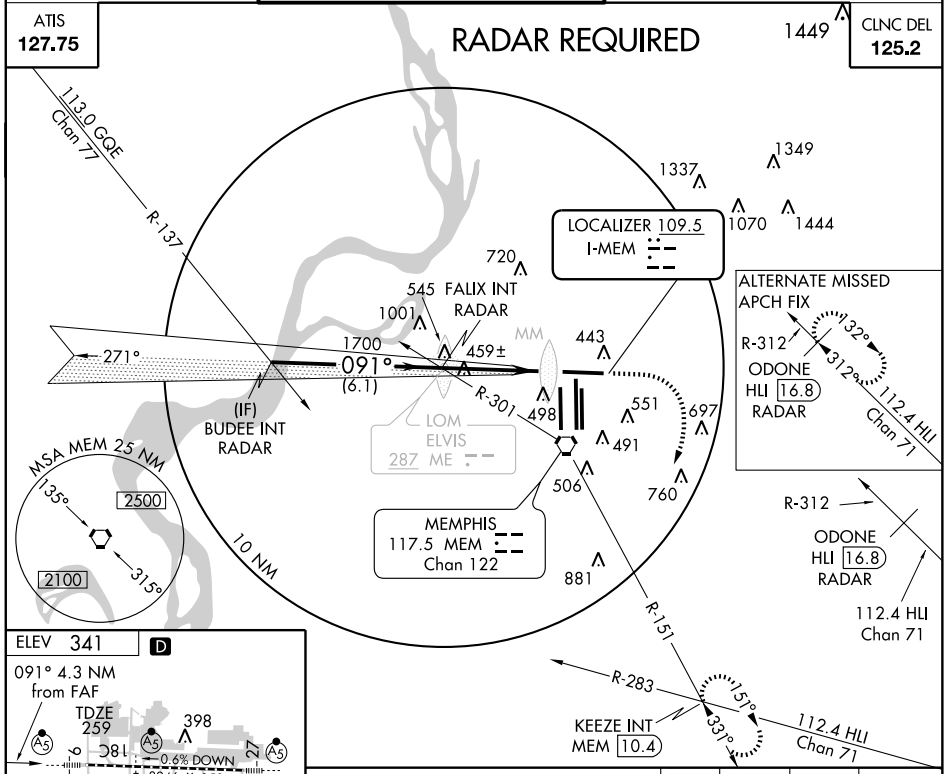
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

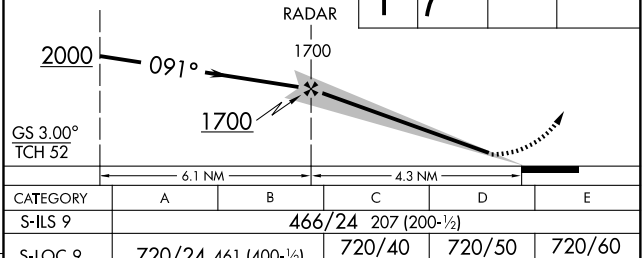
ATIS 127.75

1449

CLNC DEL 125.2

RADAR REQUIRED





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-ILS 9	466/24 207 (200-½)				
S-LOC 9	720/24 461 (400-½)		720/40 461 (400-¾)	720/50 461 (400-1)	720/60 461 (400-1¼)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-SDU	APP CRS	Rwy Idg	11120
111.95	178°	TDZE	290
		Apt Elev	341

ILS or LOC RWY 18C

MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½. DME or Radar required.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE IN/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

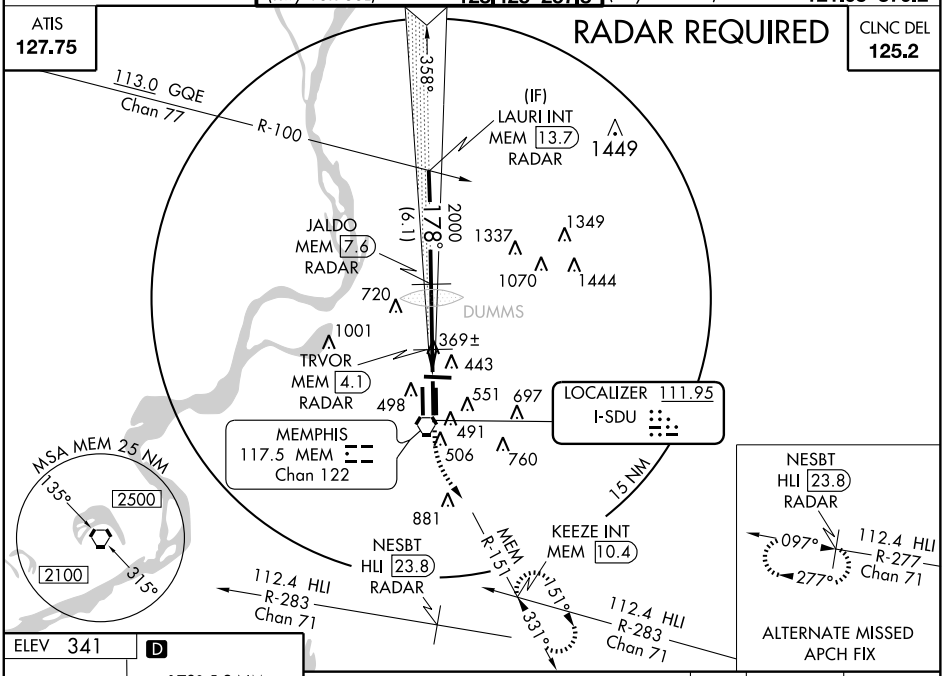
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

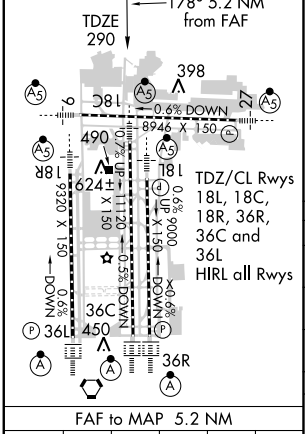
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

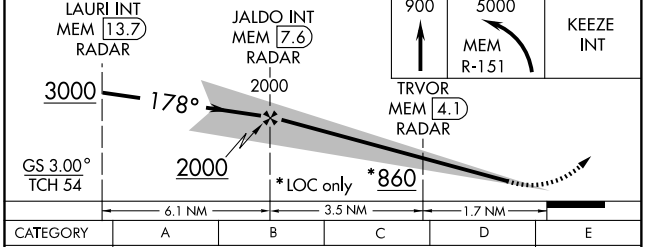
ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 18C	534/18 244 (200-½)				534/24 244 (200-½)
S-LOC 18C	860/24 570 (600-½)		860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
CIRCLING	860-1 519 (600-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
TRVOR FIX MINIMUMS					
S-LOC 18C	700/24 410 (400-½)		700/40 410 (400-¾)		700/50 410 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-1. 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 18L

MEMPHIS INTL (MEM)

LOC/DME I-EXS	APP CRS	Rwy Idg	9000
111.15	178°	TDZE	301
Chan 48 (Y)		Apt Elev	341

T For inoperative MALSR, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 1¾, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required.
A Simultaneous approach authorized with runway 18R.

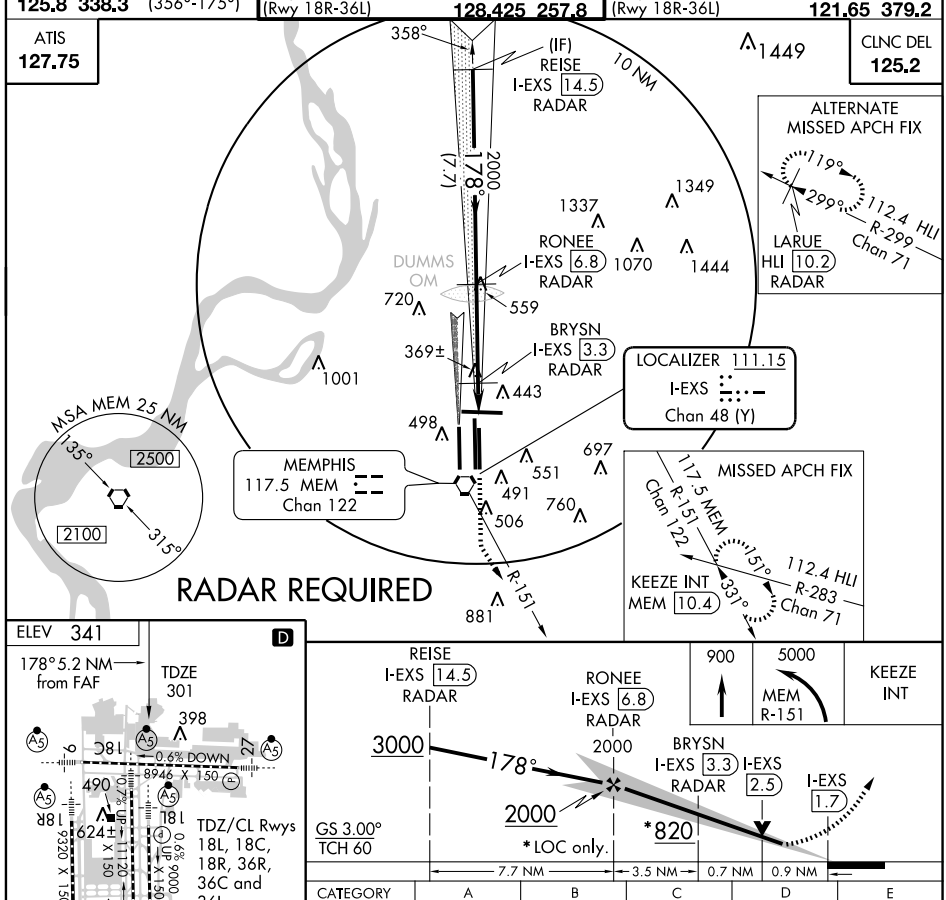
MALSR

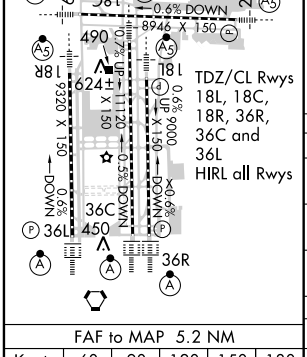
MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

CLNC DEL 125.2





CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
CIRCLING	820-1 479 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-OOI	APP CRS	Rwy Idg	9127
109.9	178°	TDZE	295
		Apt Elev	341

ILS or LOC RWY 18R
MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy18L. DME or RADAR Required. For inoperative MALSR, increase S-ILS 18R Cat. E visibility to RVR 4000, S-LOC 18R Cat. E visibility to 2, SAAMM FIX minimums, increase S-LOC 18R Cat. E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold

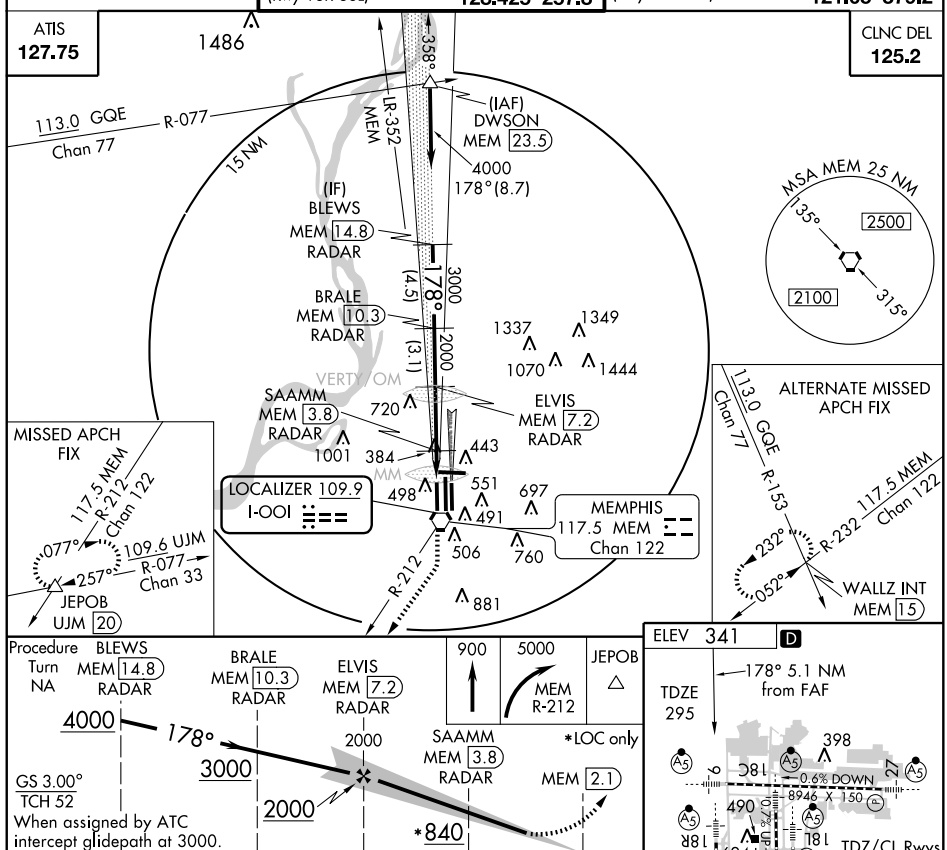
MEMPHIS APP CON		
119.1 291.6	(176°-355°)
125.8 338.3	(356°-175°)

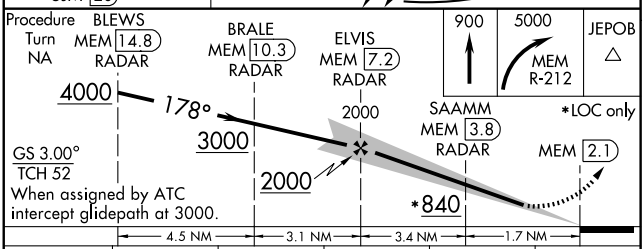
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

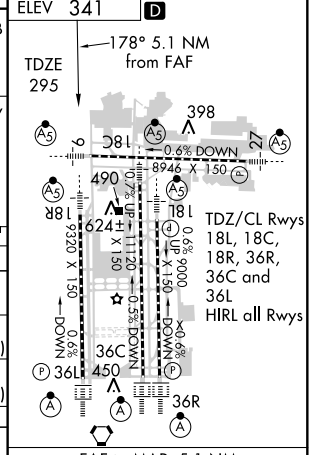
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24 545 (500-½)		840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
SAAMM FIX MINIMUMS					
S-LOC 18R	700/24 405 (400-½)		700/40 405 (400-¾)		700/50 405 (400-1)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-JIM	APP CRS	Rwy Idg	8946
108.7	271°	TDZE	292
		Apt Elev	341

ILS or LOC RWY 27

MEMPHIS INTL (MEM)

For inoperative MALSR, increase S-ILS 27 Cat. E visibility to RVR 4000 and S-LOC 27 Cat. E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 and intercept MEM VORTAC R-285, then continue climb to 5000 via MEM VORTAC R-285 to GOWRI INT/MEM 17 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

1449

PAOFF GQE 12 RADAR
113.0 GQE Chan 77
133°
313°
R-133
ALTERNATE MISSED APCH FIX

1349
1337
1070
1444
10 NM
LOCALIZER 108.7 I-JIM
720
CABAV INT RADAR
R-068
1001
443
MM
SOCIT OM
1900
271°
(6.1)
091°
462±
642
498
R-285
551
697
491
506
760
(IF) COVIM INT RADAR
R-322
MEMPHIS 117.5 MEM Chan 122
881
112.4 HLI Chan 71

MISSED APCH FIX
113.0 GQE Chan 77
105°
285°
R-285
R-148
MEM 117.5 Chan 122
GOWRI INT MEM 17

MSA MEM 25 NM
135°
315°
2500
2100

ELEV 341

D

271° 4.8 NM from FAF

398

18C 0.6% DOWN 27

8946 X 150

TDZE 292

490

624±

18R 18L

9320 X 150

9000 X 150

36C 36L 450

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys

36R

2500	MEM R-285	5000	GOWRI INT

CABAV INT RADAR 1900

COVIM INT RADAR

VGSI and ILS Glidepath not coincident.

271° 1900

1900

GS 3.00° TCH 54

4.8 NM 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 27	492/24 200 (200-½)				
S-LOC 27	720/24	428 (400-½)	720/40 428 (400-¾)	720/50	428 (400-1)
CIRCLING	800-1 459 (500-1)		920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TSE	APP CRS	Rwy Idg 11120
110.5	358°	TDZE 341
Chan 42		Apt Elev 341

ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to RVR 4000 and S-LOC 36C Cat. E visibility to 1½. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

GOBLE HLI 37.2 RADAR

137° 317° 112.4 HLI R-317 Chan 71

MEM R-360

LOCALIZER 110.5 I-TSE Chan 42

IM MM

MEMPHIS 117.5 MEM Chan 122

GINIE I-TSE 6.9 RADAR

MISSED APCH FIX

117.5 MEM Chan 122

113.0 GQE R-100 Chan 77

180° 360° R-360

LAURI INT MEM 13.7

MSA MEM 25 NM

135° 315° 2500 2100

10 NM

358° (6.3)

2000

(IF) NESBT INT I-TSE 13.2 RADAR

R-277

112.4 HLI Chan 71

178°

1337 1349 1070 1444 720 1001 443 498 551 697 491 506 760 483 881

ELEV 341 D

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

0.6% DOWN 8946 X 150 0.7% UP 6624 X 150 0.6% UP 9000 X 150 0.5% DOWN 9320 X 150 0.6% DOWN

398 490 450

TDZE 341

358° 5 NM from FAF

3000 LAURI INT MEM R-360

GINIE I-TSE 6.9 RADAR

NESBT INT I-TSE 13.2 RADAR

I-TSE 1.9 I-TSE 3 MM IM 2000 358° 3000 2000

GS 3.00° TCH 60

0.1 0.2 0.7 3.9 NM 6.3 NM

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399(400-¾)	740/50 399(400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

SE-1. 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy Idg	9320
108.9	358°	TDZE	321
Chan 26		Apt Elev	341

Simultaneous approach authorized with runway 36R. For inoperative ALSF, increase S-ILS 36L Cat. E visibility to RVR 4000 and S-LOC 36L visibility to 1½. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

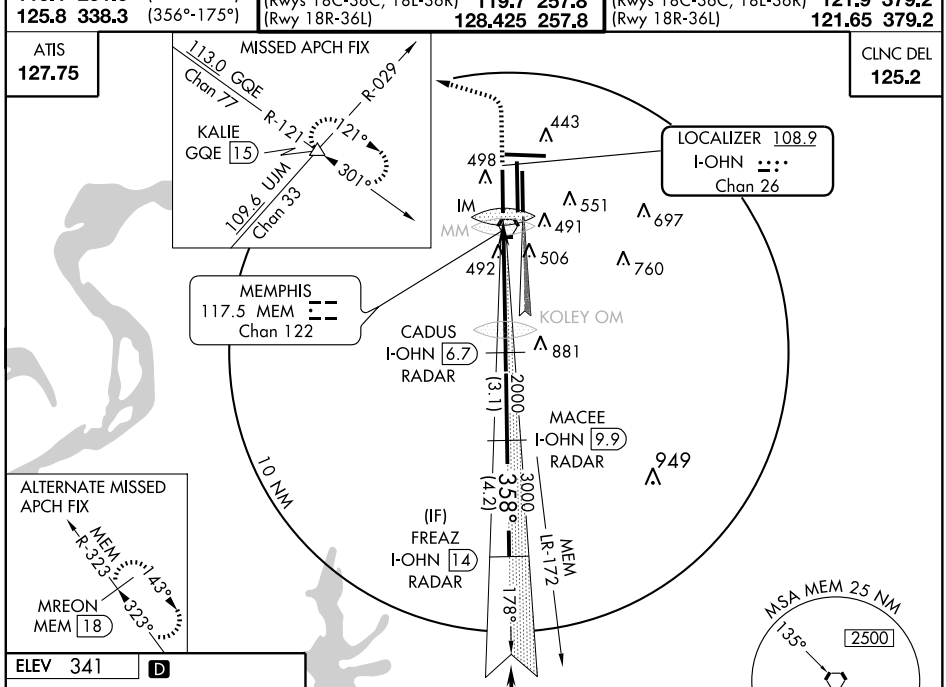
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

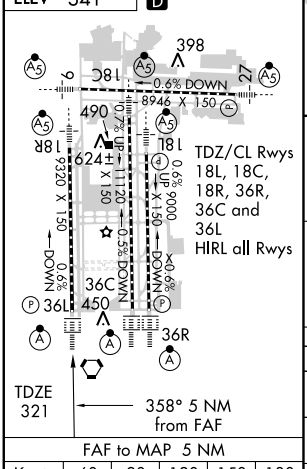
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

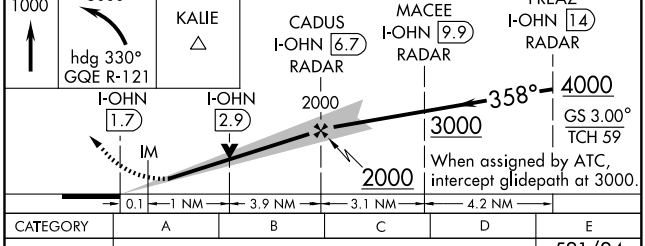
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D	E
S-ILS 36L	521/18 200 (200-½)				521/24 200 (200-½)
S-LOC 36L	760/24 439 (500-½)		760/40 439 (500-¾)	760/50 439 (500-1)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

For inoperative ALSF, increase S-ILS 36R Cat. E visibility to RVR 4000 and S-LOC 36R Cat. E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24 425 (500-½)		760/40 425 (500-¾)		760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TSE	APP CRS	Rwy Idg 11120
110.5	358°	TDZE 341
Chan 42		Apt Elev 341

ILS RWY 36C (CAT II)

MEMPHIS INTL (MEM)

DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

GOBLE HLI 37.2 RADAR

137°

317°

112.4 HLI R-317 Chan 71

1337 1349 1070 1444 720 1001 498 443 551 697 491 506 760 483 881

MEM R-360

IM MM

LOCALIZER 110.5 I-TSE Chan 42

MEMPHIS 117.5 MEM Chan 122

GINIE I-TSE 6.9 RADAR

MISSED APCH FIX

117.5 MEM Chan 122

113.0 GQE R-100 Chan 77

180° 360°

LAURI INT MEM 13.7

R-360

MSA MEM 25 NM

135° 315°

2500 2100

358° (6.3)

2000

(IF) NESBT INT I-TSE 13.2 RADAR

10 NM

R-277

112.4 HLI Chan 71

178°

ELEV 341 D

398

18C 0.6% DOWN 27

8946 X 150

490

18R 0.7% UP 18L

9320 X 150 11120 X 150 9000 X 150

0.6% UP 0.5% DOWN 0.6% DOWN

36C 0.6% DOWN

36L 450 36R

TDZ 341

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

3000 MEM R-360 LAURI INT

GINIE I-TSE 6.9 RADAR 2000

NESBT INT I-TSE 13.2 RADAR 3000

IM MM

DH RA 118

341 MSL

358° 2000

GS 3.00° TCH 60

1170' 767' 1584' 4.6 NM 6.3 NM

CATEGORY	A	B	C	D
S-ILS 36C	RA 118/12 100 DA 441			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TSE	APP CRS	Rwy Idg 11120
110.5	358°	TDZE 341
Chan 42		Apt Elev 341

ILS RWY 36C (CAT III)

MEMPHIS INTL (MEM)

DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

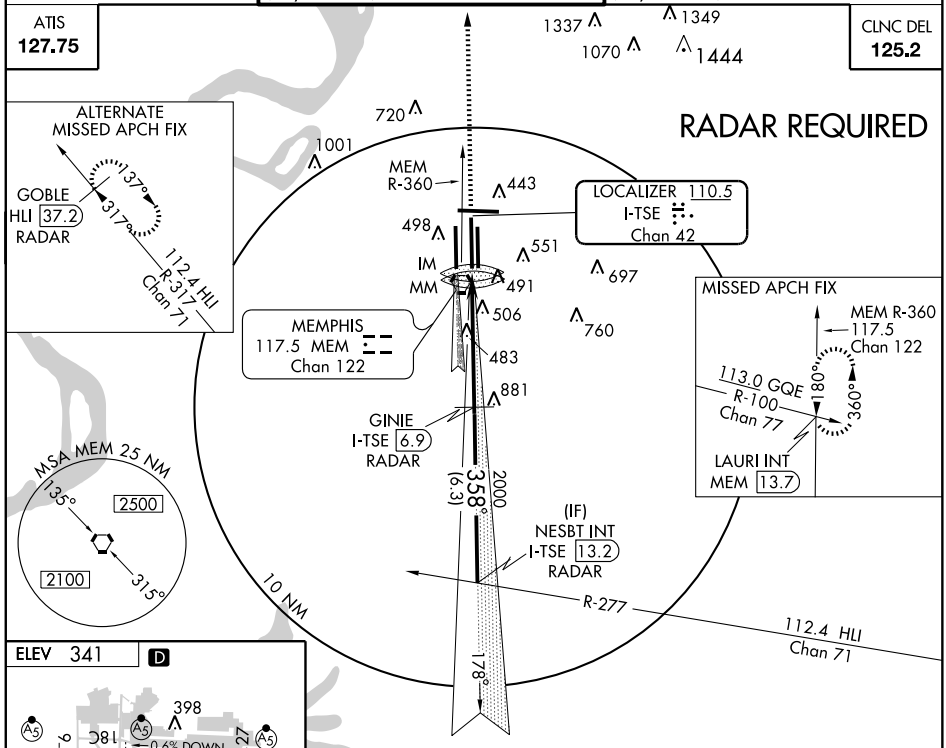
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

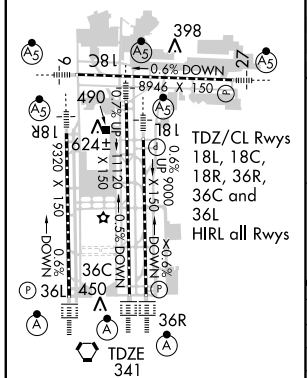
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

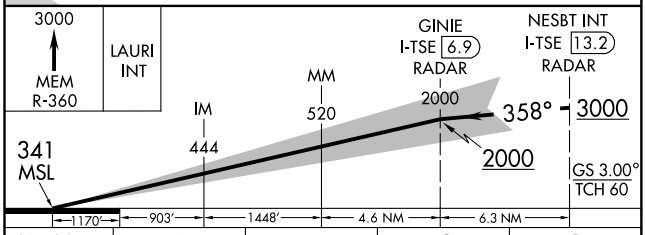
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
S-ILS 36C		Cat IIIa	RVR 07	
S-ILS 36C		Cat IIIb	RVR 03	
S-ILS 36C		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OHN	APP CRS	Rwy Idg 9320
108.9	358°	TDZE 321
Chan 26		Apt Elev 341

ILS RWY 36L (CAT II)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with runway 36R. DME or Radar required.

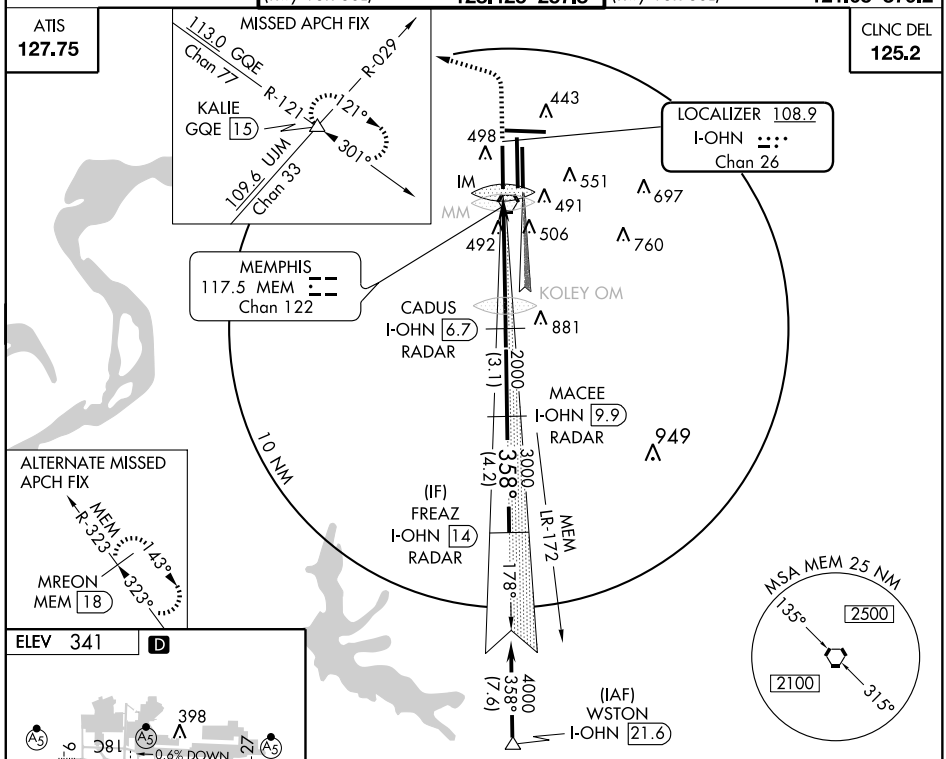
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

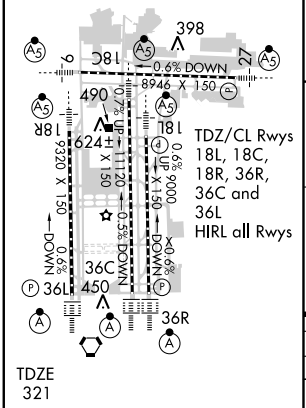
MEMPHIS APP CON		MEMPHIS TOWER			GND CON		
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

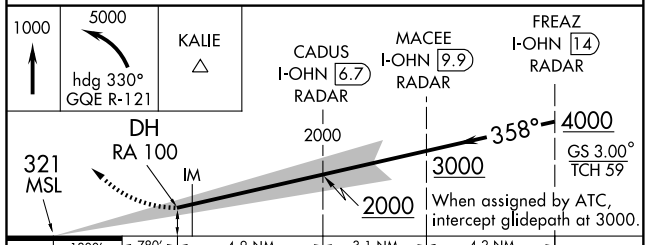
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
S-ILS 36L	RA 100/12 100 DA 421			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-OHN	APP CRS	Rwy Idg 9320
108.9	358°	TDZE 321
Chan 26		Apt Elev 341

ILS RWY 36L (CAT III)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with runway 36R. DME or Radar required.

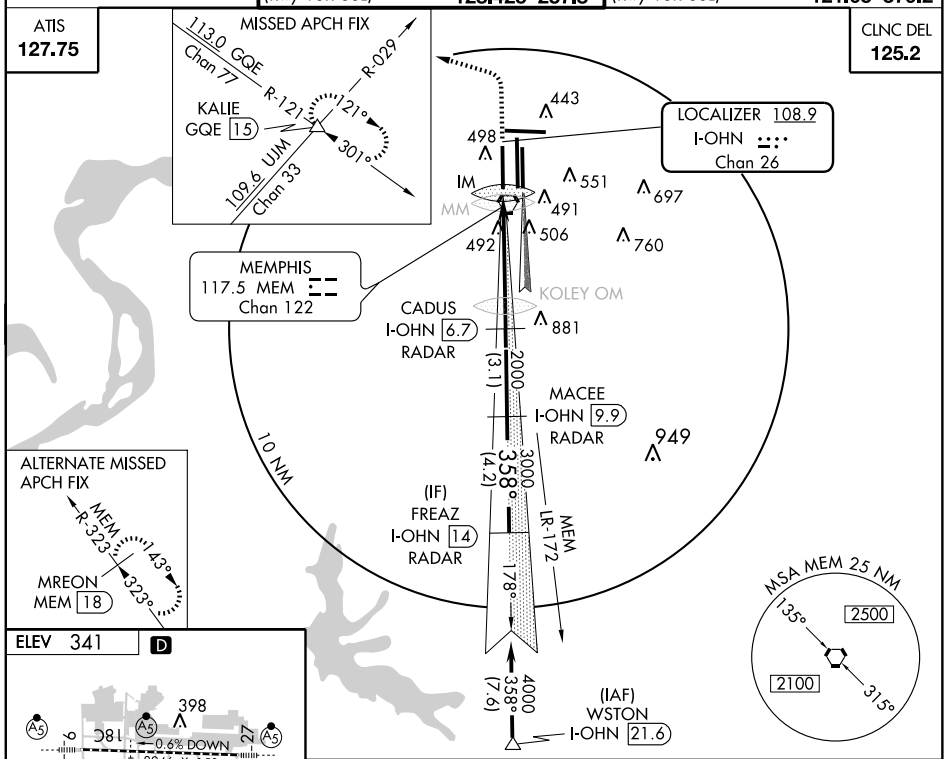
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

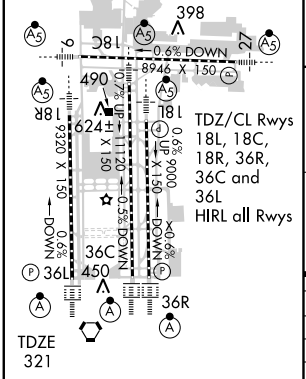
MEMPHIS APP CON		MEMPHIS TOWER			GND CON		
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

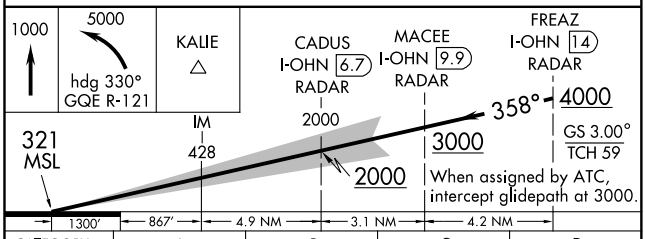
CLNC DEL 125.2



ELEV 341 D



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa	RVR 07		
S-ILS 36L	CAT IIIb	RVR 03		
S-ILS 36L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT II)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER
(Rwy 9-27) 118.3 257.8
(Rwys 18C-36C, 18L-36R) 119.7 257.8
(Rwy 18R-36L) 128.425 257.8

GND CON
(Rwy 9-27) 121.0 379.2
(Rwys 18C-36C, 18L-36R) 121.9 379.2
(Rwy 18R-36L) 121.65 379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM
135° 2500
2100 315°

OROCU
MEM 15

220° 040°

1349 1337 1070 1444 720 1001 443 498 551 697 491 506 760 881

R-040 R-329

112.4 HLI Chan 71

LOCALIZER 111.35
I-MYO
Chan 50 (Y)

MEMPHIS
117.5 MEM
Chan 122

IM MM

ALTERNATE MISSED APCH FIX

R-299 119° 299°

LARUE
HLI 10.2
RADAR

112.4 HLI Chan 71

MCGHE
I-MYO 6.6
RADAR

2000 (7.3)

358°

(IF)
HADAN
I-MYO 14
RADAR

178°

10 NM

R-299

LARUE
HLI 10.2
RADAR

112.4 HLI Chan 71

ELEV 341 D

398

18C 0.6% DOWN 27

490 0.7% UP 8946 X 150

18R 9320 X 150 624± 18L 11120 X 150 0.6% UP 9000

0.6% DOWN 0.6% DOWN

36C 450 36L

36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L HIRL all Rwys

TDZE 335

1000	5000	MEM	OROCU
↑	hdg 070°	R-040	△

VGSI and ILS glidepath not coincident.

MCGHE
I-MYO 6.6
RADAR

HADAN
I-MYO 14
RADAR

2000 358° 3000

IM

DH RA109

335 MSL

2000

GS 3.00°
TCH 58

1131' 799' 4.8 NM 7.3 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA 109/12 100 DA 435			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT III)

MEMPHIS INTL (MEM)

T A Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER
(Rwy 9-27) 118.3 257.8
(Rwys 18C-36C, 18L-36R) 119.7 257.8
(Rwy 18R-36L) 128.425 257.8

GND CON
(Rwy 9-27) 121.0 379.2
(Rwys 18C-36C, 18L-36R) 121.9 379.2
(Rwy 18R-36L) 121.65 379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

MSA MEM 25 NM
135° 2500
2100 315°

OROCU
MEM 15

220° 040°

1349 1337 1070 1444 720 1001 443 498 551 491 697 506 760 881

R-040 R-329

112.4 HLI Chan 71

LOCALIZER 111.35
I-MYO
Chan 50 (Y)

MEMPHIS
117.5 MEM
Chan 122

IM MM

ALTERNATE MISSED APCH FIX

R-299 119° 299°

LARUE
HLI 10.2
RADAR

112.4 HLI Chan 71

MCGHE
I-MYO 6.6
RADAR

2000 (7.3)

358°

(IF)
HADAN
I-MYO 14
RADAR

178°

10 NM

R-299

LARUE
HLI 10.2
RADAR

112.4 HLI Chan 71

ELEV 341 D

398 18C 27 0.6% DOWN 8946 X 150 490 18R 18L 9320 X 150 0.7% UP 11120 X 150 0.6% DOWN 9000 X 150 0.5% DOWN 0.6% DOWN 624± 36C 450 36L 36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys

TDZE 335

1000	5000	MEM	OROCU
↑	hdg 070°	R-040	△

MCGHE
I-MYO 6.6
RADAR

HADAN
I-MYO 14
RADAR

2000 358° 3000

VGSI and ILS glidepath not coincident.

437

335 MSL

2000

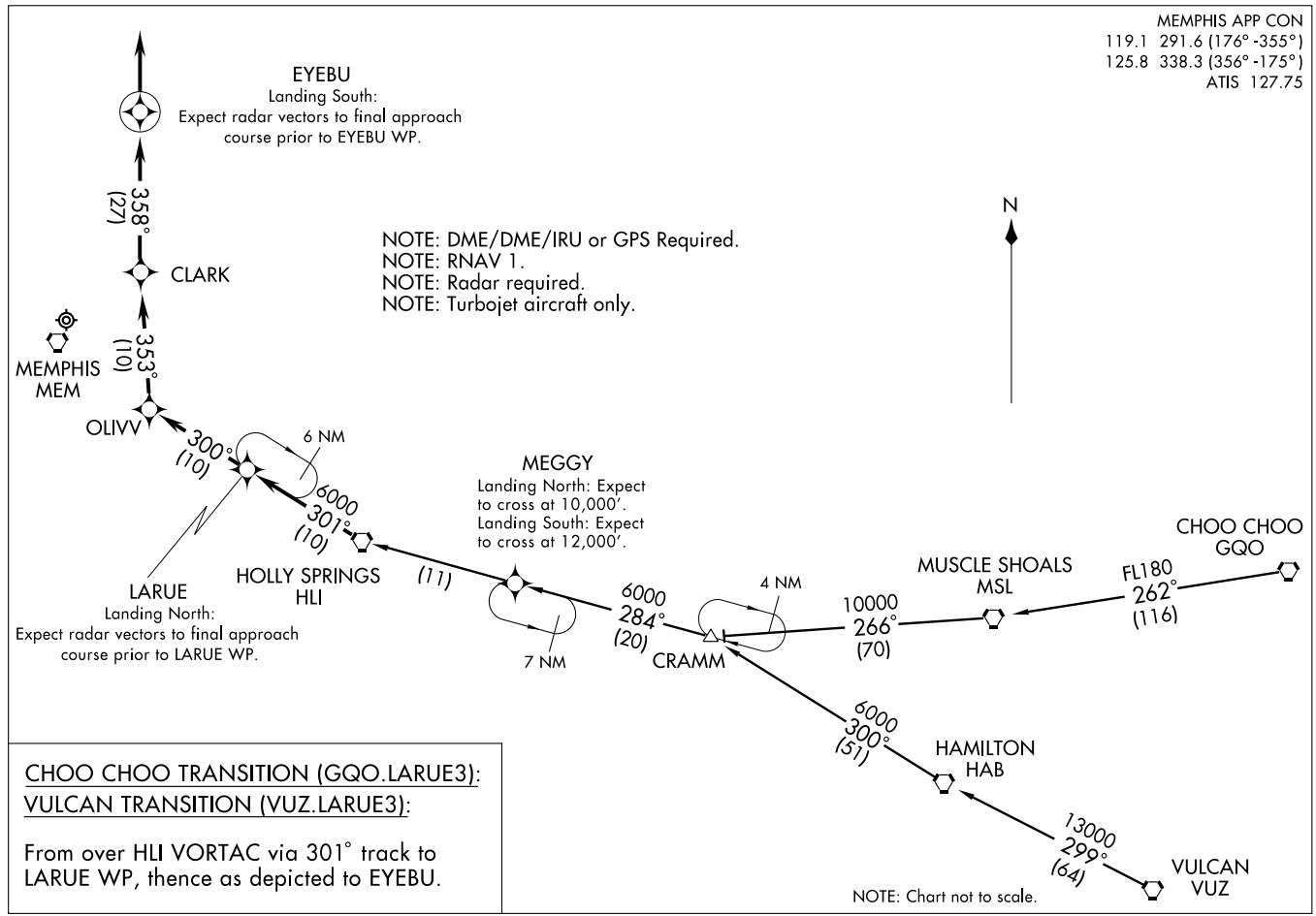
GS 3.00°
TCH 58

1131′ 844′ 4.8 NM 7.3 NM

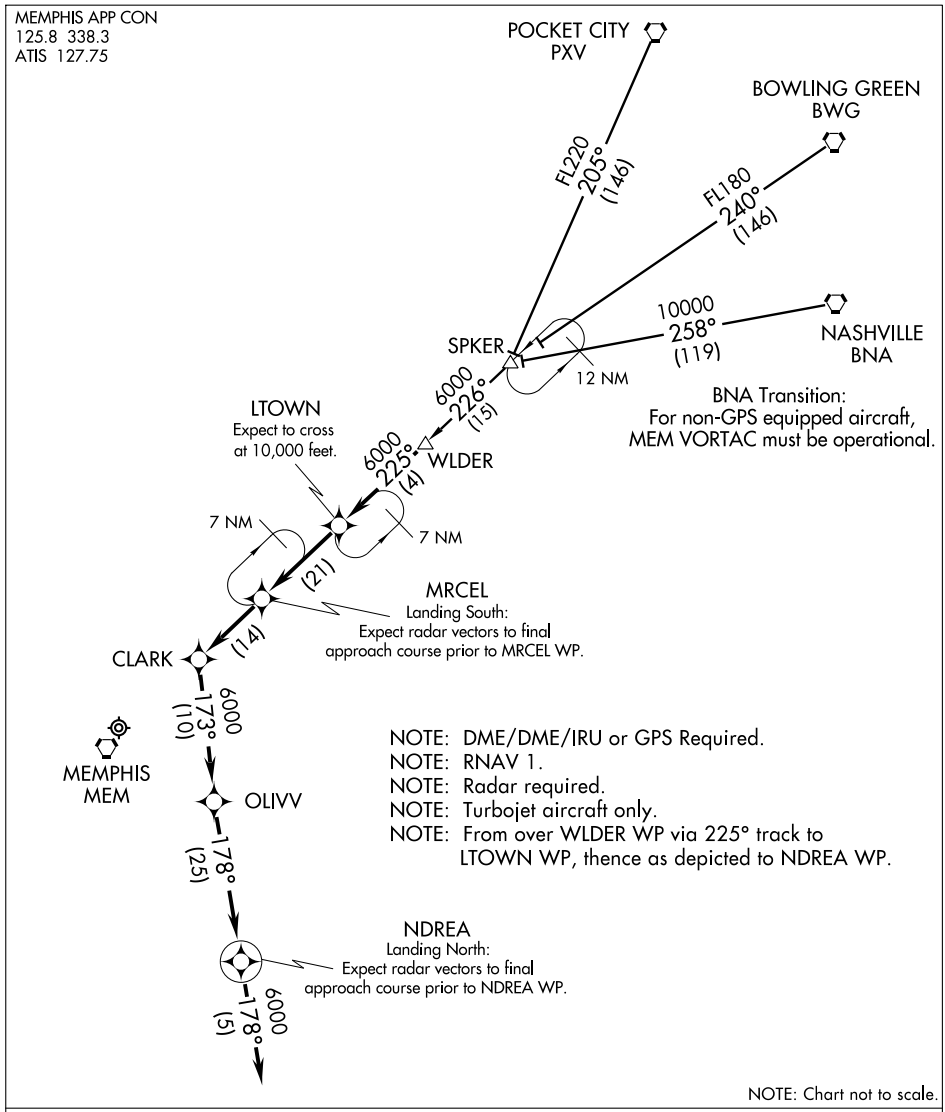
CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa	RVR07		
S-ILS 36R	CAT IIIb	RVR03		
S-ILS 36R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010


MEMPHIS APP CON
119.1 291.6 (176° -355°)
125.8 338.3 (356° -175°)
ATIS 127.75
(LARUE.LARUE3) 07298
LARUE THREE ARRIVAL (RNAV)
ST-253 (FAA)
MEMPHIS INTL
MEMPHIS, TENNESSEE
EYEBU
Landing South:
Expect radar vectors to final approach course prior to EYEBU WP.
358° (27)
CLARK
353° (10)
MEMPHIS MEM
OLIVV
300° (10)
6 NM
6000
301° (10)
HOLLY SPRINGS HLI
LARUE
Landing North:
Expect radar vectors to final approach course prior to LARUE WP.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet aircraft only.
N
MEGGY
Landing North: Expect to cross at 10,000'.
Landing South: Expect to cross at 12,000'.
(11)
7 NM
6000
284° (20)
4 NM
CRAMM
10000
266° (70)
MUSCLE SHOALS MSL
FL180
262° (116)
CHOO CHOO GQO
6000
300° (51)
HAMILTON HAB
13000
299° (64)
VULCAN VUZ
NOTE: Chart not to scale.
CHOO CHOO TRANSITION (GQO.LARUE3):
VULCAN TRANSITION (VUZ.LARUE3):
From over HLI VORTAC via 301° track to LARUE WP, thence as depicted to EYEBU.

LTOWN FOUR ARRIVAL (RNAV)



BOWLING GREEN TRANSITION (BWG.LTOWN4):

NASHVILLE TRANSITION (BNA.LTOWN4):

POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to LTOWN WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.

MARVELL THREE ARRIVAL (UJM.UJM3) ST-253 (FAA)

EL DORADO TRANSITION (ELD.UJM3): From over ELD VORTAC via ELD R-048 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

GREENVILLE TRANSITION (GLH.UJM3): From over GLH VOR/DME via GLH R-360 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

LITTLE ROCK TRANSITION (LIT.UJM3): From over LIT VORTAC via LIT R-099 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

SIDON TRANSITION (SQS.UJM3): From over SQS VORTAC via SQS R-328 to BARFF INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

TEXARKANA TRANSITION (TXK.UJM3): From over TXK VORTAC via TXK R-071 to FAYEE INT, then via UJM R-228 to UJM VOR/DME. Thence. . . .

. . . .FROM OVER UJM VOR/DME

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME via MEM R-232 to TWIKL INT. Thence heading 355° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME via MEM R-232 to MEM VORTAC. Expect vectors to final approach course passing TAMMY DME.

MEMPHIS APP CON
119.1 291.6
ATIS 127.75

GILMORE
113.0 GQE
Chan 77

MEMPHIS
117.5 MEM
Chan 122
N35°00.91′
W89°58.99′

MARVELL
109.6 UJM
Chan 33
N34°34.50′ - W90°40.46′

JAMEA
N34°49.31′
W90°17.31′

TWIKL
N34°56.03′
W90°06.72′

HOLLY SPRINGS
112.4 HLI
Chan 71

BARFF
N34°24.69′
W90°54.22′

TAMMY
N34°37.05′ - W90°36.50′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Landing North: Expect clearance to cross at 10000′.
Landing South: Expect clearance to cross at 12000′.

NOTE: DME REQUIRED to identify/hold at TAMMY/MEM 39 DME.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′ - W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′ - W94°04.39′
L-17, H-6

FAYEE
N33°55.78′
W91°34.25′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

GREENVILLE
110.2 GLH
Chan 39
N33°31.41′
W90°58.98′
L-18

SIDON
114.7 SQS
Chan 94
N33°27.83′ - W90°16.64′
L-18, H-6

NOTE: Chart not to scale.

MEMPHIS SEVEN DEPARTURE

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

TAKE-OFF MINIMUMS:
Rwys 9, 18R, 18C, 18L, 27, 36R, 36C, 36L: STANDARD

(NARRATIVE ON CONTINUED PAGE)

NOTE: Chart not to scale.

ATIS 127.75
CLNC DEL
125.2

N

R-360

CENTRALIA
115.0 ENL
Chan 97
N38° 25.20′
W89° 09.54′
L-27, H-5

EAST DEPARTURE
124.15/385.45

SPRINGFIELD
116.9 SGF
Chan 116
N37° 21.36′
W93° 20.04′
L-16, H-5

FARMINGTON
115.7 FAM
Chan 104
N37° 40.41′
W90° 14.04′
L-16, H-5

MALDEN
111.2 MAW
Chan 49
N36° 33.31′
W89° 54.69′
L-16, H-6

DYERSBURG
116.8 DYR
Chan 115
N36° 01.11′
W89° 19.06′
L-16

NASHVILLE
114.1 BNA
Chan 88
N36° 08.22′
W86° 41.09′
L-16, H-6-9

RAZORBACK
116.4 RZC
Chan 111
N36° 14.79′
W94° 07.28′
L-16, H-6

WALNUT RIDGE
114.5 ARG
Chan 92
N36° 06.60′
W90° 57.22′
L-16, H-6

JACKS CREEK
109.4 JKS
Chan 31
N33° 35.94′
W88° 21.53′
L-16

MUSCLE SHOALS
116.5 MSL
Chan 112
N34° 42.41′
W87° 29.49′
L-18

FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6

WEST DEPARTURE
124.65/284.7

GILMORE
113.0 GQE
Chan 77
N35° 20.82′
W90° 28.69′
L-16, H-6

HOLLY SPRINGS
112.4 HLI
Chan 71
N34° 46.22′
W89° 29.79′
L-18

HAMILTON
110.4 HAB
Chan 41
N34° 11.93′
W88° 00.70′
L-18

LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33° 30.83′
W94° 04.39′
L-17, H-6

MEMPHIS
117.5 MEM
Chan 122
N35° 00.91′
W89° 58.99′
L-18, H-6

*R-160

R-128

VULCAN
114.4 VUZ
Chan 91
N33° 40.21′
W86° 53.99′
L-18, H-6-9

PINE BLUFF
116.0 PBF
Chan 107
N34° 14.81′-W91° 55.57′
L-18

BELCHER
117.4 EIC
Chan 121
N32° 46.28′
W93° 48.60′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33° 27.83′
W90° 16.64′
L-18, H-6

MONTGOMERY
112.1 MGM
Chan 58
N32° 13.34′
W86° 19.18′
L-18, H-6-9

GREENVILLE
110.2 GLH
Chan 39
N33° 31.41′
W90° 58.98′
L-18

EL DORADO
115.5 ELD
Chan 102
N33° 15.37′
W92° 44.64′
L-17, H-6

MERIDAN
117.0 MEI
Chan 117
N32° 22.71′
W88° 48.26′
L-18, H-6

JACKSON
112.6 JAN
Chan 73
N32° 30.45′-W90° 10.06′
L-18, H-6

NOTE: Use Frequency depicted within the sector where Fix/NAVAID for your route is located.

*EXCEPTION: Aircraft filing 7,000 feet and below whose route of flight lies between the MEM VORTAC 128 and 160 radials use frequency 124.15/385.45.

MEMPHIS SEVEN DEPARTURE

DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES

RUNWAY 9:
Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.
Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.
Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

RUNWAY 18R:
Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

RUNWAY 18C:
Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

RUNWAY 18L:
Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

RUNWAY 27:
Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.
Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.
Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

RUNWAY 36C:
Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 63106	091°	Rwy Idg	8946
W09A		TDZE	259
		Apt Elev	341

RNAV (GPS) RWY 9

MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

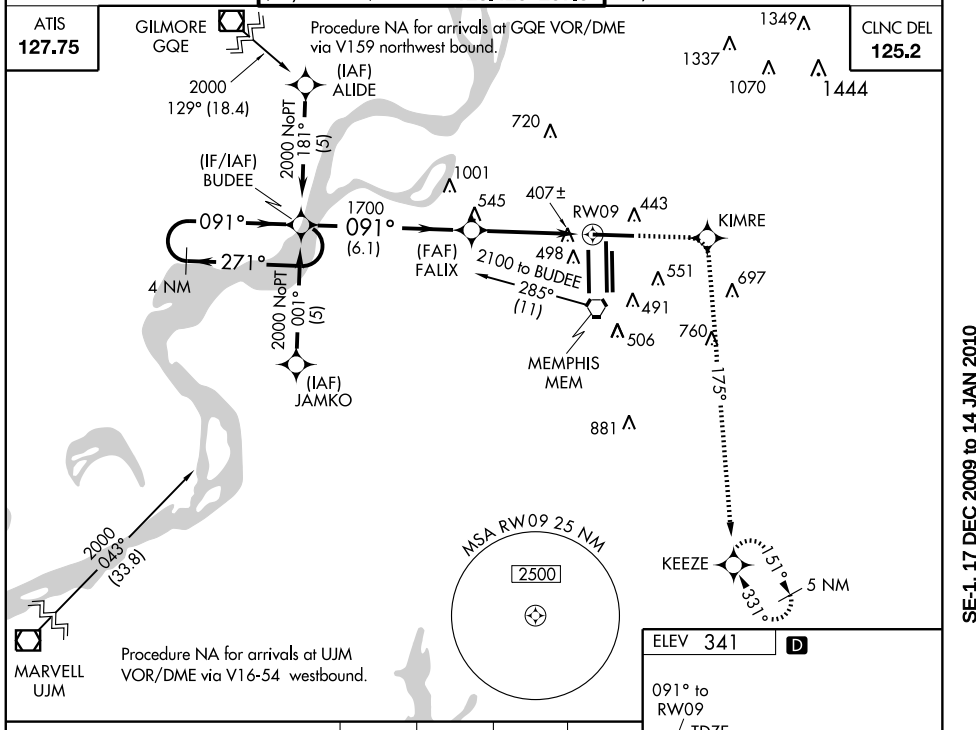
MALSR

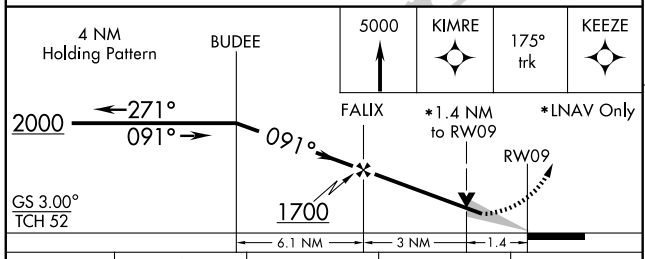
MISSED APPROACH: Climb to 5000 direct KIMRE and via 175° track to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

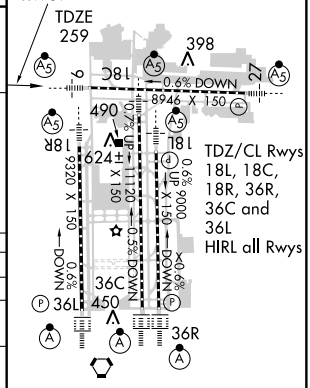
ATIS 127.75

CLNC DEL 125.2





CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	751/60 492 (500-1¼)			
LNAV MDA	740/24 481 (400-½)		740/40 481 (400-¾)	740/50 481 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8946
CH 93607	271°	TDZE	292
W27A		Apt Elev	341

RNAV (GPS) RWY 27
MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 5000 direct AVADE and via 276° track to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS	CLNC DEL
127.75	125.2

MISSED APCH FIX
4 NM
105°
285°
GOWRI

Procedure NA for arrivals at MIOLA via V124 eastbound.

MIOLA
2500
218°
(26.5)

1337 1349 1070 1444 720 1001

(IAF)
WAVAK
2500 NoPT
181°
(5)

276° AVADE 443 627 1900 271° (6.1)
091° 4 NM 271°
RW27 462± 498 551
(FAF)
CABAV
(IF/IAF)
COVIM
MEMPHIS
MEM 491 697 506 760
2500 to COVIM
079°(12.5)
2500 NoPT
001°
(5)
(IAF)
ODONE
881

MSA RW27 25 NM
2500

Procedure NA for arrivals at HLI VORTAC via airway radials 256 CW 303.

HOLLY SPRINGS
HLI
2500
314°
(16.8)

ELEV 341 D

TDZE 292
271° to RW27
398
18C 9 27
0.6% DOWN
8946 X 150
490
18R 18L
624±
9220 X 150
0.7% UP 0.6% UP
11720 X 150
0.6% DOWN 0.6% DOWN
36C
36L 450
36R
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C and 36L
HIRL all Rwys

5000	AVADE	276° trk	GOWRI

VGSI and RNAV Glidepath not coincident.

4 NM Holding Pattern

*LNAV only
*1.1 NM to RW27
RW27
CABAV
271°
1900
COVIM
091°
271°
2500
GS 3.00°
TCH 54
1.1 NM 3.7 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	621/24 329 (300-½)			
LNAV/VNAV DA	751/50 459 (500-1)			
LNAV MDA	720/24 428 (400-½)		720/40 428 (400-¾)	720/50 428 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11120
CH 40407	358°	TDZE	341
W36B		Apt Elev	341

RNAV (GPS) RWY 36C
MEMPHIS INTL (MEM)

For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

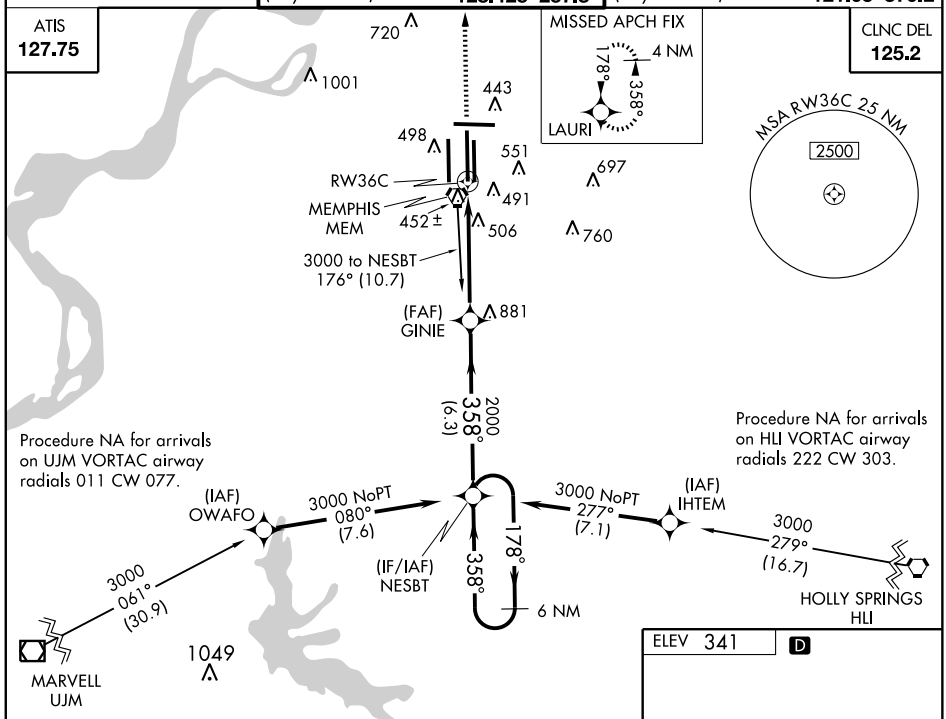
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

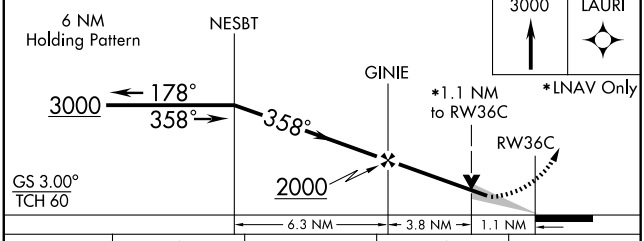
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

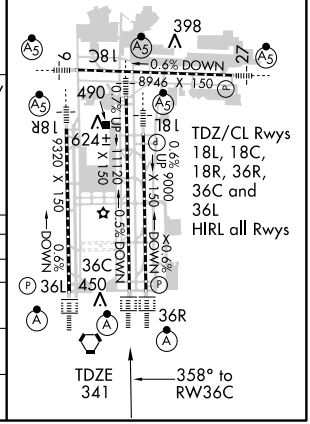
ATIS 127.75

CLNC DEL 125.2





CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	728/40 387 (400-¾)			
LNAV MDA	760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)



SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS		
CH 65907	358	Rwy Idg	9320
W36A		TDZE	321
		Apt Elev	341

RNAV (GPS) RWY 36L

MEMPHIS INTL(MEM)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

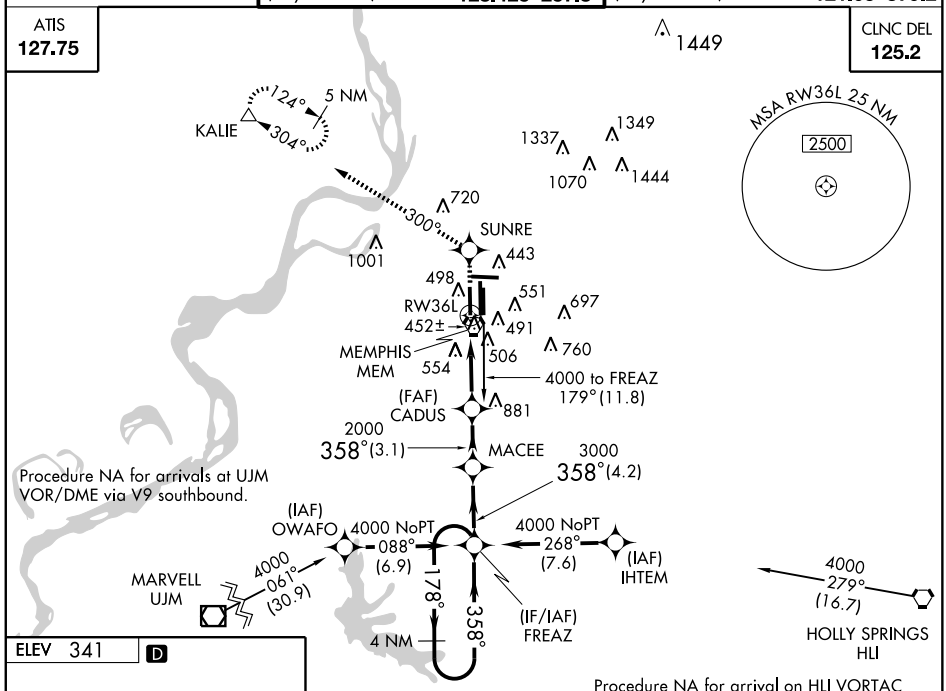
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

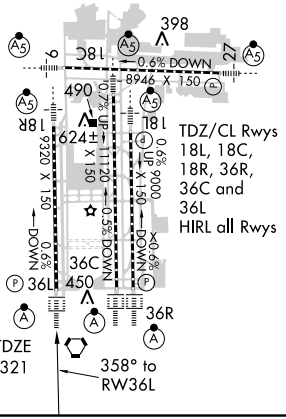
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

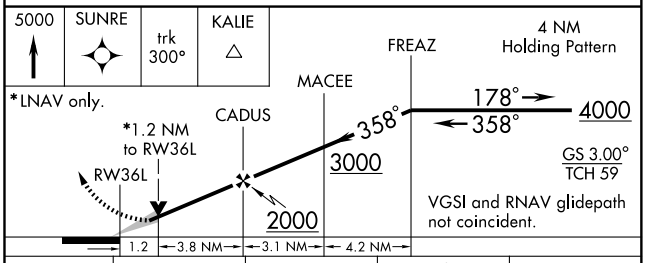
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	732/50 411 (400-1)			
LNAV MDA	780/24 459 (500-½)		780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9000
CH 49107	358°	TDZE	335
W36D		Apt Elev	341

RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

For inoperative ALSF, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.

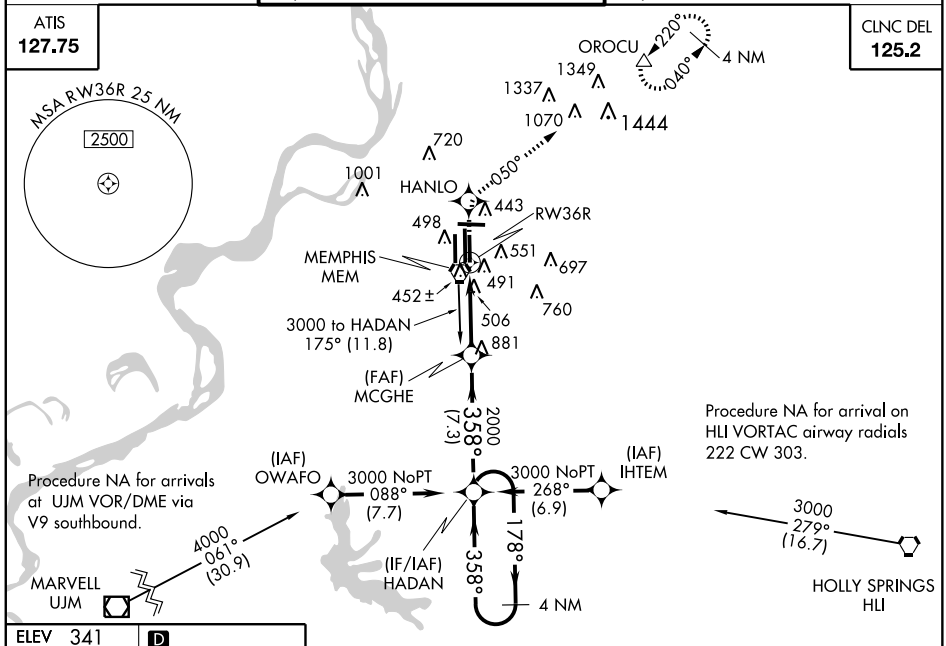
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

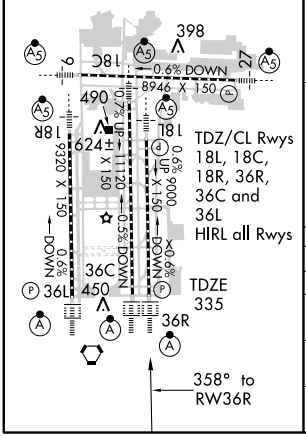
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

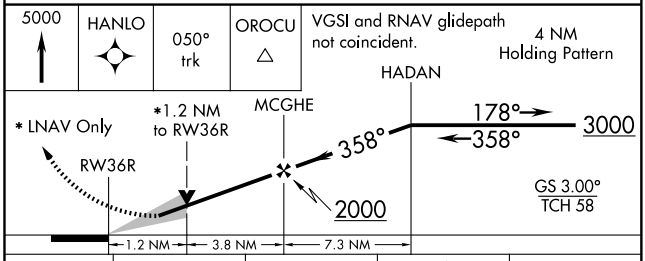
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
LPV DA	639/24	304 (300-½)		
LNAV/VNAV DA	729/40	394 (400-¾)		
LNAV MDA	760/24	425 (500-½)	760/40 425 (500-¾)	760/50 425 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	11120
CH 97507	178°	TDZE	290
W18D		Apt Elev	341

RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

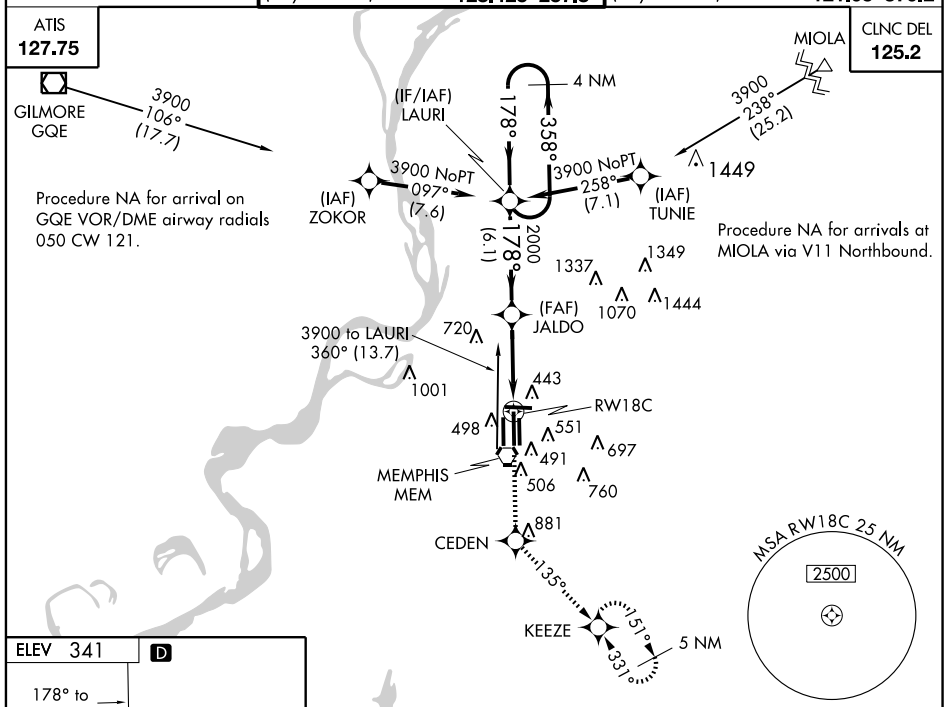
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

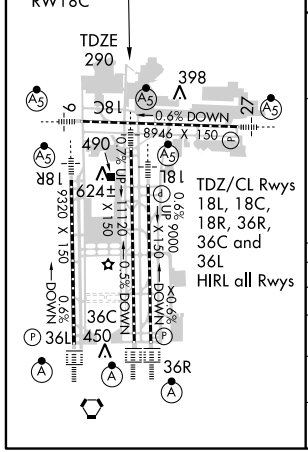
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

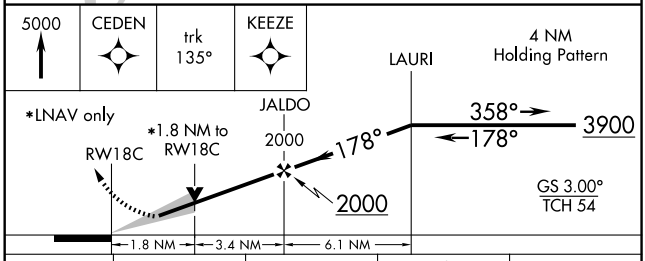
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	665/40 375 (400-¾)			
LNAV/VNAV DA	741/60 451 (400-1¼)			
LNAV MDA	880/24 590 (600-½)		880/50 590 (600-1)	880/60 590 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	9000
CH 53307	178°	TDZE	301
W18B		Apt Elev	341

RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118 °F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

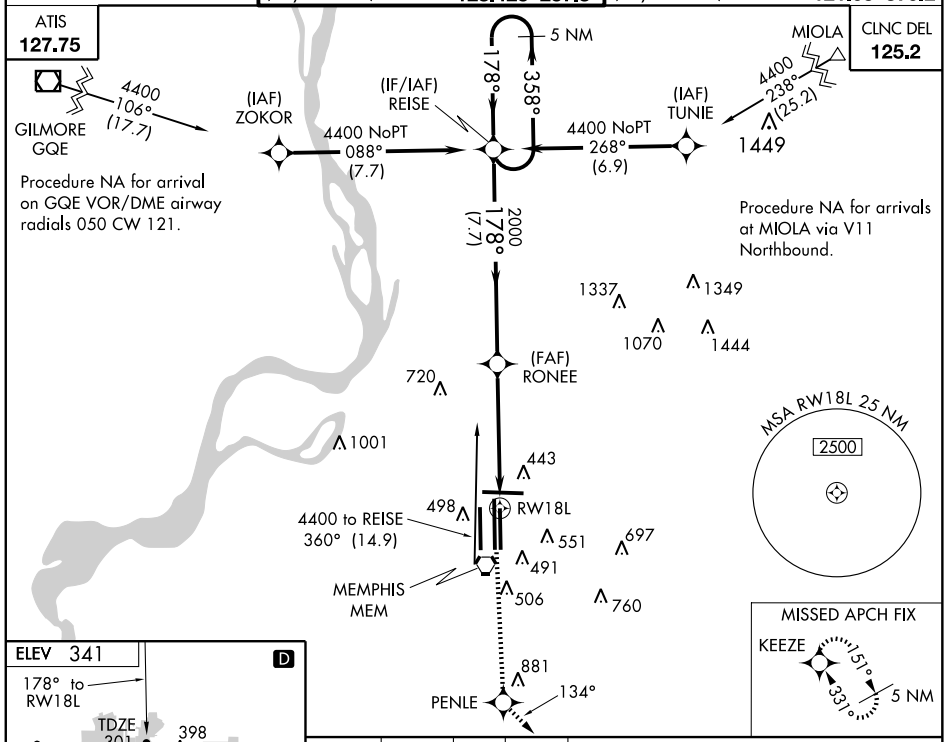
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

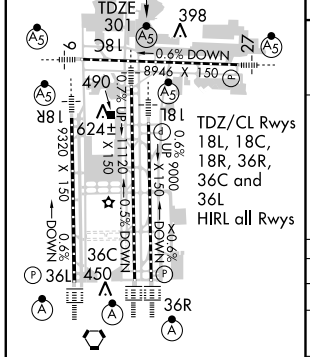
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

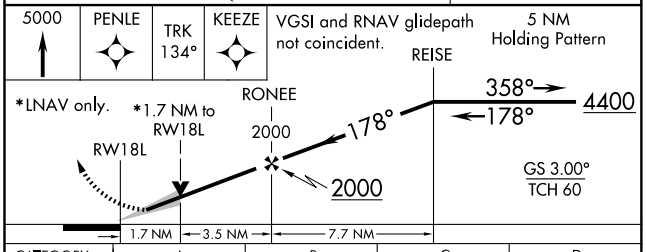
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	557/24 256 (300-½)			
LNAV/VNAV DA	874-1½ 573 (600-1½)			
LNAV MDA	880/24 579 (600-½)		880/50 579 (600-1)	880/60 579 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

WAAS	APP CRS	Rwy Idg	9127
CH 56606	178°	TDZE	295
W18A		Apt Elev	341

RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

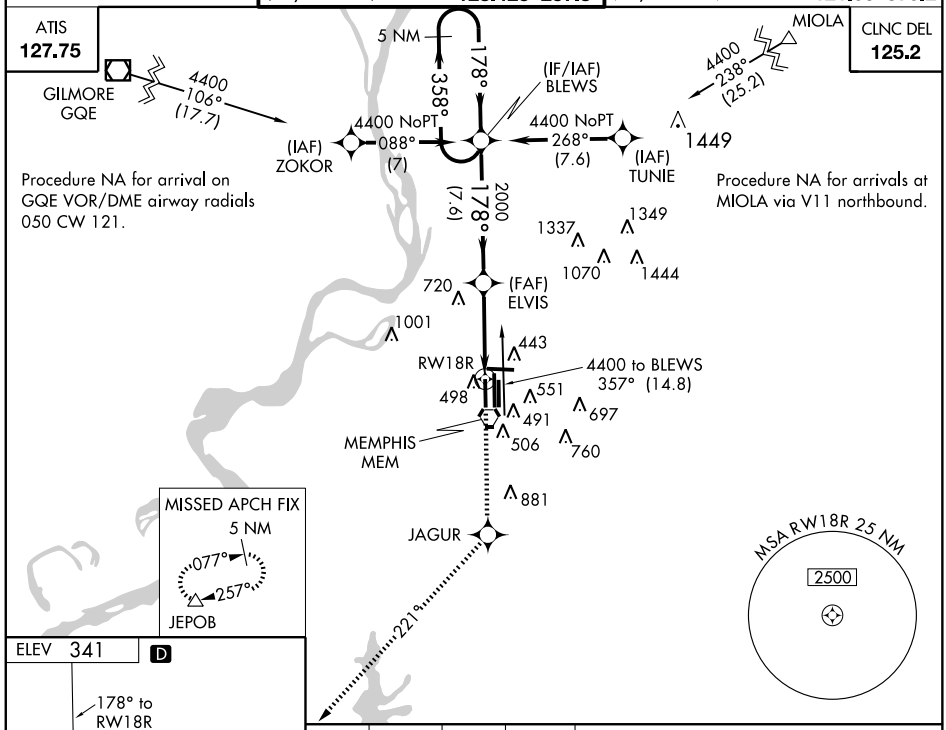
MALSR

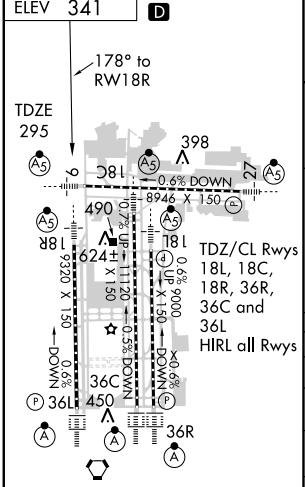
MISSED APPROACH: Climb to 5000 direct JAGUR and via track 221° to JEPOB and hold.

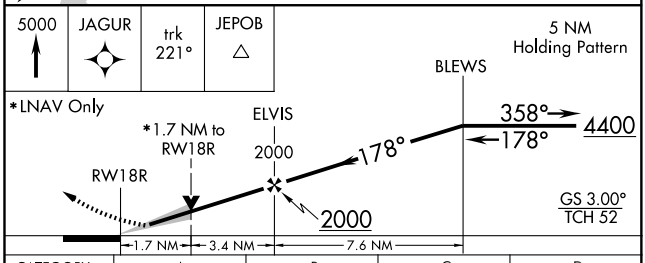
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
LPV DA	495/24 200 (200-½)			
LNAV/VNAV DA	874-1½ 579 (600-1½)			
LNAV MDA	880/24 585 (600-½)		880/50 585 (600-1)	880/60 585 (600-1¼)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

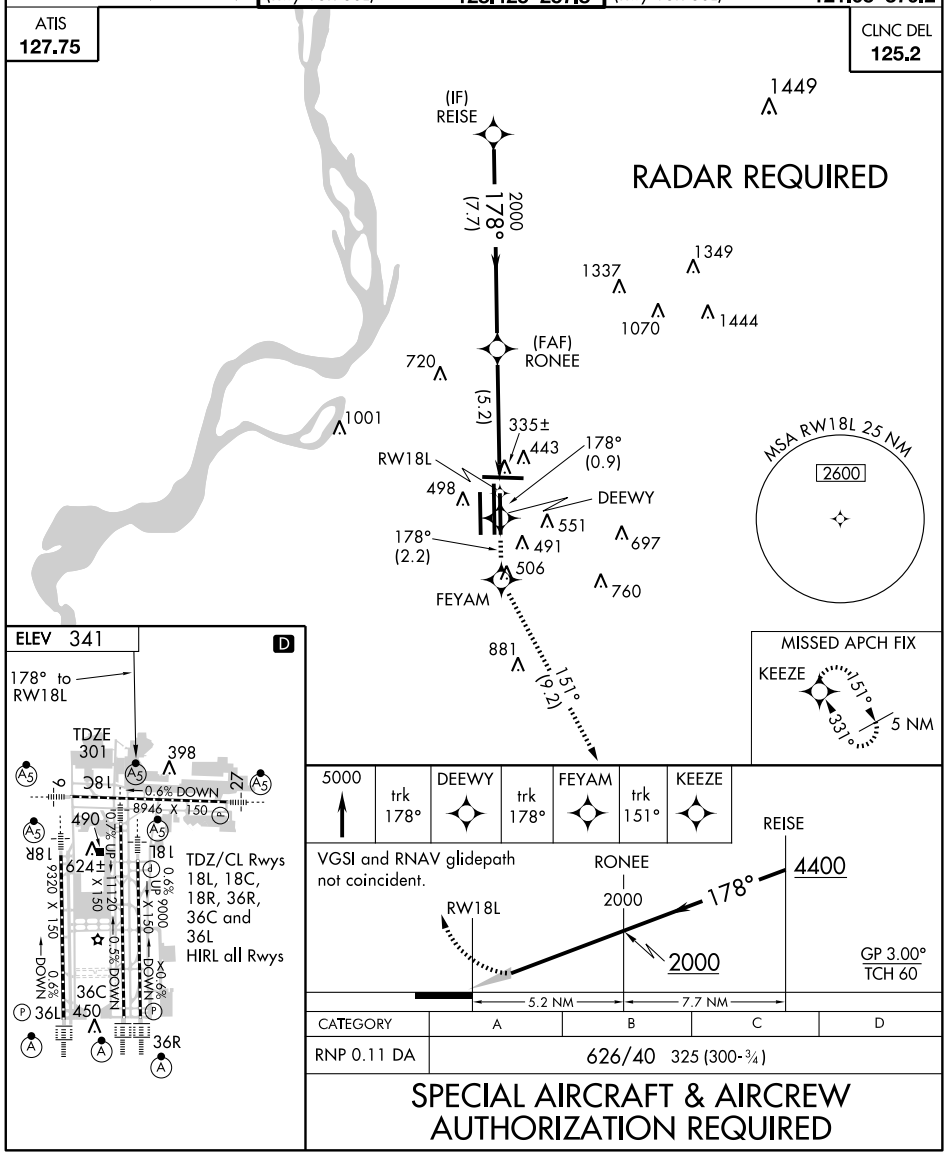
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2



CATEGORY	A	B	C	D
RNP 0.11 DA	626/40 325 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9127
178°	TDZE	295
	Apt Elev	341

RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

GPS Required. Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.14 all Cats. visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to ZUPIN and via track 178° to HARUB and via track 221° to JEPOB and hold.

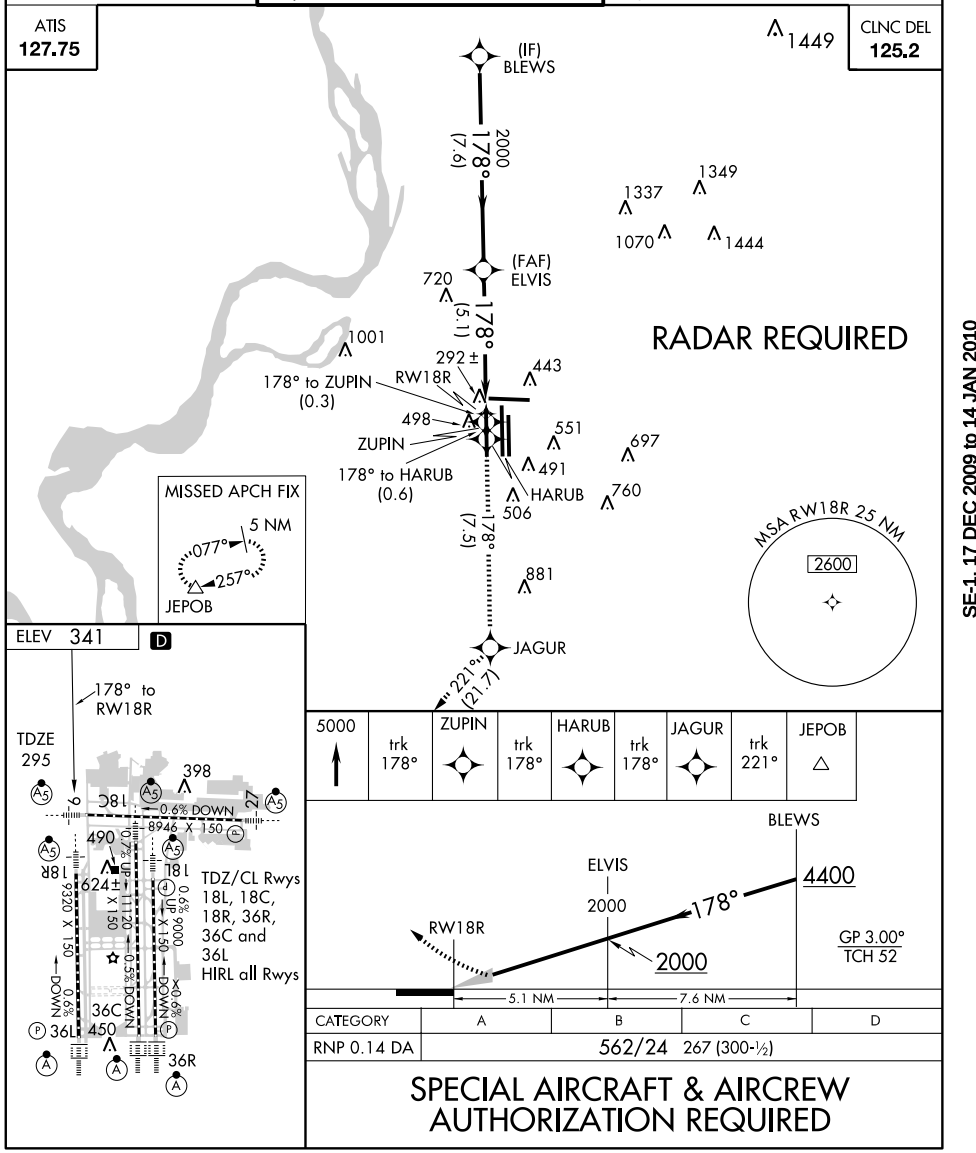
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2



CATEGORY	A	B	C	D
RNP 0.14 DA	562/24 267 (300-½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	11120
178°	TDZE	290
	Apt Elev	341

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). *Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2

RADAR REQUIRED

ELEV 341 D

CATEGORY	A	B	C	D
RNP 0.30 DA*	614/40	324 (300-¾)		
RNP 0.30 DA	729/60	439 (400-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
178°	Rwy Idg	9000
	TDZE	301
	Apt Elev	341

RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). *Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

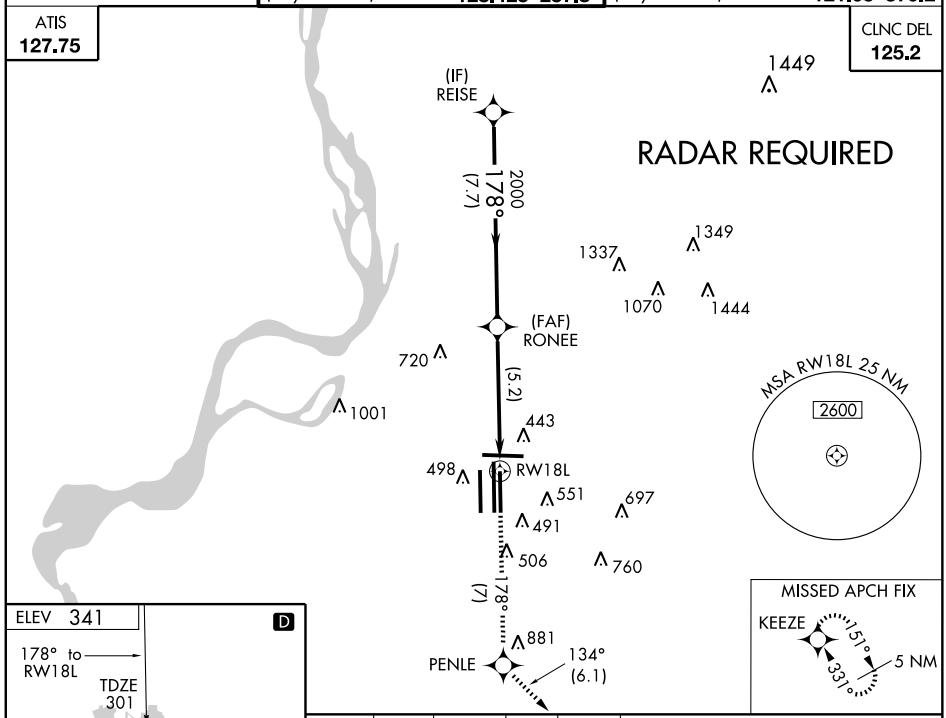
MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

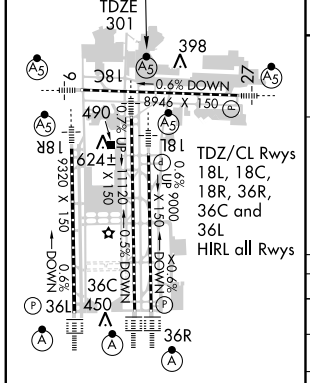
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

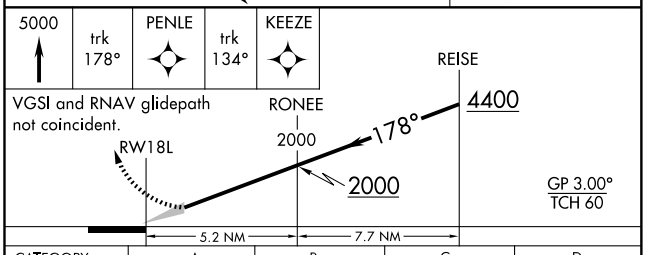
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS 127.75

CLNC DEL 125.2







CATEGORY	A	B	C	D
RNP 0.30 DA*	678/50 377 (400-1)			
RNP 0.30 DA	771/60 470 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9127
178°	TDZE	295
	Apt Elev	341

RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.19 * all Cats visibility to RVR 6000 mile, RNP 0.30 ** all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 1¾.
* Missed approach requires minimum climb of 425 feet per NM to 1000.
** Missed approach requires minimum climb of 360 feet per NM to 1000.

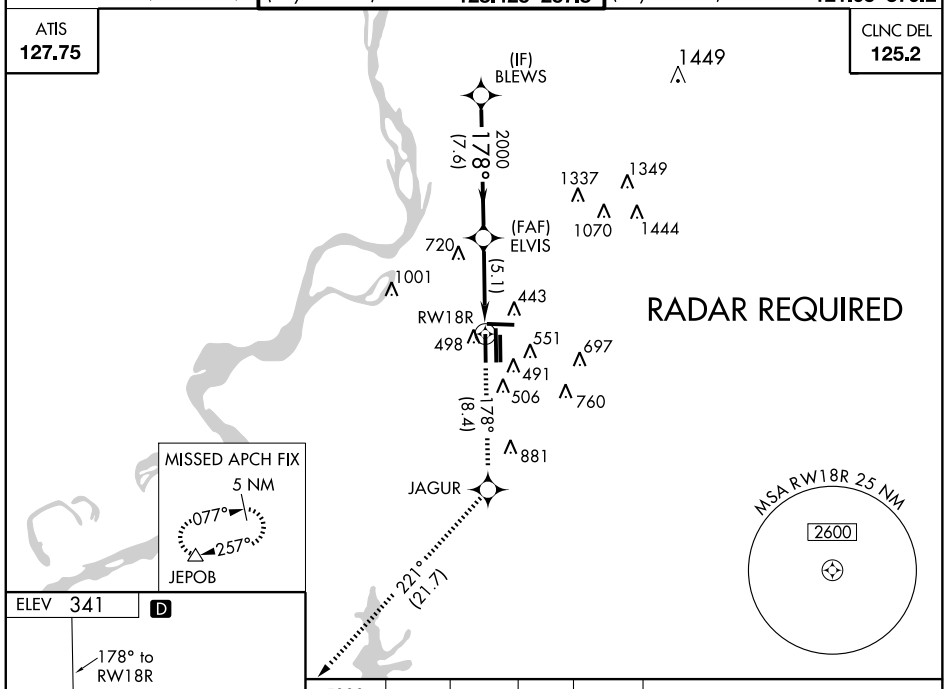
MALSR

MISSED APPROACH: Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.

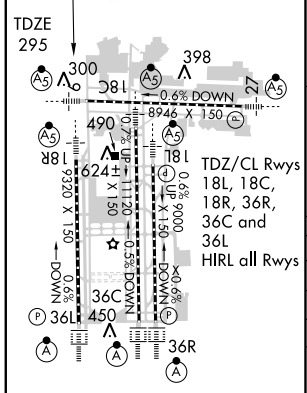
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

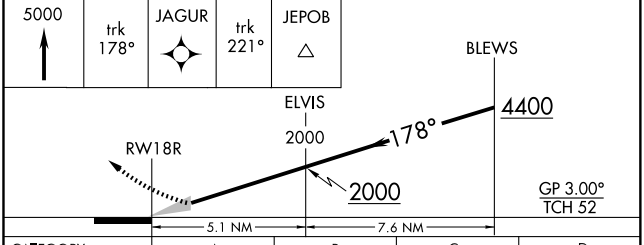
ATIS 127.75

CLNC DEL 125.2



ELEV 341 D





CATEGORY	A	B	C	D
RNP 0.19* DA	641/40 346 (300-¾)			
RNP 0.30** DA	689/50 394 (400-1)			
RNP 0.30 DA	769/60 474 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

EL DORADO TRANSITION (ELD.TAMMY3):

GREENVILLE TRANSITION (GLH.TAMMY3):

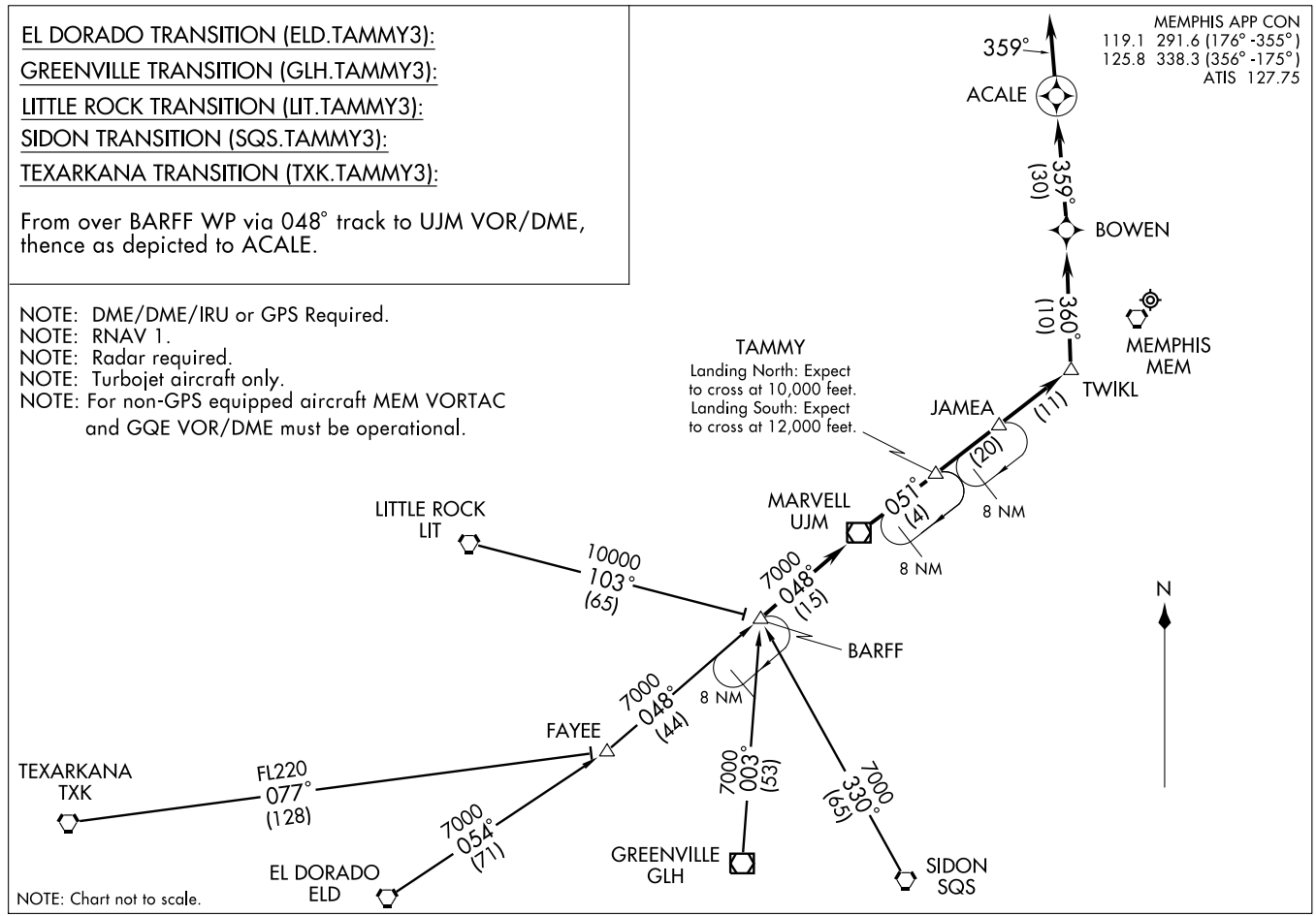
LITTLE ROCK TRANSITION (LIT.TAMMY3):

SIDON TRANSITION (SQS.TAMMY3):

TEXARKANA TRANSITION (TXK.TAMMY3):

From over BARFF WP via 048° track to UJM VOR/DME, thence as depicted to ACALE.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft MEM VORTAC and GQE VOR/DME must be operational.



TAMMY THREE ARRIVAL (RNAV) (TAMMY.TAMMY3) 07298

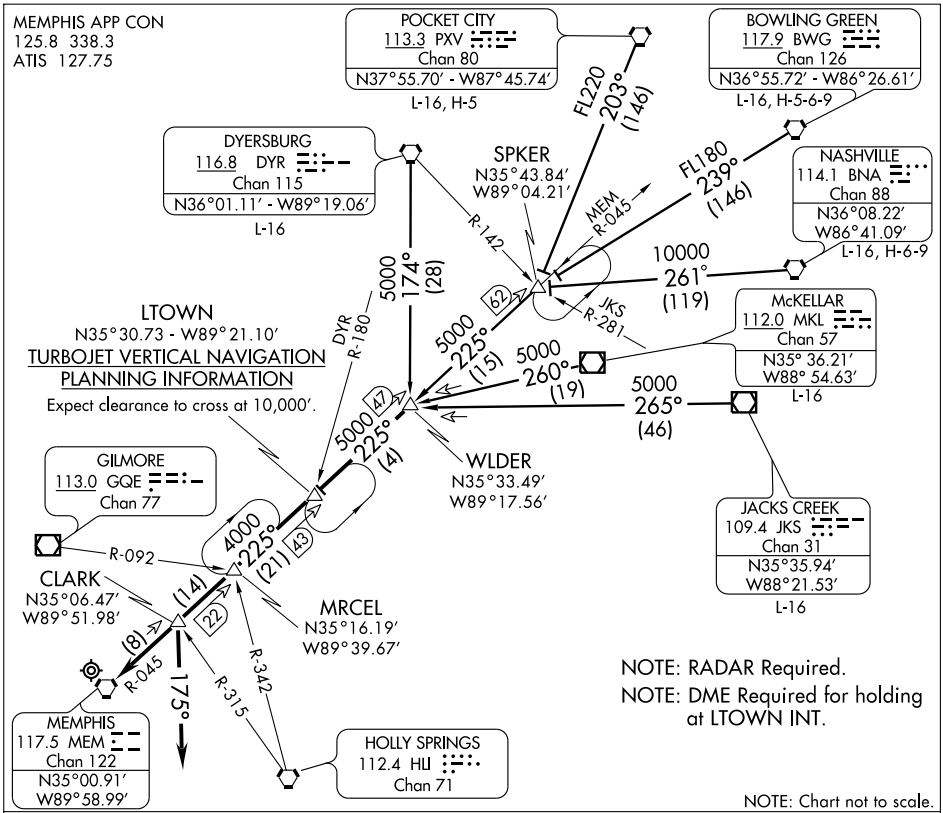
ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE

WLDER FIVE ARRIVAL

ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE



BOWLING GREEN TRANSITION (BWG.WLDER5): From over BWG VORTAC via BWG R-239 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

DYERSBURG TRANSITION (DYR.WLDER5): From over DYR VORTAC via DYR R-174 to WLDER INT. Thence. . . .

JACKS CREEK TRANSITION (JKS.WLDER5): From over JKS VOR/DME via JKS R-265 to WLDER INT. Thence. . . .

McKELLAR TRANSITION (MKL.WLDER5): From over MKL VOR/DME via MKL R-260 to WLDER INT. Thence. . . .

NASHVILLE TRANSITION (BNA.WLDER5): From over BNA VORTAC via BNA R-261 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.WLDER5): From over PXV VORTAC via PXV R-203 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . . .

. . . . from over WLDER INT.

TURBOJETS/TURBOPROPS LANDING NORTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS		
182°	Rwy Idg	3500
	TDZE	247
	Apt Elev	247

GPS RWY 18

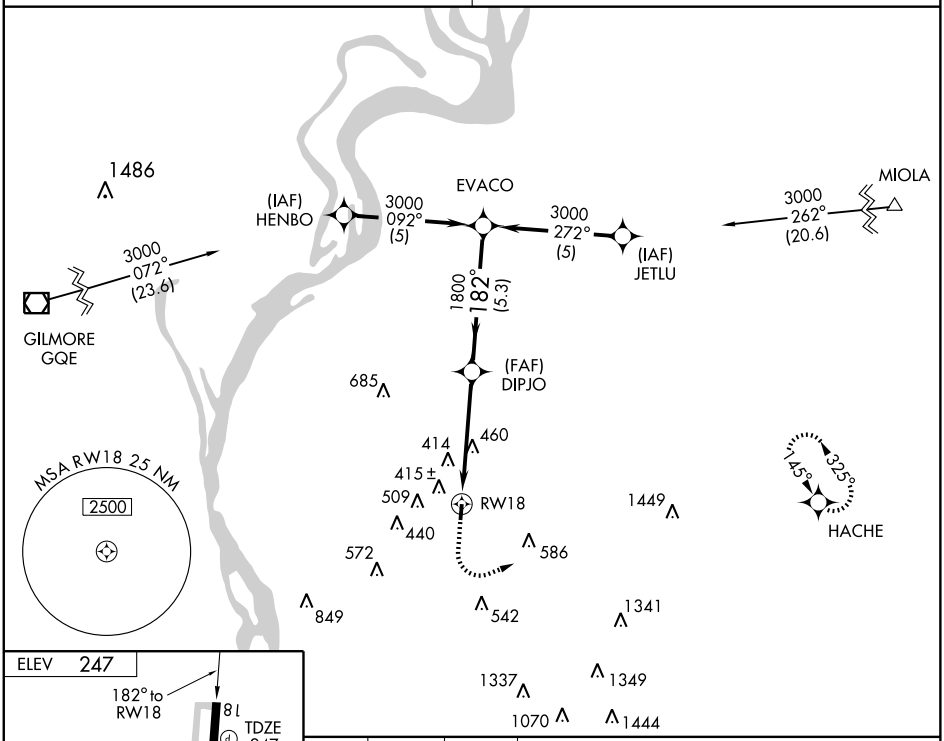
MILLINGTON/ CHARLES W. BAKER (2M8)

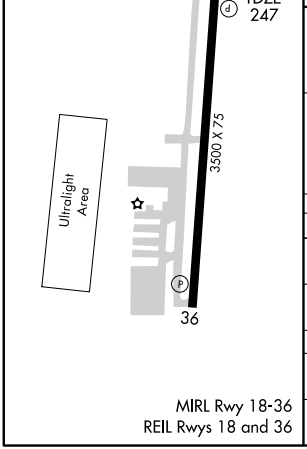
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

NA

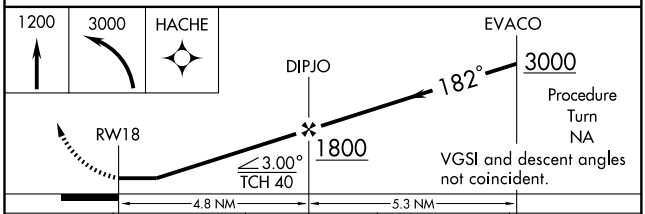
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3500
002°	TDZE	246
	Apt Elev	247

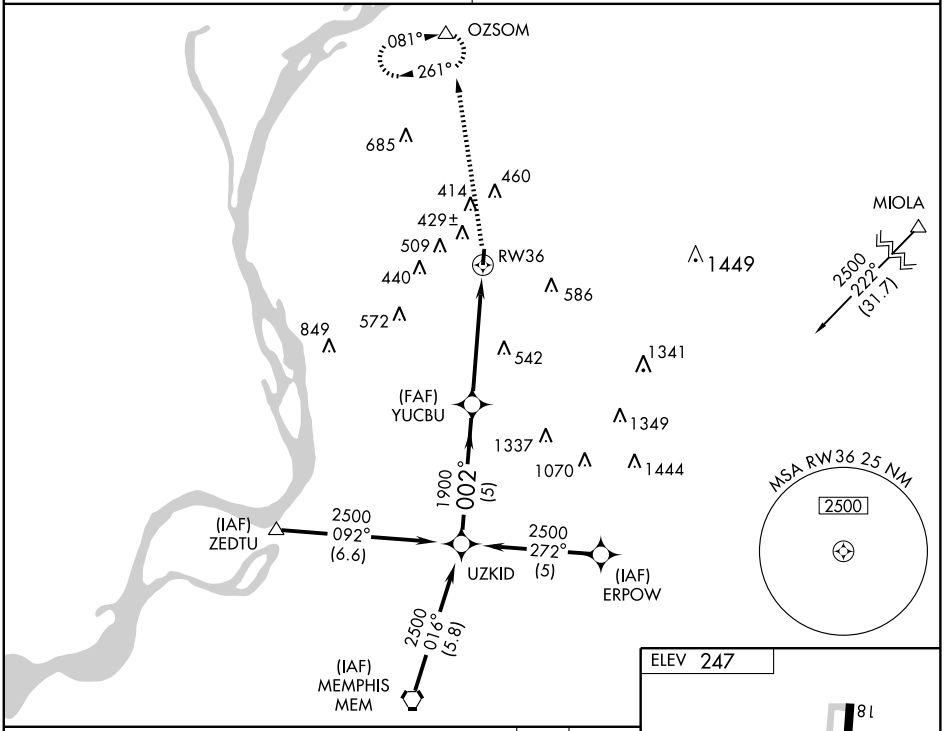
GPS RWY 36

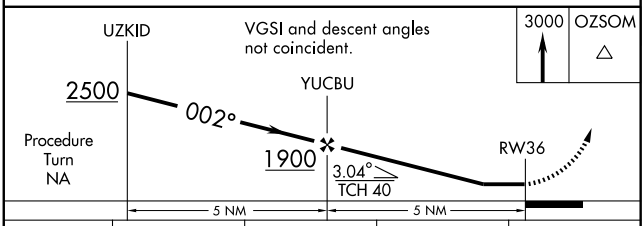
MILLINGTON/ CHARLES W. BAKER (2M8)

Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

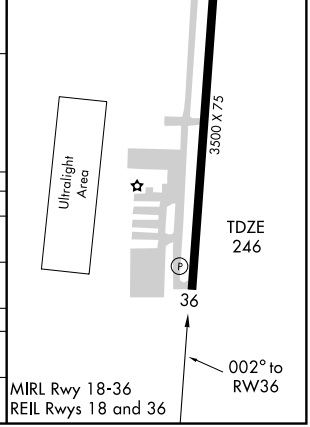
MISSED APPROACH: Climb to 3000 direct OZSOM WP and hold.

MEMPHIS APP CON	UNICOM
125.8 338.3	**122.8** (CTAF)





CATEGORY	A	B	C	D
S-36	780-1 534 (600-1)		780-1½ 534 (600-1½)	NA
CIRCLING	800-1 553 (600-1)		900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1 554 (600-1)		800-1½ 554 (600-1½)	NA
CIRCLING	820-1 573 (600-1)		920-2 673 (700-2)	NA



SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC MEM	APP CRS	Rwy Idg	3500
117.5	188°	TDZE	247
Chan 122		Apt Elev	247

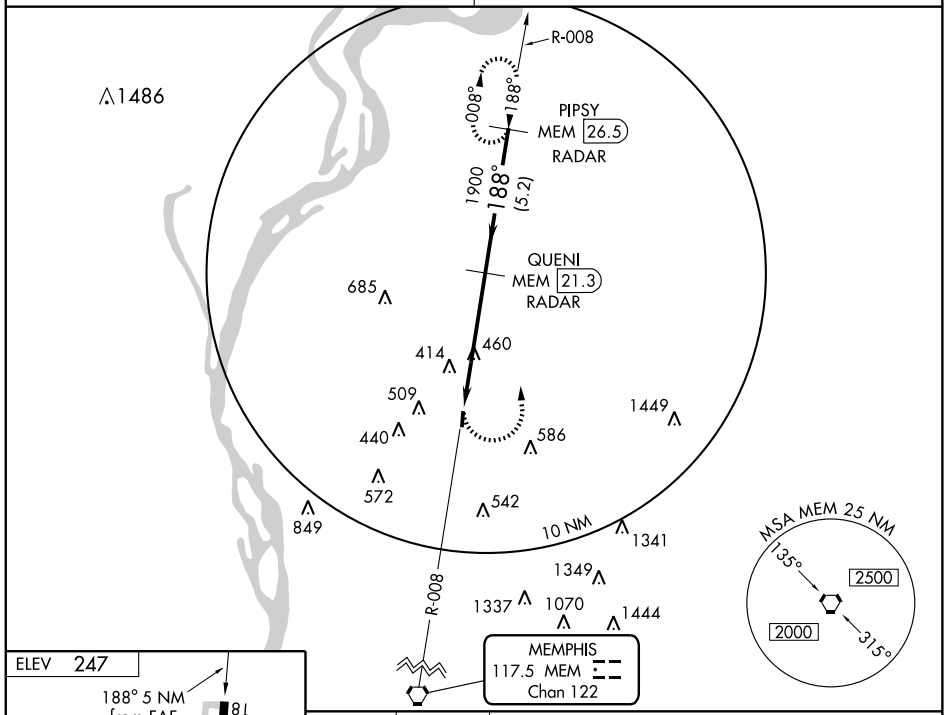
VOR/DME RWY 18

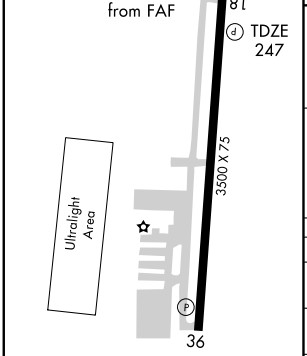
MILLINGTON/ CHARLES W.BAKER (2M8)

Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.
RADAR REQUIRED.

MISSED APPROACH: Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

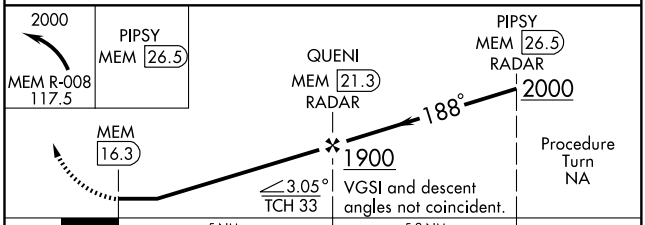
MEMPHIS APP CON	UNICOM
125.8 338.3	122.8 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)		900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)		920-2 673 (700-2)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-NQA	APP CRS	Rwy Idg	8000
109.75	219°	TDZE	320
Chan 34 (Y)		Apt Elev	320

ILS or LOC RWY 22

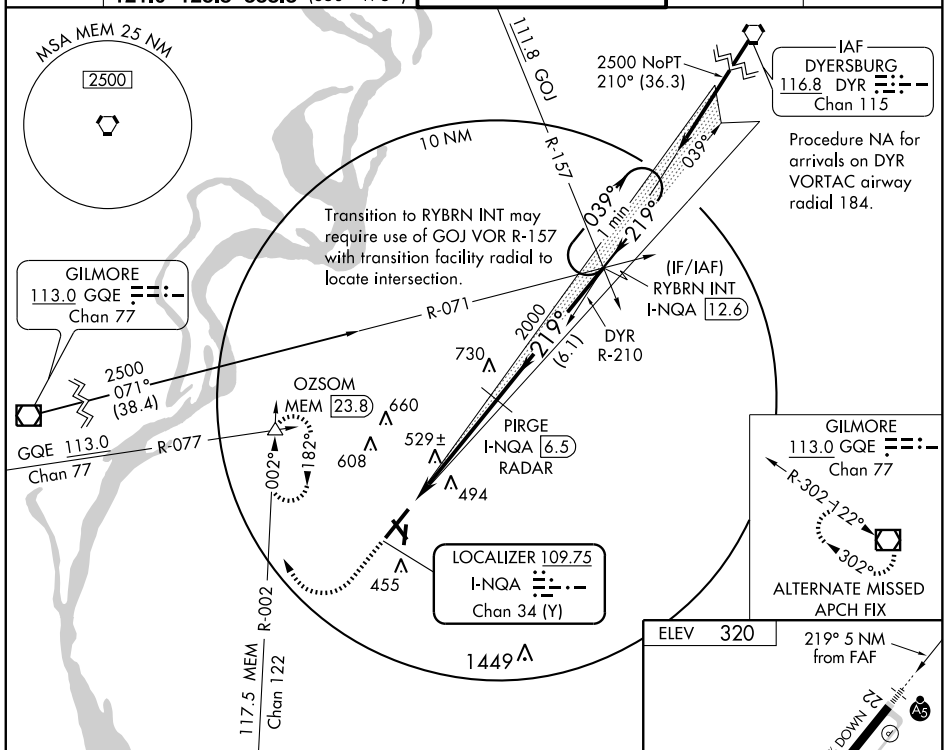
MILLINGTON RGNL JETPORT (NQA)

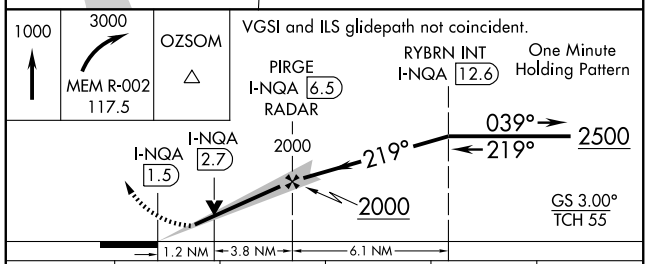
For inoperative MALSR, increase S-ILS Cat E visibility to ¾ and S-LOC Cat E visibility to 1½. DME or RADAR Required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

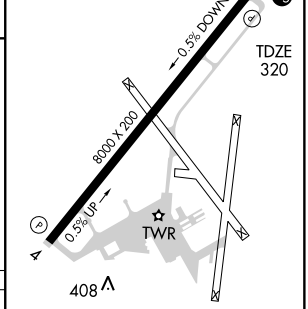
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







CATEGORY	A	B	C	D	E
S-ILS 22	520-½ 200 (200-½)				
S-LOC 22	780-½ 460 (500-½)		780-¾ 460 (500-¾)	780-1 460 (500-1)	
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
039°	TDZE	292
	Apt Elev	320

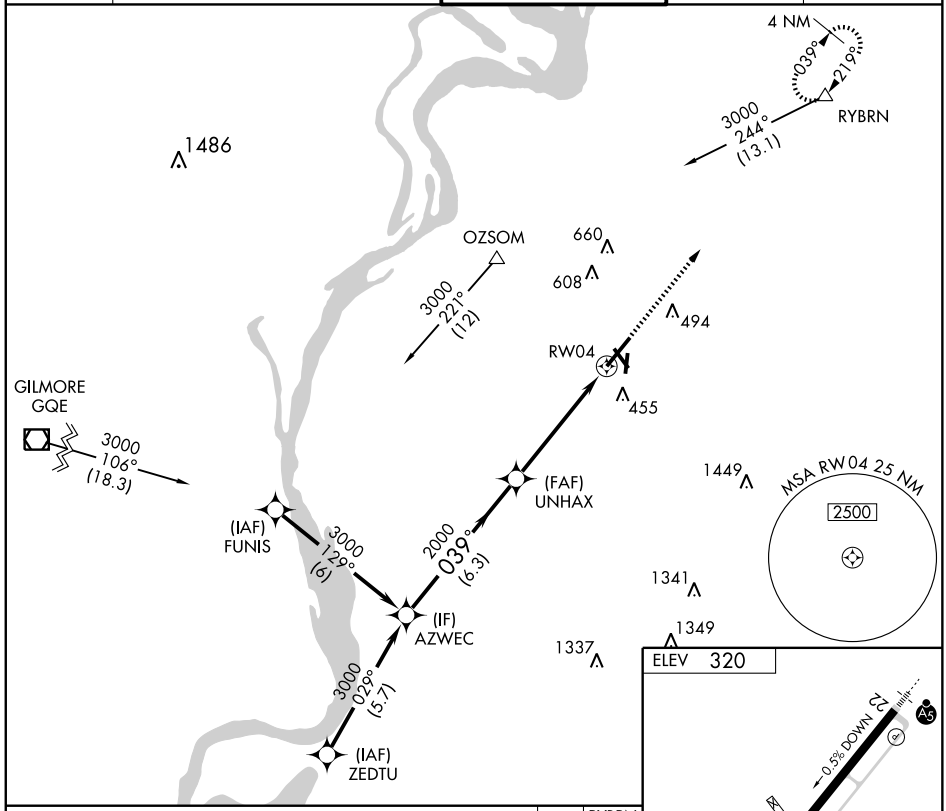
RNAV (GPS) RWY 4

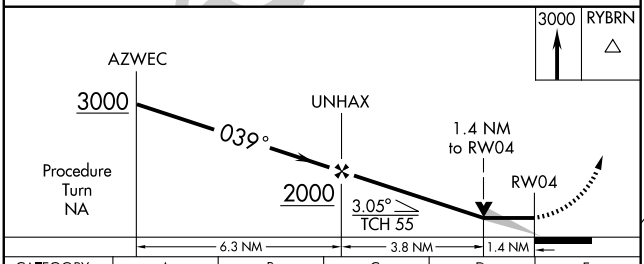
MILLINGTON RGNL JETPORT (NQA)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Memphis altimeter settting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.

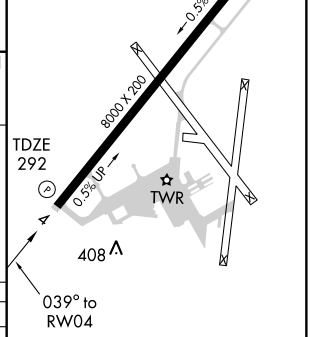
MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





CATEGORY	A	B	C	D	E
LNAV MDA	760-1	468 (500-1)	760-1¼ 468 (500-1¼)	760-1½ 468 (500-1½)	760-1¾ 468 (500-1¾)
CIRCLING	820-1	500 (500-1)	820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)



HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 86212	219°	TDZE	320
W22A		Apt Elev	320

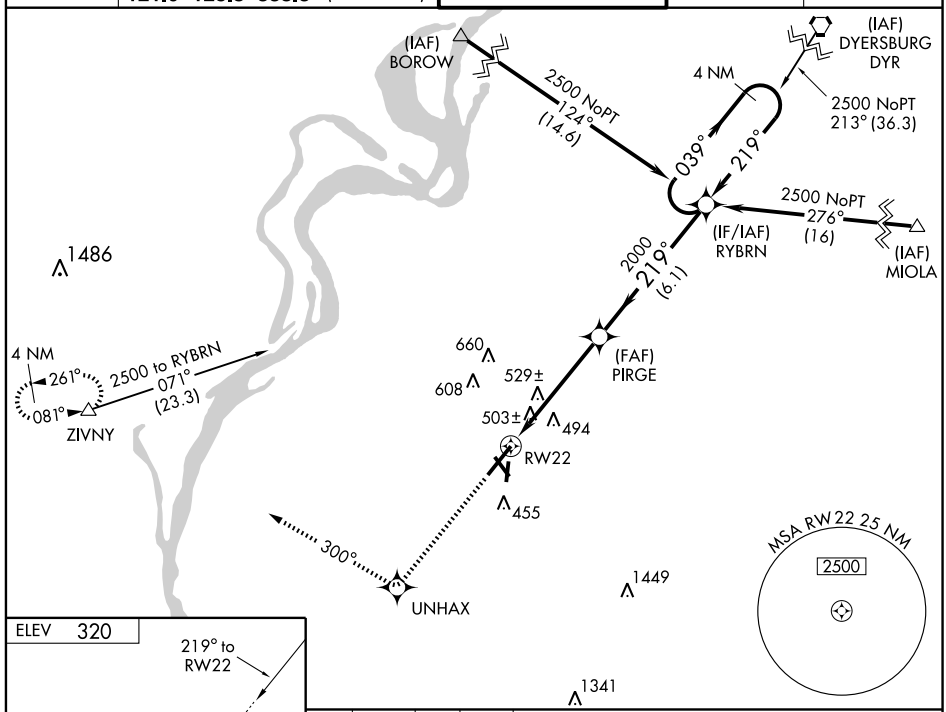
RNAV (GPS) RWY 22
MILLINGTON RGNL JETPORT (NQA)

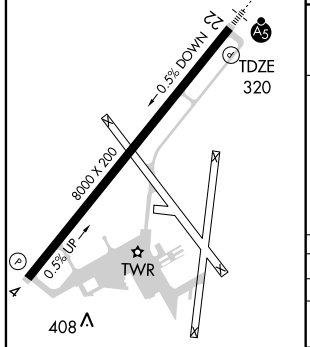
⚠ For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat. E visibility to 1¾ and LNAV Cat. E visibility to 1½. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

MALSR

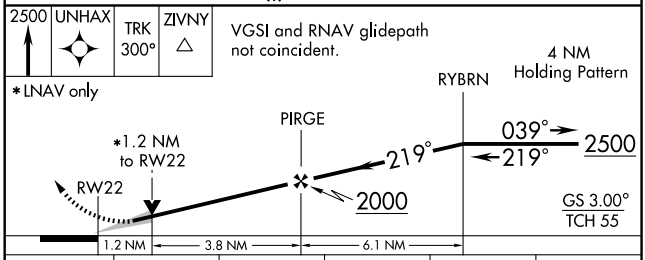
MISSED APPROACH: Climb to 2500 direct UNHAX and via 300° track to ZIVNY and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D	E
LPV DA	570-½ 250 (300-½)				
LNAV/ VNAV DA	795-1¼ 475 (500-1¼)				
LNAV MDA	780-½ 460 (500-½)		780-¾ 460 (500-¾)	780-1 460 (500-1)	
CIRCLING	820-1 500 (500-1)		820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

MILLINGTON, TENNESSEE

AL-910 (FAA)

VORTAC MEM	APP CRS	Rwy Idg	8000
117.5	195°	TDZE	320
Chan 122		Apt Elev	320

VOR/DME or TACAN RWY 22

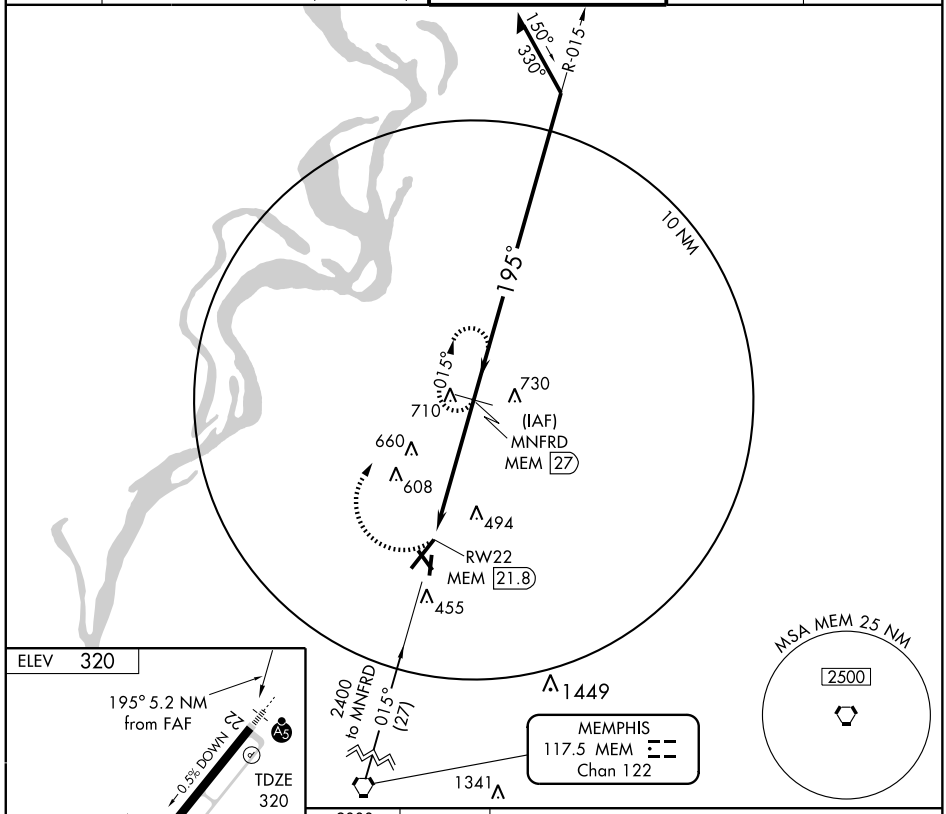
MILLINGTON RGNL JETPORT (NQA)

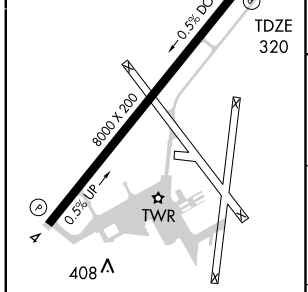
Inoperative table does not apply.
If local altimeter setting not received, use Memphis altimeter settting and increase all MDAs 60 feet.

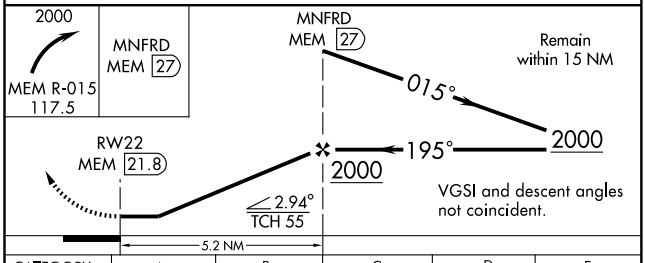
MALSR

MISSED APPROACH: Climbing right turn to 2000 via MEM VORTAC R-015 to MNFRD/27 DME and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







CATEGORY	A	B	C	D	E
S-22	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	960-2¼ 640 (700-2¼)
CIRCLING	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	1020-2½ 700 (700-2½)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB JXT 346	APP CRS 053°	Rwy ldg 5717 TDZE 1313 Apt Elev 1313

NDB or GPS RWY 5

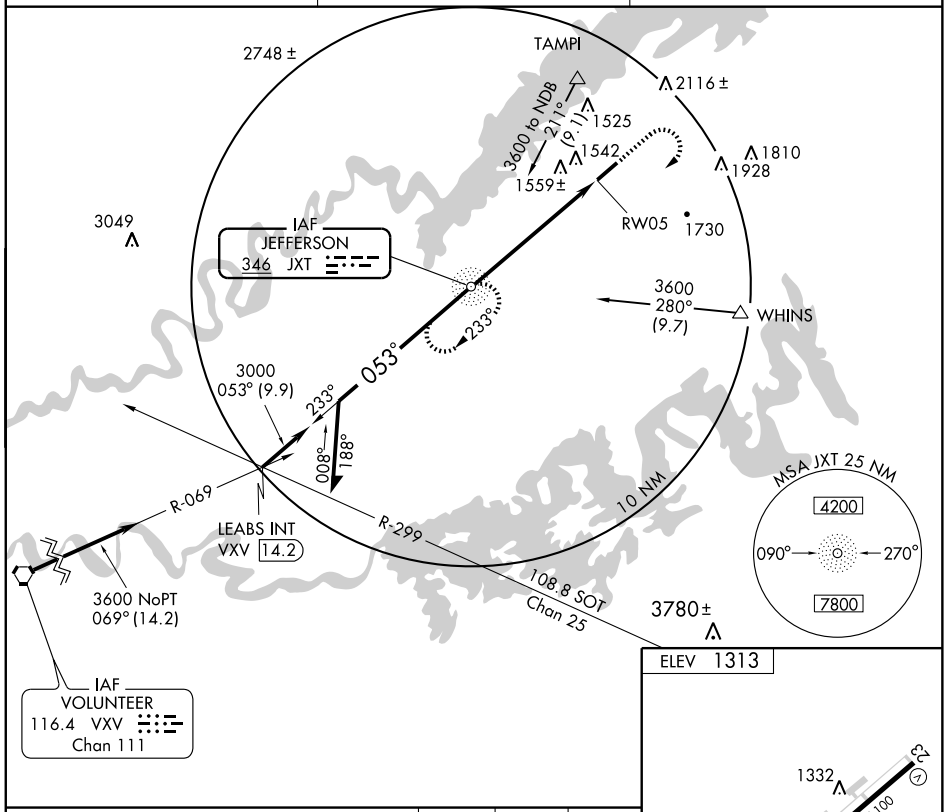
MORRISTOWN/MOORE-MURRELL (MOR)

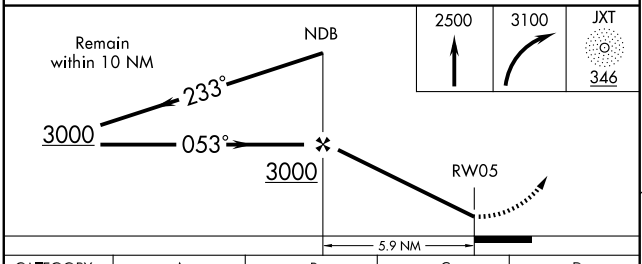
▼ If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet.
△ NA Inoperative table does not apply.

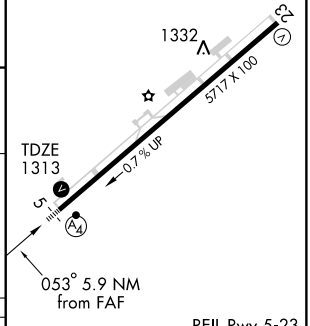
MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L







REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1860-1 547 (600-1)		1860-1½ 547 (600-1½)	1860-1¾ 547 (600-1¾)
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1. 17 DEC 2009 to 14 JAN 2010

SDF MOR	APP CRS	Rwy Idg	5717
109.5	053°	TDZE	1313
Chan 32		Apt Elev	1313

SDF RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)

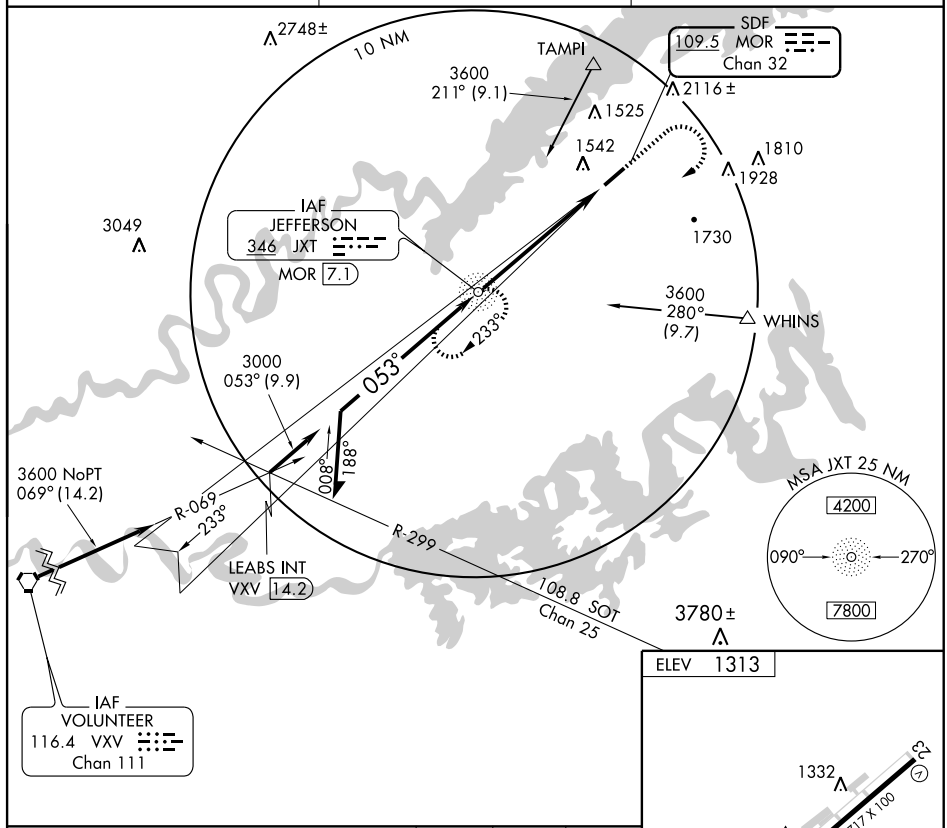
If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply.
ADF REQUIRED

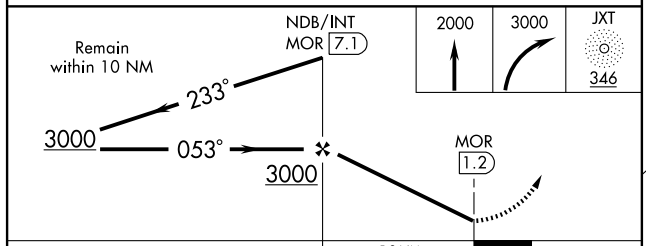
NA

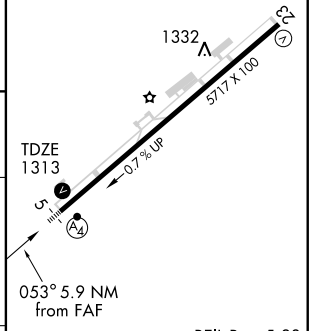
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L







REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1720-1 407 (500-1)		1720-1¼ 407 (500-1¼)	
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 17 DEC 2009 to 14 JAN 2010

MOUNTAIN CITY, TENNESSEE

AL-9815 (FAA)

APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 6

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

NA

Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)

Procedure NA for arrivals at HMV VORTAC airway radials 108 CW 207.

(IAF)
HOLSTON MOUNTAIN
HMV

MSA RW06 25 NM
7500

6100 NoPT
160° (8.8)

4300
065° (2)

(FAF)
SOCKZ

4800
065 (4.1)

RITCI

7 NM
245°
065°

(IF/IAF)
POGGO

6100 NoPT
046° (9)

(IAF)
ROANS

RW06

ELEV 2240

TDZE 2240

4498 X 75

065° to RW06

7 NM Holding Pattern

POGGO

RITCI

SOCKZ

6100

245°
065°

4800

065°

3.05°
TCH 40

4300

RW06

4.1 NM | 2 NM | 6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)	
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4498
253°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 24

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)

Procedure NA for arrivals at HMV VORTAC airway radials 064 CW 108.

5729
(IAF) DETPY
4000
4160
4982
3808
6600 NoPT
163° (6)
(IF/IAF) CASIS
253°
073°
7 NM
3262
7800
075°
(26.9)
4247
4328
4236
3002
3257
KIDZ
5700
253°
(3.6)
(FAF) AMAKY
3000
4710
HOLSTON MOUNTAIN HMV
2688
3889
2336±
MILCO
4549±
5000
253° (2.5)
5040
5193
4785
4942
4657
5594
4782
4660
3910
4100
MSA MILCO 25 NM
7500

ELEV 2240

TDZE 2240

4498 X 75

6600 CASIS

7 NM Holding Pattern

CASIS
KIDZ
AMAKY
MILCO
073°
253°
6600
5700
5000
3.42°
TCH 40

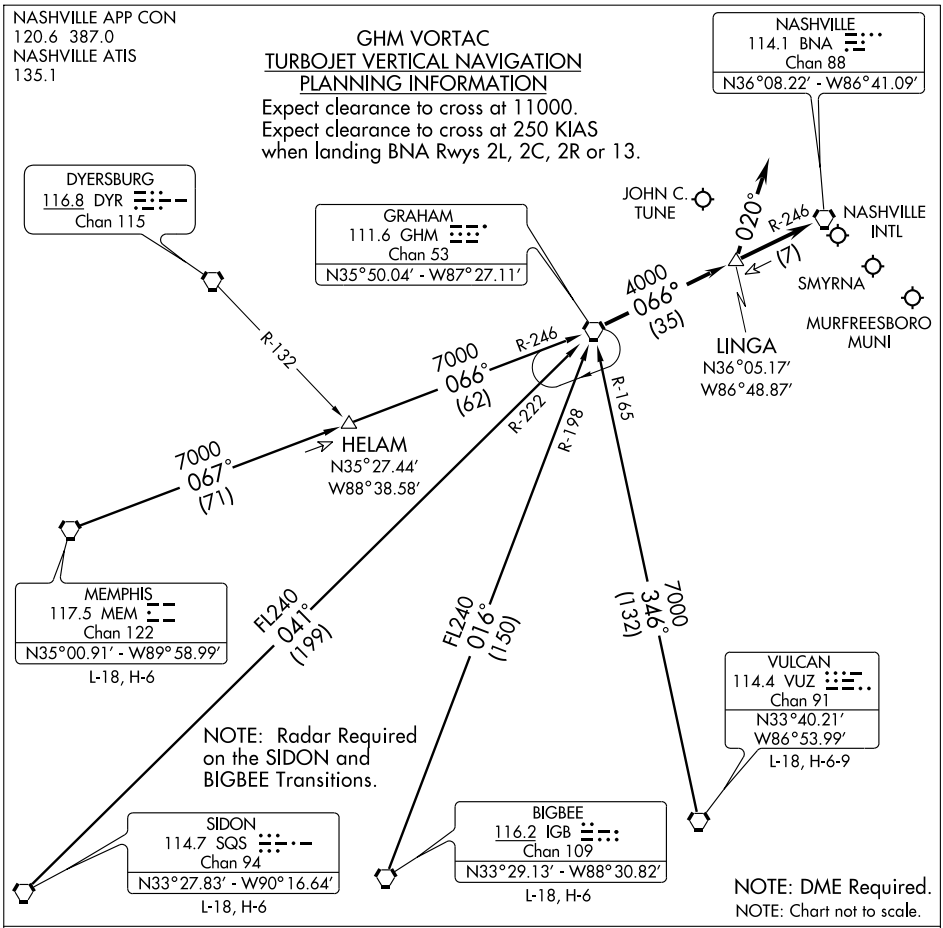
0.5 | 7 NM | 2.5 NM | 3.6 NM

CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

SE-1. 17 DEC 2009 to 14 JAN 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

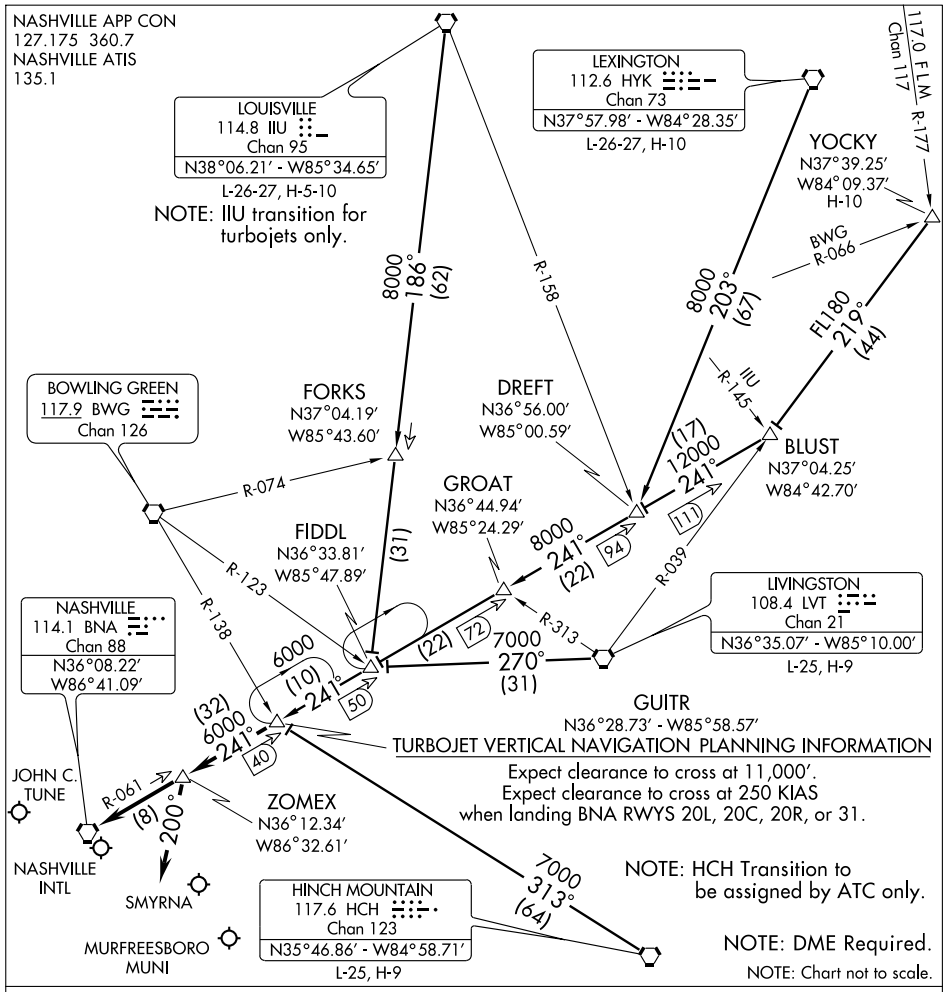
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 17 DEC 2009 to 14 JAN 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

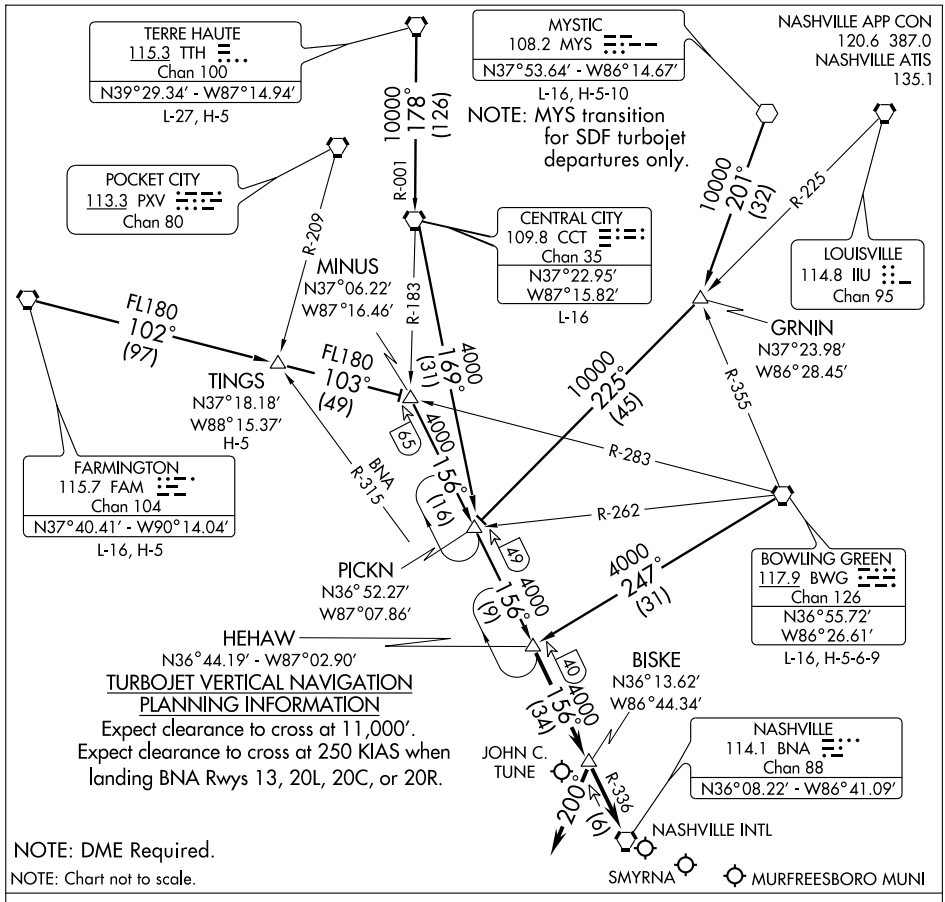
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

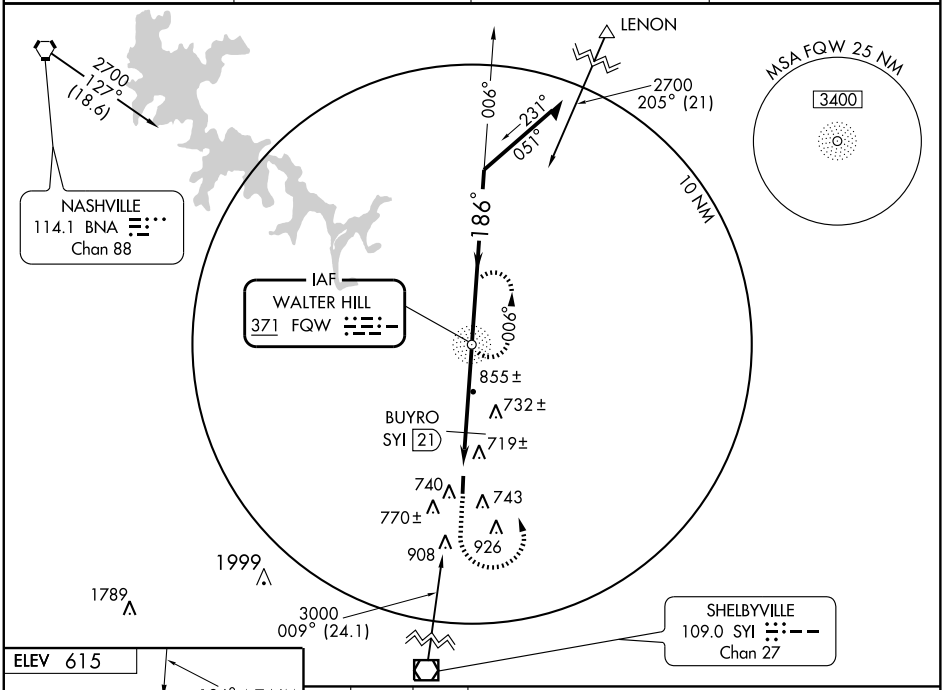
NDB FQW 371	APP CRS 186°	Rwy Idg 3898 TDZE 613 Apt Elev 615

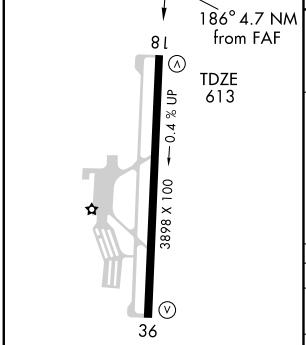
NDB RWY 18

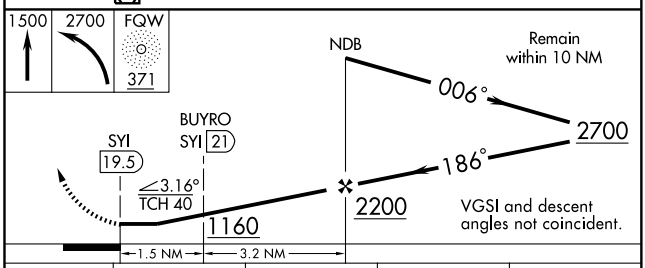
MURFREESBORO MUNI (MBT)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)







MIRL Rwy 18-36
REIL Rwys 18 and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-18	1160-1 547 (600-1)		1160-1½ 547 (600-1½)	NA
CIRCLING	1160-1 545 (600-1)		1160-1½ 545 (600-1½)	NA
BUYRO DME MINIMUMS				
S-18	1020-1 407 (500-1)		1020-1¼ 407 (500-1¼)	NA
CIRCLING	1080-1 465 (500-1)		1080-1½ 465 (500-1½)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	3898
CH 48812	184°	TDZE	612
W18A		Apt Elev	614

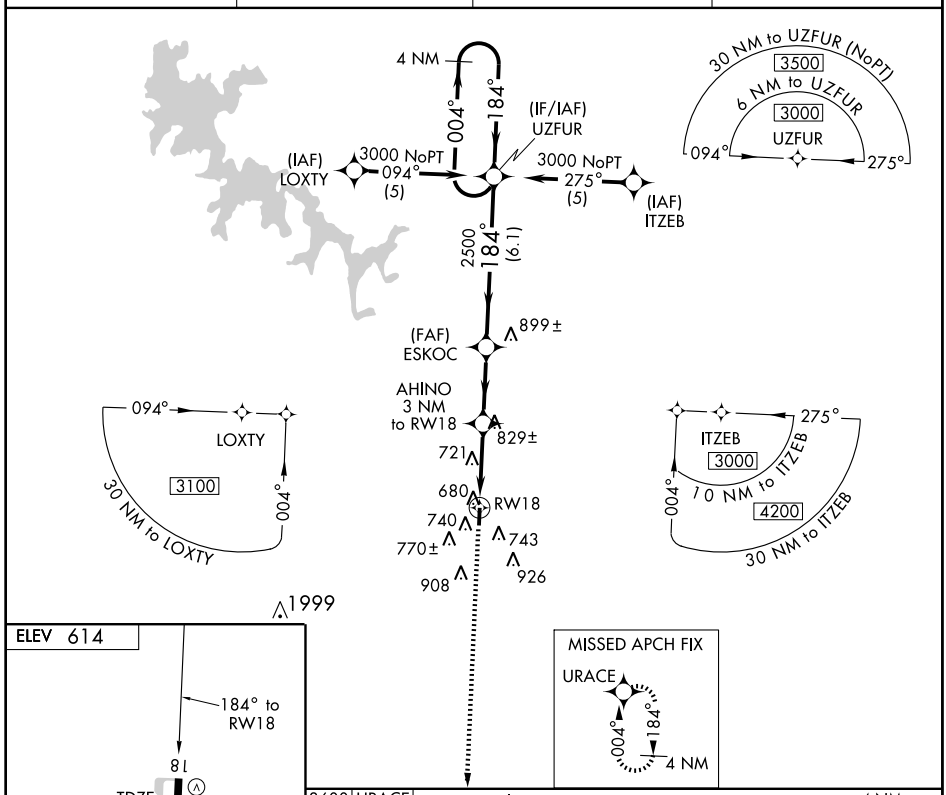
RNAV (GPS) RWY 18

MURFREESBORO MUNI (MBT)

T NA — Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNVAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 51 feet, all MDA 60 feet, LPV and LNAV/VNAV all Cats. and LNAV Cats. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3600 direct URACE and hold, continue climb-in-hold to 3600.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	904-1 292 (300-1)			NA
LNAV/VNAV DA	950-1¼ 338 (400-1¼)			NA
LNAV MDA	980-1 368 (400-1)			NA
CIRCLING	1080-1 466 (500-1)		1080-1½ 466 (500-1½)	NA

MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)

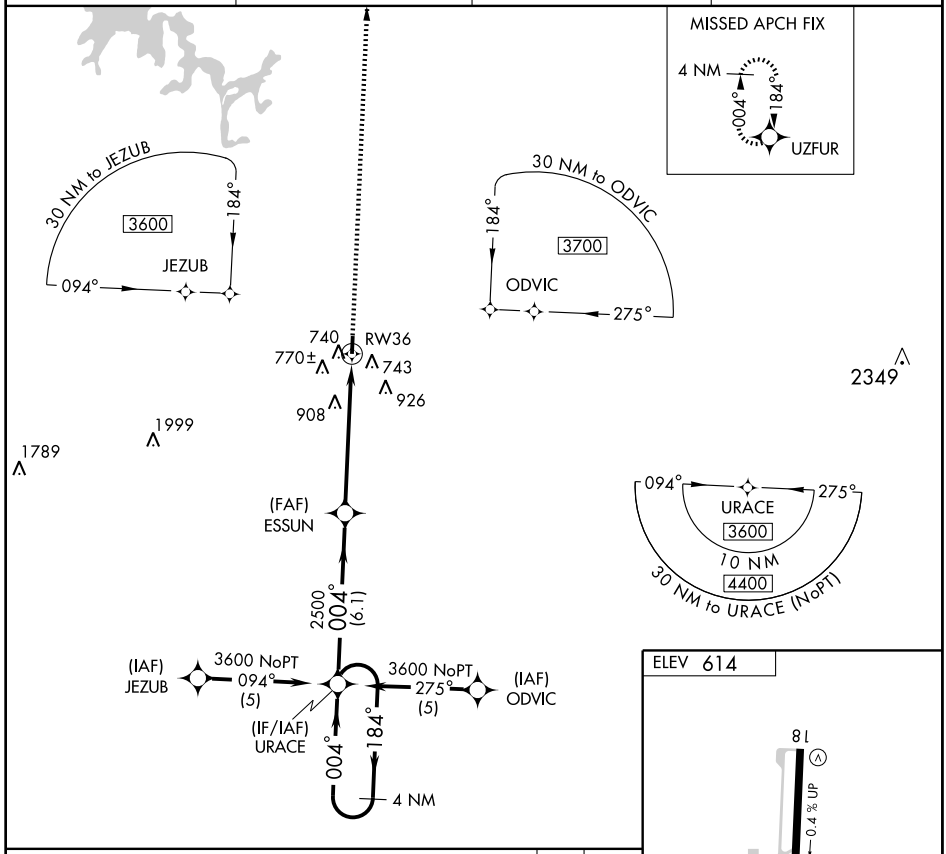
APP CRS	Rwy Idg	3898
004°	TDZE	614
	Apt Elev	614

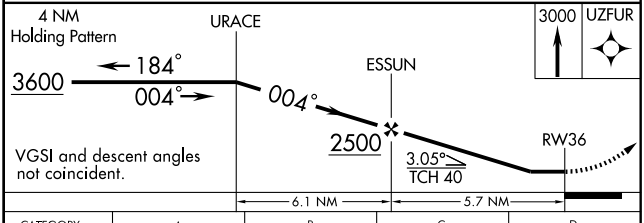
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet.

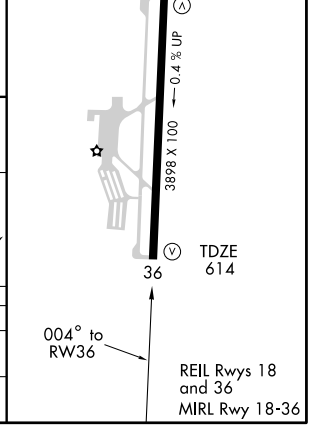
MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA
CIRCLING	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA

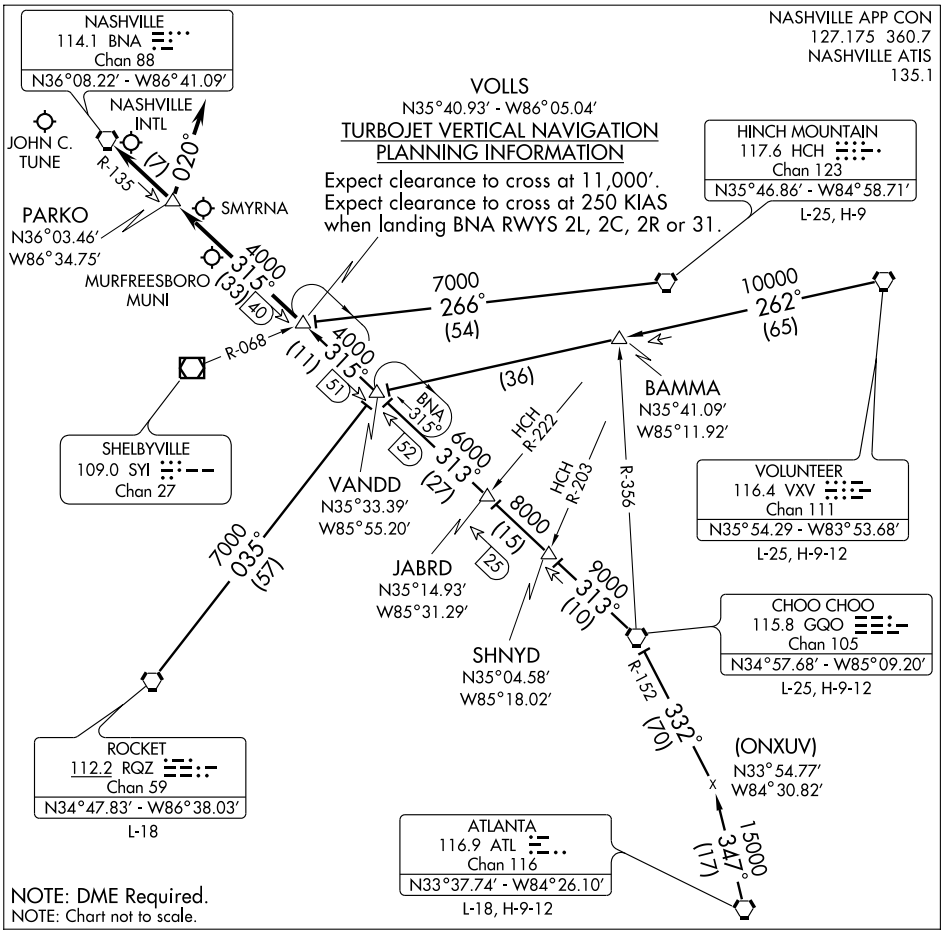


SE-1. 17 DEC 2009 to 14 JAN 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

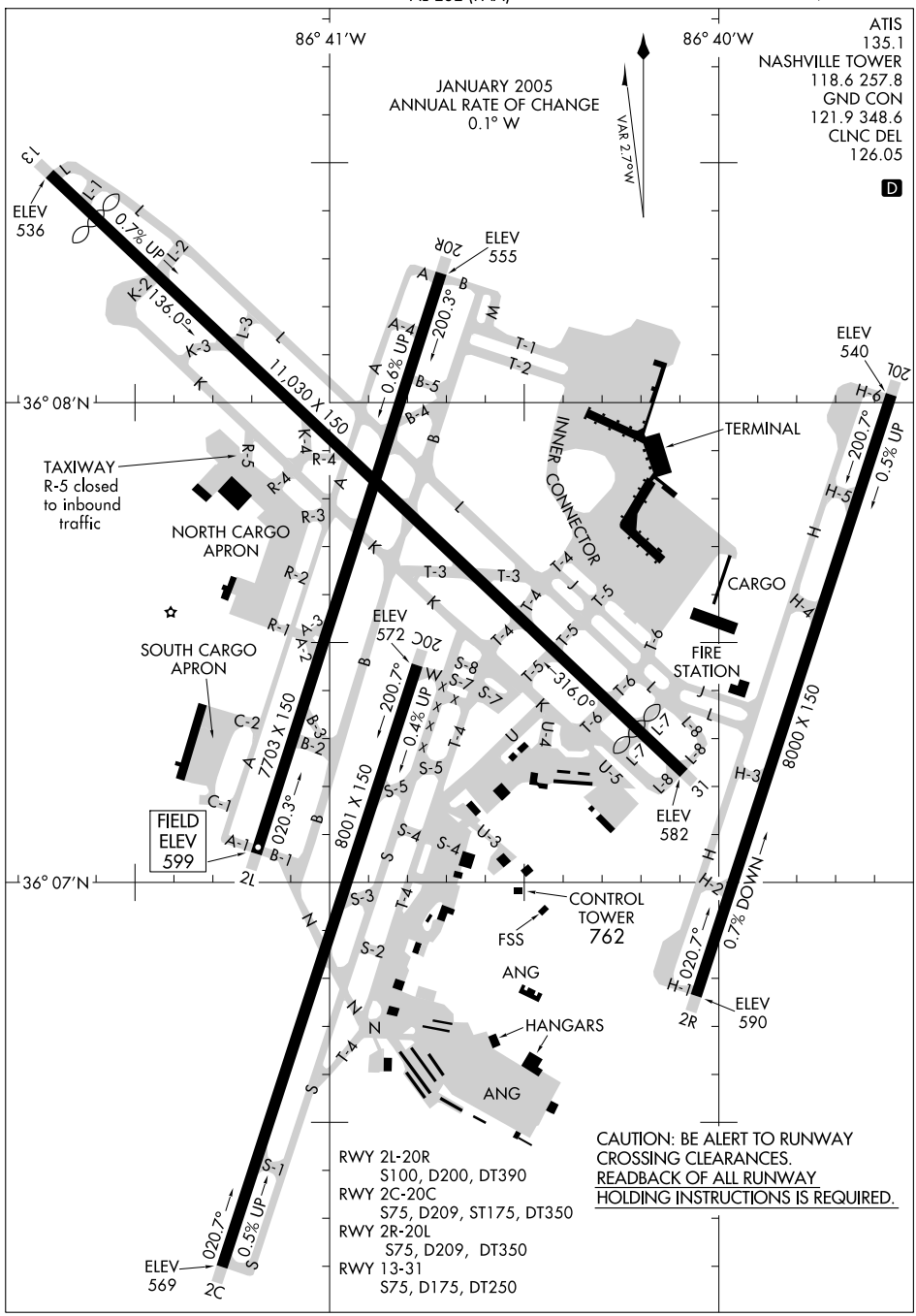
SE-1, 17 DEC 2009 to 14 JAN 2010

09183

AIRPORT DIAGRAM

AL-282 (FAA)

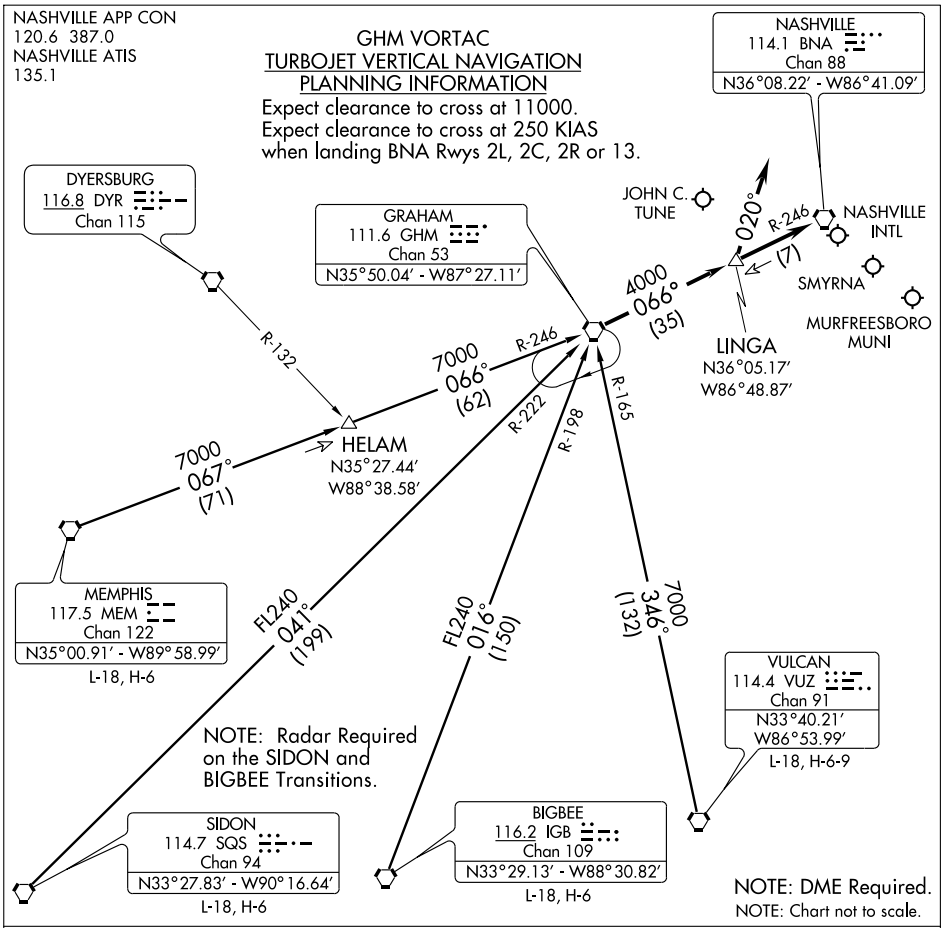
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

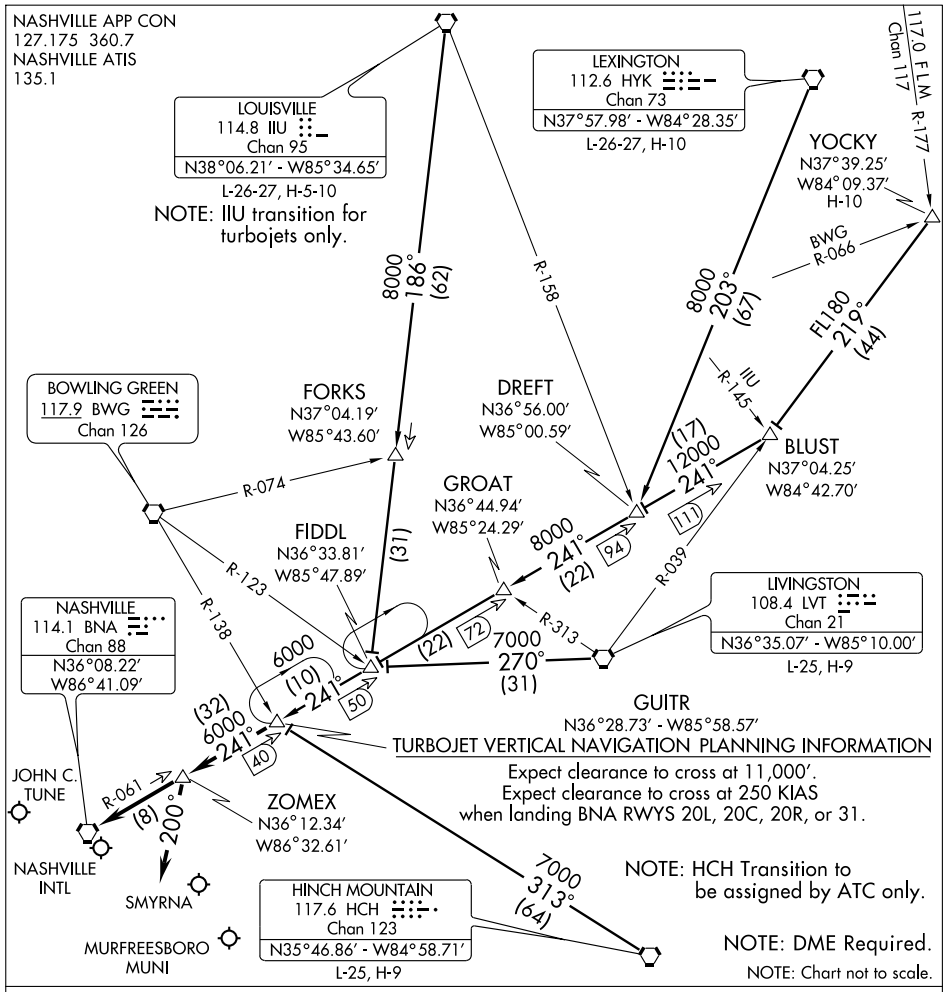
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 17 DEC 2009 to 14 JAN 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

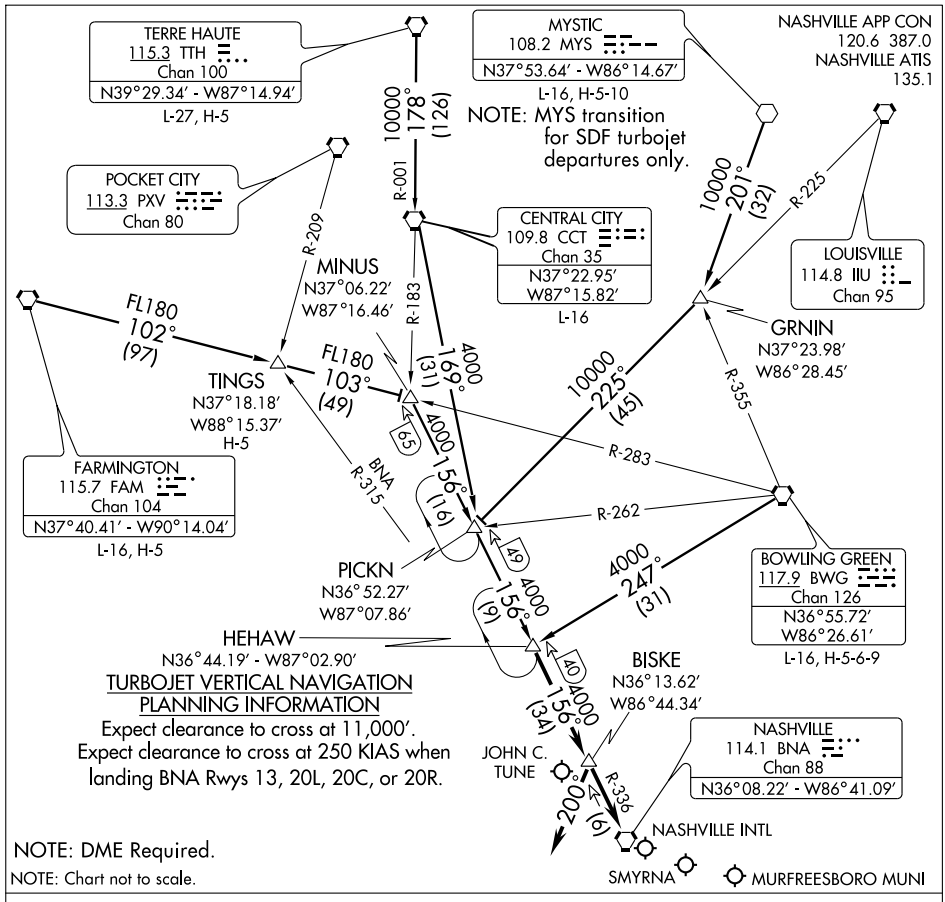
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-EZN	APP CRS	Rwy Idg	8000
110.75	021°	TDZE	587
		Apt Elev	599

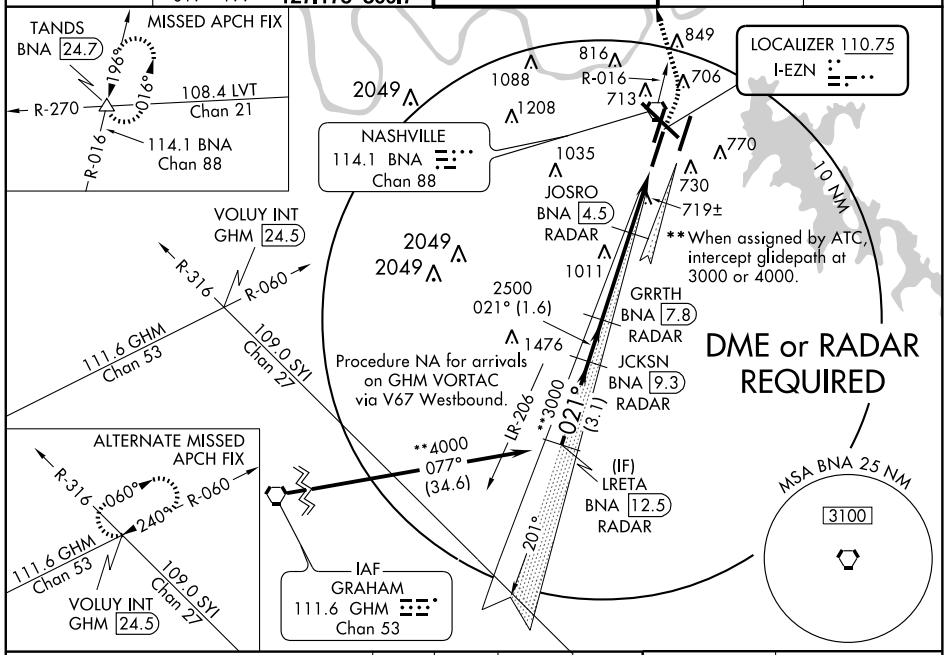
ILS or LOC RWY 2C
NASHVILLE INTL (BNA)

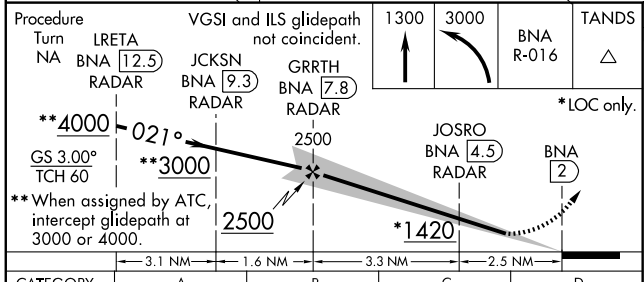
For inoperative MALSR, increase S-LOC 2C Cat A visibility to RVR 5000.
Simultaneous approach authorized with RWY 2R.
DME or RADAR REQUIRED. **RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

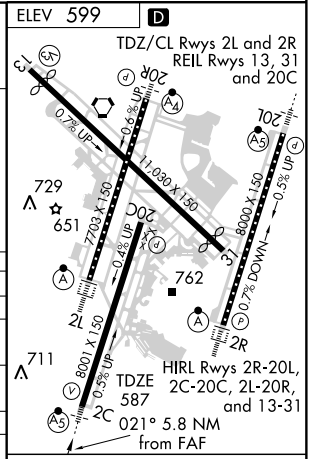
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
S-ILS 2C		**787/24 200 (200-½)		
S-LOC 2C	1420/40 833 (900-¾)		1420-2 833 (900-2)	1420-2¼ 833 (900-2¼)
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)
JOSRO FIX MINIMUMS				
S-LOC 2C	980/24 393 (400-½)			980/40 393 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:47	3:51	2:53	2:19	1:56

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BNA	APP CRS	Rwy Idg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

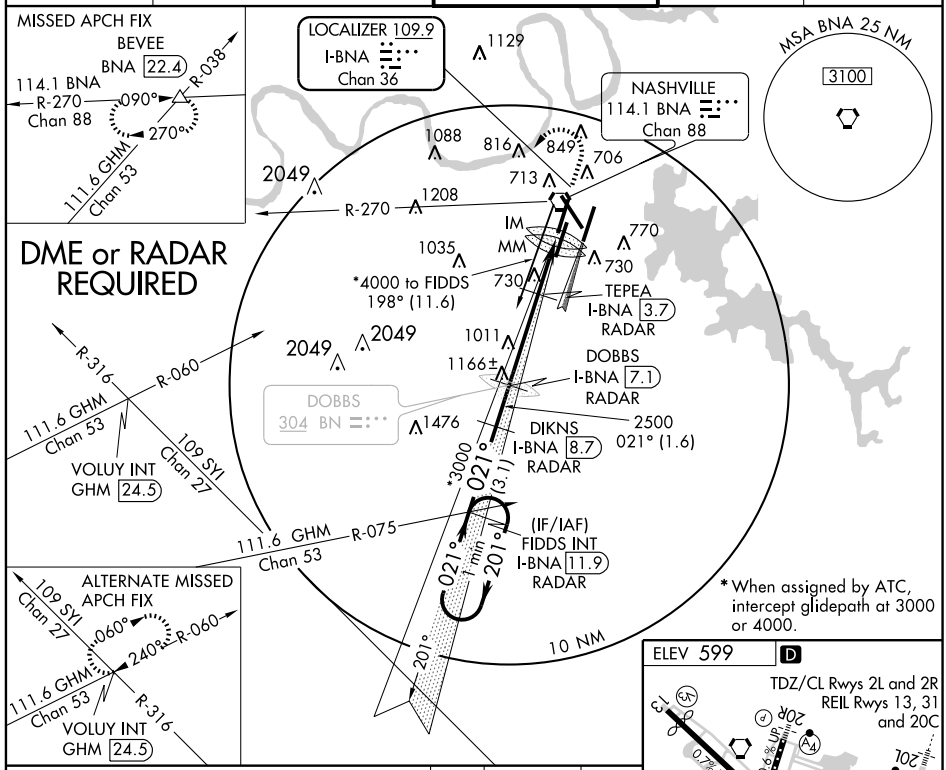
ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

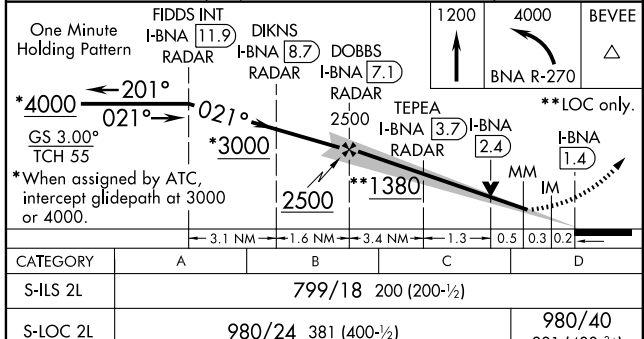
Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

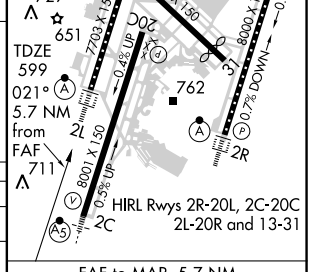
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)			980/40 381 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-UQU	APP CRS	Rwy Idg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

ILS or LOC RWY 2R
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

DME or RADAR REQUIRED

MISSED APCH FIX
117.9 BWG Chan 126
114.1 BNA Chan 88
072° 252° R-072 R-161
LENON BNA 25.1

NASHVILLE 114.1 BNA Chan 88

LOCALIZER 111.75 I-UQU Chan 54 (Y)

HIRVO I-UQU 3

SKAGS I-UQU 7.2 RADAR

UNIVE I-UQU 8.7 RADAR

(IF) LOUDN I-UQU 11.9 RADAR

(IAF) ATKNS INT I-UQU 15 SYI 25.3 RADAR

SHELBYVILLE 109.0 SYI Chan 27

** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

10 NM

R-324 BNA LR-187

R-195 BNA

ALTERNATE MISSED APCH FIX
SHELBYVILLE SYI 109.0 Chan 27
196° 016° R-196-016

MSA BNA 25 NM
3100

ATKNS INT I-UQU 15 RADAR
LOUDN I-UQU 11.9 RADAR
UNIVE I-UQU 8.7 RADAR
SKAGS I-UQU 7.2 RADAR
HIRVO I-UQU 3
I-UQU 1.5
IM MM
*LOC only.
1300 3000
BNA R-072
LENON
VGSI and ILS glidepath not coincident.
**5000 021° **4000 **3000
Procedure Turn NA
** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.
GS 3.00° TCH 59
2500 *1140
3.1 NM 3.1 NM 1.6 NM 4.2 NM 1 0.4 0.1

CATEGORY	A	B	C	D
S-ILS 2R		790/18 200 (200-½)		
S-LOC 2R	1140/24 550 (600-½)		1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1 541 (600-1)		1140-1½ 541 (600-1½)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24 490 (500-½)		1080/40 490 (500-¾)	1080/50 490 (500-1)
CIRCLING	1100-1 501(600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

ELEV 599 D

TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C

11,030 X 150
8000 X 150
7703 X 150
8001 X 150
0.7% UP 0.6% UP 0.5% UP 0.4% UP 0.7% DOWN 0.5% UP
729 651 762 711
021° 5.7 NM from FAF
TDZE 590
HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-SSX	APP CRS	Rwy Idg	8000
109.35	201°	TDZE	551
Chan 30 (Y)		Apt Elev	599

ILS or LOC RWY 20L
NASHVILLE INTL (BNA)

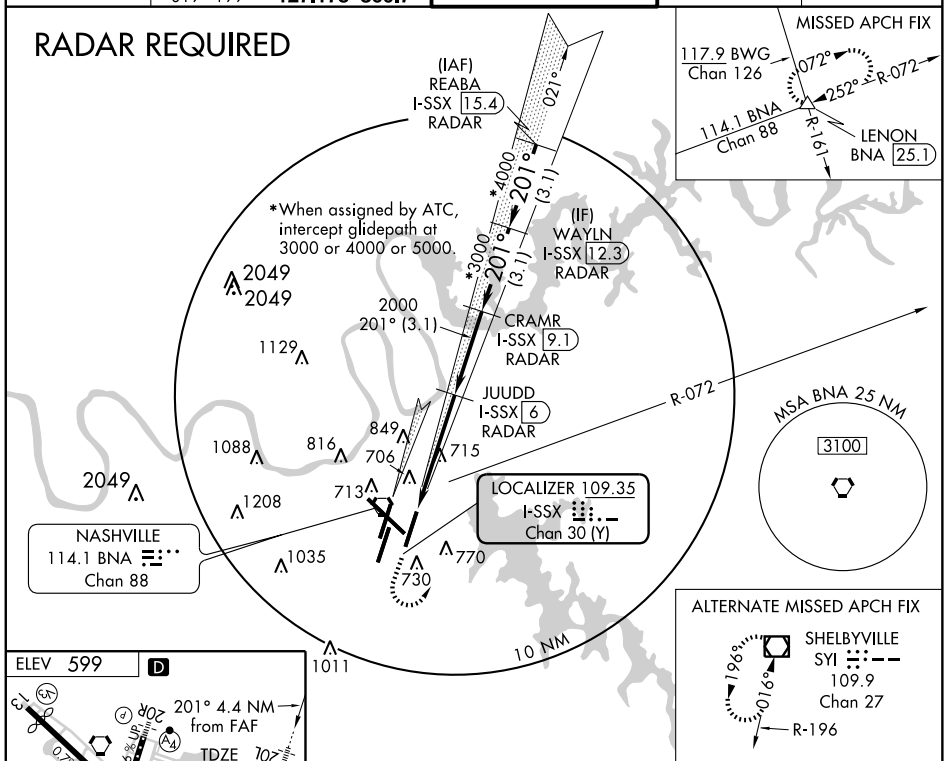
Simultaneous approach authorized with Rwy 20R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

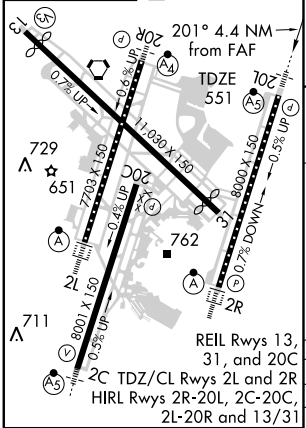
MALSR

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

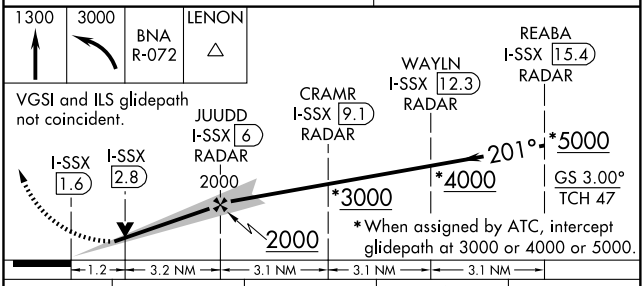
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

RADAR REQUIRED





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:23	2:56	2:12	1:45	1:28



CATEGORY	A	B	C	D
S-ILS 20L	**751/24	200 (200-½)		
S-LOC 20L	980/24	429 (400-½)	980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-VIY	APP CRS		20R	20C
111.3	201°	Rwy Idg	7702	8000
		TDZE	578	588
		Apt Elev	599	599

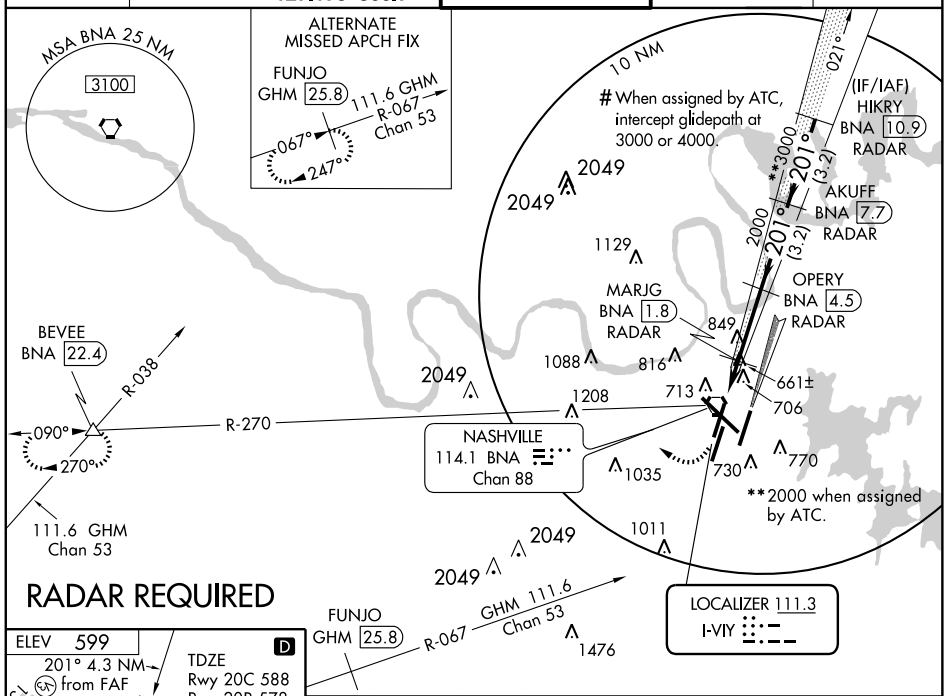
ILS or LOC RWY 20R
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 20L.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.

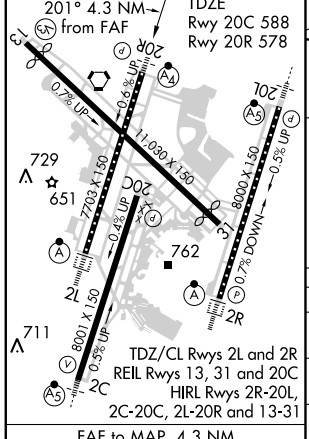
MALSF

MISSED APPROACH:
Climb to 1200 then climbing right turn to 4000 via heading 300° and BNA VORTAC R-270 to BEVEE INT/BNA VORTAC 22.4 DME and hold.

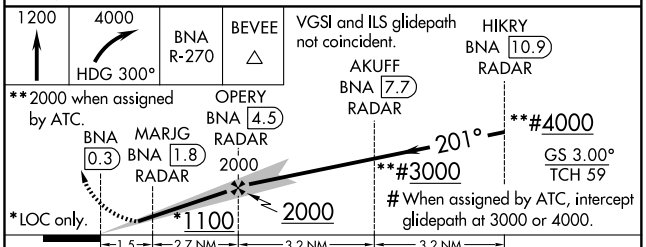
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



RADAR REQUIRED



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-¾)			
S-LOC 20R	920/40 342 (400-¾)			920/60 342 (400-1¼)
SIDESTEP 20C	960-1 372 (400-1)		960-1½ 372 (400-1½)	960-2 372 (400-2)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-PNO	APP CRS	Rwy Idg	9487
111.95	316°	TDZE	577
		Apt Elev	599

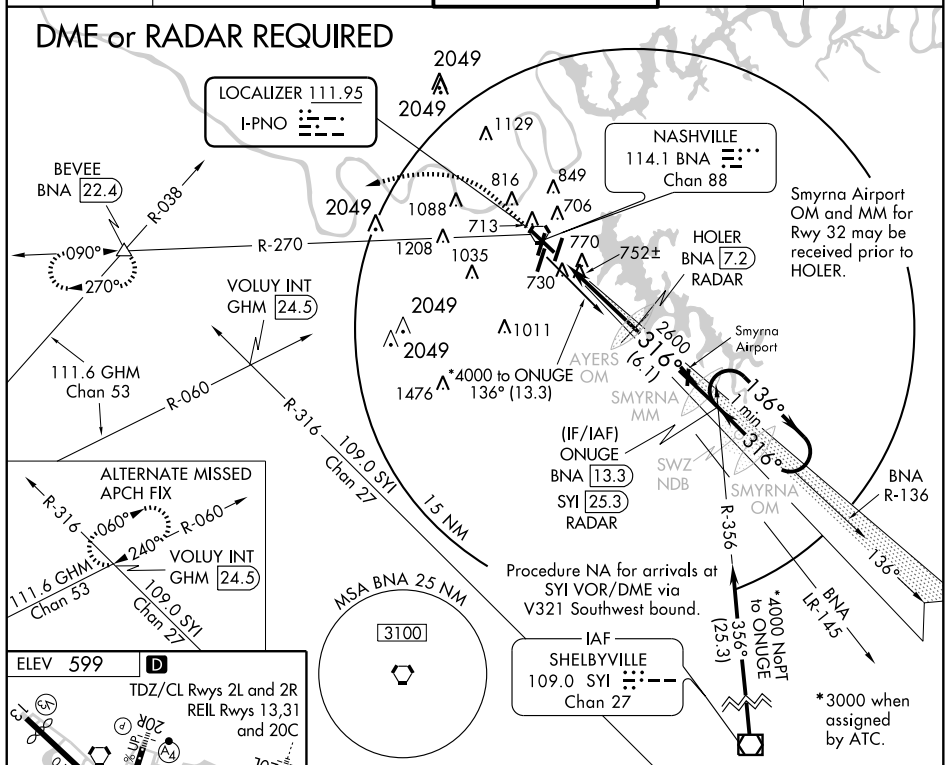
ILS or LOC RWY 31
NASHVILLE INTL (BNA)

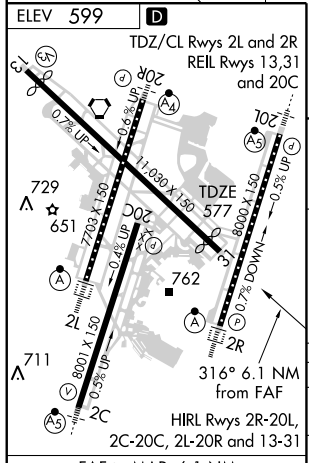
DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.

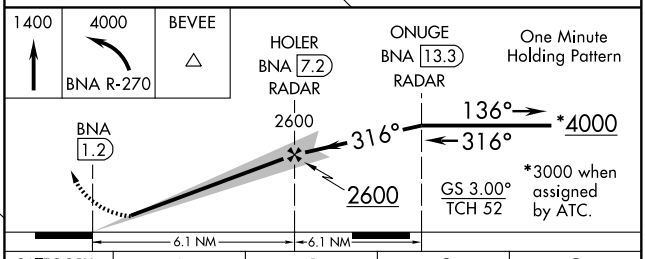
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

DME or RADAR REQUIRED





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 31	777-¾ 200 (200-¾)			
S-LOC 31	1020-1 443 (500-1)		1020-1¼ 443 (500-1¼)	1020-1½ 443 (500-1½)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

NASHVILLE, TENNESSEE

AL-282 (FAA)

LOC/DME I-BNA	APP CRS	Rwy Idg 7702
109.9	021°	TDZE 599
Chan 36		Apt Elev 599

ILS RWY 2L (CAT II)

NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

MISSED APCH FIX

BEVEE

BNA 22.4

114.1 BNA R-270 Chan 88

090°

270°

R-038

111.6 GHM Chan 53

LOCALIZER 109.9 I-BNA Chan 36

NASHVILLE 114.1 BNA Chan 88

MSA BNA 25 NM

3100

DME or RADAR REQUIRED

*4000 to FIDDS 198° (11.6)

R-270

R-316

R-060

111.6 GHM Chan 53

VOLUY INT GHM 24.5

109 SYI Chan 27

DOBBS 304 BN

DOBBS I-BNA 7.1 RADAR

DIKNS I-BNA 8.7 RADAR

2500 021° (1.6)

*3000 021° (3.1)

(IF/IAF) FIDDS INT I-BNA 11.9 RADAR

1 min

201°

R-075

10 NM

*When assigned by ATC, intercept glidepath at 3000 or 4000.

ALTERNATE MISSED APCH FIX

060°

240°

R-060

R-316

VOLUY INT GHM 24.5

ELEV 599

D

20R

20L

20C

2C

2L

2R

11,030 X 150

8000 X 150

7703 X 150

8001 X 150

0.7% UP

0.6% UP

0.4% UP

0.5% UP

0.7% DOWN

729

651

762

711

TDZE 599

HIRL Rwys 2R-20L, 2C-20C 2L-20R and 13-31

TDZ/CL Rwys 2L and 2R

REIL Rwys 13, 31 and 20C

One Minute Holding Pattern

FIDDS INT I-BNA 11.9 RADAR

DIKNS I-BNA 8.7 RADAR

DOBBS I-BNA 7.1 RADAR

1200	4000	BEVEE
	BNA R-270	

*4000

201°

021°

021°

*3000

2500

GS 3.00°

TCH 55

DH

RA 100

MM

IM

599 MSL

*When assigned by ATC, intercept glidepath at 3000 or 4000.

3.1 NM 1.6 NM 5.2 NM 2163′ 872′ 1115′

CATEGORY	A	B	C	D
S-ILS 2L	RA 100/12 100 DA 699			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

NASHVILLE, TENNESSEE

AL-282 (FAA)

LOC/DME I-BNA	APP CRS	Rwy Idg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

ILS RWY 2L (CAT III)

NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

MISSED APCH FIX

BEVEE

BNA 22.4

R-038

114.1 BNA

R-270

090°

Chan 88

270°

111.6 GHM

Chan 53

LOCALIZER 109.9

I-BNA

Chan 36

NASHVILLE

114.1 BNA

Chan 88

MSA BNA 25 NM

3100

1129

1063

816

849

706

713

2049

1208

R-270

IM

MM

770

730

1035

*4000 to FIDDS

198° (11.6)

DME or RADAR REQUIRED

R-316

R-060

111.6 GHM

Chan 53

VOLUY INT

GHM 24.5

109 SYI

Chan 27

2049

2049

1011

1166±

DOBBS

I-BNA 7.1

RADAR

DOBBS

304 BN

1476

2500

021° (1.6)

DIKNS

I-BNA 8.7

RADAR

*3000

021°

(3.1)

(IF/IAF)

FIDDS INT

I-BNA 11.9

RADAR

111.6 GHM

Chan 53

R-075

1 min

021°

201°

201°

10 NM

*When assigned by ATC, intercept glidepath at 3000 or 4000.

ALTERNATE MISSED APCH FIX

109 SYI

Chan 27

060°

R-060

240°

111.6 GHM

Chan 53

R-316

VOLUY INT

GHM 24.5

ELEV 599

D

One Minute Holding Pattern

FIDDS INT

I-BNA 11.9

RADAR

DIKNS

I-BNA 8.7

RADAR

DOBBS

I-BNA 7.1

RADAR

1200

4000

BNA R-270

BEVEE

*4000

201°

021°

021°

*3000

2500

MM

813

IM

702

599 MSL

GS 3.00°

TCH 55

*When assigned by ATC, intercept glidepath at 3000 or 4000.

2500

3.1 NM

1.6 NM

5.2 NM

2099'

936'

11.8%

CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIA	RVR 07	
S-ILS 2L		CAT IIIB	RVR 06	
S-ILS 2L		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

2R

20R

20L

20C

2L

2C

0.7% UP

0.6% UP

11,030 X 150

7703 X 150

8000 X 150

0.5% UP

0.4% UP

0.7% DOWN

8001 X 150

0.5% UP

729

651

TDZE

599

762

711

HIRL Rwys 2R-20L, 2C-20C 2L-20R and 13-31

TDZ/CL Rwys 2L and 2R

REIL Rwys 13, 31 and 20C

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-UQU	APP CRS	Rwy Idg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

ILS RWY 2R (CAT II)

NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

DME or RADAR REQUIRED

MISSED APCH FIX

117.9 BWG Chan 126

114.1 BNA Chan 88

072° 252° R-072 R-161

LENON BNA 25.1

NASHVILLE 114.1 BNA Chan 88

LOCALIZER 111.75 I-UQU Chan 54 (Y)

SKAGS I-UQU 7.2 RADAR

UNIVE I-UQU 8.7 RADAR

LOUDN I-UQU 11.9 RADAR

(IF)

(IAF)

ATKNS INT I-UQU 15 SYI 25.3 RADAR

R-072 R-324 R-195

BNA LR-187

021° (3.1) **3000 **4000 201° 324° (25.3) **5000

10 NM

** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

MSA BNA 25 NM 3100

ALTERNATE MISSED APCH FIX

SHELBYVILLE SYI 109.0 Chan 27

R-196 016° 196°

SHELBYVILLE 109.0 SYI Chan 27

ELEV 599 D

ATKNS INT I-UQU 15 RADAR

LOUDN I-UQU 11.9 RADAR

UNIVE I-UQU 8.7 RADAR

SKAGS I-UQU 7.2 RADAR

**5000 021° **4000 **3000 2500

Procedure Turn NA

GS 3.00° TCH 59

** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

DH RA 116 MM IM 590 MSL

1300	3000	LENON
	BNA R-072	△

VGSI and ILS glidepath not coincident.

3.1 NM 3.1 NM 1.6 NM 5.2 NM 1974' 780' 1208'

CATEGORY	A	B	C	D
S-ILS 2R	RA 116/12 100 DA 690			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

0.7% UP 0.6% UP 11,030 X 150 7703 X 150 8001 X 150 8000 X 150 0.4% UP 0.5% UP 0.7% DOWN 0.5% UP

729 651 711 762 TDZE 2R 590

HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31
TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-UQU	APP CRS	Rwy Idg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

ILS RWY 2R (CAT III)
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2C or 2L. DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05

DME or RADAR REQUIRED

MISSED APCH FIX
117.9 BWG Chan 126
072°
252°
R-072
114.1 BNA Chan 88
R-161
LENON BNA 25.1

NASHVILLE 114.1 BNA Chan 88

LOCALIZER 111.75 I-UQU Chan 54 (Y)

SKAGS I-UQU 7.2 RADAR

UNIVE I-UQU 8.7 RADAR

(IF) LOUDN I-UQU 11.9 RADAR

(IAF) ATKNS INT I-UQU 15 SYI 25.3 RADAR

SHELBYVILLE 109.0 SYI Chan 27

BNA LR-187

R-324

BNA R-195

10 NM

** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

MSA BNA 25 NM
3100

ALTERNATE MISSED APCH FIX
SHELBYVILLE SYI 109.0 Chan 27
196°–016°
R-196–016

ELEV 599 D

TDZE 590

HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13-31
TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C

ATKNS INT I-UQU 15 RADAR
LOUDN I-UQU 11.9 RADAR
UNIVE I-UQU 8.7 RADAR
SKAGS I-UQU 7.2 RADAR
1300 | 3000 | BNA R-072 | LENON

**5000
021°
**4000
**3000
2500

Procedure Turn NA
GS 3.00°
TCH 59

** When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

VGSI and ILS glidepath not coincident.

MM 789
IM 690
590 MSL

3.1 NM | 3.1 NM | 1.6 NM | 5.2 NM | 1896' | 858' | 1208'

CATEGORY	A	B	C	D
S-ILS 2R		CAT IIIA	RVR 07	
S-ILS 2R		CAT IIIB	RVR 06	
S-ILS 2R		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1. 17 DEC 2009 to 14 JAN 2010

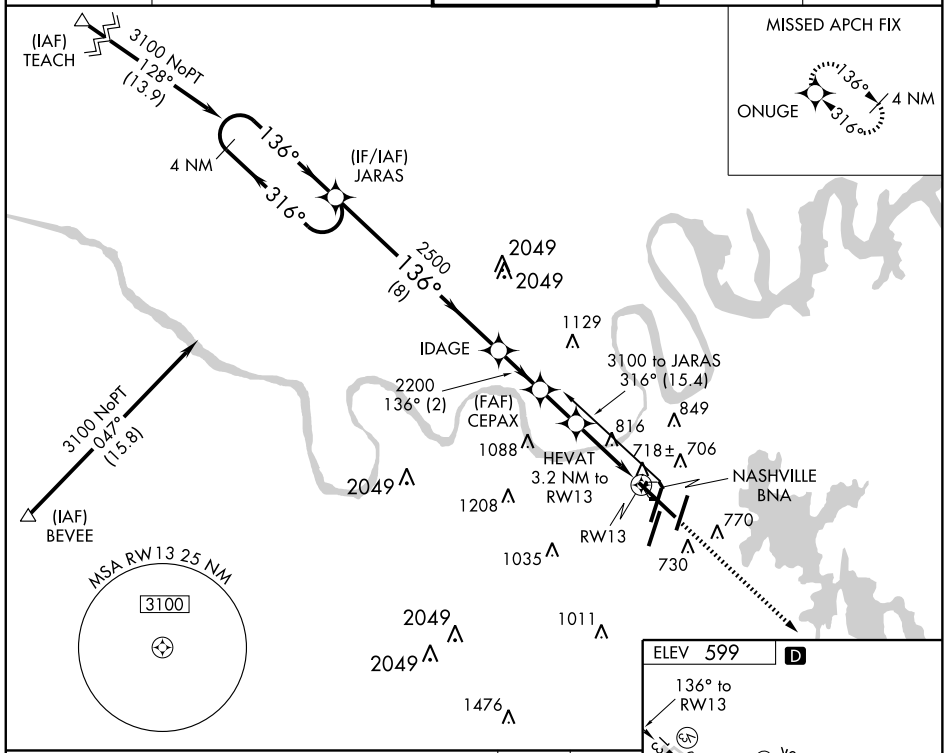
APP CRS	Rwy Idg	9487
136°	TDZE	567
	Apt Elev	599

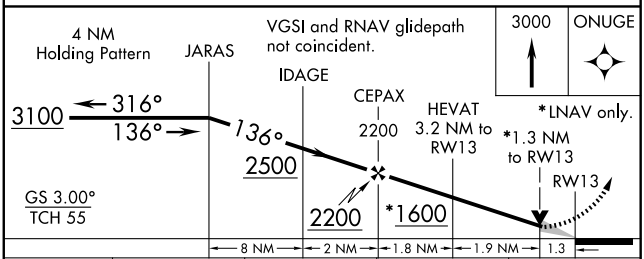
RNAV (GPS) RWY 13
NASHVILLE INTL (BNA)

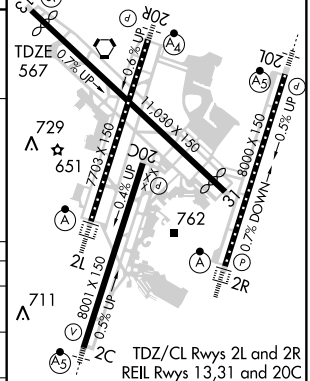
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
LNAV/ VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 70613	021°	TDZE	587
W02B		Apt Elev	599

RNAV (GPS) Y RWY 2C

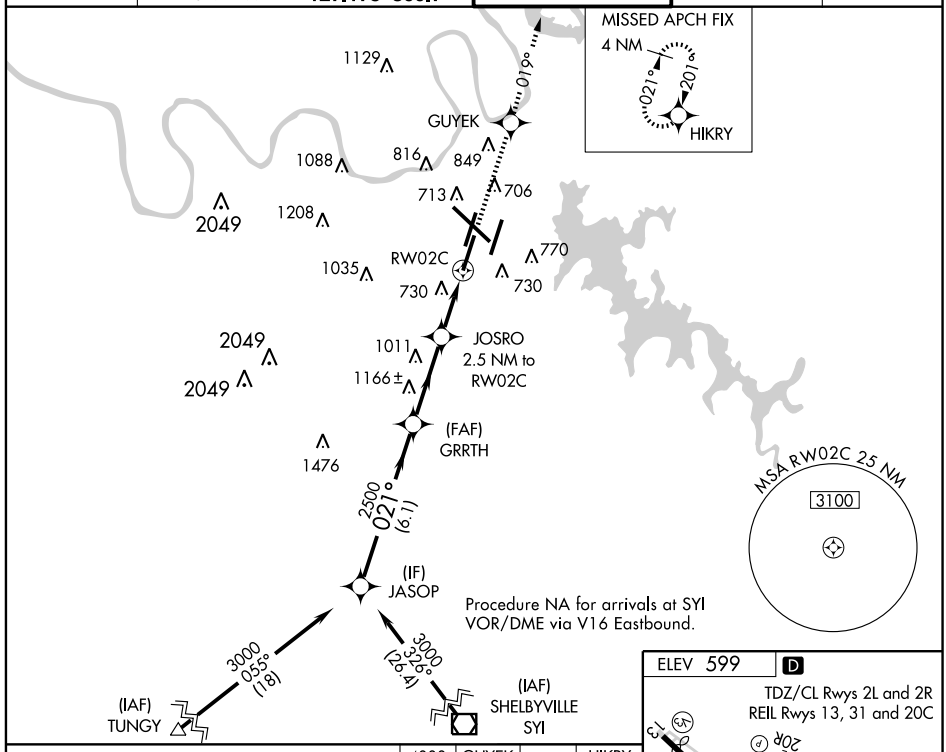
NASHVILLE INTL (BNA)

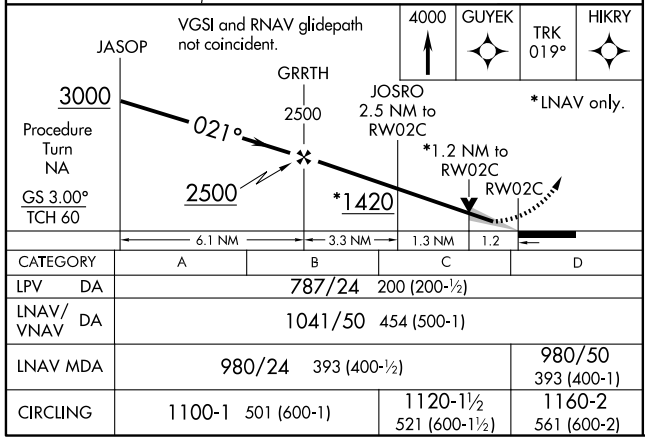
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

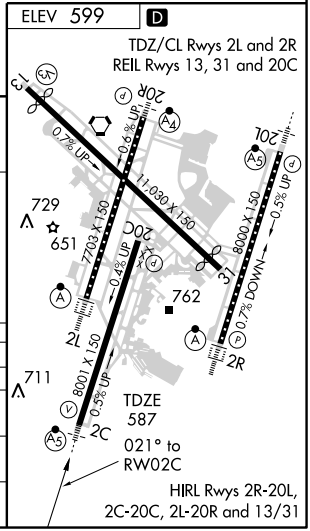
MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LPV DA	787/24 200 (200-½)			
LNAV/VNAV DA	1041/50 454 (500-1)			
LNAV MDA	980/24 393 (400-½)			980/50 393 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

NASHVILLE, TENNESSEE AL-282 (FAA)

WAAS	APP CRS	Rwy Idg	7702
CH 42713	021°	TDZE	599
W02A		Apt Elev	599

RNAV (GPS) Y RWY 2L

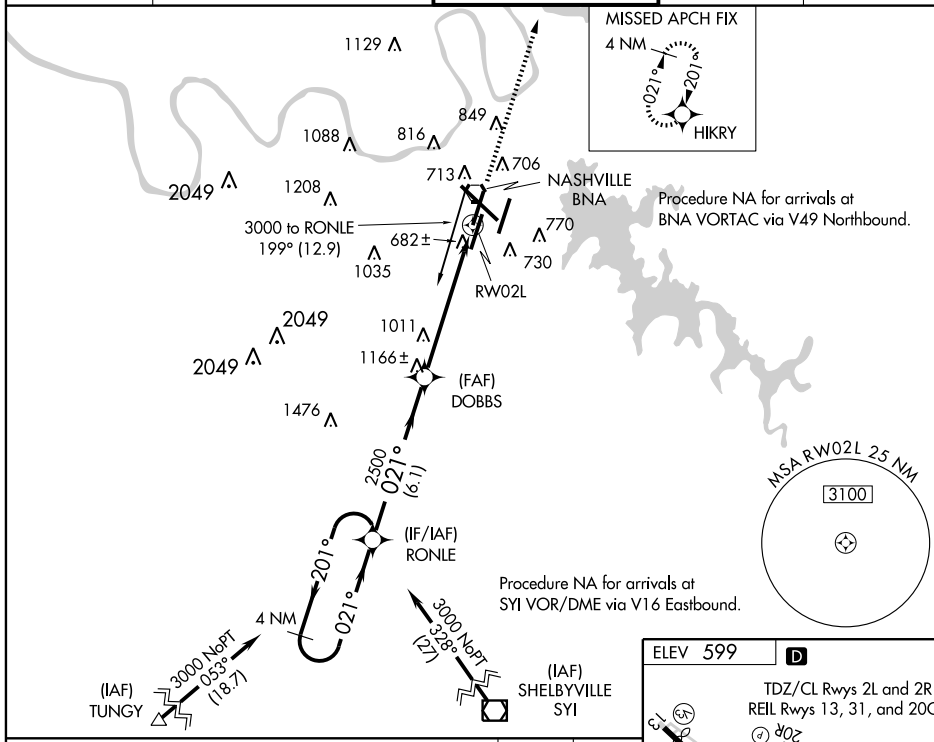
NASHVILLE INTL (BNA)

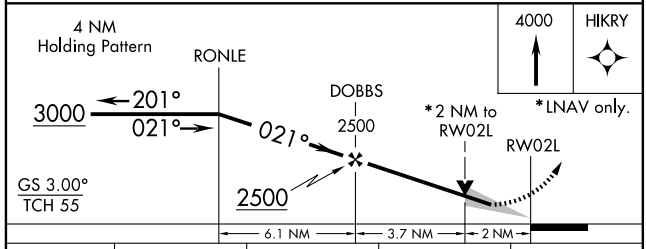
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

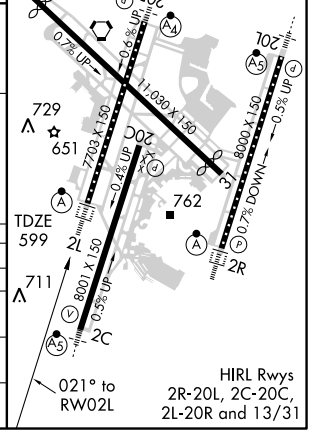
MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
LPV DA	799/24 200 (200-½)			
LNAV/VNAV DA	999/40 400 (400-¾)			
LNAV MDA	1280/24 681 (700-½)		1280-1½ 681 (700-1½)	1280-1¾ 681 (700-1¾)
CIRCLING	1280-1 681 (700-1)		1280-2 681 (700-2)	1280-2¼ 681 (700-2¼)



SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 93713	021°	TDZE	590
W02D		Apt Elev	599

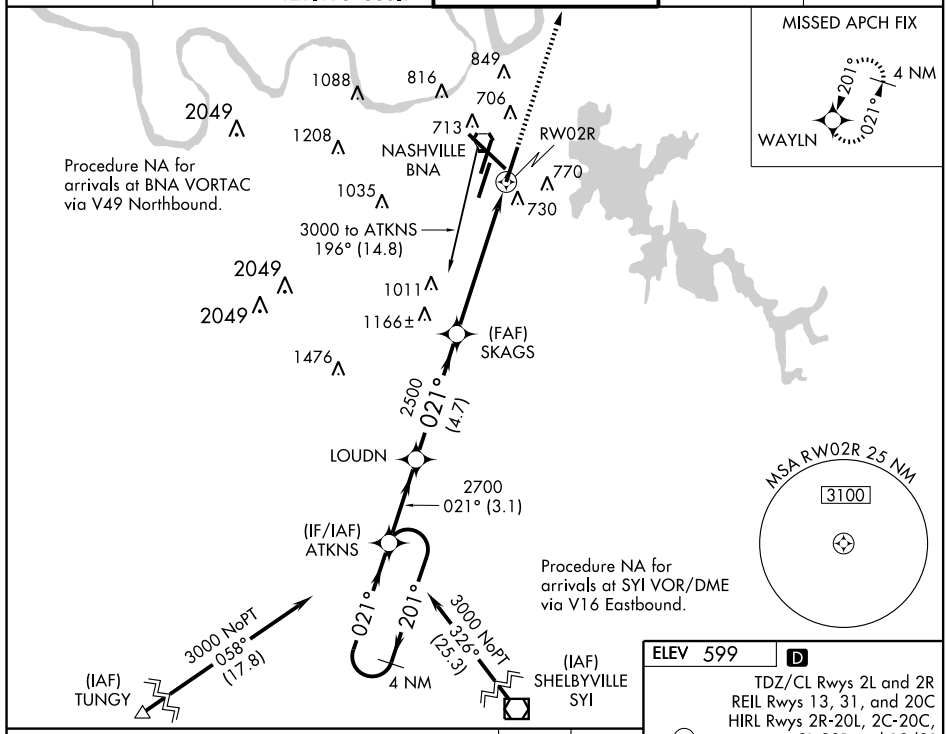
RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

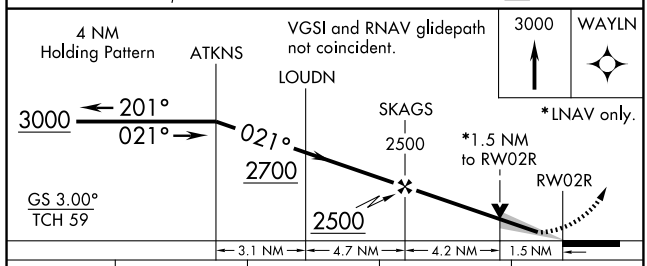
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

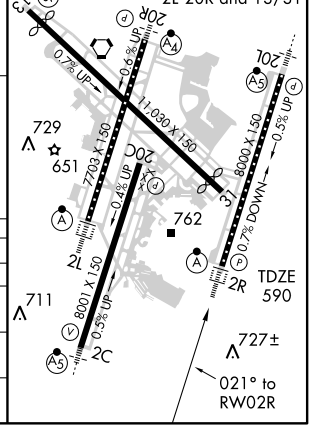
ALSF-2

MISSED APPROACH: Climb to 3000 direct WAYLN and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
LPV DA		790/24 200 (200-½)		
LNAV/VNAV DA		1070/60 480 (500-1¼)		
LNAV MDA	1140/24 550 (600-½)		1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1 541 (600-1)		1140-1½ 541 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	8000
CH 49013	201°	TDZE	551
W20D		Apt Elev	599

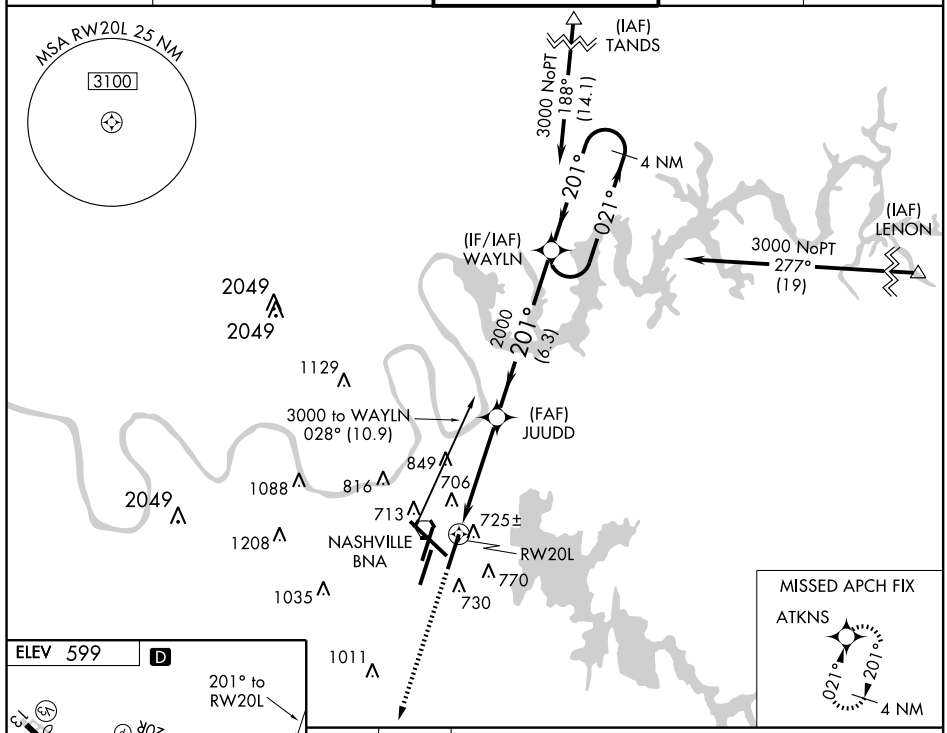
RNAV (GPS) Y RWY 20L
NASHVILLE INTL (BNA)

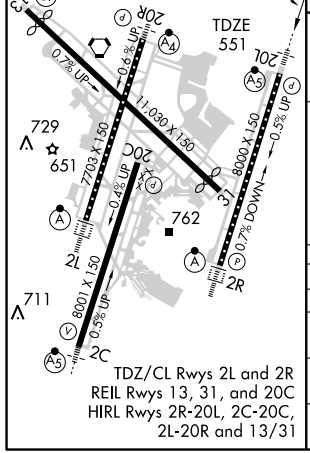
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

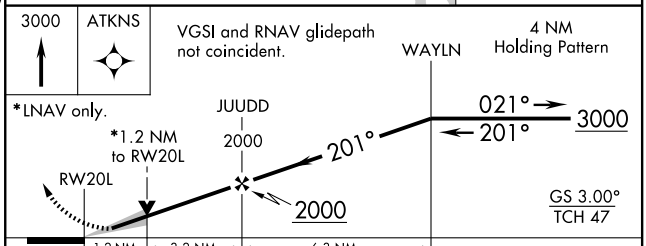
MISSED APPROACH: Climb to 3000 direct ATKNS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31, and 20C
HIRL Rwys 2R-20L, 2C-20C, 2L-20R and 13/31



CATEGORY	A	B	C	D
LPV DA	751/24 200 (200-½)			
LNAV/VNAV DA	1019/60 468 (500-1¼)			
LNAV MDA	980/24 429 (400-½)		980/40 429 (400-¾)	980/50 429 (400-1)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	7702
CH 78411	201°	TDZE	578
W20A		Apt Elev	599

RNAV (GPS) Y RWY 20R

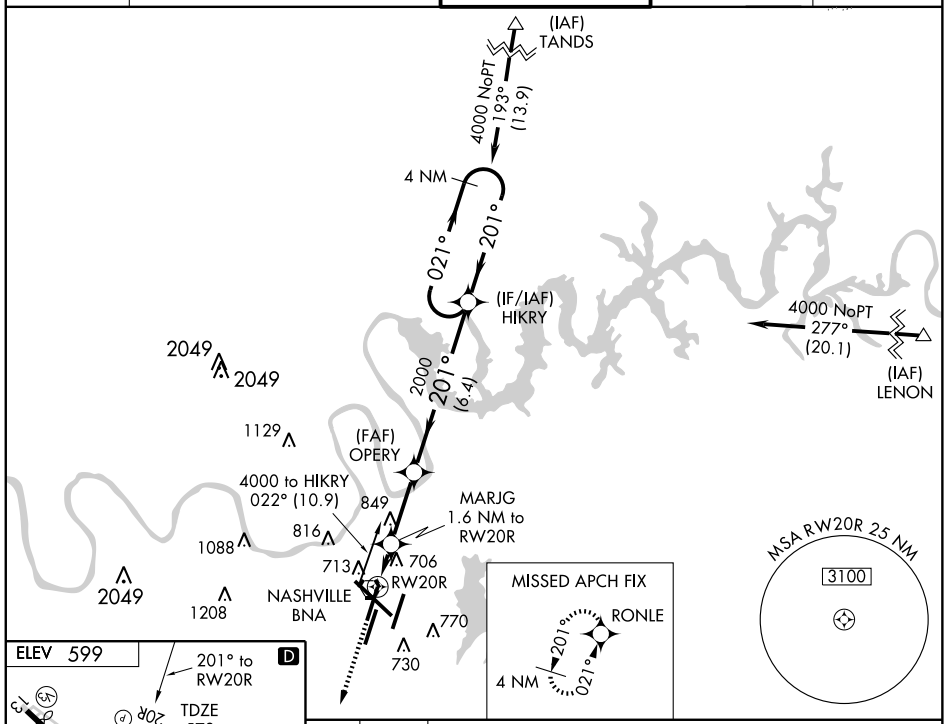
NASHVILLE INTL (BNA)

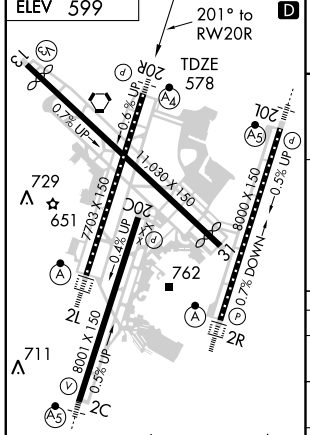
Inoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSF

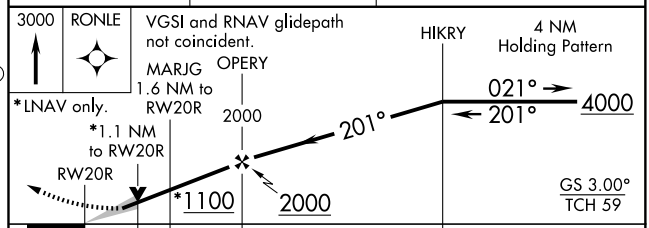
MISSED APPROACH: Climb to 3000 direct RONLE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C
HIRL Rwys 2R-20L, 2C-20C,
2L-20R and 13-31



CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1015-1½ 437 (500-1½)			
LNAV MDA	980/40 402 (400-¾)		980/60 402 (400-1¼)	
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

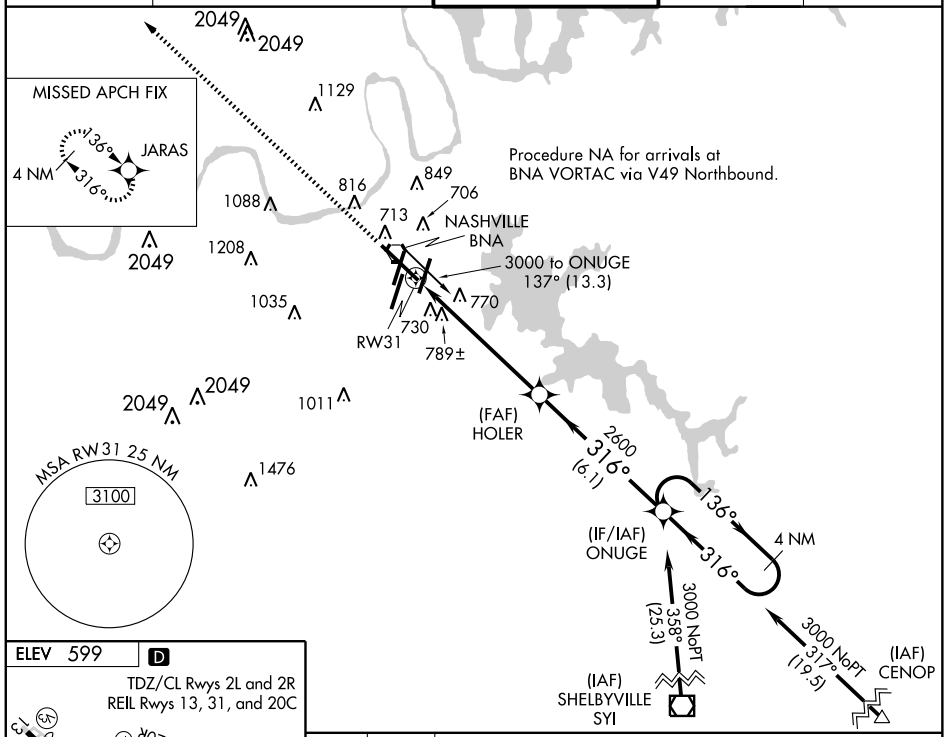
WAAS	APP CRS	Rwy Idg	9487
CH 65913	316°	TDZE	577
W31A		Apt Elev	599

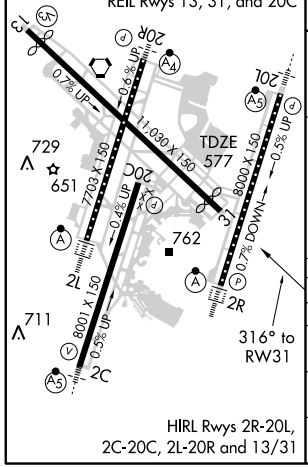
RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

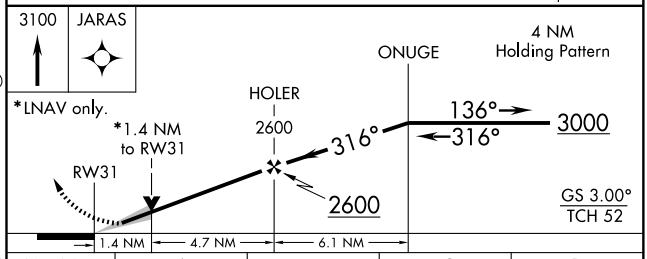
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
LPV DA	777-¾ 200 (200-¾)			
LNAV/VNAV DA	1060-1¾ 483 (500-1¾)			
LNAV MDA	1060-1 483 (500-1)		1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
021°	TDZE	587
	Apt Elev	599

RNAV (RNP) Z RWY 2C

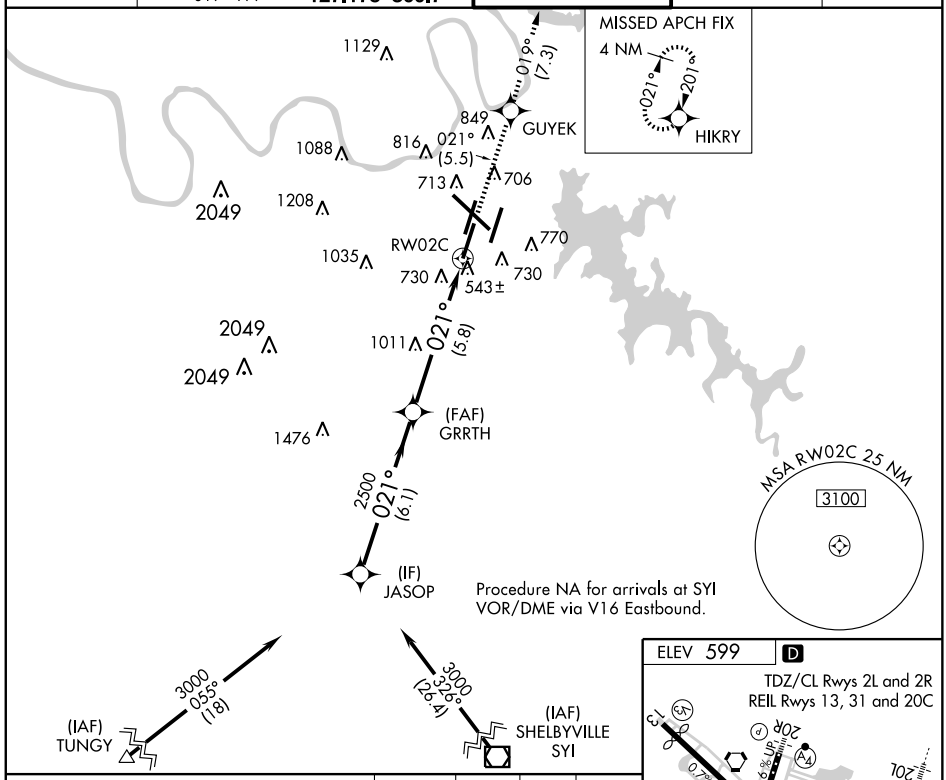
NASHVILLE INTL (BNA)

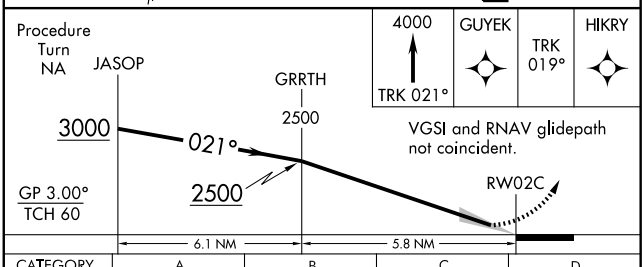
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¾ all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

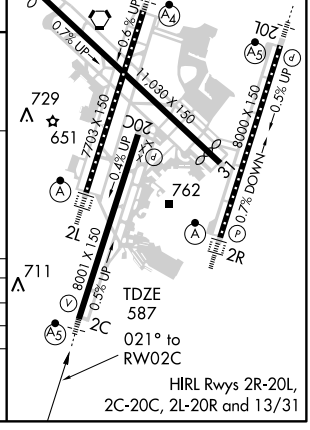
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.20 DA		884/24	297 (300-½)	
RNP 0.30 DA		1078/60	491 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7702
021°	TDZE	599
	Apt Elev	599

RNAV (RNP) Z RWY 2L

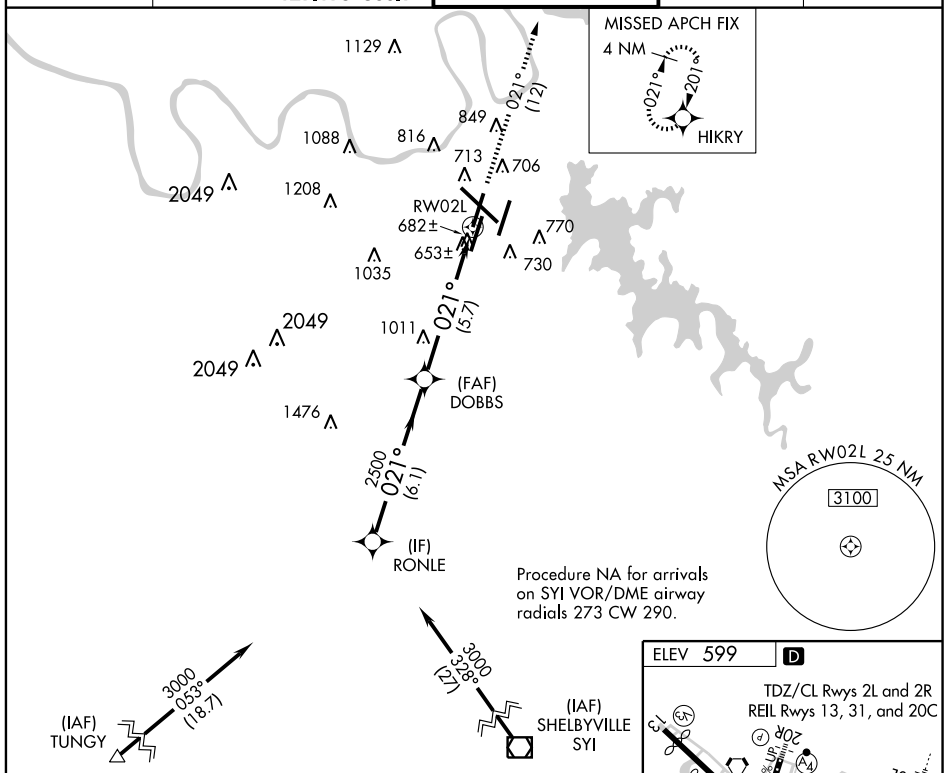
NASHVILLE INTL (BNA)

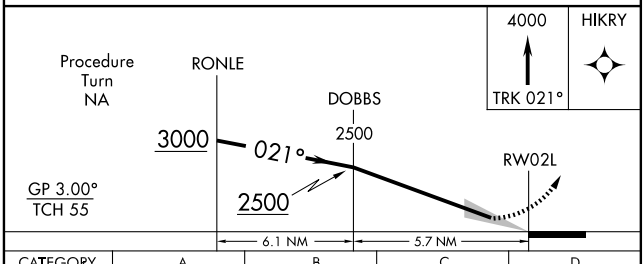
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.

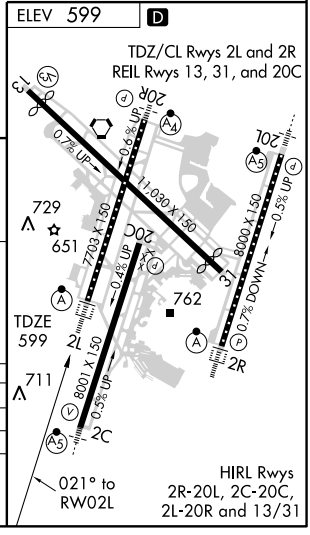
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.20 DA		927/24	328 (400-½)	
RNP 0.30 DA		1009/40	410 (500-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
021°	TDZE	590
	Apt Elev	599

RNAV (RNP) Z RWY 2R

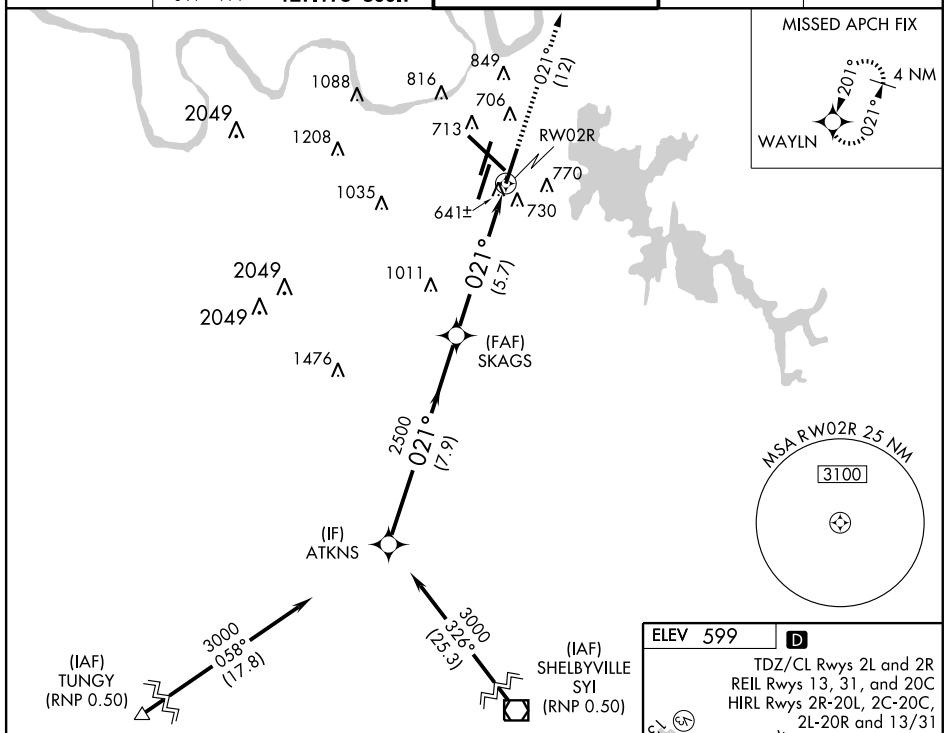
NASHVILLE INTL (BNA)

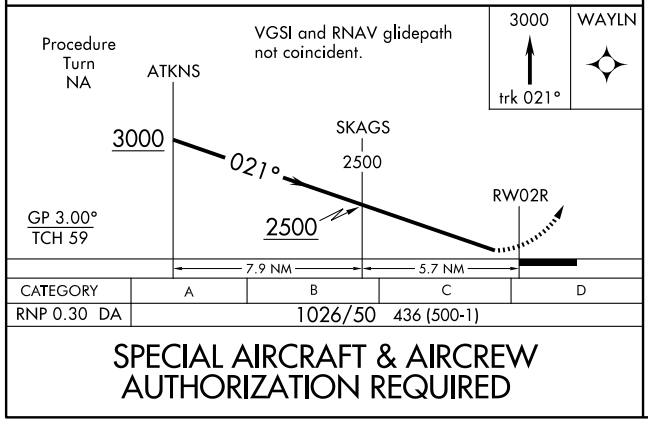
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 021° to WAYLN and hold.

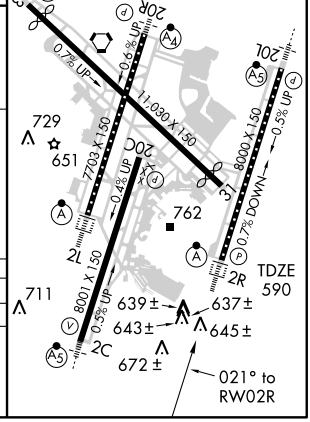
ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05





CATEGORY	A	B	C	D
RNP 0.30 DA	1026/50	436 (500-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
201°	TDZE	551
	Apt Elev	599

RNAV (RNP) Z RWY 20L

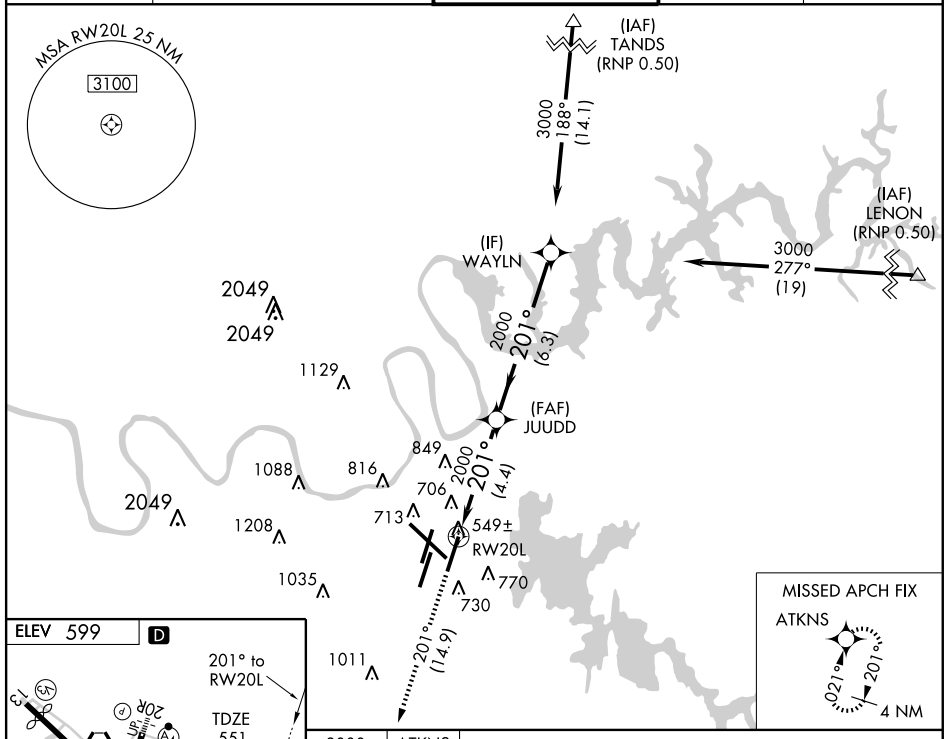
NASHVILLE INTL (BNA)

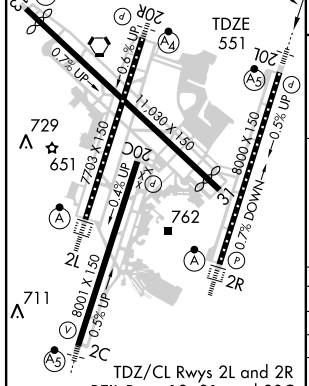
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.20 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1¾ all Cats. Visibility reduction by helicopters NA.
* RNP 0.20 missed approach requires minimum climb of 365 feet per NM to 1100.

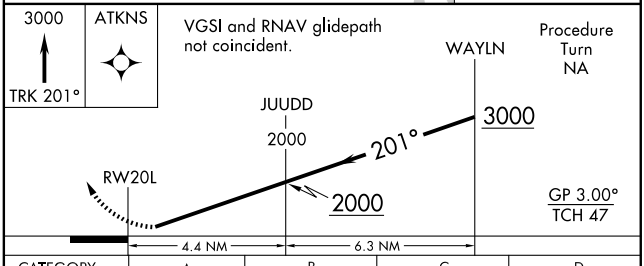
MALSR

MISSED APPROACH: Climb to 3000 via track 201° to ATKNS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







CATEGORY	A	B	C	D
RNP 0.20 DA *	901/40		350 (400-¾)	
RNP 0.30 DA	1011/60		460 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7702
201°	TDZE	578
	Apt Elev	599

RNAV (RNP) Z RWY 20R

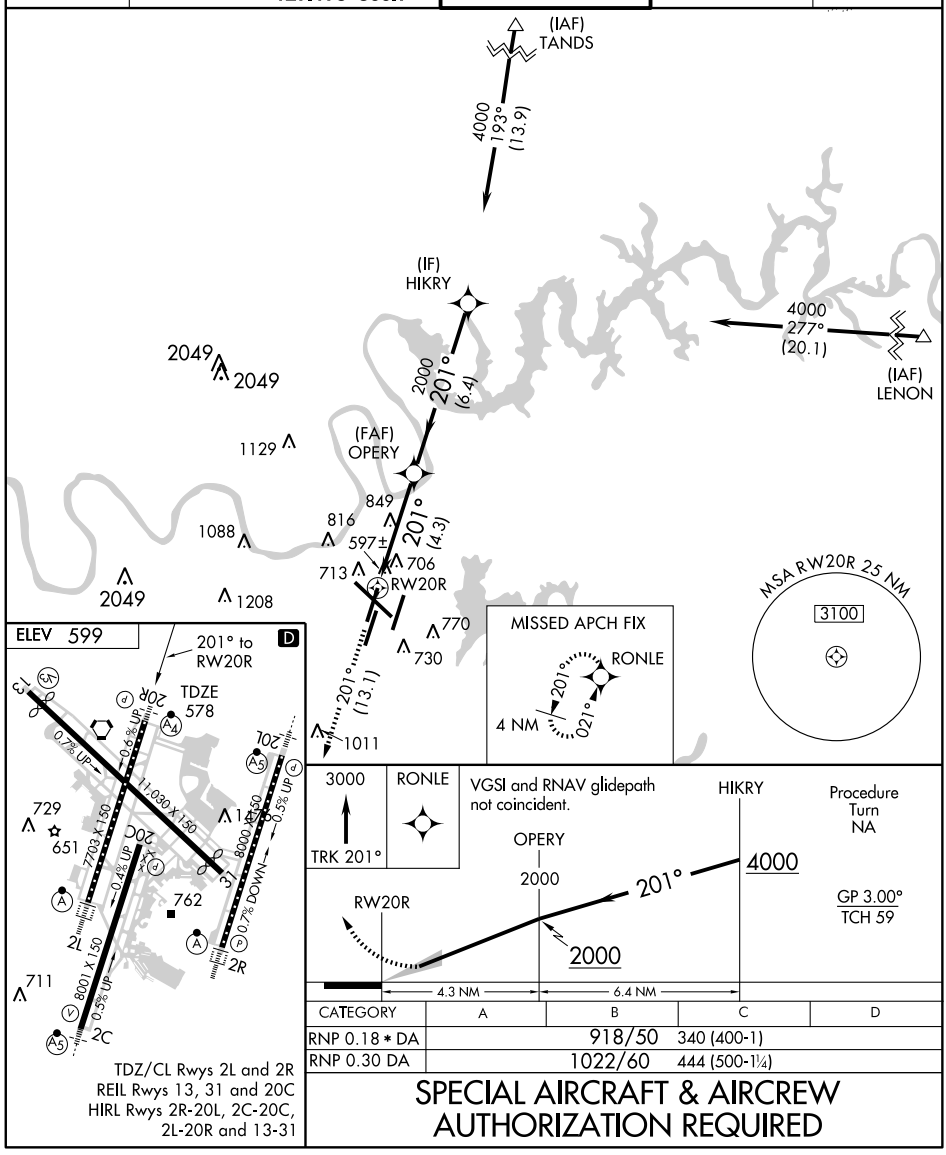
NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSF, increase RNP 0.18* visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats.
*RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.

MALSF

MISSED APPROACH: Climb to 3000 via track 201° to RONLE and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



CATEGORY	A	B	C	D
RNP 0.18 * DA		918/50	340 (400-1)	
RNP 0.30 DA		1022/60	444 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9487
316°	TDZE	577
	Apt Elev	599

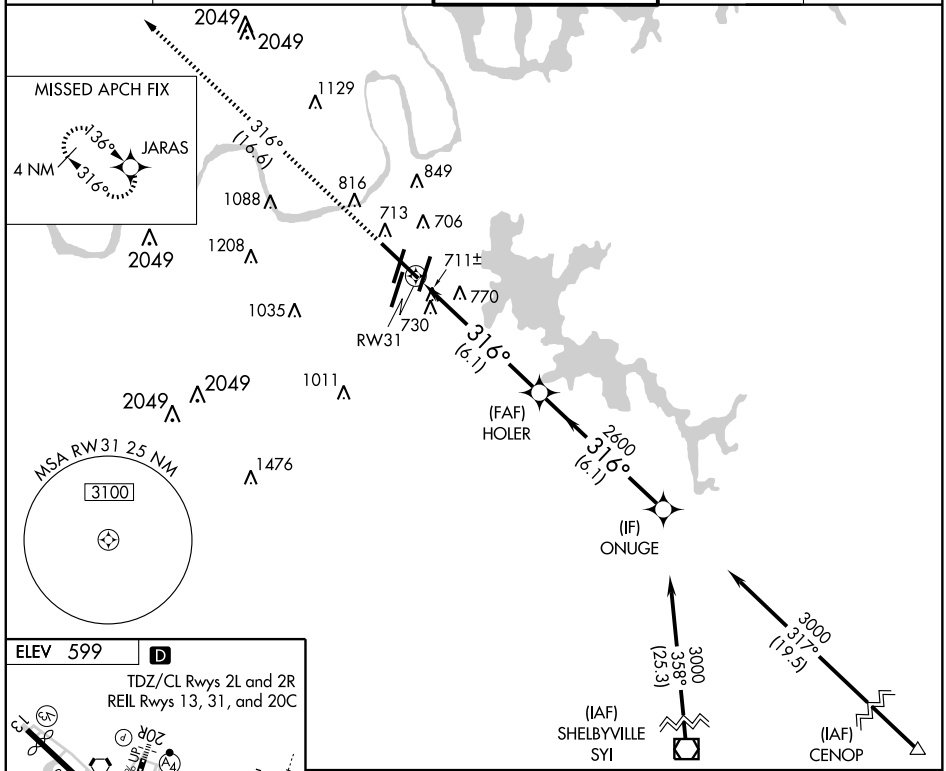
RNAV (RNP) Z RWY 31

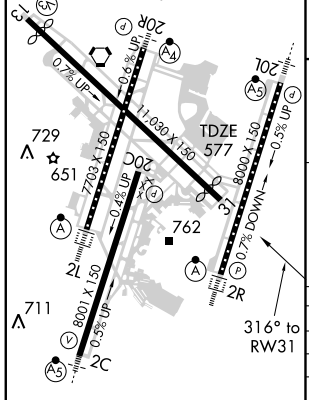
NASHVILLE INTL (BNA)

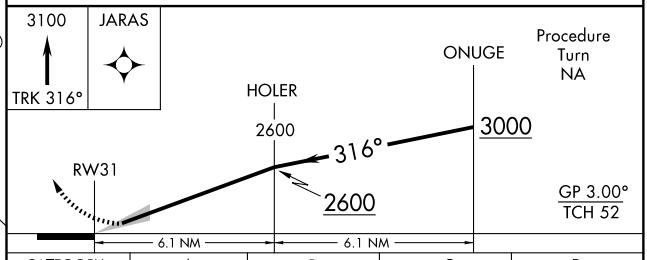
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). *RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.

MISSED APPROACH: Climb to 3100 via track 316° to JARAS and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







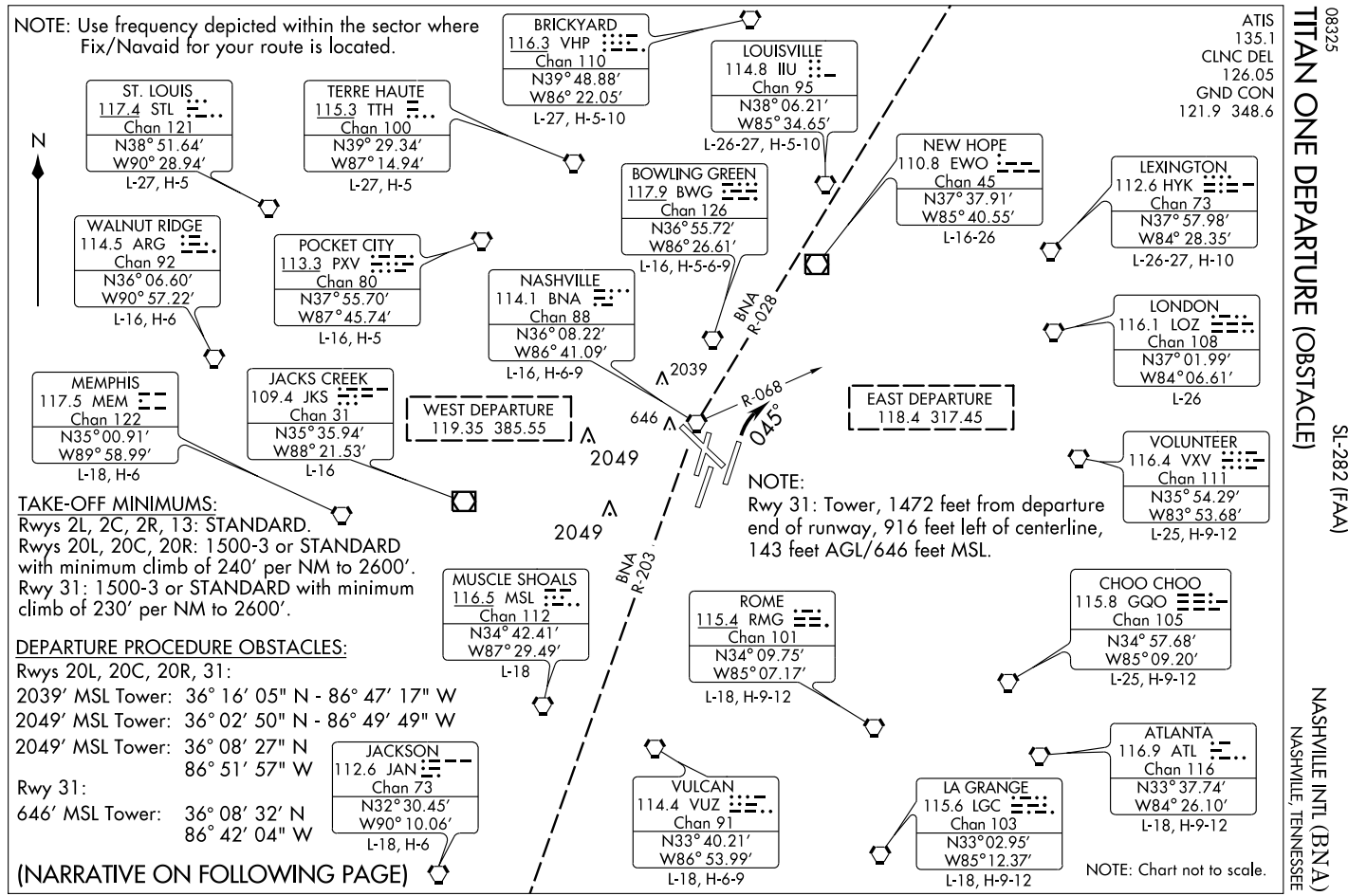
CATEGORY	A	B	C	D
RNP 0.25 DA*		1012-1½	435 (500-1½)	
RNP 0.30 DA		1121-2	544 (600-2)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-1, 17 DEC 2009 to 14 JAN 2010

TITAN ONE DEPARTURE (OBSTACLE)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



TAKE-OFF MINIMUMS:

Rwys 2L, 2C, 2R, 13: STANDARD.
Rwys 20L, 20C, 20R: 1500-3 or STANDARD with minimum climb of 240′ per NM to 2600′.
Rwy 31: 1500-3 or STANDARD with minimum climb of 230′ per NM to 2600′.

DEPARTURE PROCEDURE OBSTACLES:

Rwys 20L, 20C, 20R, 31:
2039′ MSL Tower: 36° 16′ 05" N - 86° 47′ 17" W
2049′ MSL Tower: 36° 02′ 50" N - 86° 49′ 49" W
2049′ MSL Tower: 36° 08′ 27" N 86° 51′ 57" W
Rwy 31:
646′ MSL Tower: 36° 08′ 32′ N 86° 42′ 04" W

(NARRATIVE ON FOLLOWING PAGE)

TITAN ONE DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....

TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....

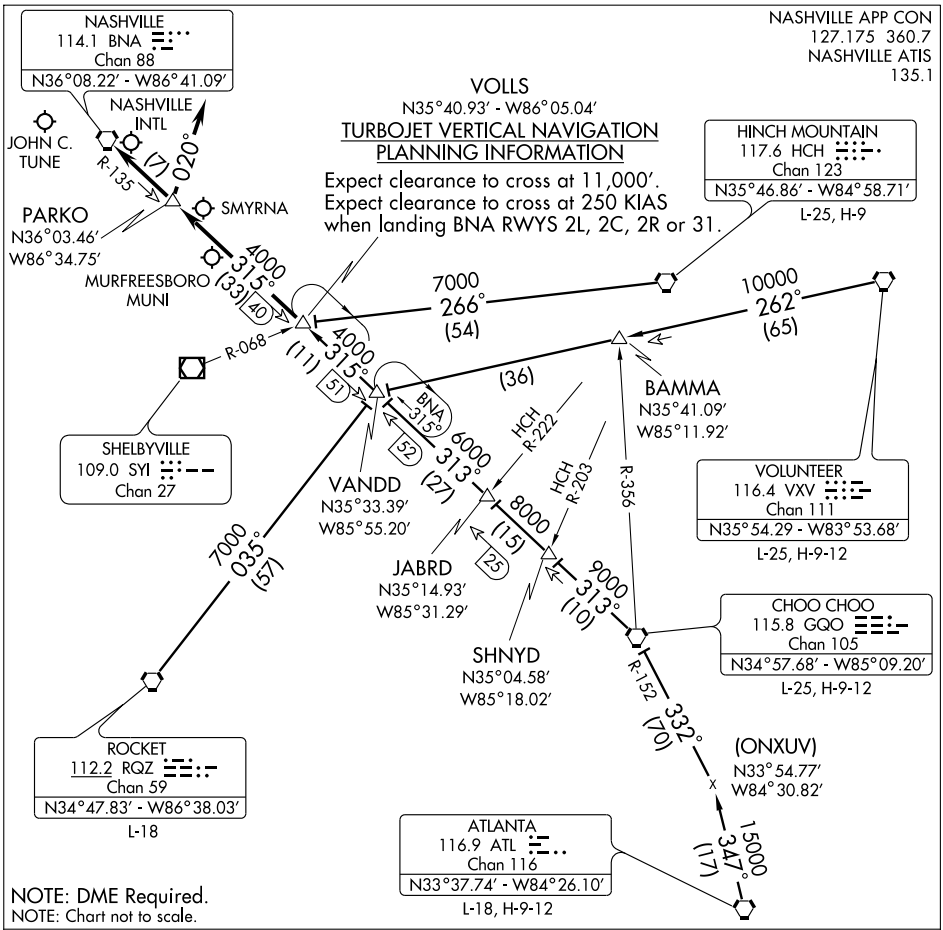
....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SE-1, 17 DEC 2009 to 14 JAN 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

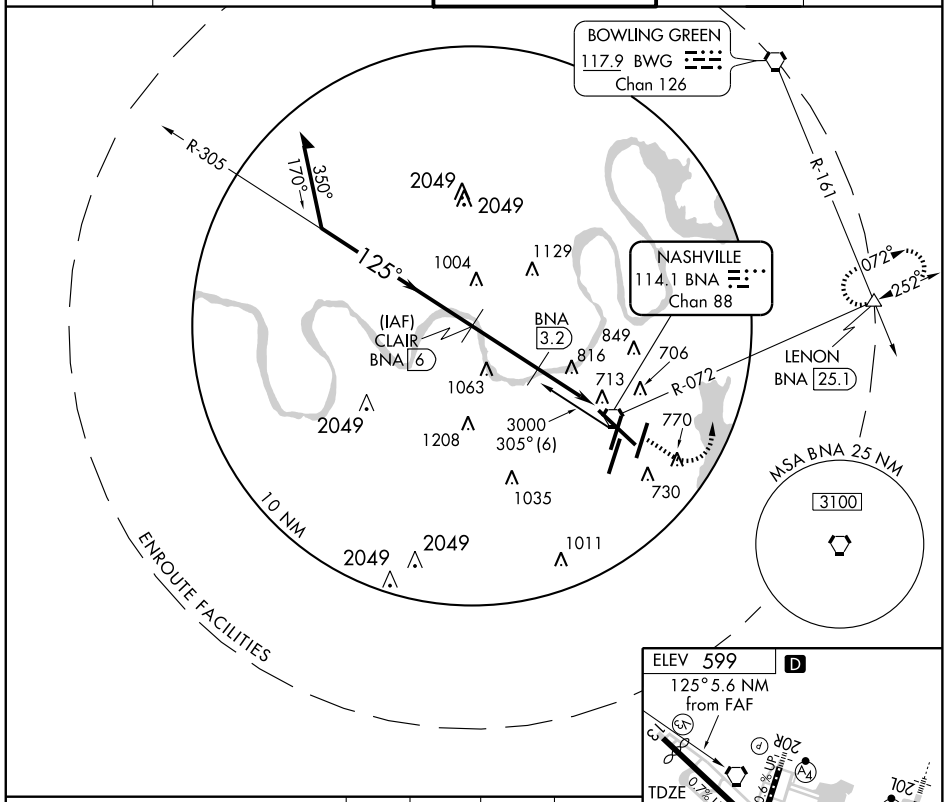
SE-1, 17 DEC 2009 to 14 JAN 2010

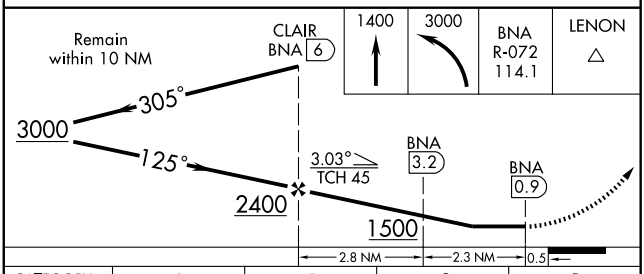
VORTAC BNA	APP CRS	Rwy Idg	9487
114.1	125°	TDZE	567
Chan 88		Apt Elev	599

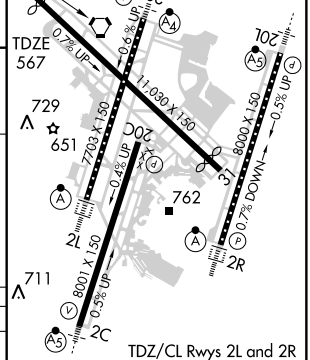
VOR/DME RWY 13
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°- 018° 120.6 387.0 019°- 199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05







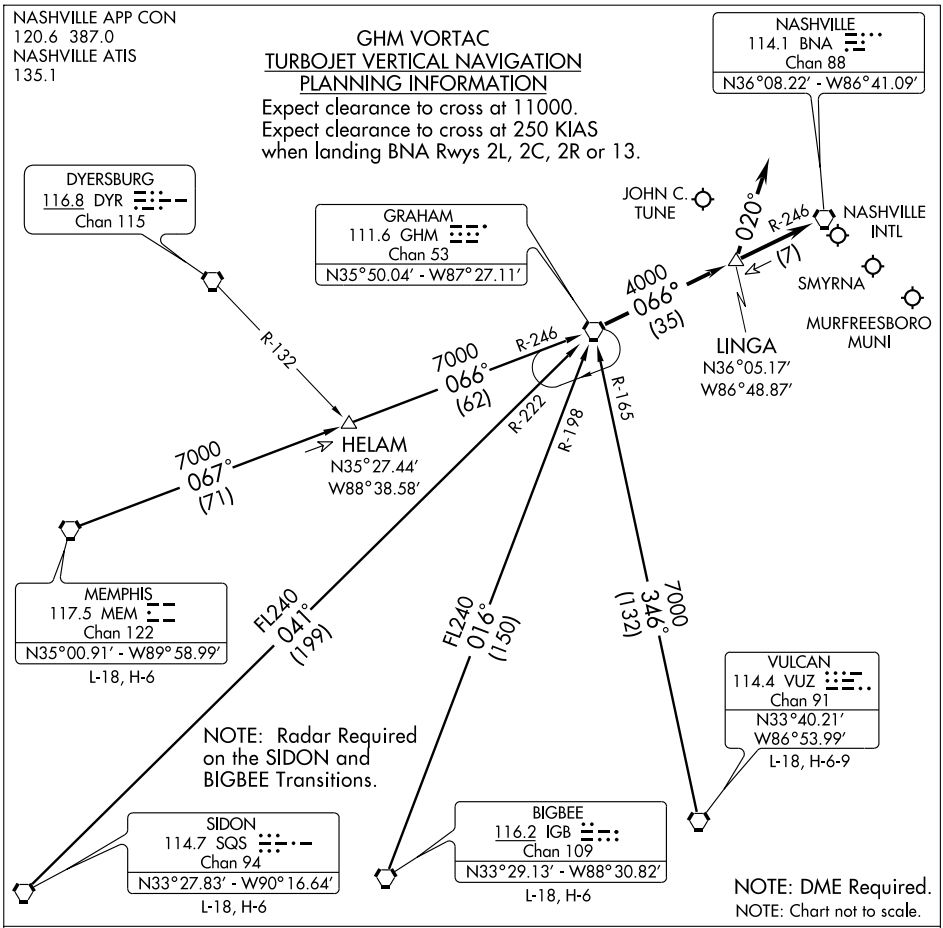
TDZ/CL Rwys 2L and 2R
REIL Rwys 13,31 and 20C
HIRL Rwys 2R-20L,2C-20C
2L-20R and 13-31

CATEGORY	A	B	C	D
S-13	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

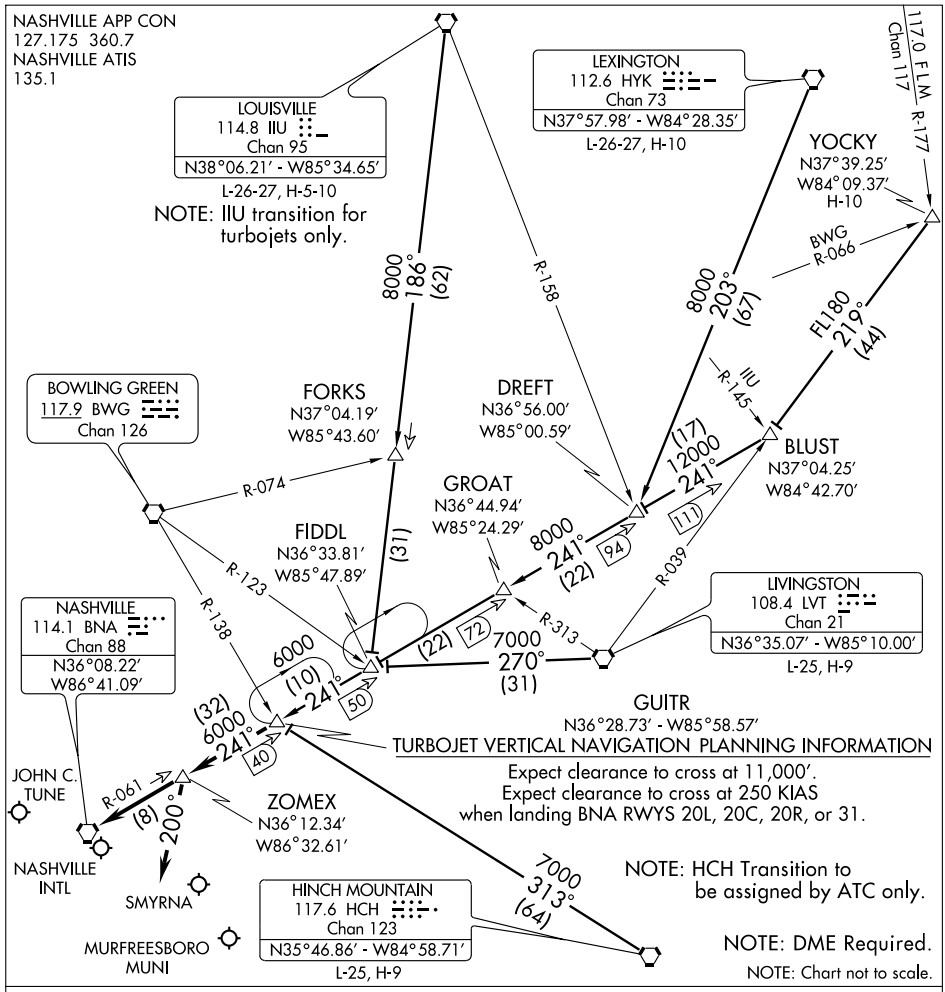
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 17 DEC 2009 to 14 JAN 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

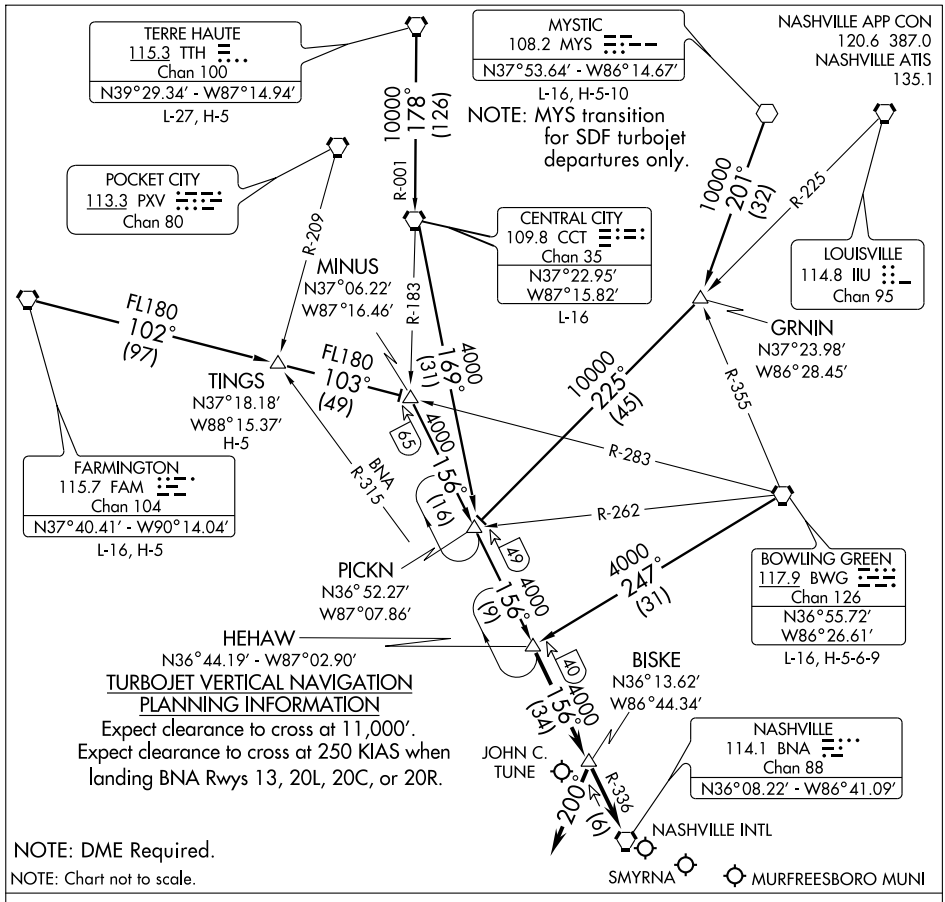
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

NASHVILLE, TENNESSEE AL-6878 (FAA)

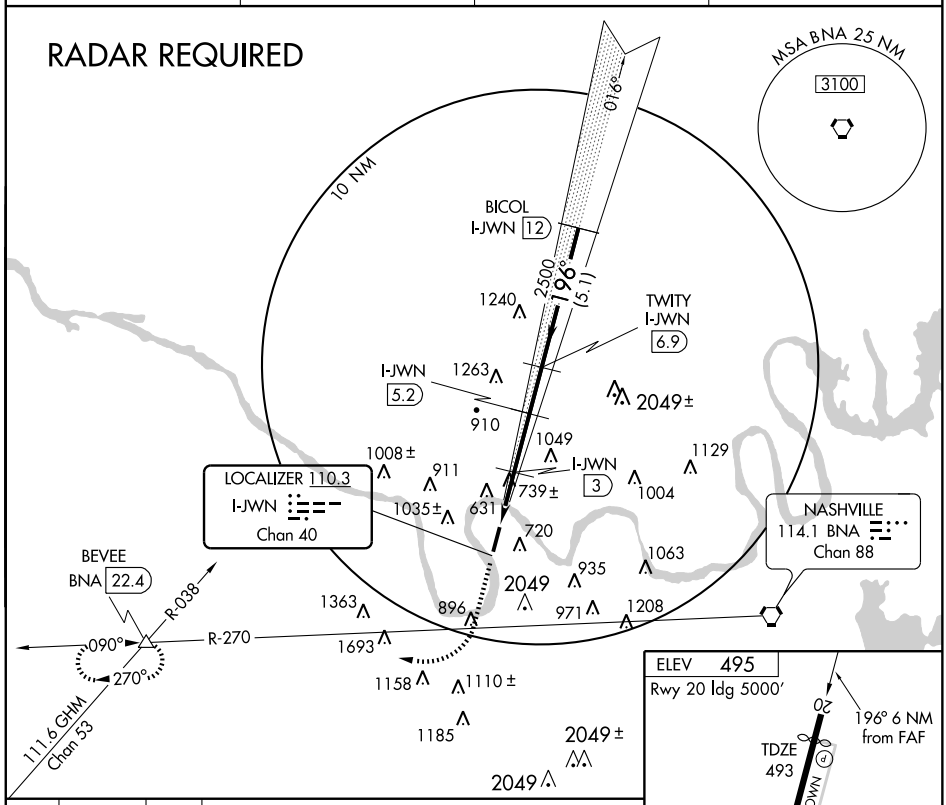
LOC/DME I-JWN	APP CRS	Rwy Idg 5000
110.3	196°	TDZE 493
Chan 40		Apt Elev 495

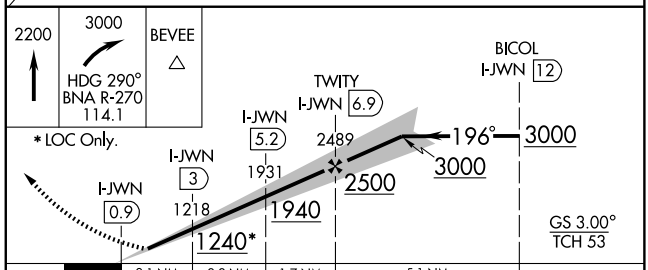
ILS or LOC/DME RWY 20

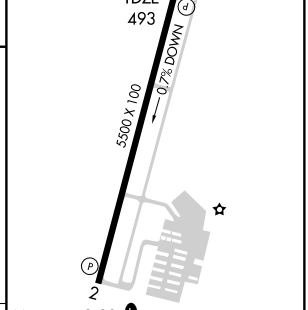
NASHVILLE/ JOHN C. TUNE (JWN)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 290° and BNA R-270 to BEVEE Int/BNA 22.4 DME and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 20	693-¾ 200 (200-¾)			
S-LOC 20	1000-1 507 (600-1)		1000-1½ 507 (600-1½)	
CIRCLING	NA			

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

NASHVILLE, TENNESSEE AL-6878 (FAA)

APP CRS	Rwy Idg	5500
016°	TDZE	484
	Apt Elev	495

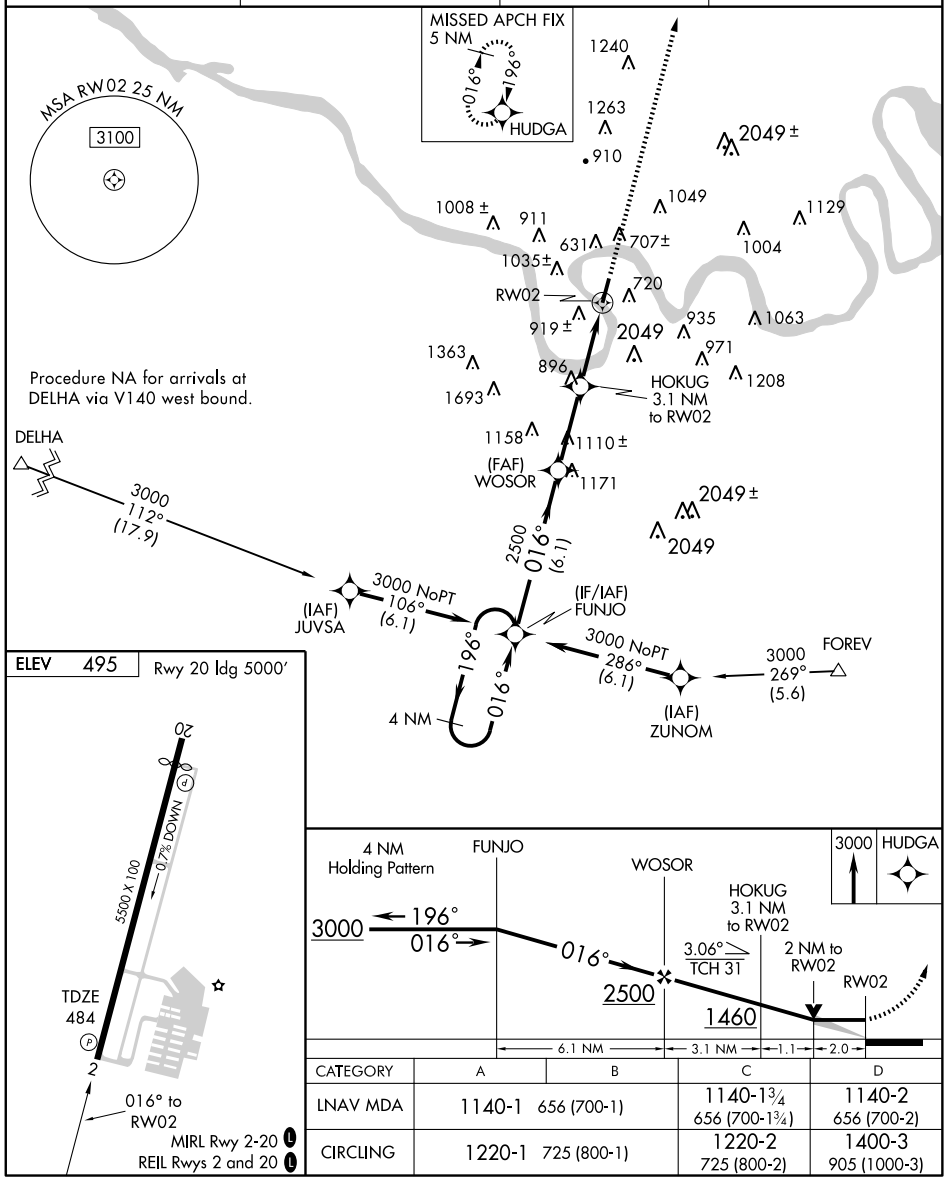
RNAV (GPS) RWY 2

NASHVILLE/JOHN C. TUNE (JWN)

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Intl altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUDGA and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7(CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	656 (700-1)	1140-1¾ 656 (700-1¾)	1140-2 656 (700-2)
CIRCLING	1220-1	725 (800-1)	1220-2 725 (800-2)	1400-3 905 (1000-3)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
196°	TDZE	493
	Apt Elev	495

RNAV (GPS) RWY 20

NASHVILLE/JOHN C. TUNE (JWN)

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Nashville altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 385.55	124.55	122.7 (CTAF) L

(IAF) TEACH

2700 NoPT 103° (16.6)

Procedure NA for arrivals at TEACH via V94 southwest bound.

5 NM

016°

196°

(IF/IAF) HUDGA

2700 NoPT 284° (9.9)

(IAF) CHAFA

2500

196° (6.1)

1240

(FAF) TWITY

1263

910

2049±

JOGIS 3 NM to MAXXY

969±

1049

1008±

911

631

707±

1004

1129

1035±

(MAP) MAXXY

720

1063

WOGPA

935

1363

1693

896

2049

971

1208

1158

1110±

1171

LEUCY

2049±

2049

MISSED APCH FIX

FUNJO

196°

016°

4 NM

MSA MAXXY 25 NM

3100

ELEV 495

Rwy 20 ldg 5000′

TDZE 493

20

5500 X 100

0.7% DOWN

2

3000	WOGPA	TRK 214°	LEUCY	TRK 181°	FUNJO

HUDGA

5 NM Holding Pattern

JOGIS 3 NM to MAXXY

TWITY

1.6 NM to MAXXY

3.07° TCH 54

MAXXY

1640

2500

016°

196°

196°

2700

0.4 1.6 1.4 2.5 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1220-1 727 (800-1)		1220-2 727 (800-2)	1220-2¼ 727 (800-2¼)
CIRCLING	1220-1 725 (800-1)		1220-2 725 (800-2)	1400-3 905 (1000-3)

MIRL Rwy 2-20 L

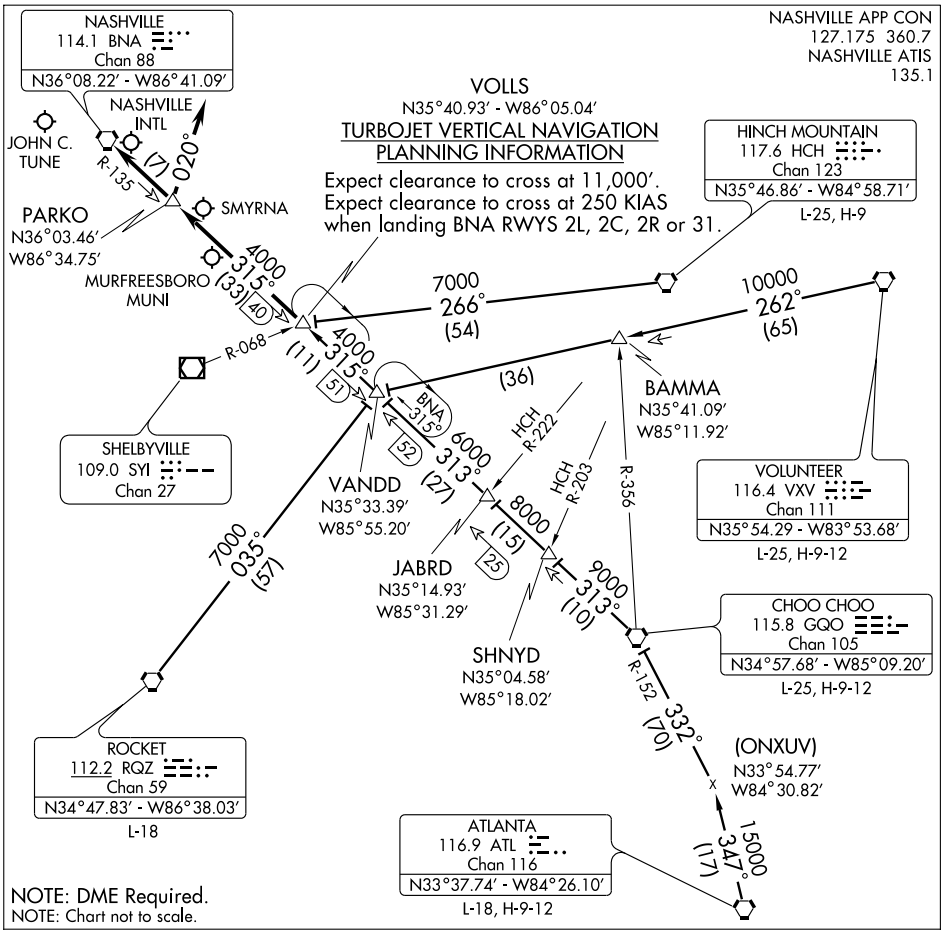
REIL Rwys 2 and 20 L

SE-1, 17 DEC 2009 to 14 JAN 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5502
051°	TDZE	1545
	Apt Elev	1545

RNAV (GPS) RWY 5

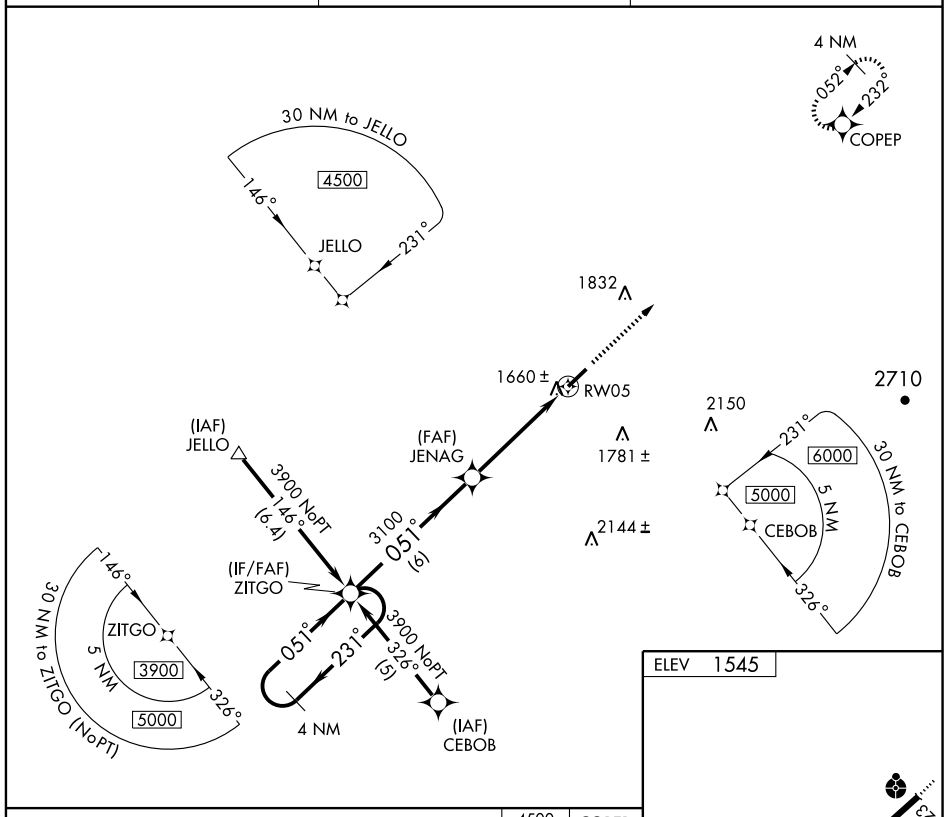
ONEIDA/SCOTT MUNI (SCX)

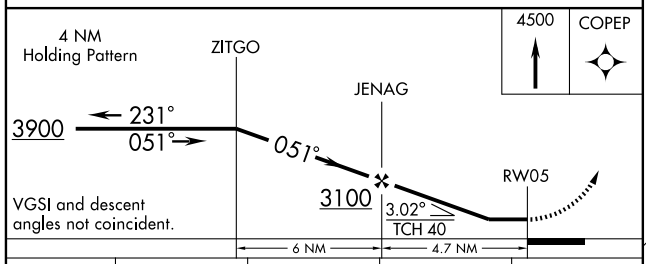
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

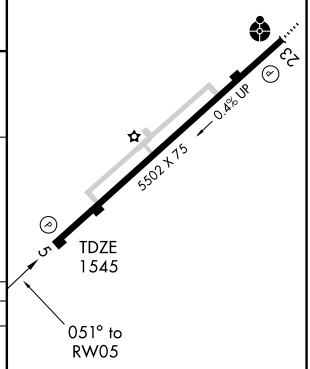
NA

MISSED APPROACH: Climb to 4500 direct COPEP WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1960-1 415 (500-1)		1960-1¼ 415 (500-1¼)	
CIRCLING	2080-1 535 (600-1)		2080-1½ 535 (600-1½)	2100-2 555 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-1. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 23

ONEIDA/SCOTT MUNI (SCX)

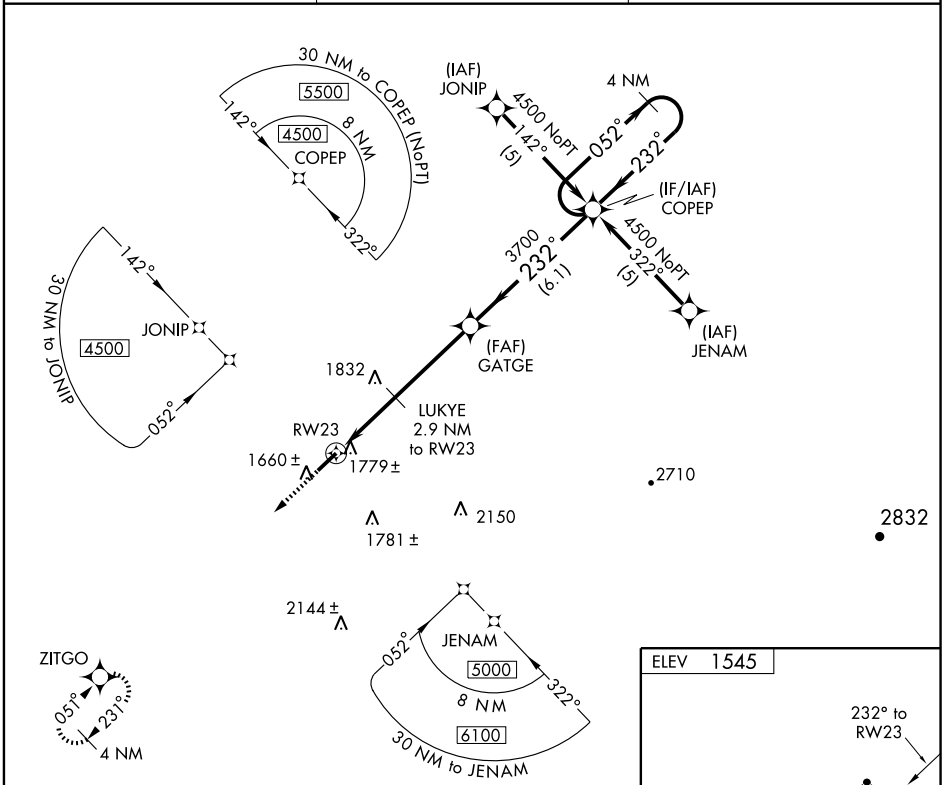
APP CRS	Rwy Idg	5502
232°	TDZE	1531
	Apt Elev	1545

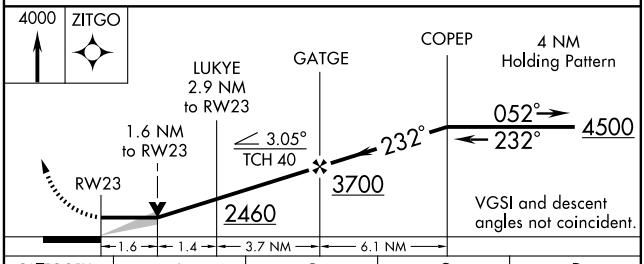
DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required. Inoperative table does not apply. Circling NA at night to Rwy 05.

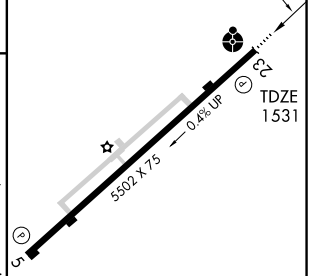
ODALS

MISSED APPROACH: Climb to 4000 direct ZITGO WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2040-1 509 (500-1)		2040-1½ 509 (500-1½)	
CIRCLING	2080-1 535 (600-1)		2080-1½ 535 (600-1½)	2100-2 555 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-1. 17 DEC 2009 to 14 JAN 2010

SDF OLC	APP CRS	Rwy Idg	5502
110.5	231°	TDZE	1531
		Apt Elev	1545

SDF RWY 23

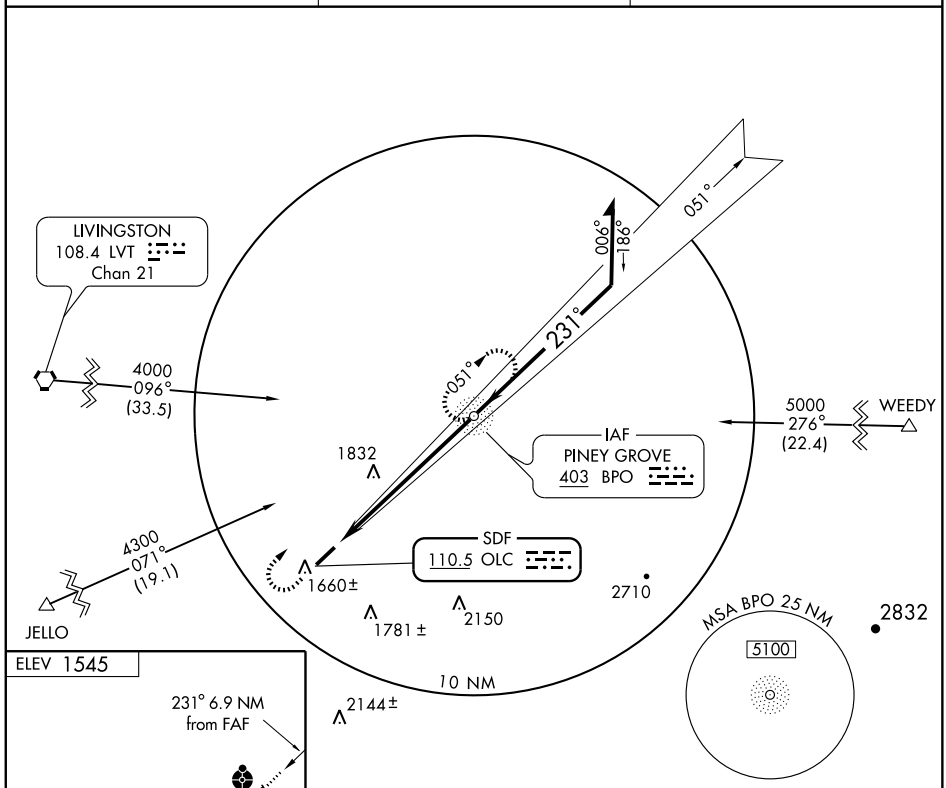
ONEIDA/SCOTT MUNI (SCX)

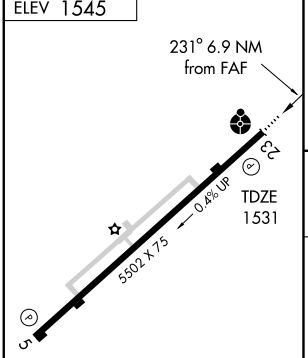
T NA — Inoperative table does not apply to Cat C. ADF REQUIRED

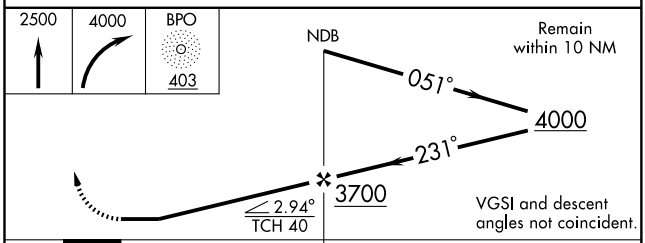
ODALS

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

CATEGORY	A	B	C	D
S-23	2160-¾ 629 (700-¾)		2160-1¾ 629 (700-1¾)	2160-2 629 (700-2)
CIRCLING	2160-1 615 (700-1)		2160-1¾ 615 (700-1¾)	2160-2 615 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC LVT	APP CRS	Rwy Idg	N/A
108.4 Chan 21	107°	TDZE	N/A
		Apt Elev	1545

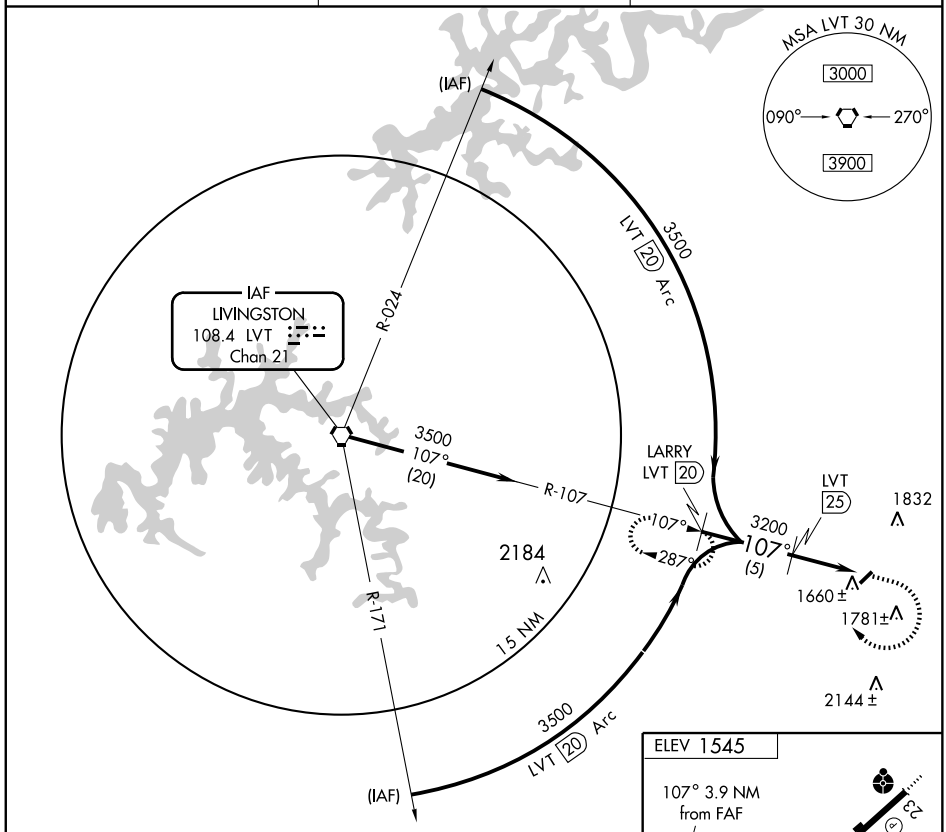
VOR/DME-A

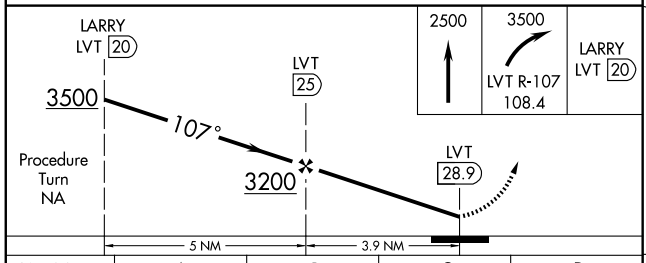
ONEIDA/SCOTT MUNI (SCX)

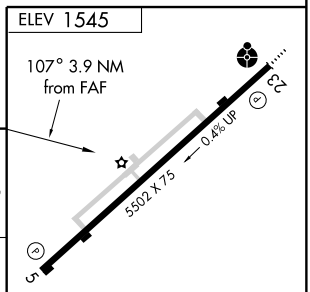
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L







REIL Rwys 5 and 23
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
CIRCLING	2080-1 535 (600-1)	2080-1¼ 535 (600-1¼)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

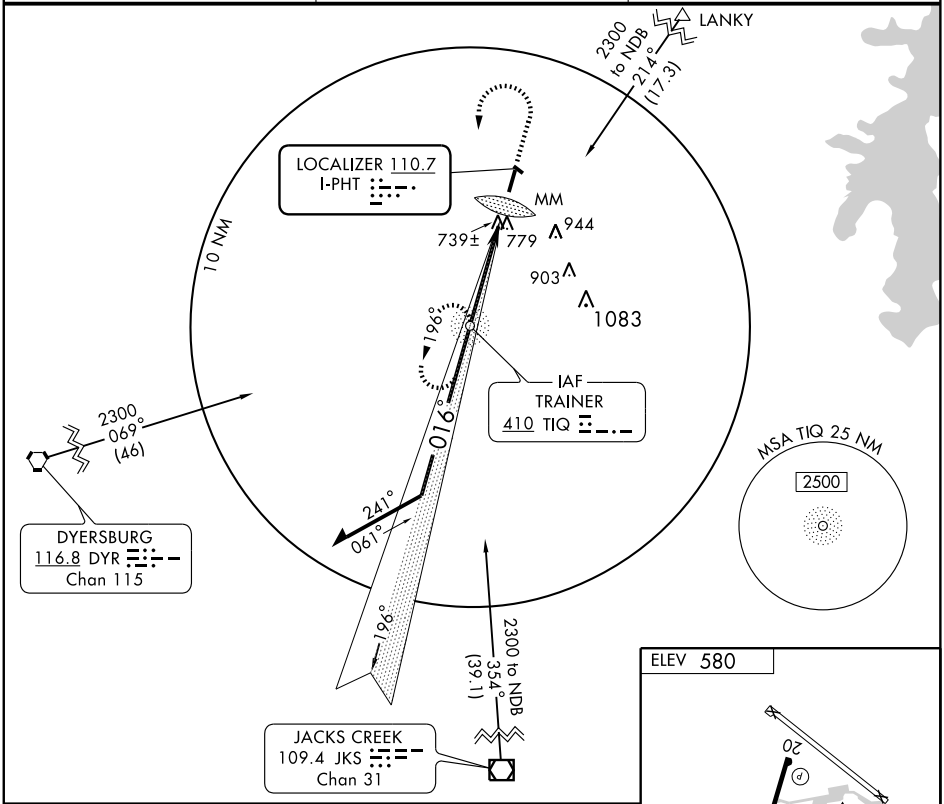
LOC I-PHT	APP CRS	Rwy Idg	5001
110.7	016°	TDZE	580
		Apt Elev	580

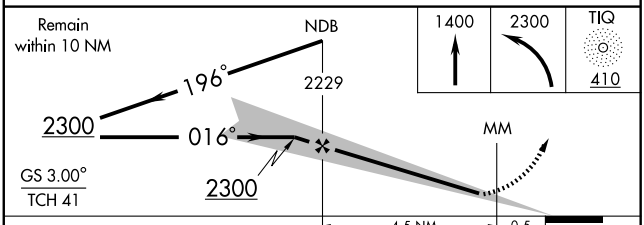
ILS RWY 2

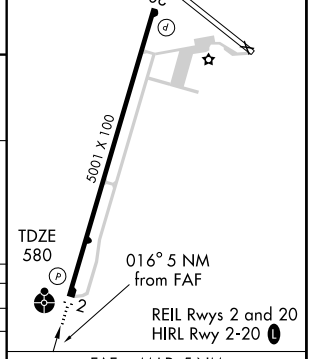
PARIS /HENRY COUNTY (PHT)

NA	ODALS	MISSED APPROACH
Inoperative table does not apply to S-LOC Cat C. If local altimeter setting not received, use Jackson altimeter setting and increase all MDAs 140 feet. ADF REQUIRED.		Climb to 1400 then climbing left turn to 2300 direct TIQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2		880-1 300 (300-1)		
S-LOC 2	1020-¾ 440 (500-¾)		1020-1¼ 440 (500-1¼)	1020-1½ 440 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB TIQ	APP CRS		
410	016°	Rwy Idg	5001
		TDZE	580
		Apt Elev	580

NDB or GPS RWY 2

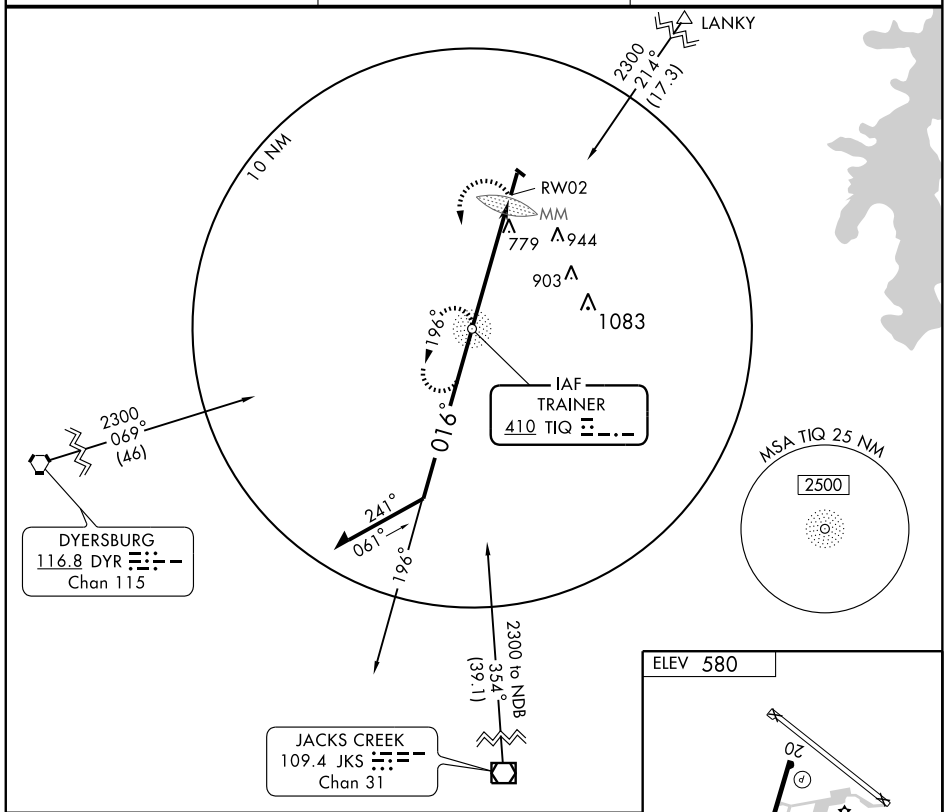
PARIS /HENRY COUNTY (PHT)

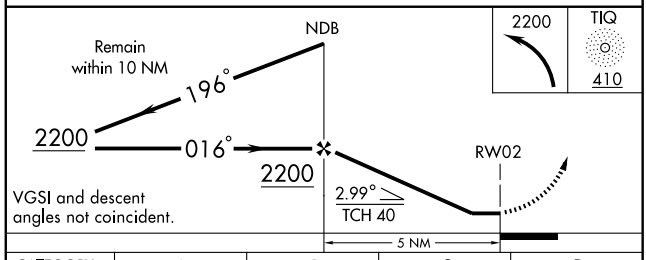
Inoperative table does not apply to S-2 Cat C.

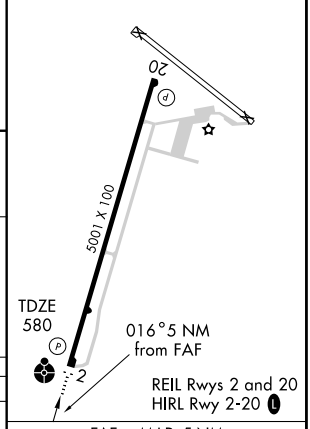
ODALS

MISSED APPROACH: Climbing left turn to 2200 direct TIQ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-2	1080-¾	500 (500-¾)	1080-1¼ 500 (500-1¼)	1080-1½ 500 (500-1½)
CIRCLING	1080-1	500 (500-1)	1080-1½ 500 (500-1½)	1140-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-1. 17 DEC 2009 to 14 JAN 2010

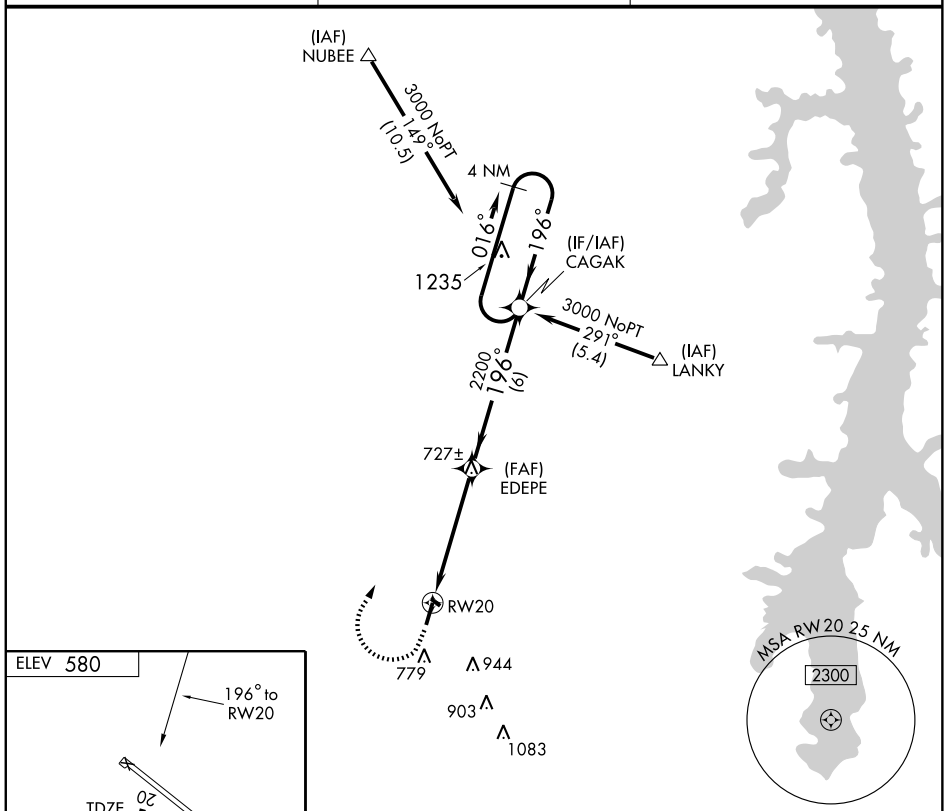
APP CRS	Rwy Idg	5001
196°	TDZE	571
	Apt Elev	580

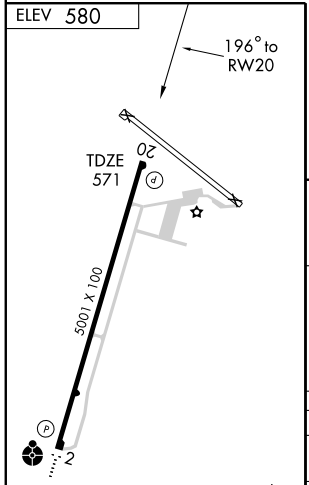
RNAV (GPS) RWY 20

PARIS /HENRY COUNTY (PHT)

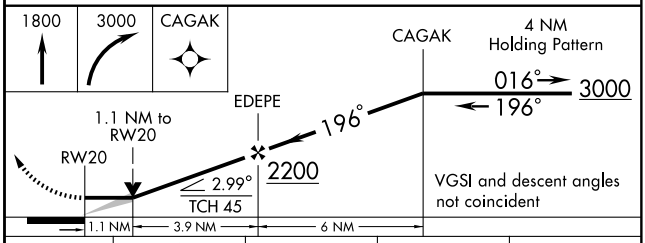
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CAGAK WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF) L





REIL Rwys 2 and 20
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LNAV MDA	960-1 389 (400-1)			960-1¼ 389 (400-1¼)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

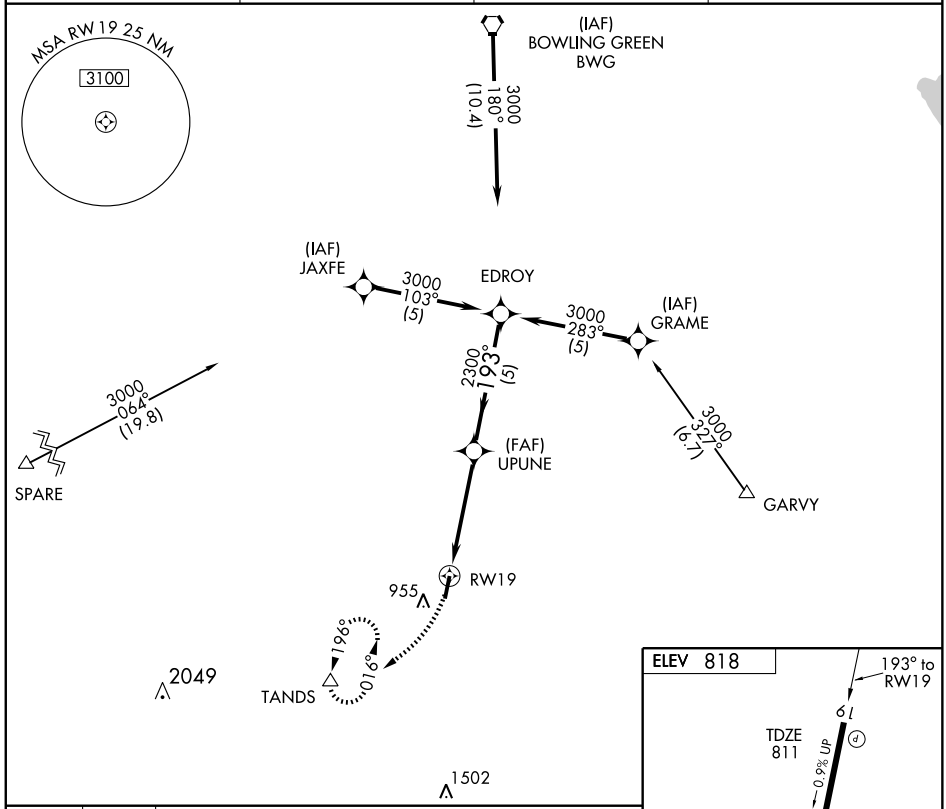
APP CRS		
193°	Rwy Idg	5000
	TDZE	811
	Apt Elev	818

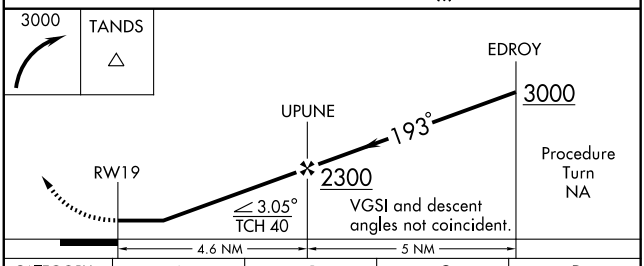
GPS RWY 19
PORTLAND MUNI (1M5)

NA

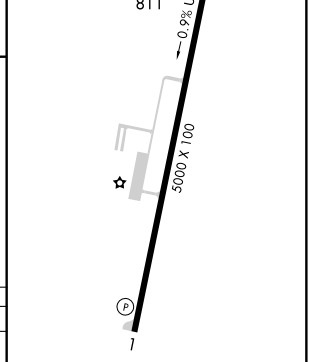
MISSED APPROACH: Climbing right turn to 3000 direct TANDS WP and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.175	119.35 385.55	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-19	1200-1 389 (400-1)			1200-1¼ 389 (400-1¼)
CIRCLING	1260-1 442 (500-1)	1280-1 462 (500-1)	1280-1½ 462 (500-1½)	1380-2 562 (600-2)



REIL Rwys 1 and 19
MIRL Rwy 1-19 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BWG	APP CRS	Rwy Idg	5000
117.9	182°	TDZE	811
Chan 126		Apt Elev	818

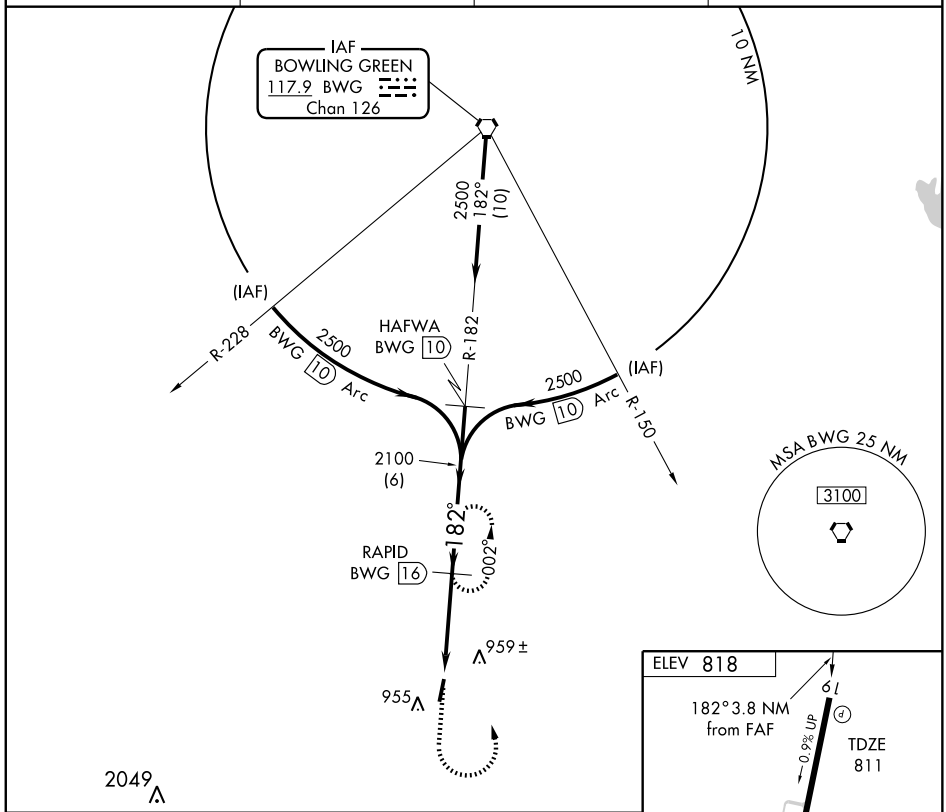
VOR/DME RWY 19

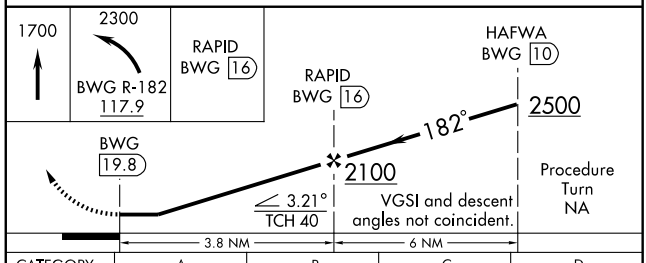
PORTLAND MUNI (1M5)

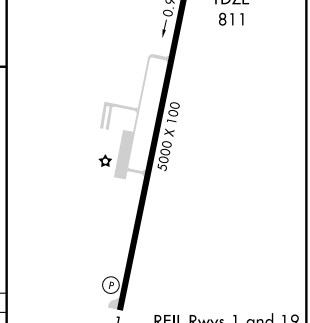
If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
118.175	119.35 385.55	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1400-1	589 (600-1)	1400-1½ 589 (600-1½)	1400-1¾ 589 (600-1¾)
CIRCLING	1400-1	582 (600-1)	1400-1½ 582 (600-1½)	1400-2 582 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
155°	TDZE	685
	Apt Elev	685

RNAV (GPS) RWY 16

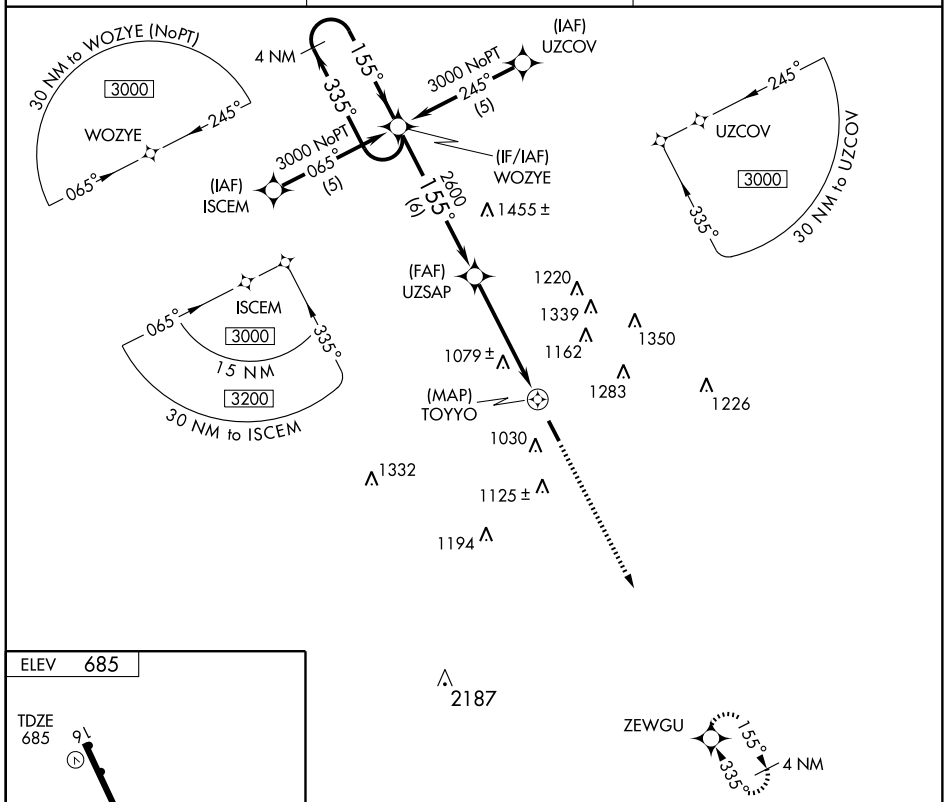
PULASKI/ABERNATHY FIELD (GZS)

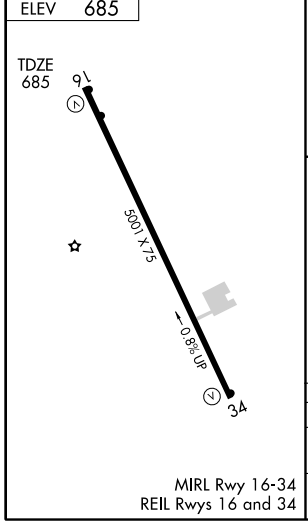
▼ ▲ NA

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

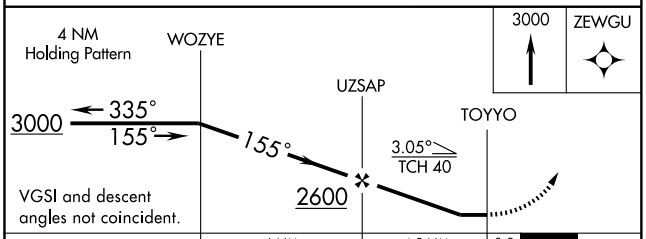
MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA	1340-1	655 (700-1)	1340-1¾ 655 (700-1¾)	1340-2 655 (700-2)
CIRCLING	1420-1	735 (800-1)	1420-2 735 (800-2)	1440-2½ 755 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5001
335°	TDZE	663
	Apt Elev	685

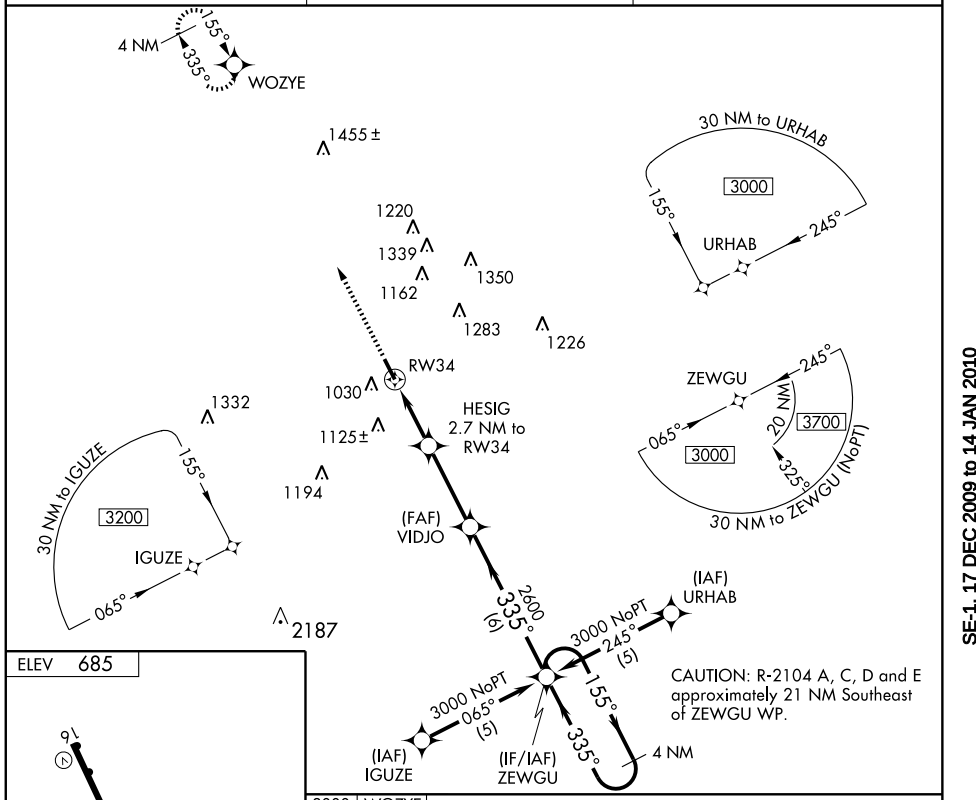
RNAV (GPS) RWY 34

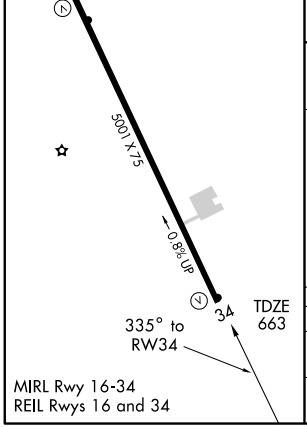
PULASKI/ABERNATHY FIELD (GZS)

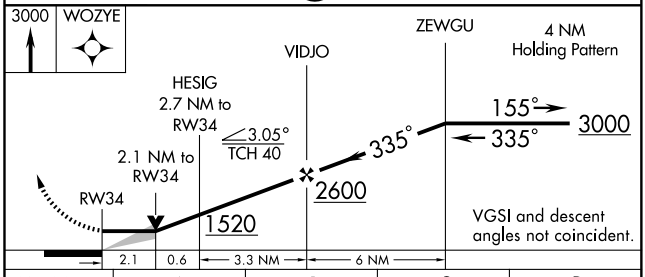
If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet.
NA DME/DME RNP-0.3 NA. Circling to Rwy 16 NA at night. VDP NA when using Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOZYE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1360-1 697 (700-1)		1360-2 697 (700-2)	1360-2¼ 697 (700-2¼)
CIRCLING	1420-1 735 (800-1)		1420-2 735 (800-2)	1440-2½ 755 (800-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC RQZ	APP CRS	Rwy Idg 5001
112.2	313°	TDZE 663
Chan 59		Apt Elev 685

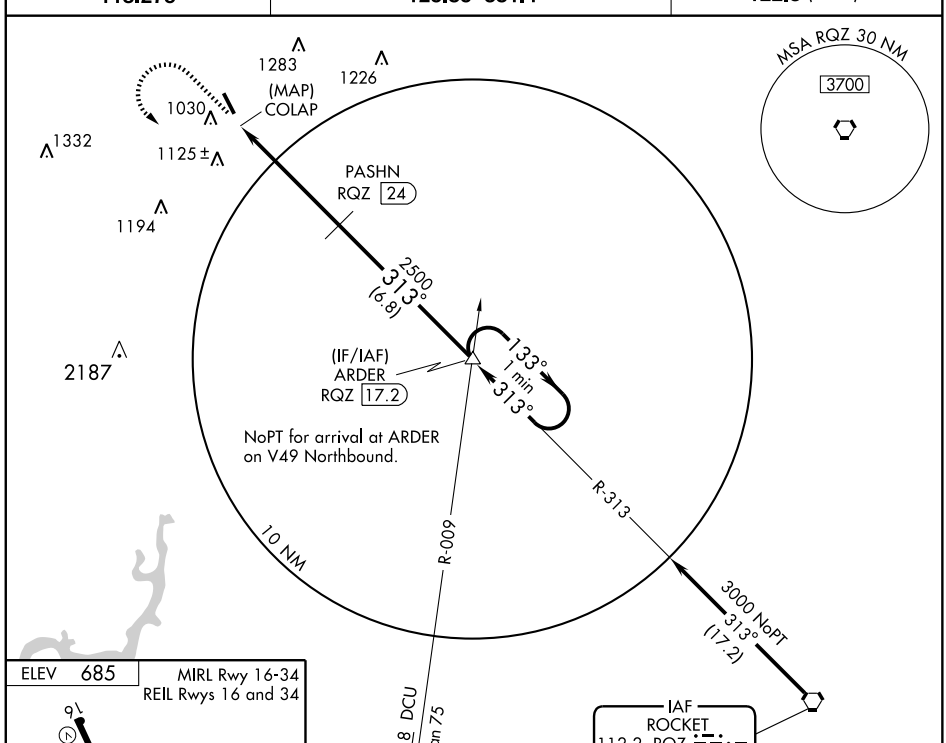
VOR/DME RWY 34

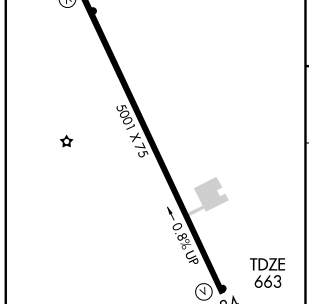
PULASKI/ABERNATHY FIELD (GZS)

▼ ▲ NA — If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.

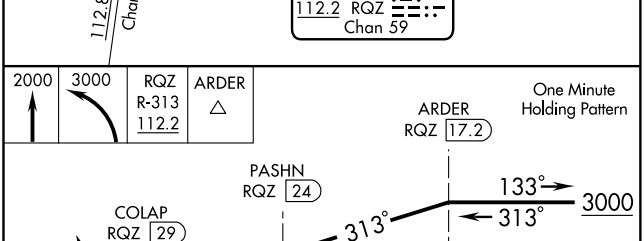
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 381.4	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	1520-1 857 (900-1)	1520-1¼ 857 (900-1¼)	1520-2½ 857 (900-2½)	1520-2¾ 857 (900-2¾)
CIRCLING	1520-1 835 (900-1)	1520-1¼ 835 (900-1¼)	1520-2½ 835 (900-2½)	1520-2¾ 835 (900-2¾)

SE-1, 17 DEC 2009 to 14 JAN 2010

ROCKWOOD, TENNESSEE

AL-5408 (FAA)

APP CRS	Rwy Idg	5000
221°	TDZE	1664
	Apt Elev	1664

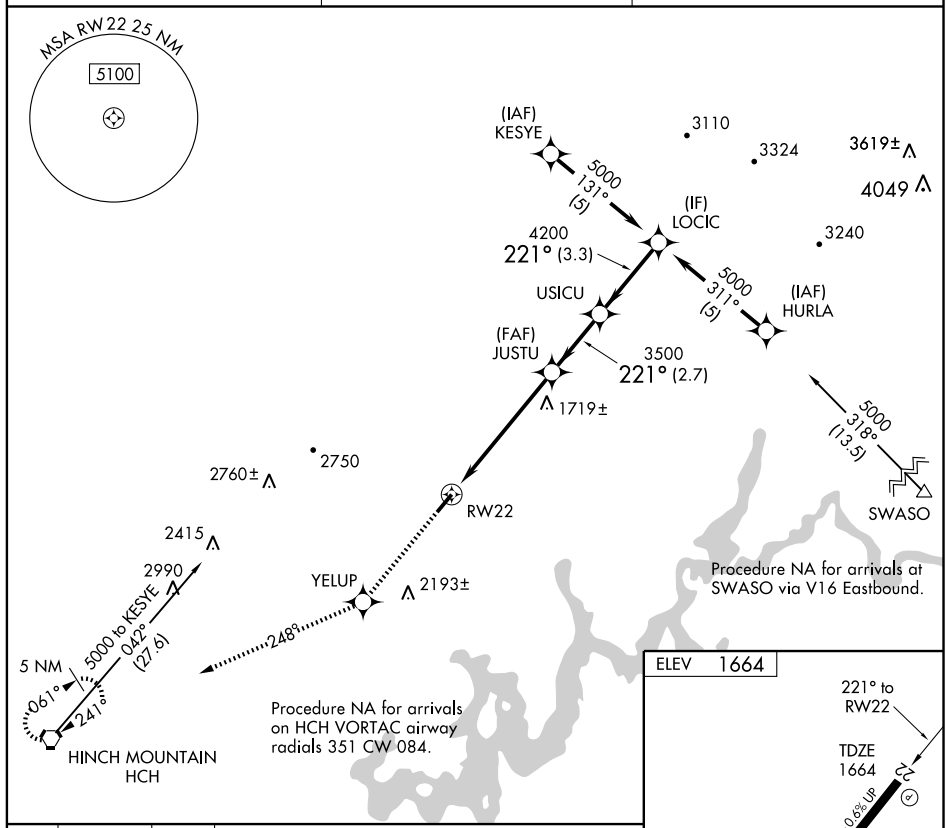
RNAV (GPS) RWY 22

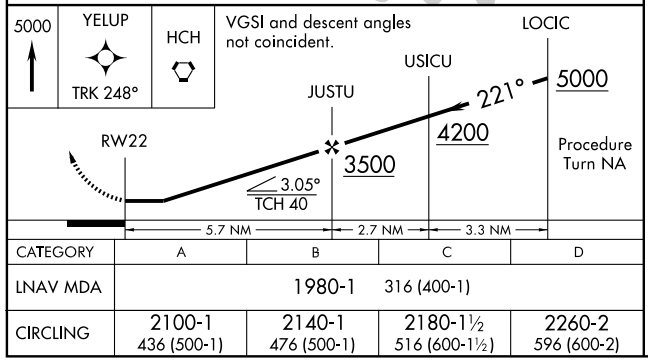
ROCKWOOD MUNI (RKW)

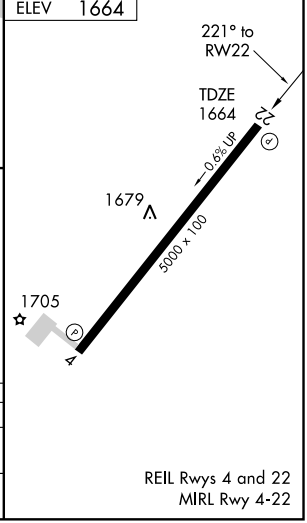
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1980-1 316 (400-1)			
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1, 17 DEC 2009 to 14 JAN 2010

ROCKWOOD, TENNESSEE

AL-5408 (FAA)

09295

VOR/DME RWY 22

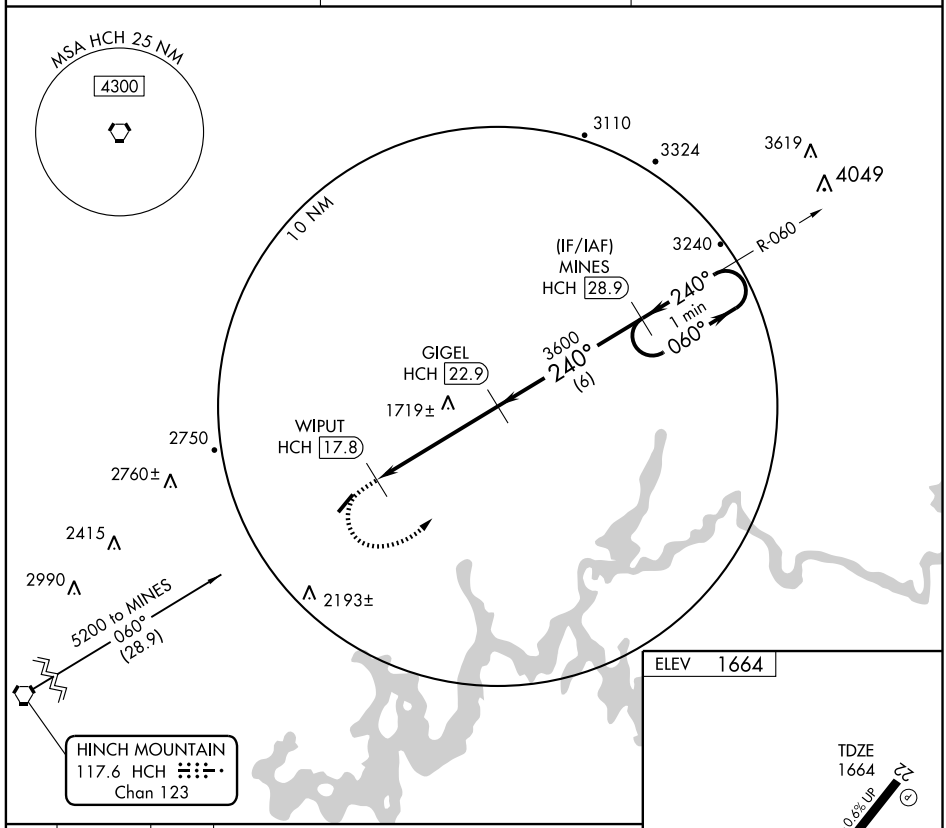
ROCKWOOD MUNI (RKW)

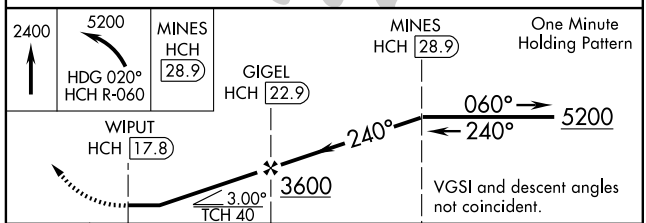
VORTAC HCH	APP CRS	Rwy Idg	5000
117.6	240°	TDZE	1664
Chan 123		Apt Elev	1664

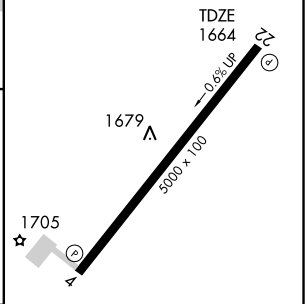
Visibility reduction by helicopter NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-22	2060-1¼ 396 (400-1¼)			2060-1½ 396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)

REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1. 17 DEC 2009 to 14 JAN 2010

ROGERSVILLE, TENNESSEE

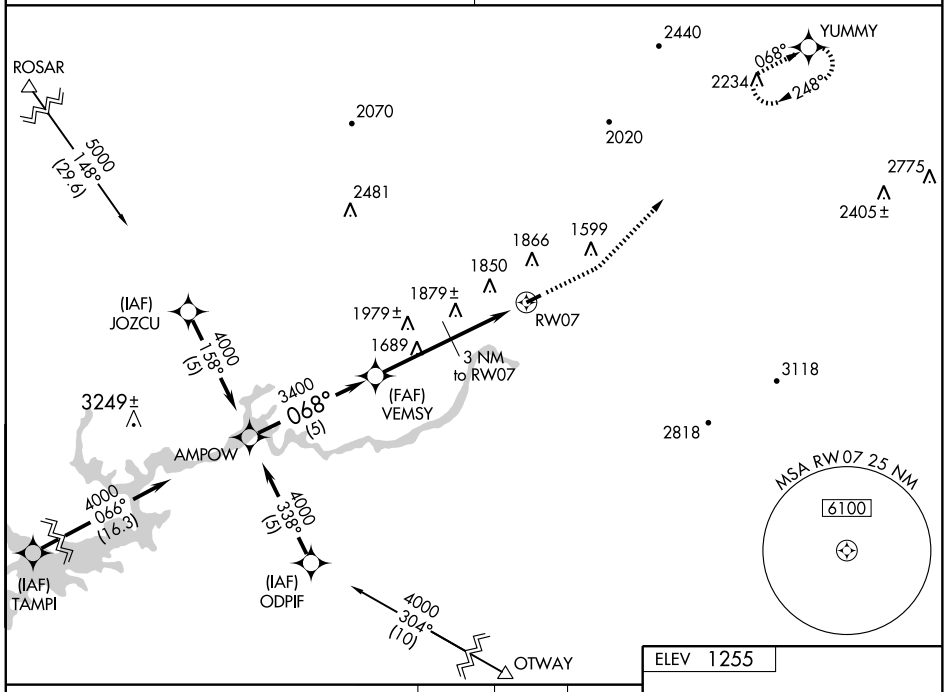
AL-6282 (FAA)

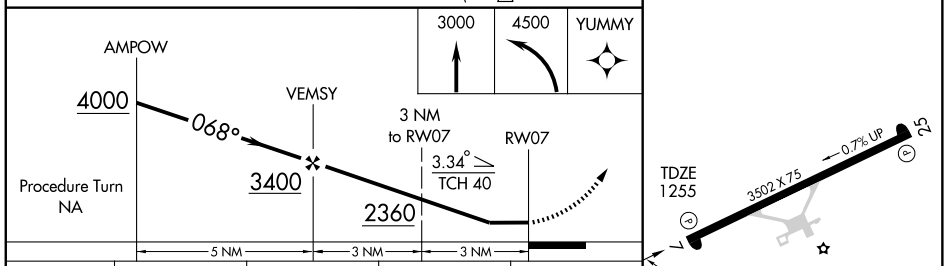
APP CRS	Rwy Idg	3502
068°	TDZE	1255
	Apt Elev	1255

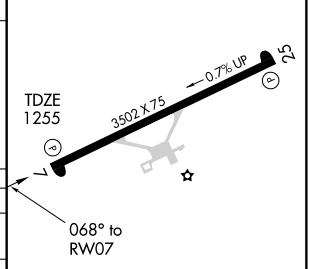
GPS RWY 7

ROGERSVILLE/HAWKINS COUNTY (RVN)

Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.	MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.
TRI CITY APP CON ★ **119.25 317.5**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB RVN	APP CRS	Rwy Idg	3502
329	073°	TDZE	1255
		Apt Elev	1255

NDB RWY 7

ROGERSVILLE/HAWKINS COUNTY (RVN)

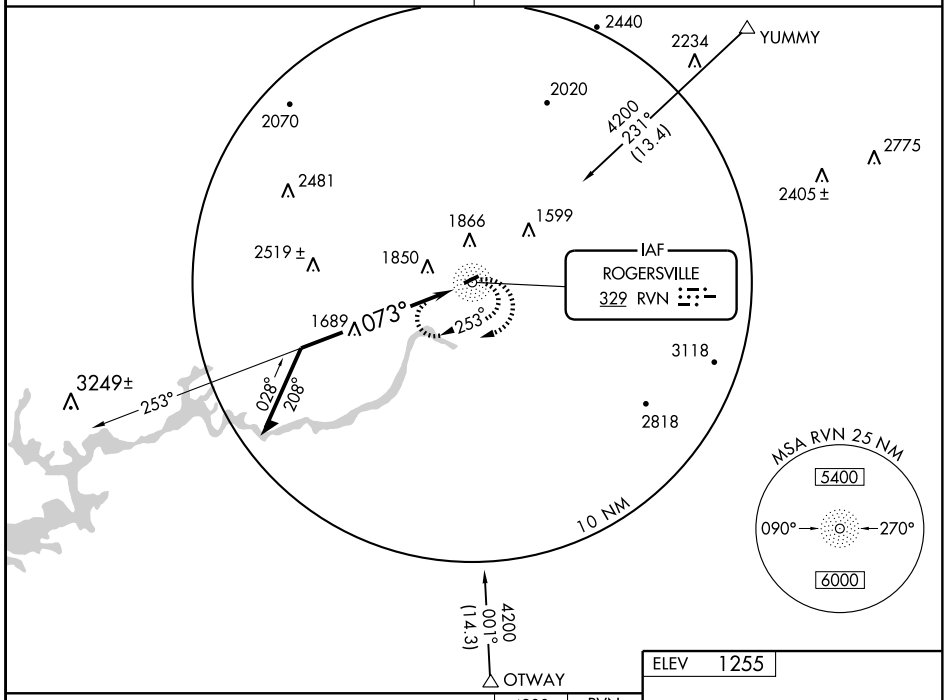
Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting. Procedure not authorized at night.

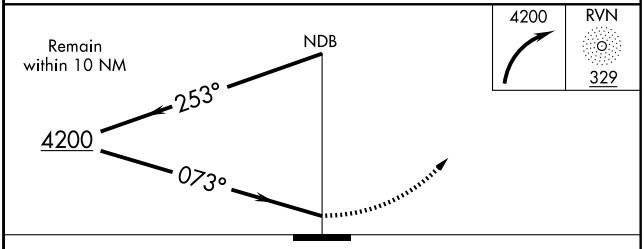
NA

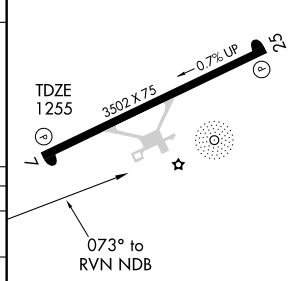
MISSED APPROACH: Climbing right turn to 4200 in RVN NDB holding pattern.

TRI CITY APP CON ★ 119.25 317.5

UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg 5000 TDZE 473 Apt Elev 473

RNAV (GPS) RWY 1

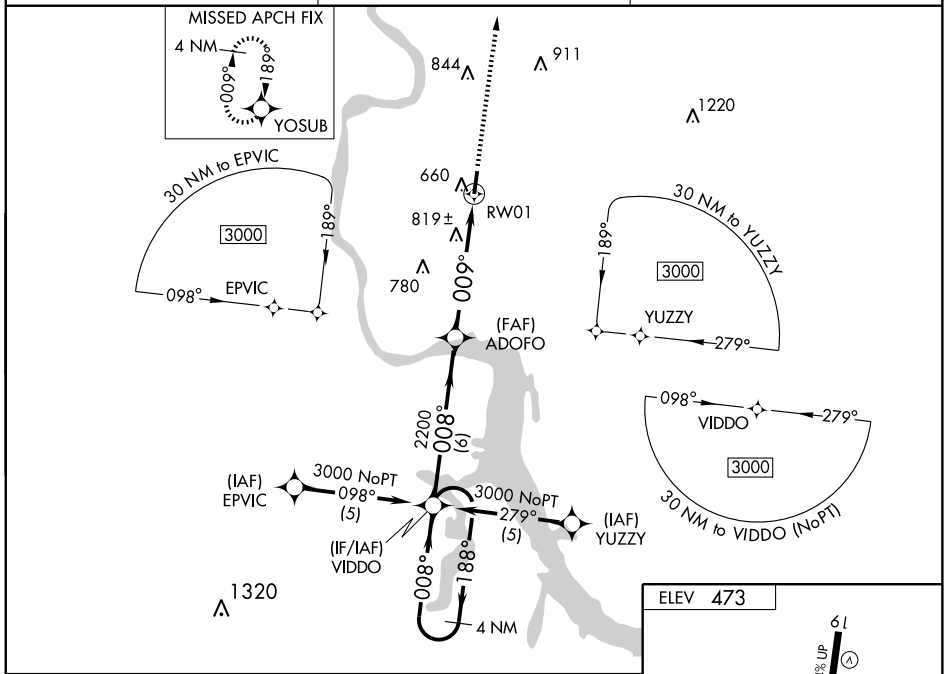
SAVANNAH-HARDIN COUNTY (SNH)

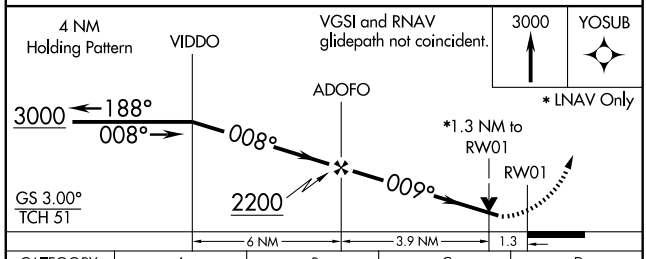
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

NA

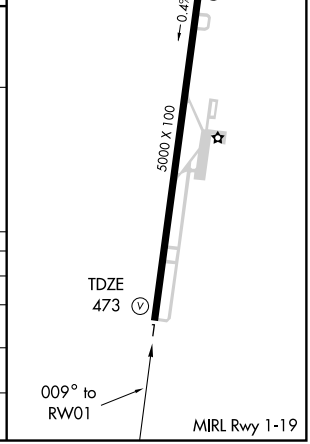
MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA



SE-1. 17 DEC 2009 to 14 JAN 2010

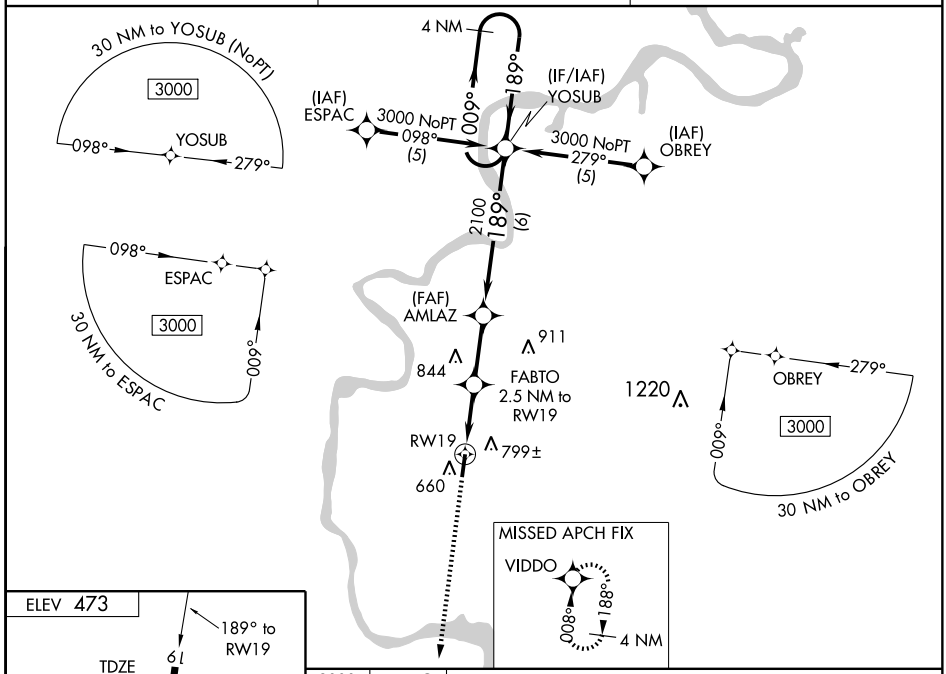
WAAS CH 42912 W19A	APP CRS 189°	Rwy Idg 5000 TDZE 467 Apt Elev 473

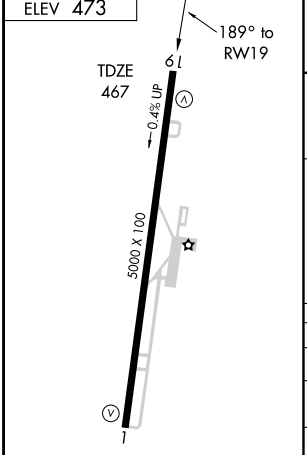
RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

T NA — Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

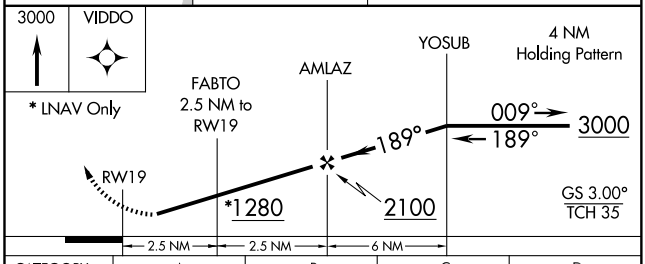
MISSED APPROACH: Climb to 3000 direct VIDDO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)





MIRL Rwy 1-19



CATEGORY	A	B	C	D
LPV DA	873-1½ 406 (400-1½)			NA
LNAV/ VNAV DA	999-2 532 (600-1)			NA
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME JKS	APP CRS	Rwy Idg	5000
109.4	162°	TDZE	467
Chan 31		Apt Elev	473

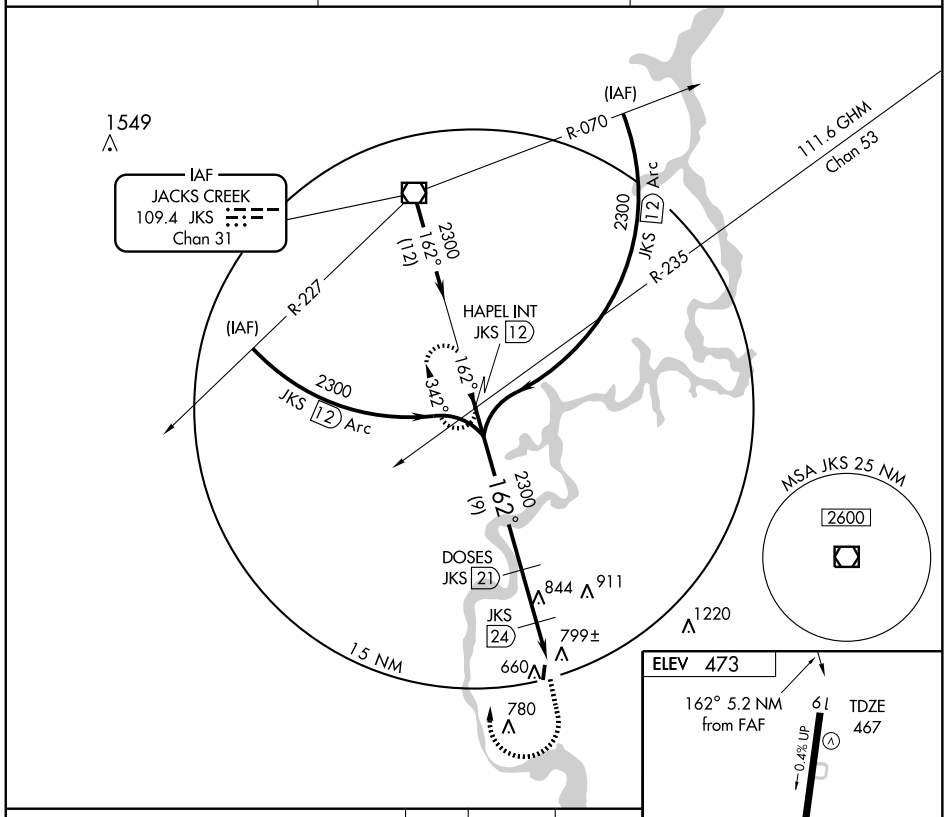
VOR/DME RWY 19

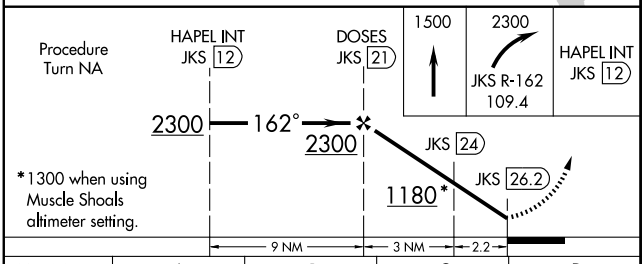
SAVANNAH-HARDIN COUNTY (SNH)

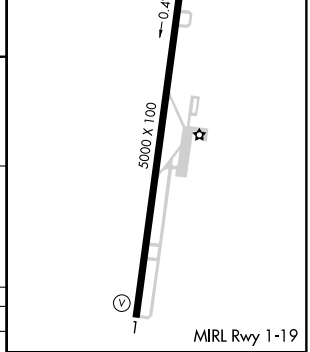
If local altimeter setting not received use Muscle Shoals altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPEL Int/JKS 12 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-19	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	1060-1¾ 593 (600-1¾)
CIRCLING	1120-1	647 (700-1)	1160-2 687 (700-2)	1180-2¼ 707 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5002
CH 40408	165°	TDZE	607
W17A		Apt Elev	610

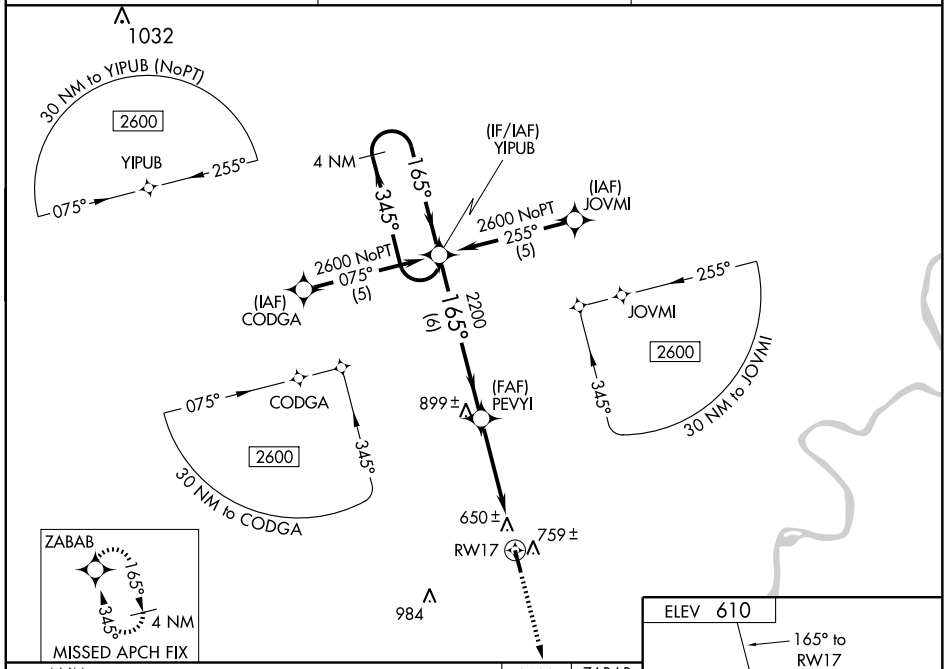
RNAV (GPS) RWY 17

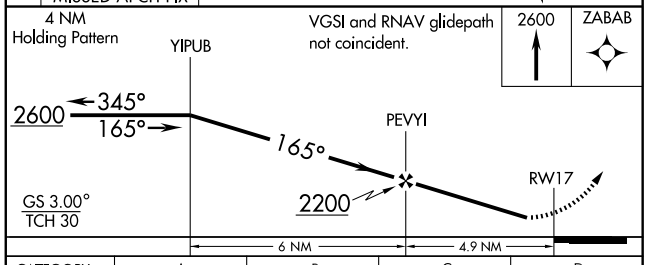
SELMER/ROBERT SIBLEY (SZY)

T NA — When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

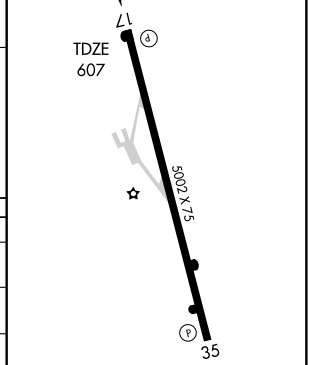
AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L





VGSI and RNAV glidepath not coincident.

2600 ZABAB



CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

REIL Rwy 35
MIRL Rwy 17-35 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5002
CH 86608	345°	TDZE	610
W35A		Apt Elev	610

RNAV (GPS) RWY 35

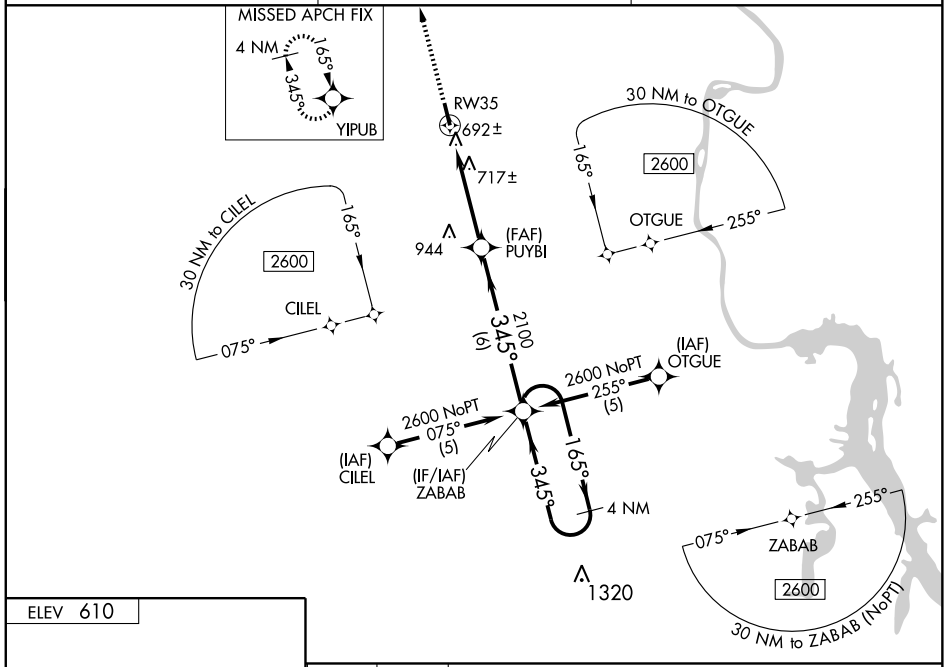
SELMER/ROBERT SIBLEY (SZY)

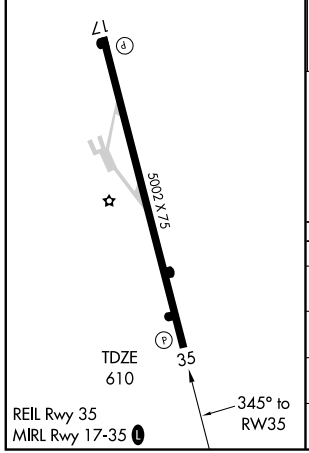
T
NA

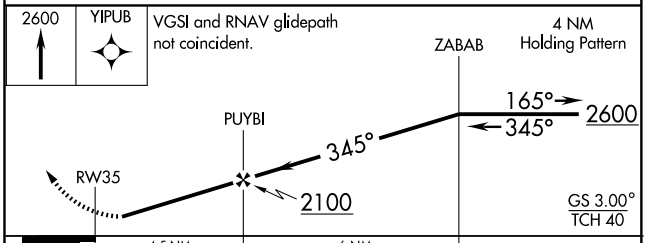
When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats. and LNAV Cats. C and D visibilities ¼ mile, and LNAV/VNAV all Cats. visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR/DME JKS	APP CRS	Rwy Idg	N/A
109.4	194°	TDZE	N/A
Chan 31		Apt Elev	610

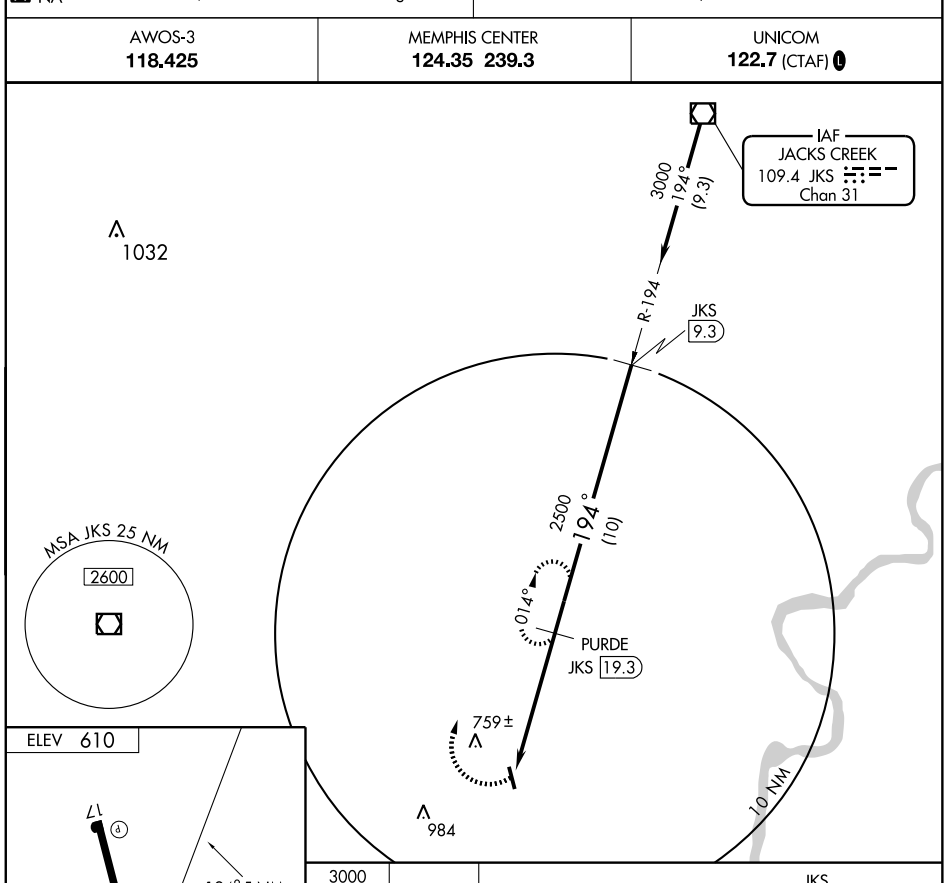
VOR/DME-A

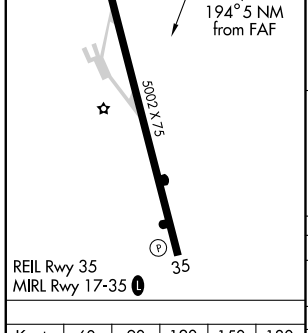
SELMER/ROBERT SIBLEY (SZY)

NA — Obtain local altimeter setting on CTAF; when not received, use Jackson altimeter setting.

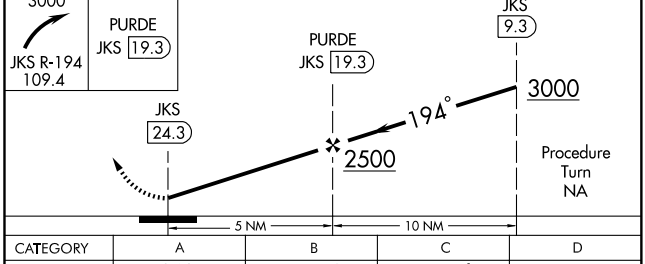
MISSED APPROACH: Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1¼)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1¼)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5506
CH 99510	102°	TDZE	1014
W10A		Apt Elev	1014

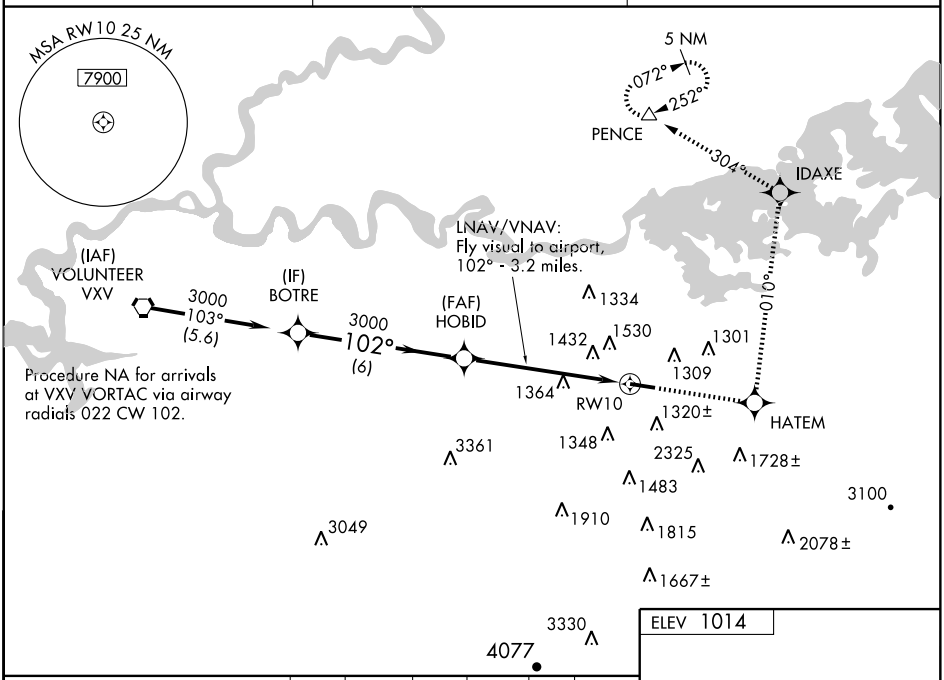
RNAV (GPS) RWY 10

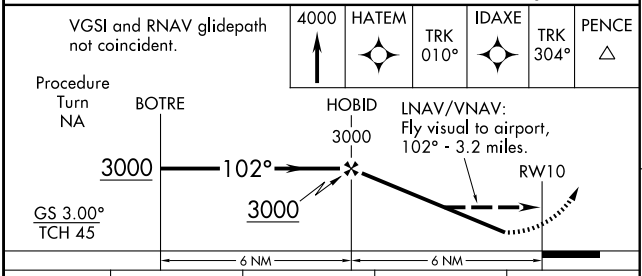
SEVIERVILLE/ GATLINBURG-PIGEON FORGE (GKT)

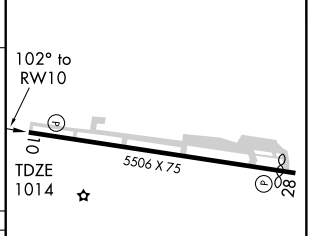
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA/MDA 60 feet, LPV all Cats. visibility ¼ mile, LNAV and Circling Cats. C and D visibility ¼ mile. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1371-1¼ 357 (400-1¼)			
LNAV/VNAV DA	2013-2 999 (1000-2)		2013-3 999 (1000-3)	
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC VXV 116.4 Chan 111	APP CRS 102°	Rwy Idg 5506 TDZE 1014 Apt Elev 1014

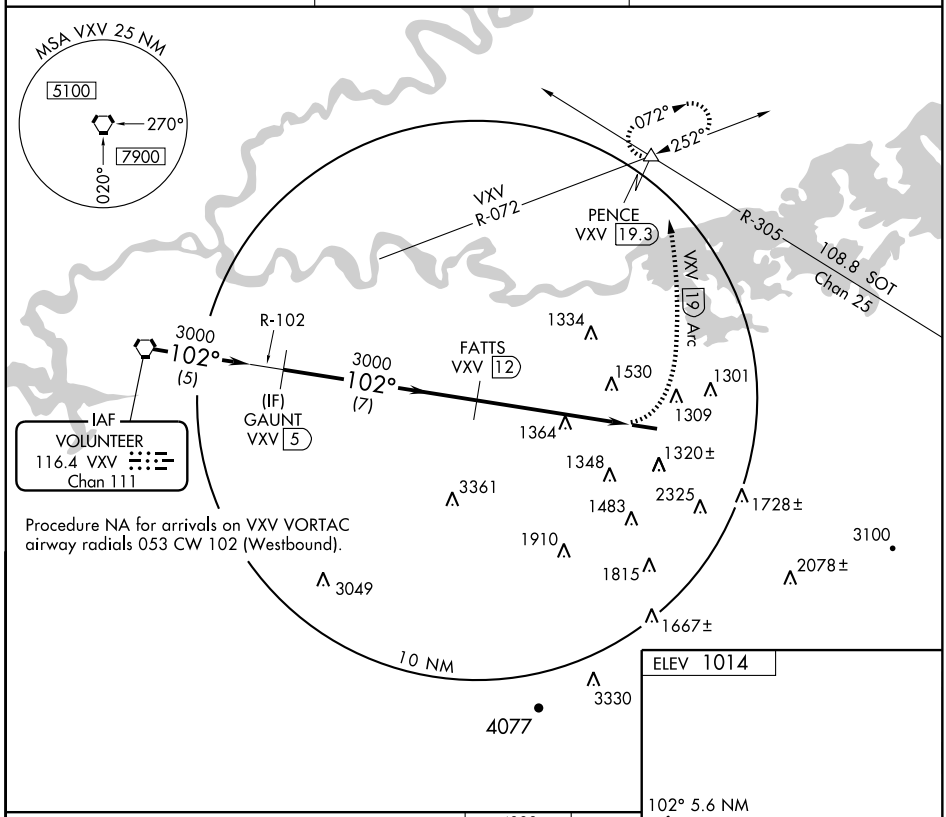
VOR/DME RWY 10

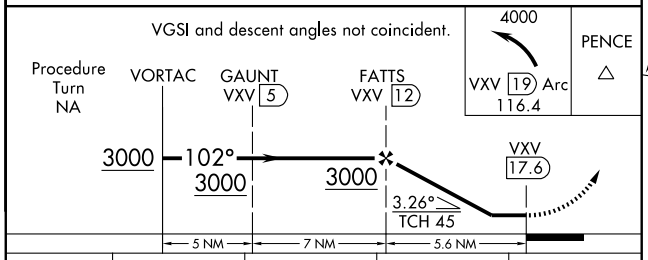
SEVIERVILLE/ GATLINBURG-PIGEON FORGE (GKT)

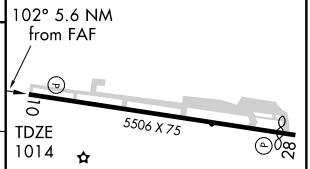
▼ NA — When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.

AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5503
CH 50407	180°	TDZE	800
W18A		Apt Elev	801

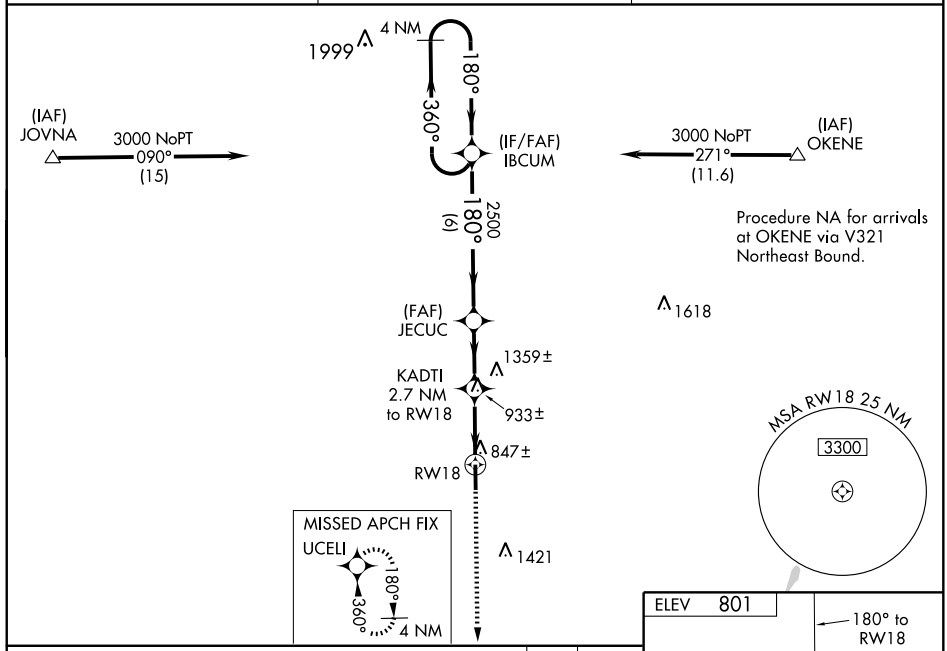
RNAV (GPS) RWY 18

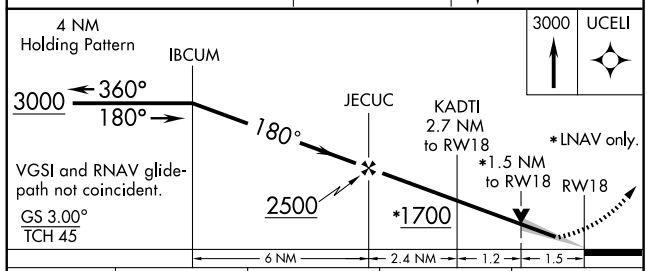
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

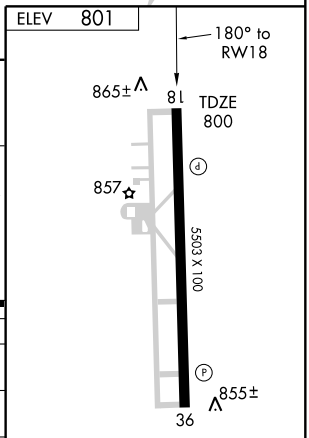
When local altimeter setting not received, use Tullohoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C and D visibility ¼ mile. Baro-VNAV NA when using Tullohoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullohoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCELI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1050-¾ 250 (300-¾)			
LNAV/VNAV DA	1316-1¾ 516 (600-1¾)			
LNAV MDA	1280-1 480 (500-1)		1280-1¼ 480 (500-1¼)	1280-1½ 480 (500-1½)
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5503
015°	TDZE	801
	Apt Elev	801

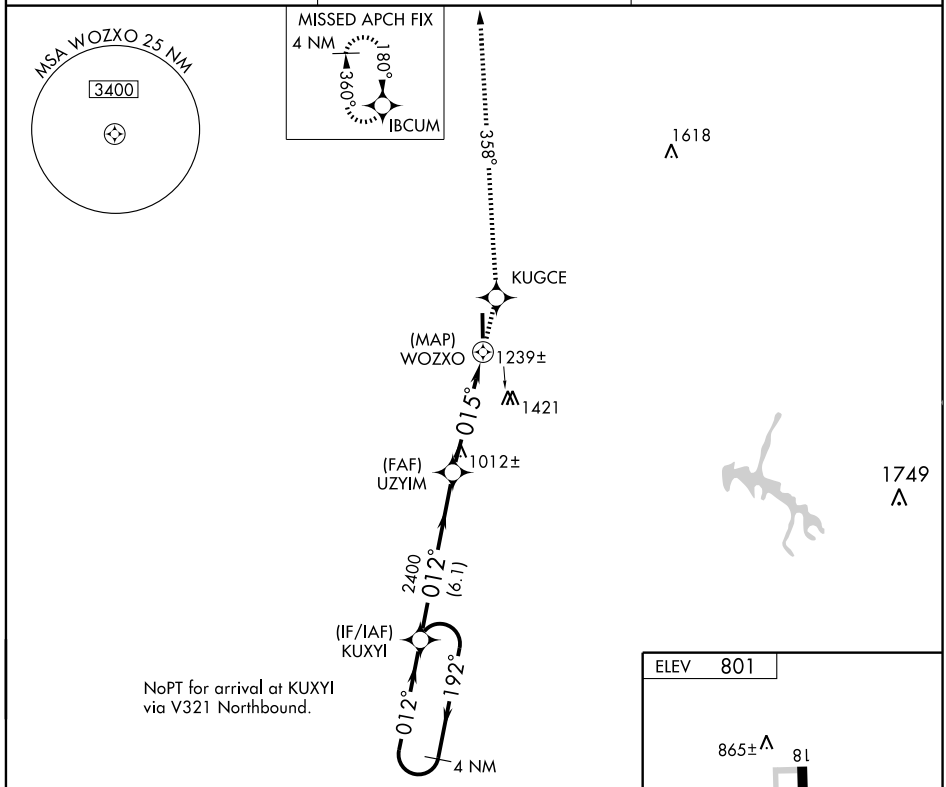
RNAV (GPS) Y RWY 36

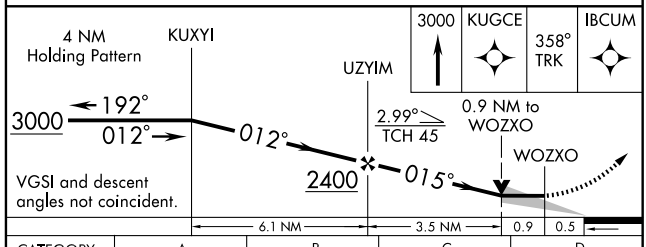
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohama altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. C/D visibility and Circling Cat. C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

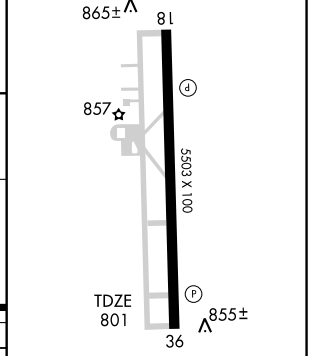
MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 459 (500-1)		1260-1¼ 459 (500-1¼)	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5503
CH 97607	360°	TDZE	801
W36A		Apt Elev	801

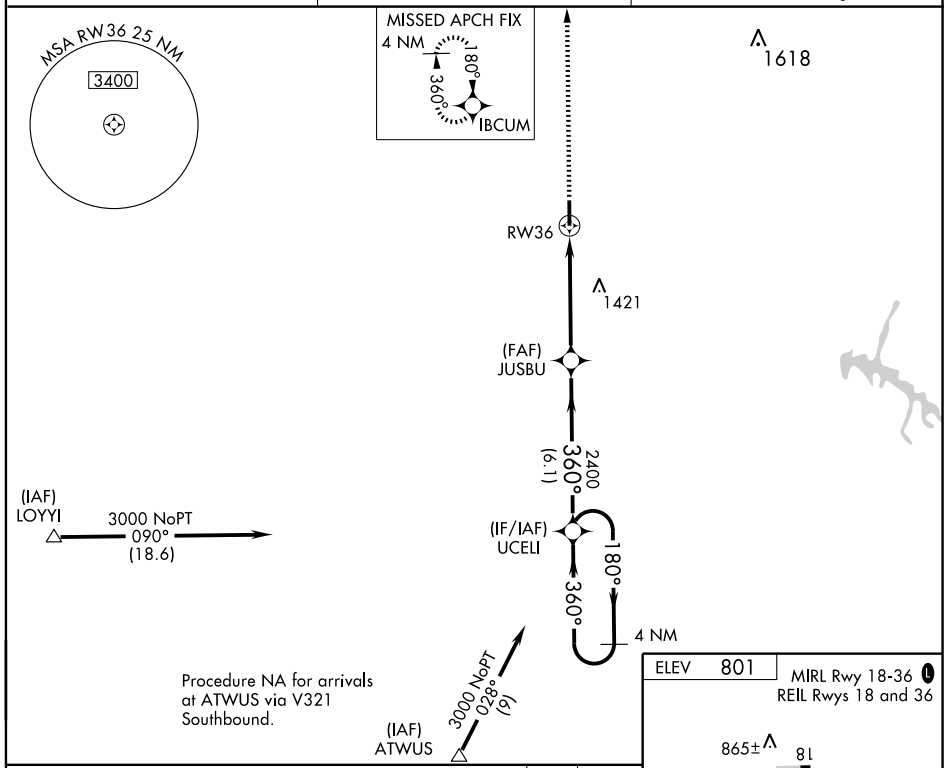
RNAV (GPS) Z RWY 36

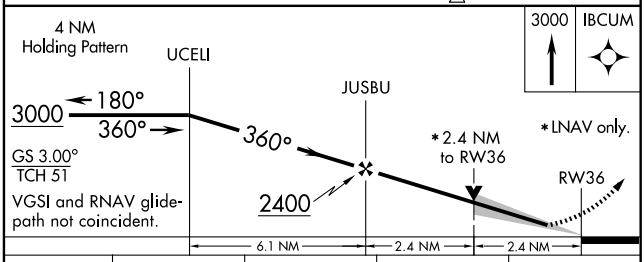
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullohoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L



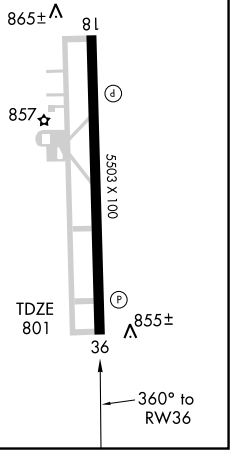


CATEGORY	A	B	C	D
LPV DA	1051-¾ 250 (300-¾)			
LNAV MDA	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)
CIRCLING	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)

ELEV 801

MIRL Rwy 18-36 L

REIL Rwys 18 and 36



VOR/DME SYI	APP CRS	Rwy Idg 5503
109.0	160°	TDZE 799
Chan 27		Apt Elev 800

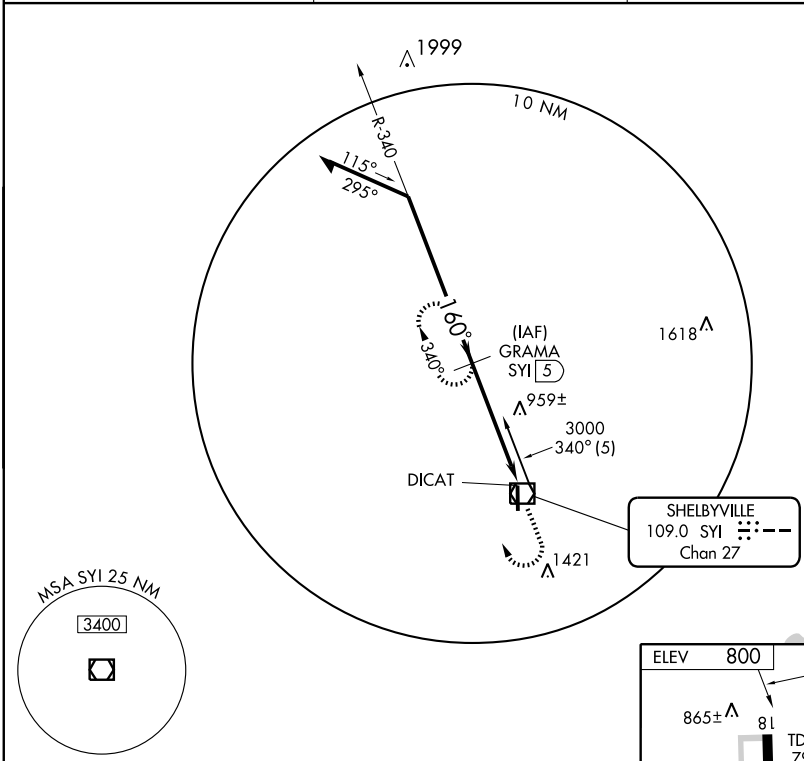
VOR/DME RWY 18

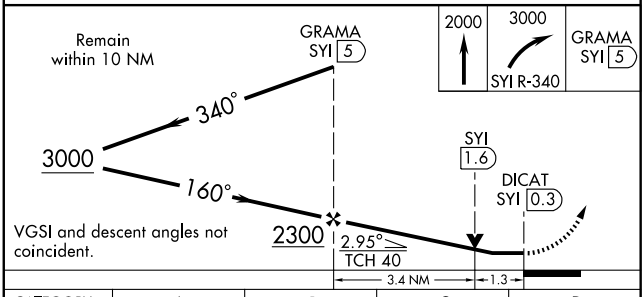
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

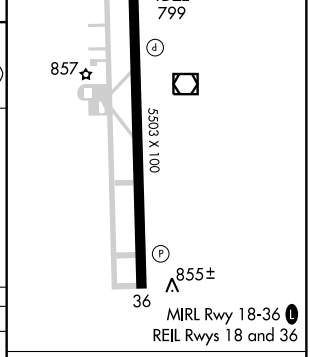
T NA If local altimeter setting not received, use Nashville Intl altimter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile. VDP NA when using Nashville Intl altimter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1220-1	421 (500-1)	1220-1¼	421 (500-1¼)
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR/DME SYI	APP CRS	Rwy Idg 5503
109.0	152°	TDZE 799
Chan 27		Apt Elev 800

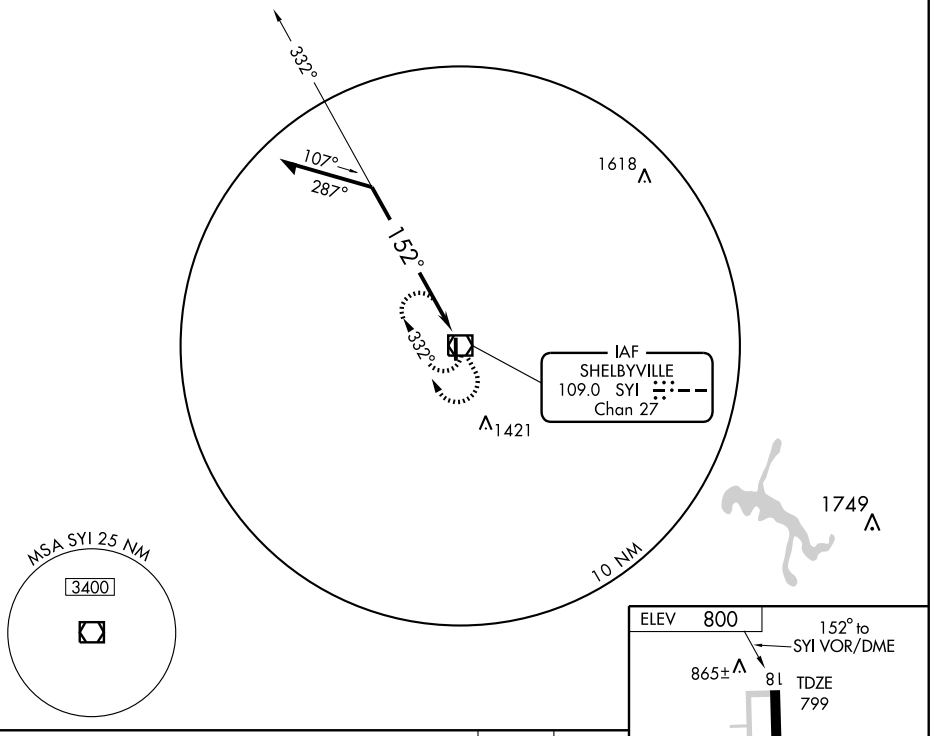
VOR RWY 18

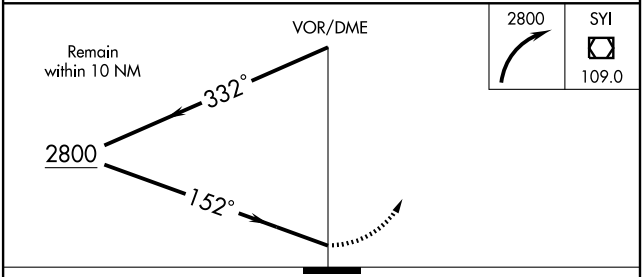
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

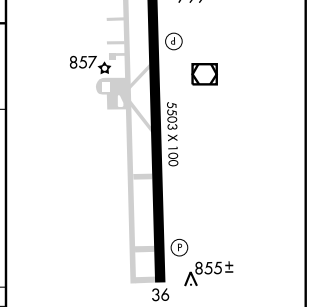
NA

MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L







MIRL Rwy 18-36 L
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
S-18	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR/DME SYI	APP CRS	Rwy Idg 5503
109.0	016°	TDZE 801
Chan 27		Apt Elev 801

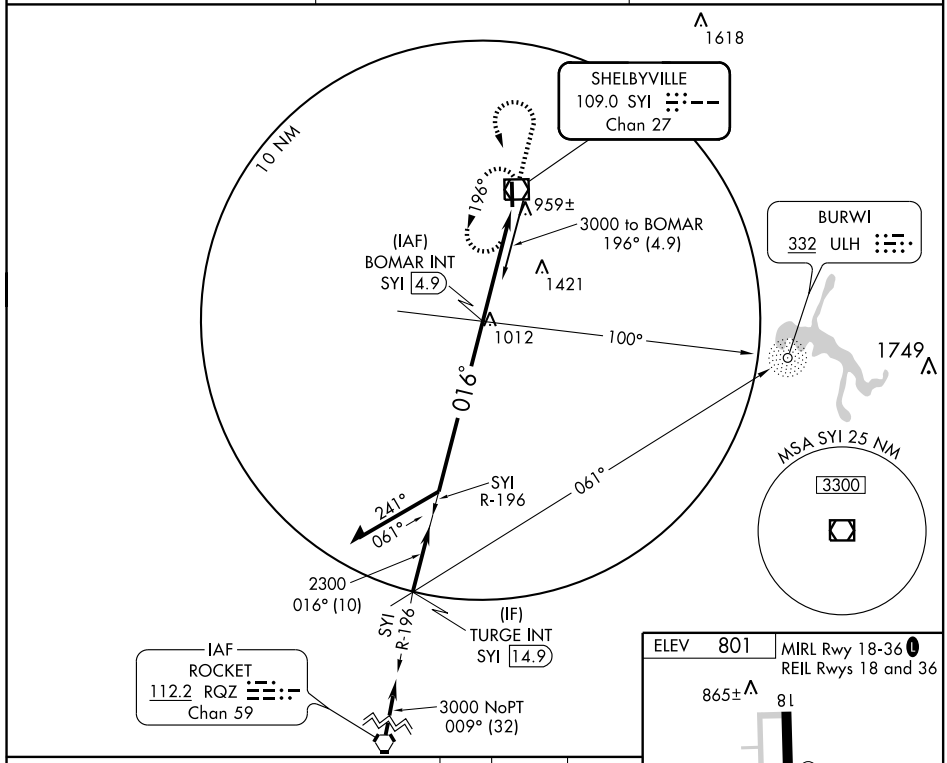
VOR RWY 36

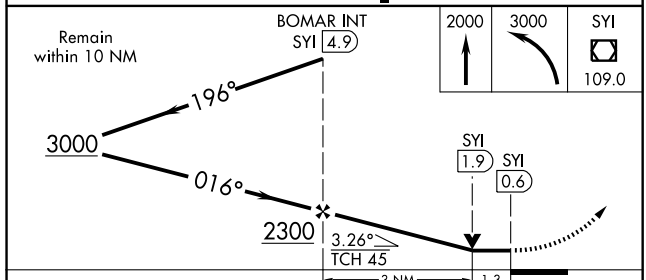
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullohoma altimeter setting and increase all MDA 80 feet, S-36 Cat. D visibility ¼ , and Circling Cat. C and D visibility ¼ . VDP NA when using Tullohoma altimeter setting.
ADF or DME Required.

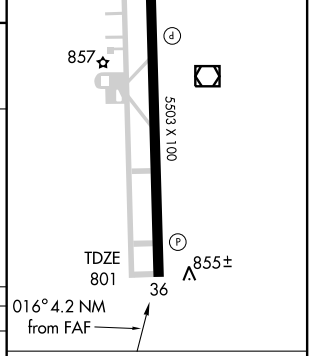
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	126.75 353.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1220-1 419 (500-1)		1220-1¼ 419 (500-1¼)	
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
062°	Rwy Idg	3957
	TDZE	1080
	Apt Elev	1084

RNAV (GPS) RWY 6

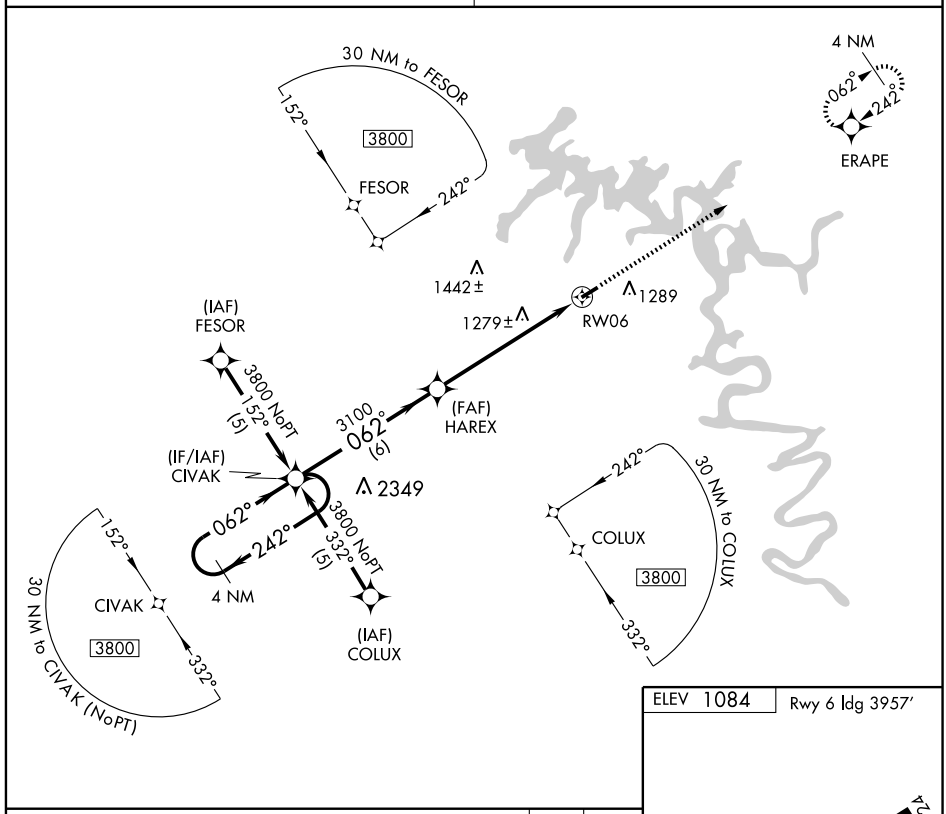
SMITHVILLE MUNI (ØA3)

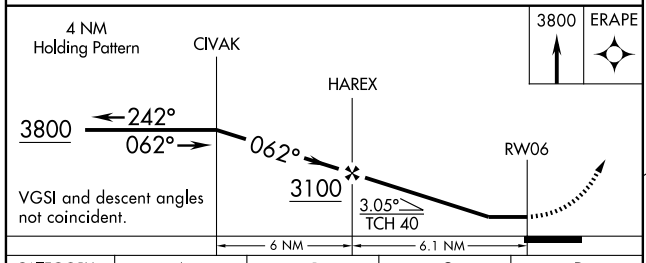
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.

NA

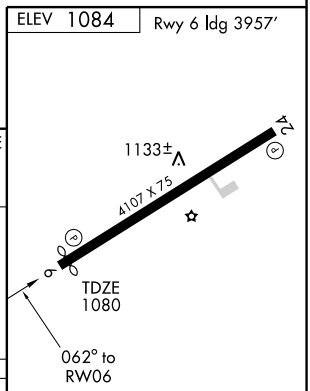
MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

MEMPHIS CENTER	UNICOM
132.1 263.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1580-1	500 (500-1)	1580-1¼ 500 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA



REIL Rwys 6 and 24
MIRL Rwy 6-24

SE-1. 17 DEC 2009 to 14 JAN 2010

SMITHVILLE, TENNESSEE AL-6255 (FAA)

APP CRS	Rwy Idg	4107
242°	TDZE	1084
	Apt Elev	1084

RNAV (GPS) RWY 24

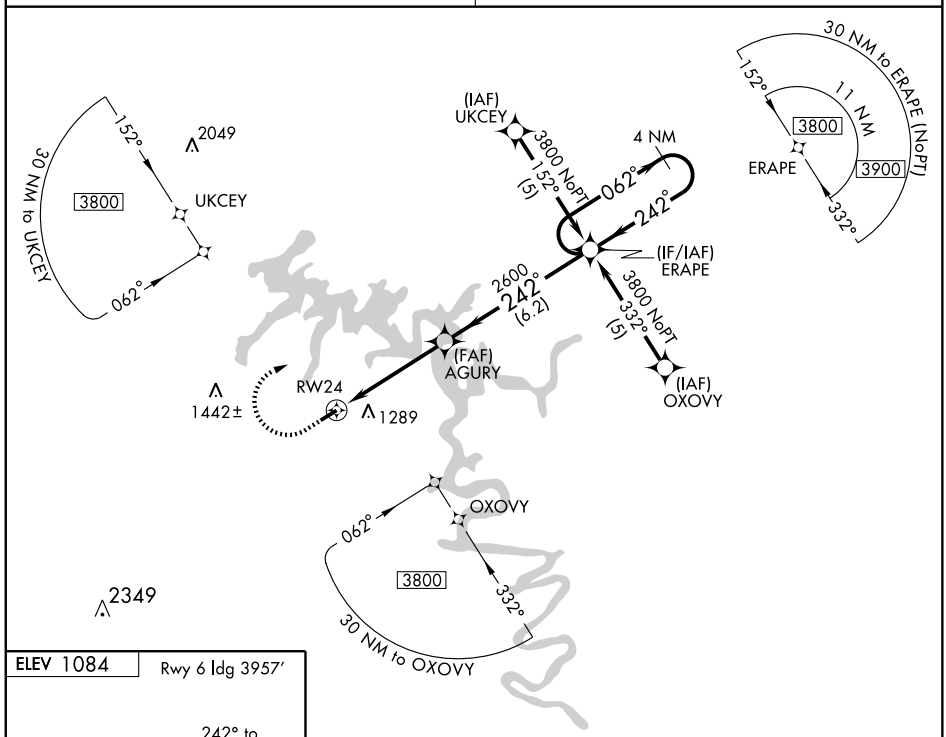
SMITHVILLE MUNI (ØA3)

NA

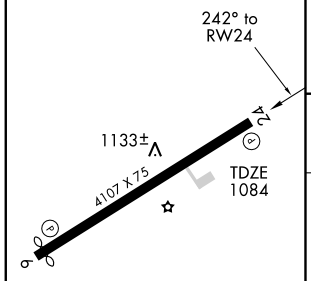
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3800 direct ERAPE and hold.

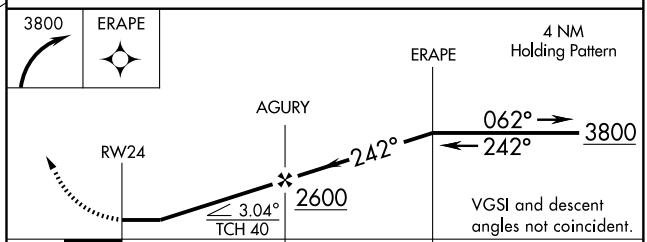
MEMPHIS CENTER	UNICOM
132.1 263.1	122.8 (CTAF)



ELEV 1084 Rwy 6 ldg 3957′



MIRL Rwy 6-24
REIL Rwys 6 and 24



CATEGORY	A	B	C	D
LNAV MDA	1560-1	476 (500-1)	1560-1¼ 476 (500-1¼)	NA
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA

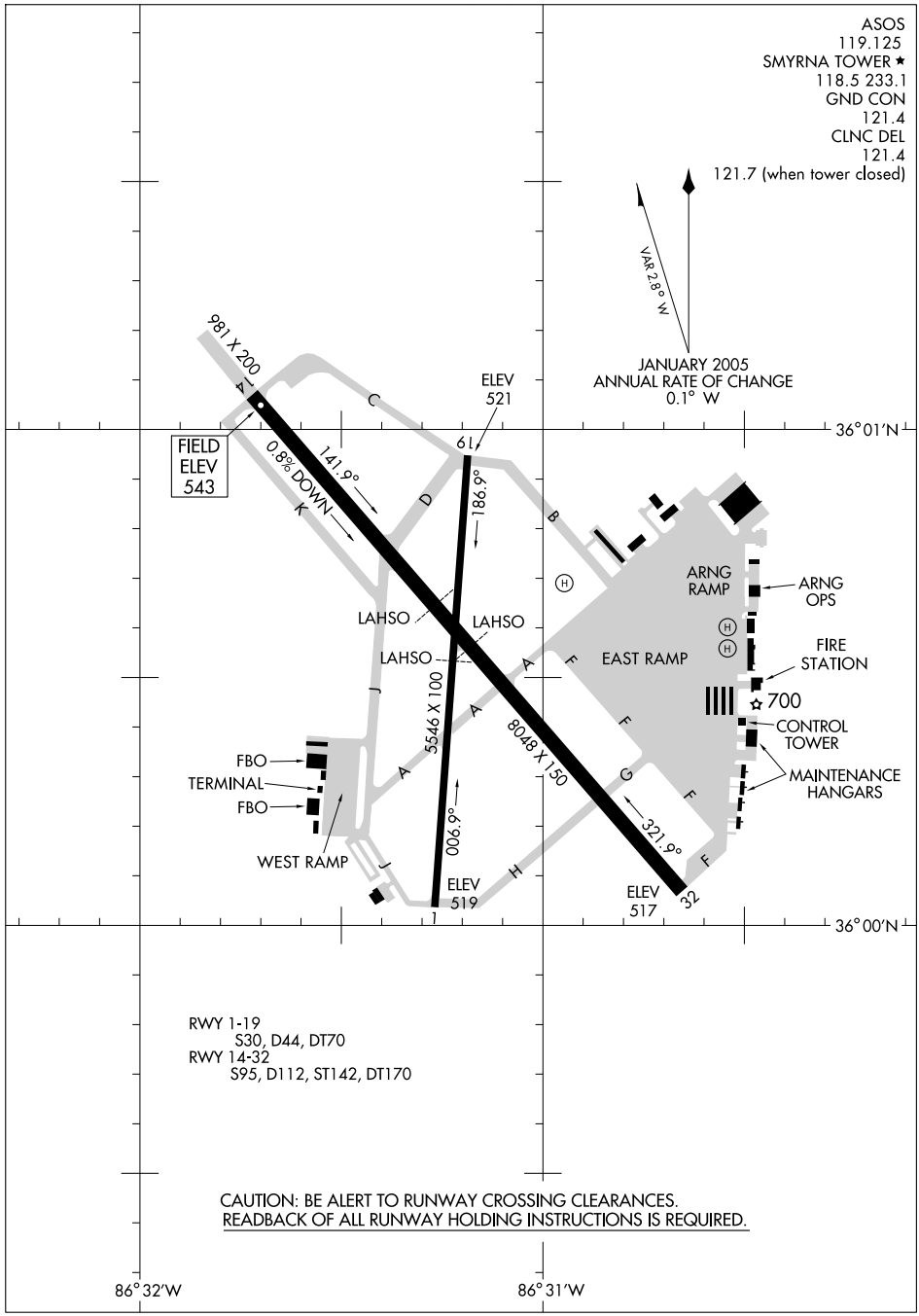
SE-1. 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

AL-895 (FAA)

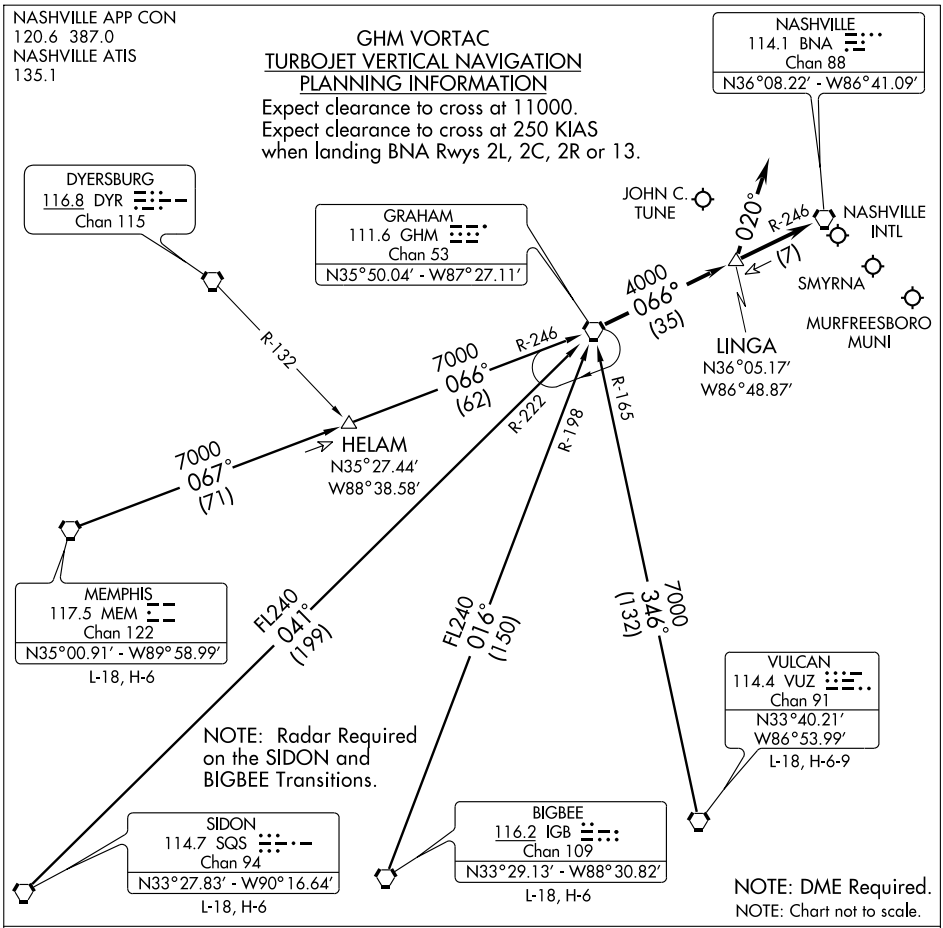
SMYRNA (MQY)
SMYRNA, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE



BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . . .

SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . . .

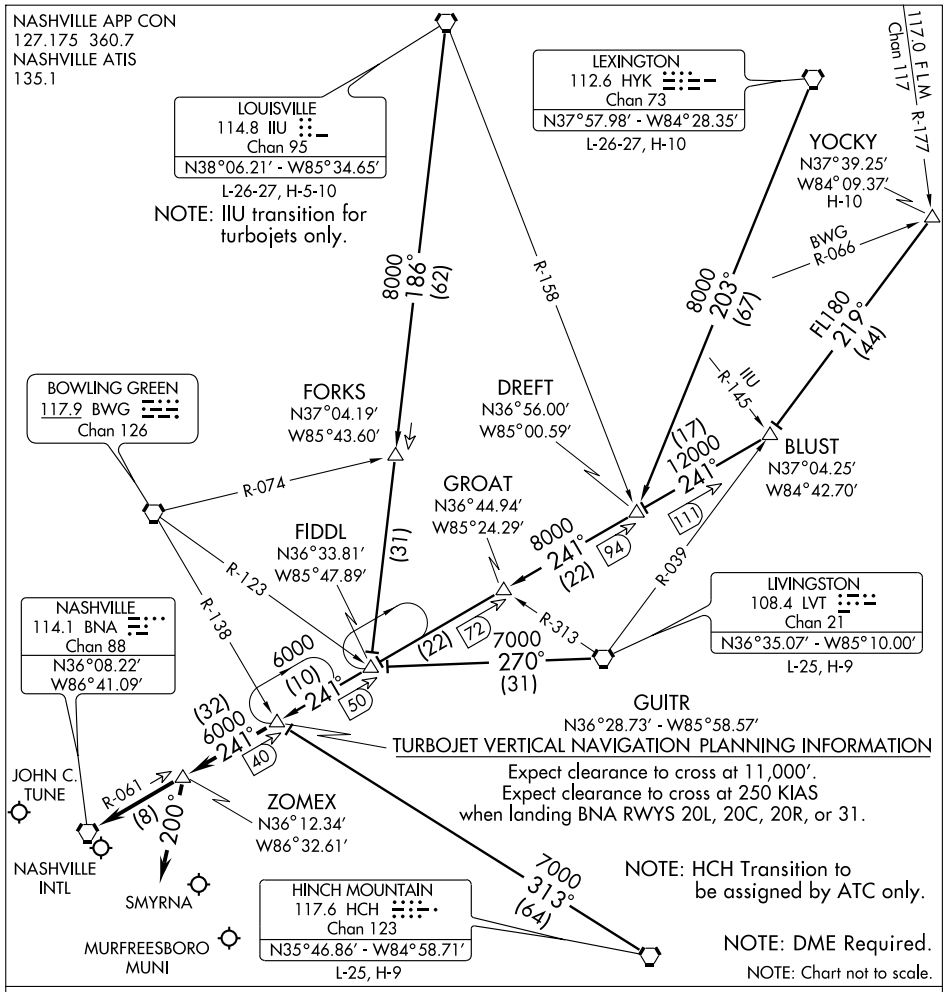
VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

SE-1, 17 DEC 2009 to 14 JAN 2010

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

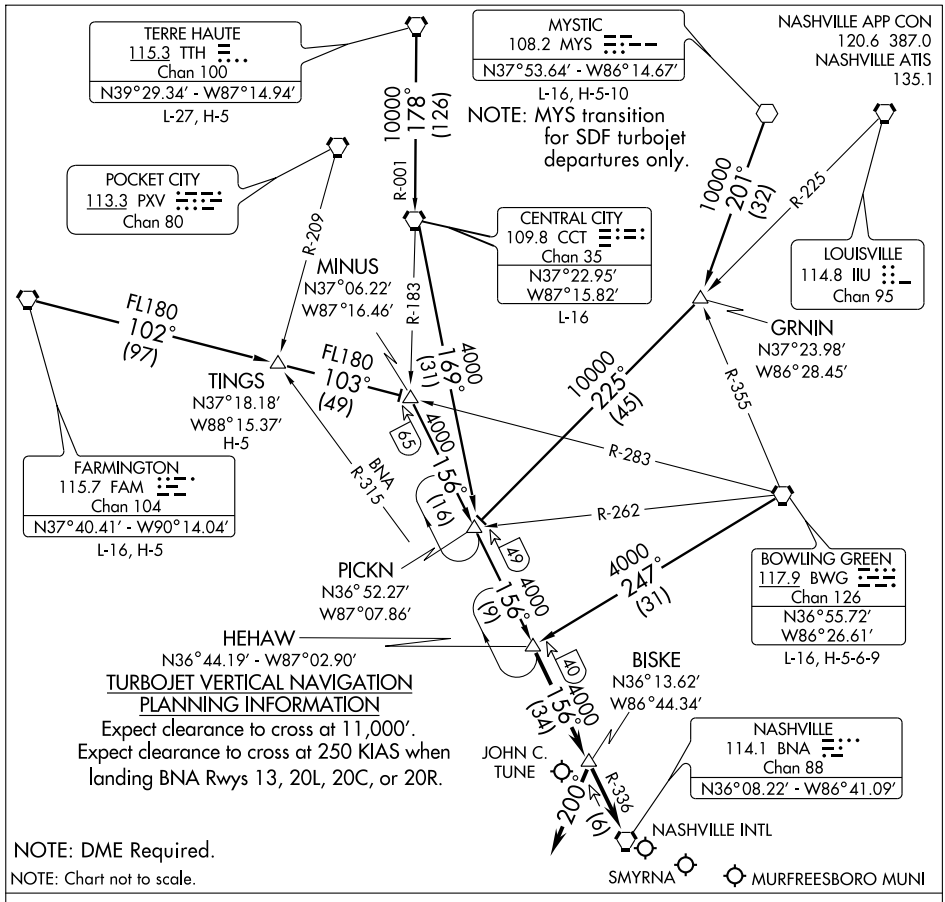
YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. NON-TURBINE; all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IIU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. LANDING SOUTH: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-MQY	APP CRS	Rwy Idg	8048
111.1	321°	TDZE	517
		Apt Elev	543

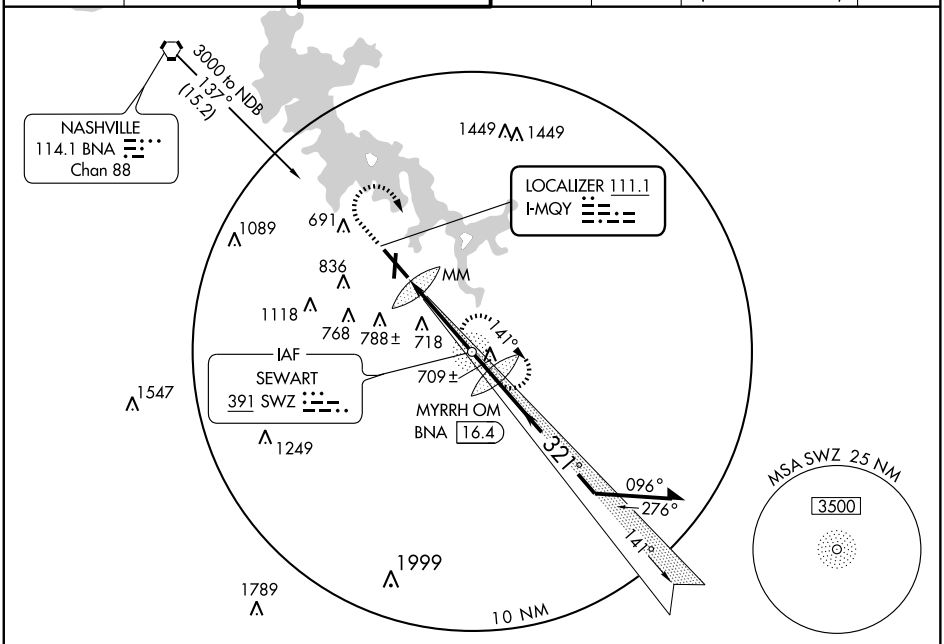
ILS RWY 32
SMYRNA (MQY)

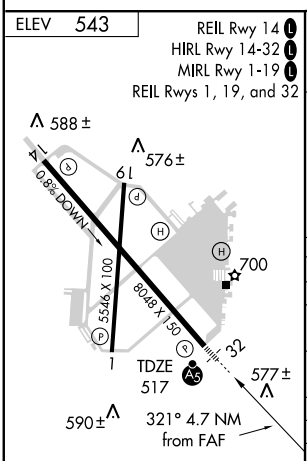
Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.
ADF REQUIRED

MALSR

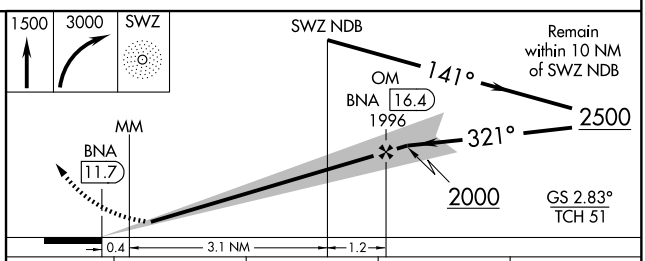
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 32	717-½ 200 (200-½)			
S-LOC 32	960-½ 443 (500-½)		960-¾ 443 (500-¾)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-ILS 32	816-½ 299 (300-½)			
S-LOC 32	1060-½ 543 (600-½)		1060-1 543 (600-1)	1060-1¼ 543 (600-1¼)
CIRCLING	1180-1 637 (700-1)		1220-2 677 (700-2)	1260-2¼ 717 (800-2¼)

SE-1, 17 DEC 2009 to 14 JAN 2010

NDB SWZ 391	APP CRS 321°	Rwy Idg 8048 TDZE 517 Apt Elev 543

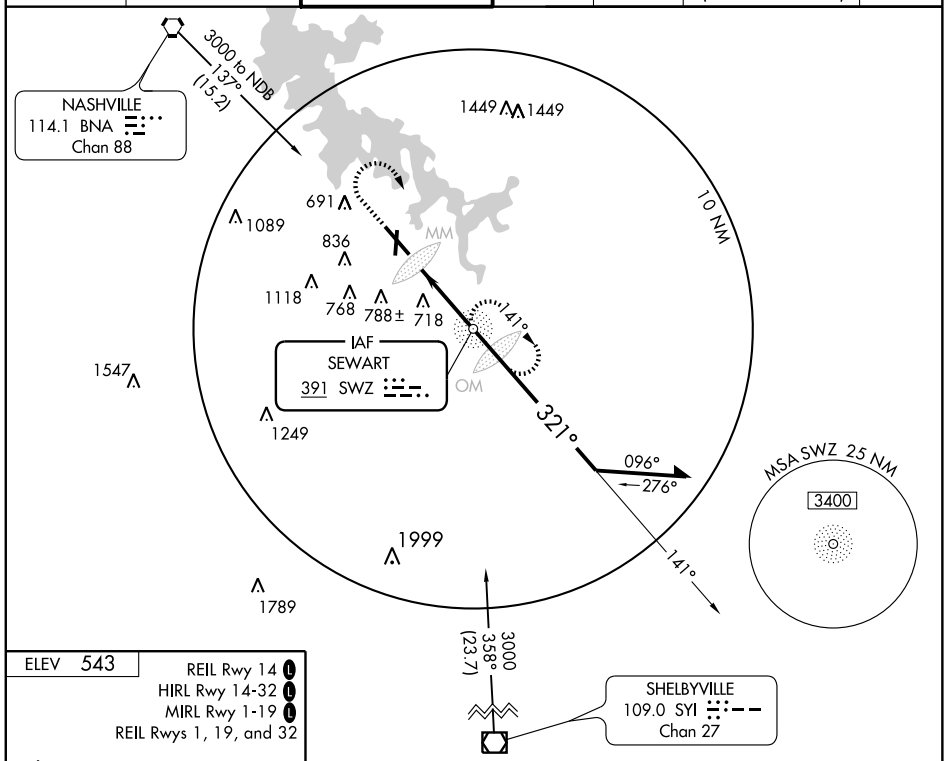
NDB RWY 32
SMYRNA (MQY)

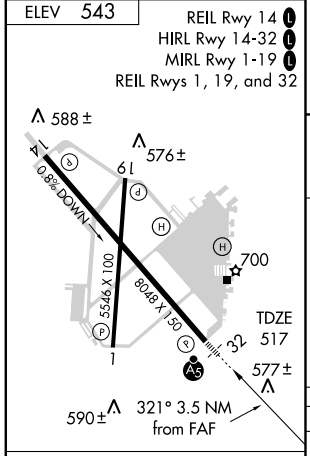
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.

MALSR

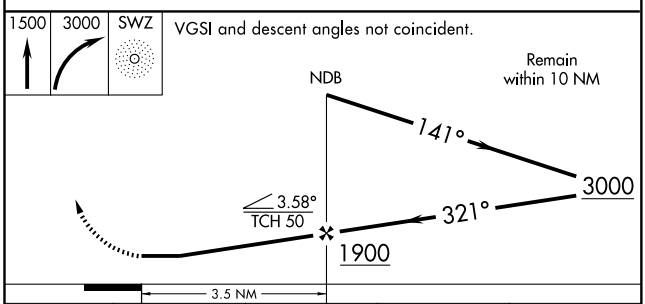
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.

ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) L 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-32	1020-¾ 503 (500-¾)		1020-1 503 (500-1)	NA
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

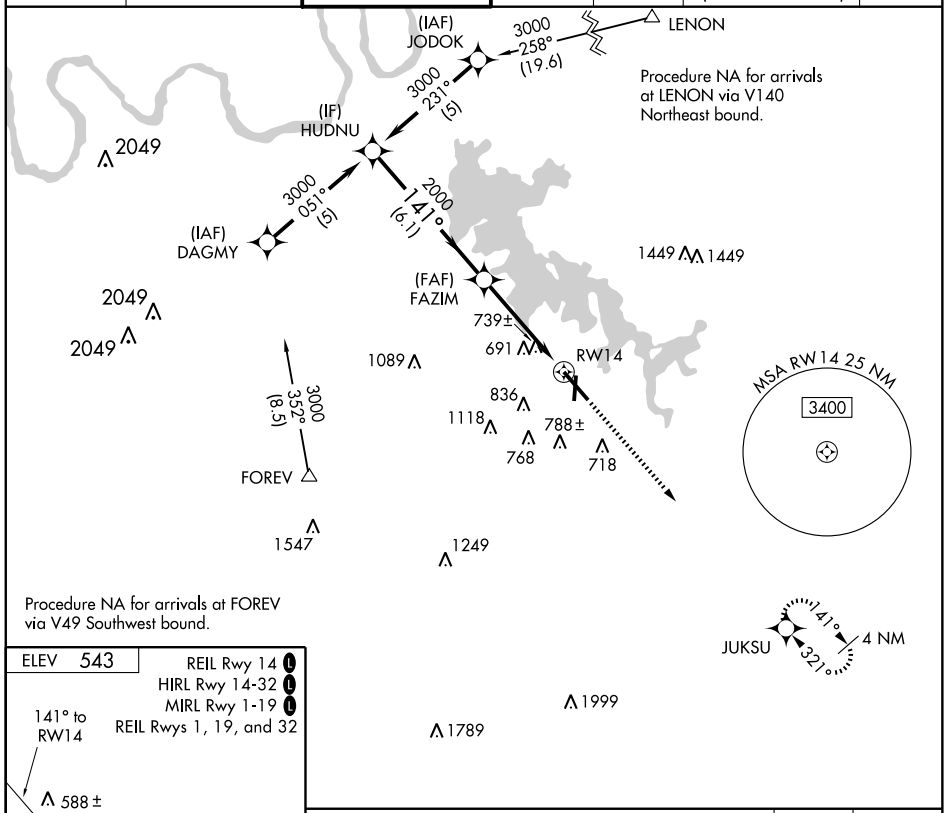
APP CRS	Rwy Idg	8048
141°	TDZE	543
	Apt Elev	543

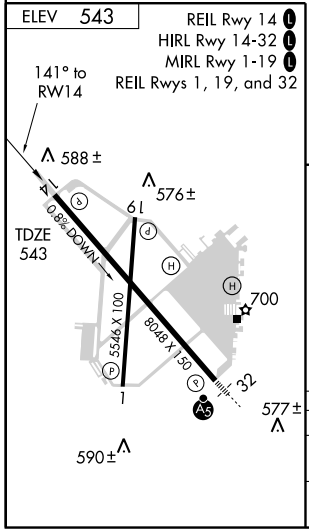
RNAV (GPS) RWY 14
SMYRNA (MQY)

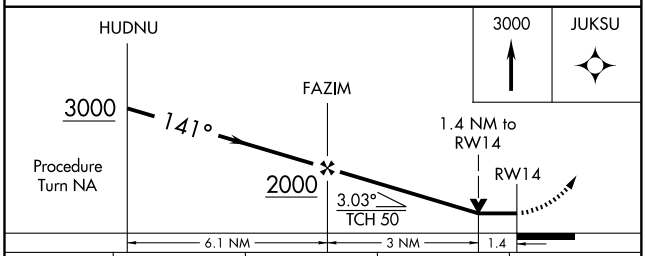
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibilites ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JUKSU and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	1040-1 497 (500-1)		1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 93512 W32A	APP CRS 321°	Rwy Idg 8048 TDZE 517 Apt Elev 543

RNAV (GPS) RWY 32

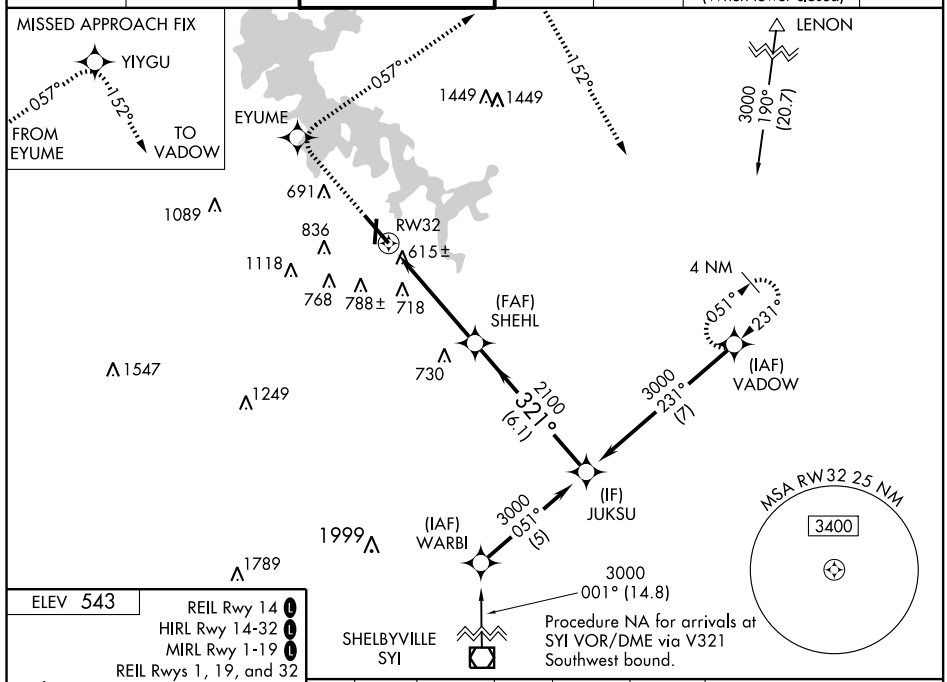
SMYRNA (MQY)

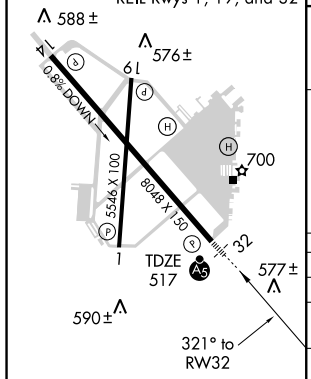
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 872 feet, LNAV/VNAV DA to 1047 feet, and all MDA 40 feet; increase LPV visibility ¼ mile all Cats, and Circling visibility Cat C ¼ mile. For inoperative MALSR when using Nashville Intl altimeter setting, increase LPV visibility to 1¼ mile all Cats.

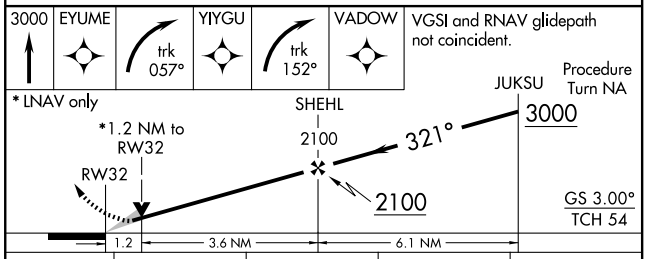
MALSR

MISSED APPROACH: Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







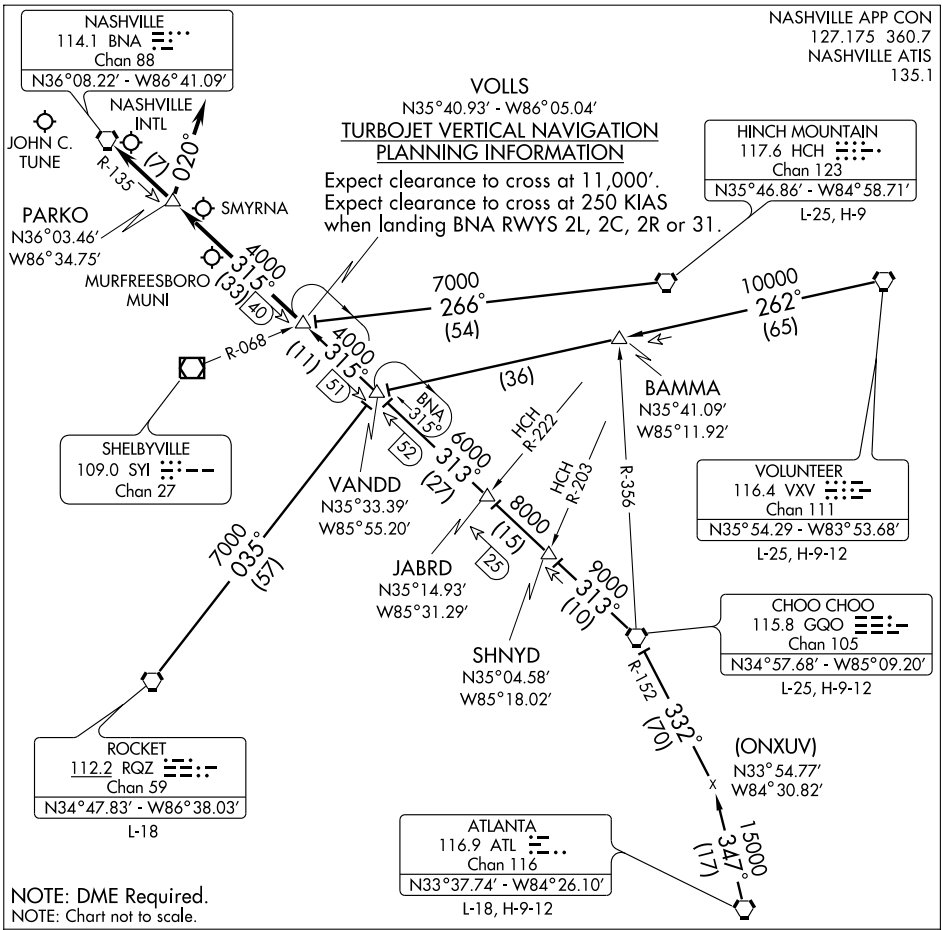
CATEGORY	A	B	C	D
LPV DA	840-½ 323 (400-½)			
LNAV/VNAV DA	1015-1¼ 498 (500-1¼)			
LNAV MDA	960-½ 443 (500-½)		960-¾ 443 (500-¾)	960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VOLLS SEVEN ARRIVAL (VOLLS.VOLLS7)

ST-282 (FAA)

NASHVILLE, TENNESSEE



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. LANDING SOUTH: From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. NON-TURBINE; all runways: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

SE-1, 17 DEC 2009 to 14 JAN 2010

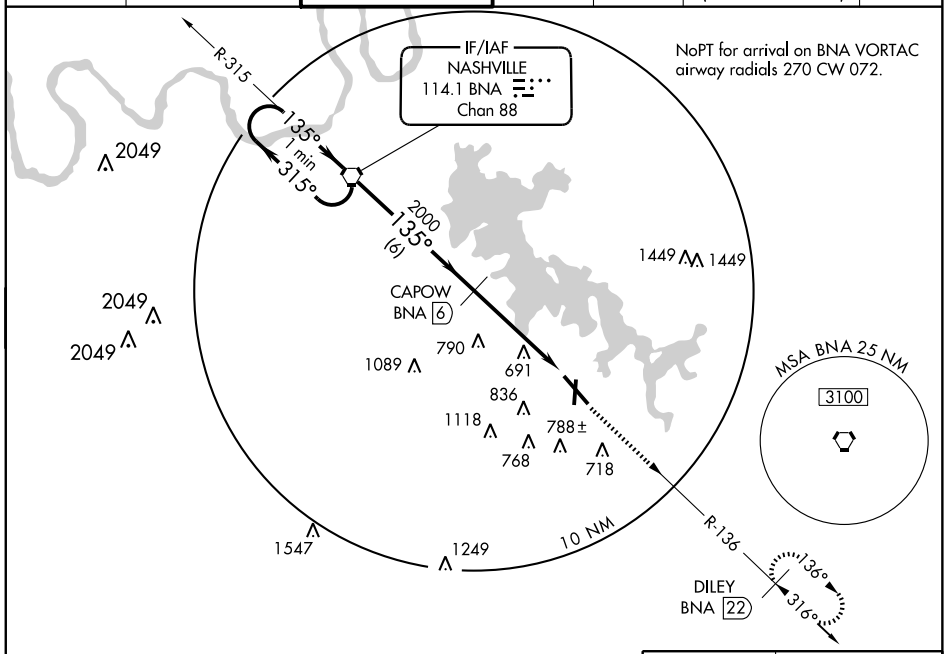
VORTAC BNA	APP CRS	Rwy Idg	8048
114.1	135°	TDZE	543
Chan 88		Apt Elev	543

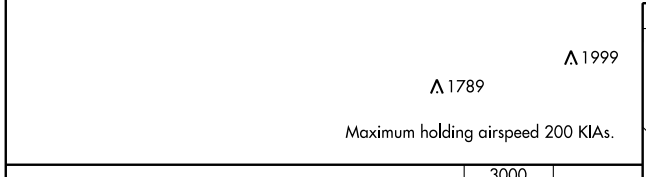
VOR/DME RWY 14
SMYRNA (MQY)

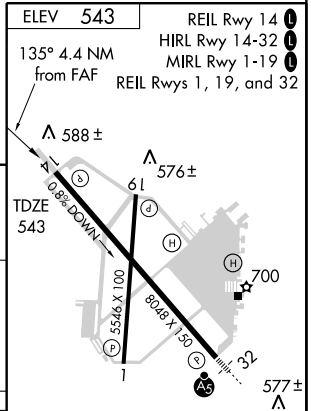
Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-14	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC BNA	APP CRS	Rwy Idg	8048
114.1	316°	TDZE	517
Chan 88		Apt Elev	543

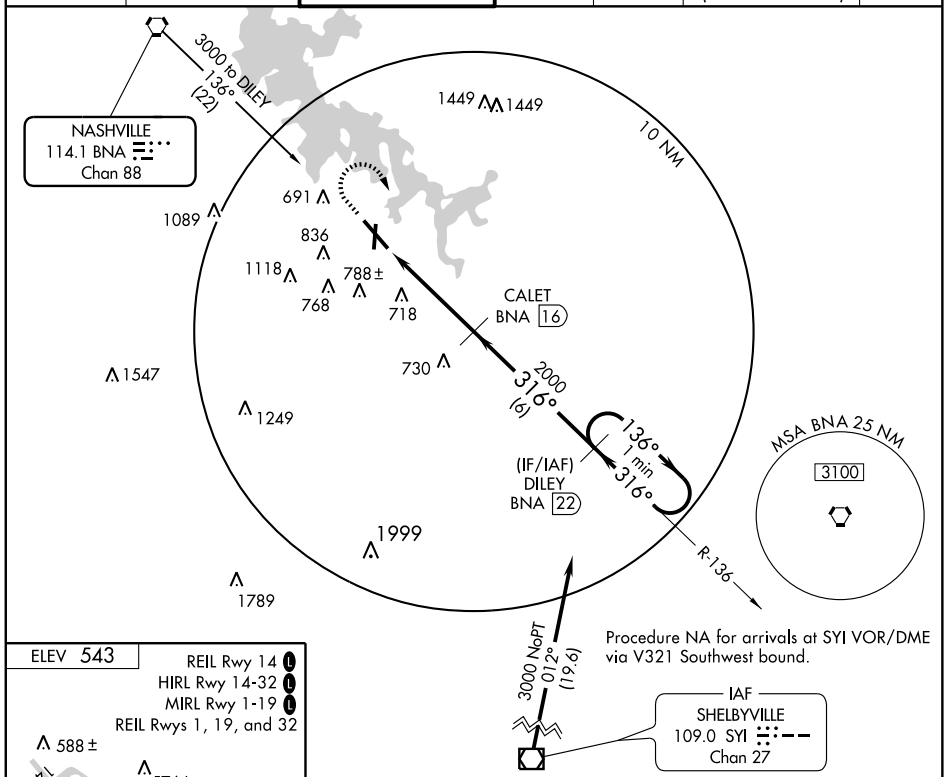
VOR/DME RWY 32
SMYRNA (MQY)

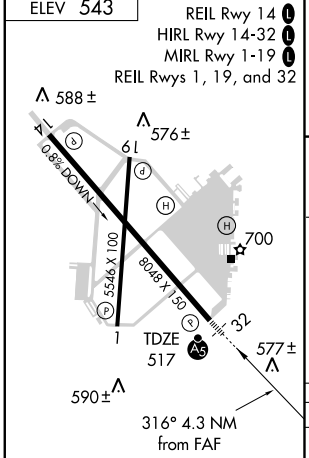
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, S-32 Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

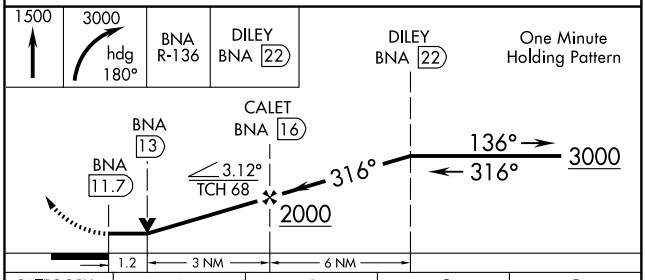
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and BNA R-136 to DILEY 22 DME and hold.

ASOS	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	NASHVILLE CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-32	980-½ 463 (500-½)		980-¾ 463 (500-¾)	980-1 463 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB FYE	APP CRS		
255	179°	Rwy Idg	5000
		TDZE	431
		Apt Elev	436

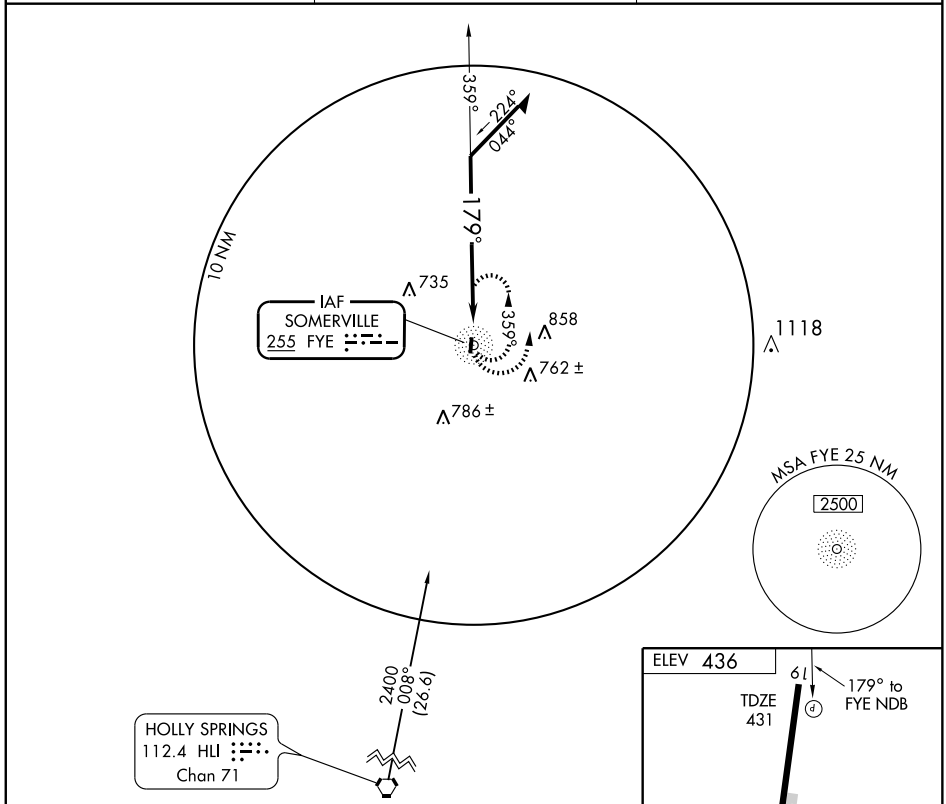
NDB RWY 19

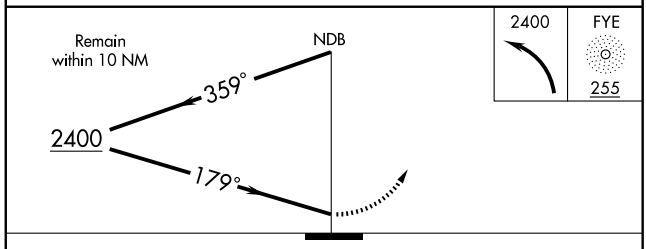
SOMERVILLE/FAYETTE COUNTY (FYE)

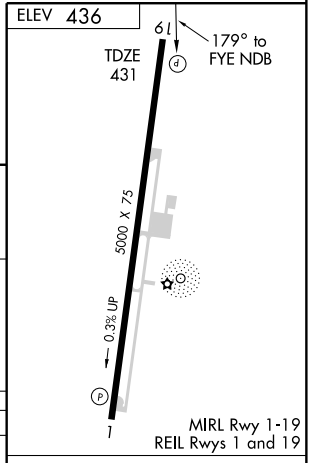
NA

MISSED APPROACH: Climbing left turn to 2400 in FYE NDB holding pattern.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9







CATEGORY	A	B	C	D
S-19	1100-1 669 (700-1)		1100-1¾ 669 (700-1¾)	NA
CIRCLING	1100-1 664 (700-1)		1100-1¾ 664 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
188°	TDZE	431
	Apt Elev	436

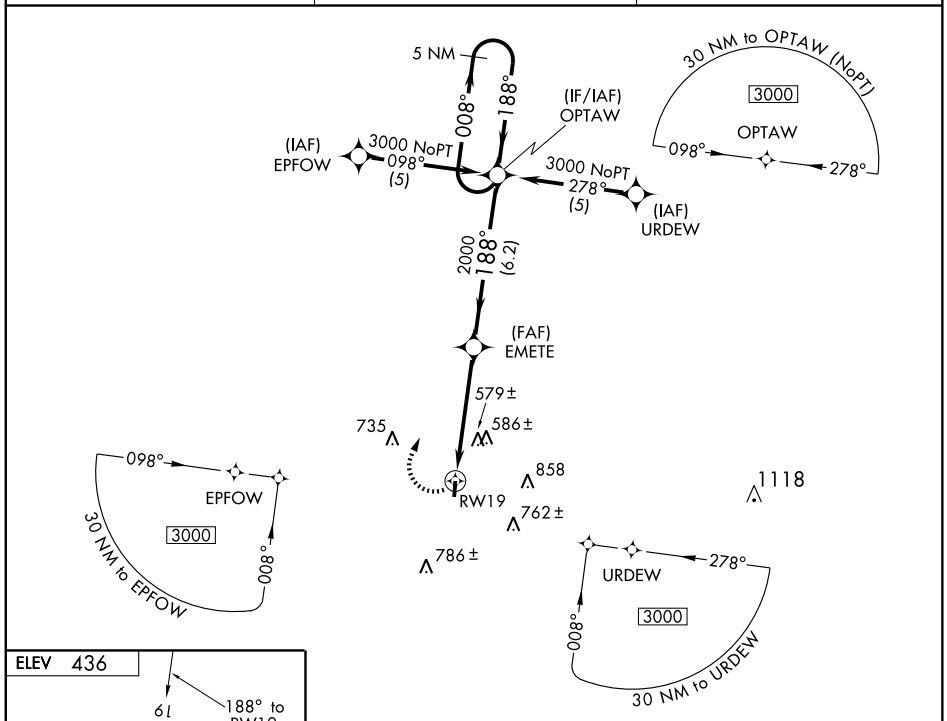
RNAV (GPS) RWY 19

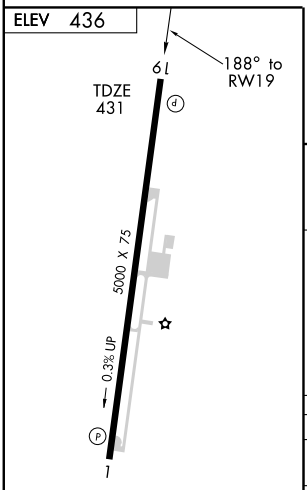
SOMERVILLE/FAYETTE COUNTY (FYE)

T A NA — If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.

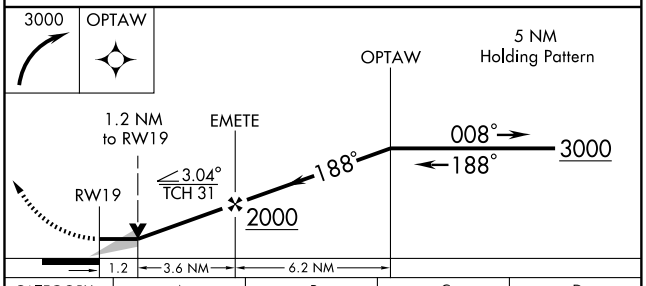
MISSED APPROACH: Climbing right turn to 3000 direct OPTAW and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	840-1 409 (500-1)		840-1¼ 409 (500-1¼)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC/DME I-SRB	APP CRS	Rwy Idg	6005
110.1	038°	TDZE	1021
Chan 38		Apt Elev	1025

ILS or LOC RWY 4

SPARTA/ UPPER CUMBERLAND RGNL (SRB)

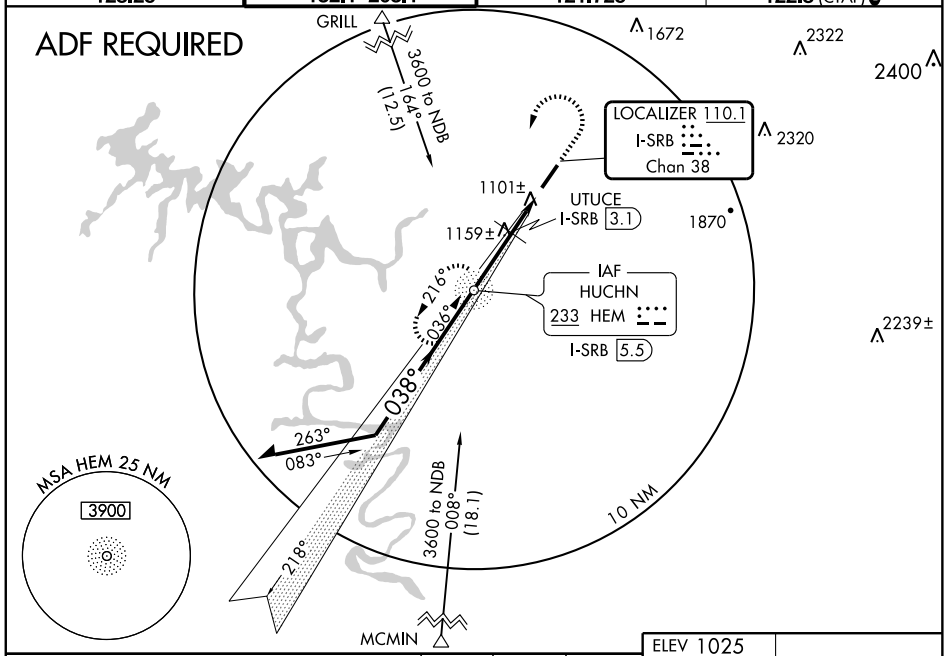
ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile, Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.

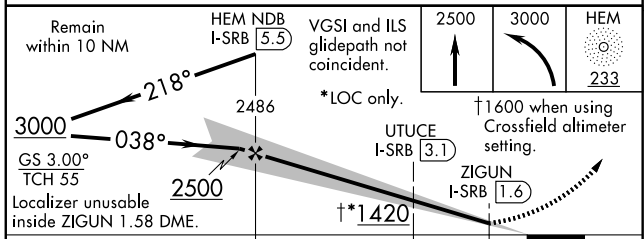
NA

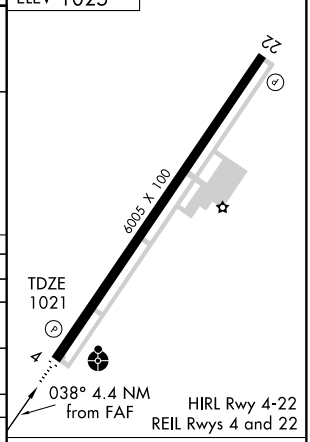
ODALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	1221-¾ 200 (200-¾)			
S-LOC 4	1420-¾ 399 (400-¾)			1420-1¼ 399 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)
UTUCE FIX MINIMUMS				
S-LOC 4	1360-¾ 339 (400-¾)			1360-1¼ 339 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB HEM	APP CRS	Rwy Idg	6005
233	036°	TDZE	1021
		Apt Elev	1025

NDB RWY 4

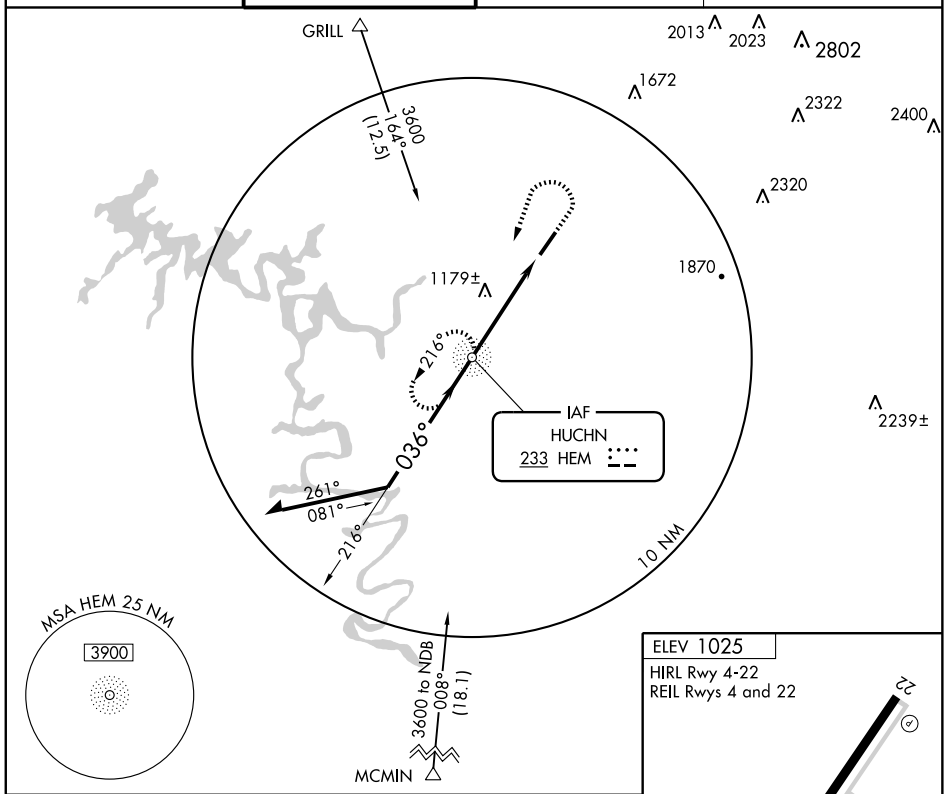
SPARTA / UPPER CUMBERLAND RGNL (SRB)

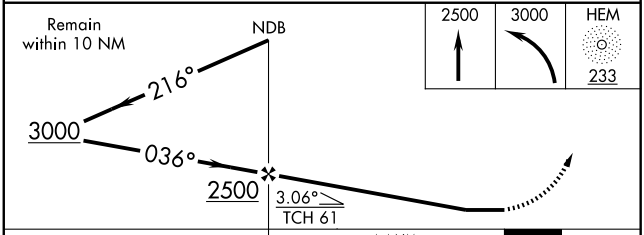
▼ ▲ NA — Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility ½ mile. Increase Circling Cat. C/D visibility ¼ mile.

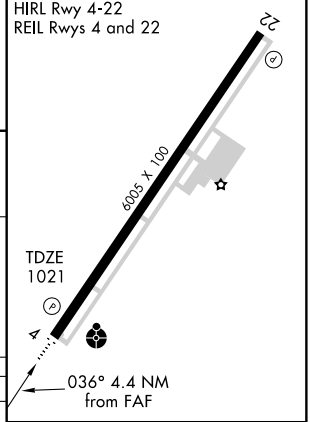
ODALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1480-¾ 459 (500-¾)		1480-1¼ 459 (500-1¼)	1480-1½ 459 (500-1½)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6005
CH 82210	038°	TDZE	1021
W04A		Apt Elev	1025

RNAV (GPS) RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

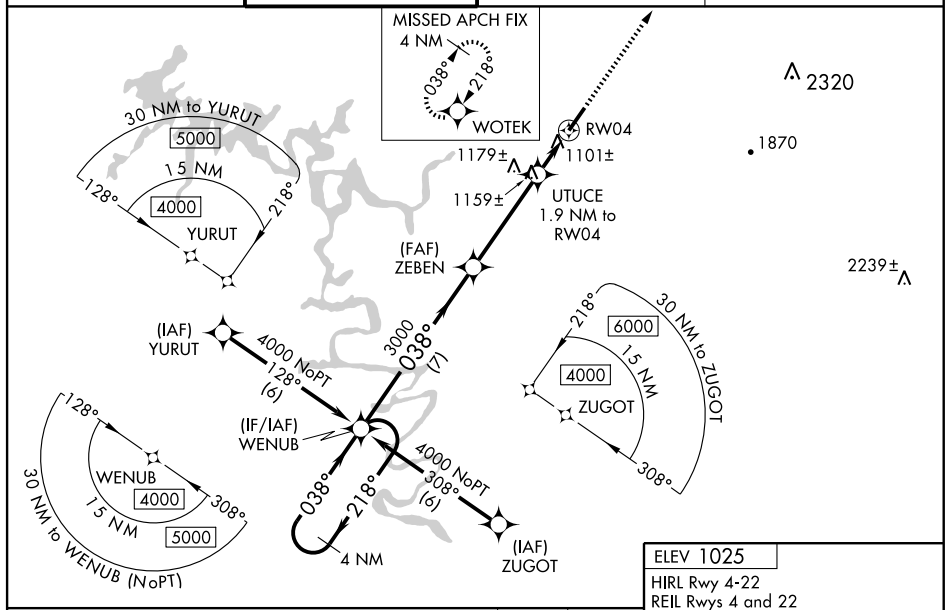
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

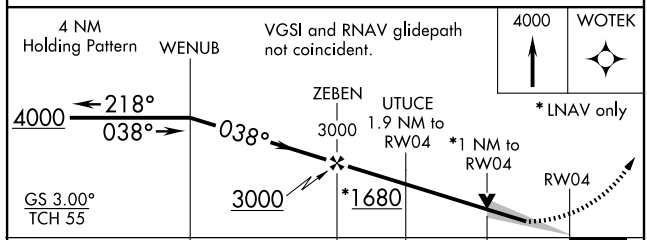
NA

ODALS

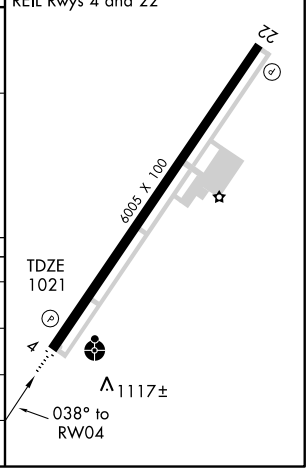
MISSED APPROACH: Climb to 4000 direct WOTEK and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1221-¾ 200 (200-¾)			
LNAV/VNAV DA	1396-1¼ 375 (400-1¼)			
LNAV MDA	1380-¾ 359 (400-¾)			1380-1¼ 359 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	6005
CH 82311	218°	TDZE	1025
W22A		Apt Elev	1025

RNAV (GPS) RWY 22

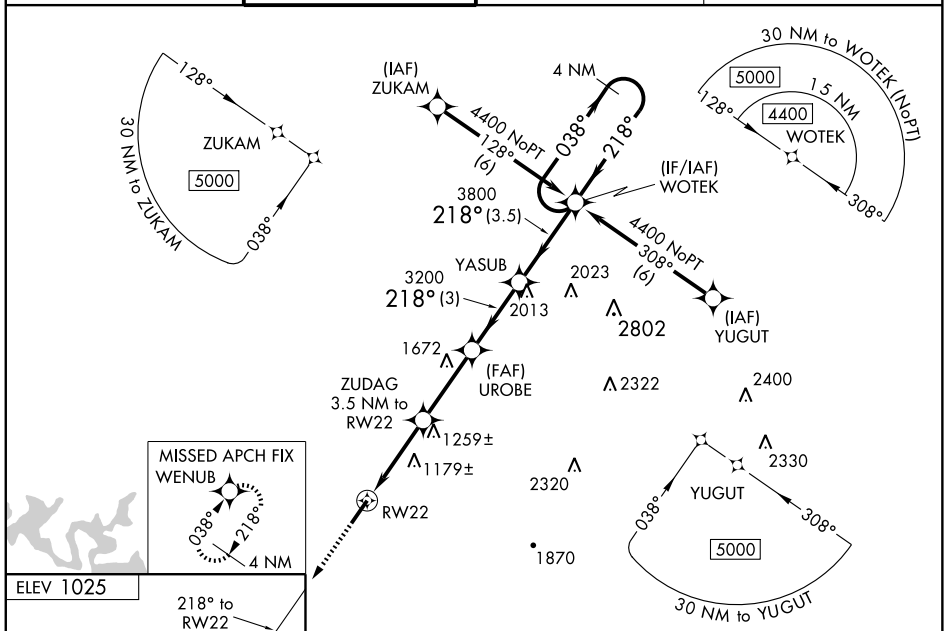
SPARTA / UPPER CUMBERLAND RGNL (SRB)

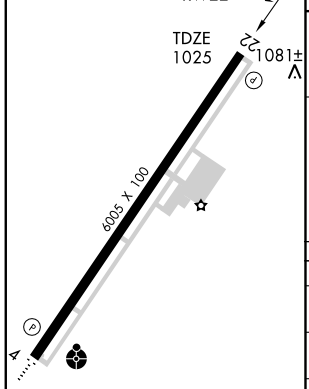
T
NA

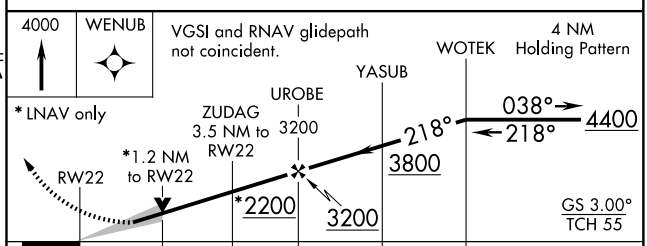
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WENUB and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
128.25	132.1 263.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1275-¾ 250 (300-¾)			
LNAV/VNAV DA	1461-1½ 436 (500-1½)			
LNAV MDA	1440-1 415 (500-1)		1440-1¼ 415 (500-1¼)	
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

HIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-ONE	APP CRS	Rwy Idg	5005
109.7	036°	TDZE	700
		Apt Elev	707

LOC RWY 4

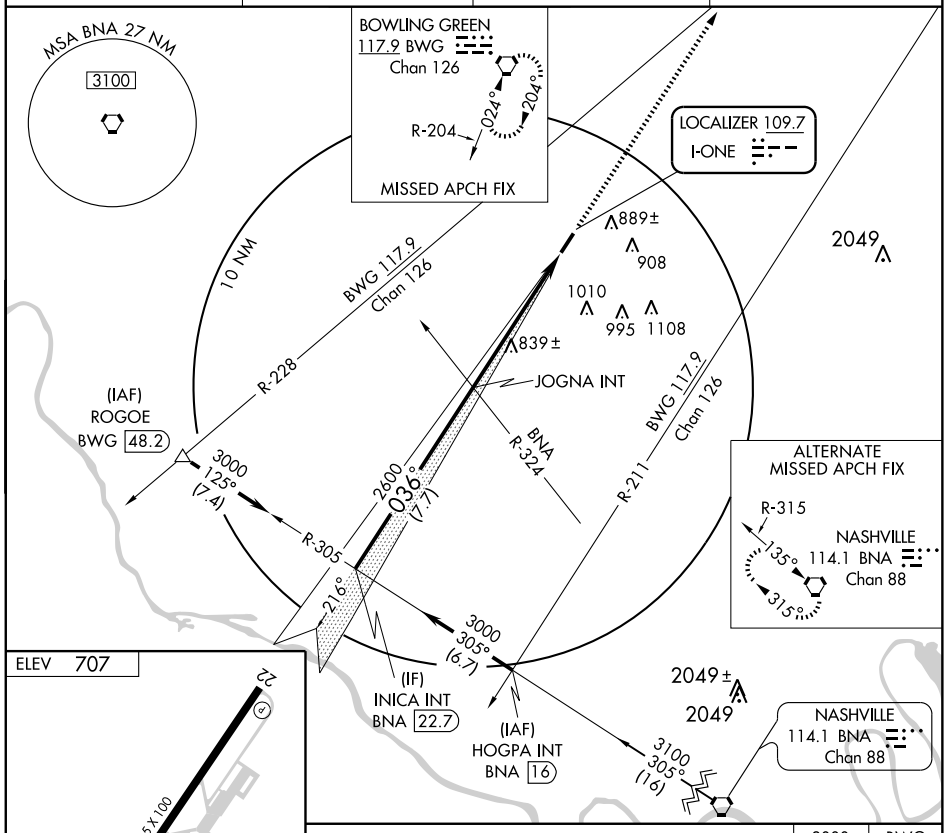
SPRINGFIELD ROBERTSON COUNTY (M91)

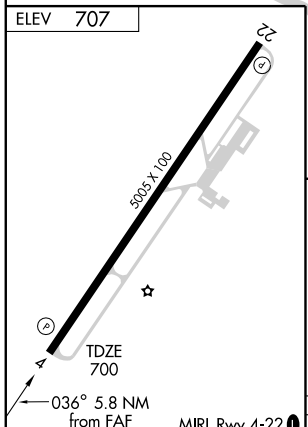
T
NA

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.

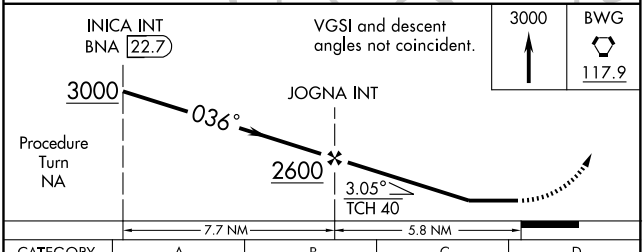
MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-4	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5005
036°	TDZE	700
	Apt Elev	707

RNAV (GPS) RWY 4

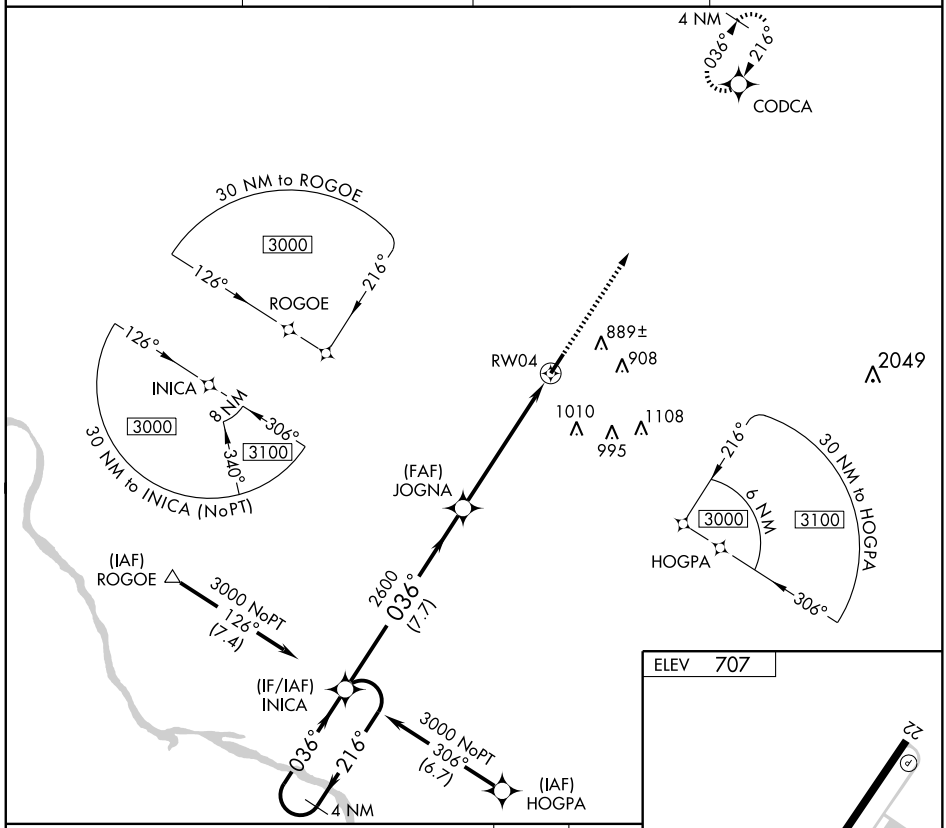
SPRINGFIELD ROBERTSON COUNTY (M91)

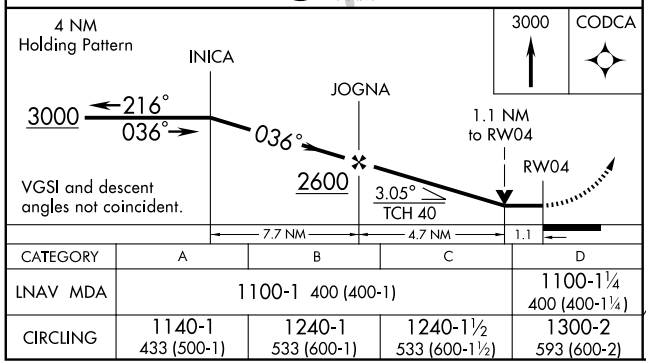
NA

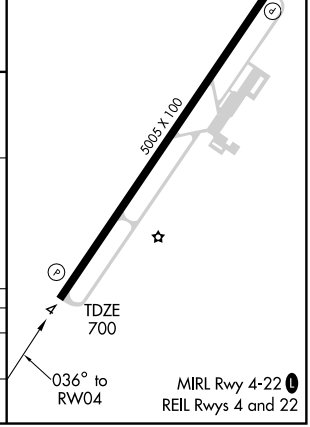
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5005
216°	TDZE	707
	Apt Elev	707

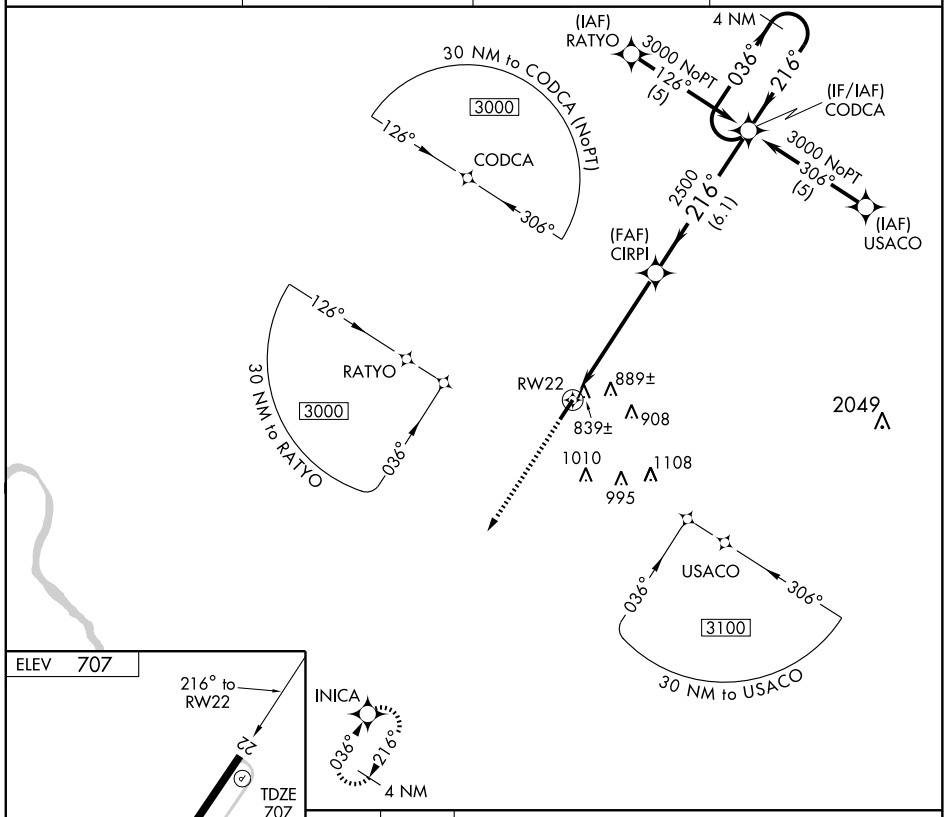
RNAV (GPS) RWY 22

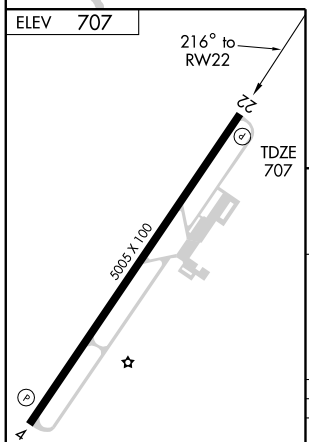
SPRINGFIELD ROBERTSON COUNTY (M91)

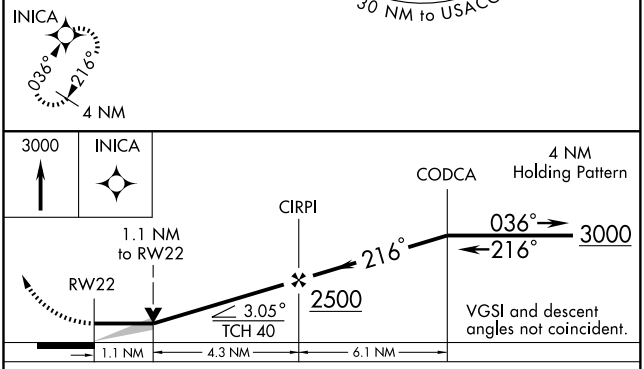
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
120.675	119.35 385.55	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4800
008°	TDZE	359
	Apt Elev	359

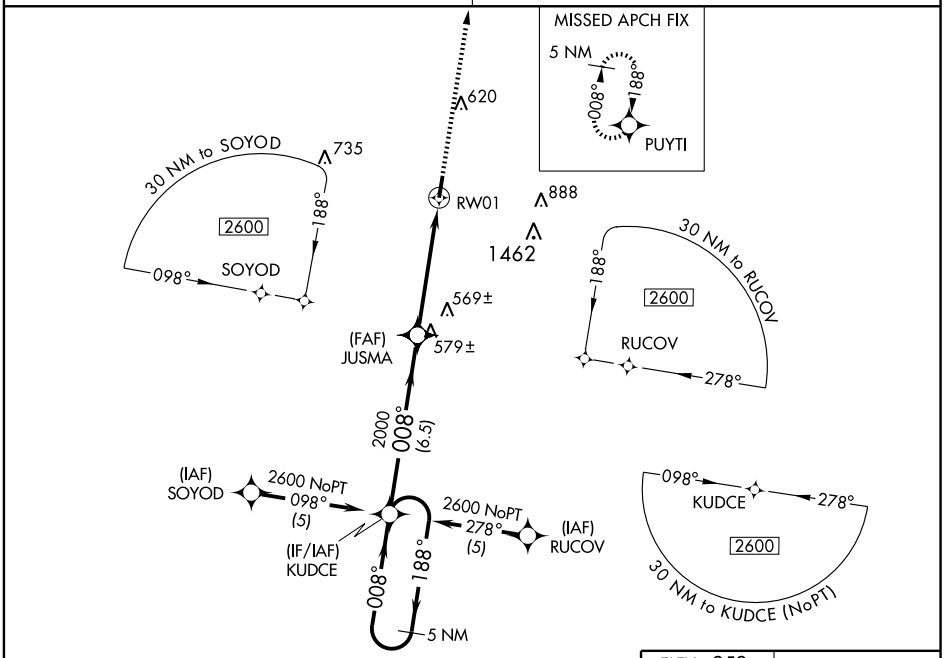
RNAV (GPS) RWY 1

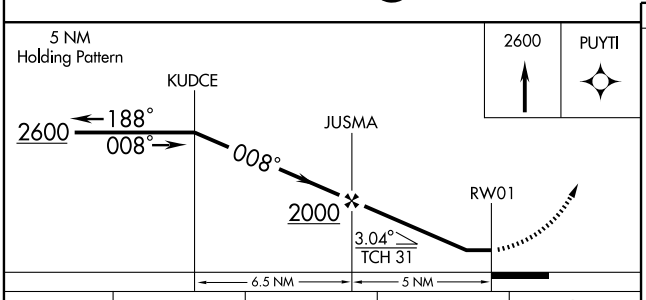
TRENTON /GIBSON COUNTY (TGC)

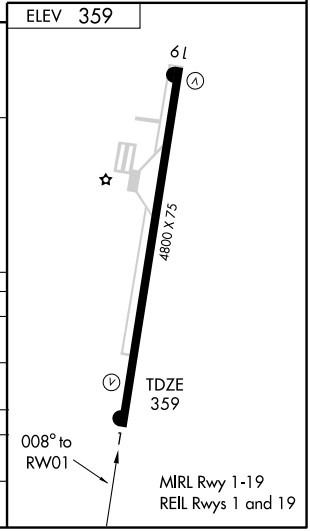
Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
NA Straight-in minimums NA at night. Circling to Rwy 1 NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1 461 (500-1)		820-1¼ 461 (500-1¼)	820-1½ 461 (500-1½)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4800
188°	TDZE	357
	Apt Elev	359

RNAV (GPS) RWY 19

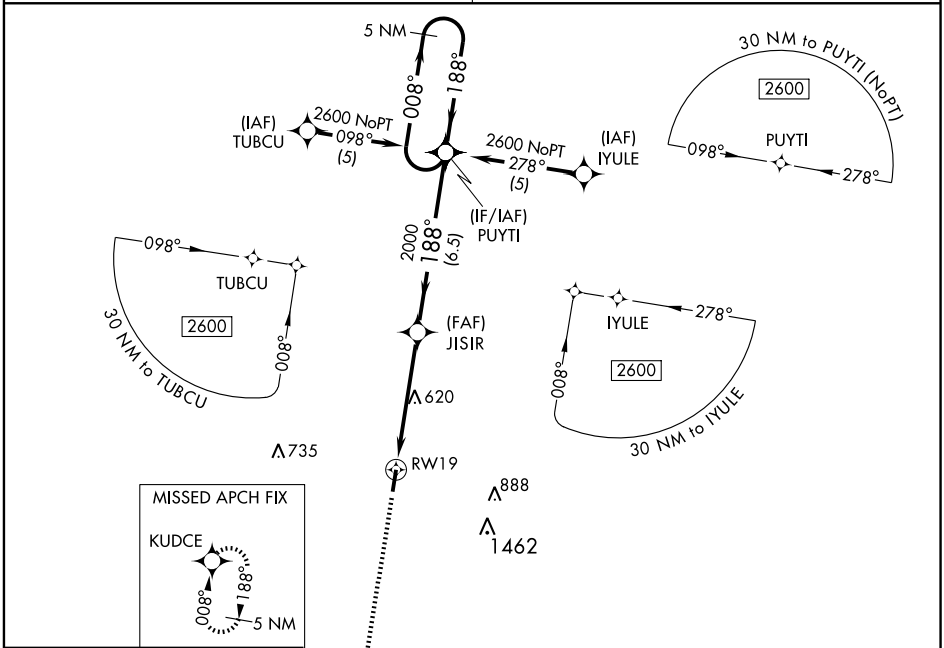
TRENTON /GIBSON COUNTY (TGC)

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

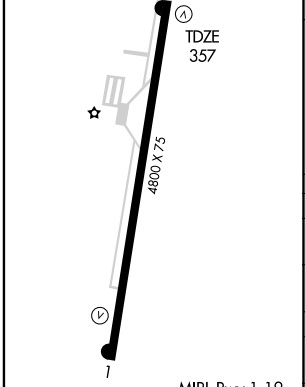
NA

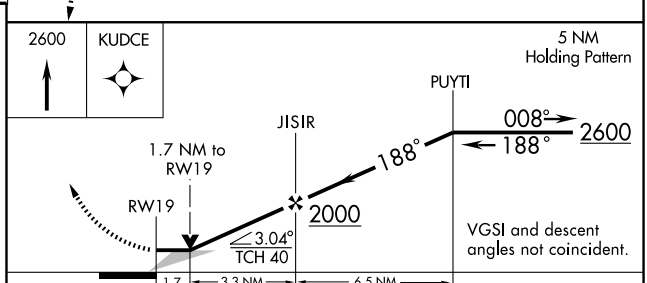
MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)



ELEV 359





CATEGORY	A	B	C	D
LNAV MDA	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	980-1 623 (700-1)		980-1¾ 623 (700-1¾)	980-2 623 (700-2)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	100°	TDZE	N/A
Chan 115		Apt Elev	359

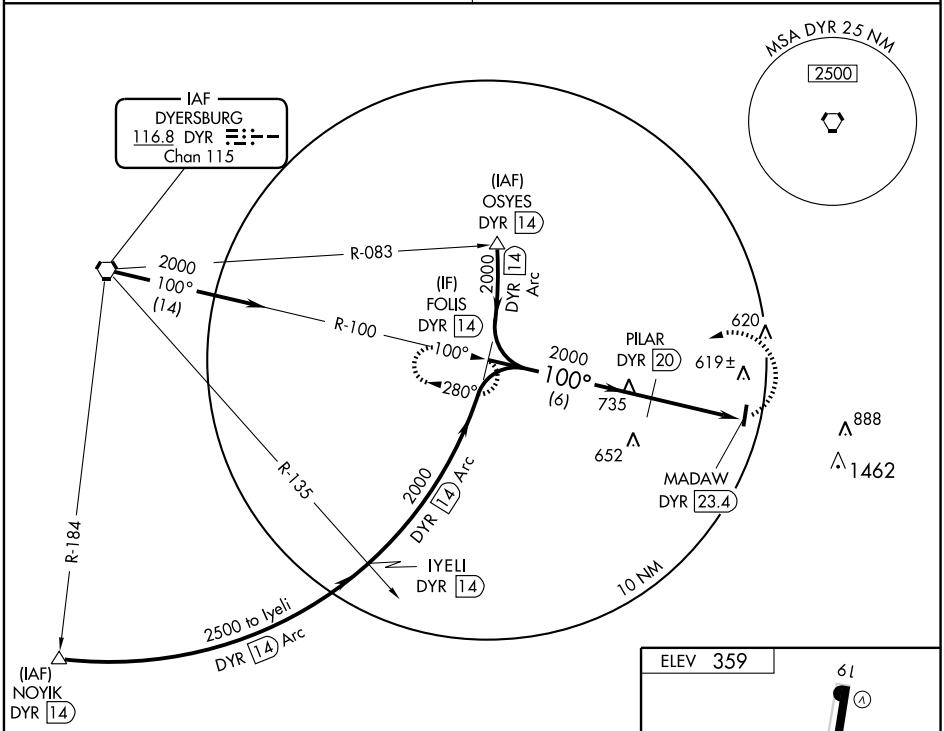
VOR/DME-A

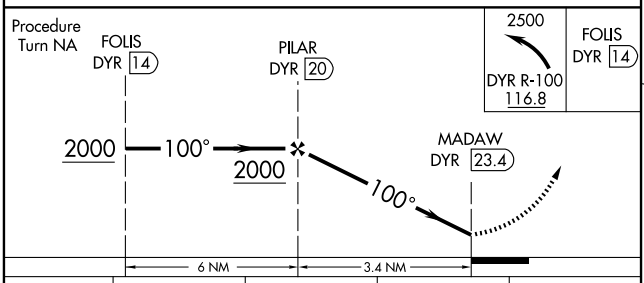
TRENTON /GIBSON COUNTY (TGC)

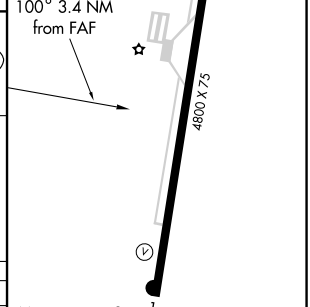
Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 3

APCH CRS	Rwy ldg	6000
027°	TDZE	1065
	Arpt Elev	1065

AL-5731 [USAF]

ARNOLD AFB (AYX)

* Circling not authorized W of Rwy 3-21.
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climbing to 3100 direct HASGO and hold.

MEMPHIS CENTER	ATIS/UNICOM ★
126.75 353.5	126.2 257.975

FOR MILITARY USE ONLY

SHELBYVILLE
109.0 SYI
Chan 27

1382
1158
RW03
1125
1291
1283
(FAF)
WINOX
3100
161°
(19.5)
(IAF)
ZASEN
NoPT
3100
117°
(6)
2600
027°
(6)
MSA RW03 25 NM
3500
EMERG SAFE ALT 100 NM
5600 FROM RW03
HASGO
5 NM
207°
027°
Max holding
265 KIAS

ELEV 1065
HIRL Rwy 3-21
21
6000 x 150
3
TDZE
1065
027°to RW03

ZASEN
3100
117°
HASGO
3100
027°
WINOX
2600
1.2 NM
to RW03
RW03
2.81°
TCH 45
6 NM
6 NM
5 NM

3100
HASGO

CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)		1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)		1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

RNAV (GPS) RWY 21

APCH CRS	Rwy ldg	6000
207°	TDZE	1065
	Arpt Elev	1065

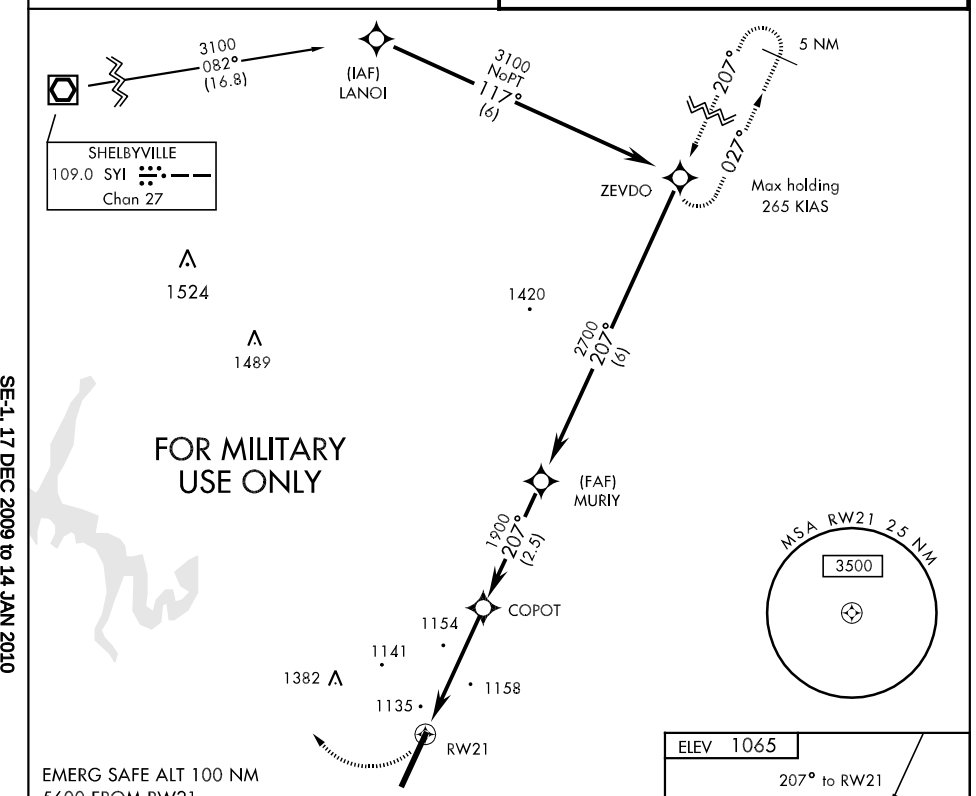
AL-5731 [USAF]

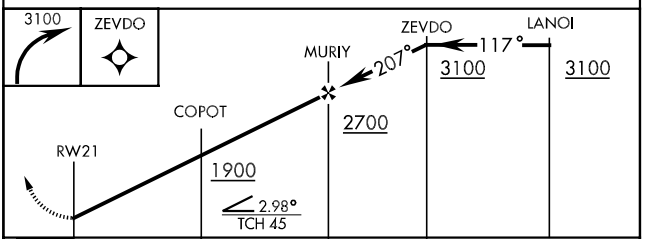
ARNOLD AFB (AYX)

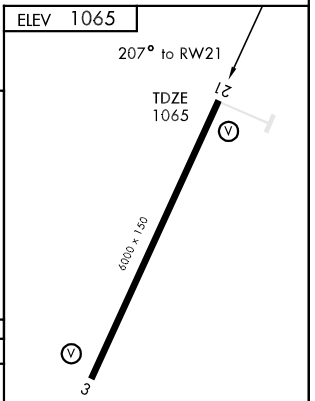
* Circling not authorized W of Rwy 3-21.
DME/DME RNP-0.3 NA

MISSED APPROACH: Turn right climbing to 3100 direct ZEVDO and hold.

MEMPHIS CENTER	ATIS/UNICOM *
126.75 353.5	126.2 257.975







CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)		1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)		1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

VOR-A

VOR UXM 109.65	APCH CRS 088°	Rwy Idg 6000 TDZE 1065 Arpt Elev 1065

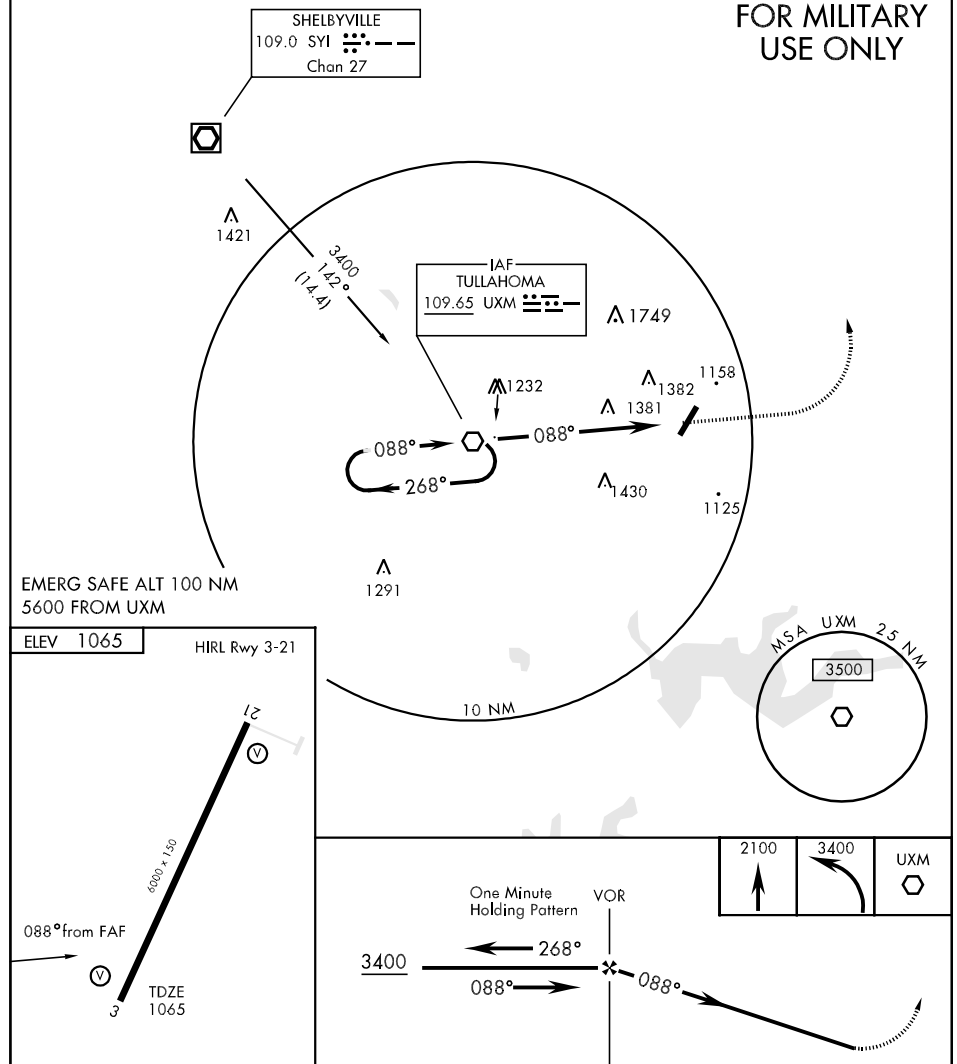
AL-5731 [USAF]

ARNOLD AFB (AYX)

MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

MEMPHIS CENTER	ATIS/UNICOM ★
126.75 353.5	126.2 257.975

FOR MILITARY USE ONLY



FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
CIRCLING	1740-1 675 (700-1)		1740-2 675 (700-2)	1740-2¼ 675 (700-2 ¼)

SE-1, 17 DEC 2009 to 14 JAN 2010

NDB ULH	APP CRS	Rwy Idg	5002
332	184°	TDZE	1082
		Apt Elev	1083

NDB RWY 18

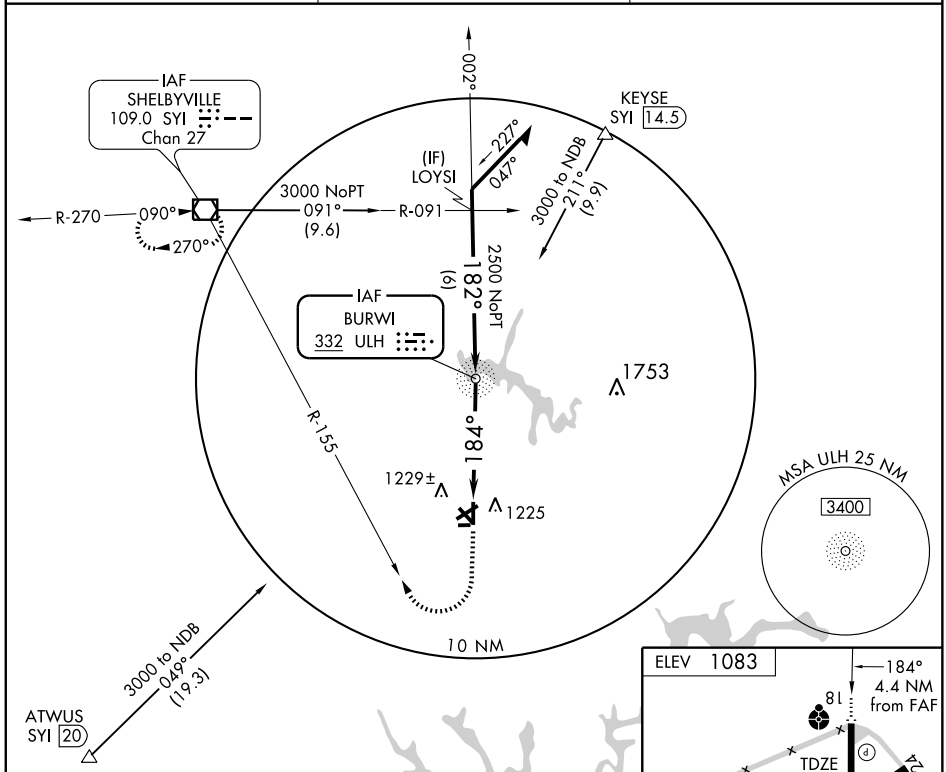
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

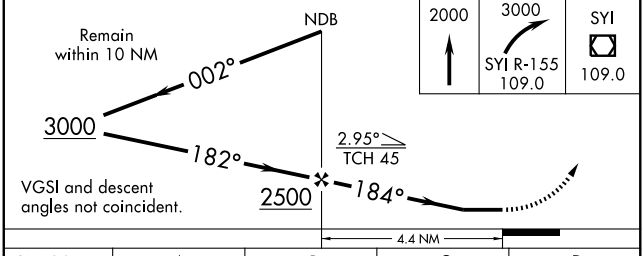
▼ NA — If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C.

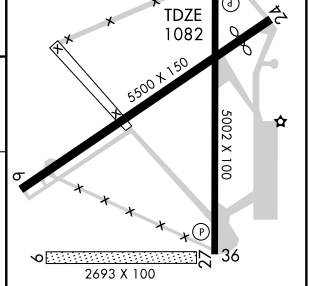
ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-155 to SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1540-¾	458 (500-¾)	1540-1¼ 458 (500-1¼)	1540-1½ 458 (500-1½)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
061°	Rwy Idg	5500
	TDZE	1082
	Apt Elev	1083

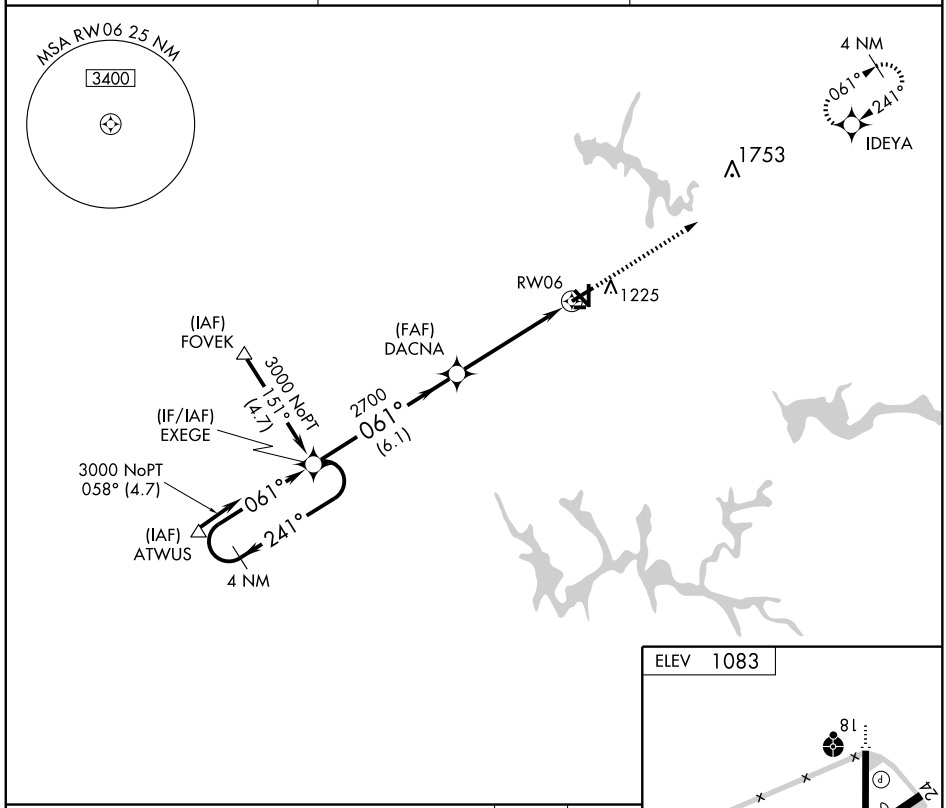
RNAV (GPS) RWY 6

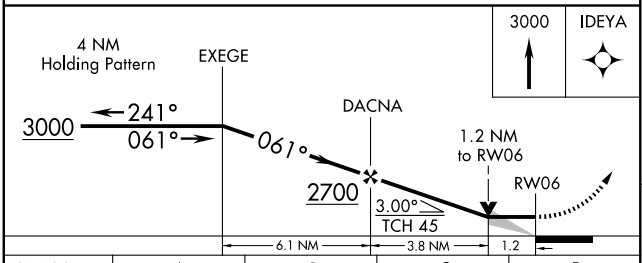
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

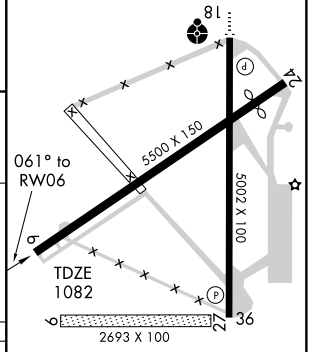
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
183°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 18

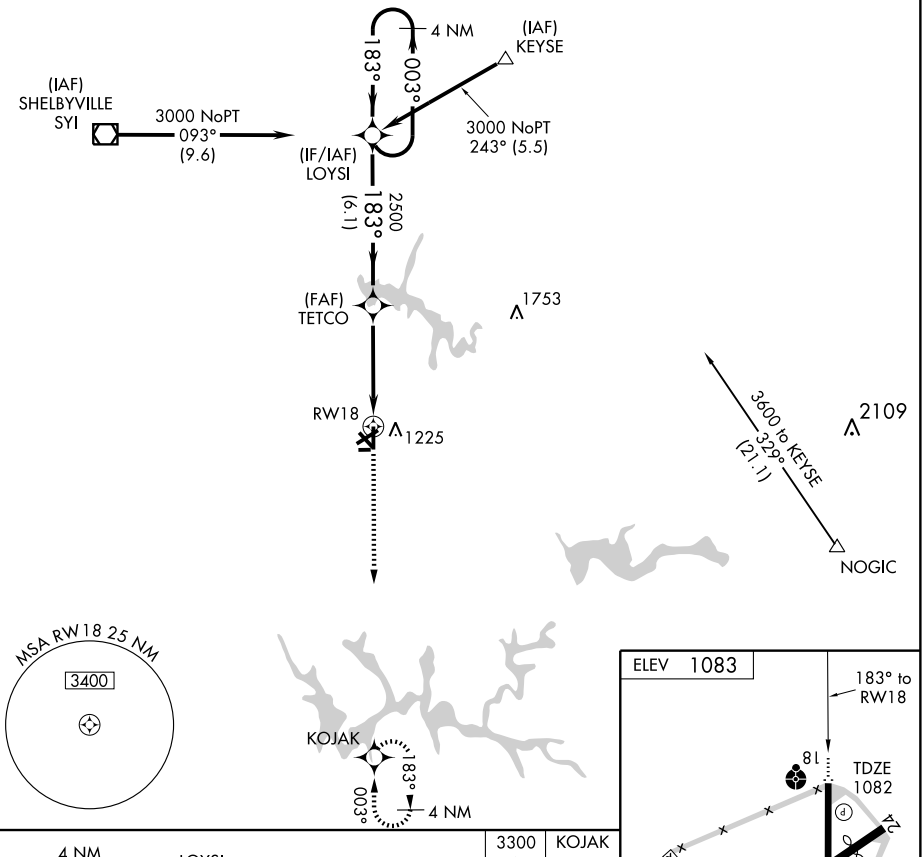
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

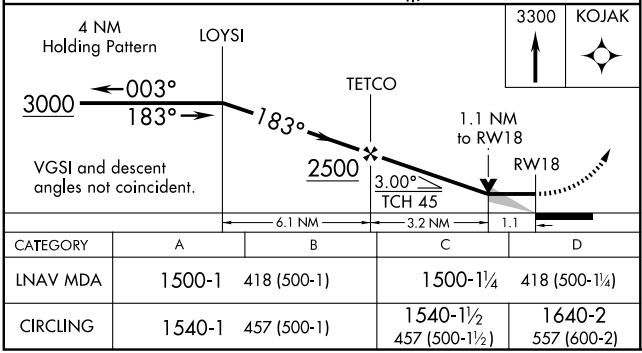
DME/DME RNP-0.3 NA. Inoperative table does not apply. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

ODALS

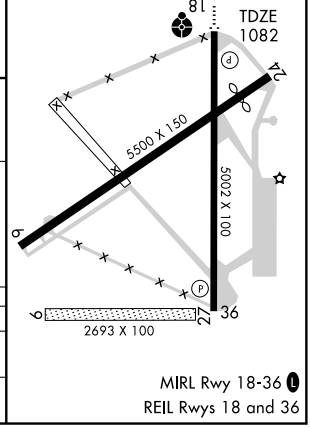
MISSED APPROACH: Climb to 3300 direct KOJAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)



MIRL Rwy 18-36 L

REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4999
241°	TDZE	1082
	Apt Elev	1083

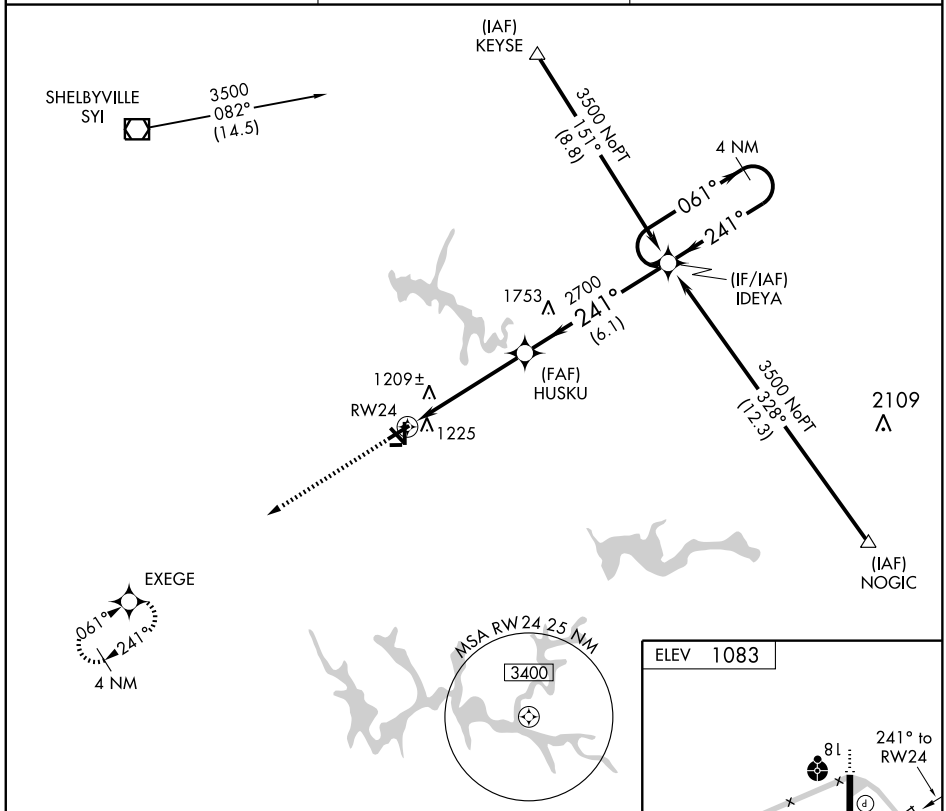
RNAV (GPS) RWY 24

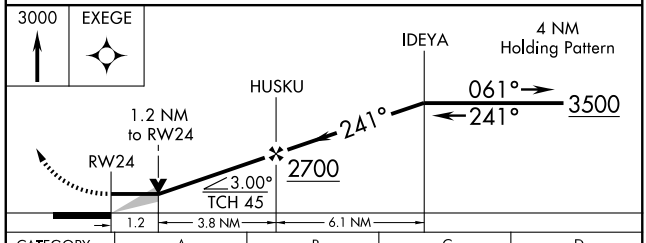
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

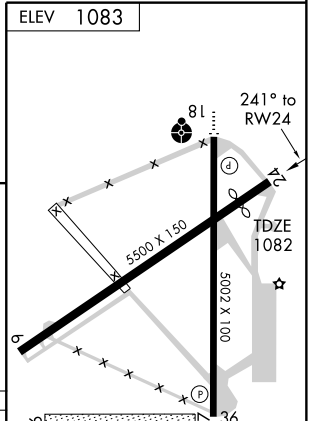
MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5002
003°	TDZE	1082
	Apt Elev	1083

RNAV (GPS) RWY 36

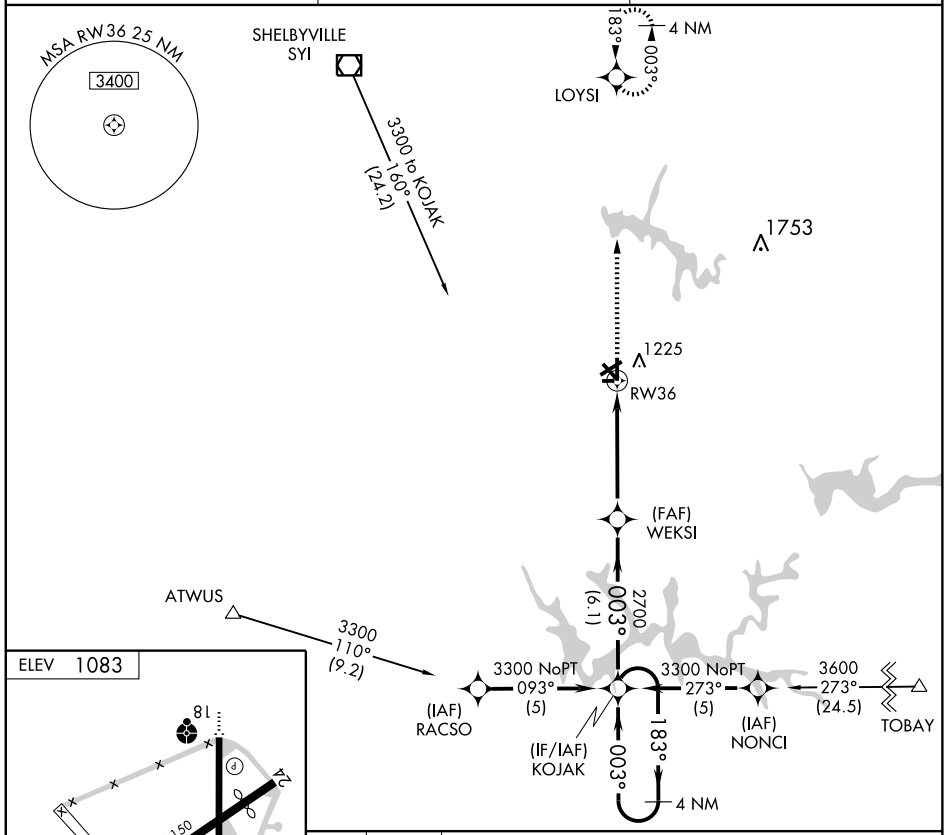
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

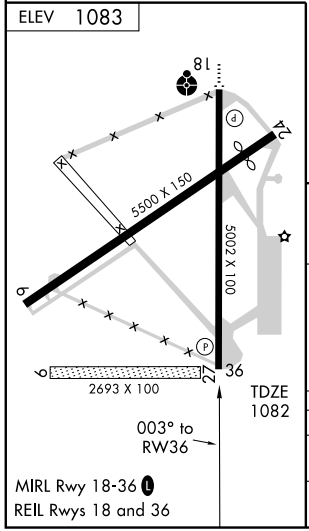
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimus NA at night. Circling to Rwy 9-27 NA at night. VDP NA when using Nashville altimeter setting.

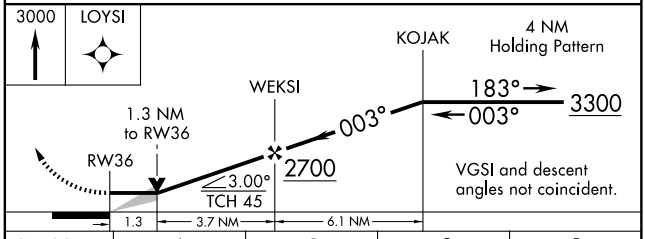
NA

MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 398 (400-1)			1480-1¼ 398 (400-1¼)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

SDF	THA	APP CRS	Rwy Idg	5002
	110.9	183°	TDZE	1082
			Apt Elev	1083

SDF RWY 18

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

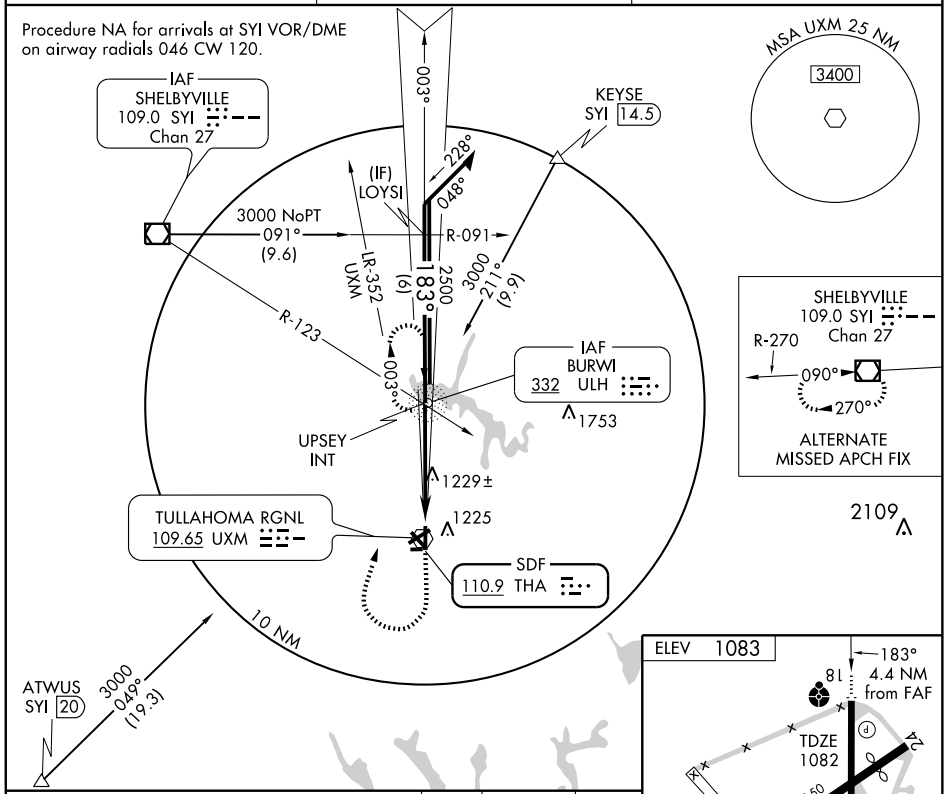
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C visibility ¾ mile, Cat D ½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile. Inoperative table does not apply to S-18 Cat C when using Nashville Intl altimeter setting.

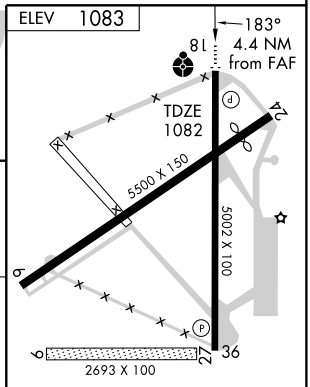
ODALS

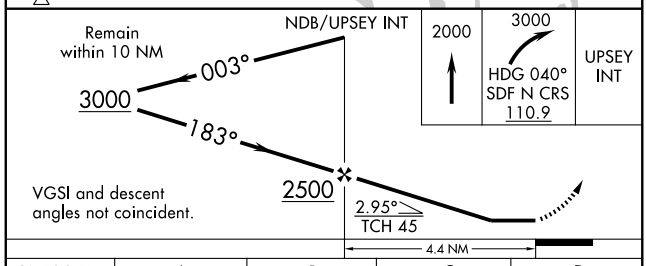
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and THA SDF N course to UPSEY INT and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L

Procedure NA for arrivals at SYI VOR/DME on airway radials 046 CW 120.







CATEGORY	A	B	C	D
S-18	1480-¾ 398 (400-¾)			1480-1¼ 398 (400-1¼)
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR UXM	APP CRS	Rwy Idg	5500
109.65	069°	TDZE	1082
		Apt Elev	1083

VOR RWY 6

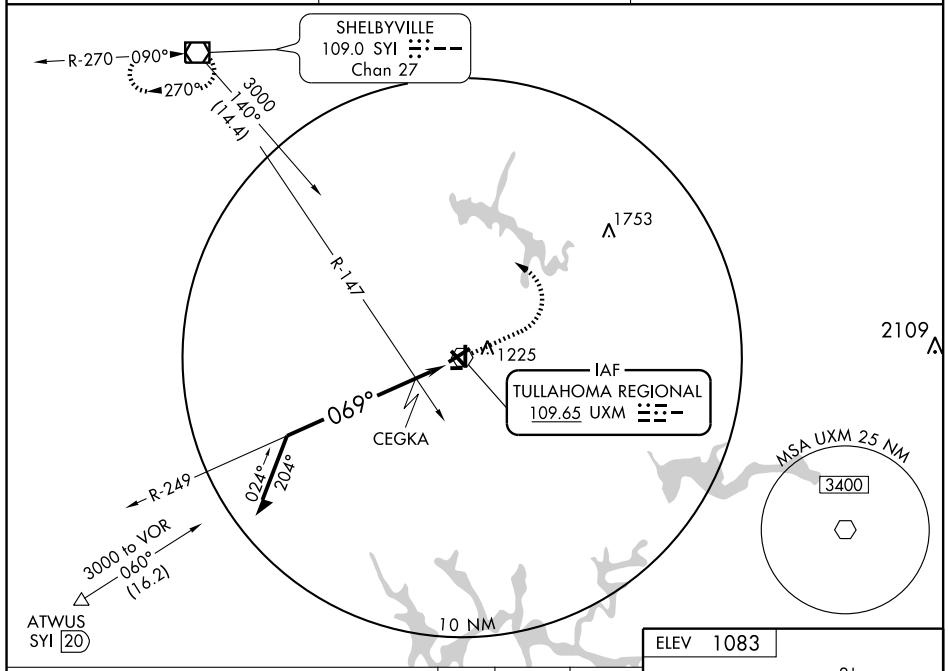
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

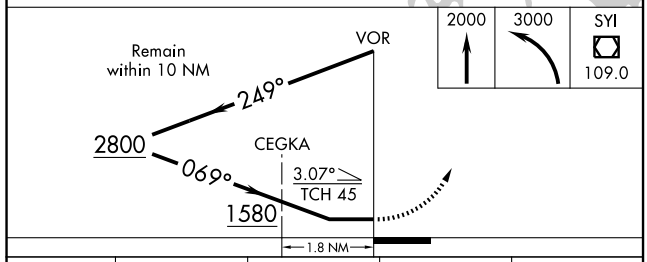
▼ NA

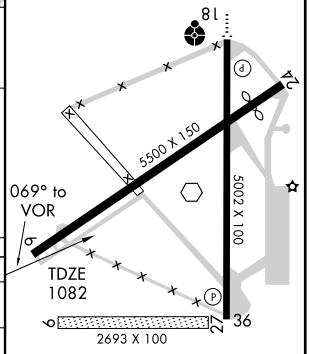
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.
CEGKA Fix minimums NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1580-1	497 (500-1)	1580-1½ 497 (500-1½)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

VOR UXM	APP CRS	Rwy Idg	4999
109.65	232°	TDZE	1082
		Apt Elev	1083

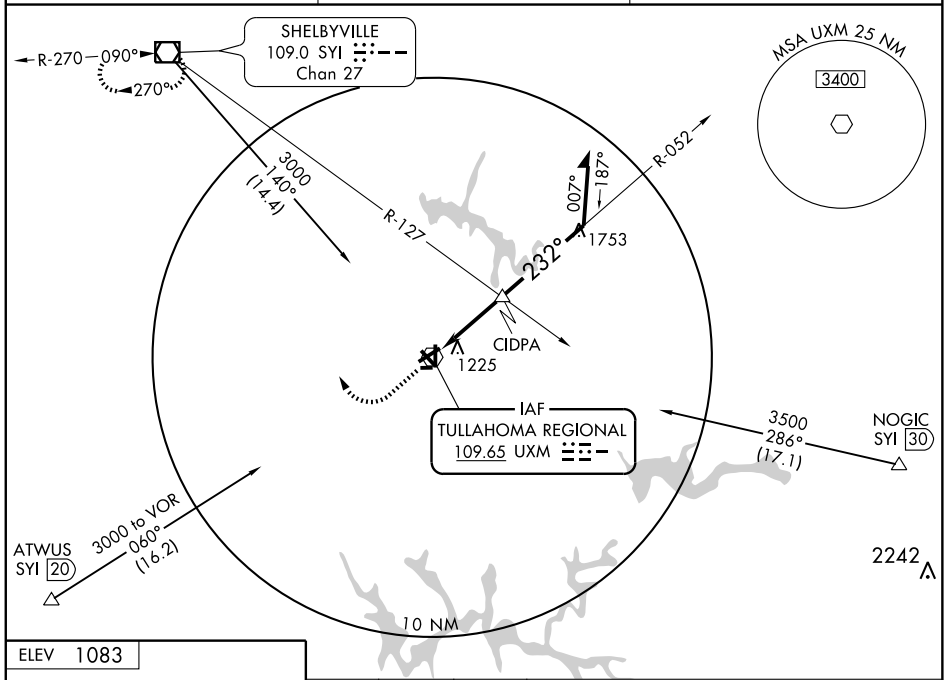
VOR RWY 24

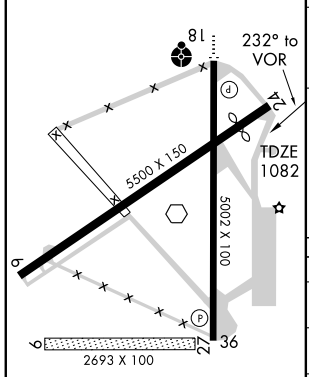
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

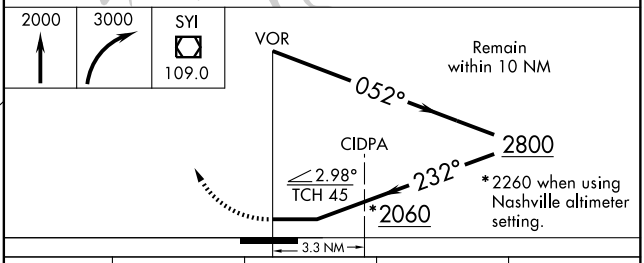
▼ NA — If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	126.75 353.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1 418 (500-1)		1500-1¼ 418 (500-1¼)	
CIRCLING	1540-1 457 (500-1)		1540-1½ 457 (500-1½)	1640-2 557 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1. 17 DEC 2009 to 14 JAN 2010

LOC I-UCY	APP CRS	Rwy Idg	5000
109.7	006°	TDZE	335
		Apt Elev	335

ILS or LOC RWY 1

UNION CITY/EVERETT-STEWART RGNL (UCY)

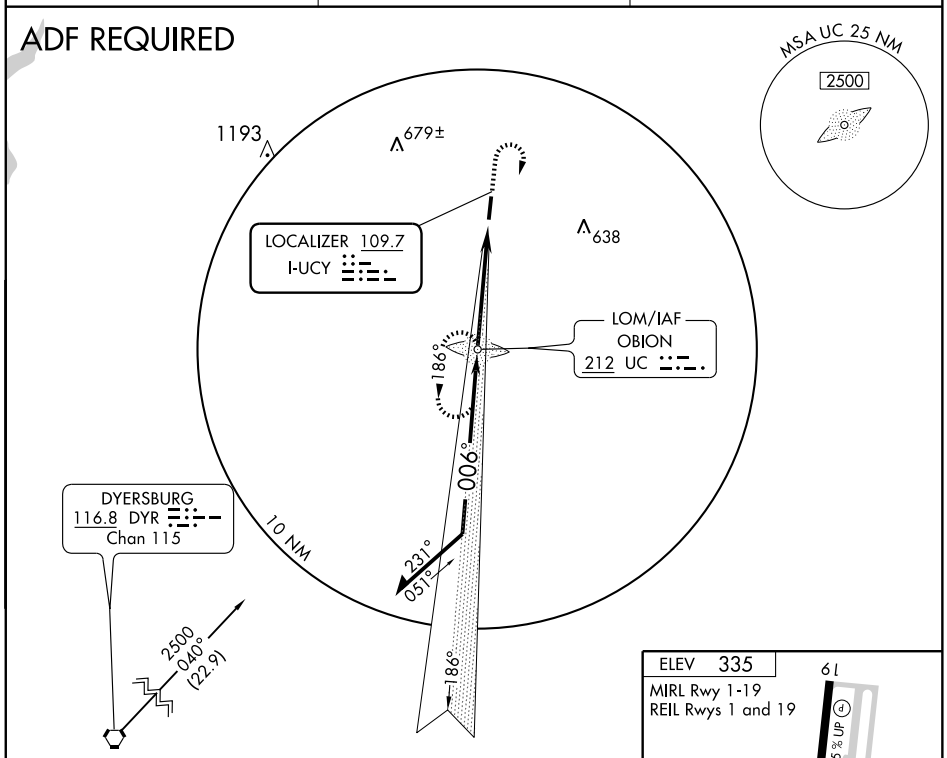
T A NA Inoperative table does not apply to S-LOC 1 Cat. C.

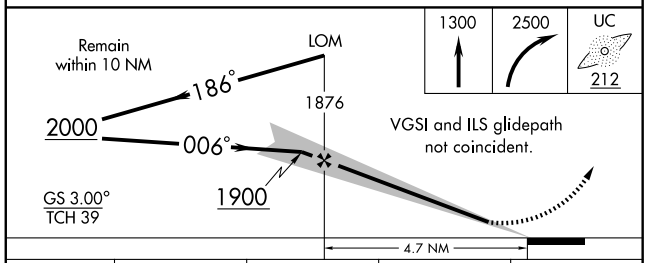
ODALS

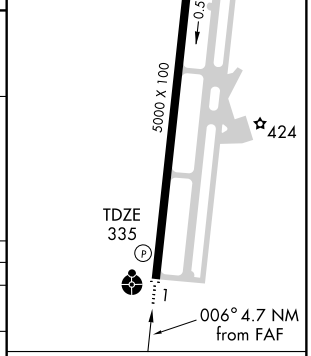
MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF)

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 1	535-¾ 200 (200-¾)			
S-LOC 1	760-¾ 425 (500-¾)		760-1¼ 425 (500-1¼)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH 40099 W01A	APP CRS 006°	Rwy Idg 5000 TDZE 335 Apt Elev 335

RNAV (GPS) RWY 1

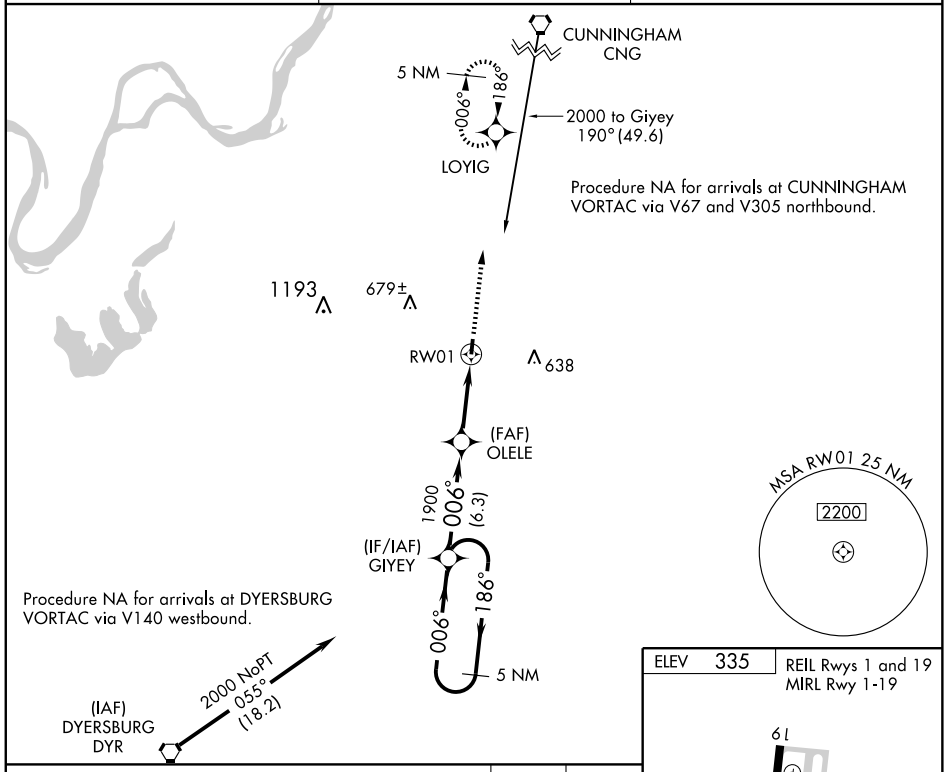
UNION CITY/EVERETT-STEWART RGNL (UCY)

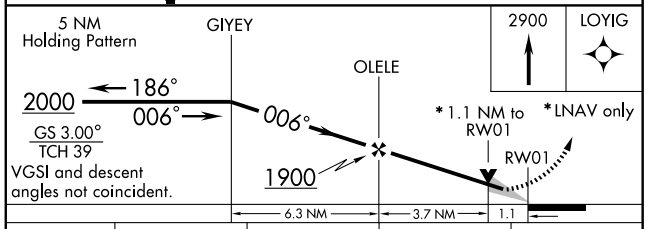
DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV.
If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all DA/MDAs 80 feet.
VDP NA with Dyersburg Rgnl altimeter setting.

ODALS

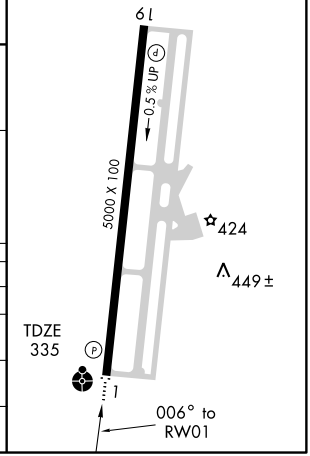
MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	585-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	700-¾ 365 (400-¾)			700-1¼ 365 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)



APP CRS	Rwy Idg	5000
186°	TDZE	320
	Apt Elev	335

RNAV (GPS) RWY 19

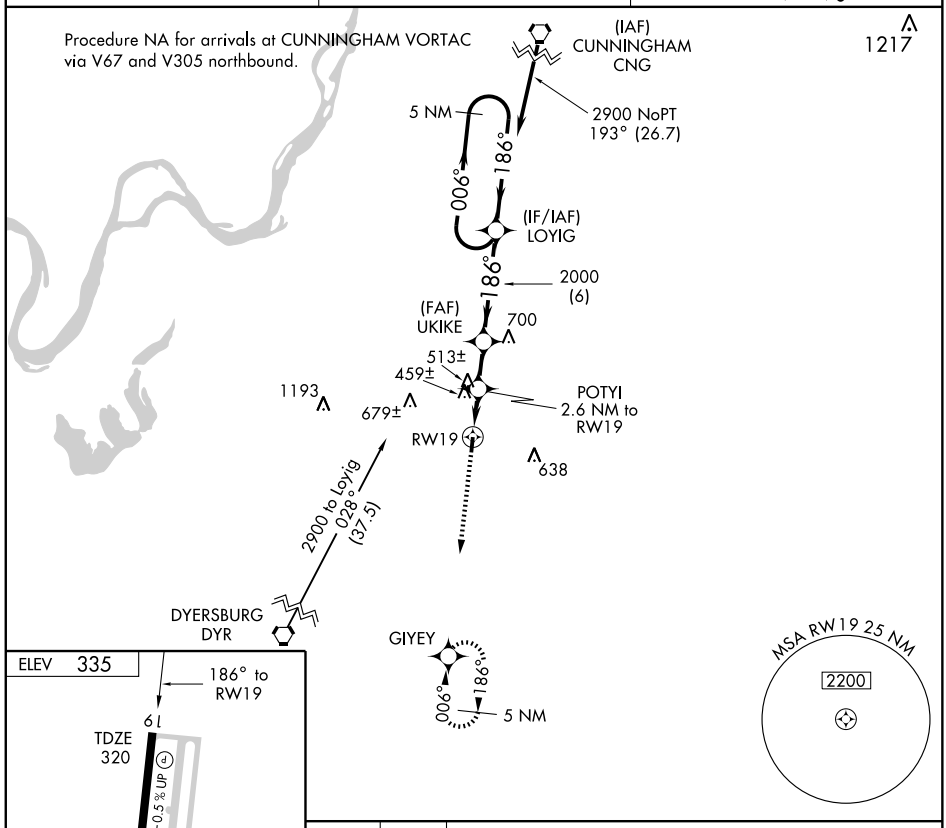
UNION CITY/EVERETT-STEWART RGNL (UCY)

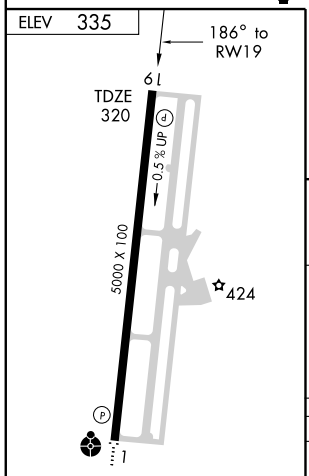
Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Dyersburg Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GIYEY and hold.

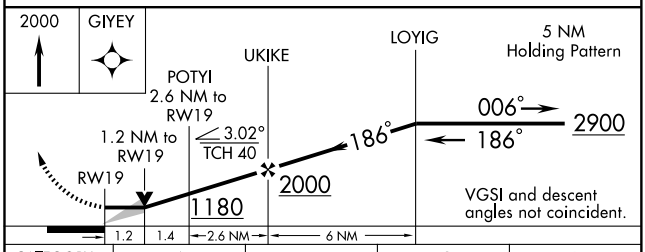
AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L

Procedure NA for arrivals at CUNNINGHAM VORTAC via V67 and V305 northbound.





REIL Rwys 1 and 19
MIRL Rwy 1-19



CATEGORY	A	B	C	D
LNAV MDA	720-1 400 (400-1)			720-1¼ 400 (400-1¼)
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1½ 465 (500-1½)	900-2 565 (600-2)

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	033°	TDZE	N/A
Chan 115		Apt Elev	335

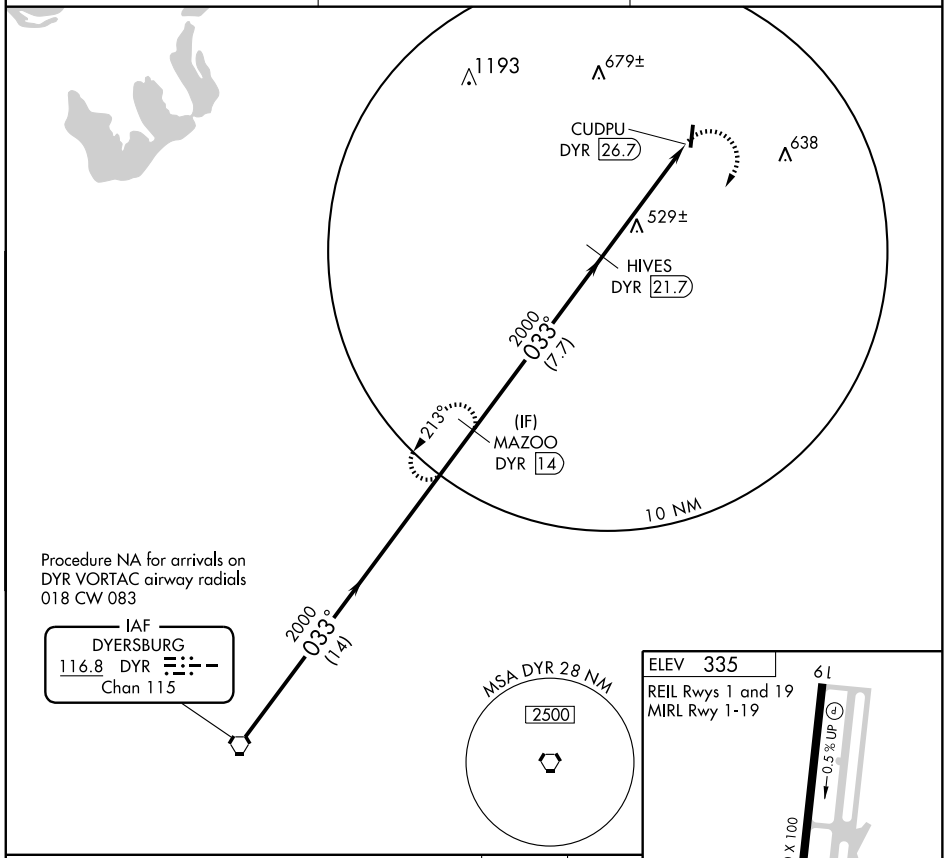
VOR/DME-A

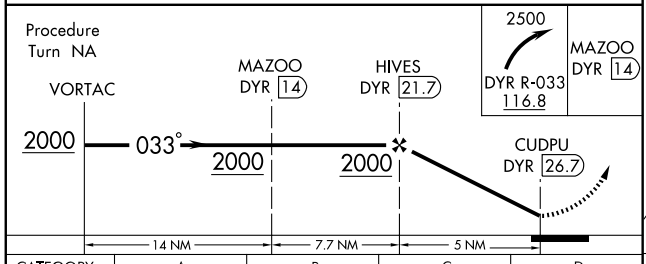
UNION CITY/EVERETT-STEWART RGNL (UCY)

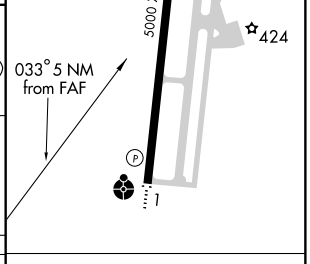
When local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2500 via DYR VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	780-1 445 (500-1)	800-1¼ 465 (500-1¼)	800-1½ 465 (500-1½)	900-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

NDB AEY 329	APP CRS 218°	Rwy Idg 4000 TDZE 755 Apt Elev 756

NDB or GPS RWY 21

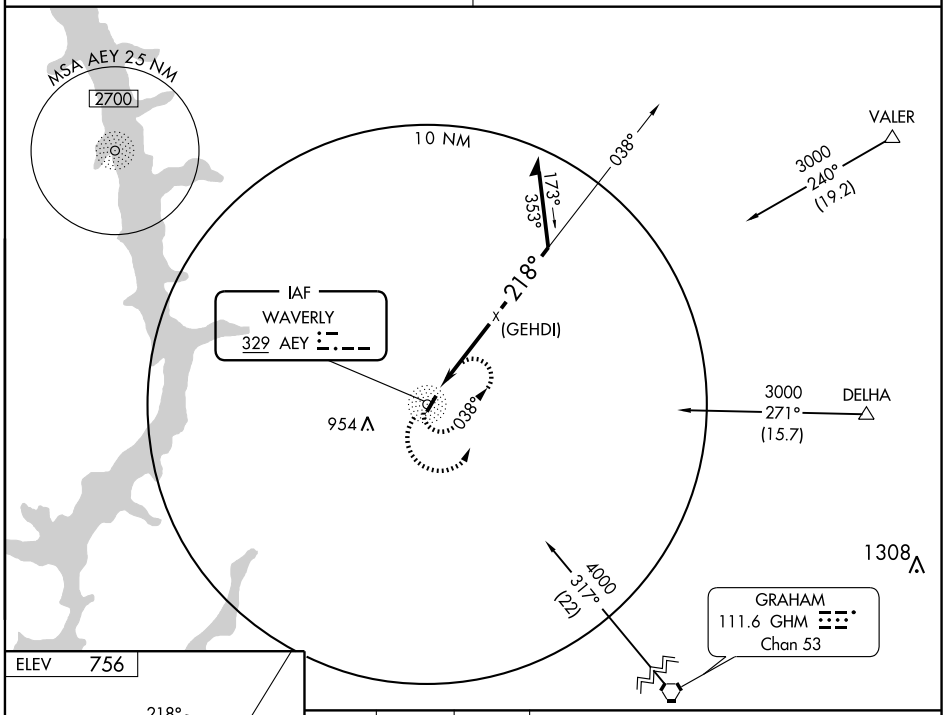
WAVERLY/ HUMPHREYS COUNTY (ØM5)

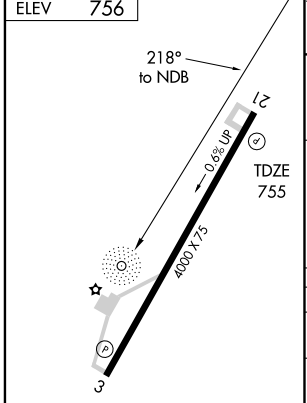
Obtain local altimeter on CTAF, when not received, use Nashville altimeter setting.

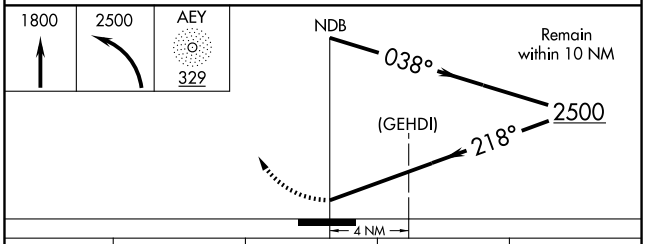
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	**122.8** (CTAF)







CATEGORY	A	B	C	D
S-21	1320-1 565 (600-1)		1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1 564 (600-1)		1320-1½ 564 (600-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

MIRL Rwy 3-21

SE-1. 17 DEC 2009 to 14 JAN 2010

VORTAC GHM	APP CRS	Rwy Idg	NA
111.6	318°	TDZE	NA
Chan 53		Apt Elev	756

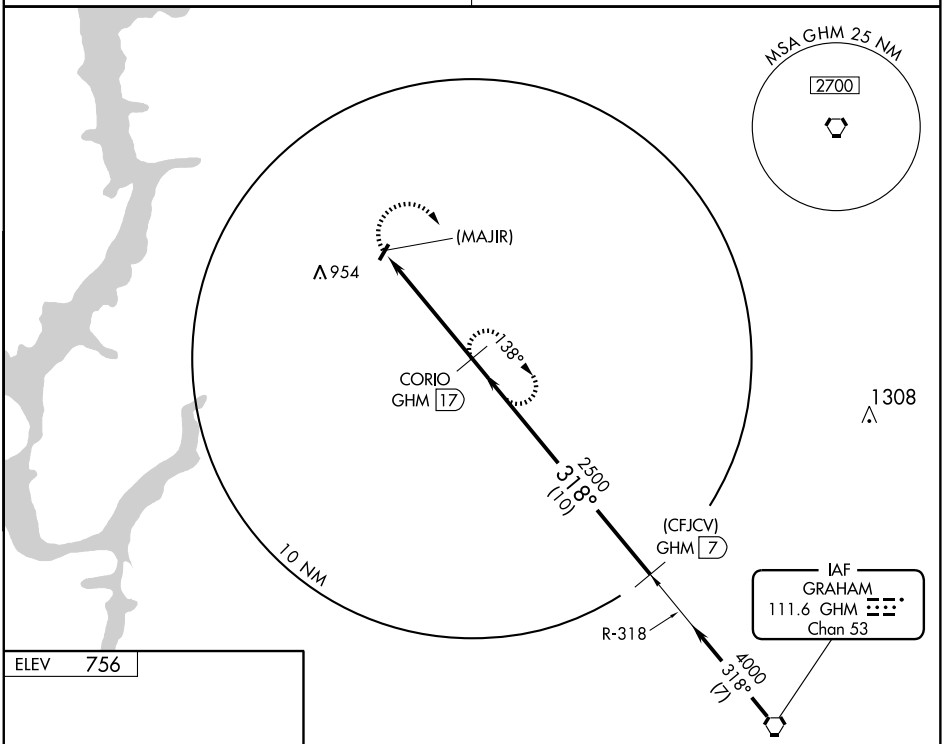
VOR/DME or GPS-A

WAVERLY/HUMPHREYS COUNTY (ØM5)

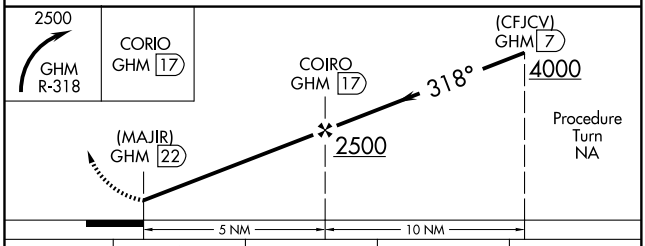
Obtain local altimeter on CTAF, if not received, use Nashville altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via GHM R-318 to CORIO 17 DME and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF)



ELEV 756



CATEGORY	A	B	C	D
CIRCLING	1220-1 464 (500-1)	1220-1¼ 464 (500-1¼)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1460-1 704 (800-1)	1460-1¼ 704 (800-1¼)	1460-2 704 (800-2)	1460-2¼ 704 (800-2¼)

MIRL Rwy 3-21

NDB BGF	APP CRS	Rwy Idg	5002
263	191°	TDZE	971
		Apt Elev	979

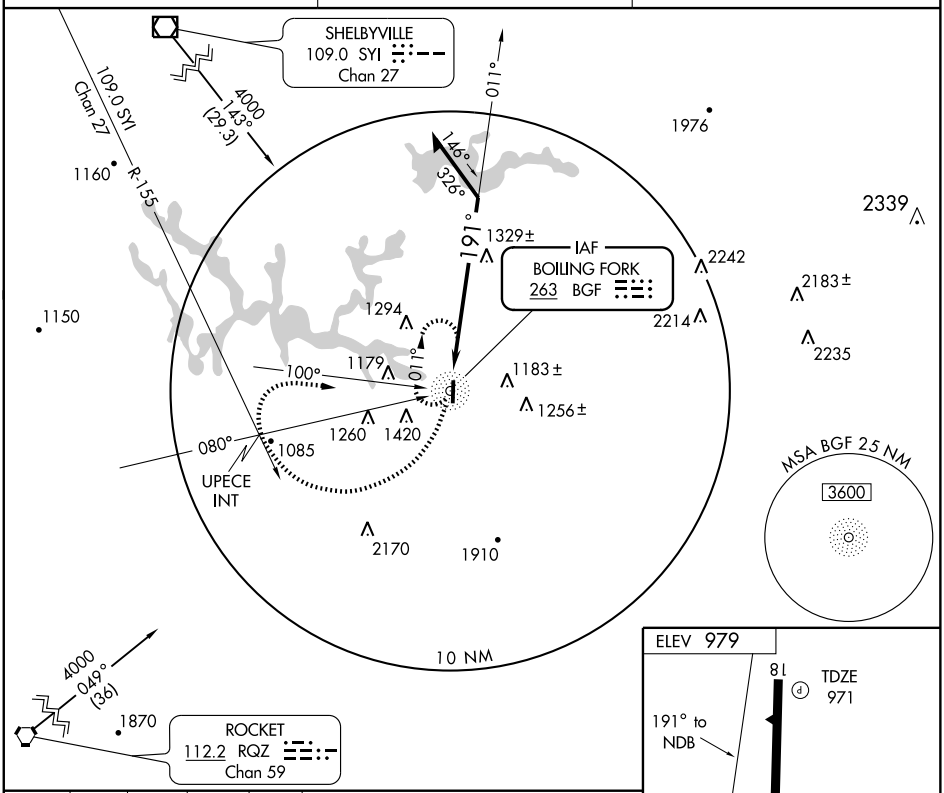
NDB RWY 18

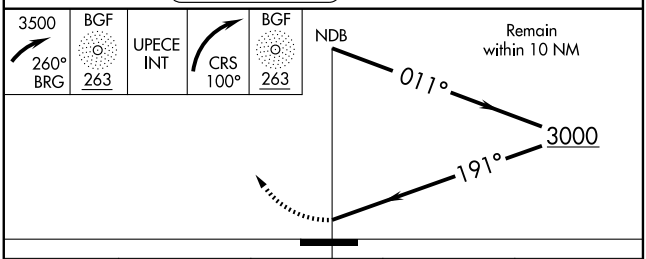
WINCHESTER MUNI (BGF)

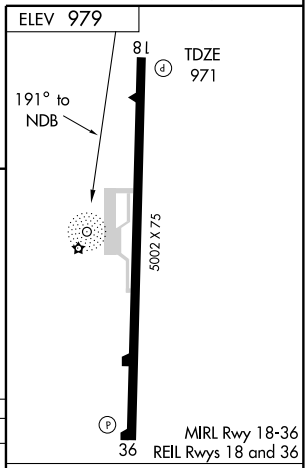
T A NA — When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility ¼ mile Cat. B, ½ mile Cat. C and D.

MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2¼ 709 (800-2¼)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2½ 801 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5002
CH 99707	005°	TDZE	979
W36A		Apt Elev	979

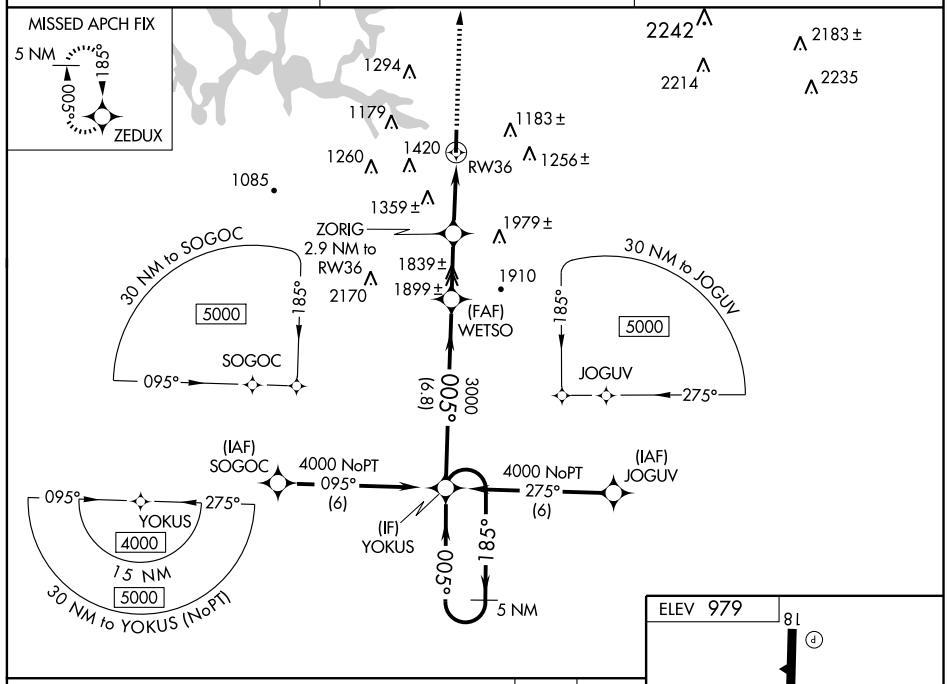
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

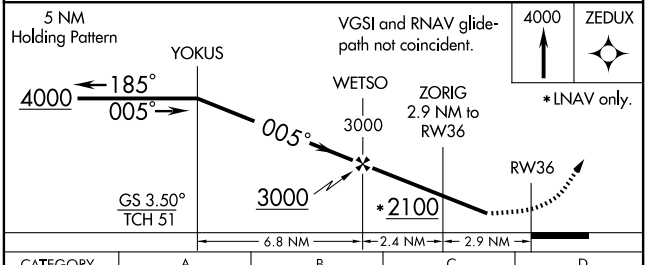
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat. C. GPS or RNP-0.3 required.

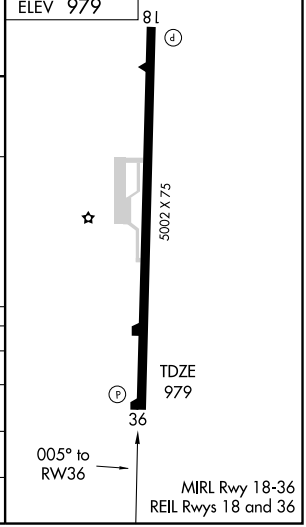
T
A NA

MISSED APPROACH: Climb to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1340-1 361 (400-1)			NA
LNAV/VNAV DA	1367-1¼ 388 (400-1¼)			NA
LNAV MDA	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA

SE-1. 17 DEC 2009 to 14 JAN 2010

APP CRS		
185°	Rwy Idg	5002
	TDZE	971
	Apt Elev	979

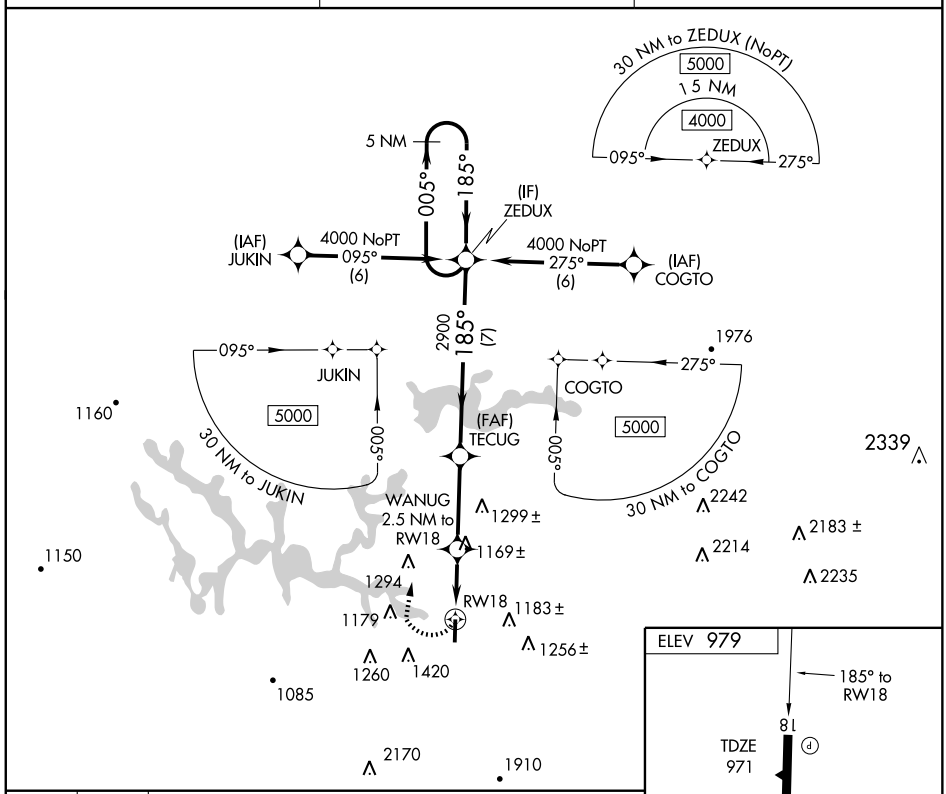
RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

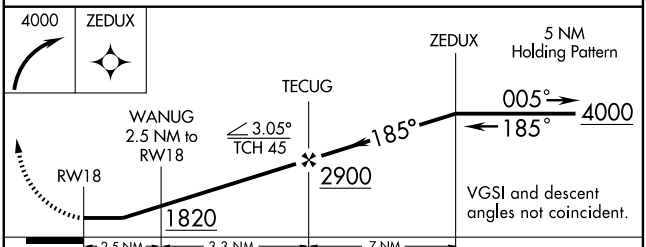
T NA

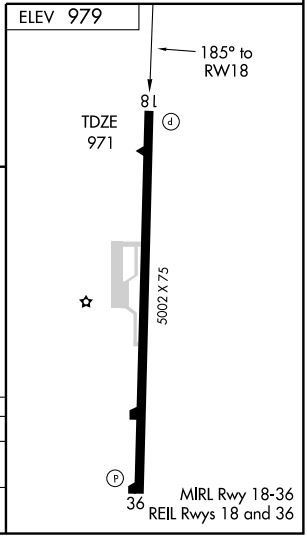
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	126.75 353.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1420-1	449 (500-1)	1420-1¼ 449 (500-1¼)	1420-1½ 449 (500-1½)
CIRCLING	1460-1	481 (500-1)	1540-1½ 561 (600-1½)	1780-2½ 801 (900-2½)

SE-1. 17 DEC 2009 to 14 JAN 2010

WAAS CH **42708** **W18A**	APP CRS **185°**	Rwy Idg **5002** TDZE **971** Apt Elev **979**

RNAV (GPS) Z RWY 18

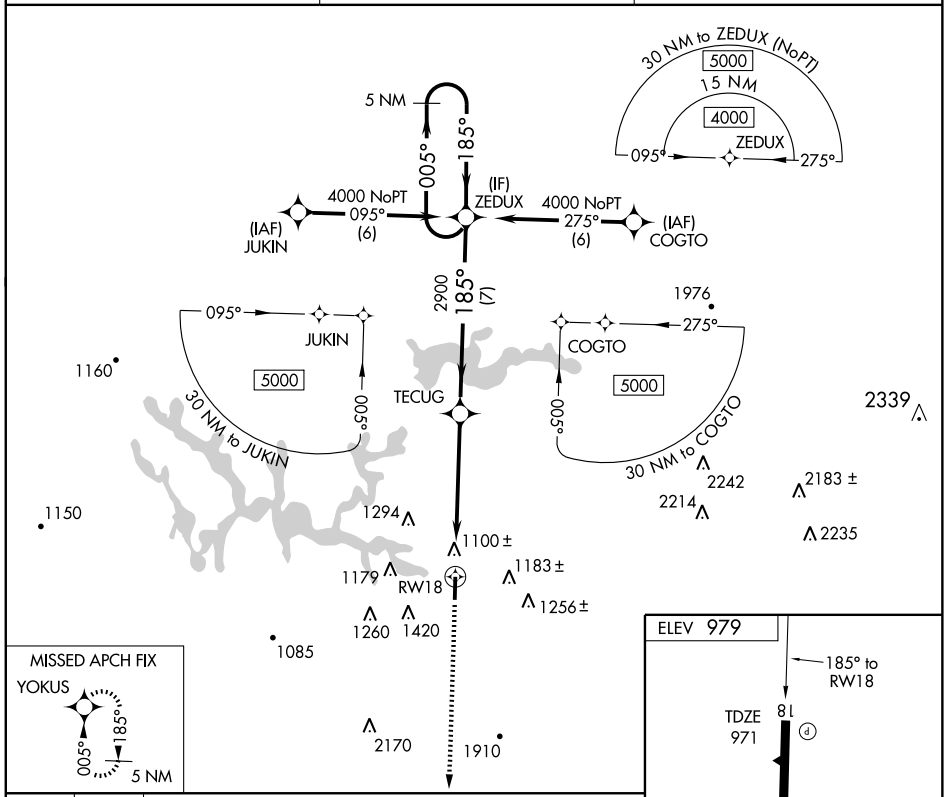
WINCHESTER MUNI (BGF)

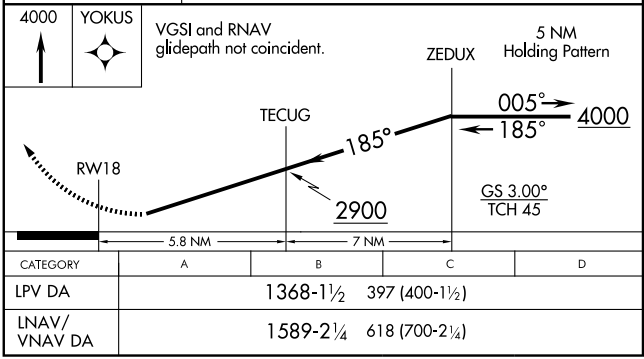
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1510, LNAV/VNAV DA to 1731 and all visibilities ½ mile. Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).

NA

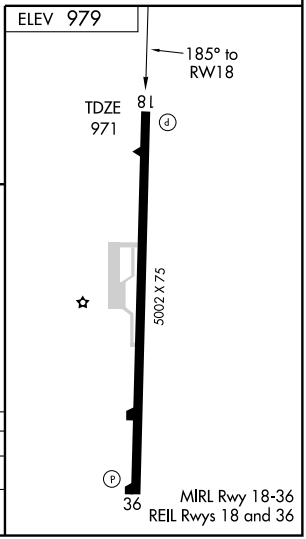
MISSED APPROACH: Climb to 4000 direct YOKUS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.675	**126.75 353.5**	**122.8** (CTAF)





CATEGORY	A	B	C	D
LPV DA	1368-1½ 397 (400-1½)			
LNAV/ VNAV DA	1589-2¼ 618 (700-2¼)			



SE-1. 17 DEC 2009 to 14 JAN 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
APALACHICOLA, FL	
APALACHICOLA RGNL	**RNAV (GPS)-A**
	RNAV (GPS)-B
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BARTOW, FL	
BARTOW MUNI	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 9L
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 27R
NA when local weather not available.	
BROOKSVILLE, FL	
HERNANDO COUNTY	**RNAV (GPS) Rwy 3**
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 21
	RNAV (GPS) Rwy 27
NA when local weather not available.	
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING	**ILS Rwy 10[1],** 700-2
	VOR-A, 1200-3
[1]NA when control tower closed.	
CHRISTIANSTED, ST. CROIX, VI	
HENRY E ROHLSEN	**ILS or LOC Rwy 10[1]**
	NDB Rwy 10[12]
	RNAV (GPS) Rwy 10[3]
	VOR Rwy 28[14]
[1]NA when control tower closed.	
[2]Category A,B, 1200-2; Category C,D, 1200-3.	
[3]Category A,B, 1000-2; Category C,D, 1000-3.	
[4]Category A,B, 900-2; Category C,D, 900-3.	

NAME	ALTERNATE MINIMUMS
CRESTVIEW, FL	
BOB SIKES	**ILS Rwy 17[12]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 35[1]
	VOR-A[3]
[1]NA when local weather not available.	
[2]Category D, 700-2.	
[3]Category D, 800-2¼.	
DAYTONA BEACH, FL	
DAYTONA BEACH INTL	**ILS or LOC Rwy 7L[1]**
	LOC BC Rwy 25R[1]
	VOR Rwy 16[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
DELAND, FL	
DELAND MUNI- SIDNEY H. TAYLOR FIELD	**RNAV (GPS) Rwy 5**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
NA when local weather not available.	
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	**ILS or LOC Rwy 8**
ILS, Category D, 700-2.	
FORT LAUDERDALE-HOLLYWOOD INTL	**ILS or LOC Rwy 9L[1]**
	ILS or LOC Rwy 27R[1]
	LOC Rwy 9R[2]
	LOC/DME Rwy 13[2]
	RNAV (GPS) Rwy 13[2]
	RNAV (GPS) Y Rwy 9R[2]
	RNAV (GPS) Z Rwy 9L[2]
	RNAV (GPS) Rwy 27L[2]
	RNAV (GPS) Y Rwy 27R[2]
	RNAV (GPS) Rwy 31[2]
	RNAV (RNP) Z Rwy 27R, 800-2¼
	VOR Rwy 27R[2]
[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.	

NAME ALTERNATE MINIMUMS

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5**
NA when FMY tower closed.

SOUTHWEST
FLORIDA INTL ..... **ILS or LOC Rwy 6[1][2]**
RNAV (GPS) Rwy 13[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.
[3]NA when local weather not available.

FORT PIERCE, FL

ST LUCIE
COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
VOR/DME Rwy 14
NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RANV (GPS) Rwy 25[1]
VOR Rwy 25[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R**
NA when control tower closed.
NA when local weather not available.

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 31[4]
VOR/DME Rwy 31[3]
[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]Category E, 800-2¾.
[4]NA when local weather not available.

NAME ALTERNATE MINIMUMS

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL . **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]
NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31
NA when local weather not available.

MARCO ISLAND, FL

MARCO ISLAND ..... **VOR/DME Rwy 17**
Category D, 800-2¼.

MAYAGUEZ, PR

EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL

MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE ..... **ILS or LOC Rwy 9R[1]**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R

NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27[1]**
ILS or LOC Rwy 30[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R

NA when control tower closed.

NAPLES, FL

NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

OCALA, FL

OCALA INTL-JIM TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36

NA when local weather not available.

OKEECHOBEE, FL

OKEECHOBEE COUNTY.. . **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

ORLANDO, FL

EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25

[1]Category D, 800-2½.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R

ILS, 700-2.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL ..... **ILS or LOC Rwy 9L[12]**
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]

[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL ..... **ILS Rwy 14[12]**
NDB Rwy 14[1]
VOR or TACAN-A[3]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 32[1]
RNAV (GPS) Rwy 14[4]
RNAV (GPS) Rwy 32[4]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

PENSACOLA, FL

PENSACOLA RGNL ..... **ILS or LOC Rwy 17[1]**
VOR Rwy 8[2]

[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

POMPANO BEACH. FL

POMPANO BEACH AIRPARK ..... **LOC Rwy 15[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33

NA when local weather not available.
[1]NA when control tower closed.

PUNTA GORDA, FL

CHARLOTTE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

ST. AUGUSTINE, FL

ST. AUGUSTINE ..... **RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 31[1]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

ST. PETERSBURG, FL

ALBERT WHITTED ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

ST. PETERSBURG-CLEARWATER, FL

ST. PETERSBURG- CLEARWATER
INTL ..... **ILS or LOC Rwy 17L[12]**
ILS or LOC/DME Rwy 35R[12]
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 17L[2]
RNAV (GPS) Rwy 35R[2]
VOR Rwy 4[3]

[1]Category E, 1000-3.
[2]NA when local weather not available.
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.

SAN JUAN, PR

LUIS MUNOZ MARIN INTL ..... **ILS Rwy 10[1]**
VOR or TACAN Rwy 8[2]
VOR or TACAN Rwy 10[2]
VOR or TACAN Rwy 26[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 900-3.

SARASOTA(BRADENTON), FL

SARASOTA/
BRADENTON INTL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TALLAHASSEE, FL

TALLAHASSEE RGNL ... **ILS or LOC Rwy 27[123]**
ILS or LOC/DME Rwy 36[1]
NDB Rwy 36[1]
RNAV (GPS) Rwy 18[5]
RNAV (GPS) Rwy 27[5]
VOR/DME or TACAN Rwy 36[4]
VOR Rwy 18[15]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.
[4]Category E, 1000-3.
[5]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

TAMPA, FL

TAMPA INTL ..... **ILS or LOC Rwy 18R**
ILS or LOC Rwy 36L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R

Category E, 1000-3.

PETER O KNIGHT ..... **NDB-A[1]**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¾.

TAMPA EXECUTIVE ..... **ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS,Categories B, C, 800-2.

TITUSVILLE, FL

SPACE COAST RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Y Rwy 9[2]
RNAV (GPS) Y Rwy 18[2]
RNAV (GPS) Z Rwy 18[3]
RNAV (GPS) Rwy 36[2]

[1]ILS, 700-2, LOC,NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed.

VERO BEACH, FL

VERO BEACH MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 11R
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 28R[1]
RNAV (GPS) Y Rwy 14[2]
VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S
GILBERT ..... **RNAV (GPS) Rwy 11[1]**
VOR/DME-A

Category D, 800-2¼.
[1]NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME — TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)
ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18,36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL

DEPARTURE PROCEDURE: **Rwys 14, 32,** climb runway heading to 600 before turning right.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up to 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ

TAKE-OFF MINIMUMS: **Rwy 9,** NA. **Rwy 27,** 500-1 or std. with a min. climb of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 9,** NA. **Rwy 27,** climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 27,** trees 1200' from departure end of runway, 700' left of centerline, 30' AGL/171' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.

Rwy 14, climb heading 139° to 700 before turning right.

Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 07214

Rwy 3, obstacle identification surface begins 25' above DER. Diverse departures authorized between 028° CCW to 216°. Left turn to departure heading only. **Rwy 7**, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°. Other departure headings expect Radar vectors. Do not exceed 310 KIAS until receiving Radar vectors. If no vectors are received by EYW VORTAC 12 DME or NQX TACAN 6 DME, then climbing right turn direct EYW for enroute aircraft or NQX TACAN for military aircraft intending use of local special use airspace. Turboprop aircraft cross EYW VORTAC or NQX TACAN at or above 3000, Turbojet aircraft cross EYW VORTAC or NQX TACAN at or above 5000, before proceeding on course. Do not exceed 310 KIAS until crossing the VORTAC or TACAN. **Rwy 13,** diverse departures authorized between 084° CW to 315°. **Rwy 21**, diverse departures authorized between 084° CW to 315°. **Rwy 25**, diverse departures authorized between 084° CW to 315°. **Rwy 31**, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°.

TAKEOFF OBSTACLES: **Rwy 3**, Mast 1374' from DER, 323' left of centerline, 58' AGL/63' MSL. **Rwy 31**, Bldg 1058' from DER, 558' right of centerline, 39' AGL/ 43' MSL. Pole 1551' from DER, 474' right of centerline, 54' AGL/58' MSL.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL.

Rwy 23, trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL.

Rwy 29, trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/ 77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/ 75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)

AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD

NOTE: **Rwy 18**, power line 204' from departure end of runway on centerline, 40' AGL/119' MSL.

NAPLES, FL

NAPLES MUNI (APF)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)

ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL.

Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY

DEPARTURE PROCEDURE: **Rwy 29,** aircraft departing on a course between 270° clockwise to 360° climb on heading 270° to 1300 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2¼ or std. with a min. climb of 233' per NM to 500.

NOTE: **Rwy 5,** towers 1.8 NM from departure end of runway, 3216' right of centerline, 319' AGL/338' MSL, trees beginning 296' from departure end of runway, 205' right of centerline, up to 61' AGL/74' MSL, trees beginning 225' from departure end of runway, 217' left of centerline, up to 69' AGL/79' MSL. **Rwy 5,** multiple trees beginning 1585' from departure end of runway, 232' left of centerline, up to 43' AGL/64' MSL, trees beginning 731' from departure end of runway, 200' right of centerline, up to 65' AGL/75' MSL. **Rwy 14,** trees and buildings beginning 445' from departure end of runway, 29' right of centerline, up to 80' AGL/110' MSL. Trees beginning 13' from departure end of runway, 374' left of centerline, up to 87' AGL/107' MSL. **Rwy 23,** numerous trees beginning 55' from departure end of runway, 236' left of centerline, up to 65' AGL/72' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM.

TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2 2 88' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/ 21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)
AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL. **Rwy 22,** tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

TAMPA INTL

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** tree 2225' from departure end of runway, 464' left of centerline, 45' AGL/84' MSL. Tower 4214' from departure end of runway, 265' right of centerline, 105' AGL/145' MSL. **Rwy 18L,** antenna and building beginning 3279' from departure end of runway, 1160' left of centerline, up to 146' AGL/155' MSL. **Rwy 18R,** multiple trees beginning 482' from departure end of runway, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from departure end of runway, 1162' left of centerline, up to 154' AGL/158' MSL. Multiple trees beginning 585' from departure end of runway, 419' right of centerline, up to 44' AGL/58' MSL. **Rwy 36L,** tree 752' from departure end of runway, 696' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)
AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)
AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure endof runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

WEST PALM BEACH, FL (CON'T)

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)

AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1000 before turning south.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

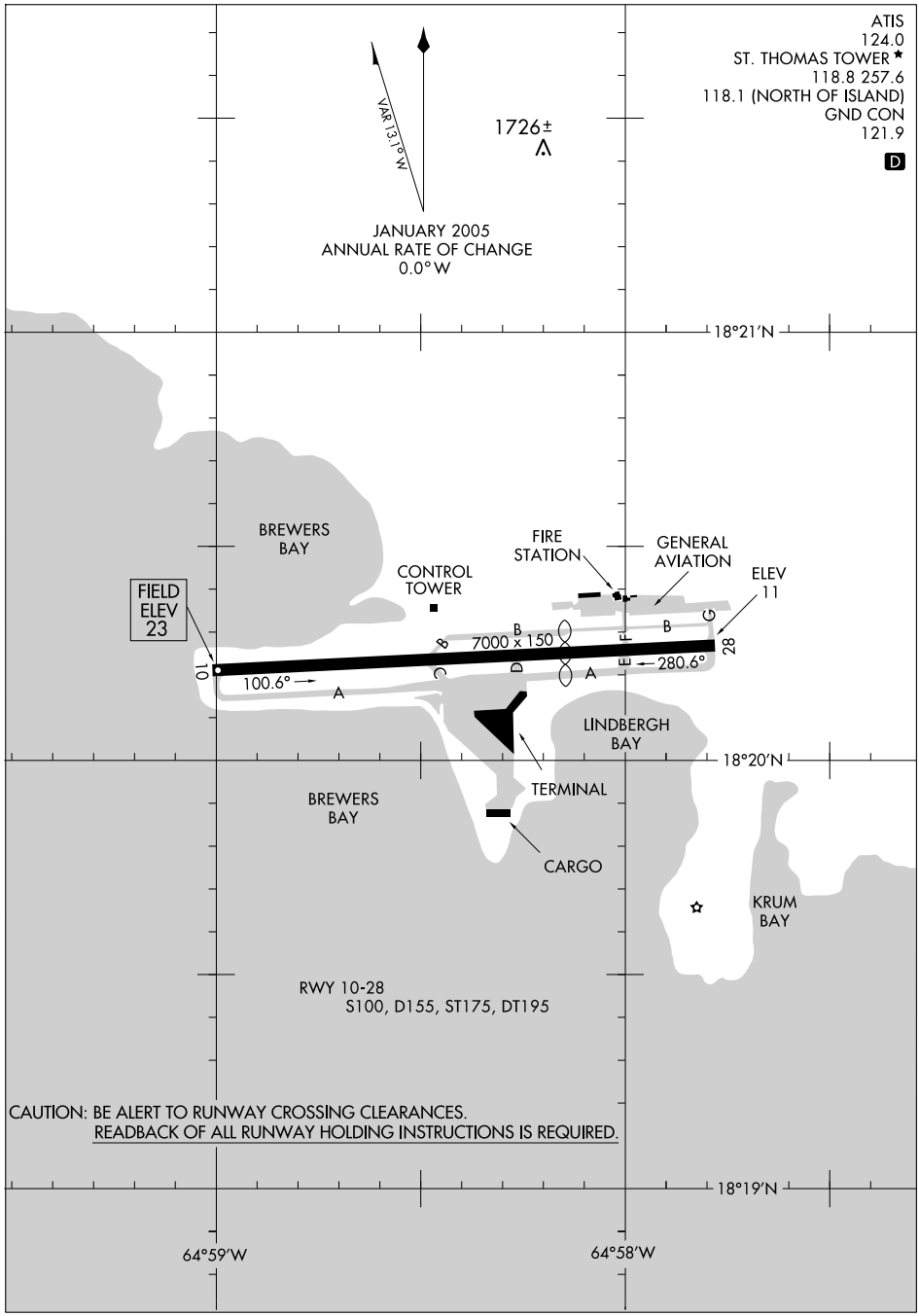
TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

AIRPORT DIAGRAM

CHARLOTTE AMALIE/ CYRIL E KING (STT)(TIST)
AL-5005 (FAA)
ST. THOMAS, VIRGIN ISLANDS



SE-3, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-TMN	APP CRS	Rwy Idg	7000
110.1	100°	TDZE	23
Chan 38		Apt Elev	23

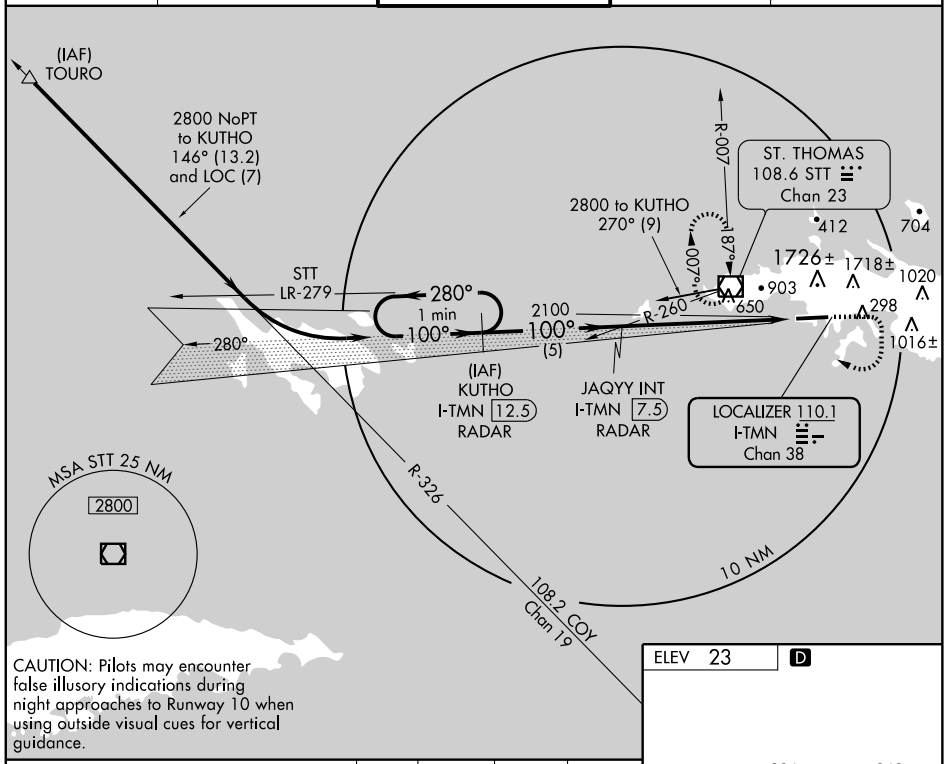
ILS RWY 10

CHARLOTTE AMALIE/ CYRIL E KING (STT)(TIST)

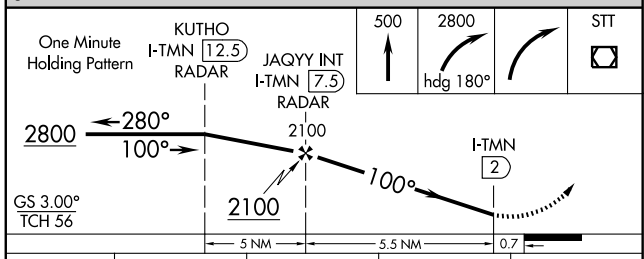
Procedure not authorized when control tower closed.
Circling not authorized north of Runway 10-28.
Circling not authorized at night.

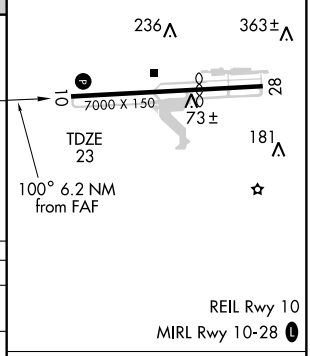
MISSED APPROACH: Climb to 500 then climbing right turn to 2800 via heading 180° then right turn direct STT VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95



CAUTION: Pilots may encounter false illusory indications during night approaches to Runway 10 when using outside visual cues for vertical guidance.





CATEGORY	A	B	C	D
S-ILS 10	372-1¼ 349 (400-1¼)			
S-LOC 10	620-1 597 (600-1)		620-1½ 597 (600-1½)	620-1¾ 597 (600-1¾)
CIRCLING	660-1¼ 637 (700-1¼)		660-1¾ 637 (700-1¾)	660-2 637 (700-2)

REIL Rwy 10
MIRL Rwy 10-28 L

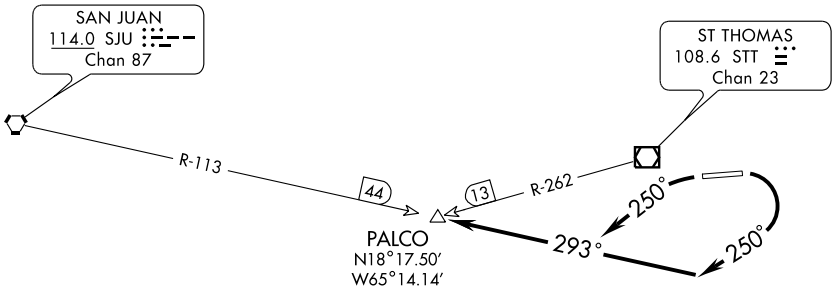
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3. 17 DEC 2009 to 14 JAN 2010

PALCO SIX DEPARTURE

CHARLOTTE AMALIE/ CYRIL E KING (STT)(TIST)
CHARLOTTE AMALIE, ST THOMAS, VIRGIN ISLANDS

ATIS 124.0
GND CON
121.9
ST THOMAS TOWER ★
118.8 (CTAF) 257.6
118.1 (NORTH OF ISLAND)
SAN JUAN DEP CON
128.65 279.6



TAKE-OFF MINIMUMS:
Rwy 10: 400-1 with minimum climb of 462′ per NM to 1400 or 2100-2½ for climb in visual conditions.
Rwy 28: 800-3 or STANDARD with a minimum climb of 366 feet per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 10: Antenna on building 258 feet from DER, 485 feet left of centerline, 25 feet AGL/ 41feet MSL. Multiple trees beginning 729 feet from DER, 244 feet right of centerline up to 100 feet AGL/259 feet MSL. Pole 300 feet from DER, 430 feet right of centerline, 23 feet AGL/39 feet MSL.
Rwy 28: Antenna 33 feet from DER, 412 feet left of centerline, 16 feet AGL/29 feet MSL. Bush 175 feet from DER, 178 feet right of centerline, 2 feet AGL/29 feet MSL. Bush 206 feet from DER, 121 feet left of centerline, 2 feet AGL/29 feet MSL. Trees beginning 2.39 NMs from DER, 4351 feet right of centerline, 100 feet AGL/ 710 feet MSL.

NOTE: Chart not to scale.

NOTE: DME or RADAR Required.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Turn right heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT, or climb in visual conditions to cross Cyril E. King airport at or above 2100, then on SJU R-113 to PALCO INT. Thence . . . .
TAKE-OFF RUNWAY 28: Turn left heading 250° (unless assigned otherwise) to intercept the SJU R-113 to PALCO INT. Thence . . . .
. . . . Maintain 3000′ unless assigned lower altitude.
Expect clearance to flight level 280 or requested altitude if lower ten minutes after departure. Contact San Juan Departure.

SE-3, 17 DEC 2009 to 14 JAN 2010

CHARLOTTE AMALIE, ST. THOMAS, VIRGIN ISLANDS

AL-5005 (FAA)

RNAV (GPS) Z RWY 10

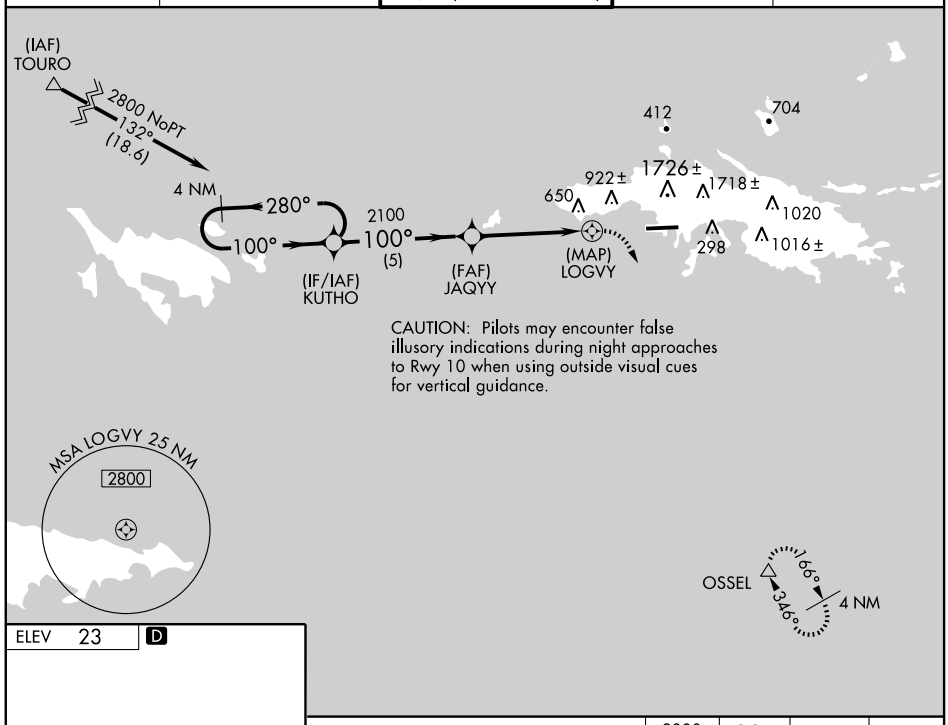
CHARLOTTE AMALIE/CYRIL E. KING (STT)(TIST)

APP CRS	Rwy Idg	7000
100°	TDZE	23
	Apt Elev	23

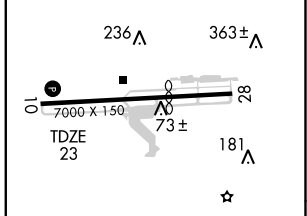
▼ Procedure NA when control tower closed.
▲ NA Circling NA at night.
Circling NA north of Rwy 10-28.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 via LOGVY, then right turn via 166° course to OSSEL and hold.

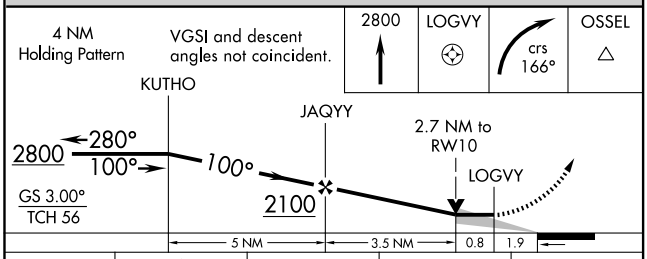
ATIS	SAN JUAN CENTER	ST. THOMAS TOWER★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) Ⓛ 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95



ELEV 23 D



REIL Rwy 10
MIRL Rwy 10-28 Ⓛ



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	960-2¼ 937 (1000-2¼)		960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)
CIRCLING	960-2¼ 937 (1000-2¼)		960-2¾ 937 (1000-2¾)	960-3 937 (1000-3)

SE-3, 17 DEC 2009 to 14 JAN 2010

CHARLOTTE AMALIE, ST. THOMAS, VIRGIN ISLANDS

AL-5005 (FAA)

VOR/DME STT	APP CRS	Rwy Idg	N/A
108.6	181°	TDZE	N/A
Chan 23		Apt Elev	23

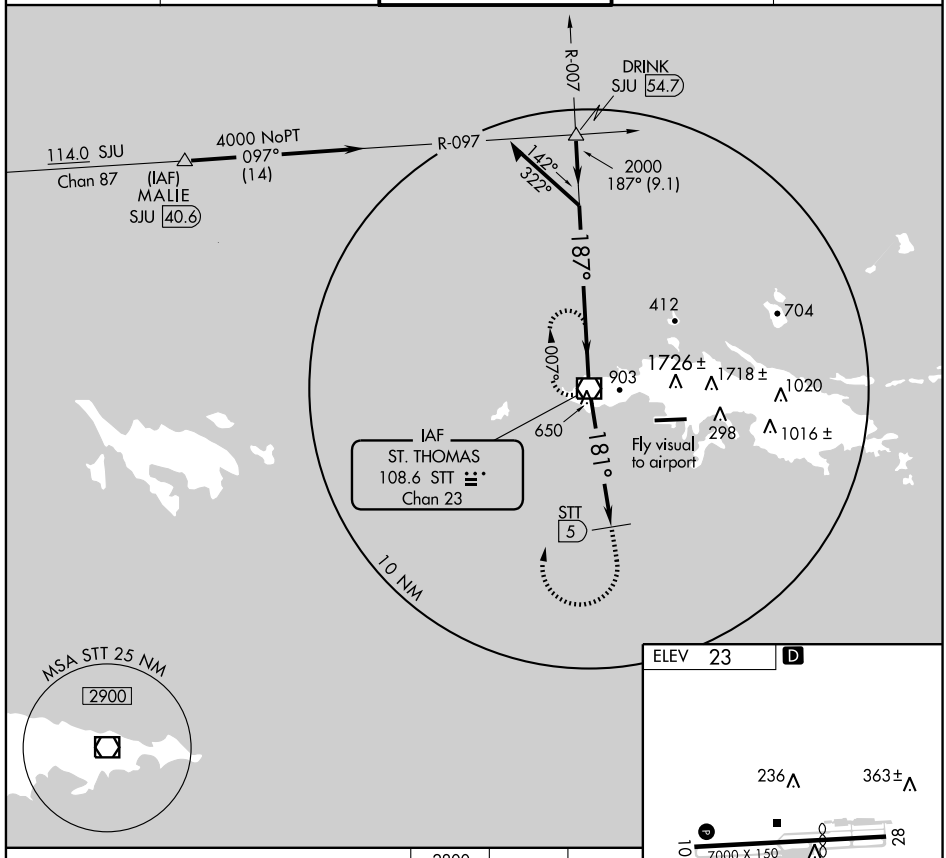
VOR-A

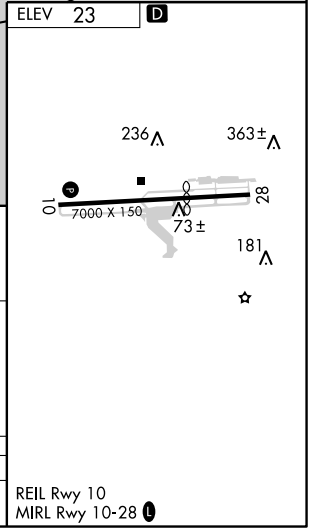
CHARLOTTE AMALIE/CYRIL E. KING (STT)(TIST)

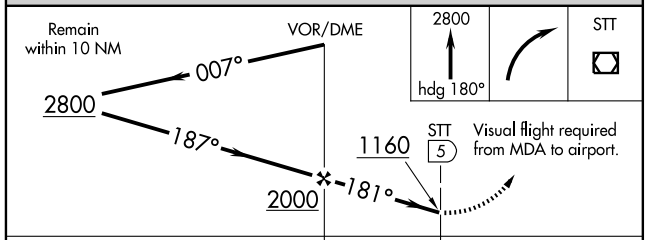
CAUTION: High terrain North of runway 10-28 extended.
Circling North of runway 10-28 not authorized.
Procedure NA when control tower not in operation.
Procedure NA at night.

MISSED APPROACH: If unable to proceed visually to airport upon descent to 1160, climb to 2800 via heading 180° , then right turn direct STT VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. THOMAS TOWER ★	GND CON	UNICOM
124.0	128.65 279.6	118.8 (CTAF) L 257.6 118.1 (NORTH OF ISLAND)	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	1160-2 1145 (1200-2)		1160-3 1145 (1200-3)	

REIL Rwy 10
MIRL Rwy 10-28 L

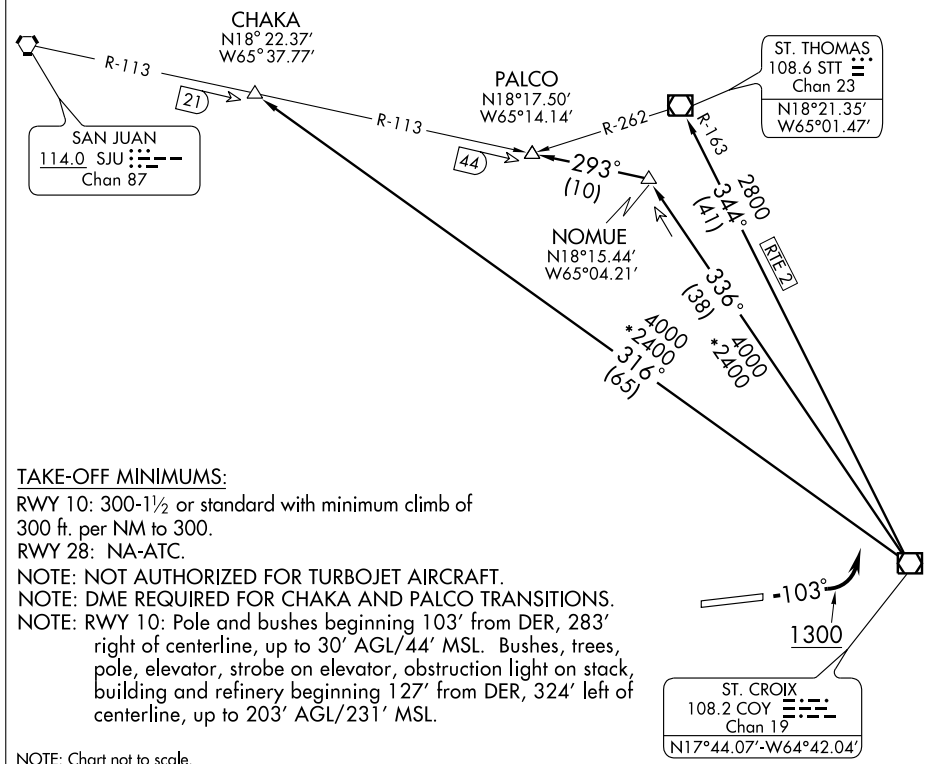
SE-3, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

CHRISTIANSTED, ST. CROIX/ HENRY E ROHLSEN (STX)(TISX)
AL-5008 (FAA)
CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

HAMILTON SEVEN DEPARTURE SL-5008 (FAA)

ATIS 135.65
GND CON
121.7
ST. CROIX TOWER★
118.6 239.3
SAN JUAN DEP CON
128.65 279.6



TAKE-OFF MINIMUMS:
RWY 10: 300-1½ or standard with minimum climb of 300 ft. per NM to 300.
RWY 28: NA-ATC.
NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.
NOTE: DME REQUIRED FOR CHAKA AND PALCO TRANSITIONS.
NOTE: RWY 10: Pole and bushes beginning 103′ from DER, 283′ right of centerline, up to 30′ AGL/44′ MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building and refinery beginning 127′ from DER, 324′ left of centerline, up to 203′ AGL/231′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb via heading 103° to 1300, then climbing left turn to intercept assigned transition. Maintain 6000 unless assigned lower altitude. Expect FL280 or requested altitude ten minutes after departure.

CHAKA TRANSITION (HMLTN7.CHAKA): From over COY VOR/DME via COY R-316 to CHAKA/SJU 21 DME.

PALCO TRANSITION (HMLTN7.PALCO): From over COY VOR/DME via COY R-336 and SJU R-113 to PALCO INT/SJU 44 DME.

ST. THOMAS TRANSITION (HMLTN7.STT): From over COY VOR/DME via COY R-344 to STT VOR/DME.

SE-3, 17 DEC 2009 to 14 JAN 2010

LOC I-STX	APP CRS	Rwy ldg	9000
109.5	097°	TDZE	74
		Apt Elev	74

ILS or LOC RWY 10

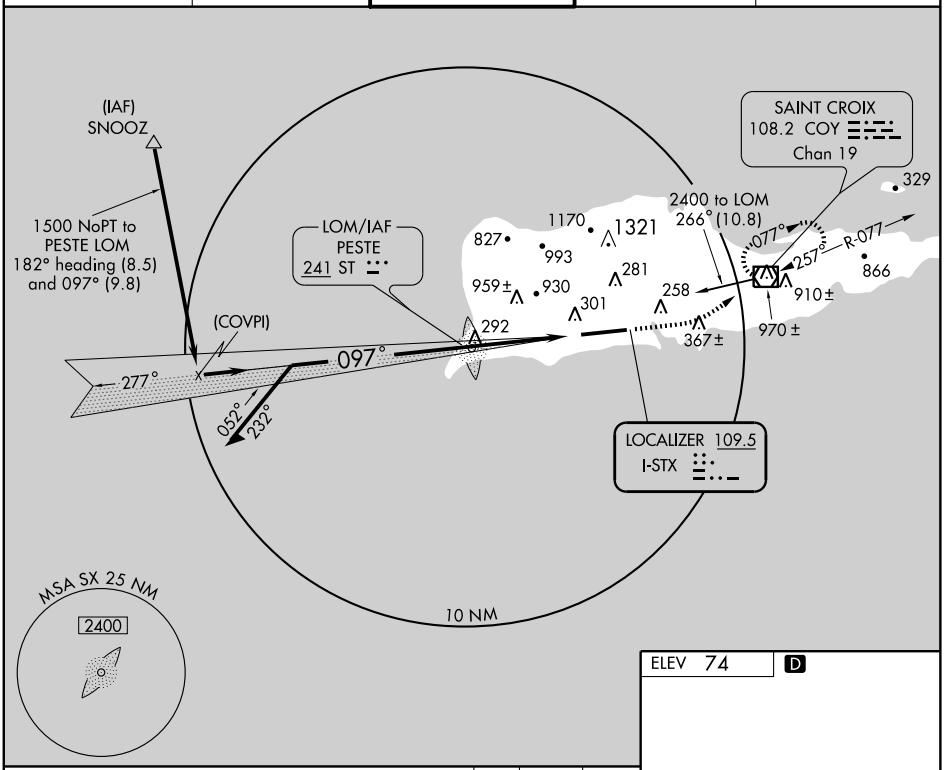
CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN (STX)(TISX)

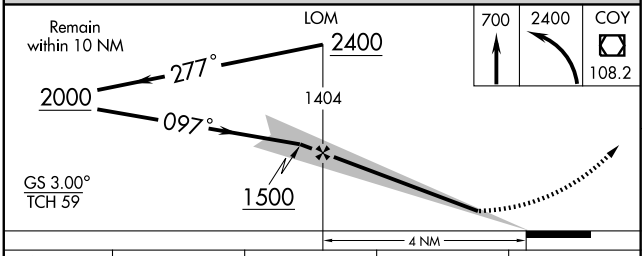
Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. For inoperative MALSR, increase S-LOC 10 Cat. D visibility to 1.

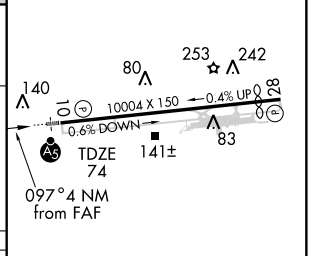
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2400 direct COY VOR/DME and hold, continue climb-in-hold to 2400.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0







CATEGORY	A	B	C	D
S-ILS 10	274-½ 200 (200-½)			
S-LOC 10	400-½ 326 (400-½)			400-¾ 326 (400-¾)
CIRCLING	440-1 366 (400-1)	540-1 466 (500-1)	540-1½ 466 (500-1½)	640-2 566 (600-2)

REIL Rwy 28
HIRL Rwy 10-28 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9000
097°	TDZE	74
	Apt Elev	74

RNAV (GPS) RWY 10

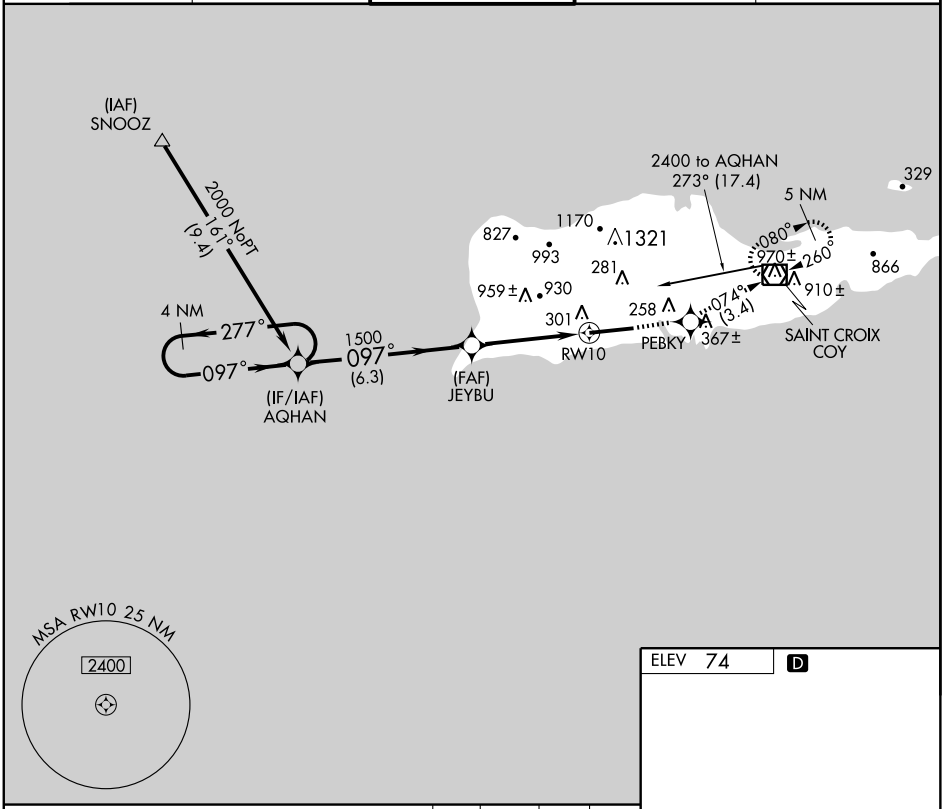
CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN (STX)(TISX)

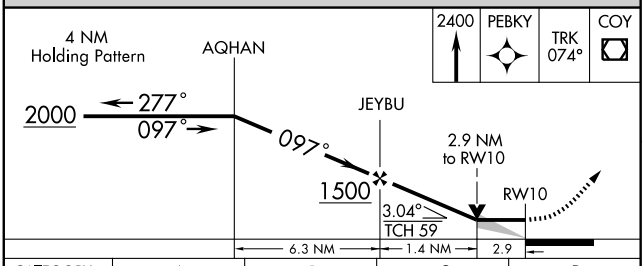
Circling NA N of Rwy 10-28. If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

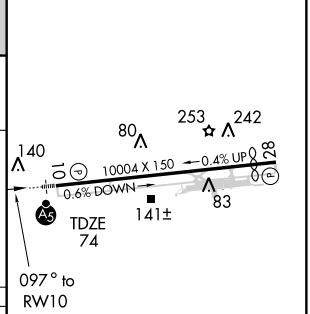
MALSR

MISSED APPROACH: Climb to 2400 direct PEBKY and via 074° track to COY VOR/DME and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0







CATEGORY	A	B	C	D
LNAV MDA	1040-¾ 966 (1000-¾)	1040-1 966 (1000-1)	1040-2½	966 (1000-2½)
CIRCLING	1040-1¼ 966 (1000-1¼)	1040-1½ 966 (1000-1½)	1040-3	966 (1000-3)

REIL Rwy 28
HIRL Rwy 10-28 L

SE-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	9000
277°	TDZE	40
	Apt Elev	74

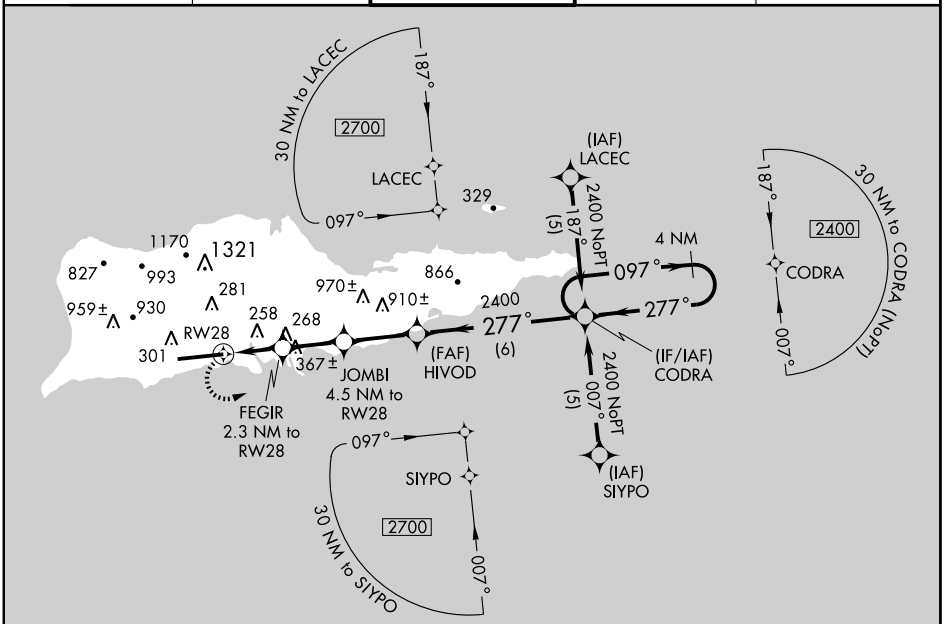
RNAV (GPS) RWY 28

CHRISTIANSTED, ST. CROIX/ HENRY E. ROHLSEN (STX)(TISX)

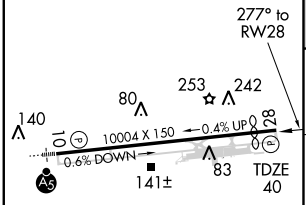
Circling NA N of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

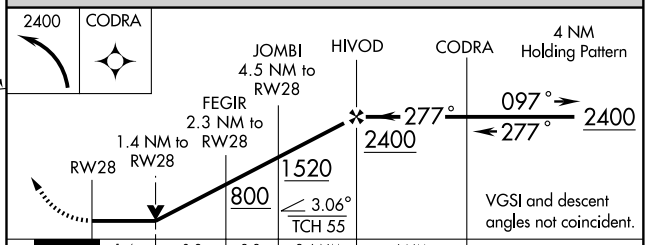
MISSED APPROACH: Climbing left turn to 2400 direct CODRA and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0



ELEV 74 D





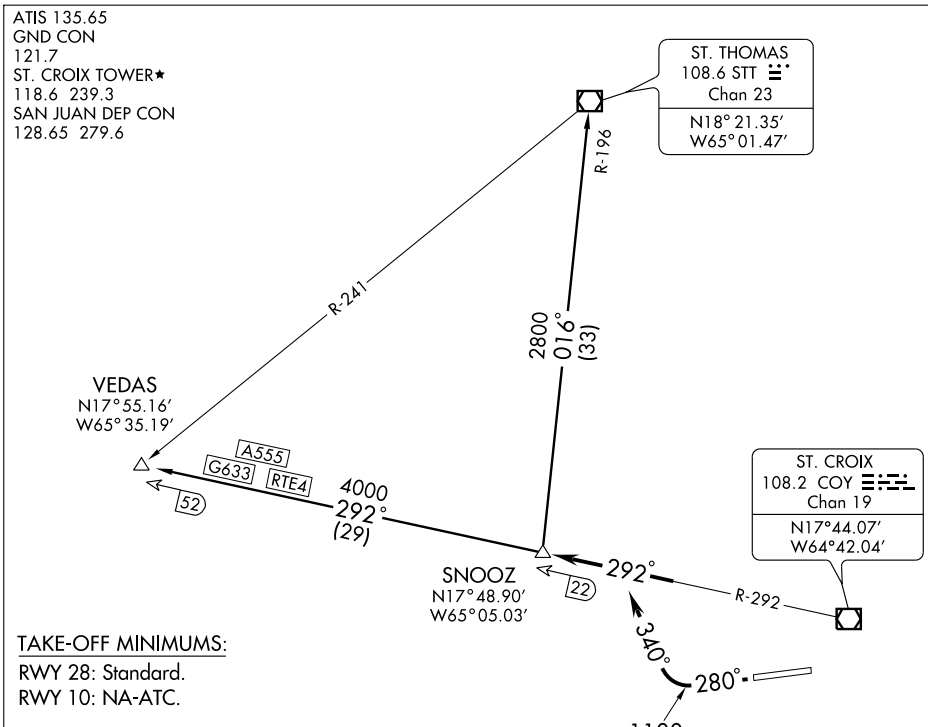
CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (500-1)	560-1½ 520 (500-1½)	560-1¾ 520 (500-1¾)
CIRCLING	560-1	486 (500-1)	560-1½ 486 (500-1½)	640-2 566 (600-2)

REIL Rwy 28
HIRL Rwy 10-28 L

SE-3, 17 DEC 2009 to 14 JAN 2010

SNOOZ TWO DEPARTURE

SL-5008 (FAA)



TAKE-OFF MINIMUMS:

RWY 28: Standard.

RWY 10: NA-ATC.

NOTE: NOT AUTHORIZED FOR TURBOJET AIRCRAFT.

NOTE: RWY 28: Tree 517 ' from DER, 554' right of centerline 74' AGL/114' MSL; tower 1500' from DER, 803' right of centerline, 80' AGL/140' MSL.

NOTE Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 28: Climb via heading 280° to 1100, then climbing right turn via heading 340° to intercept COY VOR/DME R-292 to SNOOZ INT. Thence via assigned transition. Maintain 6000 unless assigned lower altitude. Expect clearance to FL280 or requested altitude, ten minutes after departure.

ST. THOMAS TRANSITION (SNOOZ2.STT): From over SNOOZ INT via STT R-196 to STT VOR/DME.

VEDAS TRANSITION (SNOOZ2.VEDAS): From over SNOOZ INT via COY R-292 to VEDAS INT.

SE-3, 17 DEC 2009 to 14 JAN 2010

VOR/DME COY	APP CRS	Rwy Idg	9000
108.2	259°	TDZE	43
Chan 19		Apt Elev	65

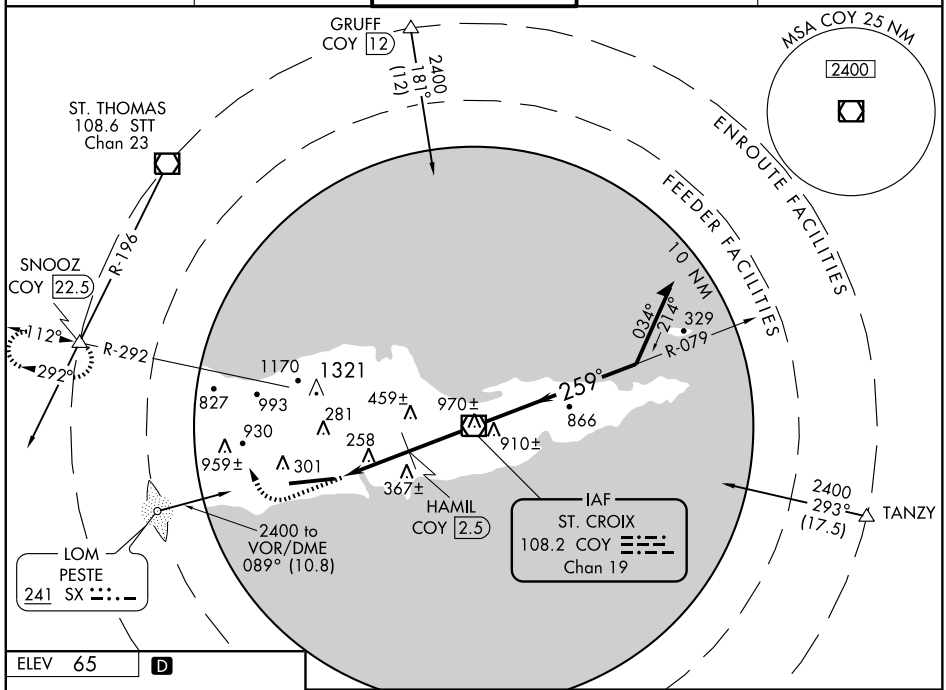
VOR RWY 28

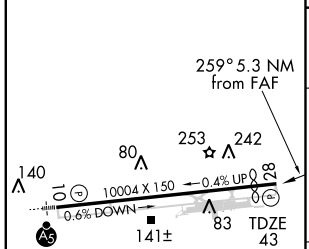
CHRISTIANSTED, ST. CROIX/HENRY E. ROHLSEN(STX)(TISX)

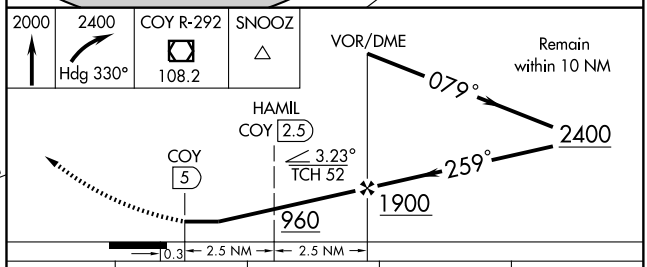
Procedure not authorized when control tower closed.
Circling NA North of Rwy 10-28.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via heading 330° and COY R-292 to SNOOZ Int/COY 22.5 DME and hold.

ATIS	SAN JUAN CENTER	ST. CROIX TOWER ★	GND CON	UNICOM
135.65	128.65 279.6	118.6 (CTAF) L 239.3	121.7	123.0







CATEGORY	A	B	C	D
S-28	960-1¼	917 (900-1¼)	960-2¾ 917 (900-2¾)	960-3 917 (900-3)
CIRCLING	960-1¼	895 (900-1¼)	960-2¾ 895 (900-2¾)	960-3 895 (900-3)
HAMIL FIX MINIMUMS				
S-28	640-1	597 (600-1)	640-1½ 597 (600-1½)	640-1¾ 597 (600-1¾)
CIRCLING	640-1	575 (600-1)	640-1½ 575 (600-1½)	680-2 615 (700-2)

REIL Rwy 28
HIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3. 17 DEC 2009 to 14 JAN 2010